

1 Port Street East Proposed Marina Environmental Assessment

Record of Consultation



**FINAL RECORD OF CONSULTATION
TERMS OF REFERENCE PHASE
for
1 Port Street East Proposed Marina
Environmental Assessment**

**Prepared for:
City of Mississauga**

**Prepared by:
Shoreplan Engineering Limited**

July 2020

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1.0 INTRODUCTION

The City of Mississauga is undertaking an Individual Environmental Assessment (EA) under the *Environmental Assessment Act* for the 1 Port Street East Proposed Marina (1PSEPM) Project. This Project is a key element of Inspiration Port Credit's Charting the Future Course Master Plan. The 1PSEPM Project is intended to help fulfil 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 City of Mississauga prepared a draft Terms of Reference (ToR) for the 1PSEPM Project EA. The Terms of Reference sets out the City's work plan for addressing the *Environmental Assessment Act* requirements in the Individual EA. This draft Terms of Reference builds upon all of the background work completed for this site, includes the alternatives that will be considered in the EA and the public consultation activities. If approved by the Minister of Environment, Conservation and Parks (MECP), the ToR will provide the framework for the preparation of the EA.

Members of the public, agencies, Indigenous communities and other interested persons are encouraged to actively participate in the EA process by attending consultation events or contacting staff directly with comments or questions.

This Record of Consultation (RoC) documents the consultation activities which took place as part of the development of the ToR for the 1PSEPM Project EA. The official consultation activities for the ToR began with the Notice of Commencement (NoC) for the EA in July 2019.

2.0 PUBLIC CONSULTATION

2.1 OBJECTIVES

The City's approach to public consultation is intended to meet the requirements set out in the Province of Ontario's Codes of Practice on Preparing and Reviewing the Terms of Reference for Environmental Assessments in Ontario (2014, Rev.2) and Consultation in Ontario's Environmental Assessment Process (2014, Rev 1).

The City's objective for consultation activities regarding the development of the ToR was to engage with interested members of the public and interest groups about the EA ToR, the proposed evaluation framework, and the proposed consultation plan for the EA. This was done by providing:

- information in a user-friendly format;
- opportunities for input before decisions were made;
- appropriate, flexible and convenient opportunities for consultation that met the needs of the public;

- responsive listening to comments;
- written responses to key issues; and
- clear documentation of all consultation activities.

During the development of the ToR, members of the general public, Indigenous communities, and other stakeholders were invited to consultation activities. To date, the consultation program included a Public Information Centre (PIC), participation in a community event, discussions with identified stakeholders, engagement through the project website and correspondence with Indigenous communities.

2.2 CONTACT LIST

2.2.1 General Public

An initial mailing list was generated by identifying mailing addresses for residences and businesses located in the Local Study Area (LSA) defined for the Environmental Assessment, generally within area bounded by Mississauga Road to the west, CN Tracks to the north, Elmwood Avenue to the east and Lake Ontario to the South.

The contact list was expanded by including members of the public that signed up to be on the list at the first Public Information Center (PIC), the TOPCA Heritage Bike Tour, through the website and/or through direct contact with City staff. The City acknowledges that as this and other City projects move forward, new issues and new stakeholders may emerge. It is the City's intent to address new issues and involve new stakeholders in the 1PSEPM Project EA. The City's contact list will continue to grow as project planning proceeds.

2.2.2 Stakeholders

A contact list of stakeholders was compiled by the City of Mississauga. These organizations are those who have self-identified as being interested in the project, were involved in the Inspiration Port Credit consultation, or are believed to have a stake in the project by the City of Mississauga. To date, the stakeholders include the following:

- Bristol Marine
- Canada Coast Guard
- Canada Lands Company
- Centre City Capital Limited
- Cranberry Cove Ratepayers Association
- Credit Reserve Association
- Great Ontario Salmon Derby
- Lakeview Ratepayers Association
- Mississauga Residents' Associations Network (MIRANET)
- Peel Police Marine Unit
- Port Credit Business Improvement Association (BIA)

- Port Credit Harbour Marina
- Port Credit Salmon and Trout Association
- South Peel Naturalists' Club
- Town of Port Credit Association (TOPCA)

2.3 CONSULTATION MECHANISMS

2.3.1 Notice of Commencement

In July 2019, a Notice of Commencement (NoC) was released announcing the initiation of the ToR. The NoC described the project and provided information on the location and date of the first PIC. The NoC was posted on the Project website, City's Lakefront Promenade Marina, and Credit Village Marina. The NoC was emailed to the identified stakeholders. The NoC was also mailed to Indigenous communities, and residents and businesses located in the boundaries of Mississauga Road to the west, CN Tracks to the north, Hurontario Street to the east and Lake Ontario to the South. The City posted the NoC in the Mississauga News on July 4th and July 11th. Appendix A includes the Notice of Commencement.

2.3.2 Website

A [website](#) for the 1PSEPM Project was established at the beginning of the ToR stage. The website contains a description of the Project, a Project contact with the City, a study area map, as well as links to background documents. The documents available for download include:

- NoC;
- PIC #1 presentations and panels;
- PIC #1 feedback forms
- PIC #2 presentations and panels;
- PIC #2 feedback forms
- Draft Terms of Reference
- Draft Record of Consultation
- Final Terms of Reference
- Final Record of Consultation – Terms of Reference Phase
- Frequently Asked Questions (FAQs)

As planning progresses additional information will be available to the public and stakeholders through the Project website.

2.3.3 First Public Information Centre (PIC #1)

During the development of the ToR, the City of Mississauga hosted a PIC on July 18, 2019 at Clarke Memorial Hall, 161 Lakeshore Road West, in the village of Port Credit, Mississauga.

An invitation to the PIC was included with the NoC. The City posted notices of the PIC in the Mississauga News on July 4, 2019 and July 11, 2019 and the notice was emailed to the stakeholders. The NoC was mailed to Indigenous Communities and residents and businesses located in the boundaries of Mississauga Road to the west, CN Tracks to the north, Hurontario Street to the east and Lake Ontario to the South. The PIC was also advertised on two mobile signs located in the Port Credit community.

The PIC was open to any member of the public or interested organization. The PIC provided an opportunity for attendees to gain an understanding of the Project and the EA process. Attendees were encouraged to provide input regarding key issues and concerns for the City's consideration in the development of the draft ToR. The first PIC included information poster boards in an open house style layout, followed by presentations by members of the EA Project Team and a facilitated discussion of questions and answers. The first PIC was attended by approximately 150 persons.

Appendix B includes the Notice for the first PIC as posted on the City of Mississauga's website. Appendix C includes the first PIC meeting display boards, presentations. The summary of comments and questions from the PIC is included in Appendix D.

2.3.4 TOPCA Heritage Bike Tour

On September 29, the EA team participated in a Heritage Bike Tour as part of a Culture Days event. City staff and EA team members had a tent in the parking lot of the existing Port Credit Harbour Marina, which was one stop along the bike tour. Bike tour participants rode around the existing marina site and then stopped at the tent for a brief overview of the project and an opportunity for some questions and answers. While awaiting the bike tour, a number of walkers and bikers stopped by the tent to find out about the project. The project team spoke with approximately 65 people. A summary of comments and questions is included in Appendix D along with the City's response to each.

There were several questions about what the nature of development may be for the Canada Lands Company wharf lands and concerns about building heights and traffic associated with additional residents. These comments and questions do not relate to the project but identify some underlying issues and concerns that the Project team should be aware of namely traffic and the nature of community change.

2.3.5 Second Public Information Centre (PIC #2)

The City of Mississauga hosted a second PIC on January 29, 2020 at Port Credit Legion Hall, 35 Front Street North, in the village of Port Credit, Mississauga.

The City posted notices of the PIC in the Mississauga News and the notice was emailed to the stakeholders and mailed to residents and businesses located in the boundaries of Mississauga Road to the west, CN Tracks to the north, Hurontario Street

to the east and Lake Ontario to the South. The notice of the PIC was also emailed to Indigenous Communities. The PIC was also advertised on three mobile signs located in the Port Credit community and two signs posted in front Port Credit Harbour Marina.

The PIC was open to any member of the public or interested organization. The PIC provided an opportunity for attendees to understand and provide comments on the Terms of Reference. Attendees were encouraged to provide input regarding key issues and concerns for the City's consideration in the development of the ToR. The PIC included information poster boards in an open house style layout, followed by presentations by members of the EA Project Team and a facilitated discussion of questions and answers. The PIC was attended by approximately 140 persons.

Appendix B includes the Notice for the second PIC as posted on the City of Mississauga's website. Appendix C includes the second PIC meeting display boards, presentations. A summary of comments and questions from the PIC is included in Appendix D along with the City's response to each. Where relevant, the Terms of Reference was modified to address the comments as per the City's responses.

3.0 AGENCY CONSULTATION

3.1 OBJECTIVES

Throughout the ToR, regulatory bodies and interested agencies at the municipal, provincial, and federal level were invited to participate in a comprehensive agency consultation program. The objectives of the ToR agency consultation is to consult with all potentially interested agencies about the ToR; the proposed evaluation framework; and the proposed consultation plan for the EA, such that there would be agency buy-in as to how the EA would be conducted, and to ensure that all necessary approvals/authorizations for the Project are understood. Agency consultation also ensured coordination between the Project and the broader local and regional planning context; and allowed for coordination between federal and provincial EA requirements.

3.2 CONTACT LIST

The Project Team endeavours to consult with any and all interested agencies during the development of the ToR. A contact list of regulatory and interested agencies was developed through an identification of all:

- applicable provincial and federal regulatory agencies;
- provincial and federal agencies, as well as municipal and regional departments, with a potential or stated interest in the Project and/or the Project Study Area; and
- agencies involved as part of the Feasibility Study.

Table 3-1 documents those agencies contacted during the EA ToR.

Table 3-1: Agency Contact

Agency	Reason for Contact	Date	Notice of Receipt	Date
Credit Valley Conservation (CVC)	<ul style="list-style-type: none"> CVC was contacted for information and data regarding the study area for the preparation of the Baseline Conditions Report. Meeting with CVC Provided with Notice of Terms of Reference and PIC #2 	<ul style="list-style-type: none"> August 15, 2019 November 28, 2019 January 14, 2020 	<ul style="list-style-type: none"> Response provided with comments on the Draft Terms of Reference 	<ul style="list-style-type: none"> March 6, 2020
Ontario Ministry of the Environment, Conservation and Parks	<ul style="list-style-type: none"> Contacted for Indigenous communities list 	<ul style="list-style-type: none"> June 12 2019 	<ul style="list-style-type: none"> Response provided for Indigenous communities list 	<ul style="list-style-type: none"> June 12 2019
Ontario Ministry of the Environment, Conservation and Parks – Air Quality	<ul style="list-style-type: none"> Provided with Notice of Terms of Reference and PIC #2 	<ul style="list-style-type: none"> January 14, 2020 	<ul style="list-style-type: none"> Response provided with comments on the Draft Terms of Reference as it relates to Air Quality 	<ul style="list-style-type: none"> February 13, 2020
Ontario Ministry of the Environment, Conservation and Parks – Noise	<ul style="list-style-type: none"> Provided with Notice of Terms of Reference and PIC #2 	<ul style="list-style-type: none"> January 14, 2020 	<ul style="list-style-type: none"> Response provided with comments on the Draft Terms of Reference as it relates to noise 	<ul style="list-style-type: none"> February 7, 2020
Ontario Ministry of the Environment, Conservation and Parks – Source Protection Programs	<ul style="list-style-type: none"> Provided with Notice of Terms of Reference and PIC #2 	<ul style="list-style-type: none"> January 14, 2020 	<ul style="list-style-type: none"> Response provided with comments on the Draft Terms of Reference as it relates to the Clean Water Act. 	<ul style="list-style-type: none"> February 12, 2020
Impact Assessment Agency of Canada (IAAC)	<ul style="list-style-type: none"> Advice on the application of Section 82 of the new Impact Assessment Act to the 1PSEPM Project 	<ul style="list-style-type: none"> November 1, 2019 	<ul style="list-style-type: none"> Draft Terms of Reference reflected information provided by the Agency 	<ul style="list-style-type: none"> January 14, 2020
Ministry of Heritage, Sport, Tourism	<ul style="list-style-type: none"> Provided with Notice of Terms of Reference and PIC #2 	<ul style="list-style-type: none"> January 14, 2020 	<ul style="list-style-type: none"> Response provided with comments on the Draft Terms of Reference 	<ul style="list-style-type: none"> February 19, 2020

Appendix F provides a complete summary of these comments and the City Mississauga's response to each. Where relevant, the Terms of Reference was modified to address the comments as per the City's responses.

4.0 INDIGENOUS COMMUNITY CONSULTATION

4.1 OBJECTIVE

The objective of Indigenous community consultation activities is to engage Indigenous communities in the EA process in a way they deem appropriate for the Project. Communities were asked if they are interested in the Project and how they wish to be consulted. Consultation will take place on any aspect of the Project of interest to a community.

4.2 CONTACT LIST

The contact list for the Indigenous consultation component of the Project was provided by the Indigenous Consultation Advisor with MECP. Based on the information received, the following communities were contacted:

- Huron Wendat Nation;
- Six Nations of the Grand River as represented by the Elected Chief and Council;
- Haudenosaunee Confederacy Chiefs Council; and
- Mississaugas of the Credit First Nation.

4.3 CONSULTATION MECHANISMS

4.3.1 Letters to Indigenous Communities

The Project Team engaged with Indigenous communities according to the requirements of the Duty to Consult process. Indigenous communities that have potential or established Treaty rights in the vicinity of the Project were contacted during the ToR stage of the EA. Materials sent to communities are outlined in Table 4-1.

Table 4-1: Mailed Correspondence to Indigenous Communities

Community	Notification	Date	Comment/Notice of Receipt	Date
Mississauga's of the Credit First Nation	Notice of Commencement of the EA	June 27, 2019	Letter did not arrive in the mail and City provided the Letter and Notice of Commencement via email. City has updated address for future notices by mail and sent the Letter and Notice of Commencement of the TOR	July 12, 2019

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	Additional Project Information	December 2, 2019	No response.	
	Provided with Terms of Reference and notice of PIC #2	January 17, 2020	No response.	
	Follow up phone call from City	March 16, 2020	Discussion of project and Terms of Reference comments provided during phone call	March 16, 2020
	Email with summary of Terms of Reference comments and Marine Archaeological Assessment.	March 18, 2020	Confirmation of Terms of Reference comments from Mississaugas of the Credit via email	April 16, 2020
Six Nations of the Grand River	Notice of Commencement of the EA	June 27, 2019	No response to date	
	Letter with Additional Project Information	December 2, 2019	No response to date	
	Provided with Terms of Reference and notice of PIC #2	January 17, 2020	No response to date	
	Email to Six Nation Lands and Resources Department following up on comments.	March 11, 2020	No response to date	
Huron Wendat Nation	Notice of Commencement of the EA	June 27, 2019	Acknowledge receipt of the Notice of Commencement and asked if archaeological assessment will be part of the EA.	July 4, 2019
	Letter with Additional Project Information	December 2, 2019	Acknowledge receipt of letter with additional project information.	December 18, 2020
	Provided with Terms of Reference and notice of PIC #2	January 17, 2020	Acknowledge receipt of the Terms of Reference and the notice of the PIC #2 and requested to be to be part of any future archaeological work associated with the project.	January 20, 2020
The Haudenosaunee Confederacy Chiefs Council c/o Haudenosaunee Development Institute	Introductory Letter and Terms of Reference	May 14, 2020	No Response to date	

In all correspondence to Indigenous communities, the City extended an open invitation to meet and discuss the Project in greater detail. Appendix E includes the letters sent to the Indigenous communities.

5.0 CONSULTATION RESULTS TO DATE

The City maintains a database that tracks all comments received or questions asked at consultation events or via other correspondence (e.g., email, standard mail). This database will be updated throughout the EA process. Appendix D summarizes the comments or questions received to date and the City's response to each. Where relevant, the Terms of Reference was modified to address the comments as per the City's responses.

6.0 NEXT STEPS

A combination of public and stakeholder input was used to assist the Project Team in preparing the ToR for the EA. The ToR has been finalized and made available for the formal review period. If the ToR is approved by the MECP (anticipated fall, 2020), the Project Team will proceed with the Individual EA. The Consultation Plan for the EA is provided in the ToR.

APPENDIX A

Notice of Commencement

CITY OF MISSISSAUGA

1 PORT STREET EAST PROPOSED MARINA – NOTICE OF COMMENCEMENT: TERMS OF REFERENCE AND PUBLIC INFORMATION CENTRE #1

WHAT?

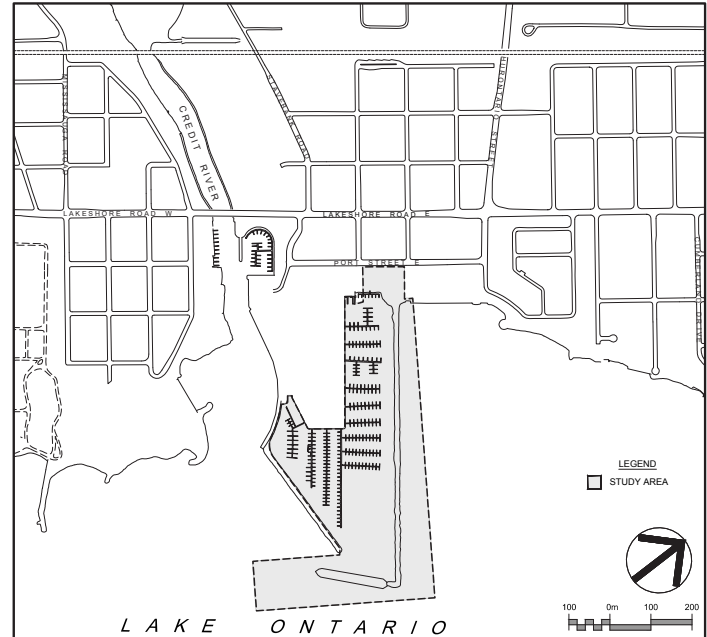
The City of Mississauga is beginning an environmental assessment under the *Environmental Assessment Act* for the 1 Port Street East Proposed Marina Project. The environmental assessment will study proposed expanded land base for additional waterfront parkland and examine marina alternatives for this 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 improved aquatic and terrestrial habitat.



HOW?

This study will be carried out in accordance with the requirements of the *Environmental Assessment Act*. The first step of the process is the preparation of a Terms of Reference. The Terms of Reference will set out the City's framework and work plan for addressing the *Environmental Assessment Act* requirements when preparing the Individual Environmental Assessment, including such things as the alternatives that will be considered and the public consultation activities that will be carried out. If approved by the Minister of Environment, Conservation and Parks, the Terms of Reference will provide the framework for the preparation of the Individual Environmental Assessment. The Terms of Reference will build upon all of the background work already completed for this site.

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 ATTEND A PUBLIC INFORMATION CENTRE

DATE: Thursday July 18, 2019

TIME: Open House 4:00 pm – 8:00 pm, Presentation 6:30pm

LOCATION: Clarke Memorial Hall,
161 Lakeshore Road West, Mississauga

For more information, please visit the project website:

mississauga.ca/1portstreeteast

If you have any questions, 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 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 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 Ministry of the Environment, Conservation and Parks Freedom of Information and Privacy Coordinator at 416-327-1434.

APPENDIX B

Public Information Centres #1 and #2 - Advertisements

Notice of Public Information Centre #1

Notice of Public Information Centre #2



1 PORT STREET EAST

Mississauga, Ontario

1 Port Street East is situated in the community of Port Credit (in the City of Mississauga) on the shores of Lake Ontario at the mouth of the Credit River. Canada Lands acquired the site from the Department of Fisheries and Oceans (DFO) in early 2011.

LOCATION

1 Port Street
Mississauga,
Ontario
Canada
Directions

CONTACT

James Cox,
MCIP RPP
Senior
Director of
Real Estate
(Ontario)
416-214-1304
jcox@clc.ca

The site includes an approximately 49-acre (20.2-hectare) water lot and 18.3 acres (7.4 hectares) of tableland. The site also includes a wharf shed, an operating marina with ancillary businesses and slippage for approximately 500 boats. The site is currently under lease to Centre City Capital Ltd.

