



Port Stanley Waterfront Master Plan

Municipality of Central Elgin, June 2022



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Prepared for the Municipality of Central Elgin,
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Executive Summary

The Port Stanley Waterfront is one of the Municipality's greatest assets. It supports a wide variety of social, recreational and cultural activities, in addition to being an important tourism destination. Port Stanley's waterfront master plan area covers approximately 2.5 kilometres from Hofhuis Park in the west to the Berm in the east. This plan focuses on the Harbour Community Facility area as defined by the Harbour Secondary Plan.

This Master Plan reflects an extensive community and stakeholder engagement process. The master planning process included stakeholder interviews and three rounds of online engagement. The information gathered has contributed significantly to this plan's vision for the waterfront and key recommendations.

The Plan is organized into the following Sections:

- Background
- What We Heard
- Recommendations
- Implementation
- Appendices

This Plan provides a new and progressive framework for addressing the important economic, social, cultural, and environmental benefits the waterfront offers to the Municipality and to its residents and year round visitors. Intended as a living document, this plan provides a road map for implementing improvements to enhance Port Stanley's waterfront over the next 10 years.

Study Process

This Plan was a 6 month process involving a review of past plans and studies, site

inventory and assessment, and detailed mapping, with a significant focus on community engagement.

During this time, the many restrictions surrounding COVID-19 did not allow for the same level of access and interaction with the public and stakeholders. Community engagement was shifted to an interactive online engagement platform.

The process of preparing the Plan was iterative. As new information was obtained and feedback was provided through the community and stakeholder process, the plan's recommendations and implementation strategy were refined to incorporate this new information.

Background

The waterfront area is divided into five areas based on unique characteristics, topography, environmental conditions, and land ownership patterns. These five areas are:

- Waterfront Wide
- West Harbour & Hofhuis Park
- Promenade West
- Promenade East
- East Harbour (the Berm)



figure 1. Historical image of Port Stanley's harbour



What We Heard

The community's input throughout the master planning process is discussed under the following headings:

- Introduction
- Phase 1: Stakeholders
- Phase 2: Start the Conversation
- Phase 3: Design Options
- Phase 4: Draft Recommendations

Recommendations

Thirty-nine (39) recommendations have been identified through the master planning process. These initiatives comprise both physical/infrastructure projects as well as planning strategies to provide the framework necessary to realize the community's vision for the waterfront. These recommendations are based on the outcomes of the community engagement process, site review, and the team's previous experience in waterfront planning and design. The initiatives are organized into the five waterfront areas:

- Waterfront Wide
- West Harbour & Hofhuis Park
- Promenade West
- Promenade East
- East Harbour (The Berm)

Implementation

A proposed implementation sequence is provided which is based on a number of considerations including results from a priority matrix, identified project dependencies and efficiencies, advancement of projects to address immediate need, and budget considerations. The recommendations

have been entered into an implementation forecast with estimated budget for design and implementation.

Appendices

The appendices provide further details on stakeholder interviews, open house comments, social media comments, comments received through the online engagement platform, and image sources.

1.0 BACKGROUND

Introduction

Port Stanley is a community in the Municipality of Central Elgin located on the north shore of Lake Erie [figure 2]. At the mouth of Kettle Creek, the Port Stanley waterfront is divided into east and west, connected by King George VI Lift Bridge along Bridge Street.

Ownership of the Port Stanley Harbour was transferred from Transport Canada to the Municipality of Central Elgin in 2010. Since then the Municipality has made improvements to the waterfront such as a visitor centre, Hofhuis Park, west breakwater, Glover Park, east pier walkway, and west pier walkway.

This Waterfront Master Plan will set the vision for the Harbour Community Facility area as stipulated in the Harbour Secondary Plan [figure 3]. It will advance the work of the Harbour Secondary Plan by refining and developing the public realm aspects of the waterfront.

Port Stanley's waterfront history is a significant factor in its current form and future potential for development and enhancements. Having an understanding of

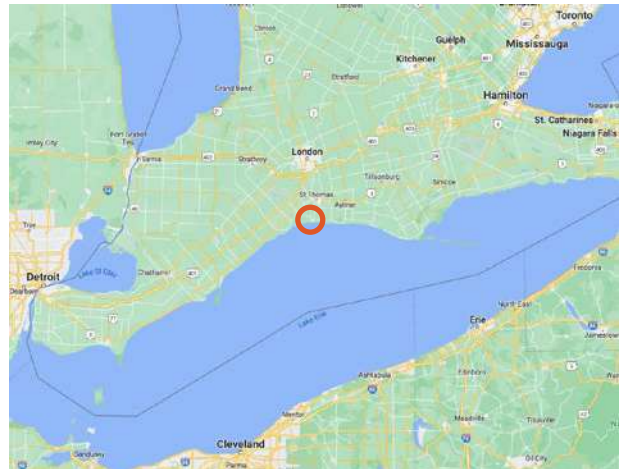


figure 2. Port Stanley, located on the north shore of Lake Erie

the waterfront and surrounding environment is a key first step in the master planning process. This background report summarizes this understanding by exploring the following topics:

- Relevant Past Documents
- Technical Considerations
- Study Areas

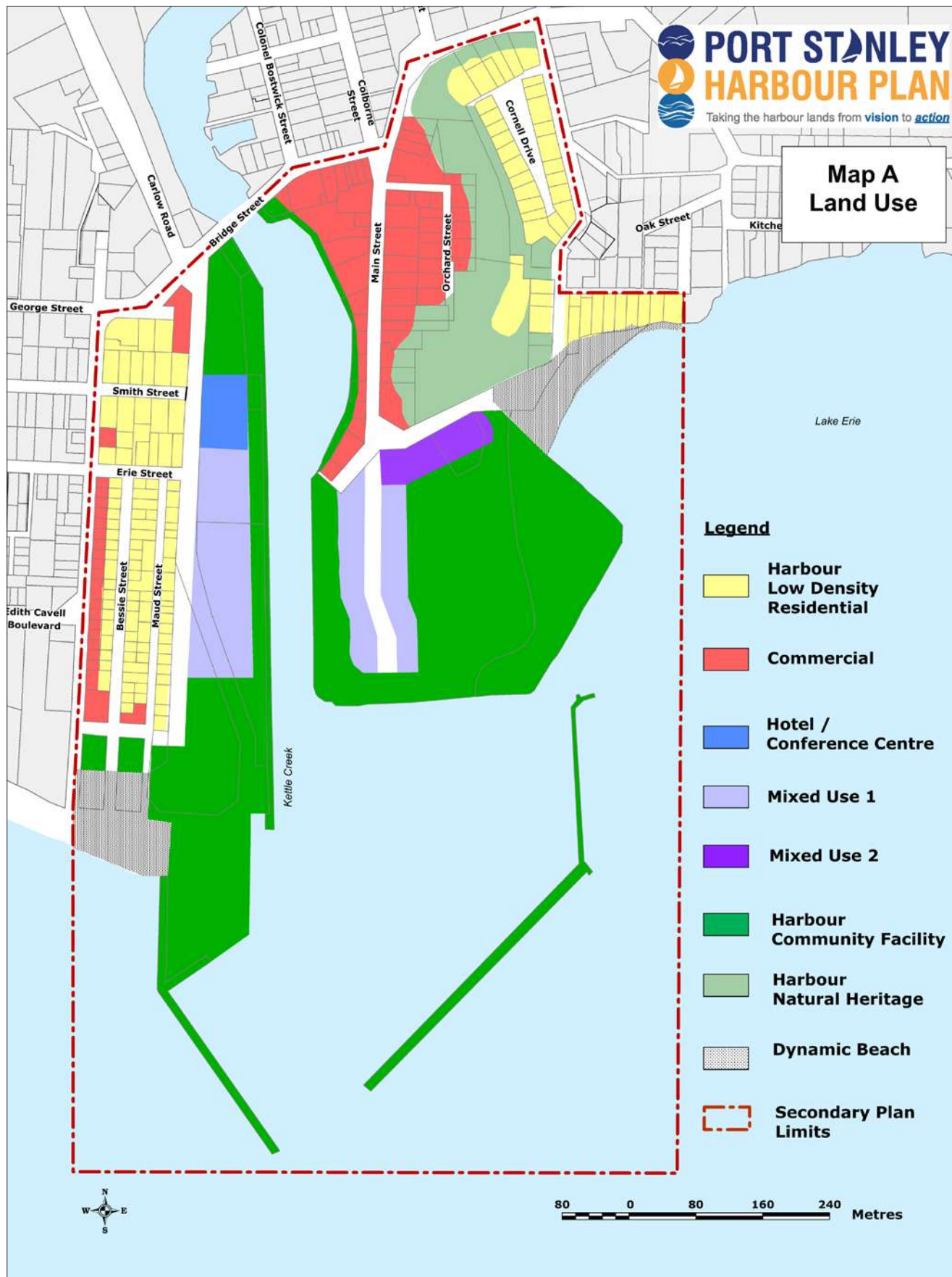


figure 3. Land Use Plan from the Harbour Secondary Plan, 2021

Previous Studies

Below is a summary of relevant past documents and waterfront related studies:

- Port Stanley Harbour Secondary Plan, 2021
- Port Stanley Coastal Risk Assessment, 2021
- Environmental Risk Assessment & Risk Management Plan, 2017
- Municipality of Central Elgin Trails Master Plan and Implementation Strategy, 2017
- Municipality of Central Elgin Recreation Master Plan Update, 2014

Port Stanley Harbour Secondary Plan, 2021

The Harbour Secondary Plan is an amendment to the Official Plan, providing more specific details for the harbour lands. The plan determines which land uses will be permitted on the approximately 85 hectares of the lands adjacent to the east and west sides of the harbour [figure 3]. It was adopted by Central Elgin in 2021.

Port Stanley Coastal Risk Assessment, 2021

Prepared by Zuzek Inc. and SJL Engineering, the Coastal Risk Assessment updates historical hazard studies and completes a coastal risk assessment. The report uses information and data gathered from bathymetric and topographic surveying, site observations, photography, shoreline change measurements, and aerial photos. The potential impacts of climate change are summarized. Some specific details of this report are discussed in the Technical Considerations part of this background report.

Brief History of Port Stanley

- *Port Stanley is located on the traditional territory of the Haudenosaunee, Attiwonderonk (Neutral) and Mississauga Nation*
- *The area was a gathering point for Indigenous Peoples*
- *Kettle Creek is called Kanagio by the Iroquois and Akiksibi by the Ojibwas*
- *The area was part of an important route between Lake Erie and inland waterways in 17th and 18th centuries*
- *Europeans first travelled the area in 1669 as part of a larger Great Lakes exploration*
- *The harbour was operated by Transport Canada, but was divested to the Municipality of Central Elgin in 2010*
- *The harbour, which originally supported trade in coal and wood between Ontario and the United States, now supports a commercial fishery*
- *The Stork Club, which opened in 1926, was famous for swing and big band music, had the largest dance floor in the area. It was closed following a fire in 1979*
- *Today Port Stanley is renowned for its beaches and boutique shops*

Environmental Risk Assessment & Risk Management Plan, 2017

Transport Canada committed to completing an environmental risk assessment and complementing remediation/risk management measures as part of the land transfer agreement. This report is the final project update of this Environmental Risk Assessment and Risk Management Plan, originally from 2010. The report has been updated several times, including in 2014, 2015, and 2016. Additional details of this report are discussed in the Technical Considerations part of this section.

Municipality of Central Elgin Trails Master Plan & Implementation Strategy, 2017

The development of a Trails Master Plan was recommended in the Municipality's 2014 Recreation Master Plan. In 2017, the Trails Master Plan was developed by the firm WSP | MMM Group.

Two trails are proposed within the study area of this Waterfront Master Plan. A primary trail route is recommended along the entire shoreline of the west and east harbour lands, with a loop around the berm area. Another trail is proposed along Carlow Road, Maud Street, and Lotus Lane towards William Street. This Master Plan aligns its recommendations with the Trails Master Plan.

Municipality of Central Elgin Recreation Master Plan Update, 2014

Prepared by IBI Group and FJ Galloway Associates Inc., the Recreation Master Plan had a lifespan of 6 years, bringing the Municipality to the year 2020. It recommends a picnic pavilion, splash pad, and related amenities for the east berm area. It also recommends a dog park, local trails and walkways, and outdoor skating rink.



figure 4. Port Stanley Harbour site layout and capped lands

Technical Considerations

Technical considerations in developing the waterfront's public realm include impacted soil from past industrial activities, lake dynamics, and aging infrastructure.

Impacted Soil

It is important to consider past industrial activities and the resulting brownfields within the study area. The Environmental Risk Assessment and Risk Management Plan Update from 2017 identified unacceptable risk due to inorganic, metal, polycyclic aromatic hydrocarbon, and petroleum hydrocarbon contamination in the soil and/or groundwater within the study area of this Plan. As a result, remediation and/or risk management strategies were applied to the site. Some areas have been remediated through excavation, disposal of contaminated soil and backfilling with clean soil. While other locations within the study area have soft or hard caps installed. In some locations concrete walkways and parking lots are acting as a cap while, in other locations, soil caps are used [figure 4]. It is important to note that these hard and soft caps need to remain in place to protect human health, safety and the environment.

Lake Dynamics

Shoreline hazards for the Great Lakes are established using the 100-year combined flood level, which is derived from static water levels and short-term storm surge (temporary increase in water level due to a storm). The majority of Port Stanley's winds come from the southwest, with the strongest winds during the winter.

The study area's shoreline is subject to erosion, wave action, and rising lake levels, which will be augmented by climate change. According to the Coastal Risk Assessment

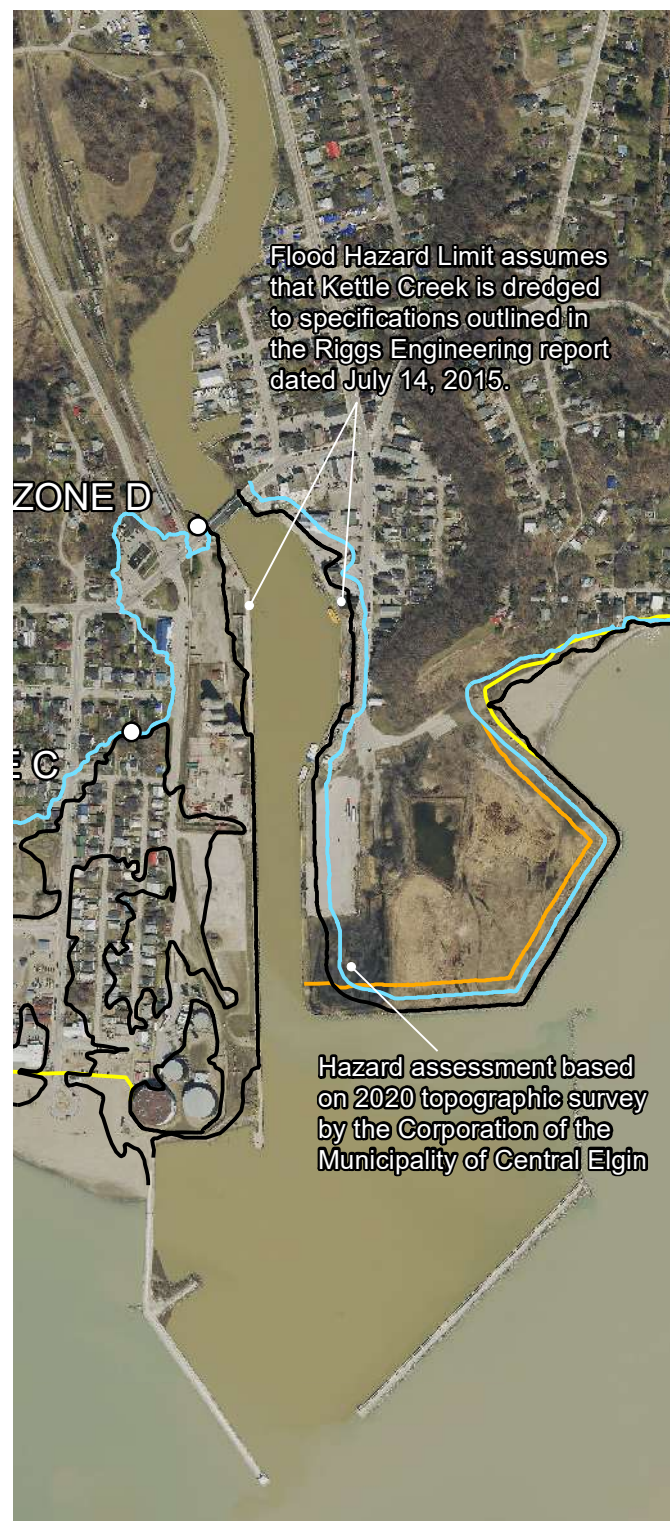


figure 5. Climate change hazard mapping (Black, Current lake level plus 35 cm for climate change; Blue, same as black but accounts for wave runup and uprush; Orange: 30 m inland from black)

(CRA), as a result of climate change, lake levels are rising and winter storm exposure is increasing due to more ice free winters, causing increased flood hazards and winter erosion [figure 5]. The CRA provides the following conclusions relevant to the Waterfront Master Plan in relation to climate change and rising sea levels:

- Lake level projections should be raised to account for climate change
- Climate change hazard mapping should be adopted into all official plan updates, secondary plans, and development applications

The Coastal Risk Assessment (CRA) also reports on the conditions of the east harbour shoreline by creating zones [figure 6]. It recommends upgrades to the east harbour shoreline protection infrastructure and suggests that nature-based solutions be incorporated into development on the east headlands, such as a living shoreline and armour stone combination. The following table [table 1] summarizes shoreline conditions, repairs needed, and potential locations for a living shoreline.

