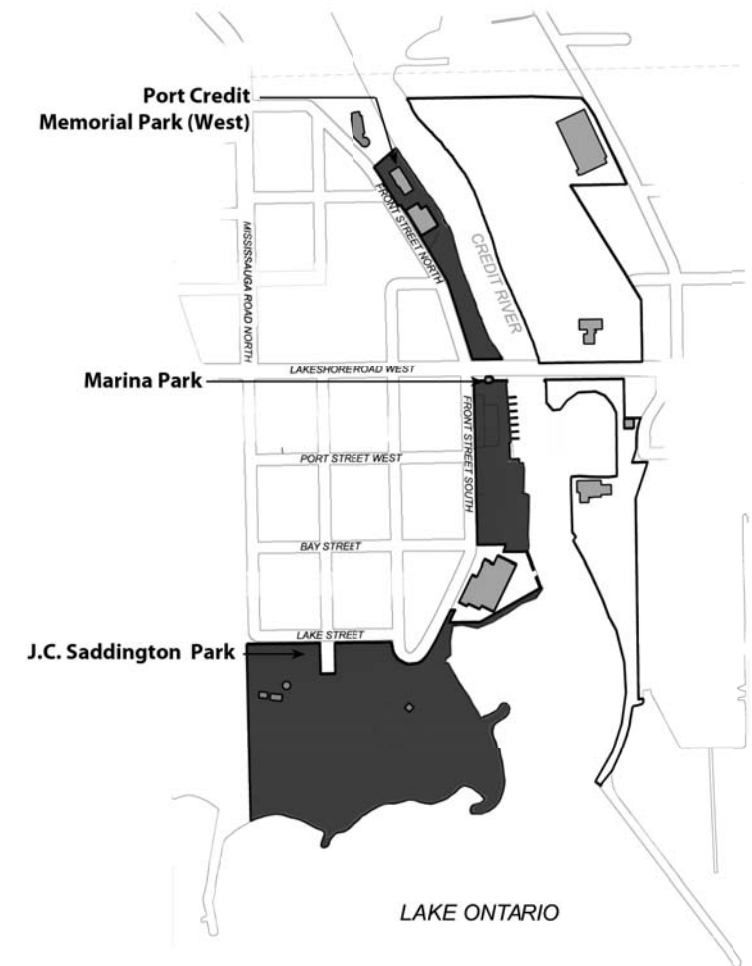


Port Credit Harbour West Parks

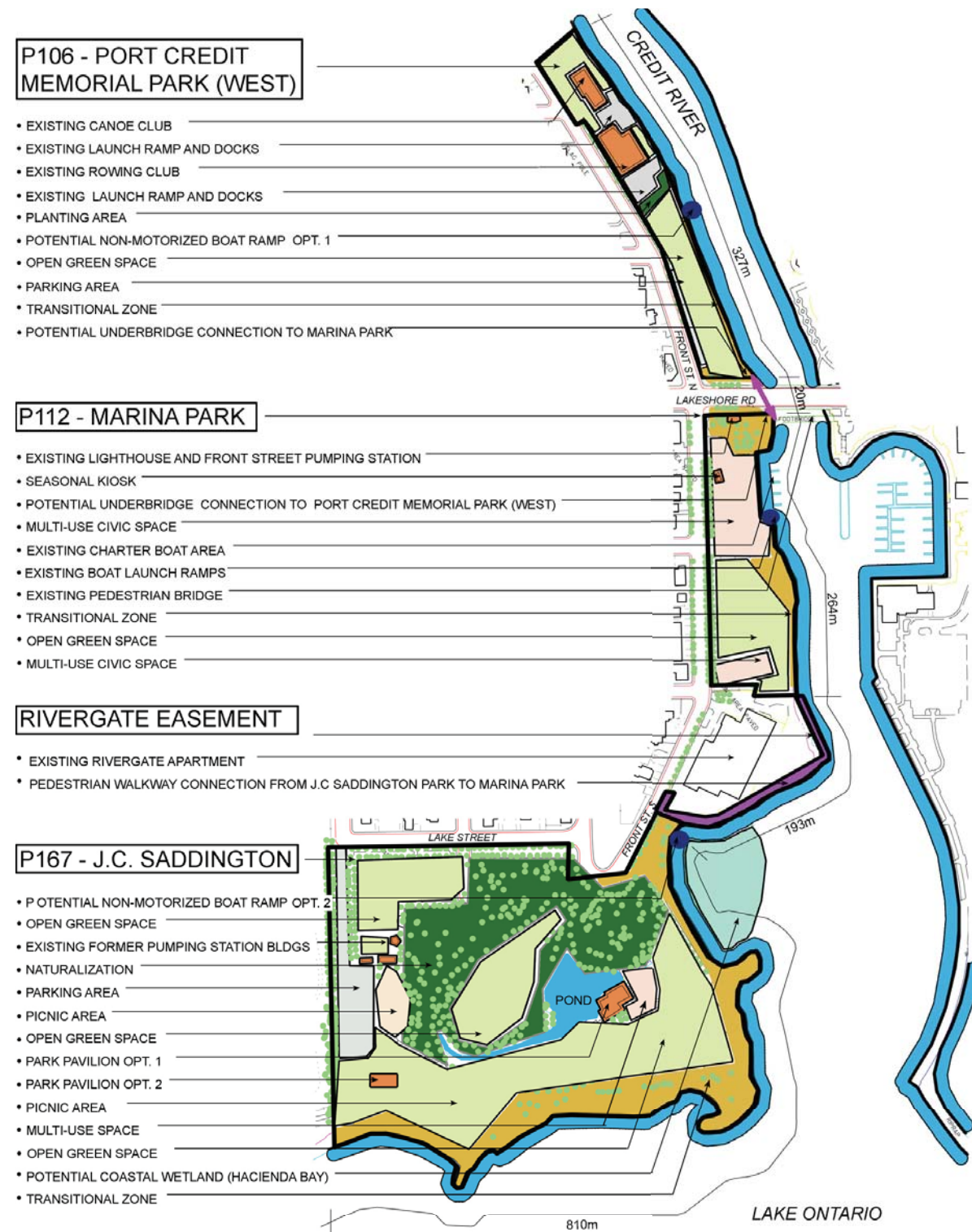
Engineering Studies & Environmental Assessment

Welcome To Public Information Centre # 2

October 24, 2012



Study Objectives



Study Purpose

Three parks **Port Credit Memorial Park (West)**
 frame Port Credit's **Marina Park**
 west harbour and provide **J.C. Saddington Park**
 great opportunities for passive
 and active recreation, boating and fishing. The three urban parks offer a dynamic
 opportunity for interaction and enjoyment of the city's water edge.

The 2008 Waterfront Parks Strategy established a series of objectives, program requirements and concepts for the Port Credit Harbour West parks. This study will assess the shoreline, natural heritage and infrastructure needs of the parks to inform the concept design and planning of the park redevelopment.

Public Information Centre Purpose

To gain community input on:

- park area alternatives
- preliminary preferred options
- preliminary large block concept plan

This Public Information Centre (PIC) will:

- provide a summary of what we heard at the June 19, 2012 Public Information Centre
- present information for review and comment:
 - park area alternatives
 - preliminary preferred options for park infrastructure
 - park large block concept plan
- present study process and the schedule

Preliminary Large Block Concept Plan - Waterfront Parks Strategy, 2008

LEGEND

PROPERTY LINE

NTS



Study Approach

Big Picture Planning 2008 Waterfront Parks Strategy

Site Specific Planning **TODAY** Technical Studies
Large Block Concept Plan **ENVIRONMENTAL ASSESSMENT**

Detailed Design and Construction **Next Steps** Detailed design and construction*

*subject to budget review and other planning initiatives

PUBLIC CONSULTATION

- stakeholder meeting
- ongoing consultation

- Public Information Centre #1
~to review existing conditions & challenges/
opportunities

- Public Information Centre #2
~to review the evaluation of options + refined
large block concept plan

- public review of documentation

UNDERSTANDING THE CONTEXT

ISSUES & OPTIONS

DECISIONS & DOCUMENTATION

TECHNICAL WORK

- data collection on existing conditions
- identification of challenges & opportunities
- identification of infrastructure needs

- confirmation of challenges & opportunities
- development & evaluation improvement options
- refinement of large block concept plan
- identification of positive & negative effects of proposed improvements

- draft & final report

Key Deliverables

- approval in principle for shoreline, natural heritage and infrastructure improvements
- large block concept plan