A master plan was approved for 1 Port by the City of Mississauga in 2016 following consultation with the community and the Town of Port Credit Community Association (TOPCA) through the Inspiration Port Credit process. The master plan provides a vision for the site and outlines numerous priorities for the future development, including mixed use, a new public marina, parks, a waterfront trail and public access to the waterfront, and other place-making opportunities. An Official Plan Amendment was approved in 2017, which provides a policy and development framework based on the approved master plan.

In January 2018, the City of Mississauga and Canada Lands announced a landmark agreement regarding shared objectives, including the long-term protection of the marina for public use, a key community and marina stakeholder objective identified during the community consultation process. This marina agreement includes the City acquiring ownership of the land at the base of the marina and the entire water lot over time. It allows for public access to the water (something the community does not currently have) and wonderful place-making opportunities including a new marina, parks, and open spaces.

In the summer of 2019, the City of Mississauga moved forward with the next step in delivering on the community's vision for a public marina, by kicking off its environmental assessment work for the proposed marina project. The environmental assessment is the next step to study additional waterfront parkland and examine marina options, design and phasing for the site.

Canada Lands encourages community and stakeholders to participate in the City of Mississauga's environmental assessment process by attending consultation events. Information is available on the City's project website, www.mississauga.ca/1portstreeteast (<http://www.mississauga.ca/1portstreeteast>).



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About Us

1 PORT STREET EAST PROPOSED MARINA

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

This project is a key element of the [Inspiration Port Credit 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 improved aquatic and terrestrial habitat.

The first step of the process is the preparation of a Terms of Reference. The Terms of Reference will set out the City’s framework and work plan for addressing the Environmental Assessment Act requirements when preparing the Individual Environmental Assessment, including such things as the alternatives that will be considered and the public consultation activities that will be carried out.

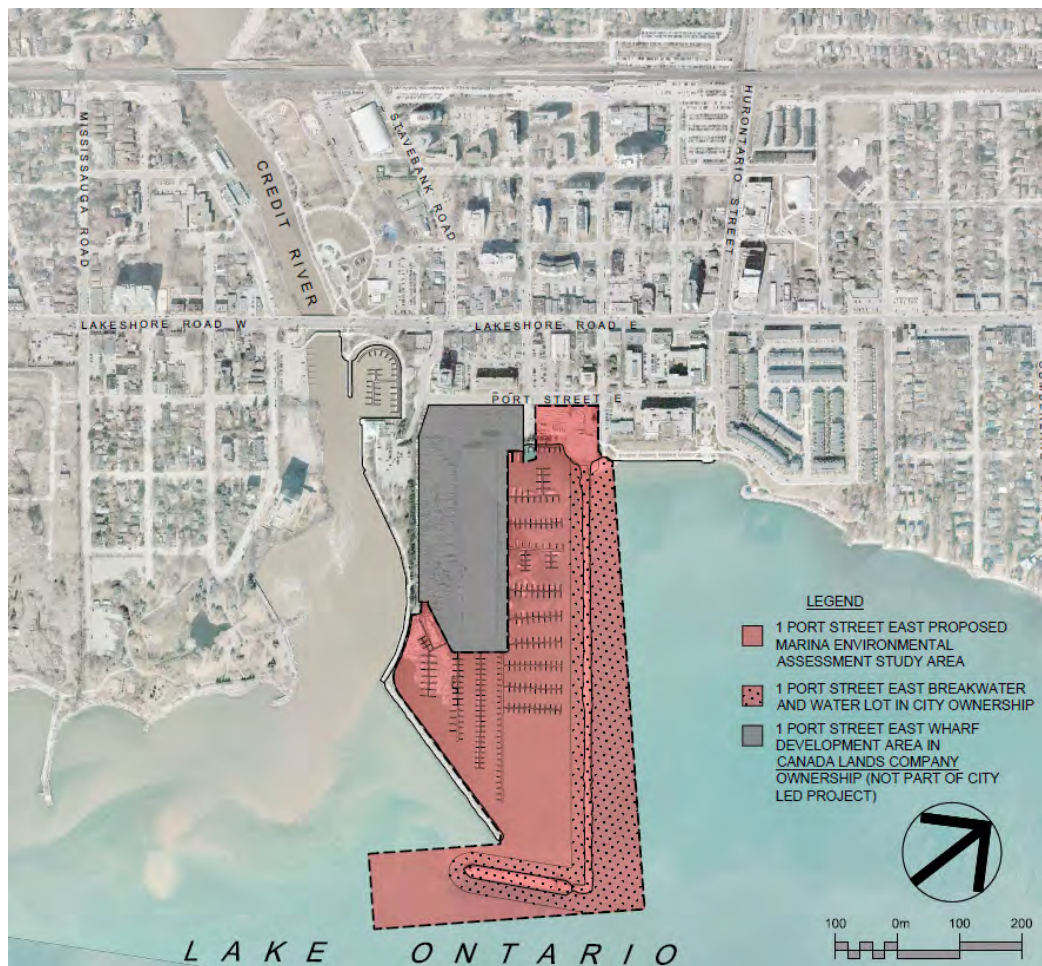


General Inquiries

3-1-1public.info@mississauga.ca

After Hours

905-615-3000



If approved by the Minister of Environment, Conservation and Parks, the Terms of Reference will provide the framework for the preparation of the Individual Environmental Assessment and will build upon all of the background work already completed for this site.




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 this project website, in local papers and by direct email to those on the mailing list.

Public Information Centre #1

DATE: Thursday, July 18, 2019

TIME: Open House 4:00 p.m. - 8:00 p.m., Presentation 6:30 p.m.

LOCATION: Clarke Memorial Hall, 161 Lakeshore Road West, Mississauga

- [Notice of Commencement: Terms of Reference and Public Information Centre #1](#) 
- [Presentation and Panels](#) 
- [Feedback Form](#) 

Project Updates

Sign up for [news alerts](#) to be notified of project updates by email.

Project Contact

Tweets by
[@MississaugaPF](#)



Mississauga Pa
[@MississaugaPI](#)

Parks, Forestry, and Environment are reviewing the Parks By-law and looking to solicit feedback from residents regarding items related to City leash-free zones and dog walker permits. Please complete

[Embed](#)

[View on Twitter](#)

► **APPLY FOR
PARK ACCESS PERMITS**

**onemilliontrees
mississauga**

If you have any comments or questions about this project or require additional information, please contact the project manager:

Beata Palka, M.Pl., RPP

Planner, Park Planning

City of Mississauga

201 City Centre Dr, 9F

Mississauga, ON L5B 2T4

905-615-3200 ext. 4221

1portstreeteast@mississauga.ca

Related Links

- [Inspiration Port Credit](#)

City of Mississauga, 300 City Centre Drive, Mississauga, Ontario Canada L5B 3C1
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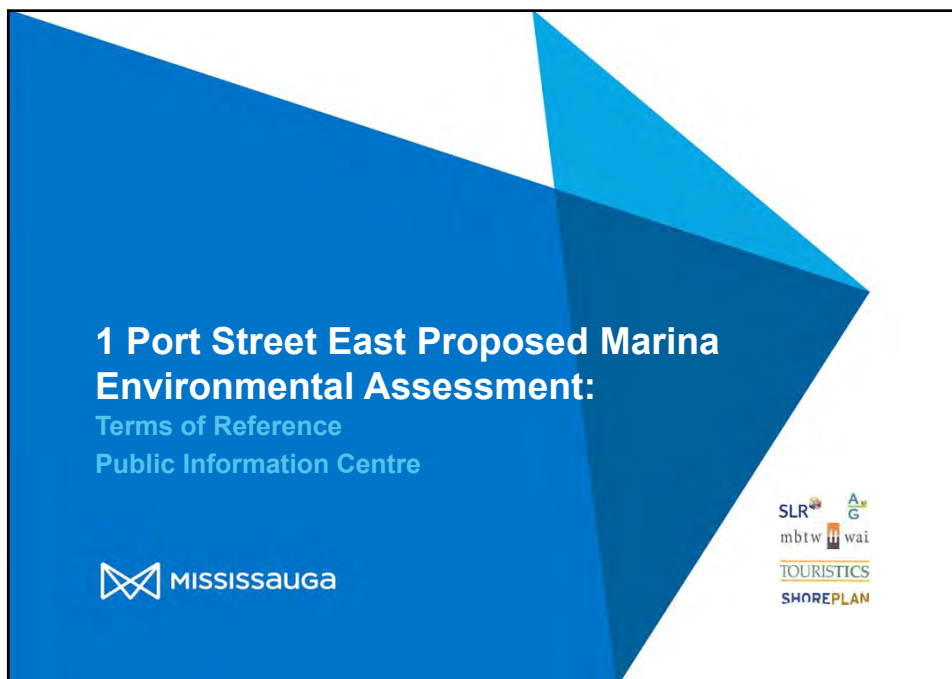
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APPENDIX C

Public Information Centres #1 and #2 – Presentations

PIC #1 Presentation Panels

PIC #2 Presentation Panels



The slide has a blue header with the Mississauga logo. The title "Objectives of Public Information Centre (PIC)" is in bold. Below it is a subtitle "1 Port Street East Proposed Marina Environmental Assessment". A list of four objectives is shown with green circular icons. The text "Presentation at 6:30" is centered. At the bottom, a line of text asks the audience to speak with the project team.

MISSISSAUGA


Objectives of Public Information Centre (PIC)

1 Port Street East Proposed Marina Environmental Assessment

- To review draft content for the Environmental Assessment (EA) Terms of Reference (ToR)
- To seek comments and suggestions on the draft ToR content
- To identify issues to be assessed and resolved during the EA
- To discuss next steps and review of the ToR



Presentation at 6:30

Please speak with the project team and let them know your concerns and what issues you want to see addressed as part of this project.

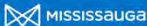


What is an Environmental Assessment?

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 stakeholders and approval agencies - you need to get the decision-making process right to get approval from MECP to proceed with a project
-  An EA is required for this type of municipal infrastructure project


Purpose of Ontario EA Act:
"the betterment of the people of the whole or any part of Ontario by providing for the protection, conservation and wise management of the environment" through good planning and informed decision-making



Key Features of Environmental Assessment Planning

1 Port Street East Proposed Marina Environmental Assessment

-  Consultation with affected parties
-  Consideration of a reasonable range of alternatives including the 'do nothing' alternative
-  Consideration of all aspects of the environment
-  Systematic evaluation of net environmental effects
-  Provision of clear and complete documentation – replicable, traceable, understandable



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Environmental Assessment Process

1 Port Street East Proposed Marina Environmental Assessment

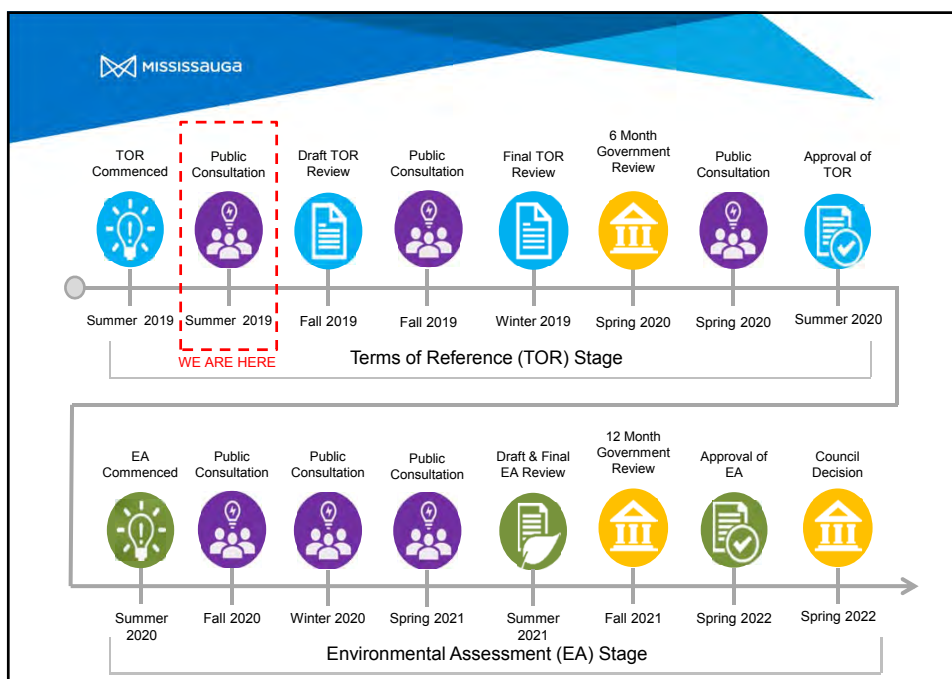
Project needs approval as an Individual EA under the Ontario Environmental Assessment Act, the process has 2 phases:


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
- Terms of Reference will be available for public review in fall 2019.

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

The 1 Port Street East Proposed Marina Project Team is currently developing the Terms of Reference. All of the information being presented will form part of the Terms of Reference.






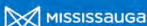
What is a Terms of Reference?

1 Port Street East Proposed Marina Environmental Assessment

- The Terms of Reference (ToR) is a “roadmap” which describes how the EA (including consultation) will be carried out
- The ToR will describe:
 - Project Purpose;
 - Study Areas and Project Timelines;
 - Problem/Opportunity Assessment;
 - Overview of Existing Environment (Natural and Human);
 - Evaluation of “Alternatives To” – different ways to solve the problem or address the opportunity;
 - Framework for Identification and Evaluation of “Alternative Methods” – different ways to implement the preferred “Alternative to”;
 - Preliminary comparative evaluation criteria; and
 - The consultation plan for the EA.



Shoreplan Engineering Limited 2014



Project Purpose

1 Port Street East Proposed Marina Environmental Assessment

- 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”
- 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; and
 - Allow for improved aquatic and terrestrial habitat.

Project Study Area

1 Port Street East Proposed Marina Environmental Assessment


- 1 Area where project activities may occur
- 2 1 Port Street East is located in Port Credit, Mississauga, 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
- 3 This project is focusing on the eastern portion of the site
- 4 The wharf on the western portion of the site will be developed into a mixed-use community by a private developer



Local Study Area






1 Port Street East Proposed Marina Environmental Assessment






How do Past Studies Inform the EA






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 pier 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



Problems and Opportunities

1 Port Street East Proposed Marina Environmental Assessment

				
<p>Stakeholders have communicated a desire for continued marina operations in Port Credit "keep the Port in Port Credit"</p>	<p>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</p>	<p>Support marina and other business activity, for the benefit of the City and its residents</p>	<p>Provision of park space and enhanced public access along waterfront where none currently exists</p>	<p>Project provides an opportunity to enhance terrestrial and aquatic habitat in the vicinity of the pier</p>

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Existing Marina Operations at 1 Port Street East


1 Port Street East Proposed Marina Environmental Assessment

Pier History

- Constructed in mid 1950s to facilitate commercial shipping in the area
- East breakwater added between 1958 and 1961 in two phases
- The "Ridgetown" added in 1974
- Site converted to a recreational marina in about 1974

Port Credit Harbour Marina

- Port Credit Harbour Marina is one of the largest privately operated full service marinas on the GTA's Lake Ontario shoreline.
- The depth of water in the marina basin (minimum 18 feet), is one of the deepest on the north shore.
- The marina caters to seasonal and transient boaters, charter fishing boats, and cruisers.

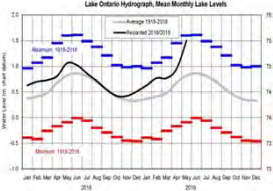
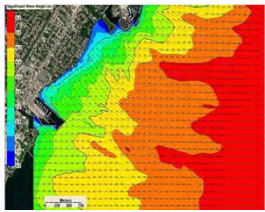


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Existing Coastal Conditions

1 Port Street East Proposed Marina Environmental Assessment

Waves:

Site exposed to waves from east and south west quadrants

Largest waves from the east quadrant

Most frequent wave form the southwest quadrant

Water Levels:

Water level of Lake Ontario vary over 2 meters

Typical seasonal variation is in the order of 0.6 m

Water levels are typically high in the summer and lower in the winter

Current water levels are unprecedented and well above design high water levels.


Regulatory design high water level for Port Credit is 75.8 m.

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Existing Socio-Economic Conditions

1 Port Street East Proposed Marina Environmental Assessment

- 📍 1 Port Street East is located in the heart of the Port Credit village, home to many City residents, businesses and a destination for day visitors and tourists.
- 📍 Much of the 1 Port Street East site is designated in the Mississauga Official Plan as Mixed Use and Public Open Space.
- 📍 Current businesses operating within the 1 Port Street East site include a marina, yacht sales and repairs, boating supplies and a restaurant.
- 📍 City residents enjoy the lakefront for a wide range of recreational and social activities, including fishing, boating, canoeing, festivals etc.



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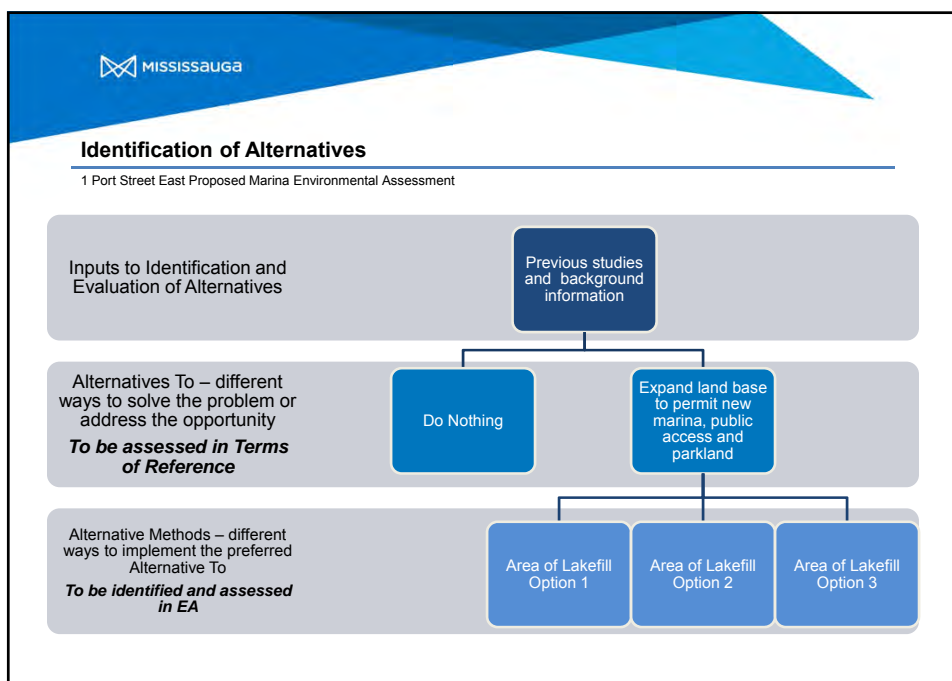
Existing Natural Environment

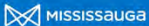
1 Port Street East Proposed Marina Environmental Assessment

- 📍 The Port Credit area has been a focus of environmental studies by the City, Credit Valley Conservation Authority and others for decades.
- 📍 The Credit River watershed supports 264 species of birds and 79 species of fish.
- 📍 The Lake Ontario shoreline is an area where many migratory birds stop-over during their long flights; this adds many uncommon or rare birds.
- 📍 Trout and Salmon are popular sport fish. Brown trout makes its home in the middle and upper areas of the Credit River as well as the mouth of the Credit. Rainbow Trout and Chinook Salmon can also be found at the mouth of the river.
- 📍 The depth of water around the pier varies between 2-5m and 5-10m.
- 📍 Lake filling provides opportunities to enhance fish and bird habitat.