Zone	Condition
Zone 1	Condition: Moderate Repair concrete, increase crest elevation, provide drainage
Zone 2	Condition: Poor Repair or upgrade revetment, increase crest elevation, provide drainage
Zone 3	Condition: Moderate to Good Monitor/maintain existing, increase crest elevation, integrate nature-based principles
Zone 4	Condition: Poor Repair or upgrade revetment, increase crest elevation, provide drainage, integrate nature-based principles
Zone 5	Condition: Moderate Monitor/maintain existing, increase crest elevation, provide drainage, integrate nature-based principles
Zone 6	Condition: Moderate Monitor/maintain existing, increase crest elevation, provide drainage
Zone 7	Condition: Not Assessed Repair concrete, increase crest elevation, provide drainage

table 1. East harbour shoreline conditions from the Port Stanley Coastal Risk Assessment, 2021 (figure 6)

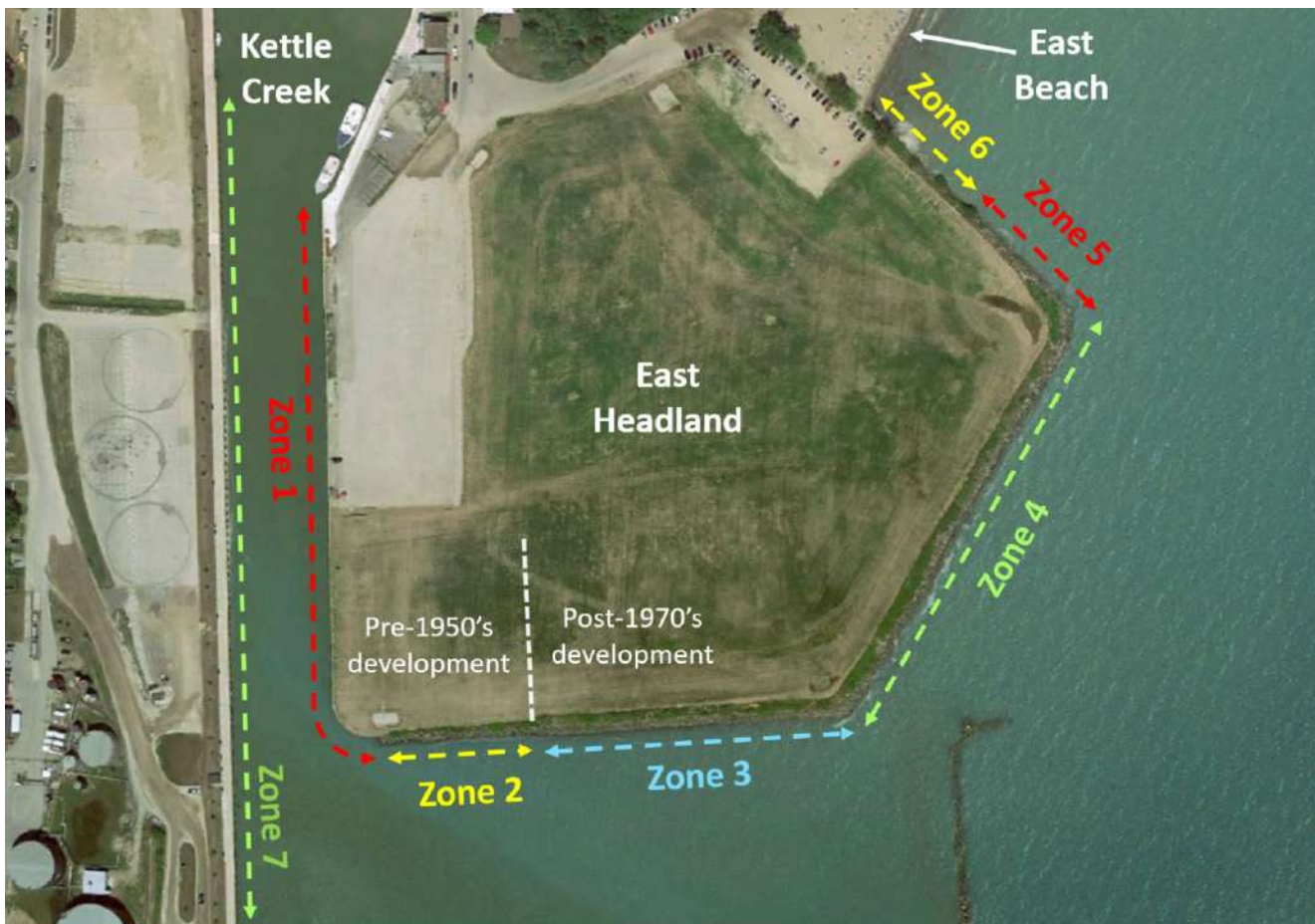


figure 6. East Harbour Shoreline Conditions

Aging Infrastructure

Aging infrastructure creates technical considerations related to future ownership, contamination, and repairs and upgrades. Port Stanley has two types of aging infrastructure, private properties and shoreline structures.

Private Properties

Two Port Stanley properties should be highlighted for their uncertain future and important potential to activate public spaces at the waterfront, especially due to their proximity to the harbour community facility lands. They are discussed below.

Dominion of Canada Building

The almost 100 year-old DOC building, near the visitors centre, is a heritage property which has been underutilized for 14 years [figure 7]. The building was acquired by Central Elgin from the federal government. One condition of the transfer was that the Municipality retain ownership until 2030 .

In 2021, the Central Elgin Council approved a 1.4 million dollar lease-to-own agreement to allow the Port Stanley Brewing Company to transform the building into a microbrewery. The brewery is set to open in May 2023.

McAsphalt Facility


The McAsphalt tank was originally built by Shell in the 1940s. In 2018, one of the



figure 7. Dominion of Canada Building (DOC), looking south



figure 8. McAsphalt property, looking northeast from Main Beach



cylindrical storage tanks on the property (with a locally famous mural) was removed because it was primarily on public property. Other tanks have been removed on the west side of Carlow Road. The remaining storage tanks are still in use [figure 8]. If/when the site becomes public property, it has been suggested it may be used as a roadway and/or parking lot.

Study (2018), and the Waterfront Master Plan.

Shoreline Structures

South of the lift bridge, the riverbanks have been stabilized with quay walls and the mouth is protected by the west breakwater (connected to Hofhuis Park) and the detached east breakwater. As mentioned in table 1, some areas of the east harbour shoreline are aging and require repairs, especially Zones 1, 2, 4, 6, and 7. Additionally, nature-based solutions to shoreline infrastructure, are feasible and should be considered.

Parking

Finding space for off-street parking near the waterfront is critical. Recently pay off-street parking lots were added at Little Beach, East Headlands, the Visitor Centre, Erie Rest, and the Pharmacy lot.

Balancing the parking is an important consideration in planning the waterfront. This includes ensuring paid parking does not discourage use and divert visitors into adjacent residential areas or facilitate illegal parking practices. The approach must also consider clear signage in terms of the availability of short term parking options. Central Elgin is currently undertaking a comprehensive parking study for the areas adjacent to the harbour, beaches and downtown commercial area of Port Stanley. This work is being completed by Dillon Consulting and will build upon the work already undertaken in the Harbour Secondary Plan, Comprehensive Traffic



figure 9. Waterfront Master Plan Study Areas



Study Areas

This plan focuses on the Harbour Community Facility area as indicated in the Port Stanley Secondary Plan [figure 3]. For the purposes of this Master Plan, the waterfront is organized into four areas based on general characteristics, topography, environmental conditions, and land ownership [figure 9]. These areas will be used throughout the Master Plan. They include:

1. West Harbour & Hofhuis Park
2. Promenade West
3. Promenade East
4. East Harbour (the Berm)

Each area is described in the following pages in terms of its boundary, history, existing conditions, and considerations. Additionally, the local micro climate, water levels/flooding, wave action, and user activities are considered.



figure 10. Aerial of study area, July 2018, Google Earth



figure 11. View of the west breakwater walkway from Hoffhuis Park

1. West Harbour & Hofhuis Park

Boundary

Located south of the McAsphalt site, this area contains Hofhuis Park, West Breakwater, and a parking lot located south of Lotus Lane between William Street and Maud Street.

History

The West Breakwater was refurbished in 2015 and 2016 into a promenade, allowing pedestrians to safely walk 430 metres into Lake Erie [figure 10]. Hofhuis Park was developed in 2016 by transforming a one-hectare water lot with dredge material. Four silos were taken down prior to the development of Hofhuis Park. Concrete from demolition were used in the breakwater of the new park.

Main Beach was formed by sand being trapped against the west breakwater near Hofhuis Park. A planted dune was installed below the parking lot in a north-south direction, to prevent flooding of the west harbour in the event of rising water levels.

Existing Characteristics

At Hofhuis Park, a wide concrete path surrounds a large open field with newly planted trees. Benches are spaced along the path throughout the park. On the west side the path connects to Main Beach while the east side connects to the west pier walkway. At the north side of the park there is a small inlet with a vegetated shoreline. At the gateway to the West Breakwater pathway is a large iron gate. The west side of the park's shoreline is a concrete ramp edge while the south and east shorelines are armoustone and rock. There is a marine rescue station on the east side.

This study area includes the Pierside Beach Parking Lot and street parking along Lotus



figure 12. Looking northeast from William Street, July 2014, Google Street View

Lane [figure 12]. The parking lot has gravel surfacing with a low wood fence around its perimeter. West of the parking lot, William Street is the main road leading to Main Beach, terminating at a roundabout. There is a narrow sidewalk on the west side and street parking on both sides.

Considerations

Hofhuis Park is exposed to wind and wave action. As the recently planted young coniferous trees grow, they will help to block the wind by creating a screen. There is space for additional wind shelters to create a shield from the wind as well as the sun. Geese are commonly found on the park's large open lawn which can cause problems for visitors.

Given the lot is not paved and therefore has no lines demarcating stalls, parking can be inefficient as the full capacity is not realized. Designated sidewalks, bike lanes/bike parking, and improved transit along William Street would help alleviate the burden and priority placed on parking.



figure 13. Aerial of the West Promenade, July 2018, Google Earth



figure 14. Dominion of Canada building (DOC)

2. Promenade West

Boundary

The Promenade West area is a long section of shoreline along the west side of Kettle Creek, between Bridge Street and Hofhuis Park [figure 13]. The area includes the visitors centre, Dominion on Canada building (DOC), West Pier walkway, McAsphalt property, and the public boat launch.

History

The West Pier walkway is 710 metres long. In 2014 the existing concrete access historically used for commercial port access was enhanced with landscaping, street furniture to provide a sense of welcoming public space. The path connects Main Beach to the downtown core of Port Stanley. Decorative lighting was installed in 2018. The visitors centre, public washrooms, and park space were constructed in 2018, immediately west of the West Pier walkway. The McAsphalt site was originally industrialized in the 1940s (see Technical Considerations above).

Existing Conditions

The visitors centre and adjacent park are the northern gateway to the West Pier walkway, mirroring Glover Park on the east side. Similar the east pier walkway, the edge of the walkway is lined with a yellow toe rail. Light posts, benches, trees, and trash receptacles line the west side of the path.

South of the McAsphalt property, Carlow Road is unpaved leading to the public boat launch. The boat launch has a concrete ramp and wood dock. There is a large parking lot for the boat launch within this study area.



figure 15. West Pier Walkway, looking south

Considerations

The McAsphalt property holds great potential as waterfront parking. Other future projects along the west pier walkway considered as part of the Harbour Secondary Plan include a hotel and mixed use development. As with the Main Street properties, consideration should be made to appropriately face any new development to both the street and the West Pier walkway.

Future development, and the revitalization of the DOC building (see Technical Considerations above for additional information) will help activate the West Harbour.

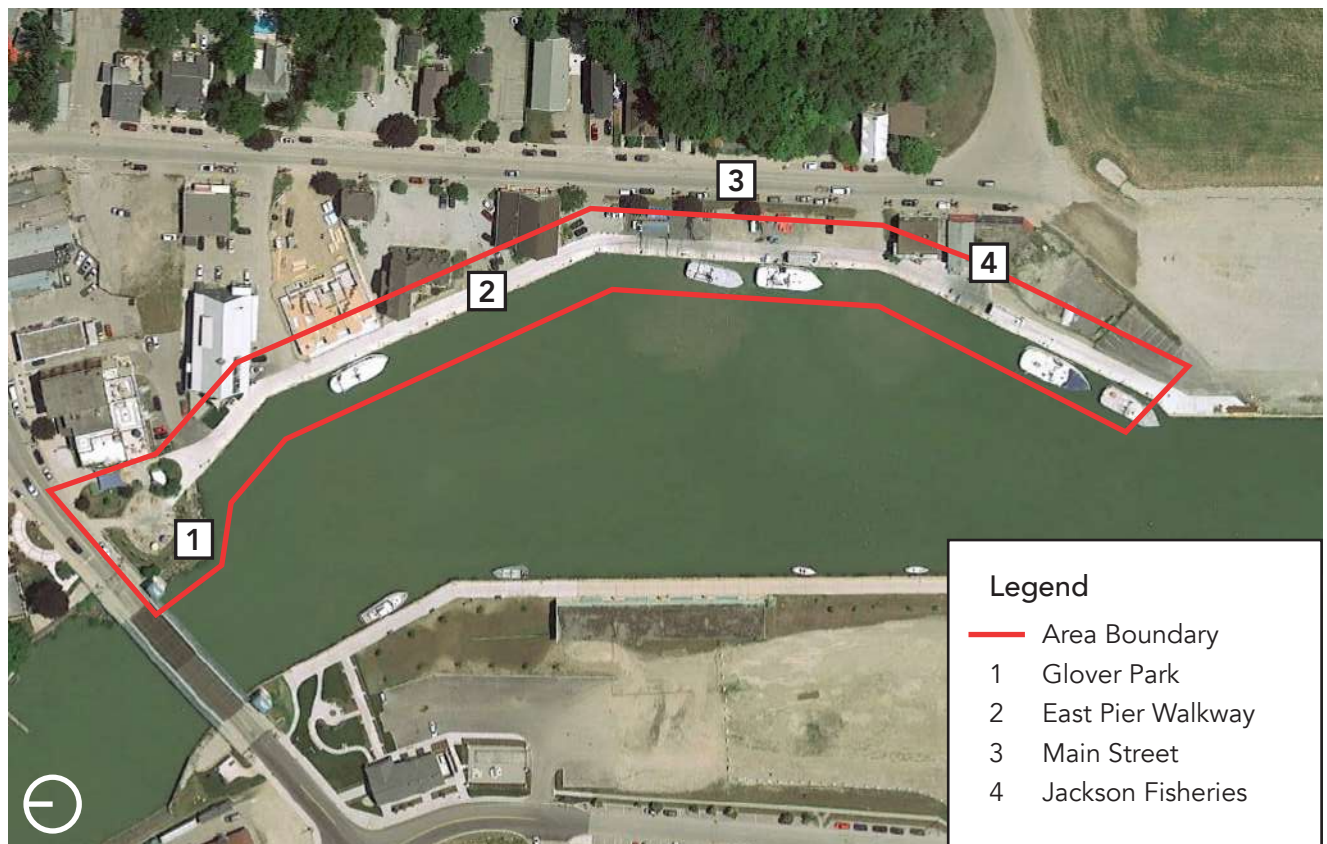


figure 16. Aerial of East Promenade, July 2018, Google Earth



figure 17. Harbourview Condominiums entrance from the east pier walkway

3. Promenade East

Boundary

The Promenade East area contains Glover Park and the east pier walkway [figure 16]. While not directly within this boundary, Main Street and the Jackson Fisheries property are both relevant and important locations.

History

The East Promenade was constructed in 2017 along the edge of the east harbour. A year later, decorative lighting was installed along the east and west pier walkways.

Existing Conditions

The concrete walkway is 410 metres long and doubles as a service drive. Glover Park is a gateway to the walkway, connecting it to Bridge Street. Glover Park has a paved circular gathering space surrounded by benches, picnic tables, and gardens.

The walkway follows the water's edge, bordered by a yellow toe rail. New light posts are spaced throughout the walkway near the water. In some areas, large concrete blocks irregularly line the water's edge to address wave uprush and over topping.

Main Street is predominately commercial buildings extending north from the East Harbour (the Berm) towards Bridge Street. On the east side, the single-lane road has on-street parking with a sidewalk. However, on the west side, the street's parking and sidewalk are combined, so the sidewalk is often being blocked by cars.

Some of the businesses and residences along Main Street include home goods shops, offices, condominiums, and restaurants. Harbourview Condominiums is a new three storey building fronting both Main Street and the walkway [figure 17]. There is

a long narrow area between Papa Joe's and Offices and Shops that is used for fishing operations. It is a boat unloading/loading zone with many storage containers [figure 18].

Considerations

As the gateway to the East Harbour (the Berm), Main Street should be further developed as a mixed-use commercial area and be made to be more pedestrian and cycling friendly. The East Promenade should no longer be the backside of Main Street. Any new developments or renovations along Main Street should connect to and have frontage on the walkway and Main Street. Existing properties along Main Street should be incorporated into the walkway and vice versa.



figure 18. Looking north from the east pier walkway

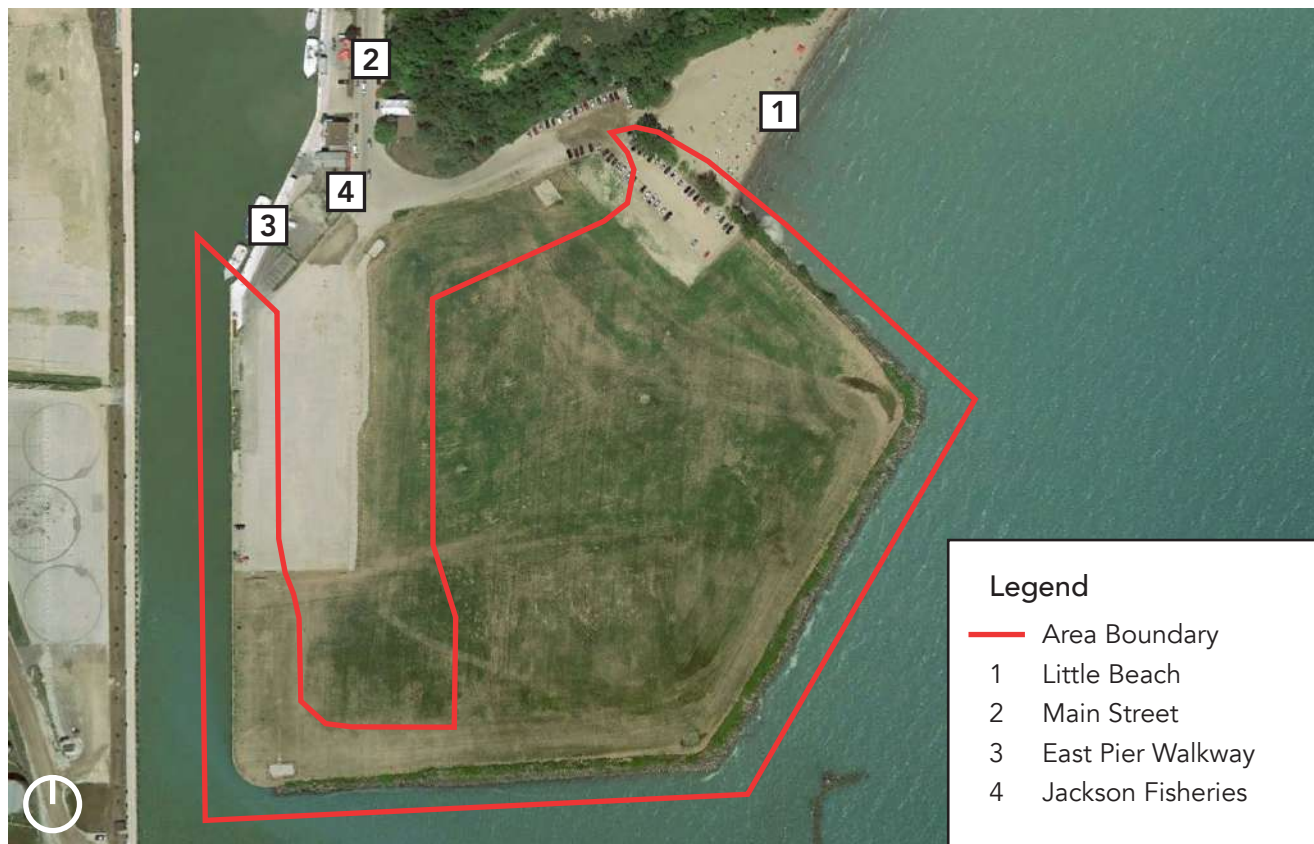


figure 19. Aerial of the Berm, July 2018, Google Earth



figure 20. View of Little Beach from the berm

4. East Harbour (the Berm)

Boundary

The East Harbour is located at the south end of Main Street. The area is approximately 9.7 hectares (24 acres) and is bordered by water on three sides [figure 19].

