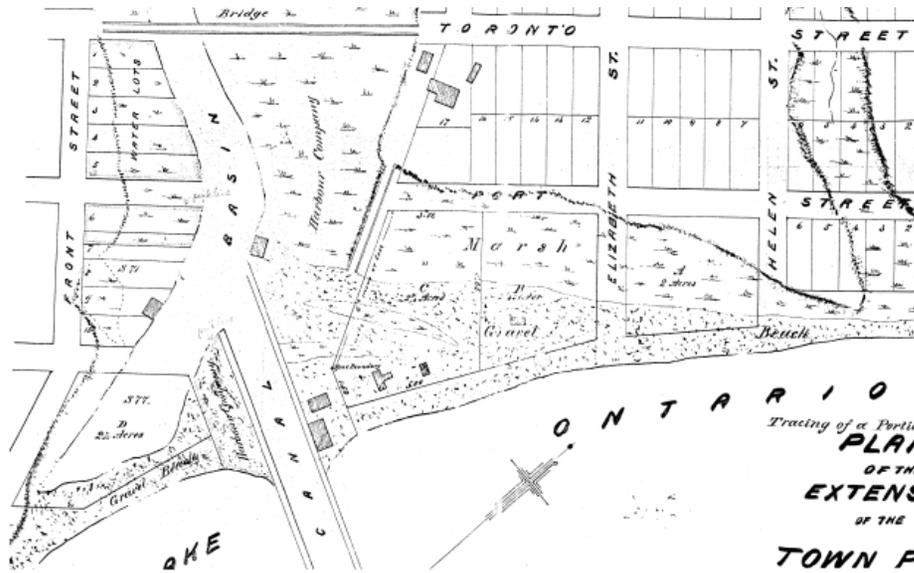


Waterfront parks key map highlighting Marina Park.



Marina Park, April 2006



Heritage Mapping, ca. 1856

5.3 Marina Park

5.3.1 Site Opportunities and Constraints

Location and Significance

The site is a prime riverfront property within the heart of historic Port Credit Village. The long history of human use on the site (native history, warehouses, swimming, recreational boating, public riverfront access) should inspire interpretation elements. The Park's shoreline has undergone significant changes in response to the evolution of the Port Credit harbour. Marina Park provides a rich source of heritage interpretation.

Opportunities and Constraints:

- Region of Peel Pumpouse on the north end of the site will continue to be operational and require access to facilities. The facilities currently cut off visual and physical access to Port Credit Memorial Park to the north.
- Light house feature as a major landmark to locate park.
- Views along Port Street and Bay Street to Credit River, reinforcing the original street pattern, historic layout of site.
- Potential location for festival stalls or open air market to revisit use of park as historic marketplace.
- Possibility of relocating boat launching to alternate location. Parking area associated with these facilities can be redeveloped into park.
- Opportunity for small scale commercial to frame the park. Scale and aesthetic should support the district's general character: maximum 2 storey height, well articulated architecture, active uses on all sides, inconspicuous parking and servicing.
- Wide dimensions of Front Street North can potentially provide space for formal parallel street parking.
- The long history of human use on the site (native history warehouses, stone hooking, swimming, recreational boating, public riverfront access) should inspire interpretation elements.
- Archeological assessment may reveal new and/or significant information that can be part of an interpretation program.
- Existing boat charter facilities are an important tourism draw for the area, the existing parking and servicing facilities that service that use are not a highest and best use for the park. Parking and servicing must be relocated elsewhere.
- Fishing is an important activity that takes place in this park

and should be provided with a dedicated location to try and limit potential conflicts with boaters.

- A connection could be created to Memorial Park West and J.C. Saddington Park along the shoreline
- Current charter boat and boat launch facility utilizes a large portion of space for vehicle and trailer parking.
- Views to the river needs to be preserved.
- Almost the entire site is within the Flood Hazard Limit and may be limited in regards to the addition of structures. Further study will be required to determine the feasibility of permanent structures on the site.
- The Regional Official Plan designates the Credit River Valley System as a Core Area of the Greenlands System in Peel. With this designation, development in this park will be regulated through the Credit Valley Conservation Authority.
- The Ontario Ministry of the Environment has established criteria for parkland development on or near closed landfill sites. Port Credit Memorial Park, site #7069 and JC Saddington Park, site #7070 are both closed landfill sites. As Marina Park is within 500m of these sites, a landfill impact study may be required.
- Beech Street pumping station, which manages the sanitary sewer network in the immediate area, is at capacity. Service requirements for new development will need to be evaluated in terms of its impact on the existing facility.