City of Mississauga, 2019




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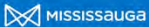
'Alternatives to' the Project

1 Port Street East Proposed Marina Environmental Assessment

 'Alternatives to' are different ways to solve the identified problem or address the identified opportunity
Previous studies have confirmed that the marina must be anchored to the eastern pier

 **Two alternatives:**

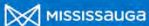
- 1. Do Nothing**
 - The City would not be a future marina operator or owner of any lands or breakwater at this location
 - No public marina
- 2. Create a new marina and parkland along the pier through lakefilling**
 - Publicly operated marina
 - Additional waterfront parkland and public access
 - Opportunity to enhance aquatic and terrestrial habitats



Identifying 'Alternative Methods'


1 Port Street East Proposed Marina Environmental Assessment

- 'Alternative methods' are different ways of implementing the preferred 'Alternative to'
- For this project 'alternative methods' are different configurations of lakefill around the pier to enable marina alternatives
- There has been some investigation of configurations in past studies and we will build on this by considering:
 - Area of lakefill
 - Space required to create economically viable marina and associated businesses
 - Enhancement of park space and public access
 - Opportunities to improve fish habitat




Next Steps


1 Port Street East Proposed Marina Environmental Assessment




Please fill in a comment form and leave it with us or email it to:
1portstreteast@mississauga.ca
 or submit by mail to:
 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



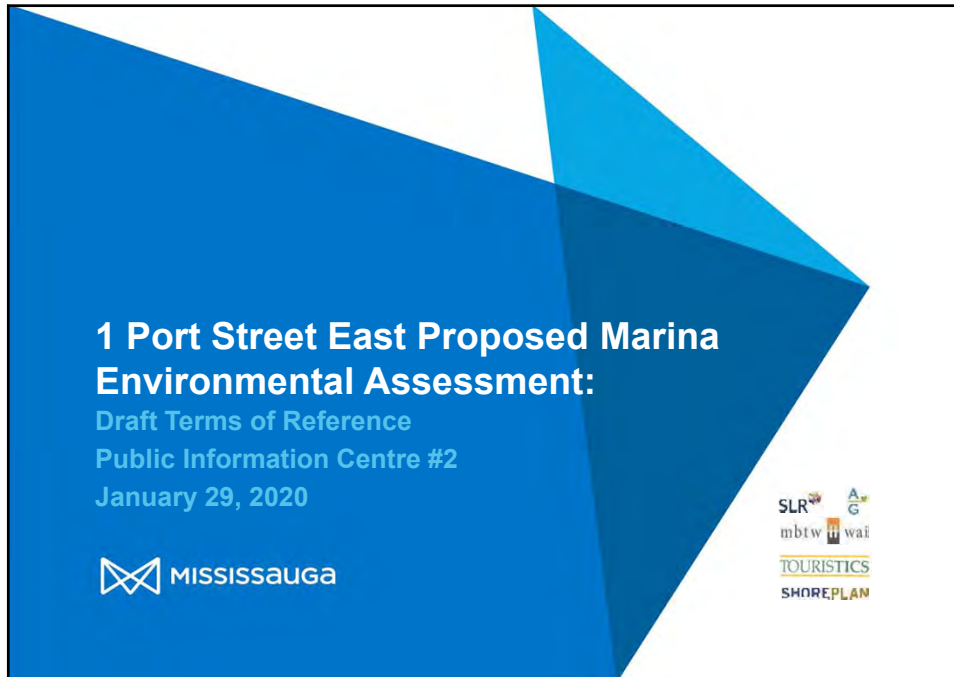
Next meeting in early fall when we will present the Draft ToR for review



Project team will continue to address your comments and questions


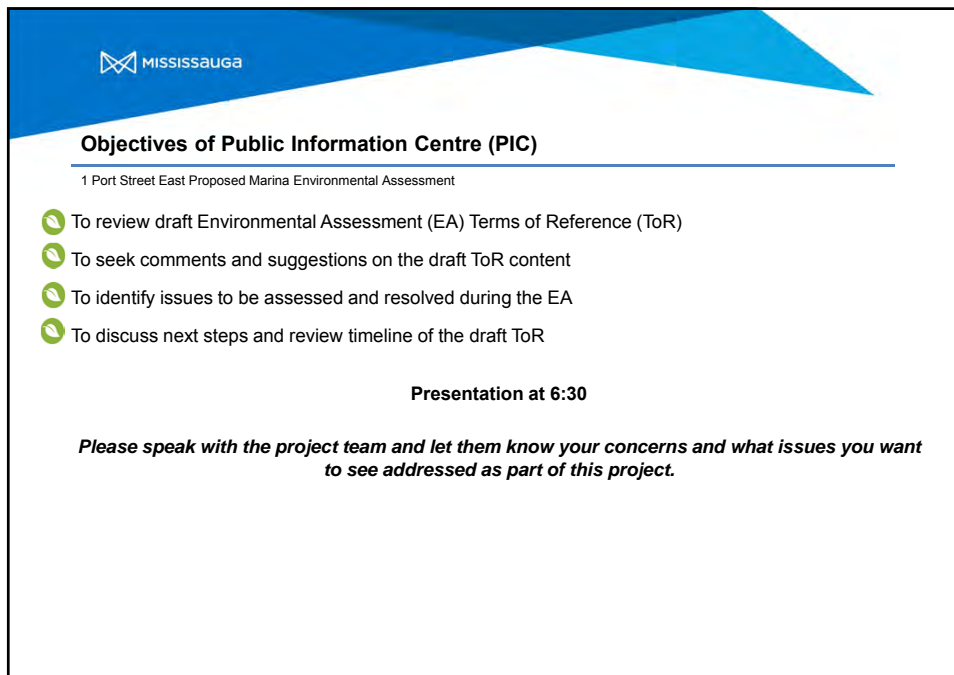









Please continue to engage with us through the project webpage:
mississauga.ca/1portstreteast



1 Port Street East Proposed Marina Environmental Assessment:

Draft Terms of Reference
Public Information Centre #2
January 29, 2020



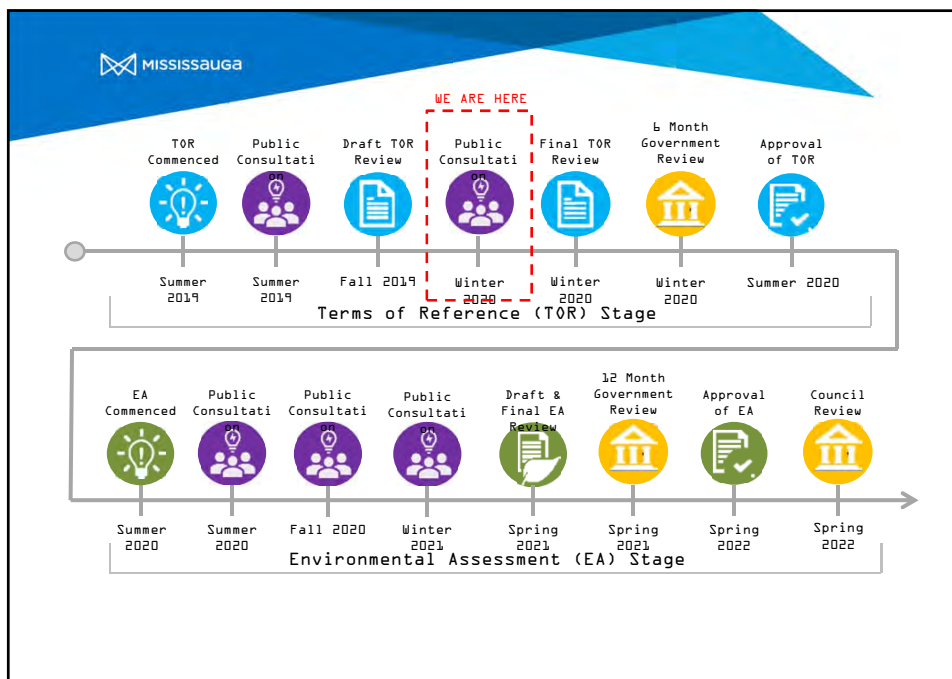
Objectives of Public Information Centre (PIC)

1 Port Street East Proposed Marina Environmental Assessment

- To review draft Environmental Assessment (EA) Terms of Reference (ToR)
- To seek comments and suggestions on the draft ToR content
- To identify issues to be assessed and resolved during the EA
- To discuss next steps and review timeline of the draft ToR

Presentation at 6:30

Please speak with the project team and let them know your concerns and what issues you want to see addressed as part of this project.



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Environmental Assessment Process

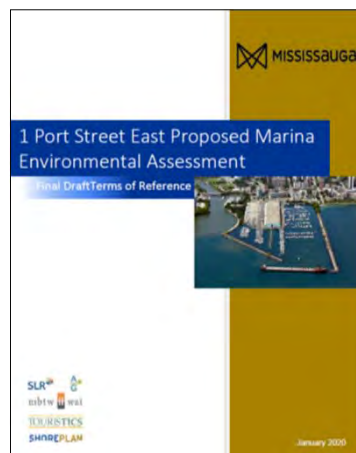
1 Port Street East Proposed Marina Environmental Assessment

- An EA is a planning and decision-making process supported by good science documented for review by stakeholders and approval agencies - you need to get the decision-making process right to get approval from MECP to proceed with a project
- Project needs 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 Project Team has released a Draft Terms of Reference for your review by February 17.**
 - Phase 2 Prepare EA:** EA will document the evaluation of alternatives and assessment of effects in accordance with the Approved Terms of Reference

What is a Terms of Reference?

1 Port Street East Proposed Marina Environmental Assessment

- The Terms of Reference (ToR) is a “roadmap” which describes how the EA will be carried out
- The ToR will describe:
 - Project Purpose;
 - Study Areas and Project Timelines;
 - Problem/Opportunity Assessment;
 - Overview of Existing Environment (Natural and Human);
 - Evaluation of “Alternatives To” – different ways to solve the problem or address the opportunity;
 - Framework for Identification and Evaluation of “Alternative Methods” – different ways to implement the preferred “Alternative to”;
 - Preliminary comparative evaluation criteria; and
 - The consultation plan for the EA.



ToR Section 1.3 – 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, Mississauga, 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
- 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





Local Study Area

1 Port Street East Proposed Marina Environmental Assessment



ToR Section 2.0 – Purpose of Proposed Undertaking

1 Port Street East Proposed Marina Environmental Assessment

- 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"
- 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; and
 - Allow for improved aquatic and terrestrial habitat.



ToR Section 2.1 – 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 pier 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



ToR Section 2.3 – 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 pier

ToR Section 6.0 – Description of the Environment Potentially Affected by the Proposed Undertaking

1 Port Street East Proposed Marina Environmental Assessment

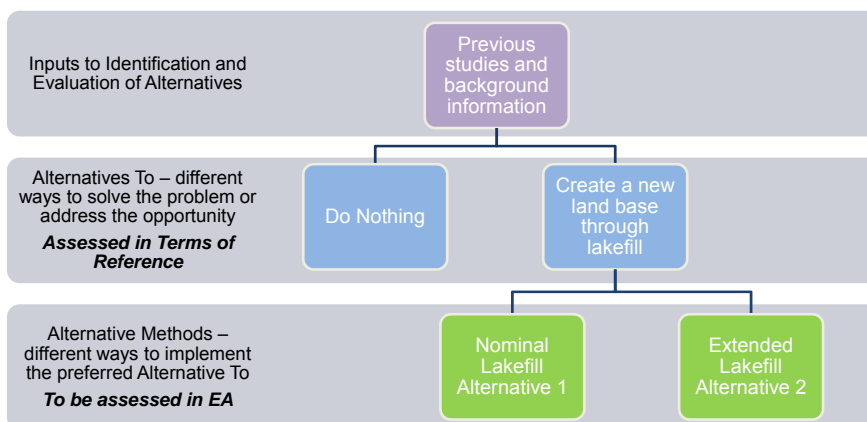
-  The 1 Port Street East site has natural attributes such as the deep basin and existing breakwater which make it ideal for a marina.
-  Project must be designed with an understanding of coastal conditions including wave height and water levels
-  The impacts of the project on the environment are assessed by measuring the change between existing conditions and what will happen with construction and operation of each alternative
-  Potential enhancements to terrestrial and aquatic ecology must be compatible with existing conditions
-  Potential new parkland and trail connections must be compatible with surrounding park areas and trails




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Identification of Alternatives

1 Port Street East Proposed Marina Environmental Assessment





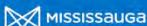
ToR Section 4.0 – ‘Alternatives To’ The Undertaking

1 Port Street East Proposed Marina Environmental Assessment

Two alternatives:

- ❶ **1. Do Nothing**
 - No clear advantages other than the avoidance of new construction costs and environmental effects during construction of new land base
 - The City would not be a future marina operator at this location
 - Stalls the implementation of the approved 1 Port Street East Comprehensive Master Plan
 - The long-term integrity of the existing wharf and the eastern breakwater will continue to be at risk from changing lake levels and coastal processes.
 - No public marina.
 - This alternative would not create additional parkland.
- ❷ **2. Create a new land base through lakefill**
 - Provides land for publicly operated marina
 - Additional waterfront parkland and public access
 - Opportunity to enhance aquatic and terrestrial habitats
 - Can be designed to ensure its long-term integrity.

In summary, the “create a new land base” alternative will be carried forward to the development of ‘Alternative Methods’ during the EA.



ToR Section 5.0 – ‘Alternative Methods’

1 Port Street East Proposed Marina Environmental Assessment

- ❶ ‘Alternative methods’ are different ways of implementing the preferred ‘Alternative to’
- ❷ For this project ‘alternative methods’ are different configurations of lakefill around the pier to enable marina alternatives
- ❸ Four Step Process for Identifying and Evaluating ‘Alternative Methods’
 - Step 1 - Determination of Footprint for Alternatives
 - Step 2 – Identification of Desired Design Elements
 - Step 3 – Comparative Evaluation of Alternatives
 - Step 4 – Confirm, Refine and Undertake Detailed Assessment of Preferred Alternative

1 Port Street East Proposed Marina Environmental Assessment

- 

1 Port Street East Proposed Marina Environmental Assessment




Extended Lakefill Alternative





Step 2 – Identification of Desired Design Elements

1 Port Street East Proposed Marina Environmental Assessment

-  The range of footprints determined in the previous step will be further refined in this step through an iterative process to include each of the design elements listed below:
 - The approximate number, locations and sizes of boating slips;
 - marina services, including public parking, on-site winter boat storage, marina related businesses and services.
 - Open space or parkland area, including trail connections and opportunities for recreation; opportunities to provide views of Lake Ontario and back to the City; and
 - Aquatic and terrestrial habitat features.
-  A key aspect of this step will be to optimize the balance between maintaining an economically viable marina, terrestrial and aquatic habitat gains, and parkland and waterfront access.
-  The result of this step will be alternative 1 Port Street East Proposed Marina Project configurations which respect the range of project footprints. Coarse level habitat creation and recreational opportunities will be defined for each alternative such that differences between them can be assessed.



Step 3 Comparative Evaluation of Alternatives; Evaluation Criteria

1 Port Street East Proposed Marina Environmental Assessment



Physical Environment

- Resiliency of proposed lakefill to changing lake levels and coastal processes
- Effects on water quality in the Local Study Area
- Potential for disturbance of contaminated soils
- Ability to manage contaminated soils and groundwater



Atmospheric Environment

- Change to air quality
- Changes to ambient noise conditions



Biological Environment

- Area and quality of terrestrial habitat
- Area and quality of aquatic habitat
- Potential to maintain or improve connections for aquatic species

Step 3 Comparative Evaluation of Alternatives; Evaluation Criteria

1 Port Street East Proposed Marina Environmental Assessment



Socio-economic Environment

- Area of open space or parkland created
- Potential for changes to use of waterfront for recreation
- Disruption to use and enjoyment of property during construction and establishment
- Changes in community character
- Effects on business operations during construction and establishment



Cultural Environment

- Potential for displacement of built heritage resources due to construction
- Potential displacement of marine- and land-based archaeological resources
- Potential for effect from construction and operations on traditional uses of lands by Indigenous communities.



Cost

- Potential to phase implementation of land creation, naturalization and park development
- Capital cost
- Annual marina operations and maintenance costs
- Sustainability of active and informal park spaces
- Cost of management of groundwater and soil contamination

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

1 Port Street East Proposed Marina Environmental Assessment



Once the preferred alternative is selected it will be refined and this will include:

- Development of a phasing plan and construction plan including construction techniques and associated mitigation measures
- Development of a transition plan for moving marina operations and businesses from the old site to the new site
- 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



ToR Section 8.1 - Consultation for the ToR

1 Port Street East Proposed Marina Environmental Assessment

What we have done.....

- 2 public information centres at key decision points
- Meeting notifications published online, in newspapers, maildrop in Project area and sent to mailing list, mobile signage, Twitter and Facebook posts
- Ongoing consultation and engagement with Indigenous communities
- Ongoing consultation with regulatory agencies
- Participation in the Port Credit Heritage Days TOPCA Bike Tour
- Project website mississauga.ca/1portstreteast

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




ToR Section 8.2 - Consultation Plan for the EA

1 Port Street East Proposed Marina Environmental Assessment


- 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/1portstreteast






Next Steps

1 Port Street East Proposed Marina Environmental Assessment



Please fill in a comment form and leave it with us or email it to: 1portstreeteast@mississauga.ca or submit by mail to:

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




Draft TOR is available for review on the project website and at the following locations:


Port Credit Library, 20 Lakeshore Road E,
Mississauga ON L5G 1C8

City Clerk's Office, 300 City Centre Drive, 2F,
Mississauga ON L5B 3C1

Final ToR will be available for the formal government and 30 day review in March 2020.



Project team will address your comments and questions on the Draft ToR in the Final ToR.



Please continue to engage with us through the project webpage. If you live outside of the study area, the City needs your email address to send you project updates and notifications. Please sign up for the City's mailing list through the project website:

mississauga.ca/1portstreeteast

APPENDIX D

Public and Stakeholder Comments and City Responses

Appendix D Public and Stakeholder Comments and City Responses

#	Date	Question/Comment	Response
Questions/Comments from PIC #1			
1	July 18, 2019	Continue to have access to boats in winter, to work on them and socialize	Comment noted
2	July 18, 2019	Who owns the waterlot to the east? Can the marina be expanded east?	The ownership of the waterlot to the east will be investigated. Marina expansion to the east is not under consideration at this time.
3	July 18, 2019	Promised a small green plaque when Stavebank was renovated, it has not been installed after construction was finished.	This is not related to the EA for the 1PSEPM Project. The City will investigate this matter.
4	July 18, 2019	Why is parkland the need and not parking and storage for boats?	Both the creation of new parkland and the provision of parking/storage for boats are objectives of the 1PSEPM Project
5	July 18, 2019	Why wasn't EA done when the area was originally constructed?	Legislation wasn't in place to properly assess the environmental impacts at the time.
6	July 18, 2019	Clarity on the City acquiring two acres around the existing marina	The City will acquire the two acres prior to construction of the new land base for a marina
7	July 18, 2019	What is the target for the quantity of landfilling?	The quantity of fill that can be placed will be determined as part of the EA process.
8	July 18, 2019	The do nothing alternative means the marina is gone?	The “Do Nothing will not create additional parkland or preserve a future public marina function at the site. The second conveyance of land and water lot from Canada Lands Company to the City would not take place, leaving the development of the entire property at the discretion of the Canada Lands Company and subject to municipal policies and regulations
9	July 18, 2019	The last protest the terrestrial and aquatic habitat and how does this effect west village project?	This is not within the scope of the 1PSEPM Project EA
10	July 18, 2019	Why are there only two alternatives? Why only do nothing or fill?	The 1PSEPM Project is an opportunity to move forward with the implementation of the City approved 1 Port Street East Comprehensive Master Plan and ensure the continuation of the site’s historic marina function, which is key to the cultural identity of the Port Credit community. Many of the previous studies undertaken for this site have considered alternative uses, however the City’s intention has consistently been to explore replacing the marina services and facilities within the existing basin. Creating a new landbase is one solution within the control of the City that meet this intention. The only way to keep the marina in the Port Credit basin is to create a new landbase for a marina. Consideration of the “Do Nothing” alternative is required as part of the EA process. A final decision by City Council on whether or not to proceed with the 1PSEPM Project will follow EA approval.
11	July 18, 2019	There is a lot of parkland in the area. (Agreeing with previous comment of why parkland is needed not storage)	Comment noted
12	July 18, 2019	Why is there a timeline necessary? If you don’t get this done, do we lose the Marina? Be direct, be clear.	The timeline for the Environmental Assessment is governed by a number of factors, most importantly, the time at which the lease with Canada Lands Company ends The timeline gives the public a sense of when public information sessions will be held and when the documents will be available for review.
13	July 18, 2019	The land fill amount - what are the targets for storage and land use for the marina functions?	The EA will examine at least two footprints. One a “nominal” footprint and the other an “extended” footprint which capture the range of filling that is feasible within the waterlots available to the City. The area available for boat storage and other marina functions will be determined through the EA process
14	July 18, 2019	The development on the lands - we expect more parkland that is useable trails and space.	Both the creation of new parkland and the provision of marina facilities and infrastructure are objectives of the 1PSEPM Project
15	July 18, 2019	Condos going up directly east of the study area, is this something that needs to be incorporated?	The EA will consider existing and future land uses.
16	July 18, 2019	That property to the west, will it be developed to support the use of the marina?	The property to the west will be developed by Canada Lands Company in accordance with the City’s approved Master Plan and Official Plan Amendment for the property.
17	July 18, 2019	The lease is finishing in 2023. This process is going into 2022. It is vitally important to have room for boaters. There is a wait list elsewhere so there is nowhere to go if the function of the marina is to disappear.	Comment noted. Approval of the EA is important to meet the overall project timelines.
18	July 18, 2019	A lot of talk about boating, there is a lot of parkland and it is important that it looks pretty but it does need to be practical. I am a boater and it is due to the businesses in the area to accommodate the boater community. I would ask the city to work with the businesses in the area and the community to make sure	Comment noted

