



PORT CREDIT HARBOUR WEST PARKS

URBAN DESIGN ADVISORY PANEL - BRIEFING PACKAGE



SHOREPLAN



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1.0 PROJECT INTRODUCTION + CONCEPT STATEMENT

INTRODUCTION

The Port Credit Harbour West Parks project is a continuation of the work completed during the Class EA in 2013 and works to refine the existing Large Block Concept Plan into development plan with detailed costing, for:

- Port Credit Memorial Park West
- Lakeshore Road bridge underpass
- Marina Park
- Rivergate easement

*J.C. Saddington Park is excluded from scope of the current phase due to budget.

To date we have completed a number of steps to obtain information and feedback in order to arrive at the preferred concept plan presented in this document. These steps have included:

- Pre-Engineering Studies
- Coastal Engineering Detailed Design
- Assessment of Potential Realignment of the Pedestrian/Cycling Bridge Landing in Marina Park
- Stakeholder Engagement Sessions
- A Public Open House
- Meetings with Credit Valley Conservation Authority
- Meetings with City of Mississauga Committees

CONCEPT STATEMENT

Port Credit Harbour West Parks will be developed into a functional, aesthetically pleasing waterfront destination that will allow for programable multi-use spaces, open green space, naturalization and a waters edge promenade that will incorporate the cultural heritage of Port Credit while addressing the waterfront recreational uses of local and visting users.



2.0 KEY MAP + SURROUNDING FUTURE DEVELOPMENTS



3.0 EXISTING PHOTOS & SITE CHALLENGES

CHALLENGE #1: PORT CREDIT LIGHTHOUSE



The existing lighthouse and pumping station building is an iconic landmark in the Port Credit area. The Region of Peel who operates the pumping station is currently undertaking an assessment to determine whether or not the station can be decommissioned. As no decision has been made yet, the park must maintain access for maintenance vehicles and an unobstructed area outside the southern side of the building.



Lighthouse and Pumping Station

CHALLENGE #2: WATERFRONT TRAIL + PEDESTRIAN BRIDGE LANDING



In its current configuration, the pedestrian and cycling bridge that lands in the Marina Park parking lot has a number of safety concerns including conflicts between pedestrians crossing along the bottom of the bridge and vehicular traffic in the parking lot. The bridge carries the waterfront trail and is heavily used in the warmer months. The team investigated alternative landing options for the bridge, including creating an upper podium around the lighthouse to safely direct users to the intersection of Lakeshore Road and Front Street. Unfortunately, given existing infrastructure constraints, that was determined not to be feasible. Instead, the team will take advantage of the elevated grades to shorten the bridge and separate the conflicting users.



Pedestrian/Cycling Bridge Landing



Marina Park Parking Lot



CHALLENGE #3: **CAR PARKING**

There are roughly 40 existing regular parking spaces in Marina Park and 1 accessible space. The parking lot is bisected by queueing lanes that support the launch ramps. During consultation with the public, it was made clear that the parking facilities must be maintained as closely as possible to existing numbers. However, opportunities for reorganization of the entire park mean that efficiencies can be made to reduce the footprint of the parking area without losing capacity. In Memorial Park West, a bank of parking exists perpendicular to Front Street N close to the intersection at Lakeshore Road. It was determined that given the spatial limitations of the park, this parking would be removed and replaced with on-street parking over this stretch.



Marina Park Charter Boat Docks viewed from Pedestrian Bridge



CHALLENGE #4: **CHARTER BOATS**

The charter boat operators are a staple on the Port Credit waterfront but present some challenges with public access to the water's edge and connection to the river. Throughout the design process, the team investigated alternative locations for the charter boat fleet (moving them south in Marina Park and moving them to the marina on the east side of the river to reduce dredging costs and watercraft conflicts). However, the public was very clear that the charter boats should remain. The operators themselves requested secure separation of the docks from the public areas of the park. As such, new separated floating docks are being proposed for the charter boats with one secure access point to the public River Promenade.