Study Approach

Municipal Class Environmental Assessment

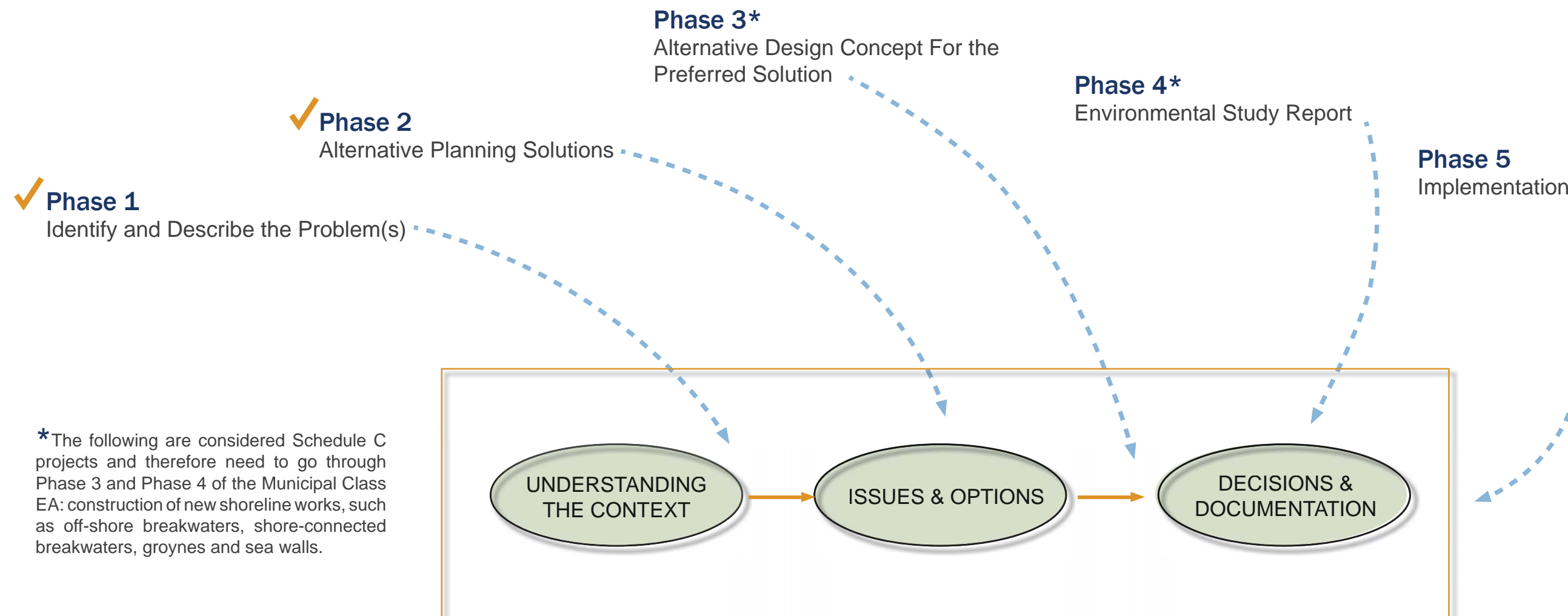
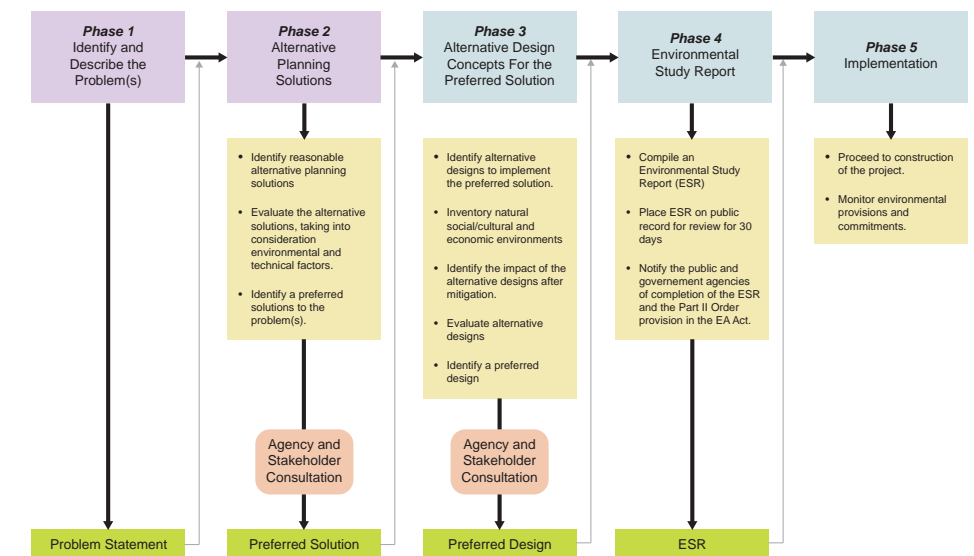
The Municipal Class Environmental Assessment process is a key part of the planning process for municipal infrastructure projects that have potential for effects on the environment. The process is focused on:

- providing traceable and easy to understand decision-making
- involving the public
- considering alternatives

Municipal infrastructure projects such as shoreline improvements to the Port Credit Harbour West Parks must follow the Municipal Class Environmental Assessment (Class EA) process.

The study approach for this project has been designed to incorporate the phases of the Class EA.

General Class EA Process



*The following are considered Schedule C projects and therefore need to go through Phase 3 and Phase 4 of the Municipal Class EA: construction of new shoreline works, such as off-shore breakwaters, shore-connected breakwaters, groynes and sea walls.

Study Approach - Details Shown on Panel 2

Study Approach

Decision Making

This project involves the comparison of different ways to improve the parks. When considering options it is important to have a clear set of things to consider or 'evaluation criteria', as presented below.

This set of criteria have been developed for use in comparing the park area alternatives and are based on consideration of all aspects of the natural environment, socio-economic and cultural environment, technical investigations and cost.

Port Credit Harbour West Parks Criteria for Evaluating Options	
Criteria Groups	Evaluation Criteria
Natural Environment	Opportunity to improve fish habitat
	Opportunity to increase areas of naturalization
	Potential for impact to aquatic or terrestrial habitat during construction
	Potential to impact species at risk in Ontario protected by the <i>Endangered Species Act, 2007</i>
	Potential for impact to water quality
	Potential for improvement to connectivity
Socio-Economic and Cultural Environment	Potential for disruption during construction
	Potential for disruption during operation
	Potential for improvement to pedestrian connectivity
	Opportunity to enhance park/waterfront enjoyment (including flexibility for programming)
	Opportunity to improve safety
	Opportunity to improve economic benefits to the community
	Cultural heritage character
Technical	Level of protection provided from wave, river and ice conditions
	Design life/ maintenance requirements
	Potential for contamination issues
	Potential impact on utilities
	Constructability
Cost	Relative cost differences (including capital, property, operational and maintenance)

Project Context

Port Credit Memorial Park (West)

- approximately 1 hectare (2.47 acres)
- approximately 327 metres of shoreline (1073 feet)
- Mississauga Canoe and Don Rowing Clubs lease facilities at the north end of the park
- open green space is used as a viewing area for river activities



P106 - PORT CREDIT MEMORIAL PARK (WEST)

- EXISTING CANOE CLUB
- EXISTING LAUNCH RAMP AND DOCKS
- EXISTING ROWING CLUB
- EXISTING LAUNCH RAMP AND DOCKS
- PLANTING AREA
- POTENTIAL NON-MOTORIZED BOAT RAMP OPT. 1
- OPEN GREEN SPACE
- PARKING AREA
- TRANSITIONAL ZONE
- POTENTIAL UNDERBRIDGE CONNECTION TO MARINA PARK



J.C. Saddington Park

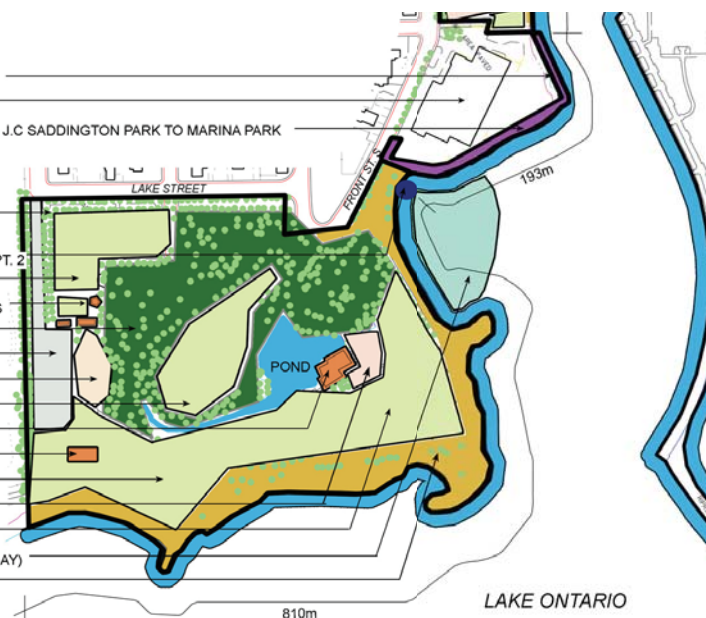
- approximately 10 hectares (25 acres)
- approximately 810 metres of shoreline (2,658 feet)
- City leases the park from Credit Valley Conservation
- park was constructed in the 1970s and primarily consists of lake fill
- great proximity and views to Lake Ontario
- family oriented activity areas, including children's play facilities, picnic facilities, a pond and public washrooms
- multi-use trails
- Waterfront Trail
- within the Old Port Credit Village Heritage Conservation District

RIVERGATE EASEMENT

- EXISTING RIVERGATE APARTMENT
- PEDESTRIAN WALKWAY CONNECTION FROM J.C. SADDINGTON PARK TO MARINA PARK

P167 - J.C. SADDINGTON

- POTENTIAL NON-MOTORIZED BOAT RAMP OPT. 2
- OPEN GREEN SPACE
- EXISTING FORMER PUMPING STATION BLDGS
- NATURALIZATION
- PARKING AREA
- PICNIC AREA
- OPEN GREEN SPACE
- PARK PAVILION OPT. 1
- PARK PAVILION OPT. 2
- PICNIC AREA
- MULTI-USE SPACE
- OPEN GREEN SPACE
- POTENTIAL COASTAL WETLAND (HACIENDA BAY)
- TRANSITIONAL ZONE