		they contribute to the use.	
19	July 18, 2019	We have to have places to put the boats, be it conversion of summer lots to winter storage.	Comment noted
20	July 18, 2019	Does the EA provide cost estimates for the various alternative methods?	Yes. Cost will be a consideration in the comparison of alternatives. High level costs will be developed.
21	July 18, 2019	A lot of charter boats in the area with a lot of business	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.
22	July 18, 2019	Harbour communities do EAs frequently. Is there anything that is comparable?	Currently, there is no ongoing EA that is comparable; however, members of the EA team have worked on several marina and waterfront EAs throughout the Great Lakes. Lessons learned from these other projects may inform the 1PSEPM Project EA.
23	July 18, 2019	As part of the alternatives, will it look at marina staying the same size?	Not necessarily. The size of the marina facilities and infrastructure will be determined during the EA process and will be a function of the size of the new landbase that can be created.
24	July 18, 2019	Have you looked at the new Hamilton marina?	Lessons learned from this project may inform the 1PSEPM Project EA.
25	July 18, 2019	One thing I notice, a lot of people are paying for parking in the marina lot as an overflow for parking in the area. Can an elevated parking or underground structure be considered, to be used as an income generator and storage as well?	The City cannot build a parking structure on land fill.
26	July 18, 2019	Can the land fill be used for parking or no?	The City cannot build a parking structure on land fill. The amount of parking that can be created will be determined during the EA process and will be a function of the size of the new landbase that can be created.
27	July 18, 2019	The project is so close to the end of the land lease. Can this be extended year by year?	The City will continue to work with the Canada Lands Company with the objective of protecting the marina until the EA is approved and City decision to proceed is made.
28	July 18, 2019	In the proposal, are you going to kick the boaters out to do the construction or will the facility be maintained to ensure there is room for boaters?	The City intends to develop a transition plan to address such issues.
Comments/ Questions from the PIC #1 Comment Sheets			
1	July 18, 2019	Process informative but long drawn out.	Comment noted.
2	July 18, 2019	What is happening on Canada Lands sites?	The Canada Lands site is currently subject to a lease for a recreational marina. In the long-term, Canada Lands Company have expressed their intention to sell the lands for development in accordance with the City's approved Master Plan and Official Plan Amendment.
3	July 18, 2019	How will trash be handled?	This is an operational matter that will be determined by the City once the types of marina facilities and infrastructure have been defined
4	July 18, 2019	How will drainage be handled; appears to have too much pavement	Stormwater management infrastructure will be defined and evaluated during the EA process
5	July 18, 2019	Parking and size of marina - smaller? Larger?	The amount of parking that can be created will be determined during the EA process and will be a function of the size of the new landbase that can be created. Alternatives will be examined in the EA.
6	July 18, 2019	Keep on having these sessions.	Comment noted. Community engagement is an important part of the EA process. Additional community engagement events are planned throughout the EA process.
7	July 18, 2019	I thought EA purpose should have been clear before the first session; too many premature questions from attendees.	Comment noted
8	July 18, 2019	MECP not explained	MECP is the acronym for the Ontario Ministry of Environment, Conservation and Parks
9	July 18, 2019	Looking forward to more detail about the alternatives.	The second Public Information Centre will provide additional details on alternatives to the undertaking. Information regarding alternative means will be developed through the EA process. Additional community engagement events are planned throughout the EA process.
10	July 18, 2019	Long term plan was very vague.	Comment noted. The long-term plan will be determined as part of the EA
11	July 18, 2019	Continued community updates are important.	Comment noted. Community engagement is an important part of the EA process. Additional community engagement events are planned throughout the EA process.
12	July 18, 2019	I believe that with development planned/happening immediately beside this site, that it should be considered in terms of whether this site (the old storage building site) can physically support high-rise development.	This is not within the scope of the EA for the 1PSEPM Project.
13	July 18, 2019	What about underground parking and the dredging it will require?	It is not technically or economically feasible to accommodate underground parking in the lakefill area.
14	July 18, 2019	A marine development is not the most likely to have a diversity of incomes and feedback may exclude the voices of those who cannot afford to live in the area	Both the creation of new parkland and the provision of marina facilities and infrastructure are objectives of the 1PSEPM Project.

		but still should be able to access, use and enjoy it.	
15	July 18, 2019	Future transit and active transport connections to serve the area (whether as Lakeshore LRT/BRT or a Hurontario LRT extension or active transport links and crossings) must be made available for public access and use as early as possible.	Comment noted
Comments/Questions from Emails Following PIC #1			
1	July 18, 2019	Development of the west and east break wall and pier should be enough to allow pedestrian and bicycle traffic as part of the overall new public access. There is approximately 750m available on the east and 353m on the west for a total of more than 1 km of new public access, which would be permanent City infrastructure.	Comment noted. Both the creation of new parkland (and possibly trails) and the provision of marina facilities and infrastructure are objectives of the 1PSEPM Project.
2	July 18, 2019	The development should be similar to the existing pier to the south of Snug Harbour.	Comment noted. The types and sizes of the marina facilities and infrastructure will be determined during the EA process and will be a function of the size of the new landbase that can be created.
3	July 18, 2019	The piers should be developed in a way that could potentially accommodate commercial lake cruise boats.	Comment noted. The types and sizes of the marina facilities and infrastructure will be determined during the EA process and will be a function of the size of the new landbase that can be created.
4	July 18, 2019	The piers could also incorporate areas where seasonal vendors could potentially lease spots.	Comment noted. The types and sizes of the marina facilities and infrastructure will be determined during the EA process and will be a function of the size of the new landbase that can be created.
5	July 18, 2019	Having a large platform look out at the south end of the eastern pier could become a renowned meeting spot as the "Port Credit Pier"	Comment noted. This can be considered during the EA in relation to the potential for enhancement of community character.
6	July 18, 2019	As the process moves forward, the seamless continuation of a marina operation is vitally important. If the marina was to close, even for a short period, it would create big problems for the current residents. There is no suitable accommodation for the existing boats in other marinas, and there are years long waiting lists. It would also be concerning for the people that work within the marina structure.	The City intends to develop a transition plan to address such issues.
7	July 18, 2019	Winter boat storage at the facility is important to the vibrancy of Port Credit in the off season. Even when the boats are stored for the winter, most owners come to check the boats at least once per week. Checking on the boats is generally rolled into a night out in Port Credit.	Comment noted. This can be considered during the EA in relation to socio-economic effects.
8	July 18, 2019	The alternative appears to be "do nothing". I do not agree that doing nothing would be the correct course of action. If the marina is done correctly, Port Credit could become the "The Place on the Lake" to come to, both for boaters and visitors.	The City's intention has consistently been to explore replacing the marina services and facilities within the existing basin. Creating a new landbase is one solution within the control of the City that meet this intention. The only way to keep the marina in the Port Credit basin is to create a new landbase for a marina. Consideration of the "Do Nothing" alternative is required as part of the EA process. A final decision by City Council on whether or not to proceed with the 1PSEPM Project will follow EA approval.
9	July 18, 2019	I appreciate being a small part of something so big and progressive and I look forward to following the process.	Comment noted. Community engagement is an important part of the EA process. Additional community engagement events are planned throughout the EA process.
Question/Comments from the Heritage Ride Booth			
1	September 29, 2020	Is the Ridgetown going to be removed?	There is no plan to remove the Ridgetown.
2	September 29, 2020	Will there be lakefilling around the Ridgetown?	There is no plan to lake fill around the Ridgetown
3	September 29, 2020	What is happening to the existing marina site?	The Canada Lands Company site is currently subject to a lease for a recreational marina. In the long-term, Canada Lands Company have expressed their intention to sell the lands for development in accordance with the City's approved Master Plan and Official Plan Amendment.
4	September 29, 2020	Will there be public access to the new land?	One objective of the project is to provide public access to the new land created.
5	September 29, 2020	How far will the new land extend to the east and to the south?	The EA will examine at least two footprints. One a "nominal" footprint and the other an "extended" footprint which capture the range of filling that is feasible within the waterlots available to the City.

6	September 29, 2020	When will this happen?	The EA process will continue to at least 2022. The City will make its decision on the project following EA approval.
7	September 29, 2020	What is/are the environmental studies considering?	A Terms of Reference (ToR) is being developed that will describe the environmental studies to be undertaken as part of the EA.
8	September 29, 2020	Will the docks be placed to the east or west of the new land?	The 1PSEPM Project envisages having boating slips located in the existing basin west of the new land and east of the existing harbour pier.
9	September 29, 2020	What is the status of the development applications near the site (No Frills dev., 55 Port St and Ports Hotel)?	This is not within the scope of the 1PSEPM Project EA. This question should be directed to City Planning staff
10	September 29, 2020	How will the expanded breakwater honour the history of the site (opportunities for public art)?	Comment noted. This can be considered during the EA in relation to the potential for enhancement of community character.
Questions/Comments from PIC #2			
1	January 29, 2020	Can you explain why the marina cannot stay on the lands owned by Canada Lands Company? Why isn't having the marina included in the alternatives. It is not clear why that is the case.	The City does not have control over those lands to keep the marina on that site. Canada Lands Company have expressed their intention to sell the lands for development in accordance with their approved Official Plan Amendment. Canada Lands Company has indicated that a marina on their site is not part of their plans. The City cannot direct a private landowner to put a marina on their lands.
2	January 29, 2020	Why is the City not considering buying the lands owned by Canada Lands Company?	Following extensive study, including a Marina Business Case, Master Plan and Official Plan Amendment that were approved by City Council, the City identified that a marina was most appropriate on the lands between Elizabeth and Helene, an expanded eastern breakwater, and the entire waterlot. The City executed an agreement with Canada Lands to acquire the waterlot and approximately 2 acres of land to provide for a future marina and parkland, including the area subject to this EA. Canada Lands is not marketing any other lands for sale at this time. 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.
3	January 29, 2020	What kind of protections are boaters being given from people using the public park?	Both the creation of new parkland and the provision of marina facilities and infrastructure are objectives of the 1PSEPM Project. Detailed designs will be developed following EA approval that should address this issue.
4	January 29, 2020	Parking in Port Credit is at a premium – where are you putting the parking for this park?	The size of the marina facilities and infrastructure (including parking) will be determined during the EA process and will be a function of the size of the new landbase that can be created.
5	January 29, 2020	Who is Canada Lands Company? What is their mandate?	Canada Lands Company is a self-financing, federal Crown corporation that specializes in real estate, development and attractions management. The company's goal in all it does is to produce the best possible benefit for Canadian communities and the Government of Canada. Canada Lands Company works to achieve its mandate with industry leading expertise; the company prides itself on its consultation based approach to pursuing community-oriented goals, environmental stewardship and heritage commemoration with all its projects across Canada. The company's activities ensure that former government properties are redeveloped or managed in accordance with their highest and best use, and that they are harmoniously reintegrated into local communities. Canada Lands' goal is to help transform surplus parcels and reshape them to meet the needs of Canadians with inspiring and sustainable new neighbourhoods in which they can live, work and play. Please refer to the website for more information. https://en.clc.ca/
6	January 29, 2020	It seems to me that federal lands have been excluded from the evaluation for reasons that I don't understand. These lands are controlled by the government and the City of Mississauga should be able to buy and use this property. It is strange that the existing marina on the existing land is not part of the assessment.	Canada Lands Company is a self-financing, federal Crown corporation that specializes in real estate, development and attractions management. The company's goal in all it does is to produce the best possible benefit for Canadian communities and the Government of Canada. Canada Lands Company works to achieve its mandate with industry leading expertise; the company prides itself on its consultation based approach to pursuing community-oriented goals, environmental stewardship and heritage commemoration with all its projects across Canada. The company's activities ensure that former government properties are redeveloped or managed in accordance with their highest and best use, and that they are harmoniously reintegrated into local communities. Canada Lands' goal is to help

			transform surplus parcels and reshape them to meet the needs of Canadians with inspiring and sustainable new neighbourhoods in which they can live, work and play. Canada Lands is a non-agent commercial crown corporation. Their land is not federal land. Please refer to the website for more information. https://en.clc.ca/
7	January 29, 2020	Further to the Canada Lands discussion, they did not include boat storage in their plan – Their mandate is to maximize revenue for the taxpayer, and they do not prioritize boat storage as it does not generate revenue. When they discovered that the marina is essential the water lot was passed to the City to deal with a marina.	The City cannot comment on previous work by Canada Lands Company. Canada Lands’ mandate is to produce the best possible benefit for Canadian communities and the Government of Canada.
8	January 29, 2020	What will be permitted on the Canada Lands site when it is sold?	This is not within the scope of the 1PSEPM Project EA. Uses permitted on Canada Lands’ site are subject to the City’s approved Master Plan, Official Plan Amendment, and policies and regulations. Further information can be found on the Inspiration Port Credit website. mississauga.ca/inspirationportcredit
9	January 29, 2020	Has there been any attempt to develop a community sailing program (recreation programs) as part of this project?	City programs are not within the scope of the 1PSEPM Project EA. One objective of the 1PSEPM Project is to create more public access opportunities on the waterfront. This may encourage a wide variety of waterfront related programs.
10	January 29, 2020	What is the difference between the pink and green on the map?	In reference to the panel boards and handouts available at the PIC#2, the green coloured area is the waterlot already conveyed to the City by Canada Lands Company, the pink coloured area will be conveyed to the City if the EA is approved and the City decides to proceed with the marina.
11	January 29, 2020	Is there an opportunity for park space on the Canada Lands Company land?	This is not within the scope of the 1PSEPM Project EA. The City notes that green space is included in the City’s approved Inspiration Port Credit Master Plan and Official Plan Amendment available at mississauga.ca/inspirationportcredit .
12	January 29, 2020	Is there any opportunity for lakefill as part of the Canada Lands Company development?	This is not within the scope of the 1PSEPM Project EA. Proposed lakefill is exclusive to the City owned waterlot(s).
13	January 29, 2020	The development of the Canada Lands Company will happen whether we like it or not – if this project doesn’t happen and there is no new marina, will the marina disappear altogether?	If a new landbase is not created for a new marina, there is a risk the marina function could disappear altogether.
14	January 29, 2020	All the discussion right now are about the eastern breakwall. There is a western breakwall that is also in bad shape and needs to be discussed. The western breakwall will be in the city’s water lot too. Even if you develop parkland on the eastern breakwall, the condition of the western breakwall will have an impact of the study area.	The condition of the western breakwater will be investigated during the EA, and design solutions will be examined during the detailed design stage following EA approval.
15	January 29, 2020	Isn’t it possible to do lakefill on both the eastern and western breakwalls?	The condition of the western breakwater will be investigated during the EA, and design solutions will be examined during the detailed design stage following EA approval. Additional lakefill along the western breakwater does not serve the purpose of the 1PSEPM Project as the site is not connected to the eastern breakwater and the 2 acre land parcel nor is it easily accessible.
16	January 29, 2020	Can we add lakefill in the area around the Ridgetown?	Lakefilling around the Ridgetown is not proposed as part of this 1 PSEPM EA as it would allow public access to this structure. The City discourages public access to the Ridgetown for safety reasons.
17	January 29, 2020	Have you studied rising lake levels due to climate change and their effects on the proposed lakefill?	Climate change resiliency is a key element of the proposed design. Lake levels will be studied and their effects on the proposed lakefill will be examined in the EA, based on the latest data and projections. 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.
18	January 29, 2020	If the city moves forward with the proposed marina project, who has access to the pink part on the map?	If the City decides to move forward with the 1PSEM Project construction, the pink area (2 acres of land and the remainder of the waterlot) will be transferred from Canada Lands Company into City ownership.
19	January 29, 2020	Are you aware that in the storm a few weeks ago that the waves were breaking over the Ridgetown and flowing into the protected area behind it?	The City is aware of the issues of rising lake levels and intense storm events (like the one referenced) and continues to monitor effects on the Ridgetown.
20	January 29, 2020	What is the actual square footage of the two proposed lakefill scenarios?	The two lakefill alternatives are conceptual at this point. Details will be developed as part of the 1PSEPM Project EA.
21	January 29, 2020	Where does the city get the idea for these particular projects? Can they be added on to? If you were to develop the western breakwall for example? Boating slips seem like they are going to be at a premium in the proposed scenario.	Part of communicating with the City is public consultation events like this. The specific scenario of developing the western breakwater is constrained by issues related to ownership, access, parking etc.
22	January 29, 2020	The area around the western breakwall could be developed as public parkland, with the eastern lakefill used as boat storage. Boat storage is at a premium for there to be a viable marina at this location.	The current concept for the 1PSEPM Project was developed through extensive consultations as part of the Inspiration Port Credit process. As part of this process, the City considered it important that lakefill areas must be open for multiple users.