History

The berm is a man-made structure, created using dredged harbour material, originally created in the 1930s to generate more industrial storage space for coal piles. By the 1990s, the berm had grown to its current size (it was originally about half the size). Other former industrial activity on the berm includes large petroleum and liquid fertilizer tanks, and recycling facilities.

As a result of these industrial activities, risk management measures have been executed on the berm including soil caps and paving caps. The vegetated area of the berm is covered by a soil cap as a risk management measure to address past industrial activities. In areas that are already paved, the paving performs as a cap.

Existing Conditions

The south end of Main Street ends in a temporary roundabout [figure 21]. From the roundabout, vehicles can travel east towards the informal parking lot at Little Beach and west towards a paved lot. South of these hardscape areas, the berm is primarily naturalized vegetation and informal trails. The topography of the berm is relatively flat with some rolling hills. Little Beach is located northeast of the berm [figure 19].

Shoreline protection on the berm ranges from quay walls to armourstone and rip rap. The condition of the shoreline is described

in the Technical Consideration section above.

Considerations

As per the Harbour Secondary Plan, Main Street will be extended south onto the Berm. Should any of the existing paving and soil be removed from the berm, the material will need to be properly disposed of at a special facility that accepts impacted soils. Ideally, excavations and earthworks below the existing cap will need to be minimized as much as possible.

There is potential to explore living shorelines and other nature-based solutions for the water's edge. A wide waterfront promenade could be integrated with this type of infrastructure, creating an inviting and lush waterfront experience. Consideration should be given to allow for the perimeter access to also be used for construction access for future maintenance of the east breakwater.



figure 21. Looking south towards the berm from Main Street

2.0 WHAT WE HEARD

Introduction

This section provides an overview of the engagement activities, key findings from the community engagement, and the resulting opportunities and challenges that were used to develop and refine the recommendations described in Section 3.0.

While the restrictions around COVID-19 did not permit a high degree of in-person interaction with the public, providing effective public engagement opportunities was still an essential aspect of the project.

A variety of community engagement activities were conducted to help enhance all aspects of the plan including but not limited to developing a thorough understanding of the key issues, opportunities and challenges associated with Port Stanley's waterfront, developing and vetting recommendations, and prioritizing future improvements.

The consultation activities are discussed here under the following headings:

1. Phase 1: Stakeholders
2. Phase 2: Start the Conversation
3. Phase 3: Design Options
4. Phase 4: Draft Recommendations

This section outlines the engagement process and levels of participation. The outcomes of these activities were used to identify the key issues and opportunities and challenges discussed at the end of this section.

Phase 1: Stakeholders

Stakeholder Interviews

Ten (10) interviews were held in the month of December, 2021. With some initial direction from the consultant, the Municipality developed a list of municipal and community stakeholders to be invited to attend an interview. Each individual was sent a letter or emailed to explain the purpose of the study and to request their participation in a pre-scheduled interview with the consultants to provide their organization's position and/or perspective on the future of the Port Stanley's waterfront. Appendix A contains a list of individuals and organizations that participated in interviews.

Indigenous Community Consultation

The Municipality of Central Elgin established the Port Stanley Waterfront Master Plan process with the intention to not only engage the local Indigenous community but also the three Indigenous communities near by.

The three local Indigenous communities are Munsee-Delaware a small community with approximately 550 registered members who are part of the Anishnaabe Nations; Oneida Nation of the Thames with 2,172 registered members is one of the nations within the Haudenosaunee Confederacy; and the Chippewas of the Thames with 762 registered members is an Anishnaabe Nation.

Telephone conversations were extended to the representatives from all three nations regarding the Port Stanley Waterfront Master Plan and shared information on public information session and Indigenous


Talking Circles with their community members. In addition to the telephone conversations emails were provided with full content discussing the intent and outcomes of the survey, the Port Stanley Master Plan itself (links to the Let's Talk Central Elgin website), URL Code for easy viewing and opportunity for any questions prior or after Indigenous Talking Circles.

During the conversations and email feedback with these three Indigenous communities it was noted due to COVID 19 restrictions ALL STAFF working at these respected band offices were working remotely. Due to the high demand in voice message and emails these communities were triaging messages to ensure they were providing optimal services directly to their community members first and all communications deemed nonessential would be responded to accordingly. With this understanding of the COVID protocols there would be no in person engagements and limitation to community feedback.

The Riel Cultural Consulting team arranged for Talking Circles on three separate dates in February and two attempts in March 2022. All Talking Circles posters created specifically for these communities were sent to the appropriate representatives at their band offices and attempts were made to share on their community's social media platforms which are private to non-members and requests were made to share the Talking Circle engagement posters.

The individual members that Riel Cultural Consulting was able to speak to, and share the survey and links spoke highly of their personal engagement with Port Stanley and looked forward hearing the final recommendations and conversations shared by the greater community stakeholders.

It is important to note the overall limited engagement from the three Indigenous Communities was based on the unfortunate situations many Indigenous communities



were facing by closing their communities down and halting all in person programming for the safety of their community members. The limited relationship these communities have with the Municipality of Central Elgin was also noted. Though their interactions with Port Stanley is purely based on an authentic relationship to the land and water, the relationship with the Municipality needs to be more fruitful and organic. Therefore, moving forward it is recommended that when the Municipality wishes to engage with any Indigenous community which involves conversation on development and beautification of an area, there is a saying Indigenous people quote, “Nothing About Us Without Us”.

The Online Engagement Platform

www.letstalkcentralelgin.ca was the online engagement platform used to provide the public with access to project information and enabled participants/users to provide comments [figure 22]. It centralized community engagement allowing for the capture, analysis, and reporting of feedback through a single platform.

Who Commented?

The website was visited by over 1600 people with some people visiting more than once. Over 240 people contributed to the website, some multiple times.

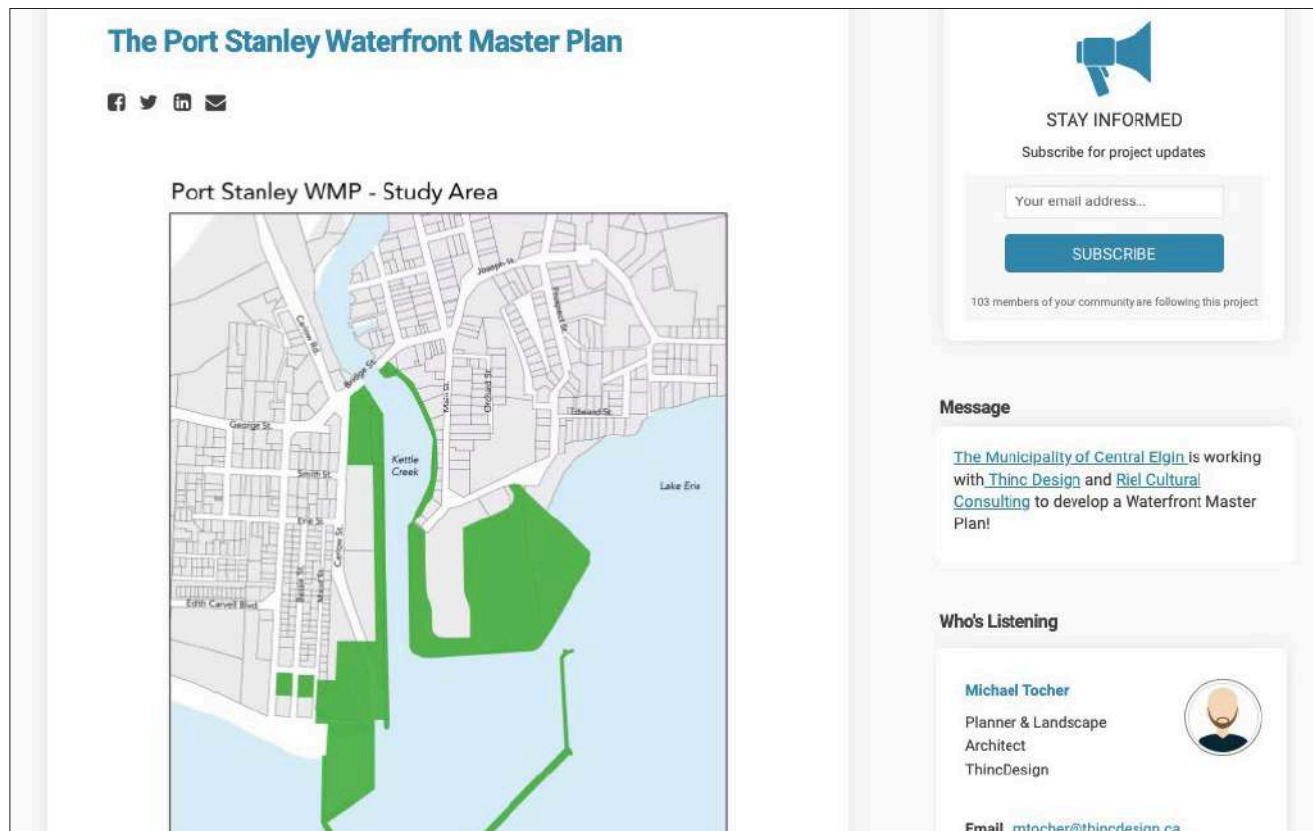


figure 22. Welcome page of the online engagement platform on letstalkcentralelgin.ca

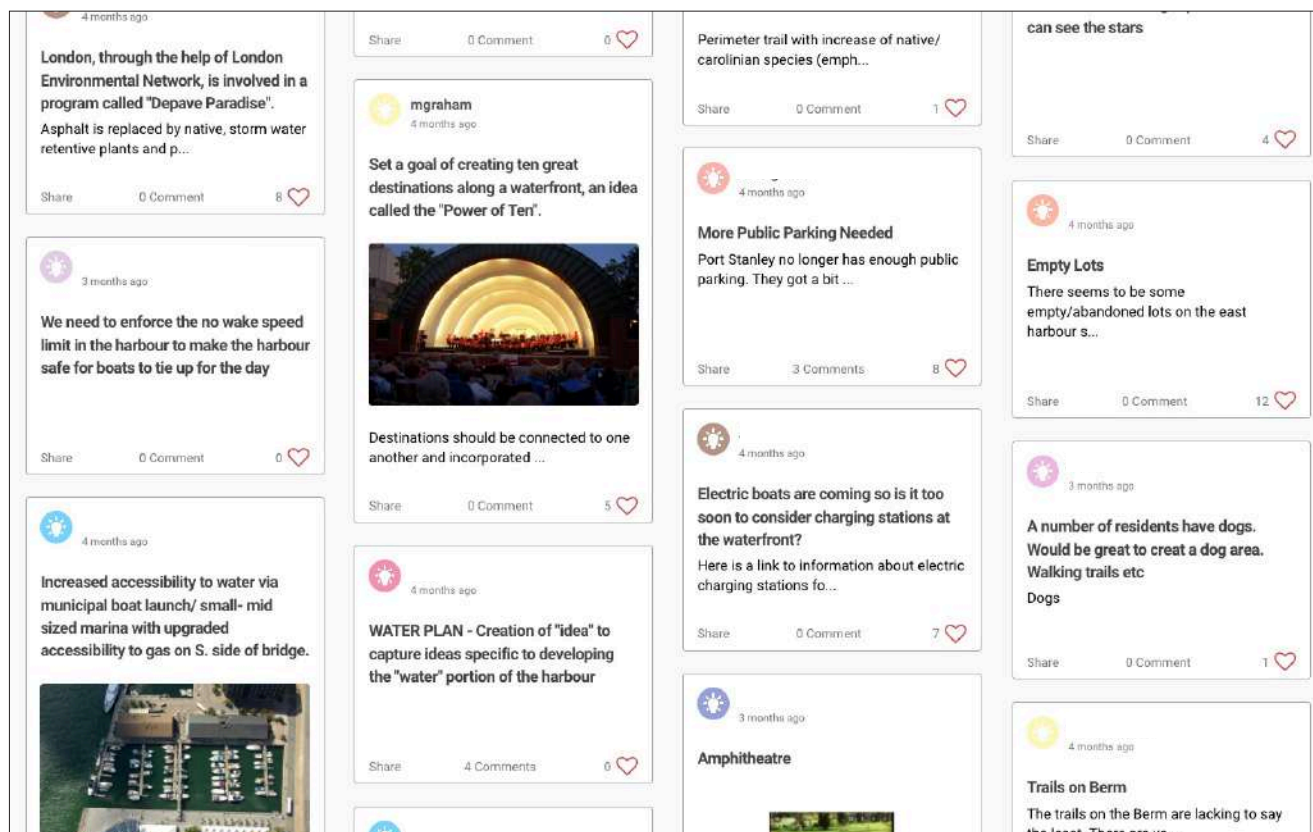


figure 23. Ideas tool on letstalkcentralelgin.ca

Phase 2: Start the Conversation

This first phase of the engagement process took place virtually using the online engagement platform letstalkcentralelgin.ca and during Public Information Session #1. The public was introduced to the project and asked to provide input on their waterfront use and ideas.

Public Information Session #1

Public Information Session #1 occurred on January 20th, 2022. Over 50 people attended the virtual presentation. Using an integrated polling platform, attendees answered that they most often walk to the waterfront. Little Beach, the Berm, and walkways are common waterfront destinations. Attendees noted a number of waterfront opportunities of interest such as forests and natural areas, walking trails, boating, and shops.

The Online Engagement Platform

Using the online engagement platform, the public was requested to submit ideas, map their thoughts, ask questions, and respond to a short survey. The contributions received from each of these tools are summarized in Appendix A. The online consultation tools used are discussed here under the following headings:

- Ideas Tool
- Drop a Pin Tool
- Survey Tool
- Q&A Tool

Tool	Page Visits	Contributions	Contributors
Ideas	56	45	65
Drop a Pin	37	27	7
Survey	170	110	109
Total	263	182	181

table 2. Contributions to letstalkcentralelgin.ca

Ideas Tool

Tool Summary

The Ideas tool mimics using a post-it note to stick ideas on a wall or board. Instead, the posts are virtual and appear on the Ideas page [figure 23]. Users can 'like' each other's posts and share posts on social media.

What We Heard

Some of the common ideas participants were enthusiastic about included facilities such as tennis and pickleball courts, a mini golf course, ice rink, and canoe/kayak launch. Additionally, an amphitheatre, outdoor event space, and naturalization are desired. Formalizing an area of the berm for a dog park, with waste/recycling/compost bins, was mentioned often as well. Participants want to have access to the water with a continuous waterfront path and accessibility to the water. Some participants were concerned about the need for more public parking and the cost of parking in Port Stanley. Resident parking passes are suggested. Finally, a marina, boat electrical service/hookup, and day-use parking are a common request.

For the east harbour (the Berm), common ideas included formalizing trails, a continuous waterfront trail, and waste/

recycling/compost bins. Carolinian forest, wetlands and a nature centre are mentioned. Some participants were concerned about the wind and suggest wind shelters. For the west harbour, common ideas included mixed use development.

Drop a Pin Tool

Tool Summary

The Drop a Pin tool allows users to pin comments virtually on a map of the waterfront at a particular location [figure 24]. Participants can post comments and add images to help explain their thoughts. They can also 'like' each other's comments. Users were guided by the following questions:

- What's working on the waterfront? (yellow pins)
- What problems have you experienced on the waterfront? (blue pins)
- What needs to happen or change on the waterfront? (green pins)

What We Heard

What's working on the waterfront?

The natural setting of the berm, waterfront trails, biodiversity, and migrating bird habitat are all items that are working on the waterfront, according to users.

What problems have you experienced on the waterfront?

Users are concerned about fuel accessibility and lack of short/long term mooring. Additionally they note a lack of access to drinking water, washrooms, and shade near Little Beach, as well as the desire to remove the chain link fence. Rough, difficult vegetation and lack of formal paths on the Berm make usage difficult. Users are concerned about too much development and development being too tall in the

future. They are also concerned about the number of geese.

What needs to happen or change on the waterfront?

Users are excited about an outdoor amphitheatre, splash pad, lighting, naturalized areas, winter skating trails/rink, and walking/hiking/cycling trails. They note any changes will need to consider the Coastal Risk Assessment and building height guidelines.

Survey Tool

Tool Summary

The online engagement platform has a built-in survey tool. Users were asked to answer questions based on their pre-COVID activities and experience. Similarly, for questions dealing with the future of the waterfront, we asked participants to think ahead to the time when full access will resume. The survey asked who uses the waterfront, what do they do there, and what kinds of changes they would like to see. Appendix A contains a summary of the survey results.

What We Heard

Waterfront Users

A large majority of respondents have lived in Central Elgin for over 20 years. For the most part, respondents indicated they are frequent users of the waterfront. They use the West Pier Walkway, Main Beach, East Pier Walkway, and Hofhuis Park more than other waterfront spaces. Adults 40 to 64, children 4 to 12, and families/households use the waterfront the most as compared to other age groups. About 2% chose to identify as an Indigenous person in Canada.