Marina Park

- approximately 1.27 hectares (3.13 acres)
- approximately 264 metres of shoreline (866 feet)
- lighthouse that contains the Region of Peel's Front Street Pumping Station, as well as offices for the Port Credit BIA and public washrooms
- charter boats occupy several timber docks at the north end of the site
- public launch ramps are used for both motorized and non motorized boats
- south section of the park is currently a gravel parking lot
- within the Old Port Credit Village Heritage Conservation District
- Waterfront Trail
- Location of Salmon Derby

P112 - MARINA PARK

- EXISTING LIGHTHOUSE AND FRONT STREET PUMPING STATION
- SEASONAL KIOSK
- POTENTIAL UNDERBRIDGE CONNECTION TO PORT CREDIT MEMORIAL PARK (WEST)
- MULTI-USE CIVIC SPACE
- EXISTING CHARTER BOAT AREA
- EXISTING BOAT LAUNCH RAMPS
- EXISTING PEDESTRIAN BRIDGE
- TRANSITIONAL ZONE
- OPEN GREEN SPACE
- MULTI-USE CIVIC SPACE



Rivergate Easement

- approximately 193 metres of shoreline (633 feet)
- City leases a 6 metre wide easement around the perimeter of the 20 storey apartment building from Credit Valley Conservation
- links Marina and J.C. Saddington Parks on the western bank of the Credit River

June Consultation Summary

Key Comments and Discussion Highlights

Thank you for your engaged involvement at the Stakeholder Meeting (May 22nd, 2012) and the Public Information Centre #1 (June 19th, 2012), as well as your feedback forms, comments and e-mails.

The **key issues and comments** raised included:

- importance of waterfront/riverfront accessibility
- the need to improve park facilities and programs
- importance of the boat launch and commercial fisheries activities at Marina Park



Port Credit Memorial Park (West)

- Great multi-functional open space
- Preserve existing mature trees
- Enhance the tree canopy while respecting views to the river
- Improve connections to the river by opening up views
- Increase public accessibility to water
- Soften the shoreline treatment to absorb wave action
- Consider park programming enhancements
- Canoe and rowing clubs train primarily on the river north of Lakeshore Road bridge
- Club regattas are a tourism draw
- Boating community helps to keep the river clean and free of debris
- Keep launching of public non-motorized boats separate from club launch areas
- Additional landscaping may impede large boats at the Don Rowing Club that need the room available to launch the boats
- New underpass connection to Marina Park
- Incorporate the carved totem pole into the park redevelopment plan



June Consultation Summary



Marina Park

- Great boat launch location for access to both the river and lake
- Active harbour – offers focal point/vibrancy
- Important community fishing nucleus
- Fish disposal/cleaning location is an excellent service
- Proximity of parking to boat launch is important
- Users of launch ramps like the current location –easy to launch, parking convenient
- A lot of activity/congestion on the river, but boaters work together to minimize affect
- To reduce conflicts between non-motorized boats and motorized boats consider separation of non-motorized and motorized boat launch
- Parking improvements – parking busy and unorganized for boat trailers
- Commercial fishing and boat launches have cultural and heritage significance
- Atlantic salmon fishery is growing so use of this area will also grow
- Improve existing facilities
- Consider landscape improvements
- Built structures would impede views

J.C. Saddington Park

- Well liked multi-purpose park
- Increase access to the lake
- Improve the park including the pond and washrooms
- Add food services at the park
- Consider potential locations for a boat launch
- Provide signage
- Improve park connectivity from adjacent neighbourhoods
- Concerns with walkway on the Rivergate easement and how it will relate to the existing building



Other Comments



- Concerns with sedimentation and river depth and potential dredging
- Consider streetscape improvements in the study
- Maintain existing park programs
- East/west connection on the north side of Lakeshore Road to connect Port Credit Memorial Park East and West
- Consider new tourism/economic opportunities (pedi-cabs/buggies/rent-by-hour non-motorized watercrafts)
- Improve parking opportunities in the parks
- Maintain opportunities for on shore fishing
- Repurpose the old pumping station (fish hatchery)

Summary of Proposed Improvements

The following infrastructure improvements form the basis for the large block concept plan:

- A combination of hard and soft shoreline treatments in Port Credit Memorial Park (West)
- Construction of an underpass under Lakeshore Road West on the west bank of the Credit River
- Adding fill to raise the shoreline and constructing a new shoreline at Marina Park
- Relocating the non-motorized boat launch further south in Marina Park
- Constructing a waterside boardwalk around the Rivergate Easement
- Enhancement of the cobble beach in Hacienda Bay
- Adding a cobble beach on the Lake Ontario shore along the east side of J.C. Saddington Park; adding additional armour stone along the west side where required
- Naturalizing the pond in J.C. Saddington Park by re-lining, adding substrate and planting

Other Key Park Improvements:

- Re-organizing parking in Marina Park to address circulation and conflict, and incorporate sustainable features where appropriate
- Adding open space to support boating activities in Marina Park
- Multi-use civic space in Marina Park
- Streetscape improvements
- Maintaining and enhancing views
- Naturalizing areas of J.C. Saddington Park over time

Large Block Concept Plan

DRAFT
PORT CREDIT HARBOUR WEST PARKS
LARGE BLOCK CONCEPT PLAN

OCTOBER 24



LEGEND

- Existing Waterfront Trail
- Proposed Waterfront Trail
- Vehicular circulation
- Pedestrian circulation
- View corridor

PORT CREDIT MEMORIAL PARK (WEST)

- existing canoe club
- existing launch ramp and docks

existing rowing club

- existing launch ramp and docks
- street tree planting

- street tree planting
- open green space

hard shore edge

natural shore edge

parking area

multi-use civic space

underpass connection between Port Credit Memorial Park (West) and Marina Park

MARINA PARK

- existing lighthouse and Front Street pumping station
- existing pedestrian bridge

- existing charter boat area
- multi-use civic space
- streetscape improvements

- motorized boat launch ramps
- pedestrian access

non-motorized boat launch ramps

hard shore edge

parking/large event space

open space to support boating activities

streetscape improvements

pedestrian access

naturalization

RIVERGATE EASEMENT

- existing Rivergate apartment
- pedestrian walkway connection from J.C. Saddington Park to Marina Park

streetscape improvements

J.C. SADDINGTON PARK

- streetscape improvements
- cobble beach

existing boardwalk

hard shore edge

existing former pumping station buildings for future adaptive use

park pavilion option 1

- armour stone/riprap reinforcement
- cobble beach

groyne to maintain beach

park pavilion option 2

SCALE 1:1,200

Project Implementation

Potential Impact of Park Infrastructure Improvements	City Commitment to Minimizing Potential Impacts
Improved habitat in some areas	<ul style="list-style-type: none"> • Design concepts enhance habitat in many locations
Improved park experience	<ul style="list-style-type: none"> • Improved park connection; water's edge access incorporated into proposed improvements
Truck traffic associated with fill and/or stone transport	<ul style="list-style-type: none"> • Material deliveries to be scheduled during regular business hours • Traffic control to be used if necessary
Impact on near shore fish habitat	<ul style="list-style-type: none"> • Timing of in-water construction to be scheduled to minimize impacts in fishing
Potential conflict with boating activities	<ul style="list-style-type: none"> • Construction to be scheduled during the non-boating season where possible; boat launching may need to be temporarily moved to Lakefront Promenade Park • A water use circulation plan to be prepared during detailed design
Dust and noise during construction	<ul style="list-style-type: none"> • Construction to be scheduled during regular business hours • Noise by-laws to be adhered to • Dust management to be put in place where necessary
Limited access to the waterfront and pond during construction	<ul style="list-style-type: none"> • Appropriate signage and fencing to be put in place for safety • Construction to be phased over time and completed as quickly as possible
Potential for spills/sedimentation	<ul style="list-style-type: none"> • Fuelling of construction equipment away from the water • Exposed soils to be covered immediately
Potential for increased wave refraction in Credit River	<ul style="list-style-type: none"> • Addition of cribs and live stakes at Port Credit Memorial Park (West) will minimize the potential for increased wave refraction

Next Steps

Timeline

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan
Understanding the Context													
Shoreline Investigation													
Natural Heritage Characterization													
Site Servicing Investigation													
Structural Investigation													
Issues and Options													
Identify Problems/Opportunities													
Identify Improvement Options													
Public Information Centre #1													
Evaluate Improvement Options													
Develop Concepts													
Public Information Centre #2													
Documentation													
Prepare Environmental Study Report													
Prepare Large Block Concept Plan													

Work to be Completed Fall 2012 - Winter 2013

1. Preparation of the Environmental Report.
2. Public review period (30 days) of the Environmental Report.
3. Finalize the Environmental Report.
4. Finalize Large Block Concept Plan.