23	January 29, 2020	You mentioned that infill must create habitat. Because of the history of stone hooking there is almost no habitat in the area – is it possible to increase habitat restoration to repair the damage done by stone hooking?	Stone hooking refers to the historic practice of mining rock from the bottom of the lake. The 1PSEPM Project 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. Discussions with Fisheries and Oceans Canada, Ontario's Ministry of Natural Resources and Forestry, and Credit Valley Conservation will be undertaken during the EA in order to determine what is possible.
24	January 29, 2020	Which agency controls this process?	In reference to the creation of habitat, the key agencies are Fisheries and Oceans Canada, Ontario's Ministry of Natural Resources and Forestry, and Credit Valley Conservation. The existing Indigenous land claim in this area will also have to be considered.
Questions/Comments from Feedback Forms from PIC #2 and Emails			
001	February 17, 2020	<p>The 1 Port Street Marina project like all lakefront proposed projects with a dense population of condos planned does concern me. For the obvious reason, #1 is the traffic.</p> <p>The increase of traffic already in the area has been notably on the rise. Now with plans for the marina project, the Bright Water project, Lakeview project and new Condos surrounding the Port Credit GO station seem like an overwhelmingly amount of people to come into the area in the next few years.</p> <p>The planners must take into consideration that this area is unique in the fact that at peak times of traffic there is only 1 way to travel with your car and that is north to the highway because of the lake. And there are only a few major arteries to get to the QEW with the credit river making it difficult to take back roads.</p> <p>When travelling in peak times presently in the morning there is already a long line up on Hurontario travelling north to the QEW. People either coming from the GO station, from dropping their kids off at the Port Credit High School or simply neighbours trying to get to work.</p> <p>I also do not believe that the proposed LRT line will do much to relieve the traffic once built, despite the traffic studies that may state otherwise.</p> <p>I realize that the projects are a go ahead, but strongly emphasize that the developers be restricted on the size of proposed condos etc. being built as this will affect the current quality of life that we all currently enjoy in this great neighbourhood of Port Credit.</p>	<p>The 1PSEPM Project EA will examine the effects of the proposed new land base for additional waterfront parkland and marina related land functions around the breakwater. There is no residential development planned as part of this project.</p> <p>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. This development process will be initiated 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 Canada Lands Company property is not within the scope of the 1PSEPM Project EA. To learn more about the future mixed use development, please visit mississauga.ca/inspirationportcredit.</p> <p>For information about the development approvals process at the City of Mississauga, please contact the Planning and Building Department at 905-615-3200 x 4165 or by email at eplans.devdes@mississauga.ca. For questions related to traffic in Port Credit, please contact the City's Transportation and Works Department by calling 311 within city limits.</p>
002	February 13, 2020	<p>What issues or concerns should be addressed in the EA?</p> <p>I think that it's important to consider the wildlife habitat to enhance it through the changes being proposed. I don't know what date it was when the breaker wall was developed but I would guess that it was done in a fashion to focus on the end result, and not look to make the habitat better for wildlife and fish.</p> <p>The other issue that is most important to me is people. Once again when this was previously worked on there was no criteria to have pathways and green space through/around/along the water. When you are coming from the east site of this area you can only walk along Port Street East and then get to Stavebank/Credit River. This is the opportunity to allow for green space and pathways to use even the existing "shape" of the breaker wall system and enlarge it to the maximum allowable so that there is mark land available.</p>	Agreed. The 1PSEPM Project 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. These opportunities will be examined in the EA. Further, both the creation of new parkland (and possibly trails) and the provision of marina facilities and infrastructure are objectives of the 1PSEPM Project.
		<p>Do you have any comments on the evaluation criteria and lakefill alternatives proposed?</p> <p>I would really like to see that the land along the south side of Port Street East be</p>	Both the creation of new parkland (and possibly trails) and the provision of marina facilities and infrastructure are objectives of the 1PSEPM Project. The amount of parkland and the size of the marina facilities and infrastructure will be determined during the EA process and will be a function of the size of the new landbase that can be created.

		used as parkland. The marina is needed and important to keep but I believe the zoning has approved to allow redevelopment along the south side of Port St E for up to 3 stories. Anything that's needed to be above 1 story in height should be pushed into the large development of the east side of Stavebank Rd and south of Port St E. The largest green land for people & wildlife should be created. Pathways can then connect to the east and west which delivers to the mandate of having pathway/parkland along Lake Ontario.	City approvals of specific developments outside of the Project Area are not within the scope of the 1PSEPM Project EA.
003	January 30, 2020	The problem the way I see it is that the lands to the east of the east breakwall are just two narrow. They must be at least 100 to 200 feet wider (than you are planning) as there is absolutely no room for winter storage of boats or the necessary car parking during the summer for boaters, and storage of trailers with no boats on them in summer. I used to have a boat in this marina and your plans are way too small minded and brief just to please council and Ministry of Natural resources. You have not allowed for the marine repair facility which needs a fiberglass repair shop and a mayor paint booth like the present marina.	The amount of parkland and the size of the marina facilities and infrastructure will be determined during the EA process and will be a function of the size of the new landbase that can be created. The project area and proposed lakefill is contained in the boundaries of a waterlot owned by the City. This allows the City flexibility with what can be placed on the lakefill, such as parking or boat storage. The lakebed beyond the City's waterlot is managed by the Province and is not part of this project. As noted at the January 29 meeting, the City will be looking for creative solutions to accommodate as many marina facilities and services.
004	February 14, 2020	Member of the public sent a copy of the Centre City Capital's (rejected) proposal for the marina.	The information provided is accepted with thanks.
005	January 29, 2020	The size of the infill area is a concern that should be addressed in the EA.	The size of the infill area will be considered during the 1PSEPM Project EA through an examination of alternative project footprints.
	January 29, 2020	What issues or concerns should be addressed in the EA? The extent of the City marina plan must be determined to provide cost-benefit. If there is no landmass available to store boats in the winter; seasonable slips should be limited. I would rather a transient marina with repair services. Repair services – location should be evaluated for feasibility. If no indoor repair available d/t location – why/how would a private business survive year-round? West breakwall needs to be included as an alternative as winds in at this location are mostly westerly winds.	Comments noted. The project area and proposed lakefill is contained in the boundaries of a waterlot owned by the City. This allows the City flexibility with what can be placed on the lakefill, such as parking or boat storage. As noted at the January 29 meeting, the City will be looking for creative solutions to accommodate as many marina facilities and services.
	January 29, 2020	Your staff don't know enough about how the marina will continue. My concern is about boat storage in the winter. In regard to the evaluation criteria, consider where the boats will be stored. Having a marina provides a nice outing for those who sail but its also vital part of Port Credit history.	The condition of the western breakwater will be investigated during the EA, and design solutions will be examined during the detailed design stage following EA approval.
	January 29, 2020	Would like the height of new lake fill including SW breakwall address in the EA	Both the creation of new parkland (and possibly trails) and the provision of marina facilities and infrastructure are objectives of the 1PSEPM Project. The amount of parkland and the size of the marina facilities and infrastructure will be determined during the EA process and will be a function of the size of the new landbase that can be created. The City recognizes the important part that the marina has played in the history of Port Credit and wants to "keep the port in Port Credit".
		Would like the long-term viability of the ridge town (AKA Joseph E Corey built in 1904) addressed in the EA.	The height of the new lakefill will be examined as part of the EA, particularly with regards to changing lake levels. The condition of the western breakwater will be investigated during the EA, and design solutions will be examined during the detailed design stage following EA approval.
006	July 23, 2019	Development of the west and east break wall and pier should be sufficient to allow pedestrian and bicycle traffic as part of the overall new public access. There is approximately 750 meters available on the east and 353 meters on the west for a total of more than 1km of new public access, which would be permanent city infrastructure. The development should be similar to the existing to the existing pier to the south of Snug Harbour.	The City continues to monitor the condition of the Ridgetown and breakwaters. There is no plan to remove the Ridgetown nor to lakefill around the Ridgetown as part of the 1PSEPM Project.
		The piers should be developed in a way that could potentially accommodate commercial lake cruise boats. The piers could also incorporate areas where seasonal vendors could potentially lease spots. Having a large platform look out	Comment noted. The types and sizes of the marina facilities and infrastructure will be determined during the EA process and will be a function of the size of the new landbase that can be created.
			Comment noted. The types and sizes of the marina facilities and infrastructure will be determined during the EA process and will be a function of the size of the new landbase that can be created. A large platform lookout can be considered during the EA in relation to the potential for enhancement of community character.

		at the south end of the eastern pier could become a renowned meeting spot as “The Port Credit Pier”.	
		As the process moves forward, the seamless continuation of a marina operation is vitally important. If the marina was to close, even for a short period of time, it would create big problems for the current residents. There is no suitable accommodation for the existing boats in other marinas and there are years long waiting lists. It would also be concerning for the people that work within the marina structure.	The City intends to develop a marina transition plan to address such issues.
		Winter boat storage at the facility is important to the vibrancy of Port Credit in the off season. Even when the boats are stored for the winter most owners come and check the boats at least once per week. Checking on the boats is generally rolled into a night out in Port Credit.	Comment noted. This can be considered during the EA in relation to socio-economic effects.
		The alternative appears to be “do nothing”. I do not agree that doing nothing would be the correct course of action. If the marina is done correctly, Port Credit could become “The Place on The Lake” to come to, both for boaters and visitors.	Comment noted. This can be considered during the EA in relation to socio-economic effects.
007	January 13, 2020	<p>Despite my earlier communications with you to attempt to get the city to provide notice to people who currently keep boats at the marina to be advised of the consultation process I did not hear about this meeting from the city or from you but through the grapevine.</p> <p>Why is the city, and why are you, not providing notice to boaters at the marina about events such as this? It is outrageous that we are not being advised about consultations when we are amongst the biggest stakeholders.</p> <p>In the past you instructed Port Credit Harbour Marina to communicate with its boat owning tenants. The marina has no duty or incentive to do so. It is the City’s responsibility. Please take it seriously.</p>	<p>The City’s emails about the January 29 Public Information Centre (PIC) were sent out yesterday. You are on our list so you should have received the email but if by chance you did not please let me know and I will forward it to you. For future meetings, we will make sure the stakeholder emails go out as soon as a meeting date is set.</p> <p>The City is using several communication tools for the upcoming PIC, including two Mississauga News advertisements, mobile signage, a mailing to residents and business in the boundaries of CN Rail Tracks, Mississauga Road, Elmwood Avenue, and website updates. Please send me your address and I will ensure that you are included on any future mailings.</p> <p>The City does not have the contact information for the boaters at Port Credit Harbour Marina. We have therefore put up an additional sign in front Credit Village Marina advertising the event and asked the marina operator to pass on the PIC information to boaters and post a notice at the marina office. Thank you for your idea about including a project fact sheet with the boaters package that gets distributed in the spring by Centre City Capital. I will reach out to Centre City Capital to discuss this option.</p> <p>The City’s goal is to engage with boaters throughout this EA process.</p>
	January 17, 2020	<p>Suggestions for providing communication to the public:</p> <ul style="list-style-type: none"> Placing facts sheets or brochures in Fogh Marine, PC Social House and Bristol Marine. All three establishments are in the marina and are frequented by boaters throughout the winter as they maintain and check on their boats. Centre City Capital will allow the city to put up a large sign at the front of the marina. Ask the marina whether they would include a one-page fact sheet with their spring mailing to tenants, which goes out in about 6 weeks. Many people live on their boats (in the water) throughout the winter. Have you reached out to them? Someone should deliver flyers right to their boats. They have the most at stake: <i>their homes</i>. 	The City has reached out to Centre City Capital to coordinate event signage in front of the marina and will speak with them about the one-page fact sheet in the spring mailing. The City is currently implementing the event communication tactics, some of which you mentioned in your email. We will do our best to inform as many residents and boaters as we can about the upcoming PIC on January 29.
008	February 5, 2020	I understood from CL that they were not opposed to keeping the marina on the main development site. CL also said the lands were not currently for sale. The consultant said that it was out of the City’s control what happened once the lands were sold. So why were there only two alternatives: (1) no marina or (2)	The City’s intention has consistently been to explore replacing the marina services and facilities within the existing basin. Creating a new landbase is one solution within the control of the City that meet this intention. Following extensive study, including a Marina Business Case, Master Plan and Official Plan Amendment that were approved by City Council, the City identified that a marina was most appropriate on the lands between Elizabeth and Helene, an expanded eastern breakwater,

		<p>putting it on the weir? The presentation lacked credibility after I found that out.</p> <p>What issues or concerns should be addressed in the EA?</p> <ul style="list-style-type: none"> • impact on boating • impact on jobs and businesses associated with the marina • impacts on jobs and businesses in Port Credit resulting from boaters and employees of the marina • plus the usual environmental stuff 	<p>and the entire waterlot. The City executed an agreement with Canada Lands to acquire the waterlot and approximately 2 acres of land to provide for a future marina and parkland, including the area subject to this EA. Consideration of the “Do Nothing” alternative is required as part of the EA process. A final decision by City Council on whether or not to proceed with the 1PSEPM Project will follow EA approval.</p> <p>The Terms of Referenced (ToR) for the 1PSEPM Project includes a socio-economic assessment regarding the impacts on navigation, employment and business activity in Port Credit. The 1PSEPM Project EA will include assessments on the physical, atmospheric and biological environments.</p>
		<p>Main concerns: What will happen to the boats? Why is the marina going where you show it? What happens to the marina businesses? We wanted to asses the impacts on our boats, our enjoyment of the marina and on the businesses in the marina. That is the "assessment" we wanted the most information on. All the language around "alternatives to" and "alternatives ??" was theoretical and confusing.</p> <p>The issues that should be addressed by the EA are as follows:</p> <ul style="list-style-type: none"> • impact on boating • impact on jobs and businesses associated with the marina • impacts on jobs and businesses in Port Credit resulting from boaters and employees of the marina • plus the usual environmental stuff 	<p>The City’s intention has consistently been to explore replacing the marina services and facilities within the existing basin. Creating a new landbase is one solution within the control of the City that meet this intention. Following extensive study, including a Marina Business Case, Master Plan and Official Plan Amendment that were approved by City Council, the City identified that a marina was most appropriate on the lands between Elizabeth and Helene, an expanded eastern breakwater, and the entire waterlot. The City executed an agreement with Canada Lands to acquire the waterlot and approximately 2 acres of land to provide for a future marina and parkland, including the area subject to this EA. Consideration of the “Do Nothing” alternative is required as part of the EA process. A final decision by City Council on whether or not to proceed with the 1PSEPM Project will follow EA approval.</p> <p>The Terms of Referenced (ToR) for the 1PSEPM Project includes a socio-economic assessment regarding the impacts on navigation, employment and business activity in Port Credit. The 1PSEPM Project EA will include assessments on the physical, atmospheric and biological environments.</p>
		<p>An alternative that should be considered is filling in the western pier to create more space. Previous proposals for developing the marina have shown that.</p>	<p>The condition of the western breakwater will be investigated during the EA, and design solutions will be examined during the detailed design stage following EA approval. Additional lakefill along the western breakwater does not serve the purpose of the 1PSEPM Project as it is not connected to the proposed marina site and is not accessible to marina users.</p>
		<p>Why is there not the alternative to put the marina on the main pier. The land is not currently for sale and Canada Lands is open to having the marina on the main pier. At the meeting we were told that because Canada Lands was selling the land and because the city had no control over what happened to them, these alternatives presented were the only ones available. Why is this alternative (of the marina on the main pier) not being considered?</p>	<p>The Canada Lands site is not subject to this EA. The City does not have control over the Canada Lands Company’s wharf to keep the marina on that site. Canada Lands Company have expressed their future intention to sell the lands for development in accordance with the City’s approved Master Plan and Official Plan Amendment. Canada Lands Company has indicated that a marina on their site is not part of their plans. The City cannot direct a private landowner to put a marina on their lands. It is important to note that the City, Canada Lands and the community have worked on studies and the planning on the site since 2012 through Inspiration Port Credit to identify the optimum location for the marina use.</p>
	009	<p>As mentioned in the meeting the west breakwall could offer a great opportunity for parkland development.</p> <p>I think it’s a missed opportunity to not look at incorporating the RidgeLine somehow.</p> <p>I think its essential to keep a working marina in Port Credit.</p> <p>There should be some type of public art incorporated into the parkland – for example the piece in Toronto is very effective. (Photo inserted in email - https://www.toronto.ca/explore-enjoy/history-art-culture/public-art/public-art-map/#location=&lat=43.638638&lng=-79.383527).</p> <p>There was a lot of concern about the parking of boats in the winter – it would be good to provide some option of how to handle this (Ie. Offsite storage Stackable storage etc.).</p> <p>I understand that you are looking only at the study area, but the reality is that a master plan should be developed that looks at all pieces of the waterfront. It would be amazing to have something like a museum or a concert venue incorporated into this section or the section across from Loblaws.</p>	<p>Comment noted. The specific scenario of developing the western breakwater is constrained by issues related to ownership, access, parking etc.</p> <p>The Bridgetown is an existing structure that will continue to fulfill its function as a breakwater in conjunction with the 1PSEPM Project lakefill.</p> <p>Agreed. The 1PSEPM Project is intended to help “<i>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</i>”. The City wants to “keep the port in Port Credit”.</p> <p>The opportunity to incorporate public art can be considered during the EA in relation to the potential for enhancement of community character.</p> <p>The considerations around the location and amount of boat storage will be addressed in the EA and the detailed design process.</p> <p>Comment noted. The 1PSEPM Project is the continuation of “Inspiration Port Credit” process that was a city-building initiative that contributed to the planning framework for transforming Port Credit into an exceptional, high quality, waterfront village. Inspiration Port Credit focused on the 1 Port Street East site, partially owned by Canada Lands Company (Canada Lands), and 70 Mississauga Road South site, formerly owned by Imperial Oil Limited. Further information can be found on the Inspiration</p>

			<p>Port Credit website:http://www5.mississauga.ca/marketing/websites/inspirationportcredit/</p> <p>The City has also refreshed its Waterfront Parks Strategy, outlining a 25-year vision for City parks along Mississauga's 22 km of waterfront along Lake Ontario. The strategy promotes the protection and enhancement of the City's waterfront while providing public access along the water's edge and opportunities for recreation, tourism and economic development. The City's Waterfront Parks Strategy Refresh was approved by Council on February 5, 2020. More information can be found on the project website: http://www.mississauga.ca/portal/residents/parks-waterfront-parks-strategy</p>
		<p>I'm concerned that the beauty of Port Credit will be affected by the development of so many condos here. The truly beautiful areas of the world have waterfronts that have boardwalks and shops and art galleries not just condo after condo jammed in. The higher condos should be stepped back from the lake with the lower building/ parks, trails, boardwalks at the waters edge.</p> <p>Please make sure that the views of the water are not blocked by a wall of trees.</p> <p>It would be great to incorporate a waterfront restaurant into the marina design with access to public.</p>	<p>City approvals of specific developments outside of the Project Area are not within the scope of the 1PSEPM Project EA. The 1PSEPM Project does not specifically include plans for a waterfront restaurant. An objective of the 1PSEPM Project is however to improve public access to the waterfront.</p>
		<p>Of the two proposed I prefer the larger one that goes further into the lake. If possible, I think that the west side should have some lakefill as well to provide an extension to the existing boardwalk and provide more parkland.</p>	<p>Comment noted.</p>
010	January 27, 2020	<p>Will the City of Mississauga be providing any sort of preliminary plans for the marina at the information session? If not at what point in the process (date wise) would initial plans (options) be expected for public view?</p>	<p>The City will not be showing preliminary plans at the upcoming Public Information Centre on January 29. During this meeting, the City will be reviewing the draft Terms of Reference, including the process for developing and evaluating alternatives and proposed minimum and maximum lakefill options. This process and these options are also described in Section 5 of the Terms of Reference. Preliminary plans will be presented to the public during the Environmental Assessment phase, expected to begin in the fall of 2020.</p>
011	August 9, 2019	<p>1. Will yacht-owners who currently have a slip at the marina be able to keep their slip during construction? 2. If not, 1. on what date will we be required to move our boats? 2. Will we be grand-fathered so we have a slip when construction is finished? 3. When will we be able to move our boats back? 3. How long is construction planned to take? 4. Will the marina be operated by the City of Mississauga or by a private firm?</p>	<p>Thank you for your email. The City has just commenced the Environmental Assessment Process to expand the land base around the pier and study marina alternatives. The first part of the process creates a plan for how the EA will be carried out and what will be studied. A marina transition and a high-level construction phasing plan will be developed at the end of the environmental assessment process. At this early stage, we do not have detailed answers for when boats would have to be moved – this all depends on the outcomes of the environmental assessment and Council's decision on the marina. The City is looking at the future operational model for the proposed marina concurrent with the environmental assessment.</p>
012	January 30, 2020	<p>I am all for an increase in parkland, improved aquatic and terrestrial habitats, greater recreational activities, and job opportunities for Mississauga residents. I am concerned that the marina is not primarily geared to those who have the means to own a pleasure boat. In an email, TOPCA claimed that it wanted to ensure that this project is designed as a working marina, not simply a yacht club. I echo those concerns.</p>	<p>Comment noted. Both the creation of new parkland and the provision of marina facilities and infrastructure are objectives of the 1PSEPM Project. The City's intent is for this to be a working marina.</p>
013	February 4, 2020	<p>The EA is focussed specifically on the West breakwall and the lakefill required to create additional land. Assuming that everything goes to plan, the waterlot is</p>	<p>The condition of the western breakwater will be investigated during the EA, and design solutions will be examined during the detailed design stage following EA approval. Additional lakefill along the western breakwater does not serve the purpose of the 1PSEPM Project. Developing the western breakwater is constrained by issues related to ownership, access, parking etc.</p>