5.3.2 Draft Design Concept

Marina Park will be a pedestrian friendly urban plaza providing the public with access to the river's edge. The plaza can accommodate small scale commercial uses supporting cultural heritage themes of Port Credit Village as shown in design option 1. Design option 2 (shown on the following page) has a similar layout with expanded public open spaces and a series of demonstration gardens. Marina Park will also serve as an important connection between Memorial Park West and J.C. Saddington Park. The parks primary park marker is recommended to stand alone at the corner of Front and Lakeshore. The Port Credit Memorial Park West marker will sit directly facing it on the other side on the road creating a gateway that announces the parks, the potential crosswalk and the Port Credit River. Since a significant amount of parking needs to be removed to achieve a park setting, it is recommended that other more appropriate areas of the downtown be examined for the locations of a stacked public parking garage.



High quality paving materials are recommended



Indoor- outdoor spaces create vibrant urban park areas.



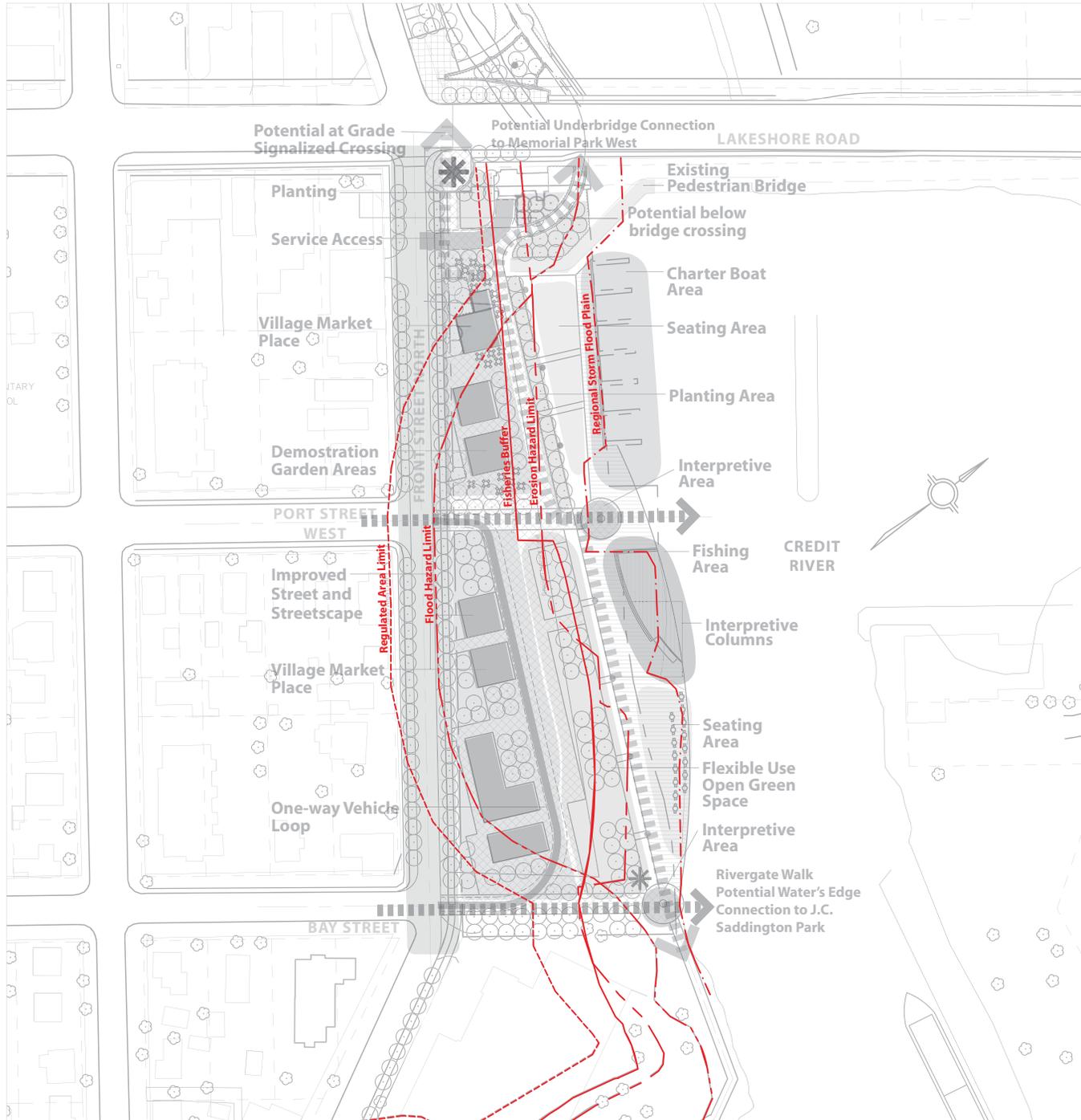
Existing park seen from Lakeshore



Proposed Boardwalk



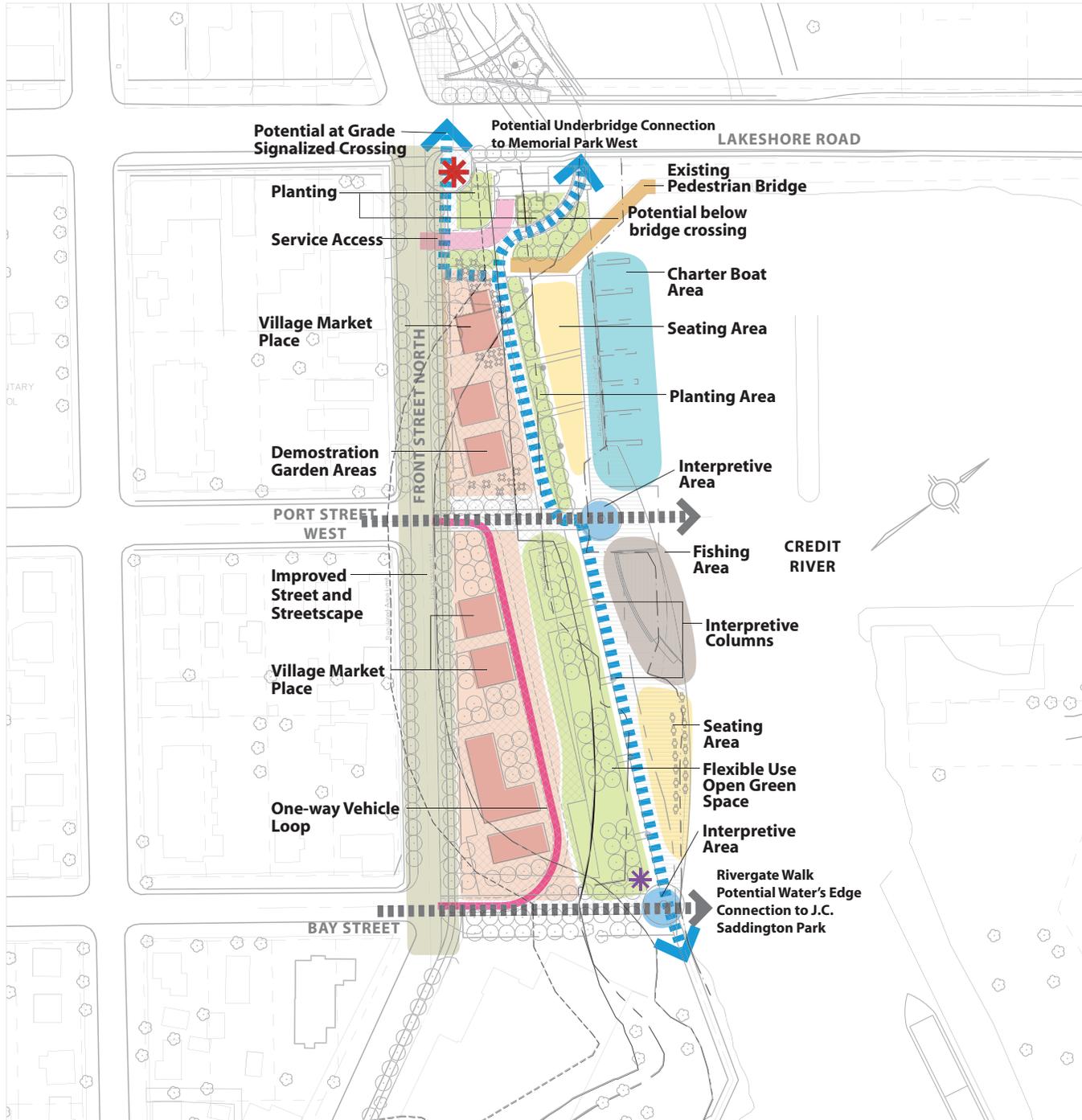
Potential Farmer's Market



Notes:

1. The concept plans are intended to provide guidance for the detail design phase. Information appearing on the concept plans may be subject to change or further refinement based on conclusions and recommendations from on-going and future studies.
2. Information appearing on the concept plans may be subject to change or further refinement based on further consultation with land owner(s) and relevant jurisdictional agencies as the park development proceeds into the detail design phase.
3. The natural hazard lines and limits appearing on the concept plans were obtained from the 'Lake Ontario Shoreline Hazards CVC Report prepared by Shoreplan, September 2005. Regional storm flood plain, fisheries buffers and top of bank lines were interpolated from information provided by the CVC. The locations of the lines, limits and buffers are required to be confirmed on site with the relevant conservation authorities, prior to commencement of detail design.

- Regulated Area Limit
- Flood Hazard Limit
- Erosion Hazard Limit
- Fisheries Buffer
- Regional Storm Flood Plain



Notes:
 1. The concept plans are intended to provide guidance for the detail design phase. Information appearing on the concept plans may be subject to change or further refinement based on conclusions and recommendations from on-going and future studies.
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- ▬▬▬ Water Front Trail 3.5M
- ✱ Primary Park Marker
- ✱ Secondary Park Marker

Concept Master Plan: Marina Park
 Note: Image not to scale

5.3.3 Park Recommendations

5.3.3.1 Park Activities and Uses

The proposed concept master plan for Marina Park includes the following park uses:

- Fishing
- Vehicle access loop
- Water's edge walkway
- Water's edge seating
- River activity viewing areas
- Education and interpretation
- Small scale retail and commercial
- Charter boat services

The feasibility of commercial and small scale retail should be examined through a marketing study for the area.

5.3.3.2 Park Elements

Marker Elements and Structures

To promote the presence of Marina Park, a park marker element is recommended at the corner of Lakeshore Road and Front Street South in conjunction with a small entry plaza. The intent of marker feature is to announce the entrance to the park and to tie the park visually to Memorial Park West to the north, which will contain a similar feature. Also within the park are a series of totem features (proposed in Memorial Park) that will mark the approximate location of the River's edge as it existed in 1856.

Vehicle Access and Parking

Front Street North Improvements

Retain and improve on-street parallel parking on Front Street with unit paving and planting, improve boulevard with tree planting and landscaping. The concept master plan proposes narrowing the Front Street traffic lanes to provide room for parallel parking spaces along the east side of the street.

Drop off loop:

A one-way vehicular loop is proposed to enter at Bay Street and exit at Port Street. The vehicular loop is intended to provide access to the market place buildings south of Port Street, should they be developed, and to serve the remaining charter boat services. Some short term and accessible parking is provided, coordinated with an accessible bus route.



High quality paving materials will blend vehicular and pedestrian areas to create a multi use urban plaza.



Retail and seating areas proposed in design option 1 bring the feel of Port Credit Village to the water's edge.



Marina Park is a good location for a farmer's marketplace.



The edge of the Credit River is a natural place to provide places for seating, socializing and watching.

Village Market Place

The village marketplace is proposed to be an extension of Port Credit's vibrant commercial downtown including low-rise commercial buildings or temporary seasonal structures where appropriate. This recommendation is subject to additional study of the market and expressions of interest.

Bay and Port Street Extensions

The Bay and Port Street extensions to the River's edge will promote views to the river that will include a terminus feature with an interpretation element. The street extensions are to be primarily pedestrian spaces and will reinforce the historic layout of the site.

Flexible Open Space

The proposed open spaces are designed to be flexible, for uses such as farmers' markets. The vehicular drop-off loop could be closed during events to provide additional space.

Seating Areas

Many opportunities for seating are proposed along the length of the park. Seating areas will be a combination of bench seating and table and chair combinations in addition to seating provided by the proposed village market place. Seating elements are intended to provide many diverse opportunities for resting and watching.

Circulation

Multi Use Recreation Trail: Links with the proposed under bridge connection from Memorial Park West to the north, continues south along the River's edge where it will meet a proposed walkway connection to JC Saddington Park.

Bay and Port Street Extensions: Connects Front Street to the interior of the park and to the Multi Use Recreation Trail.

Streetscape: The boulevard along Front Street South is improved with upgraded sidewalk paving and street trees.

Fishing Area

An area separated from the main pedestrian flow has been provided for fishing and related activities.

