



DATE: March 2, 2020

SUBMISSION TO: Beata Palka, Project Manager
1 Port Street East Proposed Marina Project, City of Mississauga

TOPCA RESPONSE TO: *Final Draft Terms of Reference*
prepared by Shoreplan Engineering Ltd for the Individual
Environmental Assessment re: 1 Port Street East Proposed
Marina Project

SECTION 1: GENERAL COMMENTS

Review of the Scope:

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 (EA) for the proposed new marina at 1 Port Street.

The EA will study the proposed expanded land base on what is known as the 'Eastern Breakwater' for additional waterfront parkland, and examine marina alternatives for this site, in view of the planned development on the present wharf occupied by the full-service Port Credit Harbour Marina, whose lease expires in 2023.

General Comments:

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.

Project Timeframe:

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.

SECTION 2: SOCIO-ECONOMIC ENVIRONMENT

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:

- QEW Credit River Bridge project starting Fall 2020 for the next 7+ years;
- Brightwater, 72-acre mixed-use development over the next 7+ years;
- Hurontario LRT project, starting Fall 2020, with scheduled completion Fall 2024;
- GO Station redevelopment on the present surface parking lots, starting 2024;
- new AT pedestrian/cycling bridge over the Credit River south of CNR;
- additional infill towers in the greater GO Station area (Community Node);
- 10-storey condo approved for the No Frills site on Port Street;
- Ports Hotel on Port Street could be redeveloped in the next decade;
- CLC’s mixed-use redevelopment on the western wharf to begin concurrently?
- potential parking structure at the Port Credit Library parking lot;
- redevelopment of the PC Harbour West Parks could start in Spring 2022;
- 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).

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.

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.

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:

1. 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.
2. 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 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 time line sufficient to conduct an EA and start marina construction by 2027.
3. 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.

SECTION 4: SPECIFIC COMMENTS

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 13 – Mississaugua Golf Club misspelled as the name of the city.

P 16 – Typo (two number 2's under "two goals")

P 25 – 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 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 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 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 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 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 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. Construction and lake fill at the marina site may attract the rats as well, requiring mitigation.

P 51 – Are more trees to be planted in new marina project area? Unclear with the phrase “only a few trees” there now – is that considered a good thing?

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 53 – 6.3.5 Reptiles – there are snapping turtles in the lower Credit River.

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 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 57 – 6.4.2 Recreation: re CCCL paragraph, use “complementary uses”.

P 57 – 6.4.2 Recreation: Since the local Salmon Derby takes place out of Marina Park (to be redeveloped starting 2022?), could the new marina play a transitional role?

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 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 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 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 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 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 mainstreet bypass, which may impact truck movements to the marina site during construction. Hurontario Street will have lane restrictions for LRT construction.

P 64 – FIGURE 7-1 need to update / move the “We Are Here” red oval over to perhaps the 2nd Winter 2020 column.

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. Perhaps a specific definition would distinguish it.

Prepared by: Dorothy Tomiuk, Heather Doyle and Mary Simpson
on behalf of the TOPCA Executive

Copied: Stephen Dasko, Councillor, Mississauga Ward 1
Andrew Whitemore, Commissioner, Planning & Building, City of Mississauga
Sharon Chapman, Manager, Parks Planning, City of Mississauga
Milo Sturm, President, Shoreplan Engineering Ltd.
Jonathan James, Vice-President, Centre City Capital Ltd. (CCCL)
James Cox, Senior Director, Real Estate (Ontario), Canada Lands Company