		<p>transferred to the City and the marina development moves forward, there will be a requirement to address the west breakwall in order to maintain protection of the marina from S/W winds.</p> <p>The West breakwall currently consists of a concrete wharf which is accessible to the public and a stone barrier which is not accessible to the public. If the West breakwall was redeveloped to include some additional lakefill it could potentially allow for an additional 300 meters of public access along the mouth of the Credit River and could potentially extend the green space of JJ Plaus Park by approximately 450 meters.</p> <p>The EA should be expanded to include the potential for West breakwall development and park expansion.</p> <p>The East breakwall lakefill should be the maximum that can be done. The investment today will reap many long-term benefits for the people of Mississauga in the future and the West breakwall should be added to the proposal.</p>	
014	February 16, 2020	<p>It seems clear that many people did not understand the economics of CLC's sale of the existing lands adjacent to the study area. It would be prohibitive for the City to try to buy such a parcel!</p> <p>The addition of "land" to the existing breakwater is not "ancestral" land and should not be so treated or described. (See page 25 and elsewhere.).</p>	<p>Comment noted. The City's previous studies have taken the economics of the 1 Port Street East site into consideration, including potential land costs, and concluded that it is not economically feasible for the City to purchase the wharf where the existing marina is located. Furthermore, Canada Lands Company is not marketing their wharf lands for sale at this time. Land and waters within the Province of Ontario were used by Indigenous Communities historically for a variety of traditional pursuits and some may continue today. In addition, some lands and waters have been 'claimed' by Indigenous communities. The City must be mindful of these uses and claims during project planning.</p>
		<p>We support the maximum allowable amount of landfill option. The new breakwater must be wide enough for easy access for walkers and the vehicles needed to supply the boats at dock.</p> <p>Since the new breakwater, assuming that it is built to the maximum amount of landfill, is to service a reduced number of boats, then the amount of "trail" or "parkland spaces" on the site should be a secondary consideration. If there are not enough facilities for boat docking, then the marina will not be viable. While park land is always well-utilized when it is near water, the heaviest usage is on weekends. There are many Mississauga residents who could, and do, use park lands on weekdays</p>	<p>Comment noted. Both the creation of new parkland (and possibly trails) and the provision of marina facilities and infrastructure are objectives of the 1PSEPM Project. The amount of parkland and the size of the marina facilities and infrastructure will be determined during the EA process and will be a function of the size of the new landbase that can be created.</p>
015	February 22, 2020	<p>While no scale or acreage was provided for the eastern breakwall landfill area it is highly unlikely that there will be sufficient land area for boat storage during a winter without which your "full service" marina will only be another transient ship site like Snug Harbour. Similarly, there does not appear to be any specific provision for parking which is already an issue in the vicinity of the marina.</p> <p>Space needs to be made available for the "full service" portion of the marina on lands adjoining to the east or on the eastern waters edge of the Canada Lands site. Unless some provision for the existing commercial support services is made soon they will be forced to move from the area in the next two years.</p> <p>The boat service and sales businesses now located at 1 Port Street are very unique and has valuable and assets to recreational boaters to allow them to face</p>	<p>Comment noted. Both the creation of new parkland and the provision of marina facilities and infrastructure are objectives of the 1PSEPM Project. The amount of parkland and the size of the marina facilities and infrastructure will be determined during the EA process and will be a function of the size of the new landbase that can be created.</p> <p>The City acknowledges that value of the marina businesses at the existing 1 Port Street site. The EA will examine potential impacts on existing businesses at the marina.</p>

		away while we go through the various processes and time delays of planning permitting and construction!	
016	January 28, 2020	I will hope that the alternative to the "Do nothing" will come out of all of this and one that will have a significant marina - slips, repair and storage facility. I cannot imagine Port Credit without a working marina. We would have to rename the village. I hope that as a result of the EA that the "Do Nothing" alternative is not selected because of the bottom line - cost.	Comment noted. The City's intention has consistently been to explore replacing the marina services and facilities within the existing basin. Creating a new landbase is one solution within the control of the City that meet this intention. Consideration of the "Do Nothing" alternative is required as part of the EA process. A final decision by City Council on whether or not to proceed with the 1PSEPM Project will follow EA approval.
		I hope that greater aquatic habitat restoration can be done associated with an expanded Eastern Breakwaters. Observing the very high waters of the Lake and the estuary in 2017 and 2019 demands that the breakwaters be amended to prevent future damage to infrastructure and stress on the migratory and resident water birds. Mute swan nests were swept away, and the end of the pier concrete was damaged. There was a mating pair of beavers living across from Snug Harbour associated with a concrete structure (this is not in the study area but may be help by amendment to the breakwaters). Due to the high water they have abandoned this home and moved further upstream.	Comment noted. Opportunities for aquatic and terrestrial habitat restoration and enhancement opportunities and the potential for bird-friendly designs of the shoreline will be considered in the EA.
017	March 2, 2020	<ol style="list-style-type: none"> 1. The Draft Terms of Reference is a well-categorized document written in clear language which facilitates public consultation and comment. The historical, ecological and planning background is very thorough. Frequent and detailed reference to Credit Valley Conservation (CVC) studies and oversight is excellent. TOPCA is pleased to be identified as a stakeholder in this project. We appreciate the EA project team's on-site pop-up event for the riders in TOPCA's Heritage Bike Tour on September 29, 2019 for Ontario Culture Days, featuring the Port Credit Harbour Marina (PCHM) lands overlooking the Project Study Area. 2. The initial EA timeframe described (P 63) is ambitious, with many milestones projected for Summer 2020. Would it be more realistic to move some to Fall? We do however appreciate any fast tracking to expedite the project given concerns for the present marina remaining viable pending transition. TOPCA as a stakeholder group will certainly be available for "targeted consultation" (P 66) if and when requested. 3. Section 2 - We are providing more detailed local context for this topic (P 54 – 6.4). "Community Change" is a general phrase used in the TOR but should to be expanded upon, given the concurrent, significant transformation taking place in Port Credit over the next frenetic decade. "Effects of Construction" is used to describe the marina construction project itself, estimated to begin at the start of 2023. There are other known construction projects to be acknowledged in both the Local and Regional Study Areas: <ol style="list-style-type: none"> a. QEW Credit River Bridge project starting Fall 2020 for the next 7+ years; b. Brightwater, 72-acre mixed-use development over the next 7+ years; 	<ol style="list-style-type: none"> 1. Comment noted with thanks 2. It should be noted that the project timeline has been affected by the State of Emergency in response to the Covid-19 pandemic. We will continue to update the timeline as the project proceeds. 3. Thank you for the list of other construction projects in Port Credit. The EA will take this information into account when we assess the cumulative impacts to the human environment during the EA phase. 4. TOPCA's support for the 'Create a New Land Case' alternative and support in principle for the "Extended" land base alternative is noted. 5. Unfortunately, these figures were missing in some of the hard copies of the Draft ToR due to a printing error. The figures were included in the electronic copy and have been included in the Final ToR. 6. Correction made 7. Correction made 8. Comment noted. Economic importance of marina and related jobs is emphasized throughout the ToR. 9. Information on access to the marina will be available during the EA. 10. The ToR text has been modified to add "algae" as an example of a surface water quality concern for the Biological Environment. 11. These examples have been added to Section 6.1.5 12. Comment noted 13. The community's concern regarding noise is understood. The evaluation of alternatives will consider noise impacts, including cumulative noise impacts. 14. Data from CVC will be reviewed, and field studies will attempt to confirm the presence of suitable habitat for mammals. 15. The sentence 'few' trees is descriptive of existing conditions. The extent of landscaping possible (including new trees) will be evaluated in the EA. 16. Data from CVC will be reviewed, and field studies will be undertaken to examine existing conditions regarding habitat for migratory birds. 17. Data from CVC will be reviewed, and field studies will be undertaken to confirm the presence of suitable habitat for reptiles, include turtles. 18. Agreed. The new northern boundary of the Heritage Conservation District has been noted in the ToR.

		<p>c. Hurontario LRT project, starting Fall 2020, with scheduled completion Fall 2024;</p> <p>d. GO Station redevelopment on the present surface parking lots, starting 2024;</p> <p>e. new AT pedestrian/cycling bridge over the Credit River south of CNR;</p> <p>f. additional infill towers in the greater GO Station area (Community Node);</p> <p>g. 10-storey condo approved for the No Frills site on Port Street;</p> <p>h. Ports Hotel on Port Street could be redeveloped in the next decade;</p> <p>i. CLC's mixed-use redevelopment on the western wharf to begin concurrently?</p> <p>j. potential parking structure at the Port Credit Library parking lot;</p> <p>k. redevelopment of the PC Harbour West Parks could start in Spring 2022;</p> <p>l. Lakeshore Connecting Communities (LCC) strategy entails reconfiguration of Lakeshore Road through Port Credit. There will be citizen (and traffic) pressure to deliver at least partially in the next decade (e.g. reallocation of one traffic lane).</p> <p>The community will be fatigued as rightly stated re ongoing consultations (P 65 - 8.2.1). The above projects in combination will also put pressure on the residents, visitors and businesses having to cope during the accumulative disruption, including significant "nuisance" factors. The human environmental impact should be better acknowledged.</p> <p>4. Section 3: Support and Rationale - The TOPCA Executive fully and confidently supports the 'Create a New Land Base' alternative (per Table 4-1), to be carried forward to the development of 'Alternative Methods' during the EA process. Pending completion of the EA, we support in principle the "Extended" land base alternative (per Figure 5-2), to ensure robust full-service functionality for the new marina as well as public parkland and other amenities.</p> <p>The TOPCA Executive has considerable community background to issue this support. Past community consultations hosted or attended by TOPCA reps since March 2011 have reflected the local resolve to 'Keep the Port in Port Credit' which must include a full-service marina. Most recently:</p> <p>a. The TOR reiterates the vision of the Inspiration Port Credit Comprehensive Master Plan (2016) which states: "The City's vision 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". We held a TOPCA Town Hall (September 20, 2016) about the planning and policy framework in the Official Plan Amendment (OPA, approved 2017) to protect for a full-service marina. Andrew Whittemore, now Commissioner of Planning & Building, presented.</p> <p>b. James Cox, Senior Director, Real Estate (Ontario), Canada Lands Company, made a presentation and announcement at the TOPCA Town Hall (May 23, 2017) concerning conveyance of 2+ acres of</p>	<p>19. The potential for a naturalized beach south of the Waterfront Trail west of the former Texaco pier has been noted.</p> <p>20. Agreed. Text has been modified.</p> <p>21. Thank you. This potential will be examined in the EA.</p> <p>22. Agreed. Text has been modified.</p> <p>23. Thank you. This potential will be examined in the EA. Parking at J.C. Saddington has been noted in the ToR</p> <p>24. Thank you. The description of the trail through Mississauga has been modified to indicate that it stretches from Lakeside Park to the as yet undeveloped Lakeshore Park in Lakeview. Mention of Bradley Museum and Rattray has been removed from this description.</p> <p>25. Comment noted.</p> <p>26. Agreed. Text has been modified.</p> <p>27. Comment noted. Traffic impacts will be considered in the EA.</p> <p>28. It should be noted that the project timeline has been affected by the State of Emergency in response to the Covid-19 pandemic. We will continue to update timeline as the project proceeds.</p> <p>29. The terms "Terrestrial", "Extirpated", "Brownfield", "Slips" and "Vistas" and others have been added to the glossary of the ToR.</p>
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		<p>land plus the entire 50+ acre waterlot to the City of Mississauga "which would assist in ensuring the long-term protection and reinvestment in the marina". This is an exceptional gift and opportunity for Mississauga to realize the Inspiration Port Credit vision, with a timeline sufficient to conduct an EA and start marina construction by 2027.</p> <p>c. TOPCA gave a visual Deputation at Mississauga Council (October 30, 2019) supporting an application for partial ICIP grant funding for the future marina under the Investing in Canada Infrastructure Program. Not only is the marina a valuable industrial employer; it also makes contributions to city building, tourism, economic activity, place-making and cultural identity of the urban waterfront.</p> <p>5. P 6-8 – MISSING in the Draft TOR, including Figure 1-2 (Project Study Area); Figure 1- 3 (Local Study Area) and Figure 1-4 (Regional Study Area) – these would help in speaking to context per SECTION 2 (above) in this response. Figures 1-2 and 1-3 are shown (low density) in the posted slide presentation of January 29, 2020.</p> <p>6. P 13 – Mississaugua Golf Club misspelled as the name of the city.</p> <p>7. P 16 – Typo (two number 2’s under “two goals”)</p> <p>8. P25 – Table 4-1 Include “150+ jobs” to emphasize the magnitude of their economic importance. This industry provides full-time jobs including engine and boat repair, upholstery services, boat buying and selling, chandlery, winterizing and boat storage.</p> <p>9. P 31 – re “balance” - include example of secure access to marina in a less prison-like way as viewed from the parkland, if appropriate at this stage of the EA process.</p> <p>10. P 34 – Table 5-1 ADD algae as a ‘Biological Environment’ (aquatic) issue. It is already established at the small beach just east of the Eastern Breakwater and elsewhere along the Port Credit waterfront. What is the impact of an altered shoreline?</p> <p>11. P 44 – 6.1.5 should include examples of the rare shingle beaches at Tall Oaks Park just east of St Lawrence Park, and Rhododendron Gardens. Also, the small sandy beach just east of the Eastern Breakwater which is in the Project Study Area.</p> <p>12. P 48 – City of Mississauga has not yet provided significant commuter options or incentives to get people out of their cars. Transit is still being transformed. It is not safe for most residents to bike to work, and the “last km” is a necessity at transit hubs.</p> <p>13. P 48 – road noise: residents are very concerned about this issue, and the accumulative effect of noise in the project area could lead to increased sensitivity by local residents. There is already speeding on Port Street, not just the main street (Lakeshore Road).</p> <p>14. P 53 – 6.3.6 Mammals – there are also river rats at the harbour and in the armour stone which have been a problem in the Heritage District for. Construction and lake fill at the marina site may attract the rats as well, requiring mitigation.</p> <p>15. P 51 – Are more trees to be planted in new marina project area? Unclear</p>	
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		<p>with the phrase “only a few trees” there now – is that considered a good thing?</p> <p>16. P 51-52 – 6.3.3 Birds; + P 20 re Migratory Birds: To emphasize, bird migration patterns, local water birds, roosting and nesting (including on top of the existing marina shed) are very important to the community. Regular bird hikes are held in the area.</p> <p>17. P 53 – 6.3.5 Reptiles – there are snapping turtles in the lower Credit River.</p> <p>18. P 55 – The revised HCD Bylaw was enacted in Dec. 2019 (after settlement of an appeal at LPAT). The TOR notes the revised eastern boundary; note the new northern boundary extends to the north side of Lakeshore Road (including Credit River bridge).</p> <p>19. P 56 – The WVP site (Master Plan approved July 2019) may include a naturalized beach south of the Waterfront Trail west of the former Texaco pier (to be expanded).</p> <p>20. P 57 – 6.4.2 Recreation: re CCCL paragraph, use “complementary uses”.</p> <p>21. P57 – 6.4.2 Recreation: Since the local Salmon Derby in takes place out of Marina Park (to be redeveloped starting 2022?), could the new marina play a transitional role?</p> <p>22. P 58 – Marina Park – INSERT “west edge”; and “will serve” as a connection in 2022+ IF redevelopment occurs. NO physical connection now to Memorial Park West (except jaywalking across Lakeshore Road) or to Saddington Park (except via Front St South).</p> <p>23. P 58 – Saddington Park – has significant surface parking as well (should be noted, as it may serve a transitional use further in the marina project).</p> <p>24. P 58 – Waterfront Trail – text on the Waterfront Trail website (waterfronttrail.org/) is out of date; the interactive map is current. The Trail through Mississauga stretches from Lakeside Park in Southdown to the as yet undeveloped Lakeshore Park in Lakeview. Mention of Bradley Museum and Rattray Marsh is unnecessary here (should remove).</p> <p>25. P 58 – “vistas” There are “open lake views” now, albeit through the chain link fence in the east parking lot at 1 Port Street. TOPCA is advocating for a parkette at the foot of Elizabeth Street to maintain this lake view coming all the way down from the GO Station. We will continue to pursue this green space at the detail design phase.</p> <p>26. P 58 – 6.4.3 Traffic 2nd paragraph. NOTE: Lakeshore Road West becomes Lakeshore Road East at the Credit River, NOT Hurontario Street. Locations of the named intersections in the village should be changed to reflect this.</p> <p>27. P 59 – 6.4.3 cont’d: re traffic conditions: congestion will get much worse as 11,000+ new residents start to move into Port Credit over next decade. Port Street is often used as a main street bypass, which may impact truck movements to the marina site during construction. Hurontario Street will have lane restrictions for LRT construction.</p> <p>28. P 64 – FIGURE 7-1 need to update / move the “We Are Here” red oval over to perhaps the 2nd Winter 2020 column.</p> <p>29. GLOSSARY (P G1-G4): Words – Terrestrial, Extirpated, Brownfield, Slips and Vistas* don’t appear in the Glossary; perhaps this might assist the non-specialists. Many words checked for inclusion were in the Glossary. *mentioned on P 58 and referenced under ‘Viewscape’ in the Glossary.</p>	
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		Perhaps a specific definition would distinguish it.	
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APPENDIX E

Letters of Notification to Indigenous Communities

Letter to Mississaugas of the Credit First Nation – June 2019

Letter to Six Nations of the Grand River – June 2019

Letter to Huron Wendat Nation – June 2019

Letter to Mississaugas of the Credit First Nation – December 2019

Letter to Six Nations of the Grand River – December 2019

Letter to Huron Wendat Nation – December 2019

Letter to Six Nations of the Grand River – January 2020

Letter to Mississaugas of the Credit First Nation – January 2020

Letter to Huron Wendat Nation – January 2020

Letter to Haudenosaunee Confederacy Chiefs Council c/o
Haudenosaunee Development Institute – May 2020

Fawn Sault, Consultation Manager
Mississaugas of the Credit First Nation
6 First Line Road, R.R. #6
HAGERSVILLE ON N0A 1H0

City of Mississauga
Community Services
201 City Centre Drive, 9F
MISSISSAUGA ON L5B 3C1
mississauga.ca

June 27, 2019

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

Dear Ms. Sault,

The City of Mississauga is initiating an Individual Environmental Assessment under Ontario's Environmental Assessment Act for the 1 Port Street East Proposed Marina Project. The environmental assessment will study the proposed expanded land base for additional waterfront parkland and examine marina alternatives for this site.

This project may be of interest to you and we look forward to your input.

The first steps in the environmental assessment process involve introducing the project during a Public Information Centre (PIC) and the preparation of a Terms of Reference for this project. We attach the Notice of Commencement and our invitation to attend the first PIC. The Terms of Reference will set out the City's framework and work plan for addressing the Environmental Assessment Act requirements when preparing the Individual Environmental Assessment, including such things as the alternatives that will be considered and the events that will be carried out. If approved by the Minister of Environment, Conservation and Parks, the Terms of Reference will provide the framework for the preparation of the Individual Environmental Assessment. The City has retained a team of consultants led by Shoreplan Engineering Limited to complete the Individual Environmental Assessment process.

We encourage your community's active participation in the environmental assessment process by attending Public Information Centres or contacting City of Mississauga's staff directly with comments or questions. Events 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. In addition to attending this first PIC, we also ask that you share with us the contact information for the person(s) that you wish to be designated as the recipient of all future correspondence. It would also be appreciated if you could share any specific protocols or requirements you may have regarding future events on this project.

We will continue to reach out to your community to share information and seek feedback about this project. However, throughout this study, should you wish to arrange for a meeting, submit a comment or question, or receive more information please contact me. We look forward to working with you throughout this study.

Regards,



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

Chief R. Stacey Laforme
Mississaugas of the Credit First Nation
2789 Mississauga Road, R.R. #6
HAGERSVILLE ON N0A 1H0

City of Mississauga
Community Services
201 City Centre Drive, 9F
MISSISSAUGA ON L5B 3C1
mississauga.ca

June 27, 2019

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

Dear Chief R. Stacey Laforme,

The City of Mississauga is initiating an Individual Environmental Assessment under Ontario's Environmental Assessment Act for the 1 Port Street East Proposed Marina Project. The environmental assessment will study the proposed expanded land base for additional waterfront parkland and examine marina alternatives for this site.

This project may be of interest to you and we look forward to your input.

The first steps in the environmental assessment process involve introducing the project during a Public Information Centre (PIC) and the preparation of a Terms of Reference for this project. We attach the Notice of Commencement and our invitation to attend the first PIC. The Terms of Reference will set out the City's framework and work plan for addressing the Environmental Assessment Act requirements when preparing the Individual Environmental Assessment, including such things as the alternatives that will be considered and the events that will be carried out. If approved by the Minister of Environment, Conservation and Parks, the Terms of Reference will provide the framework for the preparation of the Individual Environmental Assessment. The City has retained a team of consultants led by Shoreplan Engineering Limited to complete the Individual Environmental Assessment process.