CHALLENGE #5: LAKE SHORE ROAD CROSSING



Given the desire to develop Memorial Park West and Marina Park into a continuous waterfront experience, a major challenge is to create a pedestrian connection across Lakeshore Road. The EA identified the need to develop an underpass similar to the one on the east side of the river. This is challenged by intermittent flooding and low head clearances below the bridge. The resulting underpass would have to be closed at certain times of the year when flooding is a concern. Additionally, it is suggested that the City investigate the potential for a signalized pedestrian crossing at Front Street to accommodate cyclists and times when the underpass is closed.



Future Lakeshore Road Underpass

CHALLENGE #6: LAUNCH RAMPS



There is a three-bay existing motorized watercraft launch ramp existing in Marina Park. Throughout public consultation, it was determined that this use is seen as an important part of maintaining the “port in Port Credit.” However, the City would prefer the public use the launching facilities at Lakefront Promenade Park instead. As a result, the decision was made to reduce the launching facilities for motorized watercraft to two bays and create a separate third non-motorized launching area.



Existing Boat Launch Facilities



Existing Marina Park Car-Trailer Parking Lot



CHALLENGE #7: **CAR-TRAILER PARKING**

The existing car-trailer parking is severely under-servicing the existing three-bay launching facilities in the park. According to marina planning guidelines, approximately 40 car-trailer spaces should be provided for each launching bay. As a result, the current 35 spaces in Marina Park is under designed by roughly 85 spaces. Given the City's desire to redirect users to Lakefront Promenade Park and create a balance of uses in Marina Park, the number of car-trailer spaces will be reduced but formalized to be more spatially efficient.



Existing Memorial Park West Coastal Edge



CHALLENGE #8: **IMPROVED COASTAL EDGE**

The entire coastal edge of the park requires improvement. The elevation of the edge must be raised in Marina Park to protect against increasingly high water levels. The existing sheet pile wall (where the charter boats dock) is in disrepair and needs rebuilding. Elsewhere, the shoreline needs to be protected from erosion while also providing opportunities to enhance this important migratory bird and aquatic species corridor. Natural materials will be used as much as possible to provide a more sensitive approach to reinforcement of the coastal edge. In-water features will provide opportunities for fish habitat and naturalized planting in the riparian edge will create cover and forage for migratory birds.

CHALLENGE #9: FRONT STREET SOUTH



Front Street South, in its current configuration, is a 12-metre wide vehicular travel-way with sidewalks on either side. In an effort to reduce travel speeds and to create a multi-modal waterfront trail along the Marina Park frontage, the design team proposes a road diet. Further, this provides additional space to create a landscape buffer to disguise the parking lots from neighbours across the street.



CHALLENGE #10: RIVERGATE EASEMENT



To the south of Marina Park are the Rivergate apartments. This property currently interrupts the continuous waterfront experience from J.C. Saddington Park (and the Imperial Oil lands beyond) to Marina Park, Memorial Park West, and the Waterfront Trail. The EA identified this as a key connection in creating a continuous public waterfront for the City of Mississauga. As such, an elevated boardwalk is proposed to connect the River Promenade with the trails of J.C. Saddington Park.