Key Contacts

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 enaylor@dillon.ca

www.mississauga.ca/portcreditharbourwestparks

Port Credit Memorial Park (West) Shoreline

Alternatives Considered



Do Nothing

- Existing concrete slab revetments will remain
- No changes or impacts to the Natural Environment
- No change or disruption to the Socio-Economic and Cultural Environment; misses opportunity to improve shoreline use
- Existing structure will continue to deteriorate



Hard Shore

- Upgrades could include stone revetment; sea walls; steel sheet piles; and concrete structures
- Less opportunity for naturalization and habitat
- Enhance access and visibility of the river and activities on the river
- Design life between 25 to 50 years; likely low maintenance



Natural Shore

- Upgrades include live cribs and live stakes
- Softening the shoreline increases potential fish habitat
- Allows for educational components
- Protection from wave, river and ice conditions low to moderate
- Design life between 10 to 20 years



Combination

- Combination of both natural and hard shore
- Habitat opportunities in some areas
- Can appeal to a variety of users
- Moderate protection provided from wave, river and ice conditions
- Areas with different design life and maintenance requirements



Evaluation of Alternatives

ALTERNATIVES				
	Do Nothing	Natural Shore	Hard Shore	Combination (Natural and Hard Shore)
Natural Environment	○	●	◐	◐
Socio-Economic and Cultural Environment	○	◐	◐	●
Technical	○	◐	●	◐
Construction Cost for the Park Area	N/A	Moderate to High (\$600,000)	Moderate to High (\$600,000)	Moderate to High (\$600,000)
Summary	The combination alternative is preferred as it provides the best opportunity to enhance the park for a variety of users and can provide a good mix of hard shore and soft shore to meet the technical needs and the naturalization objectives. The "do nothing" alternative misses out on the opportunity to improve the shoreline use and thus, is least preferred.			

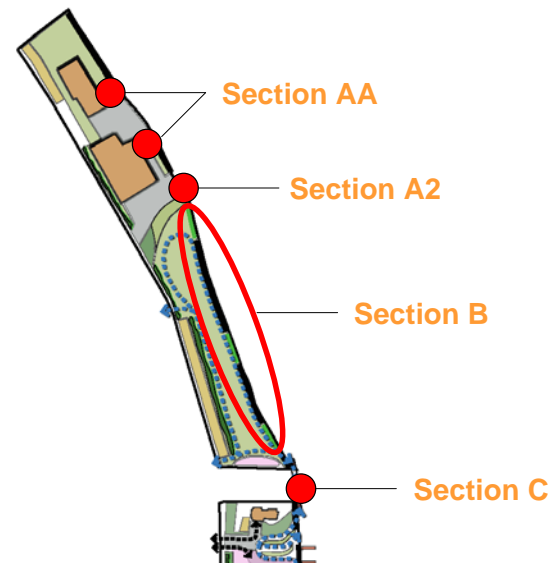
LEGEND	
Least Preferred	○
Preferred	◐
Most Preferred	●