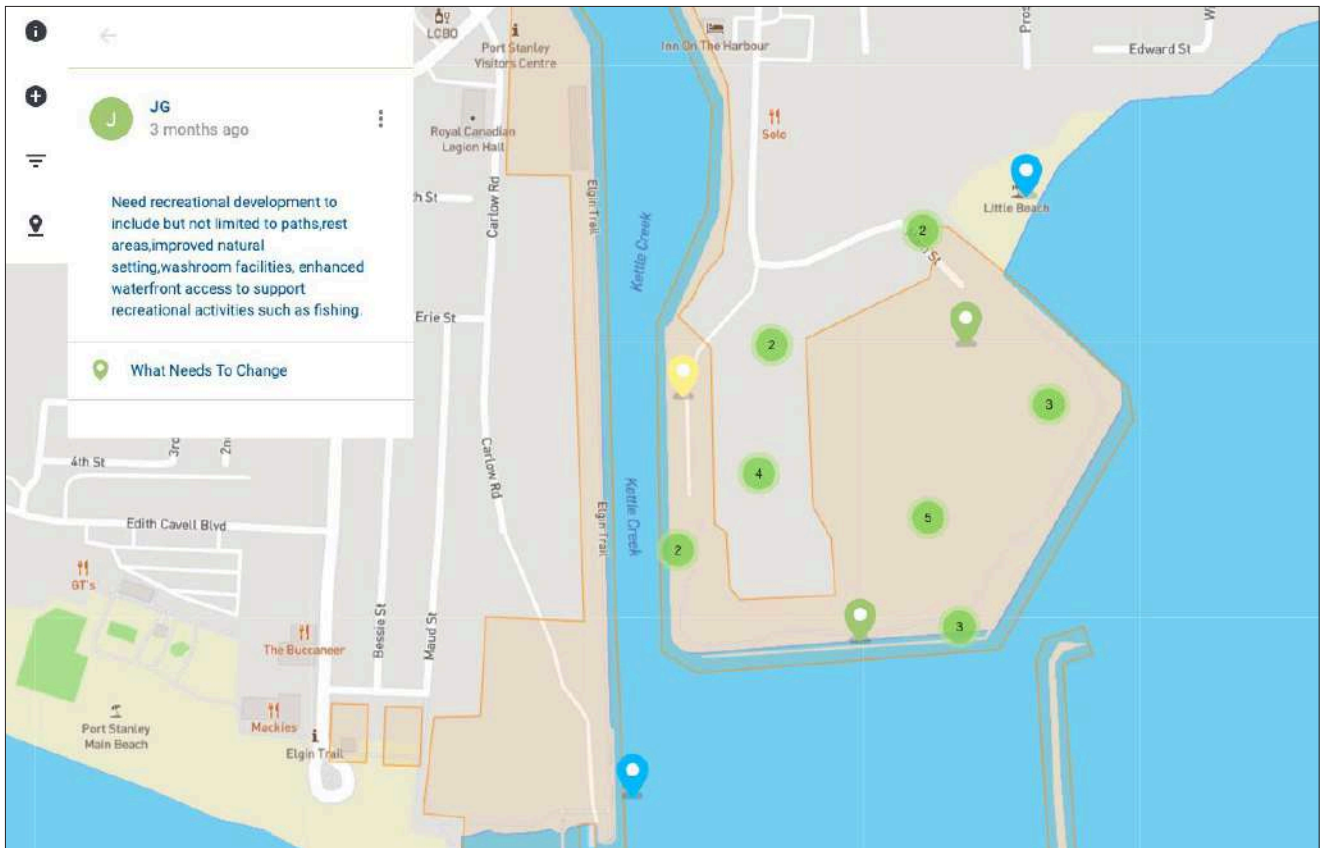


figure 24. Drop a Pin tool on letstalkcentral

Waterfront Activities

The most common activities are walking/ dog walking, playing on the beach, and swimming. Respondents think this Master Plan should include trails, places to relax, nature access, shops and markets, fishing access, and entertainment. About half of those surveyed think the Municipality should try to attract more visitors and tourists to the waterfront.

Waterfront Improvements

The main reasons respondents do not use the waterfront are over crowding and insufficient parking. The majority think there are improvements that could encourage them to use the waterfront more. The most commonly listed improvements are free parking for residents, more parking, more natural areas (forest, wetlands, etc.), more trails and paths, washrooms, shade and trees, a marina and an improved boat launch.

Phase 3: Design Options

During this phase of community engagement, feedback was sought on three design options for the Port Stanley waterfront. These were posted on the online engagement platform. The survey tool (Survey #2) was used to gather feedback on the public's preferred design option and preferred precedent images [figure 29 to figure 34]. Sixty people completed the Survey #2 and their feedback is summarized below. For a detailed view of the feedback received during this phase, see Appendix A.

What We Heard

The public's preferences were relatively balanced between the three design options. Option C was slightly preferred over the other two options with 23 responses.

Option A - The Programmed Park

Option A featured a large area of open park space, a performance space at Hofhuis Park, multi-sports courts, and naturalized shoreline protection [figure 25]. The reasons this option was chosen include the multi-sport courts, dog park, large open space, and performance space. People also liked that this option appeared to have less development and more public space.

Option B - The Festival Park

Option B included a large waterfront plaza at the end of the Main Street extension, a performance/festival space near the water, and flexible open park space [figure 26]. The reasons this option was chosen are for the waterfront plaza and greater flexibility. A few people specifically asked for the dog park, splash pad, and multi-sport courts to be added to this concept.

Option	Number of responses	Percent of responses
A	17	28%
B	20	33%
C	23	38%
Total	60	100%

table 3. Design Options preferences

Option C - The Berm Park

Option C features a large area of naturalized landscapes (Carolinian forest, meadow, wetlands), berm, amphitheatre, and splash pad [figure 27]. The reasons this option was chosen include the splash pad, amphitheatre, and naturalized area.

Precedent Images

The survey asked responders to choose their preferred precedent image from the following six categories:

- Naturalized space [figure 29]
- Open park space [figure 30]
- Activities [figure 31]
- Pathway [figure 32]
- Gateway and lookout [figure 33]
- Gathering [figure 34]

The Final Concept

Based on the feedback we heard, one preferred/amalgamated concept was created [figure 28]. It combined the public's favourite elements of their preferred concept into one. This final concept was used as a reference as the design was taken to the next level and was presented to Council as part of a project update presentation on April 11, 2022..

OPTION A

The Programmed Park

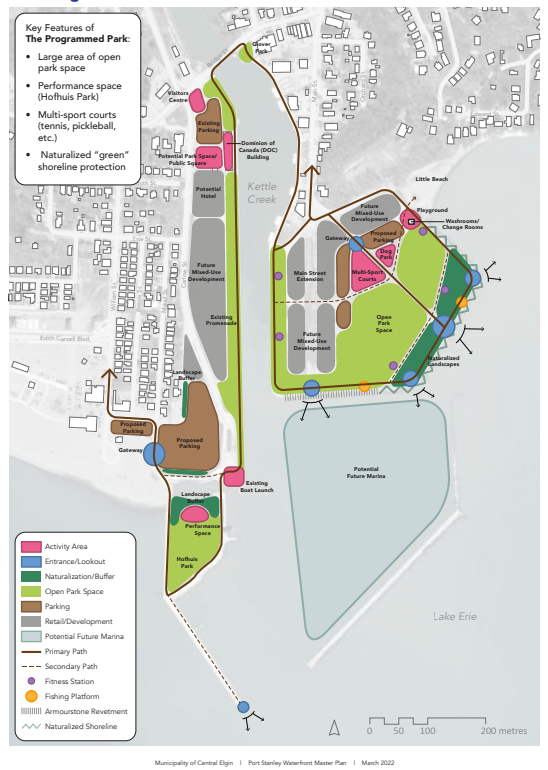


figure 25. Option A - The Programmed Park

OPTION B

The Festival Park

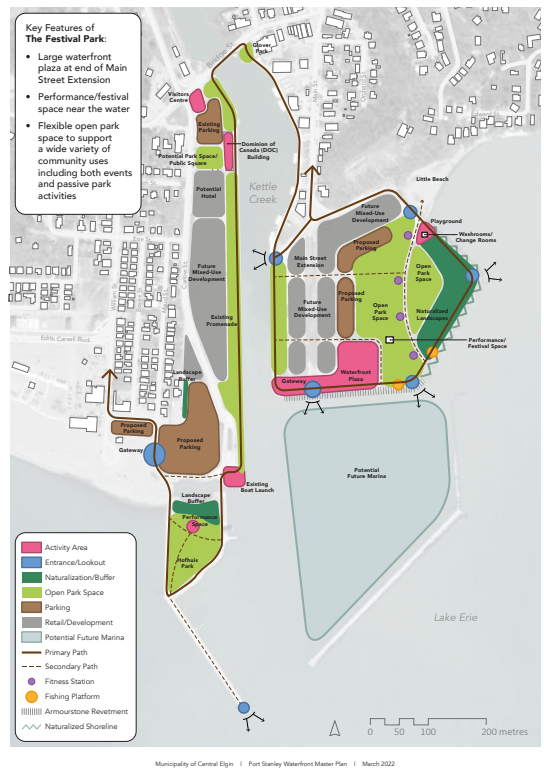


figure 26. Option B - The Festival Park

OPTION C

The Berm Park

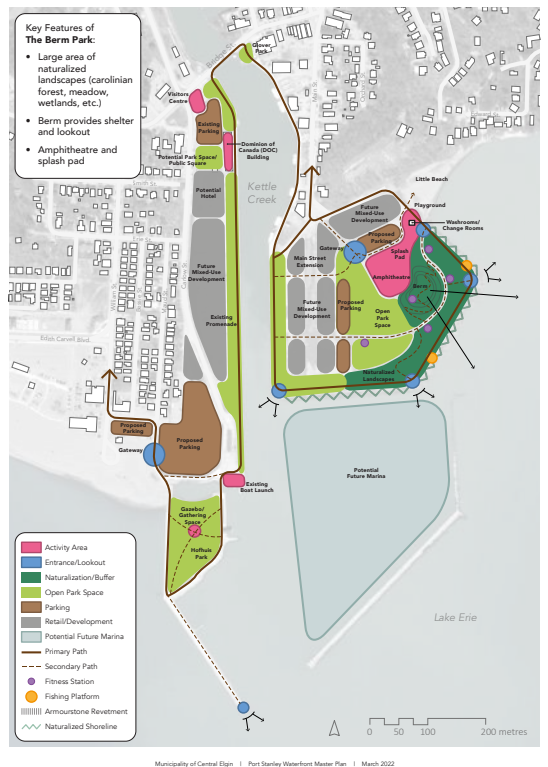


figure 27. Option C - The Berm Park

FINAL CONCEPT



figure 28. Preferred (amalgamated)



figure 29. Riparian Edge



figure 30. Wide Waterfront Promenade



figure 31. Playground



figure 32. Waterfront Promenade



figure 33. Waterfront Lookout



figure 34. Gazebo/Performance Space

Phase 4: Draft Recommendations

In this phase of community engagement, draft recommendations panels were displayed at Public Information Session #2 (PIS #2) on May 12th, 2022. The project team was available at the event to answer questions and gather feedback from the public. A questionnaire was also available at the event for the public to fill out and provide their comments. The same panels were also posted to the online engagement platform. An online survey (Survey #3), similar to the questionnaire, was also made available. Both the questionnaire and survey asked the public to rank the draft recommendations in each of the four study areas, as well as the overall waterfront.

A summary of the feedback received at PIS #2 and Survey #3 is provided below. For a complete summary of the feedback gathered, refer to Appendix A.

Tool	Contributions
Questionnaire	17
Survey #3	5
Total	25

table 4. Contributions to letstalkcentralelgin.ca

What We Heard

Overall, respondents agreed that the East Harbour (the Berm) is the top priority for improvements. West Harbour & Hofhuis Park was voted second.

West Harbour & Hofhuis Park

The top five recommendations for the West Harbour & Hofhuis Park are:

1. Walkway Enhancements
2. New Event Space

3. Update Existing Parking
4. Crosswalk and/or other pedestrian safety measure at the Boat Launch
5. Future Development

There is mixed views about having an event space in Hofhuis Park. Some feel the amphitheatre should be located at the park while others do not see a use for an event space at all. The majority of people agree that more planting would help to create shelter from the wind.

West Promenade

The top five recommendations for the West Promenade are:

1. New Park
2. Waterfront Gateway
3. Enhance Existing Promenade
4. Future Development
5. Extend Sidewalk

Many people noted the promenade has recently been updated. Though this is true, the updates being recommended would help to address climate change and rising lake levels in the future. People also voiced concerns about building height restrictions, the amount of hard surfaces, and drainage/flooding. Some voiced their agreement of a pop-up market near the DOC Building.

East Promenade

The top five recommendations for the East Promenade are:

1. Promenade Enhancements
2. Pedestrian Connections
3. Over Topping Protection

4. Separation Between Harbour Activities and Promenade
5. Glover Park

Similar to the promenade in the West Promenade, many people noted that Glover Park is not in need of updates at this time. However, since this Plan goes 10 years into the future, at some point the park will need updates. Additionally, there were comments about the necessity and purpose of promenade enhancements. With climate change and rising lake levels, raising the promenade would create an accessible path over the long-term. The idea would be to consult with the local fishing industry to develop a promenade everyone can use and benefit from.

East Harbour (The Berm)

The top five recommendations for the East Harbour are:

1. Naturalization
2. Waterfront Green
3. Walkways
4. Wetlands
5. Waterfront Promenade

Many people voiced concerns about the splash pad, dog park, and sports court. They feel The Berm is not the best location for these amenities due to high winds, sand, conflicts with naturalization, and proximity to Little Beach. Most were pleased with the naturalized area (wetlands, Carolinian forest, and meadow).

3.0 RECOMMENDATIONS

Introduction

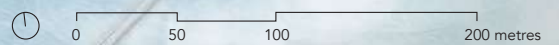
Thirty-nine (39) recommendations have been identified through the master planning process. These initiatives comprise of both physical/infrastructure projects as well as planning strategies to provide the framework necessary to realize the community's vision for the waterfront. These recommendations are based on background material review to establish context, overarching themes that emerged in the community engagement process, and the team's previous experience in waterfront planning and design. The initiatives are organized into the plan's four study areas as well as the overall waterfront. The number of recommendations associated with each area are in parenthesis:

- Waterfront Wide (8)
- West Pier & Hofhuis Park (6)
- Promenade West (6)
- Promenade East (5)
- East Harbour (The Berm) (14)

The following pages outline the proposed recommendations for each study area. A general description of the design framework is provided, followed by a discussion of recommended initiatives. At the end there is a discuss of why some recommendations were ultimately not included.



figure 36. Overall Waterfront



Waterfront Wide

The following eight recommendations apply across the wider waterfront area [figure 36]. This includes:

- WW.1 - Programmable Lighting
- WW.2 - Signage and Wayfinding Strategy
- WW.3 - Public Art Strategy
- WW.4 - Site Furniture
- WW.5 - Breakwall Enhancements
- WW.6 - Waterfront Promenade
- WW.7 - Urban Shoreline
- WW.8 - Potential Future Marina

Many of these waterfront wide recommendations are plans, designs and studies that need to be undertaken in the short term, with the implementation done in stages in conjunction with other recommendations on a project by project basis.

WW.1 - Programmable Lighting

There is community interest in improving lighting throughout the waterfront. A comprehensive lighting plan should be developed for the entire waterfront. A phased, project-specific approach to providing lighting should be considered while following the lighting plan in terms of design and intended level of illumination. Key considerations include:

- Approach should complement existing waterfront lighting
- Colour changing, programmable lights to accent the waterfront promenade and create visual interest when viewed from the water and across the Creek



figure 37. Dark-sky lighting

- Types of lights:
 - › Overhead pedestrian
 - › Column
 - › Accent
- Help to unify/tie the entire waterfront together
- Colours and intensity change based on season, special events and time of day
- Extend pedestrian lighting into Main Street and key east-west streets to draw people between the waterfront and Main Street
- Incorporate lighting into furniture and structural elements (retaining walls, steps, etc.)
- Consider solar lighting in locations where hydro is not available or there is open access to the sky
- Use dark-sky compliant lighting to discourage light pollution and negative impacts on wildlife [figure 37]



figure 38. Signage



figure 39. Public art



figure 40. Waterfront seating

WW.2 - Signage and Wayfinding Strategy

Develop a signage, wayfinding and interpretation strategy for the waterfront that also identifies connections between the waterfront and surrounding areas [figure 38]. Improved signage and mapping will help both residents and visitors navigate the waterfront and explore the waterfront's key destinations and special features. Key considerations include:

- Build upon the graphic standard currently used across the waterfront
- Identify themes and prepare content for interpretation signage
- Implement signs over time in conjunction with waterfront projects and as new opportunities emerge
- Indicate connections beyond the waterfront (such as regional trails and other communities)

WW.3 - Public Art Strategy

Public art can animate parks and open spaces by creating points of interest, celebrating community, enhancing infrastructure, and encouraging tourism [figure 39]. A strategy should be prepared that outlines an approach to incorporate art throughout Port Stanley's waterfront. Considerations include:

- Incorporate public art throughout the waterfront such as stand-alone pieces and artistic elements incorporated into infrastructure
- Introducing sculptures, murals, temporary installations, community art projects, monuments, custom furniture (i.e. waterfront loungers), etc.
- Could be implemented in conjunction with WW.1, WW.2, and WW.4, WW.6

WW.4 - Site Furniture

Building on the standard approach currently being developed for the waterfront, develop a unique chair/bench design that could be repeated throughout the waterfront and help tie the waterfront's public spaces together as well as address the need for more seating opportunities.