4.0 CONTEXT IMAGES



Lakeshore Rd E and Waterfront Trail



East Side of Credit River Memorial Park



Mouth of the Credit River to Lake Ontario



Credit Village Marina Pier

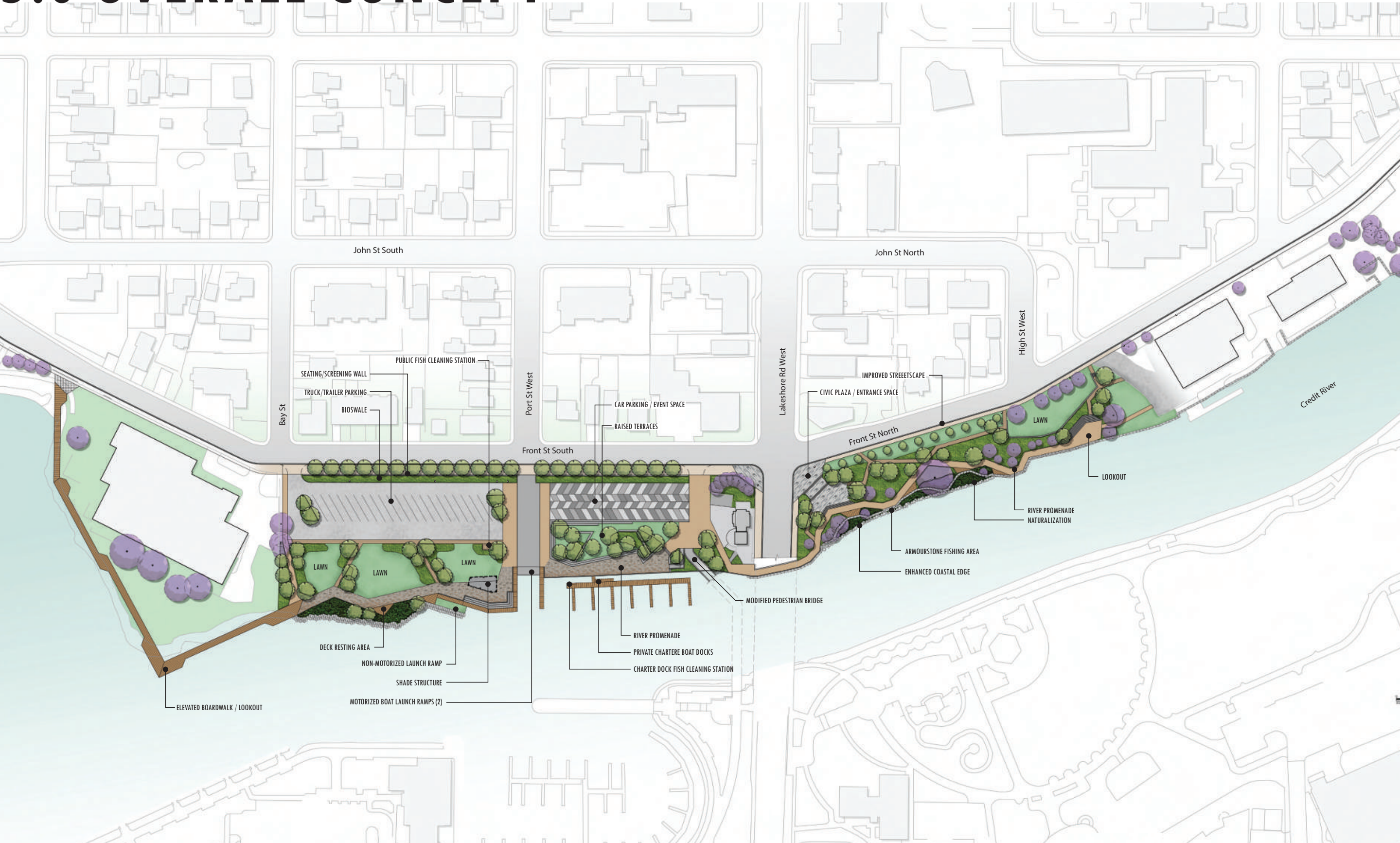


Port Credit Library and The Waterside Inn



J.C. Saddington Boardwalk Connection