Port Credit Memorial Park (West) Large Block Concept Plan

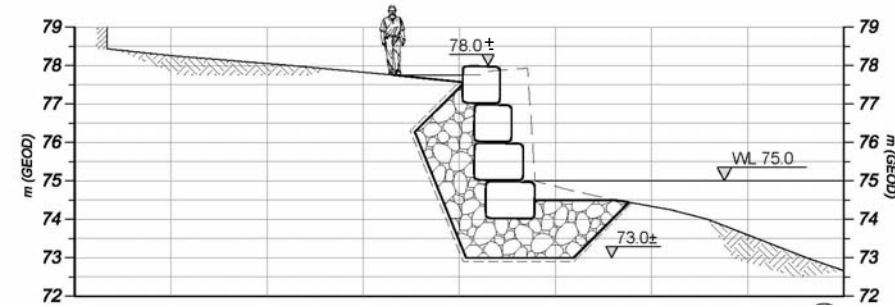


Port Credit Memorial Park (West) Shoreline

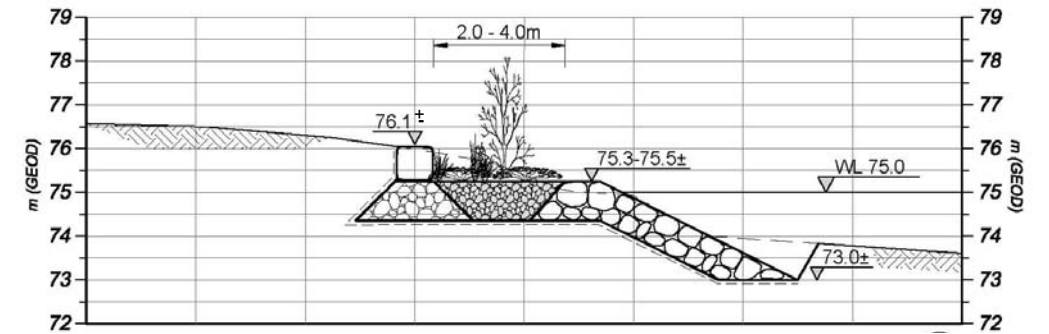
Shoreline Cross Sections



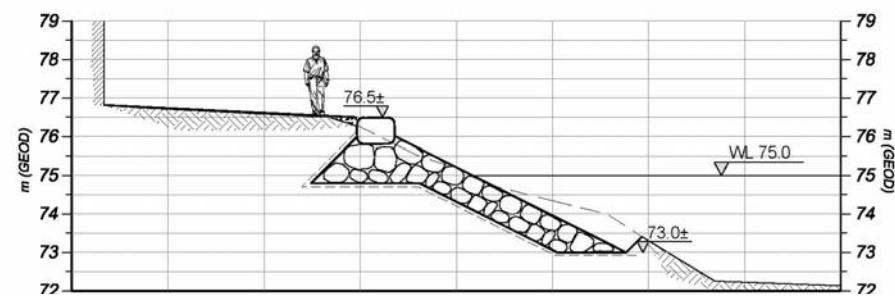
Section AA BOAT CLUBS - HARD SHORE



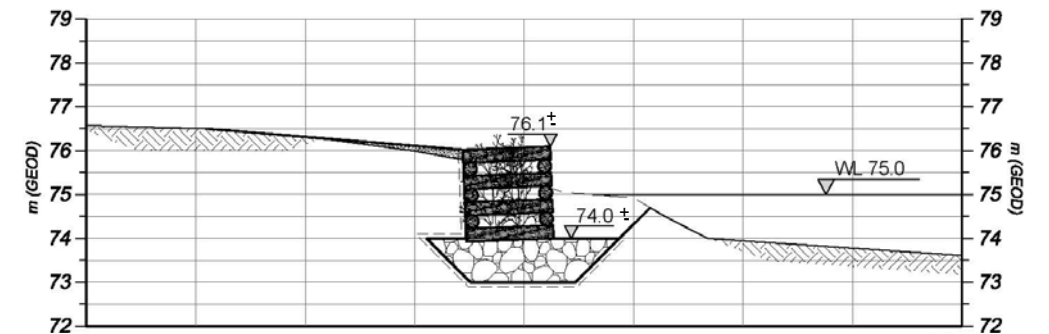
Section B1 SOFT SHORE OPTION



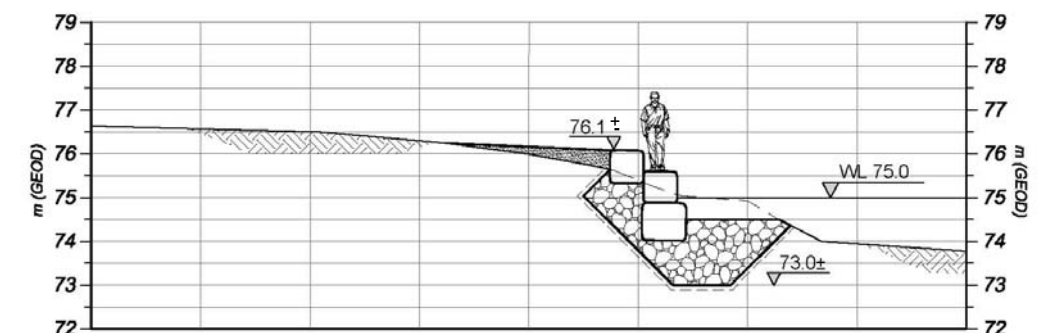
Section A2 HARD SHORE OPTION



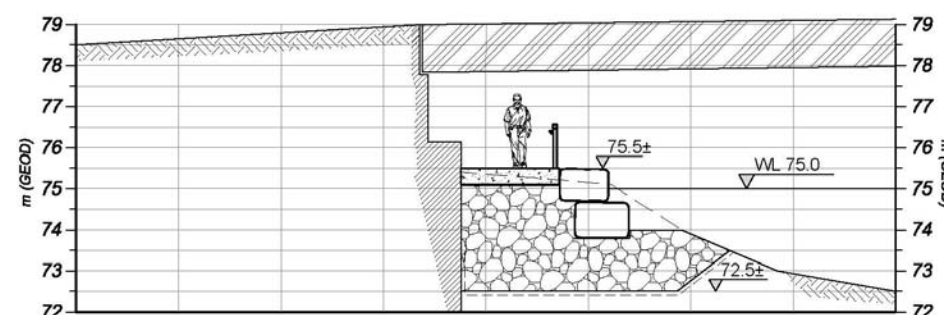
Section B2 SOFT SHORE OPTION



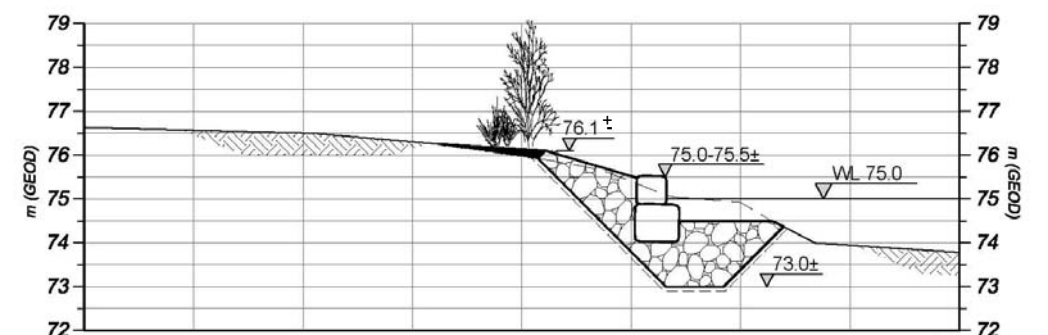
Section B3 HARD SHORE OPTION



Section C LAKESHORE ROAD UNDERPASS



Section B4 HARD SHORE OPTION



Port Credit Memorial Park (West) Connection

Alternatives Considered



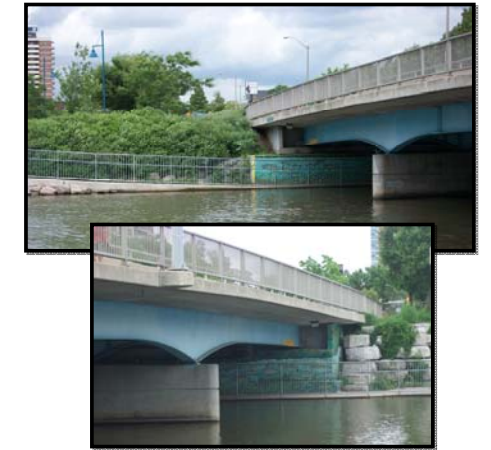
Do Nothing

- Indirect crossing at lights will remain
- No changes or impacts to the Natural Environment
- No change or disruption to the Socio-Economic and Cultural Environment
- Limits continuous circulation between the two parks
- Limited technical challenges
- Does not provide safe access across Lakeshore Road West



Underpass

- Upgrades include concrete ramp under Lakeshore Road with access ramps at both sides
- Potential to negatively impact water quality and fish habitat during construction
- Minimal, if any impact to traffic and park users during construction
- Provides continuous, safer pedestrian connectivity between two parks
- Easy to moderate construction
- Regular maintenance required



At Grade

- Upgrades include lights and a crosswalk
- No changes or impacts to the Natural Environment
- Limited impact to the community and park users during construction
- Modest improvement to pedestrian connectivity; some safety concerns remain
- Easy to construct
- Limited maintenance anticipated



Overpass

- Upgrades include an overpass with ramps or elevator
- No changes or impacts to the Natural Environment
- Construction requires temporary closure of existing pedestrian crossing of the Credit River
- Provides continuous, safe pedestrian connectivity between two parks
- Access ramps could use valuable park space
- Difficult construction
- Long-term maintenance required



(Source: City of Burnaby, 2008)

Evaluation of Alternatives

ALTERNATIVES				
	Do Nothing	At Grade	Underpass	Overpass
Natural Environment	●	●	○	⊘
Socio-Economic and Cultural Environment	○	⊘	●	⊘
Technical	●	●	⊘	○
Approximate Cost (Capital)	N/A	Low (\$100,000)	Moderate (\$200,000)	Very High (\$4,000,000)
Summary	The underpass is preferred as it provides the needed safe connection with limited construction challenges, moderate maintenance needs and has the least impact on park uses during construction and operation. While the existing condition and at-grade crossing have limited technical challenges and impacts to the Natural Environment, they do not provide the safe access across Lakeshore Road West required to better connect the parks.			

LEGEND	
Least Preferred	○
Preferred	⊘
Most Preferred	●

Marina Park Shoreline

Alternatives Considered



Do Nothing

- Leave current site layout and programs
- No changes or opportunity to improve the Natural Environment
- Potential for park areas to flood and south end of park will continue to erode
- Current site layout and functions are not welcoming to non-fishing community and tourists



Flood Proof North & South Ends

- Raise elevation and improve shore wall throughout
- Opportunity to increase vegetation and landscaping throughout
- Disruption of whole park during construction
- Potential for improved off-season programming
- Design life 25 to 50 years
- Extent of maintenance likely low
- 2-3 month longer construction period



Do Nothing at North End & Flood Proof South End

- Raise elevation and improve shore wall at south end
- Opportunity to increase vegetation and landscaping where elevation is raised
- Minimal disruption at north end during construction
- Design life 25 to 50 years
- Extent of maintenance is likely low



Evaluation of Alternatives

ALTERNATIVES			
	Do Nothing	Do Nothing at North End & Flood Proof South End	Flood Proof North & South Ends
Natural Environment	○	◐	●
Socio-Economic and Cultural Environment	○	◐	●
Technical	○	◐	●
Approximate Cost (Capital)	N/A	Moderate (\$500,000)	High (\$1,000,000 to \$1,500,000 – not including backshore grading)
Summary	Flood proofing all of Marina Park is preferred in the long term as it allows for year round usability and opportunity for enhancement. Flood proofing in the south end is proposed in the short term. The “do nothing” option is least preferred as sections of the existing shoreline protection have failed.		

LEGEND	
Least Preferred	○
Preferred	◐
Most Preferred	●

Marina Park & Rivergate Easement Large Block Concept Plan

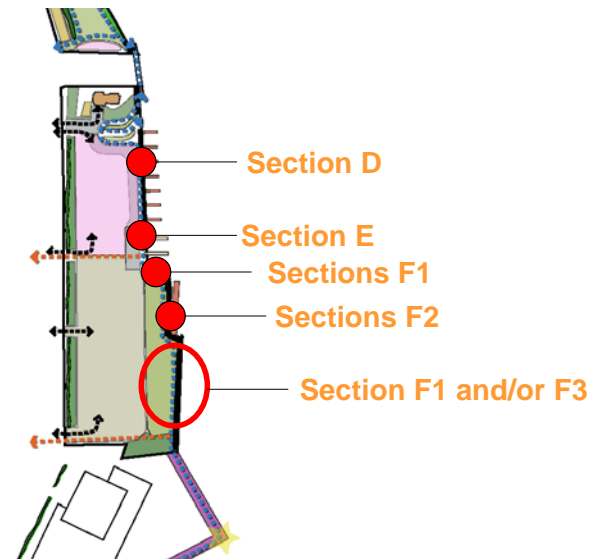


- multi-use civic space
- underpass connection between Port Credit Memorial Park (West) and Marina Park
- MARINA PARK**
- existing lighthouse and Front Street pumping station
- existing pedestrian bridge
- existing charter boat area
- multi-use civic space
- streetscape improvements
- motorized boat launch ramps
- pedestrian access
- non-motorized boat launch ramps
- hard shore edge
- parking/large event space
- open space to support boating activities
- streetscape improvements
- pedestrian access
- naturalization
- RIVERGATE EASEMENT**
- existing Rivergate apartment
- pedestrian walkway connection from J.C. Saddington Park to Marina Park
- streetscape improvements
- J.C. SADDINGTON PARK**

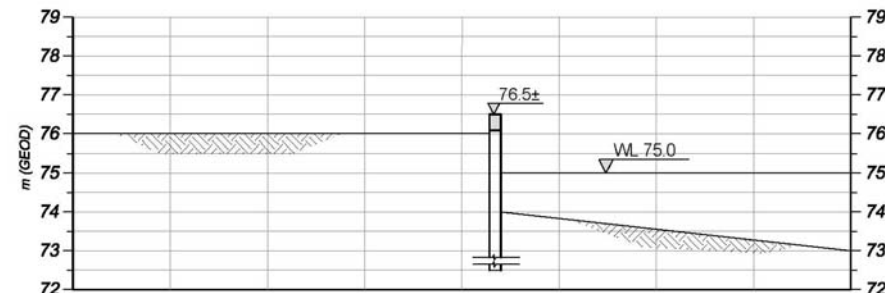
LEGEND	
Existing Waterfront Trail	■■■■■■
Proposed Waterfront Trail	■■■■■■
Vehicular circulation	■■■■■■
Pedestrian circulation
View corridor	■■■■■■

Marina Park Shoreline

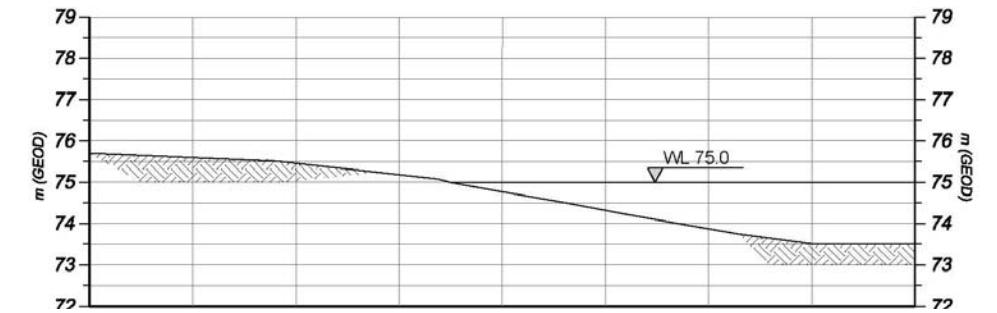
Shoreline Cross Sections



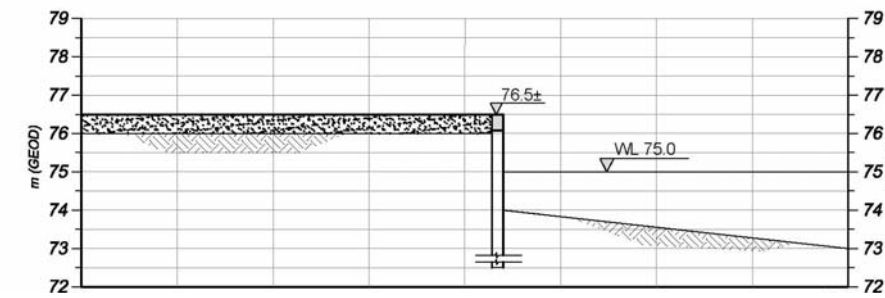
Section D1 EXISTING SHORE WALL WITH NEW CAP