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We will continue to reach out to your community to share information and seek feedback about this project. However, throughout this study, should you wish to arrange for a meeting, submit a comment or question, or receive more information please contact me. We look forward to working with you throughout this study.

Regards,



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

Chief G. Ava 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

June 27, 2019

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

Dear Chief G. Ava Hill,

The City of Mississauga is initiating an Individual Environmental Assessment under Ontario's Environmental Assessment Act for the 1 Port Street East Proposed Marina Project. The environmental assessment will study the proposed expanded land base for additional waterfront parkland and examine marina alternatives for this site.

This project may be of interest to you and we look forward to your input.

The first steps in the environmental assessment process involve introducing the project during a Public Information Centre (PIC) and the preparation of a Terms of Reference for this project. We attach the Notice of Commencement and our invitation to attend the first PIC. The Terms of Reference will set out the City's framework and work plan for addressing the Environmental Assessment Act requirements when preparing the Individual Environmental Assessment, including such things as the alternatives that will be considered and the events that will be carried out. If approved by the Minister of Environment, Conservation and Parks, the Terms of Reference will provide the framework for the preparation of the Individual Environmental Assessment. The City has retained a team of consultants led by Shoreplan Engineering Limited to complete the Individual Environmental Assessment process.

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We will continue to reach out to your community to share information and seek feedback about this project. However, throughout this study, should you wish to arrange for a meeting, submit a comment or question, or receive more information please contact me. We look forward to working with you throughout this study.

Regards,



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

June 27, 2019

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

Dear Grand Chief Konrad H. Sioui,

The City of Mississauga is initiating an Individual Environmental Assessment under Ontario's Environmental Assessment Act for the 1 Port Street East Proposed Marina Project. The environmental assessment will study the proposed expanded land base for additional waterfront parkland and examine marina alternatives for this site.

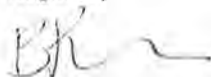
This project may be of interest to you and we look forward to your input.

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We encourage your community's active participation in the environmental assessment process by attending Public Information Centres or contacting City of Mississauga's staff directly with comments or questions. Events 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. In addition to attending this first PIC, we also ask that you share with us the contact information for the person(s) that you wish to be designated as the recipient of all future correspondence. It would also be appreciated if you could share any specific protocols or requirements you may have regarding future events on this project.

We will continue to reach out to your community to share information and seek feedback about this project. However, throughout this study, should you wish to arrange for a meeting, submit a comment or question, or receive more information please contact me. We look forward to working with you throughout this study.

Regards,



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

Letter Delivered via Email

January 17, 2020

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 Department
201 City Centre Drive, Suite 900
MISSISSAUGA ON L5B 2T4
mississauga.ca

**Re: DRAFT TERMS OF REFERENCE - 1 PORT STREET EAST PROPOSED MARINA PROJECT
INDIVIDUAL ENVIRONMENTAL ASSESSMENT**

Dear Chief Mark Hill,

The 1 Port Street East Proposed Marina (1PSEPM) Project is subject to the requirements of the Ontario *Environmental Assessment Act (EA Act)* as an Individual Environmental Assessment (EA). The development of a Terms of Reference (ToR) is the first step of an Individual EA. As the proponent of the 1PSEPM Project, the City of Mississauga prepared a Draft ToR that we share with you today. The Draft ToR is attached for your review. We are also attaching the Notice of the Terms of Reference and our invitation to attend the second Public Information Centre.

This document sets out the work plan for preparing the EA and carrying out the required consultation, including consultation with your community. This ToR:

- indicates that the EA will be prepared in accordance with the requirements set out in subsection 6.1 (2) of the Ontario *EA Act*;
- indicates that the EA will be prepared in accordance with such requirements as may be prescribed for the type of undertaking the proponent wishes to proceed with;
- sets out in detail the requirements for the preparation of the EA; and
- is accompanied by a description of the consultations by the proponents and the results of the consultations (to be included in the Final ToR).

The City anticipated that the entire EA process will be approximately 2 years in duration.

We welcome your comments on any aspect of this document. We are particularly interested in gaining your input regarding the extent to which you feel the Draft ToR meets your expectations for addressing your interests related to the 1PSEPM Project. Please note that, should new matters arise during the EA, this ToR does not preclude their investigation at the discretion of the City of Mississauga, if the issues are within the purpose/goal of the 1PSEPM Project. We would like to receive your comments on this initial Draft ToR by February 17, 2020 to allow us to incorporate your input into the next version of this document that would be reviewed formally by the government and the general public.

Please email me at beata.palka@mississauga.ca or call me at 905-615-3200 x 4221 with any questions or comments.

Respectfully,



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

Letter Delivered via Email

January 17, 2020

Chief R. Stacey Laforme
Mississaugas of the Credit First Nation
2789 Mississauga Road, R.R. #6
Hagersville ON N0A 1H0

City of Mississauga
Community Services Department
201 City Centre Drive, Suite 900
MISSISSAUGA ON L5B 2T4
mississauga.ca

**Re: DRAFT TERMS OF REFERENCE - 1 PORT STREET EAST PROPOSED MARINA PROJECT
INDIVIDUAL ENVIRONMENTAL ASSESSMENT**

Dear Chief Laforme,

The 1 Port Street East Proposed Marina (1PSEPM) Project is subject to the requirements of the Ontario *Environmental Assessment Act (EA Act)* as an Individual Environmental Assessment (EA). The development of a Terms of Reference (ToR) is the first step of an Individual EA. As the proponent of the 1PSEPM Project, the City of Mississauga prepared a Draft ToR that we share with you today. The Draft ToR is attached for your review. We are also attaching the Notice of the Terms of Reference and our invitation to attend the second Public Information Centre.

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- indicates that the EA will be prepared in accordance with such requirements as may be prescribed for the type of undertaking the proponent wishes to proceed with;
- sets out in detail the requirements for the preparation of the EA; and
- is accompanied by a description of the consultations by the proponents and the results of the consultations (to be included in the Final ToR).

The City anticipated that the entire EA process will be approximately 2 years in duration.

We welcome your comments on any aspect of this document. We are particularly interested in gaining your input regarding the extent to which you feel the Draft ToR meets your expectations for addressing your interests related to the 1PSEPM Project. Please note that, should new matters arise during the EA, this ToR does not preclude their investigation at the discretion of the City of Mississauga, if the issues are within the purpose/goal of the 1PSEPM Project. We would like to receive your comments on this initial Draft ToR by February 17, 2020 to allow us to incorporate your input into the next version of this document that would be reviewed formally by the government and the general public.

Please email me at beata.palka@mississauga.ca or call me at 905-615-3200 x 4221 with any questions or comments.

Respectfully,



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

Letter Delivered via Email

January 17, 2020

Grand Chief Konrad H. Sioui
Huron Wendat Nation
255, place Chef Michel Laveau
Wendake QC G0A 4V0

City of Mississauga
Community Services Department
201 City Centre Drive, Suite 900
MISSISSAUGA ON L5B 2T4
mississauga.ca

**Re: DRAFT TERMS OF REFERENCE - 1 PORT STREET EAST PROPOSED MARINA PROJECT
INDIVIDUAL ENVIRONMENTAL ASSESSMENT**

Dear Grand Chief Konrad H. Sioui,

The 1 Port Street East Proposed Marina (1PSEPM) Project is subject to the requirements of the Ontario *Environmental Assessment Act (EA Act)* as an Individual Environmental Assessment (EA). The development of a Terms of Reference (ToR) is the first step of an Individual EA. As the proponent of the 1PSEPM Project, the City of Mississauga prepared a Draft ToR that we share with you today. The Draft ToR is attached for your review. We are also attaching the Notice of the Terms of Reference and our invitation to attend the second Public Information Centre.

This document sets out the work plan for preparing the EA and carrying out the required consultation, including consultation with your community. This ToR:

- indicates that the EA will be prepared in accordance with the requirements set out in subsection 6.1 (2) of the Ontario *EA Act*;
- indicates that the EA will be prepared in accordance with such requirements as may be prescribed for the type of undertaking the proponent wishes to proceed with;
- sets out in detail the requirements for the preparation of the EA; and
- is accompanied by a description of the consultations by the proponents and the results of the consultations (to be included in the Final ToR).

The City anticipated that the entire EA process will be approximately 2 years in duration.

We welcome your comments on any aspect of this document. We are particularly interested in gaining your input regarding the extent to which you feel the Draft ToR meets your expectations for addressing your interests related to the 1PSEPM Project. Please note that, should new matters arise during the EA, this ToR does not preclude their investigation at the discretion of the City of Mississauga, if the issues are within the purpose/goal of the 1PSEPM Project. We would like to receive your comments on this initial Draft ToR by February 17, 2020 to allow us to incorporate your input into the next version of this document that would be reviewed formally by the government and the general public.

Please email me at beata.palka@mississauga.ca or call me at 905-615-3200 x 4221 with any questions or comments.

Respectfully,



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

Letter Delivered via Email

Ms. Tracey General

Haudenosaunee Confederacy Chiefs Council
c/o Haudenosaunee Development Institute
16 Sunrise Court, Suite 600
P.O. Box 714
OHSWEKEN, ON, N0A 1M0
hdi2@bellnet.ca

City of Mississauga
Community Services
201 City Centre Drive, 9F
MISSISSAUGA, ON, L5B 2T4
mississauga.ca

May 14, 2020

Re: **INTRODUCING THE 1 PORT STREET EAST PROPOSED MARINA PROJECT**

Dear Ms. Tracey General,

We are writing to provide information and seek your input on the 1 Port Street East Proposed Marina (1PSEPM) Project located in Port Credit village, Mississauga, Ontario. The City of Mississauga (the City) is the proponent for this project. The project involves expanding the existing breakwaters through "lakefilling" in Lake Ontario that would allow a new marina and parkland to be established. A portion of the project area is on a City owned water lot and a portion would be located on lands and a water lot currently owned by the Canada Lands Company (CLC).

The 1PSEPM Project is subject to the requirements of the Ontario Environmental Assessment Act (EA Act) as an Individual Environmental Assessment (EA). The scope of works and activities anticipated for the Marina Project cannot be covered under the Municipal Class EA. The Marina Project is not currently described on the Physical Activities Regulations (SOR/2019-285) of the new federal Impact Assessment Act that came into force August 28, 2019 repealing its predecessor, the Canadian Environmental Assessment Act, 2012. Other Federal and Provincial permits and authorizations will also be required.

In this context and in accordance with the EA Act, the City is currently finalizing the Terms of Reference (ToR) to prepare the Provincial Individual EA. This ToR is the first step of an Individual EA. It sets out the work plan for preparing and conducting the Individual EA. The City anticipates that the entire Individual EA process will be approximately 2 years in duration. The draft Terms of Reference is available on the project website at mississauga.ca/1portstreeteast. We anticipate submitting the ToR to the Province in June of 2020 followed by an open public review period for 60 days.

I am reaching out to you to invite your involvement in this process. I would be happy to meet with you to discuss your interest in the Individual EA process and how your community would like to be involved going forward.

Please feel free to provide us comments now or during the 60 day open public review period.

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

Respectfully,



Beata Palka, M.P.I, RPP
Planner, Park Planning

APPENDIX F

Government Agency Comments and City Responses

Government Comments and City Response

#	Date	Agency	Agency Question/Comment	City of Mississauga Response	Agency Response to City
001	February 19, 2020	Ministry of Heritage, Sport, Tourism and Culture Industries Dan Minkin Heritage Planner	<ol style="list-style-type: none">1. The Terms of Reference should provide for consideration of BHRs and CHLs that could be indirectly impacted by the proposed undertaking through changes to their spatial context, sightlines, access, etc. While the potential positive aspects of this are alluded to in Table 4-1, the Terms of Reference should make explicit how such potential impacts will be investigated and incorporated into the evaluation of alternatives.2. Relatedly, it is unclear from the Draft Terms of Reference what technical studies are planned to pertain to cultural heritage in this EA process, and how it would be determined if any are unnecessary. Normally, the MHSTCI Criteria for Evaluating Archaeological Potential and Criteria for Evaluating Marine Archaeological Potential checklists are used to determine whether a terrestrial and/or marine archaeological assessment is needed, and the MHSTCI Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes is used to determine whether a Cultural Heritage Assessment Report and/or a Heritage Impact Assessment are needed. Previous assessments done on the study area can, of course, provide recommendations that supersede these checklists.3. With respect to marine archaeology, Section 6.5 of the Draft Terms of Reference notes that a marine archaeology assessment of the project study area was conducted in 2019, but says nothing with respect to how BHRs and CHLs in the local study area have been assessed, will be assessed, or can be screened out of consideration. The Terms of Reference should include either the completed screening checklists or direct reference to the previous reports that make them unnecessary, or clearly lay out the approach to be taken in the EA process for completing such technical work.4. Table 5-1 sets the indicators for the cultural heritage criteria as the cultural heritage value of BHRs and CHLs within the land creation area, and the significance of archaeological resources within the footprint of the land creation and associated park area. This implies that cultural heritage resources can or will have their cultural heritage value, or their significance, quantified and compared for purposes of evaluation of alternatives. The framework that exists for assessment of potential cultural heritage resources determines whether or not they have cultural heritage value or interest, and how that might be impacted by a proposed project; it is not well-suited to compare the levels of cultural heritage value, or of significance, between resources. As such we would recommend that the indicators be the potential impacts on BHRs and CHLs, and the presence of archaeological resources within the footprint.5. Consideration of BHRs and CHLs is limited to “within land creation area”	<ol style="list-style-type: none">1. The 1PSEPM Project is intended to create land area along an existing breakwater to move the existing marina from the west side of the basin to the east side. The project will also make use of a 2 acre parcel of land, currently a parking lot, at the base of the breakwater. There are no BHRs on the land in question. There is anticipated to be little change in CHLs as the existing condition will be replicated by the project. During the EA, the City commits to completing the screening checklist and identifying BHRs and CHLs in the vicinity of the site that may be affected by construction activities.2. Please refer to Response 13. Please refer to Response 14. Please refer to Response 15. Please refer to Response 1	

			in Table 5-1. It is unclear what that refers to, as the area where land is to be created is by definition part of the lake currently and could not contain BHRs. We would recommend that “within land creation area” here be removed or replaced with “within local study area”.		
002	March 6, 2020	Credit Valley Conservation Jakub Kilis Manager, Infrastructure and Regulations	<ol style="list-style-type: none"> 1. We suggest adding that it should be clear in the opportunities assessment that the objectives and goals of the project include the creation and enhancement of habitat and Natural Heritage System linkages in the demonstration of an overall ecological gain. 2. Section 3.3.2 (page 21) should be updated. The administration of the provincial Endangered Species Act is now under the jurisdiction of the Ministry of Environment, Conservation and Parks (MECP) and is no longer administered by the Ministry of Natural Resources and Forestry (MNRF). 3. Please confirm whether a proposed conditions natural hazard assessment will be completed as part of the EA process. Please note any proposed development, on both existing land and on any newly created landform, will need to address shoreline erosion and flood hazards and may have a direct impact on future development potential of marina and other uses. For Section 5.3 (and specifically Table 5.1) should consider adding a criterion that addresses future lake hazards or an appropriate discussion in the text. 4. Based on CVC’s Lake Ontario Shoreline Hazards Report (Shoreplan Engineering Limited, dated September 2005), the proposed lakefill area is associated with Reach 6a. Appendix B (Reach Attributes) of this report states the following: “Special case requires specific engineering analysis before modifying or developing”. Please confirm whether the proposed EA studies (as presented within Section 7 of the Draft TOR) accounts for this additional analysis. 5. Based on details provided within the Draft TOR, the report states that “Lake Ontario water levels have reached an all time high in the nearly 100-year record”. Based on historic Lake Ontario water levels, the maximum 2017 and 2019 water levels were as high as 75.8 m. High lake levels will need to be further investigated during the EA process. The height of the proposed marina structures/breakwater structure will need to consider the frequency of flooding during the EA stage. Long term planning should be considered during the EA process to take into consideration the historically high lake levels. 6. The Draft TOR does not provide any discussion related to onsite stormwater management (SWM). Please note that stormwater management will need to be considered within the EA and the conceptual design alternatives. Spill management will also need to be considered during the EA process. 7. Section 6 of the Draft TOR should be updated to include Significant Wildlife Habitat (SWH) and Species at Risk (SAR) habitat in the description of the environment potentially affected by the proposed undertaking. Based on existing features the regional, local and project study areas have potential to contain several types of SWH. Based on mapping available from Fisheries and Oceans Canada as well as CVC 	<ol style="list-style-type: none"> 1. The opportunities assessment has been clarified to indicate that creation and enhancement of aquatic and terrestrial habitats must demonstrate an overall ecological gain. 2. Section 3.3.2 has been updated. 3. The engineering analysis to be completed during the EA process will specifically address the shoreline hazards as defined in the Provincial Policy Statement and supporting Technical Guide and as it is considered in the CVC Ontario Regulation 160/06. The Regulation states that no person shall undertake development or permit another person to undertake development in or on the areas within the jurisdiction of the Authority that are adjacent or close to the shoreline of Lake Ontario that may be affected by flooding, erosion or dynamic beaches. The Regulation defines these hazards and defines the conditions under which the Authority may grant permission for development in or on these hazard areas. The proposed lands to be created will be artificial lands and will rely on eliminations of the shoreline hazards solely by the shore protection structures. 4. We confirm that analysis to be completed under this EA is described under Physical Environment outlined in Table 7.1, Environmental Assessment Studies. Studies will comprise the information needed to address the special case specific engineering analysis referred to in Lake Ontario Shoreline Hazards Report (Shoreplan Engineering Limited, dated September 2005) for Reach 6a. 5. Water levels will be further investigated based on available historical, prevailing and predicted conditions (if available). Past design high water levels will be updated to reflect recent (2017 and 2019) period of high Lake Ontario Water levels. The review will include assessment of data from nearby water level gauges (Toronto and Burlington) and the review of recent technical literature addressing water levels of Lake Ontario. This work is intended to be completed under the Physical Environment outlined in Table 7.1, Environmental Assessment Studies. 6. Stormwater management (SWM) facilities will be 	

			<p>there is potential for SAR habitat to occur within the regional, local and project areas.</p> <p>8. Section 7 of the Draft TOR should be updated to include a SWH screening assessment in the scope of the biological studies. The screening assessment should be used to identify what types of SWH have the potential to occur within the project site (e.g. colonial nesting bird breeding habitat (ground), turtle nesting and wintering sites (Common Snapping and Northern Map turtles), waterfowl staging (aquatic), mink denning sites etc.). The assessment should include a review of provincial criteria schedules as well as regional criteria set out in the Peel-Caledon Significant Woodlands and Significant Wildlife Habitat Study (North-South Environmental et al, 2009). Effects assessment should include a determination of the potential for alternatives to result in adverse effects on SWH.</p> <p><i>Preliminary considerations for the EA stage</i></p> <p>9. Please note that, related to comment #2 above, the supporting studies within the EA must demonstrate that the proposed modifications to the shoreline will not create new hazards and/or exacerbate existing hazards on the subject property(ies) and/or neighboring properties.</p> <p>10. The conversion of aquatic habitat into terrestrial habitat (i.e. lake infilling) constitutes fish habitat degradation, therefore we strongly recommend that Fisheries and Oceans Canada be consulted and involved in the review of this project from the initial stages of the EA.</p>	<p>elements of the Project to be defined at a conceptual level for each project alternative footprint. Standard practice spills management measures will be described as mitigation to protect soils, groundwater and drinking water.</p> <p>7. Agreed. The ToR acknowledges that Significant Wildlife Habitat (SWH) and Species at Risk (SAR) habitat may be present onsite or in the Local Study Area. CVC data will be reviewed, and field studies will be undertaken to confirm this. SWH and SAR will be added to the description of the environment potentially affected by the proposed undertaking in the EA document.</p> <p>8. A SWH screening assessment will be added to the scope of the biological studies in the ToR. See Table 7-1 of the ToR.</p> <p>9. We assume that this refers to comment 4 above which is the second comment dealing with shoreline hazards. We confirm that supporting studies, namely the special case site specific engineering analysis mentioned in 4. above will consider and demonstrate that no new hazards will be created and /or exacerbate existing hazards and subject or neighbouring properties.</p> <p>10. Fisheries and Oceans Canada has been involved in past studies related to the 1PSEPM Project and will continue to be engaged and notified of project activities.</p>	
003	February 13, 2020	<p>Ministry of the Environment, Conservation and Parks</p> <p>Marinha Antunes, Air Quality Analyst Technical Support Air Quality Comments</p>	<p>1. As noted in Table 5.1 of the ToR, 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 and where is it found. If airborne particulate is expected, then the proponent must discuss this in the air quality impact assessment (AQIA) and in the Environmental Assessment Report. Depending on the type of contamination, ambient air monitoring may be required to monitor the off-site impacts at nearby sensitive receptors.</p> <p>2. Based on Table 7-1, an AQIA will be conducted for the proposed undertaking. The existing air quality conditions will be based on the data used for the Hurontario LRT project which is representative of this project's study area. It is recommended to ensure the list of contaminants of concern include the criteria air contaminants (i.e. PM10, PM2.5, NO2 and SO2) and other potential toxics such as benzene, etc.</p> <p>3. Please note that existing and future air quality concentrations should be compared against the Ambient Air Quality Criteria (AAQC) and the Canadian Ambient Air Quality Standards (CAAQs) for all contaminants of concern.</p>	<p>1. Acknowledged. The types of contaminants that exist on the Project site will be identified. The EA shall include a soil testing protocol and construction management plan to minimize dust emissions. This plan will likely include requirements for an additional AQIA specific to the contaminants found.</p> <p>2. Agreed.</p> <p>3. Agreed</p> <p>4. Daily truck traffic to and from the site will be defined during the EA. The AQIA will include consideration of increased truck traffic in the context of existing and future conditions.</p> <p>5. The types of marina facilities that can be accommodated on each alternative footprint will be defined in the EA. It can be expected that the AQIA will include an assessment of to fueling operations for the boats as this is an essential element of any marina.</p> <p>6. Comment noted. The EA will include a Code of</p>	The City has addressed the comments with respect to air quality- no further comments at this time.