5.0 OVERALL CONCEPT



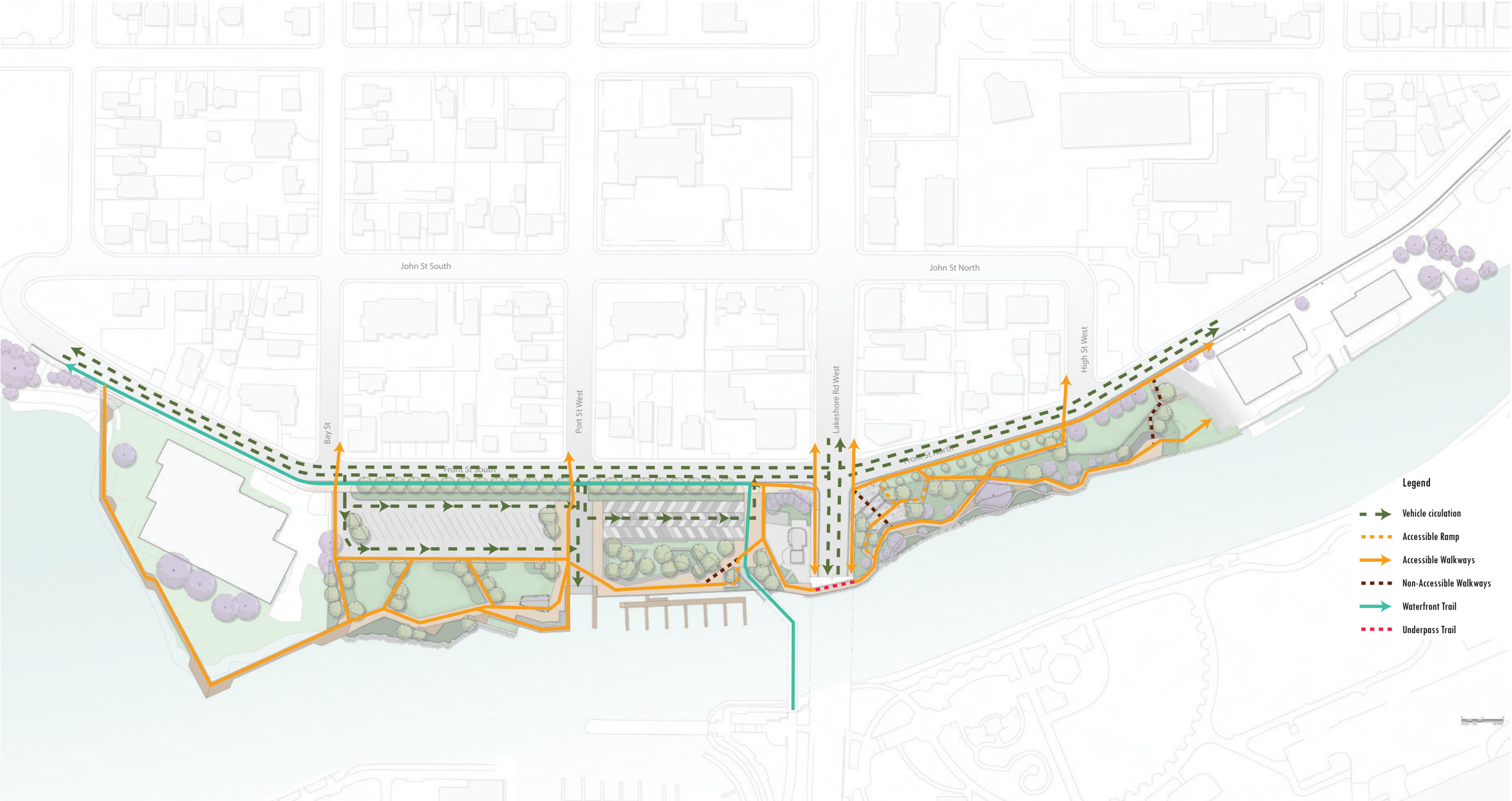
6.0 MARINA PARK



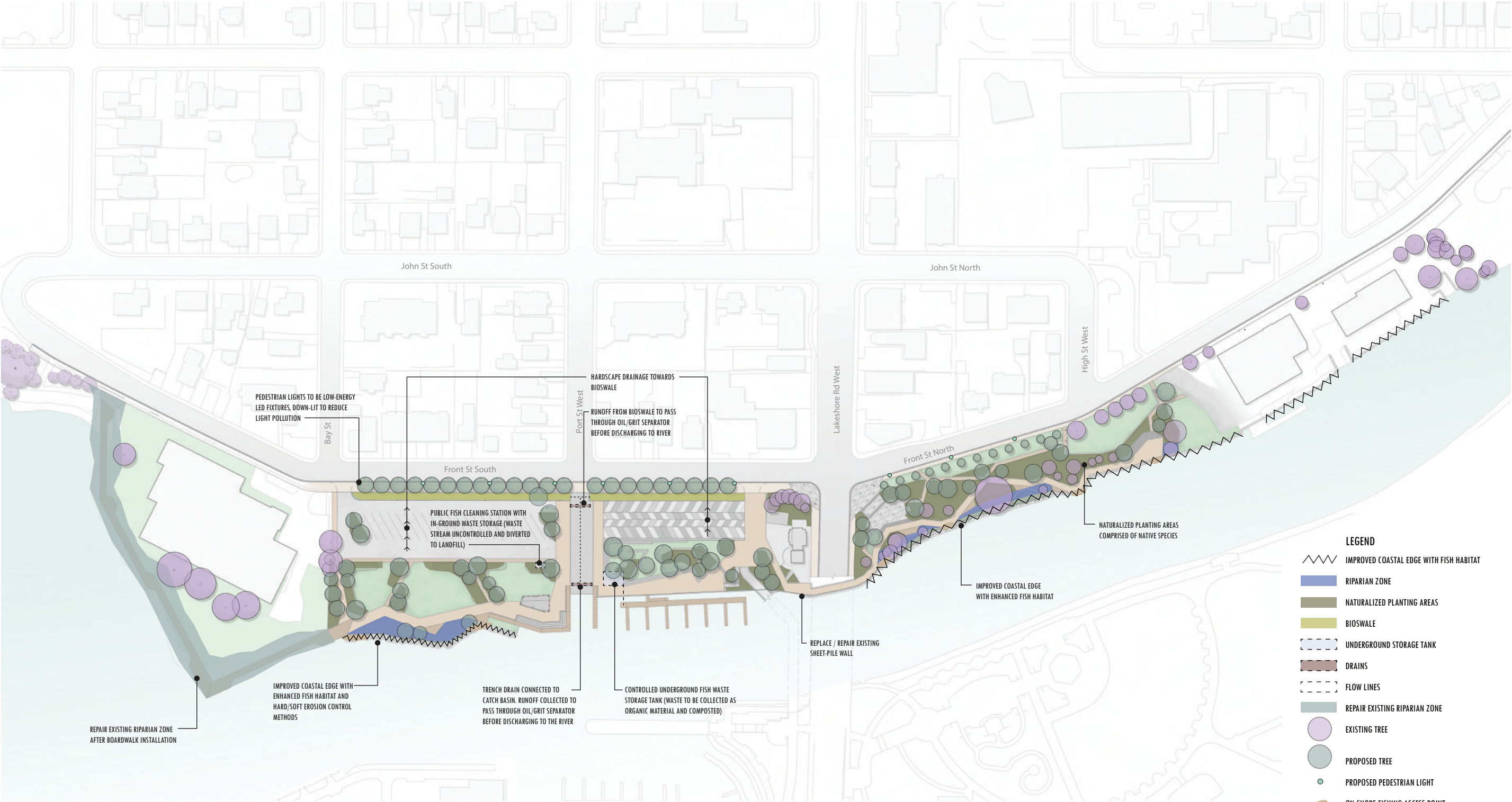
7.0 PORT CREDIT MEMORIAL PARK WEST