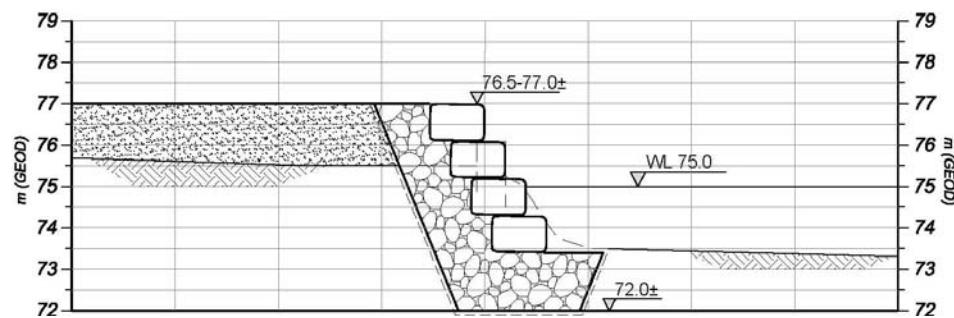
Section E EXISTING LAUNCH RAMP



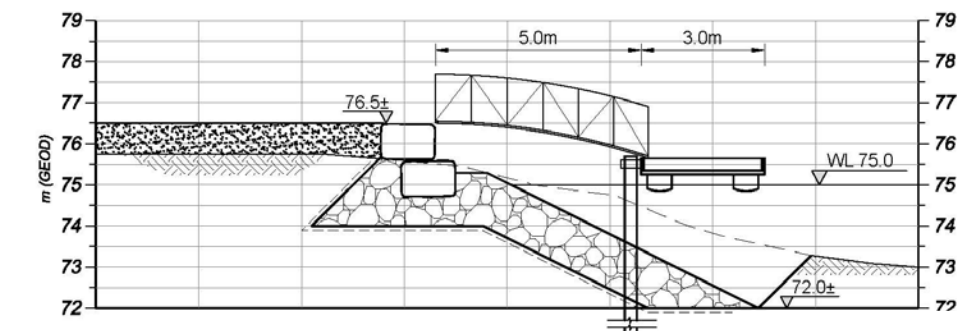
Section D2 PROPOSED SHORE WALL WITH NEW CAP



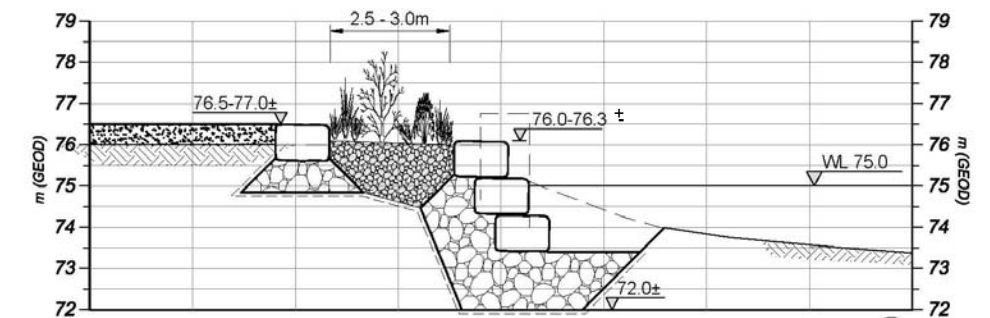
Section F1 MARINA PARK SHORELINE



Section F2 NON-MOTORIZED LAUNCH



Section F3 MARINA PARK SHORELINE*



*hard shore required for stabilization but is naturalized where possible

Rivergate Easement Pedestrian Connection

Alternatives Considered

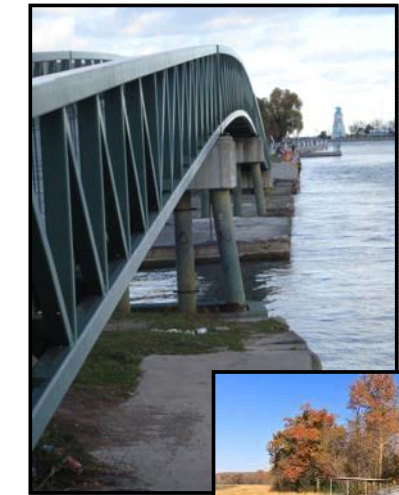
✓ Do Nothing/Enhance Streetscape Link

- Enhancement of streetscape link; improve signage
- No changes to the Natural Environment including no opportunity to increase naturalization
- Away from water's edge
- Minimal maintenance required



✓ Shoreline Connection

- Development of an elevated fixed walkway along the shore
- Increased turbidity and sedimentation in Credit River during construction
- Significant improvement in continuous connectivity along the water's edge between J.C. Saddington Park and Marina Park
- Enhances the waterfront trail experience
- Design life 25 to 50 years; maintenance would be required



(Source: Steve Creek, 2010)

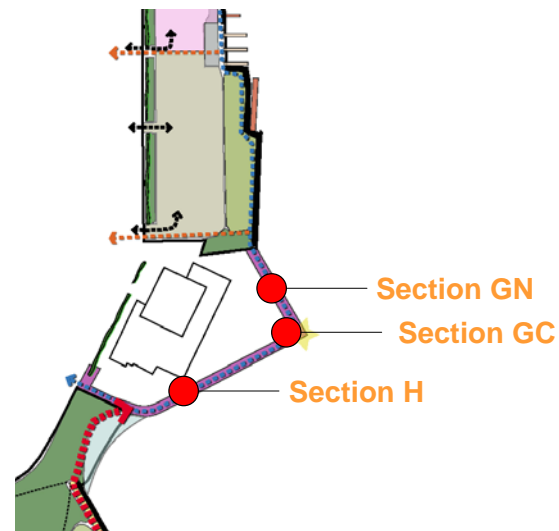
Evaluation of Alternatives

ALTERNATIVES		
	Do Nothing/Enhance Streetscape Link	Shoreline Connection
Natural Environment	○	●
Socio-Economic and Cultural Environment	○	●
Technical	●	○
Construction Cost for the Park Area	Low (\$150,000)	High (\$2,500,000)
Summary	The shoreline connection is preferred as it enhances the experience for trail users and provides some opportunity for aquatic habitat enhancement.	

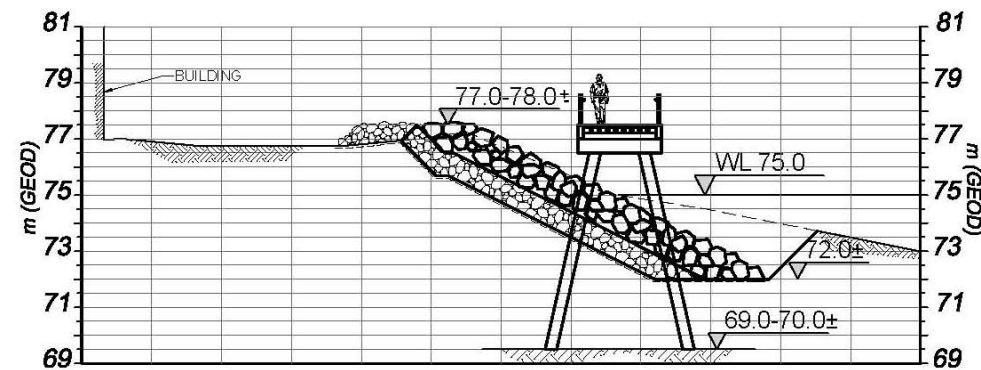
LEGEND	
Least Preferred	○
Preferred	◐
Most Preferred	●