The strategy should:

- Include loungers, group seating, shade structures, and bicycle parking
- Create a standardized approach to seating and furniture which provides a uniform aesthetic across the waterfront
- Provide various types of seating [figure 40]
- Be durable and secure and easy to repair and replace if required
- Implement over time in conjunction with waterfront projects and as new opportunities emerge

WW.5 - Breakwall Enhancements

The breakwall should be updated\extended to improve safety and increase shelter for the harbour. Key considerations include:

- Investigate options to improve breakwall to address impacts of wave action on the shoreline
- Ensure updates consider climate change, elevated water levels and a potential future marina

WW.6 - Waterfront Promenade

A continuous waterfront promenade has the potential to be one of Port Stanley's signature waterfront destinations. By incorporating a context-sensitive design solution, it will provide additional opportunities to view the lake, watch boats enter and leave the harbour, and provide an important link between the east and west sides of Kettle Creek. The new sections of the promenade should build on the recently improved sections of the waterfront to provide a unified treatment and be designed to address climate change and elevated lake levels which have resulted in frequent maintenance to address over topping. Key considerations include:

- Provide a wide uninterrupted promenade from Main Beach to Little Beach a minimum five to six metres wide
- Incorporate a distinct paving treatment to tie the waterfront together
- Incorporate consistent lighting, signage, and site furnishings (WW.1, WW.3, WW.4)
- Develop a comprehensive plan for the entire waterfront promenade with a phased, project-specific approach to implementation



figure 41. Steps leading to the water



figure 42. Seating and planting integrated into retaining wall



figure 43. Tiered promenade

WW.7 - Urban Shoreline

The Coastal Risk Assessment (CRA), prepared by Zuzek Inc. and SJL Engineering in 2021, recommends updates to the southern shorelines in the study area of this Plan. This includes the southeast and southwest edges of Kettle Creek and around the Berm. In accordance with the CRA, this plan recommends updating the shoreline in these areas to include both urban and naturalized conditions [figure 46]. The naturalized shoreline is addressed under recommendation EH.7. Considerations for the urban shoreline include:

- The existing seawall is a significant piece of infrastructure that may be approaching the end of its life expectancy in some locations. An assessment of the seawall is required to understand its condition and remaining life expectancy. Options to address any improvements/repairs need to be investigated and considered as part of the plans for future investment in the shoreline and promenade
- Raise the shoreline by at least 1.13 meters to account for future lake levels [figure 44]
- Create a unique public space with an integrated system of retaining walls, stairs, seating, and ramps to allow access to the water's edge [figure 42, figure 45, figure 47, figure 48]
- Integrate the waterfront promenade into the design of shoreline protective measures to ensure a continuous path across the waterfront
- Vary the urban shoreline condition by adding steps leading into the water [figure 41, figure 49]

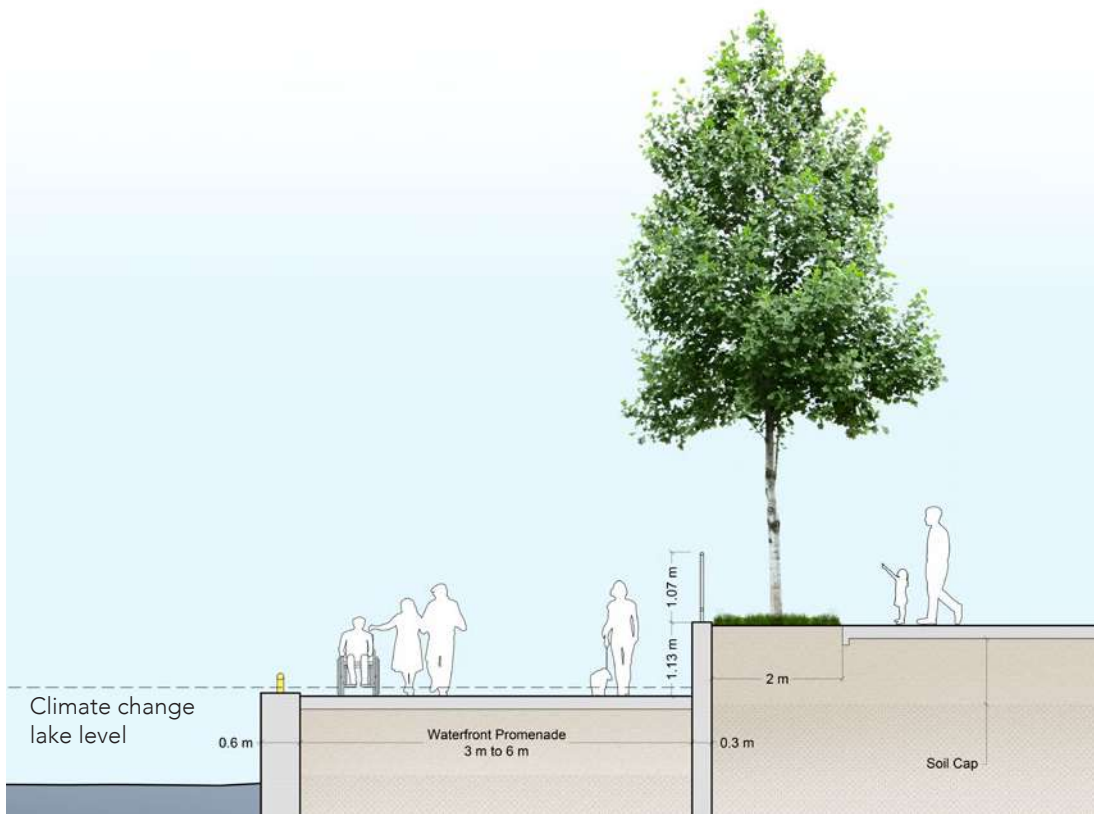


figure 44. Section through retaining wall and planting

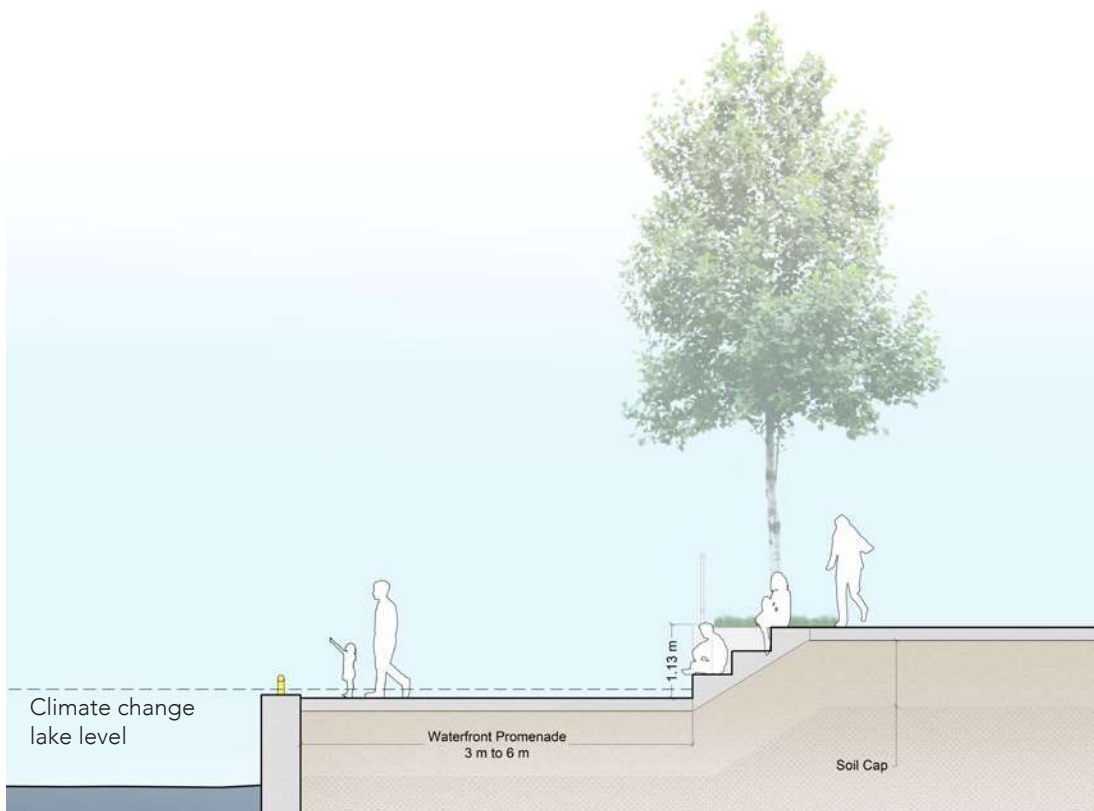


figure 45. Section through seating steps

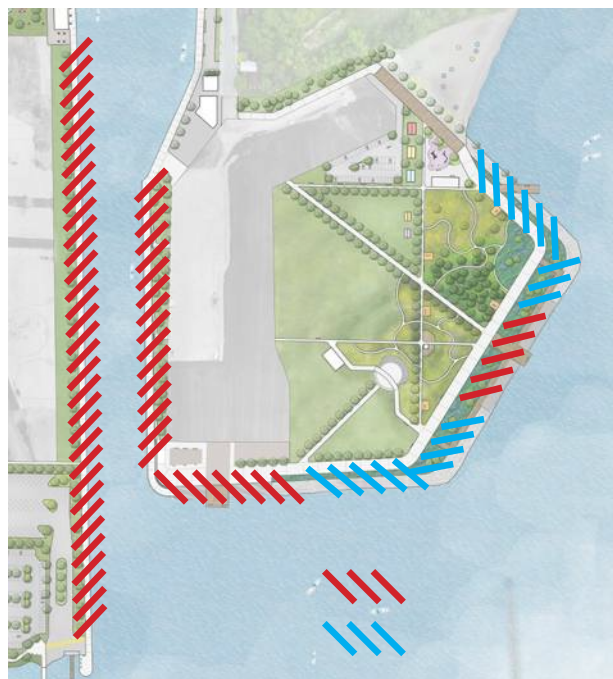


figure 46. Location of shoreline conditions

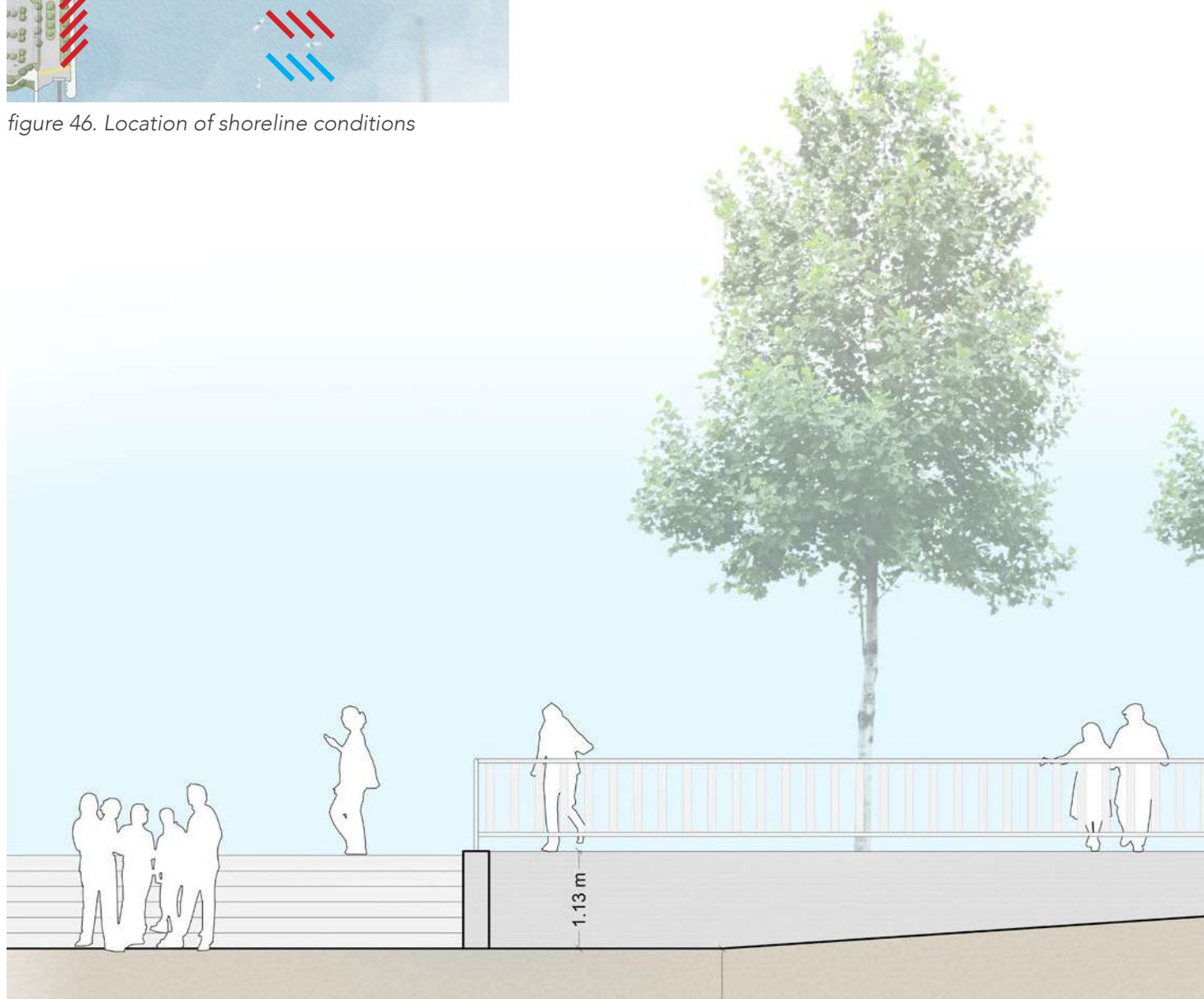


figure 47. Tiered promenade with ramp, steps, and planting



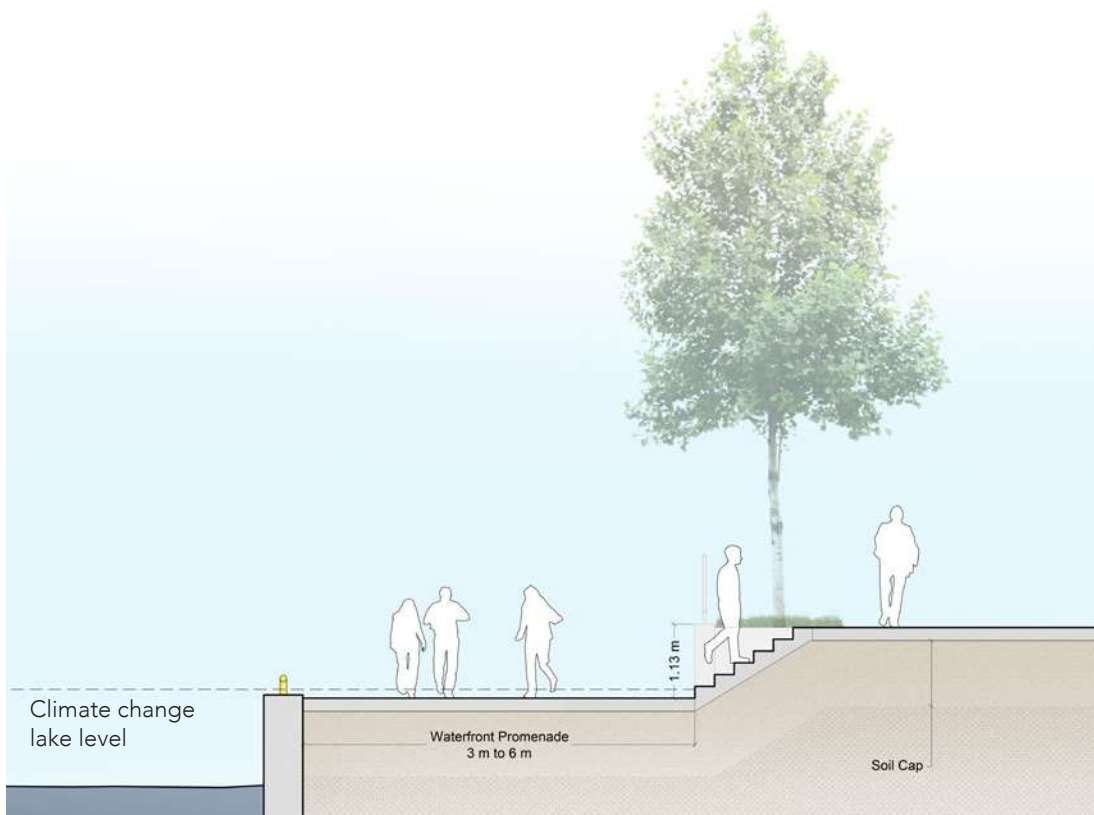


figure 48. Section through steps

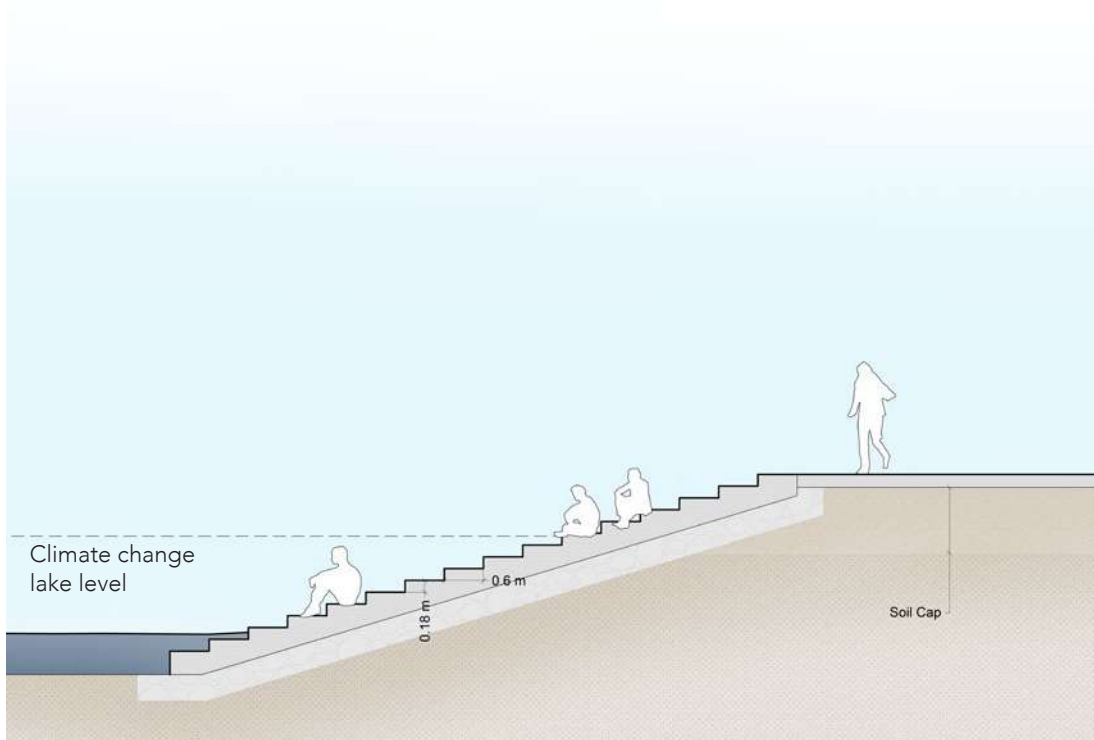


figure 49. Section through steps leading to the water

WW.8 - Potential Future Marina

Through the community engagement process, interest was expressed by some members of the community for a future marina in Port Stanley's harbour [figure 50]. While the planning and design of a future marina is beyond the scope of this master plan, the following outlines several considerations for a future marina facility within the harbour area. This includes:

- Marina feasibility study
- Breakwall repairs and enhancements
- Marina facilities
- East-west connectivity

Marina Feasibility Study

Prior to investing any funds into the planning, design and implementation of a marina and its associated amenities, a Marina Feasibility Study should be undertaken to understand the market demand for a new marina in Port Stanley. This study should include:

- An understanding of the existing recreational boating facilities available in Port Stanley and vicinity
- Socio-demographic analysis of current and projected Port Stanley and region boater market
- Current and projected demand for seasonal and transient boat slips