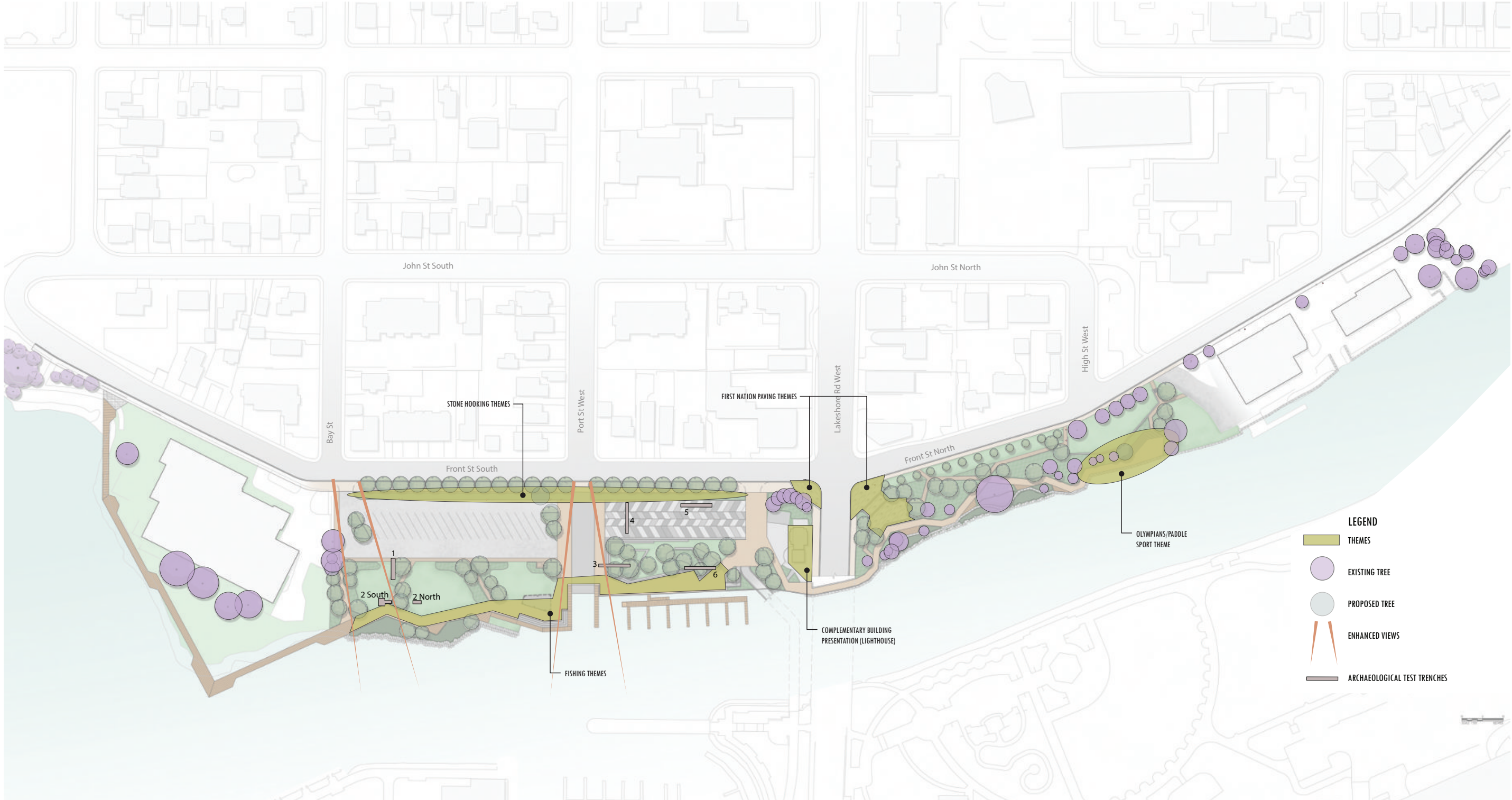
8.0 CIRCULATION PLAN



9.0 ENVIRONMENTAL FEATURES PLAN

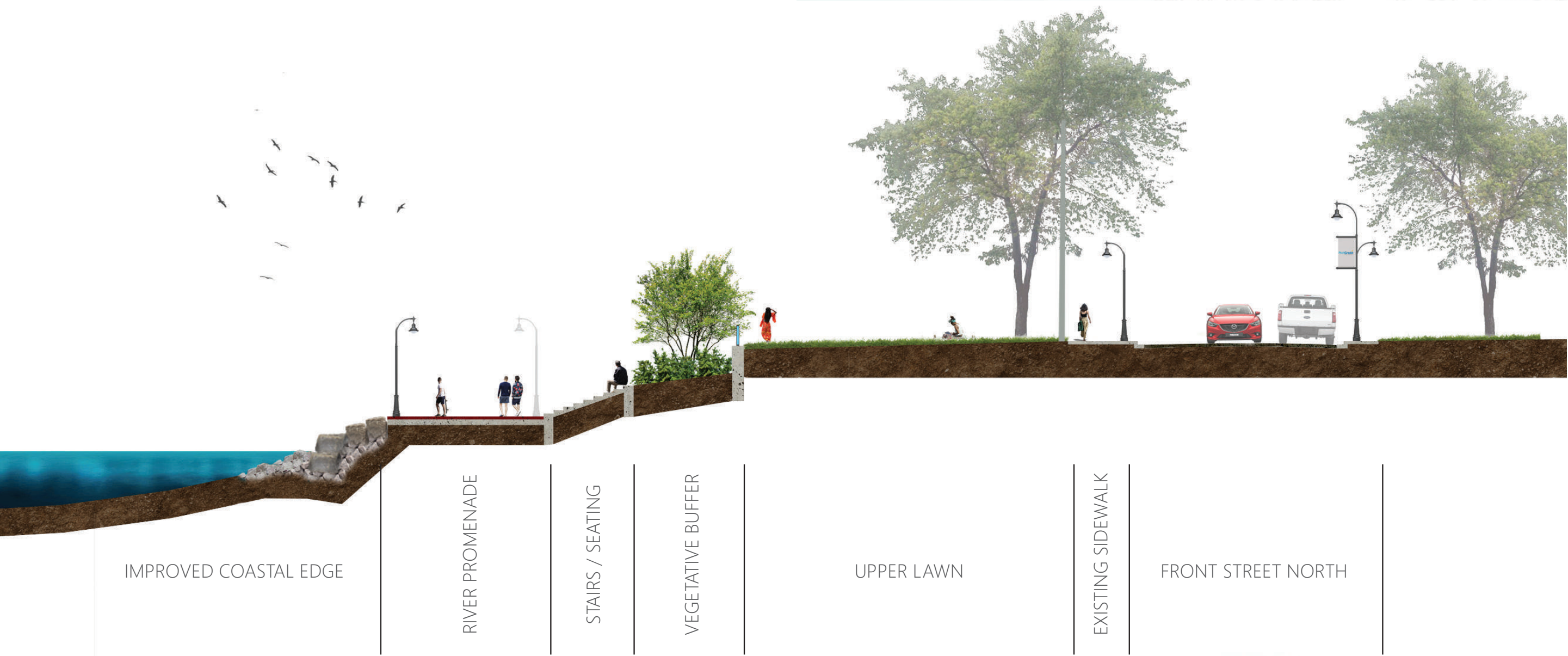