Rivergate Easement Walkway Connection

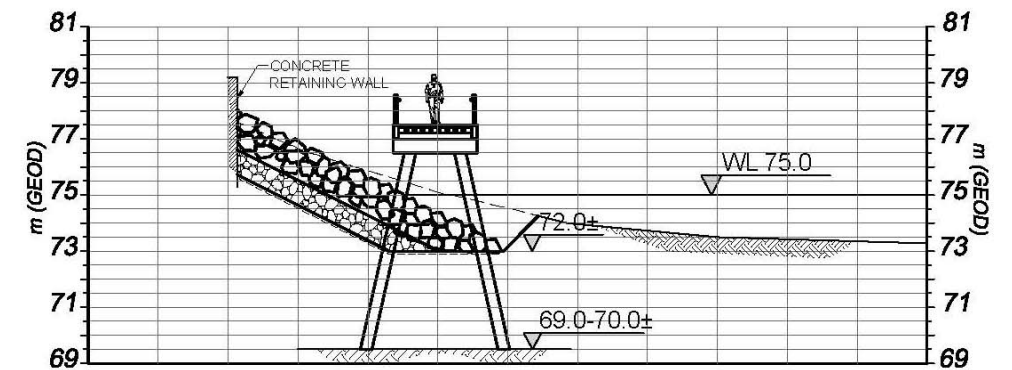
Walkway Cross Sections



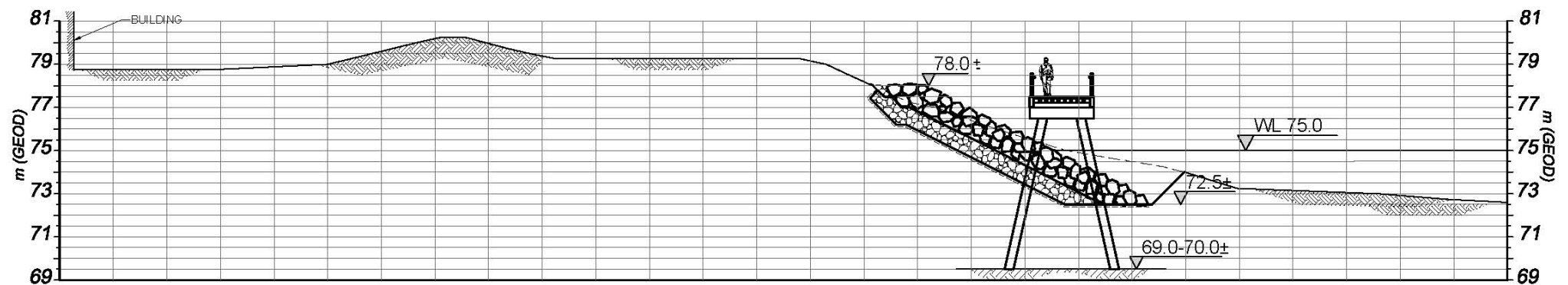
Section GN RIVERGATE WALKWAY



Section H RIVERGATE WALKWAY



Section GC RIVERGATE WALKWAY



J.C. Saddington Park Shoreline

Alternatives Considered

✓ Do Nothing

- Existing stacked and rough random placed armour stone remains
- No changes or impacts to the Natural Environment
- No change or disruption to the Socio-Economic and Cultural Environment however, it misses out on the opportunity to enhance the park and waterfront
- Existing shoreline only provides a moderate level of protection



✓ Improve Existing

- Upgrades include placement of stone in upper parts of revetment
- Enhancement of riparian cover in selected areas; potential to improve wildlife habitat
- No change in access to water's edge
- Design life 25 to 50 years; low maintenance requirements



✓ Cobble Beach

- Upgrades include placement of cobble where suitable and improved revetment through remainder
- Greater enhancement of riparian vegetation and potential to improve wildlife habitat
- Safer access to the water's edge
- Allows for some flexibility in programming
- Design life 25 to 50 years; beach will require ongoing maintenance
- A cobble beach is feasible at the location given the water depths and wave exposure



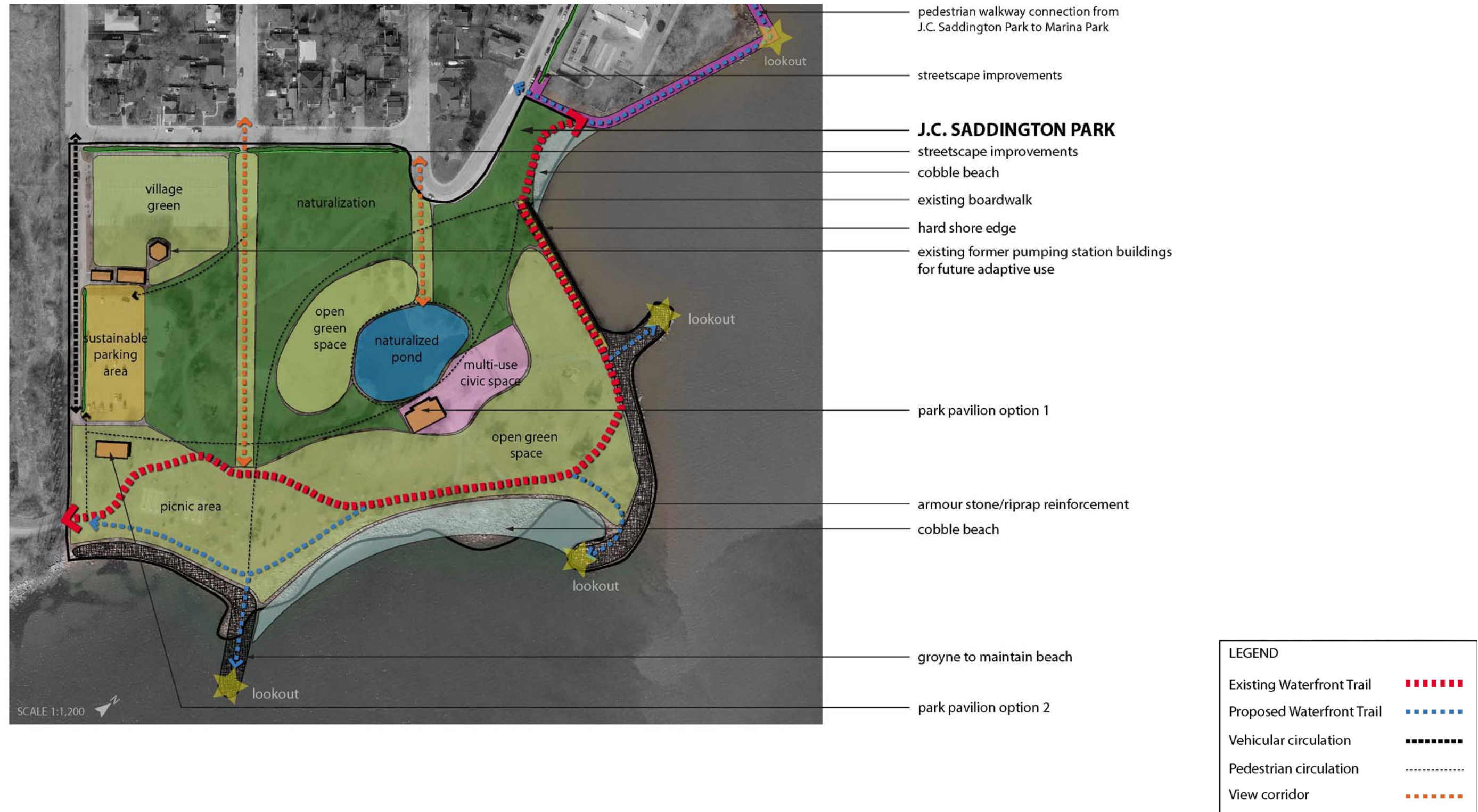
(Source: Terry McDonald, 2010)

Evaluation of Alternatives

ALTERNATIVES			
	Do Nothing	Improve Existing	Cobble Beach
Natural Environment	○	⊘	●
Socio-Economic and Cultural Environment	○	⊘	●
Technical	○	⊘	⊘
Approximate Cost (Capital)	Low and Periodic	Moderate to High (\$550,000)	High (\$3,000,000)
Summary	Including a cobble beach, where appropriate, is preferred as it allows for the creation of diversity in wildlife habitat and provides improved safe access to the water's edge.		

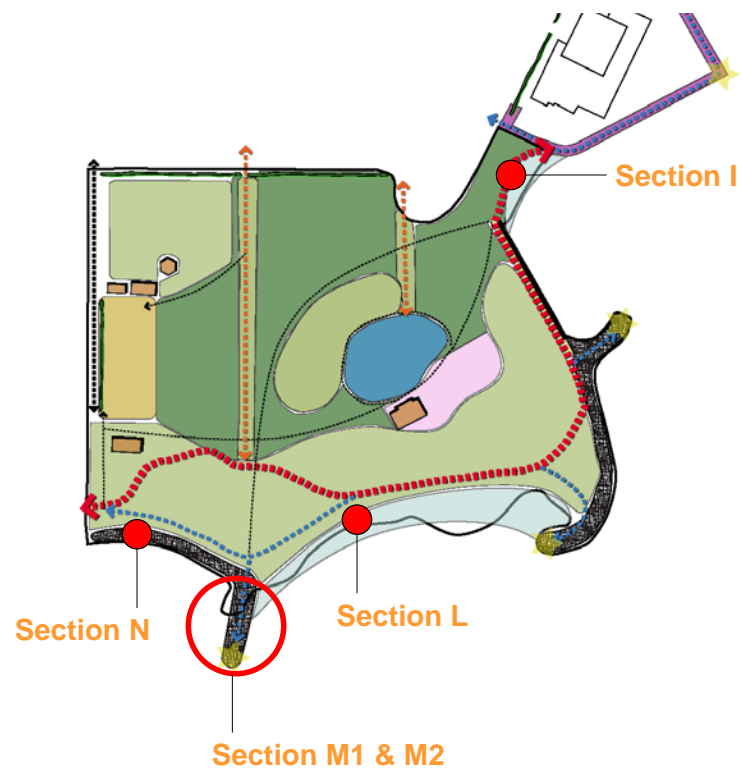
LEGEND	
Least Preferred	○
Preferred	⊘
Most Preferred	●