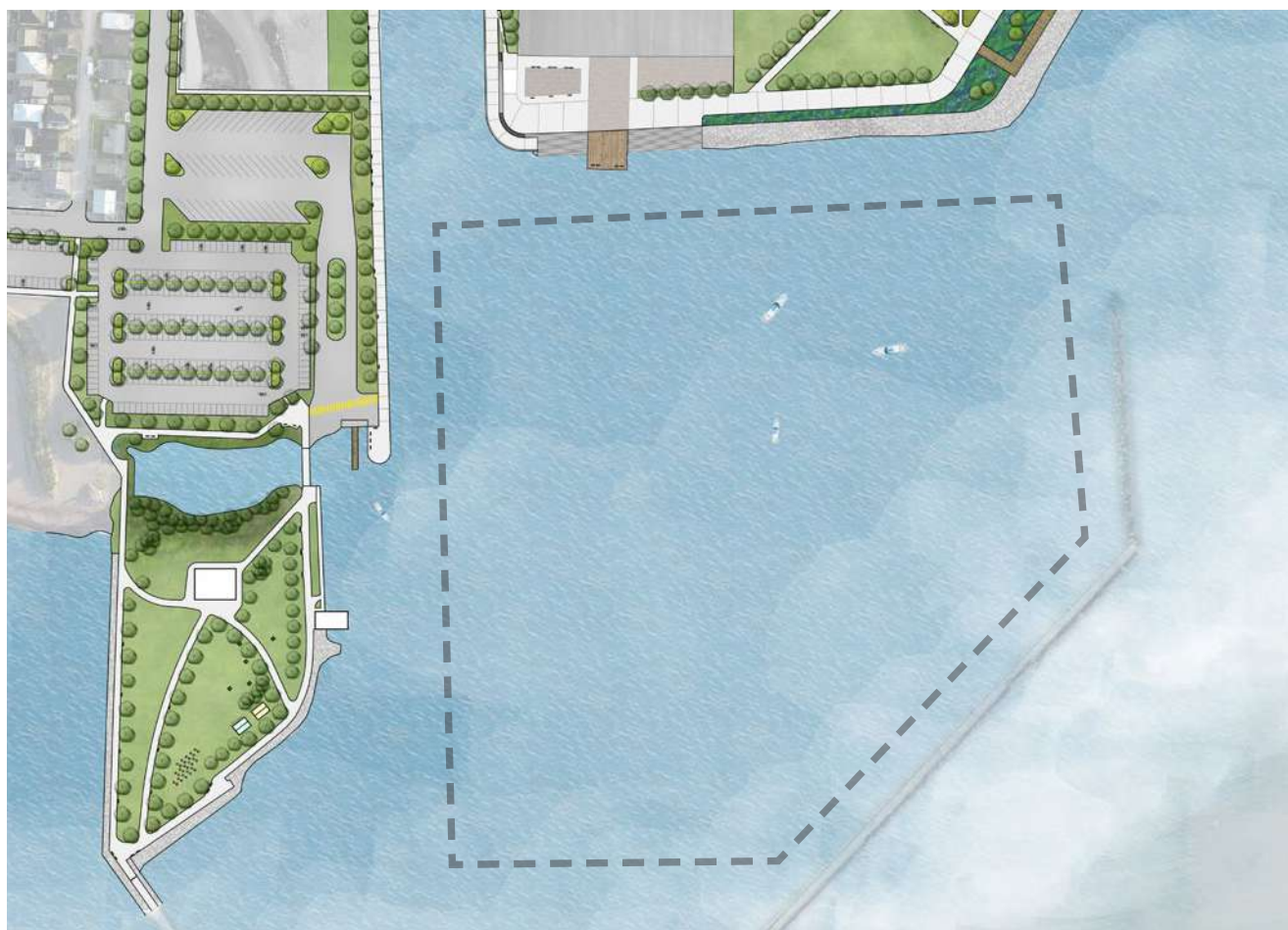


figure 50. Potential future marina

- Financial projections and proforma for a municipally owned and operated or privately operated marina
- Assessment of the potential economic benefits from transient boaters on the community with consideration for the right mix of seasonal vs transient slips

A study as described above would help establish the size and type of marina that would be financially viable over the long term, the economic benefits to the community and municipality, and whether it would be a municipally owned and operated or if some other arrangement with a private operator (i.e. lease) would be feasible.

The presence of the four existing private marina operations on Kettle Creek (Kettle Creek Marina, Stan's Marina, Kanagio Yacht Club and Bridgeview Marina) also need to be considered as part of the study to ensure a fifth facility in the community would not negatively impact these operations.

Breakwall Repairs and Enhancements

Given the current condition of the breakwall, repairs are required to this important piece of infrastructure. However, the extent of work necessary may expand significantly if a marina facility is proposed which requires enhanced wave protection. The size and configuration of a future marina (number and location of slips proposed) may require that the breakwall be expanded to enhance the protection provided to the future marina's dock infrastructure/boat slips.

The Marina Feasibility Study (discussed above) will need to understand the cost to upgrade and possibly reconfigure the breakwall to help provide the protected harbour area necessary to support a marina operation. The larger a proposed marina is, the more extensive the upgrades that are likely required. Consideration of ongoing

maintenance costs including dredging of the harbour will also need to be considered.

Marina Facilities


For a marina to be a financially viable operation, it needs to provide boaters with the range of amenities which are typically provided by marinas. At a minimum this likely includes:

- Parking for marina users
- Boat launch
- Season slips (with access to power and water)
- Transient slips (with access to power and water)

Other facilities that may be required to make the operation more financially viable include:

- Fuel dock
- Equipment storage
- Winter boat storage
- Lift-in/lift-out facilities
- Harbour master/members building (washrooms, showers, lounge, etc.)
- Boat maintenance/repair services

A concept design for the marina would need to be prepared which considers the size and configuration of these amenities. This concept will also help inform the Marina Feasibility Study and the level of investment necessary to build, operate and maintain the marina. The size of the marina operation will also inform the land area required to support the marina including the amount of space required for parking and storage which can be significant. Assuming the boating market can support a larger marina operation (i.e. 200 to 400 slips) it will translate into a larger footprint to accommodate parking, storage and



other facilities. While a more modest marina operation may be possible, the return on investment will likely be less/slower. It therefore may not be viewed as a financially viable operation.

East-West Connectivity

One of the challenges associated with introducing a marina in the Port Stanley harbour is how to address east-west connectivity across Kettle Creek. The existing boat launch, vehicle and trailer parking is currently located on the west side of Kettle Creek, while – based on the harbour’s current configuration – boat slips would need to be located on the east side of Kettle Creek. The logistics of launching a boat and parking on the west side of the harbour, while boat slips are on the east side, needs to be considered in the planning and design of a marina since currently, the only crossing west to east is at Bridge Street.

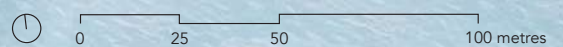
To address this challenge there are a few options that could be considered as part of the marina’s design. This includes:

- Providing a pedestrian bridge over the south end of Kettle Creek
- Relocating the boat launch and parking to the east side of Kettle Creek
- Reconfiguring the harbour and breakwall to facilitate the placement of the marina on the west side of the harbour closer to the launch

These options and other solutions could be investigated as part of the marina design process and considered as part of the Marina Feasibility Study. Each approach has a cost and operational considerations that need to be factored into the feasibility study and whether a marina is financially viable over the long term.



figure 51. West Harbour & Hofhuis Park



West Harbour & Hofhuis Park

The following six recommendations address improvements on the west side of Kettle Creek from the McAsphalt Property at the north end south to Hofhuis Park and the Boat Launch [figure 51].

WH.1 - Update Existing Parking

WH.2 - New Public Parking

WH.3 - New Event Space

WH.4 - Crosswalk at Boat Launch

WH.5 - Walkway Enhancements

WH.6 - Future Development

WH.1 - Update Existing Parking

Parking during the busy summer months is in limited supply. Most parking lots are gravel and therefore have no painted lines demarcating stalls. To help maximize parking and increase efficiency, the following improvements are proposed.

- The existing lot should be paved with a curb around it, instead of a fence
- Greening and low impact development features should be incorporated (planting, permeable pavers, etc.) to address stormwater run-off quality and to help combat urban heat island effect [figure 54]
- Line markings for 52 parking stalls in the lot and 15 street stalls on Lotus Lane

WH.2 - New Public Parking

Additional public parking could be provided near the waterfront if the McAsphalt property is acquired. Paving the site would help to create a protective cap over this impacted site. Other considerations include:

- The entrance should be provided off of Carlow Road, away from the boat launch to help manage traffic flow
- The lot should include parking for boats and trailers
- If possible, keep parking for boats and trailers separate
- Design boat and trailer parking as a flex space to accommodate other uses in the off-season
- Incorporate planting and trees wherever possible to address stormwater run-off quality and to help combat urban heat island effect

WH.3 - New Event Space

A new event space is proposed as a central gathering space that can be active all year. Key considerations include:

- A large event space/gazebo with connecting paths
- Design and orient the structure to protect performers and spectators from the wind and rain
- Strategic placement of planting to help shelter the structure
- Incorporate lighting to support safety and security, special events, and create a unique feature along the waterfront
- Incorporate geese deterrent technology

WH.4 - Crosswalk at Boat Launch

To improve pedestrian safety at the boat launch a pedestrian crossing should



figure 52. Public art opportunity using the wind



figure 53. Wind and shade shelters



figure 54. Parking lot greening

be provided between the waterfront promenade and Hofhuis Park. Key considerations include:

- The provision of fencing/barriers and offset gates at either end to direct pedestrians to a specific crossing point
- Pavement markings to demarcate the crossing location
- Warning signage before and at the crossing to inform pedestrians of the crossing and to watch for vehicles using the boat launch
- Provide signage alerting users about the pedestrian crossing

WH.5 - Walkway Enhancements

This section of the waterfront promenade has been updated recently with new paving, lighting, and site furniture. This recommendation proposes updates to the promenade to address climate change and rising lake levels. Key considerations include:

- Update promenade in conjunction with other promenade improvements and additions (WW.6)
- Raise the walkway by at least 1.13 metres to accommodate future lake levels
- Distinct paving treatment to tie waterfront together
- Wherever possible incorporate tree planting for additional shade
- Allow for an improved connection to Hofhuis Park across the boat launch (WH.4)



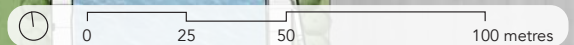
WH.6 - Future Development

This parcel is part of the Harbour Secondary Plan which identifies this area as a future mixed-use development. Some key considerations for this parcel to integrate with the waterfront include:

- Providing a pedestrian link between the waterfront promenade and Carlow Road
- Maintain buffering considerations adjacent to existing residences
- Introducing a new sidewalk along Carlow Road



figure 55. Promenade West



Promenade West

The following six recommendations address improvements on the west side of Kettle Creek from Bridge Street at the north to the McAsphalt property to the south [figure 55]. These recommendations build on the work recently completed along the waterfront.

PW.1 - Waterfront Gateway

PW.2 - Enhance Existing Promenade

PW.3 - New Park

PW.4 - Extend Sidewalk

PW.5 - DOC (Dominion of Canada)
Building

PW.6 - Future Development



figure 56. Unique paving pattern

PW.1 - Waterfront Gateway

The Port Stanley waterfront is a destination that should be easy to find and navigate. With future waterfront focussed development on Carlow Road, the intersection of Bridge Street and Carlow will become an important gateway to the waterfront. Considerations include:

- Enhance the intersection and parkette at Carlow Rd, George St. and Bridge Street as an important gateway to the waterfront
- Provide signage, planting, lighting and architectural features to help denote this intersection as a gateway to the waterfront

PW.2 - Enhance Existing Promenade

Similar to the area in the West Harbour, this portion of the waterfront promenade has also been updated recently with new paving, lighting, and site furniture. However, updates to the promenade to address

climate change and rising lake levels are recommended in the future. Considerations include:

- Update the promenade in conjunction with other promenade improvements and additions (WW.6)
- Raise the walkway by at least 1.13 metres, or create a tiered walkway that is at a higher elevation to accommodate climate change lake levels
- Connect the promenade to the DOC Building and allow for patio space for the new brewery
- Distinct paving treatment to tie waterfront together [figure 56]
- Wherever possible incorporate tree planting for additional shade
- Ensure the promenade is connected to Carlow Road and to the future development in the mixed-use area



figure 57. Pop-up market in new park



figure 58. Sidewalk extension design



figure 59. Waterfront patio

PW.3 - New Park

There is an opportunity to transform the area between the DOC Building and Carlow Road into a community hub. With the new brewery coming in 2023, a new park could serve as additional patio space and flex space for pop-up markets and vendors [figure 57].

- As part of the Harbour Secondary Plan a future hotel is recommended south of the proposed new park, so the park's design should be a transition between the Visitor Centre, DOC Building and future hotel
- Where additional parking and vehicular access is necessary to support the brewery, the park's design can be hardscape to support access and as a flex space to support special events
- The balance of the new park would primarily be a passive space with picnic tables, grass, and trees

PW.4 - Extend Sidewalk

Extend the sidewalk on the east side of Carlow Road south towards the lake. A sidewalk would provide a pedestrian connection to the future mixed-use area and a direct connection to Hofhuis Park and Main Beach. Considerations include:

- Pedestrian connections should be considered with the development of the McAsphalt property into a parking lot
- Tree planting along the sidewalk to provide shade and a landscaped buffer [figure 58]

PW.5 - DOC Building

There is currently a rent-to-own agreement on the DOC (Dominion of Canada) property. It is currently being developed into a microbrewery and is set to open in 2023 [figure 60]. Key considerations include:

- Design of new park (WP.3) to perform as a transition/flex space between the building and adjacent lands
- The brewery should seamlessly connect to the waterfront promenade (patio space) [figure 59]

PW.6 - Future Development

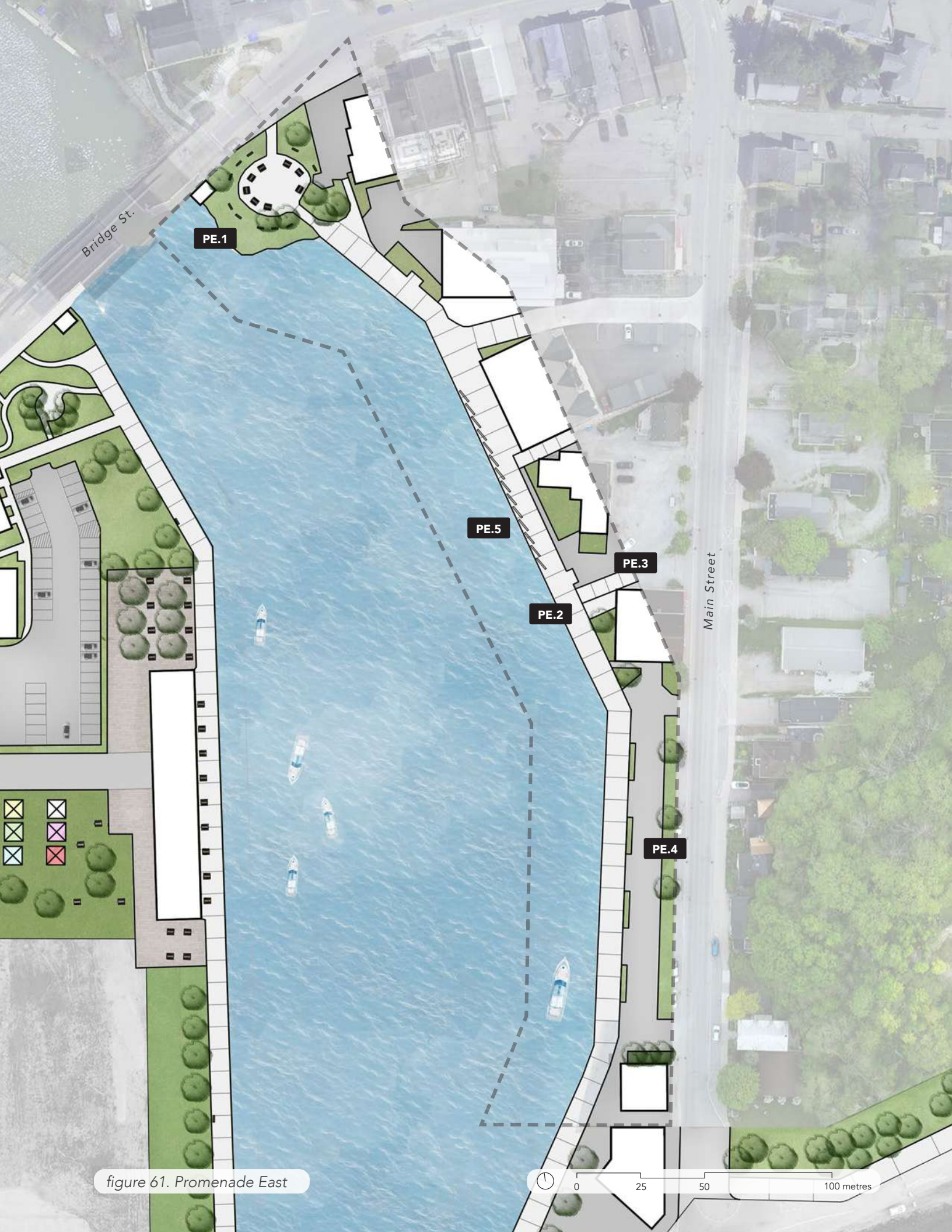
This future mixed-use development should be integrated into the existing waterfront context and promenade. With proximity to the visitors centre and future brewery at the DOC Building, and existing residents, the Future Development should accommodate a

number of different development scenarios. Some key considerations include:

- A hotel at the north end of this area
- Pedestrian connections between the waterfront promenade and Carlow Road
- Landscape buffers adjacent to existing residences
- A new sidewalk along Carlow Road (PW.4)
- Architecture/building design should front/address both Carlow Road and the waterfront promenade
- Accommodate the proposed park (WP.3)
- Include publicly accessible washrooms



figure 60. Rendering of the new development at the DOC Building



Bridge St.

PE.1

PE.5

PE.3

PE.2

Main Street

PE.4

figure 61. Promenade East



Promenade East

The following five recommendations address the area on the east side of Kettle Creek from Bridge Street at the North to the South end of Main Street with a focus on pedestrian connectivity along the waterfront [figure 61].