			<ol style="list-style-type: none"> During lakefilling activities, it is not clear what is the anticipated daily truck traffic during the construction of the PSEP Marina Project. If the truck traffic in the area is anticipated to significantly increase, then the impacts on air quality and particularly at nearby sensitive receptors should be assessed. It is recommended to provide more detailed information in the ToR and to describe the air quality impacts from increased truck traffic. Please clarify if the AQIA for the preferred alternative will assess the full-service marina air emissions with respect to fueling operations for the boats. A rationale should be provided if these emissions will not be assessed in the AQIA. 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. 	Practice for dust control based on most up to date best practice guides and manuals.	
004	February 7, 2020	Ministry of the Environment, Conservation and Parks Dorothy Moszynski Special Project Officer Environmental Assessment and Permissions Branch Noise Review Comments	<ol style="list-style-type: none"> Noise Limits shall comply with the MECP noise limits in: <ol style="list-style-type: none"> Publication NPC-115, "Construction Equipment"; Publication NPC-118, "Motorized Conveyances"; and Publication NPC-300, "Environmental Noise Guideline, Stationary and Transportation Sources – Approval and Planning, Publication NPC-300", August, 2013. Noise Report shall be prepared in accordance with: <ol style="list-style-type: none"> Publication NPC-233, "Information to be Submitted for Approval of Stationary Sources of Sound", October 1995; and Basic Comprehensive Certificates of Approval (Air), User Guide, Appendix A – Supporting Information for an Acoustic Assessment Report or Vibration Assessment Report Required by a Basic Comprehensive CofA" prepared by the Environmental Assessment and Approvals Branch, Version 2.1, April 2011 Please note that the noise evaluation of the undertaking should consider all significant noise sources, both existing and proposed, for the facility under assessment, including but not limited to the following sources of noise from the harbour/wharf operations: <ol style="list-style-type: none"> Loading/unloading activities of ships, whether the noise originates from land or from ships; Fixed or mobile mechanical equipment; Ventilation equipment utilized in buildings; and Vehicular activities, such as the movement of cranes, forklifts, tanker trucks, delivery trucks, rail activity, etc., as well as any unloading/loading activities associated with these vehicles including but not limited to the use of truck-mounted blowers or pumps. Access roads shall be selected in a manner to minimize the noise impacts from all vehicles travelling to and from the site. The selection process shall be based on a detailed quantitative assessment of the noise impacts on the individual receptors and on the number of 	<ol style="list-style-type: none"> Agreed. The ToR notes that the assessment will consider compliance with relevant MECP noise limits, as well as the City of Mississauga noise by-law. Agreed. A noise report will be included as an Appendix or a reference to the EA. Agreed. A noise source inventory of the existing marina will be undertaken that will inform the impact assessment of the proposed City operated facilities at their new location. Construction haul routes will be investigated in the context of multiple disciplines and their technical feasibility. Noise effects will be considered. 	<p>The City generally appears to be in agreement with our ToR noise review recommendations. However, the response to our comments re: access roads is of concern:</p> <p>In response to Comment 4 made by the ministry on February 7, the responded that: "Construction haul routes will be investigated in the context of multiple disciplines and their technical feasibility. Noise effects will be considered."</p> <p>This seems to suggest that the City will limit their access roads noise assessment to the Construction phase of the project. The ministry believes that a quantitative assessment of the noise impact upon the receptors affected by the additional traffic resulting from the proposed project should be undertaken. The affected residents should be informed of any potential increases in traffic noise due to the vehicles travelling to/from the site: not only during the Construction phase, but during the long-term Operational phase of the site.</p> <p>The City has noted in "Appendix D Public and Stakeholder Comments and City Responses" that the public is concerned about noise from access roads: "P 48 – road noise: residents are very concerned about this issue, and the accumulative effect of noise in the project area could lead to increased sensitivity by local residents. There is already speeding on Port Street, not just the</p>

			affected receptors along each alternative route. The municipality and the affected residents must be informed of any potential increases in traffic noise due to the vehicles travelling to/from the site.		main street (Lakeshore Road).” Please detail how access road noise during project operation will be assessed and addressed.
005	February 28, 2020	Ministry of the Environment, Conservation and Parks Dorothy Moszynski Special Project Officer Environmental Assessment and Permissions Branch	<ol style="list-style-type: none"> Executive Summary – The executive summary states the scope of the works and activities anticipated for the project cannot be covered under the Municipal Engineers Association’s Municipal Class Environmental Assessment (Class EA). The draft ToR should explain why the project cannot be covered under the Municipal Class EA (ex. Estimated project cost, etc.) Section 1.0 Introduction – Please ensure that the acronym for the Ministry of the Environment, Conservation and Parks acronym is written as MECP, not MOECP, throughout the document. Section 1.3 – it would be beneficial to include a map showing the extent of the project, local and regional study area boundaries. It is recommended that the final ToR contains a statement indicating that the preliminary study areas will be confirmed and refined during the environmental assessment (EA), to allow for flexibility as the process proceeds. Section 1.3 – also states that the regional study area will be used to discuss cumulative effects of the project. Please ensure that cumulative effects are incorporated into the assessment of alternative methods throughout the EA process. Section 2.2 – page 16, Climate Change Action Plan: bullet point 2 might be more accurate by stating “severe weather events” instead of “future climate events”. Please also consult the ministry's climate change guidance available at: https://www.ontario.ca/page/considering-climate-change-environmental-assessment-process Section 3.1 - Page 18 refers to the ministry's Code of Practice: Preparing and Reviewing Environmental Assessments in Ontario (Code of Practice). Please note that the Code of Practice was most recently revised in January 2014. The most up-to-date code is available at: https://www.ontario.ca/document/preparing-and-reviewing-environmental-assessments-ontario-0 This section of the draft ToR states that the EA will be following the requirements under 6(2)(c) and 6.1(3) of the Act, which is commonly known as 'focussing' however, the ToR then lists the generic requirements, such as, 'alternatives to'. Reference to 'alternatives to' should be removed from this list. Section 3.3.2 – Page 21 refers to the Clean Water Act. The ToR should reference that this act is administered by the MECP. This page also references the Endangered Species Act which is now administered by this ministry. Please update this section. Section 4.0 - This Section would benefit from a discussion on whether alternative sites were examined in past studies, and if not, why no other sites were examined. Section 4.0 - Page 22 of the draft ToR identifies two alternatives to 	<ol style="list-style-type: none"> The scope of works and activities anticipated for the project cannot be covered under the Municipal Engineers Association Municipal Class Environmental Assessment as the proposed works are to create a land base for recreational activities as opposed to flood or shoreline protection as contemplated by the Class EA. This information has been added to the final ToR. Agreed. Text has been modified throughout the document. Unfortunately, these figures were missing in some of the hard copies of the Draft ToR. They were in the electronic copy and have been included in the Final ToR. This statement has been added to the Final ToR. Agreed. The ToR states that cumulative effects will be incorporated into the assessment of alternative methods and throughout the EA process. Agreed. The ToR text has been modified. Agreed. The reference to ‘Alternatives To’ has been removed from the list. References to the Clean Water Act and the Endangered Species Act and their administration by MECP will be corrected in the ToR Information with respect to why other sites were not considered has been added to Section 4.0. The “alternatives” to have been identified as ‘do nothing’ and ‘create a new land base’ as the works and activities of creating the land are what require an EA be undertaken. What is put on the new land area is secondary to the act of creating the land. A quantitative scoring system is not proposed as part of the EA methodology. The EA will utilize a “Logic of Analysis” approach to ensure that comparisons between alternatives are clear add that the preferred alternative was selected in a rational and transparent manner. As per Section 3.1, the ToR presents the evaluation of ‘Alternatives to’ and as such the ToR has been ‘focussed’. For this reason, it is appropriate to present the conclusions of the ‘Alternatives to’ comparative evaluation in Chapter 4 of the ToR. Where appropriate edits have been made to 	The City’s responses address my concerns for the purposes of the ToR review.

			<p>the undertaking: 'Do Nothing' and 'create a new land base'. The purposed of the undertaking is to build a new public marina, so this 'alternative to' might be better named 'new public marina' or something of that nature.</p> <p>11. Section 4.0 - Additionally, this table may benefit from a scoring system, identifying how each alternative compare for each environmental component, and an overall score.</p> <p>12. Section 4.0 - At the bottom of page 25, the draft ToR states that "there are no clear advantages to this [Do Nothing] alternative other than the avoidance of new construction costs and adverse effects on various environmental components during construction." The ministry advises against making such a broad and conclusive statement in the draft ToR, as through detailed evaluation, other advantages or disadvantaged may be discovered (for example, consider that the "new land base" alternative will result in the permanent loss of lakebed aquatic habitat). The ministry recommends revising this paragraph in the draft ToR to state that the discussion on effects will be expanded upon/detailed in the environmental assessment.</p> <p>13. Section 4 - As per the Code of Practice, the 'Do Nothing' alternative needs to be used in the EA as a base case comparator to the alternative methods. The draft ToR states on page 26 that the 'Do Nothing' alternative will be assessed against the preferred alternative as part of the detailed assessment. This sentence may be clearer if it was written: "the 'Do Nothing' alternative will be assessed against the preferred alternative in more detail in the environmental assessment" so that there is no confusion when this assessment will take place.</p> <p>14. Alternative Methods of Carrying out the Undertaking - The proponent needs to provide a description of the ultimate size of the new land base, the types of marina facilities and public amenities, and habitat improvements in the EA, not during the detailed design phase (page 28). Changes to the project after the EA would be subject to amendment procedures, which should be included in the EA and which are subject to review and approval by the ministry.</p> <p>15. After defining the two distinct alternative footprints, the ToR should reiterate that the City of Mississauga may consider alternative methods in the EA other than alternative 1 and 2 (as indicated at the second paragraph in the section) for flexibility. The draft ToR outlines the process for the description, evaluation and rationale of "alternative methods". The ministry would like to understand why the footprint alternatives would be selected first before the marina, public access and other components are discussed. Please also ensure that the ToR states that a net effects assessment (after mitigation is applied) will occur in the EA.</p> <p>16. Section 5.4 Step 4 - Confirm, Refine and Undertake Detailed Assessment of Preferred Alternative. Page 32: effects from construction are to be considered the same for each alternative, although it is likely that these would differ according to the size of the new land base and facilities proposed.</p>	<p>Chapter 4.</p> <p>13. The proposed edit has been made in the Final ToR.</p> <p>14. Agreed. Edits have been made to this section of the ToR to provide clarification. It is the intention that the ultimate size of the new land base, the types of marina facilities and public amenities, and habitat improvements will be determined in the EA.</p> <p>15. Agreed. The ToR will reiterate that the City of Mississauga may consider alternative methods in the EA other than alternative 1 and 2 for flexibility. The footprint alternatives are being selected first before the marina, public access and other components are discussed because the size of the footprint will determine the rest. The ToR will state that a net effects assessment (after mitigation is applied) will occur in the EA.</p> <p>16. Agreed. The ToR text has been modified to clearly state that construction impacts will be considered separately for each alternative.</p> <p>17. Agreed. The ToR text has been modified.</p> <p>18. Agreed. The ToR text has been modified to be clearer regarding the treatment of the "Do Nothing" alternative in the overall evaluation of impacts.</p> <p>19. Agreed. The ToR text has been modified to emphasize net effects and advantages and disadvantages in the evaluation of alternatives and the preferred alternative.</p> <p>20. Public feedback received to date have been included in the comments record as part of the Final Record of Consultation</p> <p>21. This information has been added to the Final Record of Consultation</p> <p>22. This kind of statement has been added to both the ToR and the Record of Consultation</p>	
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			<p>The ministry recommends construction impacts are considered separately for each alternative, as is typically done for EAs.</p> <p>17. For reader clarity, table 5-1 should be moved under section 5.3 since is the section it corresponds with, instead of being under Section 5.4.</p> <p>18. Section 5.4 states that the alternative methods will only be described in enough detail to differentiate them. The ministry recommends that enough detail is provided in the EA to adequately identify potential impacts to the environment and evaluate the alternatives and net effects of each alternative.</p> <p>19. Please ensure that the final ToR contains a commitment that the EA will discuss net effects (those remaining after mitigation) and that the EA will evaluate the advantages and disadvantages of the alternative methods, in addition to the preferred alternative, based on net effects.</p> <p>20. The final Record of Consultation should include copies of all correspondence received from the public, government agencies, and Indigenous communities. For public correspondents, the individual respondents' names and addresses should be removed.</p> <p>21. The final record should also contain any information on consultation activities undertaken prior to the publication of the final Record of Consultation and corresponding documentation.</p> <p>22. It is recommended that the City of Mississauga add a statement in the Record of Consultation of how any additional interested parties will be identified as the project proceeds.</p>		
006	February 12, 2020	<p>Ministry of the Environment, Conservation and Parks</p> <p>Jennifer Moulton, Senior Program Advisor Source Protection Programs Branch</p>	<p>1. Source Protection Requirements - The Clean Water Act, 2006 (CWA) aims to protect existing and future sources of drinking water. To achieve this, 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 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), Highly Vulnerable Aquifer (HVA), Event-based modelling areas (EBAs), and Issues Contributing Areas (ICAs). Projects that are subject to the Environmental Assessment Act have the potential to impact sources of municipal 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.</p> <p>The source protection information atlas is publicly available and can be used to locate delineated vulnerable areas in Ontario: https://www.gisapplication.lrc.gov.on.ca/SourceWaterProtection/Index.html?site=SourceWaterProtection&viewer=SWPViewer&locale=en-US 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 environmental assessment (EA), as applicable. Proponents of EA projects should contact the Project</p>	<p>1. The source protection information atlas has been used to locate delineated vulnerable areas in the project study areas and added to our ToR Reference list. Additional information has been added to the ToR, with relevant details and that considerations of source protection will be clearly documented within the EA, as applicable. The EA shall discuss whether the project is located in any vulnerable areas and provide applicable details. This analysis will be used to inform of net positive/ negative effects of alternatives, mitigation measures, evaluation of alternatives etc. Other applicable policies that apply will be identified and considered in the EA. See Tables 5-1 and 7-1.</p> <p>2. Agreed. Text in the ToR has been modified to acknowledge that that Project site is located in the Credit Valley Source Protection Area and is therefore subject to the approved CTC Source Protection Plan. Text in the ToR has been modified to acknowledge that the proposed project is located in an IPZ and an HVA. The EA will confirm whether or not parts of the project area are located in an EBA that was delineated for spills from oil pipelines or bulk fuel storage.</p> <p>3. The EA shall consider and identify ways to mitigate potential impacts to sources of drinking water both</p>	The City has satisfactorily addressed these comments for the purposes of the ToR.

			<p>Manager for Drinking Water Source Protection at the local source protection authority. The source protection authority can also provide proponents with assistance in determining whether an activity associated with the construction or operation of the project may be considered 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.</p> <p>Specifically, the environmental assessment should discuss whether the project is located in any vulnerable areas and provide applicable details. If located in a vulnerable area, proponents should document whether any project activities are a prescribed drinking water threat and thus pose a risk to 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 EA 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. (As a note, even if the project activities in a vulnerable area are deemed not to be a significant risk to drinking water, there may be other policies that apply and so consultation with the local source protection authority is important).</p> <p>2. The 1 Port Street East Proposed Marina Environmental Assessment project is located in the Credit Valley Source Protection Area and is therefore subject to the approved CTC Source Protection Plan. The City of Mississauga has initiated this environmental assessment project as a follow up to the “Inspiration Port Credit Master Plan”. The purpose of this study is to investigate expansion of the land base around the eastern breakwater to provide continued marina function, as well as create public access to the waterfront, create new parkland, and enhance the site’s ecological functions.</p> <p>The proposed project is located in an IPZ-2 with a vulnerability score of 4.5 and an HVA. Additionally, parts of the project area may be located in an EBA that was delineated for spills from oil pipelines or bulk fuel storage. See Figure 1 in the Appendix</p> <p>3. This project should consider and identify ways to mitigate potential impacts to sources of drinking water both during the construction and operational phases of the project. Currently the only reference to source protection in the draft Final Terms of Reference is found in section 3.3.2 Other Provincial Approvals. This section indicates that relevant source protection policies should be considered, however, there is nothing further to indicate how policies may factor into the evaluation of alternatives. We trust that the environmental assessment report will provide the necessary assessment and evaluation of this information.</p>	<p>during the construction and establishment phases of the project. The compatibility of the alternatives with relevant source protection policies shall be considered in the EA.</p>	
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APPENDIX G

Frequently Asked Questions (FAQs)

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.

1 Port Street Proposed Marina Frequently Asked Questions

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.

1 Port Street Proposed Marina Frequently Asked Questions

- 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.

1 Port Street Proposed Marina Frequently Asked Questions

- 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.

1 Port Street Proposed Marina Frequently Asked Questions

- 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?

1 Port Street Proposed Marina Frequently Asked Questions

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.

1 Port Street Proposed Marina Frequently Asked Questions

- 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.

FUNDING

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

1 Port Street Proposed Marina Frequently Asked Questions

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: The City submitted the marina and waterfront parkland for ICIP funding. What is the purpose of funding?

A:

- The Investing in Canada Infrastructure Program (ICIP) is part of the Federal Government's Investing in Canada Plan.
- ICIP is a ten-year \$33 billion federal infrastructure program designed to create long-term economic growth, build inclusive sustainable and resilient communities, and support a low carbon economy.
- Projects are cost-shared between the Federal Government, Provincial Government, and an Ultimate Recipient (such as the City of Mississauga) under four funding streams:
 - Public Transit
 - Community, Culture and Recreation
 - Green
 - Rural and Northern Communities
- The City submitted an application for the marina and waterfront parkland under the Community, Culture and Recreation stream. This stream supports projects that improve access to and/or quality of community, cultural and recreation priority infrastructure projects.

Q: How much funding is available through the ICIP Community, Culture and Recreation Stream?

A:

- For Ontario, approximately \$407M in federal funding and \$320M in provincial funding will be available through this competitive, merit-based funding stream over 10 years.
- The Ministry of Infrastructure is proposing to roll-out this funding through two application intakes: summer 2019, and a second anticipated in 2021.

Q: When will the City find out if the marina and waterfront parkland application was successful?

A:

- The Province will notify applicants if their project has been selected for nomination to the federal government for review and approval in summer 2020 (estimated).
- Applicants whose projects are nominated for federal review and approval will be notified of the federal funding decision in winter 2020 (estimated).