10.0 HERITAGE + THEMING PLAN



11.0 SITE CROSS-SECTIONS

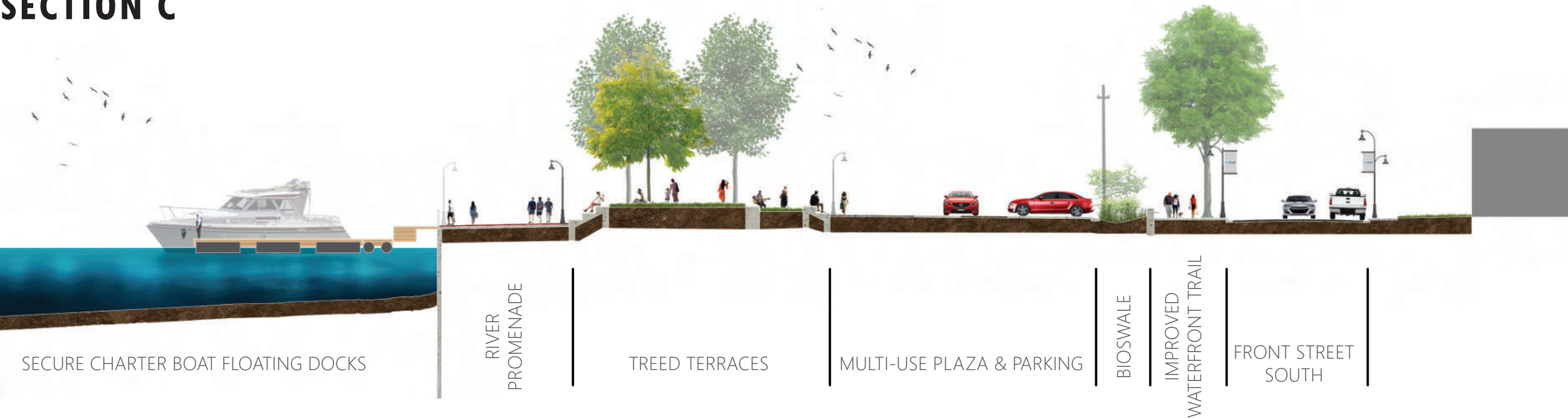
SECTION A



SECTION B



SECTION C