PE.1 - Glover Park Updates

PE.2 - Promenade Enhancements

PE.3 - Pedestrian Connections

PE.4 - Separation Between Harbour Activities and Promenade

PE.5 - Over Topping Protection

PE.1 - Glover Park

Since Glover Park is a relatively new park, only minor improvements may be considered for the duration of this Plan. Considerations include:

- Provide programmable lighting (WW.1)
- Integrate signage and wayfinding (WW.2) to have Glover Park perform as a gateway to the waterfront along the east side of Kettle Creek
- Look for opportunities to integrate public art as part of WW.3
- Upgrade/integrate new site furnishings as part of WW.4
- Future floodproofing to accommodate climate change and elevated lake levels (WW.7) should be considered in the future beyond the duration of this plan

PE.2 - Promenade Enhancements

This section of the waterfront promenade has been updated relatively recently with new paving and lighting. Updates to the promenade to address over topping (PE.5), climate change, and rising lake levels are recommended. Considerations include:

- Update promenade in conjunction with other promenade improvements and additions (WW.6) [figure 62]
- Raise the walkway by 1.13 metres (minimum), to create a tiered walkway that accommodates climate change/future lake levels
- Connect the promenade to existing businesses on Main Street (PE.3)
- Provide a distinct paving treatment to unify the waterfront
- Visually and physically link the promenade to the Berm to the south
- Accommodate commercial activities as per PE.4
- Any development along Main Street should have frontage on both Main Street and the promenade [figure 62]



figure 62. Harbourview Condominiums frontage towards the waterfront promenade



figure 63. Updated waterfront promenade



figure 64. Planting edges to create separation

PE.3 - Pedestrian Connections

The waterfront promenade and Main Street should be linked with a series of pedestrian walkways. Considerations include:

- New development along Main Street should incorporate pedestrian connections between Main Street and the promenade
- Coordinate with signage and wayfinding (WW.3)

PE.4 - Separation Between Harbour Activities and Promenade

Port Stanley's harbour has an active fishing industry. Maintaining space for the fisheries industry to accommodate their activities is important. This includes space for loading/unloading areas, temporary storage and docking. This ongoing legacy of the area should be celebrated and integrated into the public spaces across this section of the waterfront. Understanding this is not a municipally owned parcel and may be reconfigured by the owner, key considerations include:

- Place planters and other barriers between the working section of waterfront and pedestrian waterfront promenade [figure 64]
- Consult with the local industry and land owner(s) to develop a solution which minimizes disruption of commercial operations
- Celebrate the local industrial past and present with lighting, signage, site furniture and public art (WW.1, WW.2, WW.3, and WW.4 respectively)



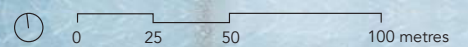
PE.5 - Over Topping Protection

In some sections along the promenade, large concrete barriers are used to address wave uprush and over topping. It is recommended that a more permanent solution be integrated into the design of the promenade (PE.2). Considerations include:

- Provide concrete barriers along the water's edge to help prevent over topping
- Consider incorporating seating, lighting, and colour within the barriers to create a sense of place and meaning



figure 65. East Harbour (The Berm)



East Harbour (The Berm)

The following fourteen recommendations address the development of the Berm area at the south of Main Street into a new waterfront park [figure 65].

- EH.1 - Waterfront Promenade
- EH.2 - Walkways
- EH.3 - Trails
- EH.4 - Parking
- EH.5 - Waterfront Green
- EH.6 - Naturalization
- EH.7 - Shoreline Naturalization
- EH.8 - Waterfront Plaza
- EH.9 - Amphitheatre
- EH.10 - Activity Zone
- EH.11 - Lookouts
- EH.12 - Fishing Platforms
- EH.13 - Exercise Stations
- EH.14 - Future Development

EH.1 - Waterfront Promenade

The promenade will need to be developed around the edge of the Berm to create a continuous pedestrian walkway.

Considerations include:

- Provide a five to six metre wide walkway around the perimeter of the berm
- Provide a wooden boardwalk style at Little Beach
- Incorporate seating, signage, public art, and specialty paving
- Incorporate lookout nodes
- Consider climate change and rising lake levels



figure 66. Boardwalk on the water's edge

- Develop the new promenade in conjunction with other promenade improvements and additions (WW.6)
- Connect the promenade to the future mixed-use development on the Berm (Main Street extension) as per the Harbour Secondary Plan
- Promenade to link all of the future park spaces at the Berm
- Provide a distinct paving treatment to tie the park together
- The promenade should be integrated with the new shoreline conditions being recommended (WW.7 and EH.7) [figure 66]
- Should allow perimeter access for construction and future maintenance of the east breakwater



figure 67. Walkway with seating



figure 68. Trail and new berm



figure 69. Tree lined drainage swale

EH.2 - Walkways

Secondary pedestrian walkways are required throughout the interior of the Berm [figure 67]. Key considerations include:

- 2.5 to 4 metre maximum width
- Lighting, signage, and seating throughout
- Phase walkways in association with the implementation of park amenities

EH.3 - Trails

Trails are smaller paths and act as tertiary connections on the Berm through the naturalized areas [figure 68]. Considerations include:

- Crushed stone trails
- 1.5 to 2.5 metres maximum
- Incorporate exercise stations along the trails to create an exercise loop
- Trails should be primarily located through the naturalized areas

EH.4 - Parking

With the development of the berm into a public park and mixed-use space, parking will be necessary. Key considerations include:

- Integrate into the mixed-use space so a high proportion of the Berm can remain mostly parkland
- Locate adjacent to the future Main Street development, with frontage towards the park
- Incorporate planting and trees wherever possible to address stormwater run-off quality and to help

combat urban heat island effect

- Incorporate other modes of transportation into the parking lot designs including kiss n ride/drop off areas, weather-protected transit/shuttle waiting areas and bicycle parking

EH.5 - Waterfront Green

The Waterfront Green is an area of passive park space located in the centre of the Berm. Key considerations include:

- A large open area of grass, bordered by tree-lined paths
- Picnic tables and shade structures
- Flexible space for large gatherings, informal sports/active recreation and special events

EH.6 - Naturalization

On the east side of the Berm a more naturalized landscape treatment is proposed. Key considerations include:

General

- Hardy, low-maintenance native plants, grasses, trees, and shrubs with a focus on biodiversity and habitat creation
- Create a monitoring and maintenance program with local schools and volunteers
- Opportunities for school and public native tree planting events
- Incorporate a mix of habitat types including Carolinian forest, meadow, and wetlands
- Use topography to create microclimates to help provide suitable growing conditions for each habitat type
- Use signage and wayfinding to provide educational element to the design to inform visitors about the key aspects of each habitat, its importance, plant species, wildlife and management considerations

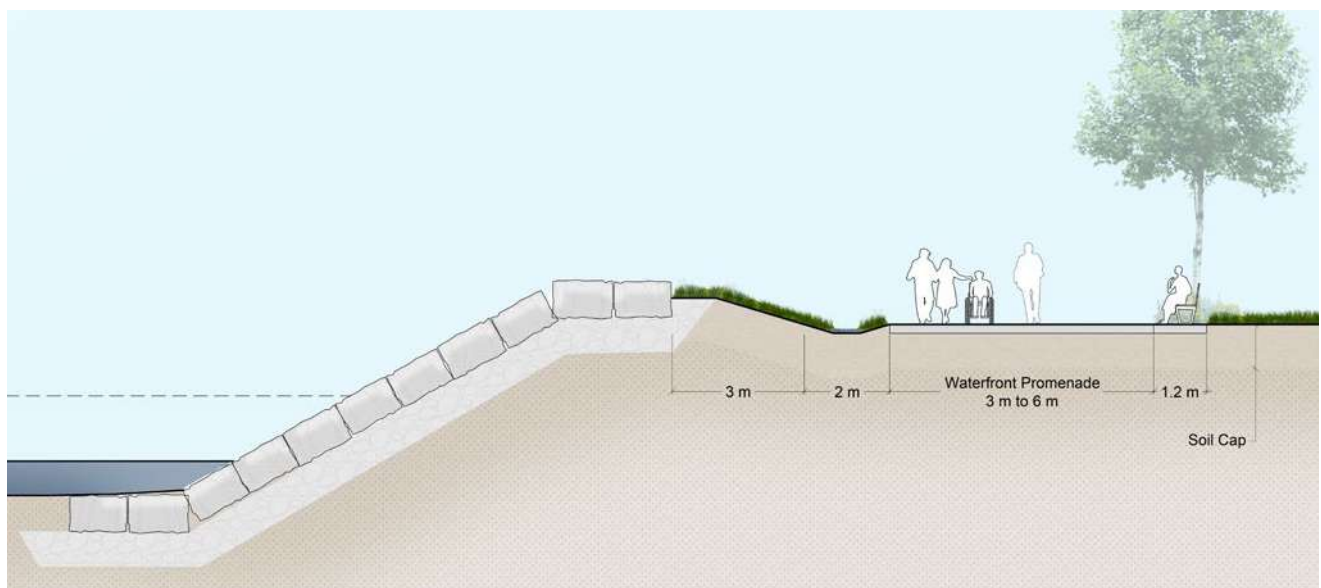


figure 70. Small drainage swale

Carolinian Forest:

- Consider the Miyawaki Forest method of planting where small, dense groupings of saplings allow communities to share resources and shelter each other, while also discouraging human interference
- Plant locally native species
- Start with early succession species and move on to mid-succession and climax species

Meadow:

- The majority of the naturalized area should be meadow to help provide clear sightlines
- Select species that will attract pollinators and bird

Considerations for the Wetlands:

- Through the creation of appropriate topography, provide pockets for wetlands to address seasonal flooding and lake over topping during larger storm events (EH.7)
- Design pathways to provide safe access in proximity of wetlands with some raised boardwalk areas as appropriate
- Separate wetlands from sodded areas to minimize potential for geese

EH.7 - Shoreline Naturalization

The Coastal Risk Assessment (CRA) recommends the southern waterfront shorelines in the study area of this Plan be

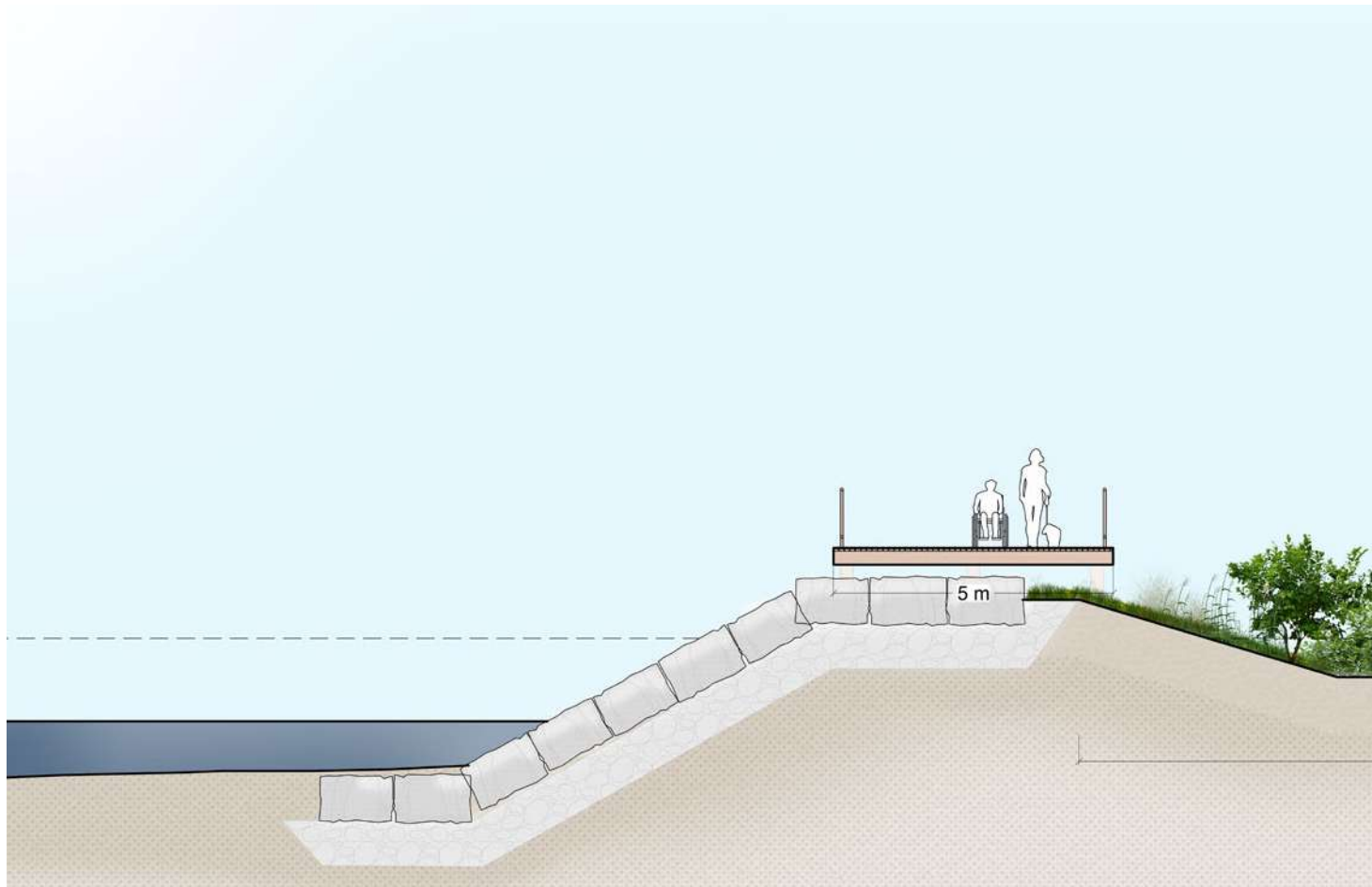


figure 71. Large planted drainage swale

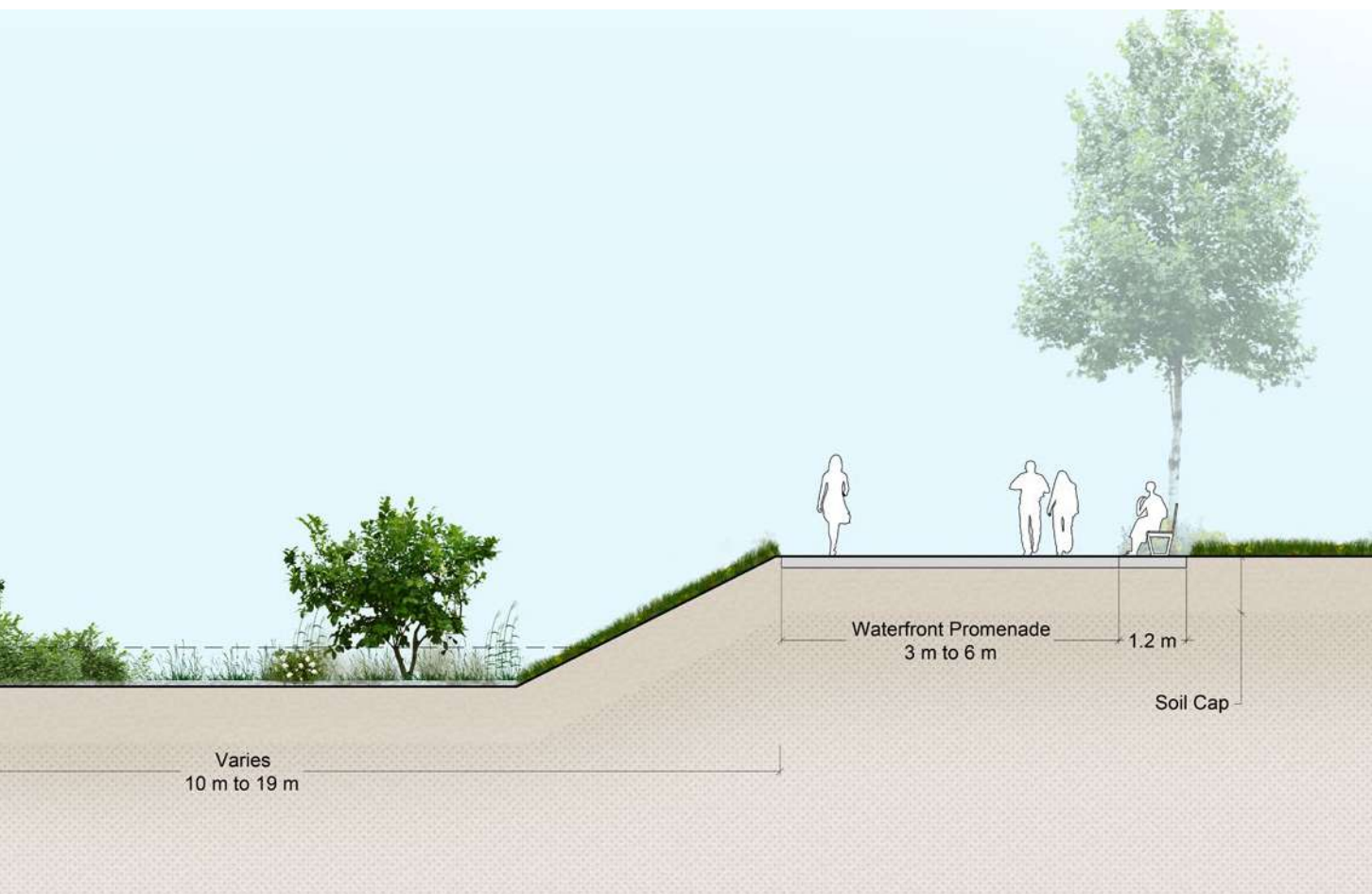
updated. It also suggests that naturalized shorelines be considered wherever possible. In accordance with the CRA, this Plan recommends adding a naturalized shoreline to key areas of the Berm.