J.C. Saddington Park Large Block Concept Plan

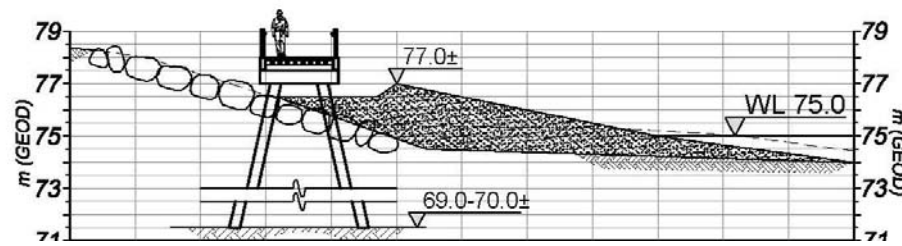


J.C. Saddington Park Shoreline

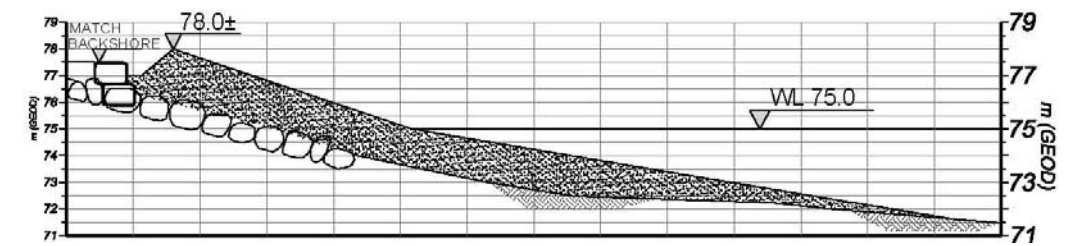
Shoreline Cross Sections



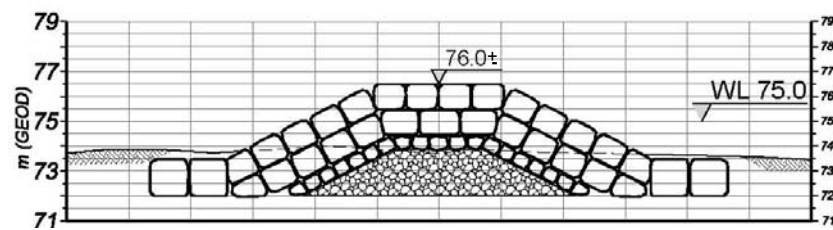
Section I COBBLE BEACH



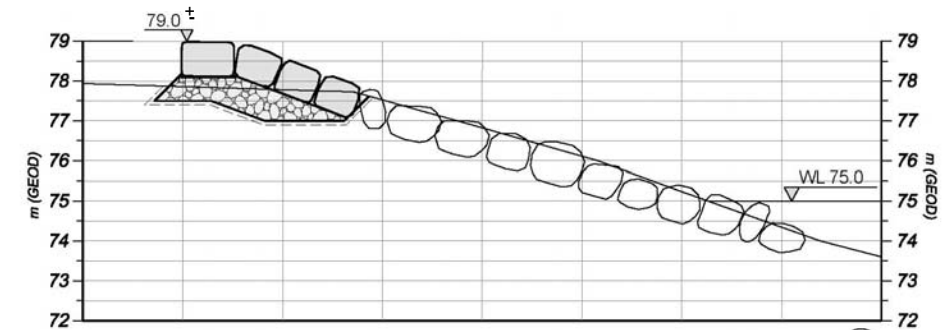
Section L COBBLE BEACH



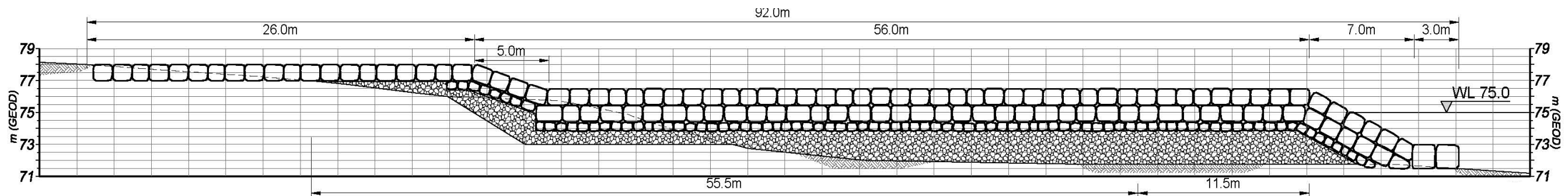
Section M1 GROUYNE



Section N HARD SHORE



Section M2 GROUYNE



J.C. Saddington Park Pond

Alternatives Considered

✓ Do Nothing

- Existing pond will remain
- No changes or impacts to the Natural Environment
- No change or disruption to the Socio-Economic and Cultural Environment



✓ Naturalized

- Altering surfaces and depths, and re-lining of pond to support naturalized environment
- Vegetation and plantings in and around the pond to promote a naturalized system and increase wildlife habitat and function
- Provides some opportunity to improve water quality
- Does not provide an opportunity to improve the cultural heritage character
- Longer design life and potentially less maintenance



✓ Urban/Concrete

- Maintaining urban water features (e.g. wading pool, skating rink); adding landscaping around the pond
- Landscaping would provide limited improvement to wildlife habitat and function
- Provides significant flexibility for programming
- Provides an opportunity to incorporate cultural heritage themes
- Shorter design life and potentially more maintenance (between seasons)
- Improvements to existing pond infrastructure would be needed



(Source: www.melanieotg.ca, 2011)

Evaluation of Alternatives

ALTERNATIVES			
	Do Nothing	Naturalized	Urban/Concrete
Natural Environment	○	●	○
Socio-Economic and Cultural Environment	○	◐	●
Technical	○	◐	◐
Construction Cost for the Park Area	N/A	Moderate (\$400,000)	Moderate (\$400,000*) *cost may vary depending on design features
Summary	A naturalized pond is preferred as it provides improved habitat and an opportunity to introduce a natural area into the Port Credit Waterfront.		

LEGEND	
Least Preferred	○
Preferred	◐
Most Preferred	●

Hacienda Bay

Alternatives Considered

✓ Do Nothing

- Existing shoreline will remain; provides no access to the public
- No changes or impacts to the Natural Environment
- No change or disruption to the Socio-Economic and Cultural Environment however, it misses out on the opportunity to enhance the park and waterfront
- Existing shoreline provides a moderate level of protection



✓ Cobble Beach

- Upgrades would include enhancement of the beach
- Opportunity to increase naturalization, including potential for some refuge and spawning habitat for fish
- Provides greater pedestrian connectivity along the water's edge
- Some construction impacts to park users
- Moderate to high protection; beach will adjust with wave, river and ice conditions



✓ Coastal Wetland

- Upgrades would include development of a wetland
- Provide refuge habitat for fish and the opportunity for significant naturalization
- Provides greater pedestrian connectivity along the water's edge
- Some construction impacts to park users
- Wetland is sensitive to wave action and water fluctuations; breakwater would be required to protect wetland
- Challenging area for wetland development due to wave action and water depth



Evaluation of Alternatives

ALTERNATIVES

	Do Nothing	Cobble Beach	Coastal Wetland
Natural Environment	○	◐	●
Socio-Economic and Cultural Environment	○	◐	◐
Technical	●	●	◐
Approximate Cost (Capital)	N/A	Moderate (\$600,000)	High (\$3,000,000)
Summary	A cobble beach in this location is preferred as it enhances the natural habitat and access to water. While a coastal wetland potentially provides more habitat, it is technically challenging for a significant cost.		

LEGEND

Least Preferred



Preferred



Most Preferred



Non-Motorized Boat Launch

Alternatives Considered

✓ Do Nothing

- Current location at Marina Park
- No changes or impacts to the Natural Environment
- No change or disruption to the Socio-Economic and Cultural Environment
- Sheltered from waves; potential for boat generated waves



✓ Marina Park

- Separate non-motorized boat launch location at Marina Park
- Increased turbidity and sedimentation during construction
- Reducing congestion and conflict on site
- Requires shore parallel floating dock



✓ Port Credit Memorial Park (West)

- Move non-motorized boat launch to Port Credit Memorial Park (West)
- Decreased opportunity for areas of naturalization
- Increase vehicular traffic on Front Street North
- Decreased congestion and conflicts between motorized and non-motorized boats in Marina Park
- Sheltered from open lake; small potential for boat generated waves
- Potential conflict with clubs



✓ Hacienda Bay

- Move non-motorized boat launch to Hacienda Bay
- Decreased opportunity for areas of naturalization
- Closer to parking but park space needed for loading and drop-off
- Decreased congestion and conflicts between motorized and non-motorized boats in Marina Park
- Semi-sheltered from open lake; greater exposure to wave action



Evaluation of Alternatives

ALTERNATIVES				
	Do Nothing	Marina Park	Port Credit Memorial Park (West)	Hacienda Bay
Natural Environment	●	●	○	○
Socio-Economic and Cultural Environment	○	●	◐	◐
Technical	◐	●	◐	○
Approximate Cost (Capital)	N/A	Low (\$50,000)	Low (\$50,000)	Low (\$50,000*) <small>*cost may vary depending on Hacienda Bay design details</small>
Summary	A separate non-motorized boat launch at Marina Park is the preferred alternative as it has the potential to improve the current on-land conflicts and keeps the boating use in Marina Park.			

LEGEND	
Least Preferred	○
Preferred	◐
Most Preferred	●