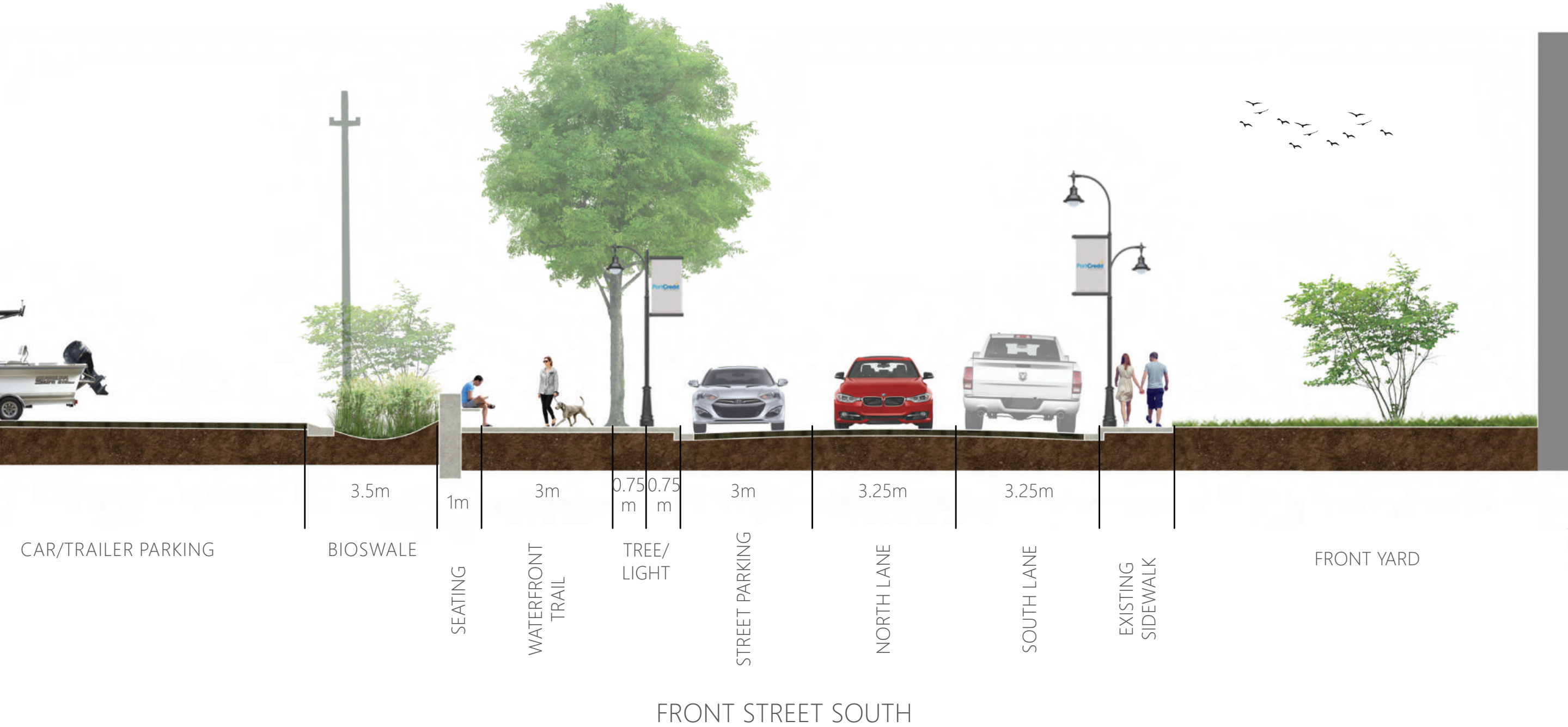


SECTION D



12.0 STREET CROSS-SECTIONS

FRONT STREET SOUTH RECONFIGURATION



FRONT STREET NORTH



FRONT STREET NORTH