Charter Boat Facilities

Charter boat facilities remain including charter boat signage, docks and boardwalk. Pedestrian access is still provided from Front Street. A seating area adjacent to charter boat docks is provided for charter clients and the public. A one-way vehicular loop provides access and short term parking for the charter boat facilities. Charter boat facilities shall be accessible, conforming to the Mississauga Accessibility Design Handbook and the US Access Board Accessible Boating Facilities Guidelines.

Interpretive Elements

‘Totem’ interpretive elements mark the original shoreline location, boating distances and terminus points for Bay and Port Street. Themes include history and heritage of area, fish species and fish habitat.

Planting and landscaping

Planting is to be simple, massed, preserve clear of views to the river, low maintenance and be unappealing to geese. Shade trees should be included in the design to provide opportunities for shade.



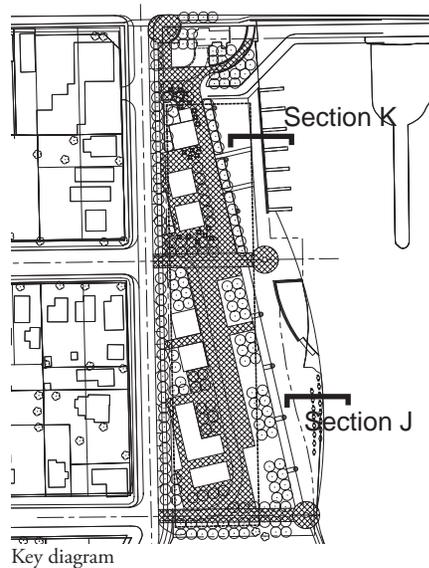
Shoreline configuration should be designed to discourage geese .



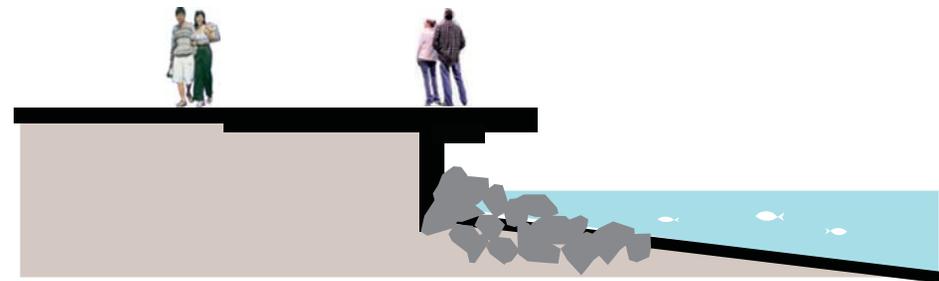
A dedicated fishing area is recommended

5.3.3.3 Shoreline

Two shoreline sections are proposed as indicated in the following sections.



Section J. Marina Park at South End of Park

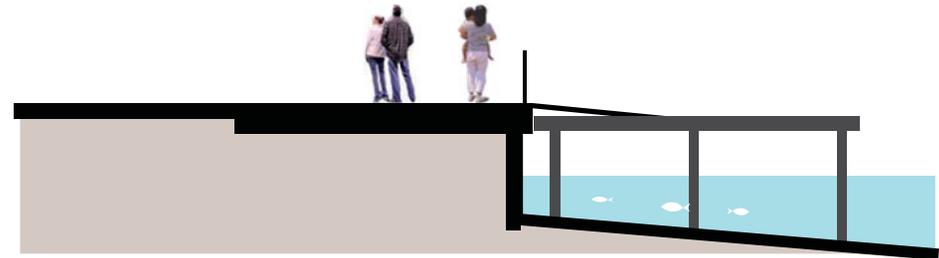


South of the boat ramp, the shoreline is protected by a mix of shore protection in varying states of disrepair. Remedial work is required to protect the shoreline, resolve safety hazards and improve its appearance. (Baird + Associates, March 2006)

Recommendations for Section J – Marina Park

- Determine current, wave and ice action acting on this portion of the shoreline
- Develop protection method that will allow for cantilevered boardwalk structure at Waters edge
- Shoreline protection to promote fish habitat

Section K. Marina Park at North End of Park



The northerly lot is protected by a steel sheet pile wall. Timber docks extend from the wall and the docks are used by charter fishing boats. There is a public boat ramp midway along the shoreline. (Baird + Associates, March 2006)

Recommendations for Section K – Marina Park

- Inspect existing sheet pile wall and make necessary repairs, renovations