A naturalized shoreline creates a more gradual transition from water to land. Swales (low areas), collect and hold water, allowing it to drain slowly back to the lake [figure 70]. Considerations include:

- Ensure the majority of the Berm is at least 1.13 meters above current level to account for future lake levels
- Create a unique promenade experience with a secondary boardwalk along the rip rap edge [figure 71]
- Integrate the waterfront promenade into the design of shoreline protective measures to ensure a continuous path

across the waterfront

- Plant native wetland species within the swale (EH.6) [figure 69]



EH.8 - Waterfront Plaza

A Waterfront Plaza is proposed as a central gathering space that is active all year [figure 72]. It would be located at the end of the future Main Street extension. Key considerations include:

- Provides an unobstructed view of the lake from the Main Street extension
- Space for smaller pop-up shops, cafes, and food stands as an extension of Main Street
- Civic space for events and gathering
- Specialty paving, lighting and seating
- Stepped edge into the water to provide a unique experience and seating area
- Potential for water feature (summer) and artificial ice surface (winter) [figure 73]

EH.9 - Amphitheatre

Since the lands of the Berm are capped, a sunken amphitheatre is not possible. Instead, it is recommended a large berm (hill) be constructed around the amphitheatre to create a protected space [figure 74]. Considerations include:

- Orient the facility and provide landform to shelter the theatre from the wind, reduce noise and avoid having sunlight directly in the eyes of performers and spectators
- Provide a performance structure with stage, washrooms, backstage area, and concession stand
- Design seating to be set into the slope of the berm
- Buffer with meadow and naturalized plantings

- Design to be multi-use to allow for sheltered seating and small gatherings
- Position the stage to face north so performers will not have sun in their eyes, and position the seating to face south for great views of the water
- Design to coordinate with the proposed lookout (EH.12)

EH.10 - Activity Zone

An activity zone is recommended near Little Beach to provide recreation amenities to the Berm. Key considerations include:

- A new natural playground with a tower structure and net climbers [figure 75]
- Playground should be designed to provide elements for children of all ages and abilities
- Washrooms and change facilities to accommodate park and Little Beach
- Seating and picnic areas including shade structures [figure 76]

EH.11 - Lookouts

The addition of a large berm for the amphitheatre (EH.9) provides an opportunity to take advantage of the raised lands with a lookout. Considerations include:

- Accessibility
- Provide shelter from the wind without blocking views
- Consider a small gathering space at the top of the lookout
- Lighting (WW.1), Signage and Wayfinding (WW.2), Public Art (WW.3) and Seating (WW.4)



figure 72. Waterfront plaza in summer

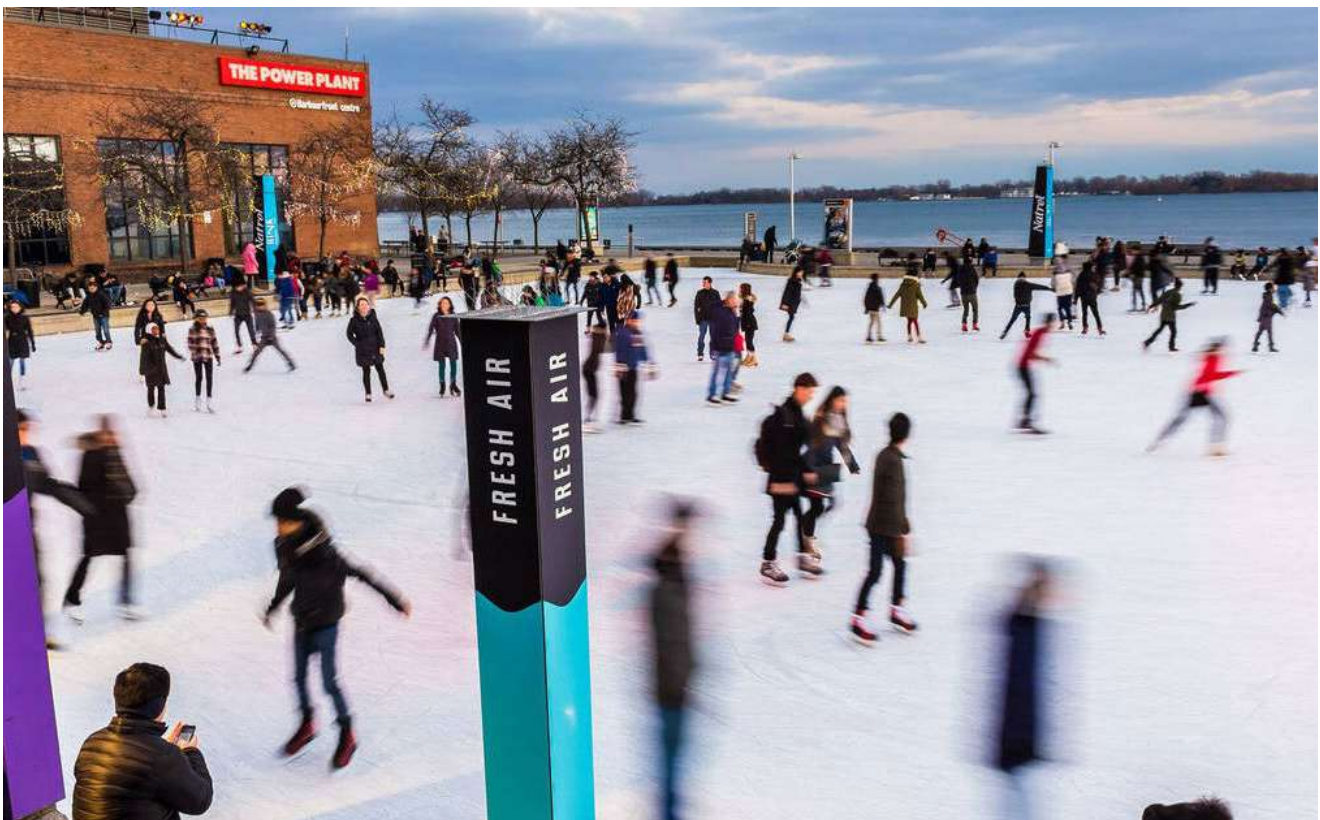


figure 73. Waterfront plaza in winter



figure 74. Outdoor amphitheatre



figure 75. Natural play equipment



figure 76. Shade structure

EH.12 - Fishing Platforms

Fishing areas should be integrated into the waterfront promenade on the Berm. Designated fishing platforms would support use and enhance safety. Considerations include:

- Cantilevered structures over the water to provide better access for fishing
- Provide a railing for safety that still allows for anglers of different heights to easily place their rod in the water
- Railing should have a comfortable cap for leaning along the top
- A few rod holders should be mounted to the railings
- Provide fishing line disposal containers for monofilament recycling
- Wave action and ice buildup need to be considered

EH.13 - Exercise Stations

An exercise loop is recommended for the Berm to encourage a healthy and active lifestyle. Considerations include:

- Spaced throughout the naturalized area of the park along trails
- Five to eight different exercise stations to create an exercise loop

EH.14 - Future Development

The future mixed-use development on the Berm as per the Harbour Secondary Plan should be developed in conjunction with the future park and public space.

Some key considerations include:

- Architectural design should have frontage on both sides - facing the Main Street extension and the park
- Development should include access to public washrooms

Gateway Plaza (north end)

- Preserve views to the waterfront
- Flex space for gatherings and festivals
- Patio space for cafes and restaurants
- Public art feature (WW.3)

Woonerf (Shared Road)

- The extension of Main Street should be designed as a woonerf, shared between pedestrians, cars, and cyclists [figure 77]
- A change in paving should denote the space is shared
- The street should have patio space, planting, and seating, signage
- Street design to allow for it to be easily closed (pedestrian access only) for special events

Connections

- Provide pedestrian links across development to link east promenade along Kettle Creek to the central park (Berm)
- Provide signage (WW.2) to provide clear wayfinding



figure 77. Woonerf (shared road)

Considered But Not Recommended

During the master planning process, a few recommendations were considered but ultimately not recommended as part of the final plan. This includes the incorporation of a dog off-leash area, splash pad and sports courts as part of the Berm. The following provides the rationale for excluding these from the final Plan and instead deferring them to other future projects/locations in Central Elgin.

Dog Off-Leash Area

While dog off-leash areas can be controversial in regards to their merits, overall there appears to be some consensus that Central Elgin would benefit from a dog off-leash park. However, ultimately the decision was made to not to provide a dog-off-leash park on the waterfront for the following reasons:

- Dogs may negatively impact wildlife along the waterfront, especially in the proposed naturalized areas
- Waterfront parkland is in short supply, therefore these lands should cater to a broader range of users
- Dogs are still permitted on the waterfront if they are on-leash
- Off-leash areas can be noisy (barking dogs) which may negatively impact the waterfront experience

This plan recommends finding an alternative location in Central Elgin for a dog off-leash park.

Splash Pad

A splash pad was proposed as part of the draft master plan in association with the central activity space at the Berm. However, based on further consideration and

community feedback it was determined that another location in Central Elgin would be more appropriate for the following reasons:

- The presence of a consistent wind and blowing sand may compromise the operation of the splash pad requiring frequent maintenance
- Given the proximity of Little Beach there is already water play opportunities on the waterfront
- Lack of existing water service currently or in the short term would increase the cost of the facility or delay its construction
- High probability that the splash pad would be primarily used by visitors rather than residents

This plan recommends finding an alternative location in Central Elgin for a splash pad so it can be enjoyed by residents without competing with other waterfront activities.

Sports Courts

Courts to support active recreation pursuits such as tennis, pickleball and basketball were considered during the planning process. However, it has been determined that other locations in Central Elgin would be more appropriate for the following reasons:

- Wind would negatively impact play. Especially tennis and pickleball
- Sports courts can be easily provided elsewhere in Central Elgin without the need to compete for space and parking on the waterfront

4.0 IMPLEMENTATION

Implementation Strategy

A key component of any master plan is the identification of the steps required to realize the vision. As described in the previous section, thirty-nine (39) recommendations have been identified for Port Stanley's waterfront, falling into the following five areas:

1. Waterfront Wide (8)
2. West Harbour & Hofhuis Park (6)
3. Promenade West (6)
4. Promenade East (5)
5. East Harbour (The Berm) (14)

These 39 recommendations provide the community with a road map to creating a safe, vibrant and sustainable waterfront to be implemented over the next 10 to 20 years.

While the recommendations are feasible and were supported by those who chose to participate in the online engagement platform at the time of plan preparation, it is expected that some of the recommendations may be more challenging and will receive more or less support over time. Adoption of a plan of this scale and duration needs to allow for flexibility to

address new information, new opportunities and evolving perspectives as Port Stanley grows and changes over time.

With each of the recommendations a separate process needs to be initiated to work out the finer details of the planning, design, and implementation. While this plan provides the road map for implementation by highlighting key elements and considerations, future Councils, in consultation with Municipal staff, will determine if, how and when these projects should be implemented with further public consultation.

For many of the recommendations, further site investigative work, consultation and design is required to properly scope, develop and refine each recommendation. This may include but is not limited to:

- Community engagement, including consultation with First Nations, user groups, and the general public
- Site inventory and analyses and site specific studies, a stage 1 archaeological assessment (if appropriate – which may identify the need for future archaeological

work), topographic and/or legal surveys, ownership and property boundary clarifications, geotechnical investigations, and environmental impact assessments

- Design work, including the development of design options, detailed design, and construction documents

The costs associated with each recommendation are estimated in the budget numbers below. These are high level, Class D estimates based on an understanding of the project's requirements at this time and in 2022 dollars. Further community consultation and refinement of the design concepts will result in a more accurate budget estimate.

Flexibility in planning and implementation is particularly important to projects further out in the implementation time line since new information or opportunities may emerge, community preferences may shift, and changes to the local economy and market may necessitate changes to the plan. Therefore, this plan must be viewed as a living document to be updated and adjusted over time. This includes advancing, delaying or amending projects to address current and future directions of Council.

Implementation Sequence

The proposed implementation sequence for the 39 recommendations, is based on the following factors:

- i. Priority Matrix Results
- ii. Project Dependencies
- iii. Project Efficiencies
- iv. Advancement of Projects
- v. Delay of Projects
- vi. Budget Considerations

i. Priority matrix results

A matrix was used to help organize and prioritize 33 of the 39 recommendations. The applied matrix uses criteria to help evaluate each recommendation and is one of a number of factors used in determining the roll-out sequence of projects. Other factors to be considered in determining the sequence include budget considerations, dependencies/efficiencies, and immediate need as described below.

Using the pre-developed criteria determined below, a score of 0, 5 or 10 was applied to each recommendation. Recommendations that are not considered capital improvements such as proposed studies were not included in the priority matrix as these projects are part of the planning stage and therefore need to be scheduled early in the process. The six recommendations that were not scored via the matrix fall into this category.

It is important to note that the purpose of the matrix is to help sort the long list of recommendations as a first step in determining the roll-out of projects. This is a qualitative exercise and is not scientific in its methodology. The matrix results are augmented with additional information – as described later in this section – to establish

the implementation sequence. The priority matrix results are shown in table 5.

The seven (7) criteria associated with weighting are as follows:

1. Level of Community Support (10%)
2. Addresses Climate Change and Environmental Concerns (25%)
3. Supports Health Fitness and Wellness (20%)
4. Supports Arts, Cultural Events and Heritage (20%)
5. Contributes to Growth in Tourism and Business Development (15%)
6. Provides Multi-Season Benefit (5%)
7. Ease of Implementation (5%)

Proposed Criteria and Percentage Weighting

The following describes the nine criteria used to evaluate each recommendation. The matrix is provided at the end of this section. It is worth repeating that the scoring matrix is used as a qualitative tool to help sort the long list of proposed recommendations and is only one of the factors used to help determine the implementation sequence as discussed later in this section.

1. Level of Community Support (10%)

This criterion incorporates the community's selection of priority recommendations out of those presented on the community engagement platform at letstalkcentralelgin.ca. This was determined through a survey which was completed by twenty-five (25) people. Responders were asked to rank their top five recommendations they would most like to see prioritized for each focus area (with the highest possible ranking being 1). The resulting average ranking was converted

to a percentage and then assigned a score of 0, 5 or 10 accordingly. Results greater than 65% received a score of 10; results greater than 50% and less than or equal to 65% received a score of 5; and, results less than 50% received a score of 0.

2. Addresses Climate Change and Environmental Concerns (25%)

Port Stanley is already experiencing the affects of climate change with strong/ damaging winds and winter storms, wave surges, and rising lake levels. Protecting the waterfront will allow the public to continue to use the lands into the distant future. This includes upgrades or replacement of aging infrastructure, and raising existing and new infrastructure to a higher elevation.

Recommendations with the greatest potential to help address the impacts of climate change and environmental concerns received a 10; moderate potential 5; minimal potential 0.

3. Supports Health, Fitness and Wellness (20%)

Promoting healthy living for Port Stanley residents and visitors is an important consideration. Recommendations that encourage physical activity by providing infrastructure and amenities for nature enjoyment, outdoor relaxation, exercise are considered priority.

Recommendations that will have the greatest impact on healthy, active living received a score of 10. Moderate impact recommendations received a 5, while those with minimal or no impact received a score of 0.

4. Supports Arts, Cultural Events and Heritage (20%)

Residents of Port Stanley desire the waterfront to be a place where people can gather to enjoy local arts, cultural events and heritage. Recommendations such as

performance areas, public art displays and interpretive signage are rated highly in this category.

Recommendations that are viewed as potentially having major potential were given a score of 10. Recommendations with moderate potential were given 5, while recommendations with minimal potential were given 0.

5. Contributes to Growth in Tourism and Business Development (15%)

Supporting Port Stanley's local economy through waterfront tourism is a key objective of this plan. Recommendations that will provide opportunities to attract tourists and boaters are deemed to be a high priority.

Recommendations with the greatest potential to enhance tourism received 10; moderate potential 5; minimal potential 0.

6. Provides Multi-Season Benefit (5%)

Use of the waterfront by local residents and tourists peaks during the summer and declines throughout the rest of the year. Recommendations that will help attract users during the winter and shoulder seasons would help create a more sustainable tourism economy, while also providing residents with greater access to year-round waterfront activities.

Recommendations that may encourage all season use were awarded 10 points. Multi-season recommendations were awarded 5 points. Summer season focused recommendations were awarded zero points.

7. Ease of Implementation (5%)

To help expedite and facilitate implementation of improvements, recommendations that are relatively quick and easy to implement should be prioritized. Based on this assumption the

following scoring was applied to each recommendation:

Easy/Quick (approx. 1-2 years) = 10

Moderate/Average (3-5 years) = 5

Challenging/Slow (6+ years) = 0

The scoring system applied to the recommendations was based on the following considerations:

0 = Does not achieve/not applicable (does not meet the criterion)

5 = Somewhat achieves (partially meets the criterion)

10 = Achieves (meets the criterion)

ii. Project dependencies

A number of recommendations must be completed before other recommendations can be undertaken. This includes the waterfront wide studies which will lay the foundation work for future design work across the entire area, are needed for major restorative work or will address important safety concerns. These include:

- WW.1 Programmable Lighting
- WW.2 Signage and Wayfinding Strategy
- WW.3 Public Art Strategy
- WW.4 Site Furniture
- WW.5 Breakwall Enhancements
- WW.8 Potential Future Marina

iii. Project efficiencies

Some recommendations have been grouped together where there are efficiencies to be gained by undertaking them together as one project in a specific location. Projects to be grouped together include:

- WH.5 Walkway Enhancements, PW.2 Enhance Existing Promenade, PW.5 DOC Building
- PE.2 Promenade Enhancements, PE.3 Pedestrian Connections, PE.4 Separation Between Harbour Activities and Promenade, PE.5 Over Topping Protection
- EH.1 Waterfront Promenade, EH.12 Fishing Platforms
- WH.6 Future Development and PW.6 Future Development
- EH.8 Waterfront Plaza, EH.4 Parking, and EH.14 Future Development
- EH.2 Walkways, EH.3 Trails, EH.13 Exercise Stations

Ranking	#	Recommendation	Matrix Score/100	Matrix Ranking
1	EH.6	Naturalization	95	1
2	PE.2	Promenade Enhancements	93	2
3	WH.5	Walkway Enhancements	93	2
4	PW.2	Enhance Existing Promenade	88	4
5	EH.1	Waterfront Promenade	88	4
6	PW.3	New Park	85	6
7	WW.6	Waterfront Promenade	85	6
8	EH.5	Waterfront Green	75	7
9	WH.6	Future Development	63	8
10	PW.6	Future Development	63	8
11	EH.2	Walkways	63	8
12	EH.3	Trails	63	8
13	EH.14	Future Development	63	8
14	WW.7	Urban Shoreline	63	8
15	PE.3	Pedestrian Connections	60	13
16	PE.1	Glover Park Updates	58	14
17	PW.4	Extend Sidewalk	55	15
18	EH.7	Naturalized Shoreline	50	16
19	EH.8	Waterfront Plaza	50	16
20	EH.11	Lookout	50	16
21	WH.3	New Event Space	48	19
22	EH.9	Amphitheatre	48	19
23	PW.1	Waterfront Gateway	45	21
24	EH.10	Activity Zone	45	21
25	PW.5	DOC Building (Dominion of Canada)	43	23
26	PE.5	Over Topping Protection	43	23
27	WH.1	Update Existing Parking	40	25
28	WH.4	Crosswalk at Boat Launch	40	25
29	EH.13	Exercise Stations	35	26
30	WH.2	New Public Parking	33	27
31	EH.4	Parking	33	27
32	EH.12	Fishing Platforms	33	27
33	PE.4	Separation Between Harbour Activities and Promenade	25	30

table 5. Priority Matrix Results

iv. Advancement of projects

A number of projects have been advanced well ahead of their priority matrix result. This has been done for a number of reasons including the need for additional plans or studies to precede capital projects, to help balance spending, and to ensure that some smaller, easily implementable projects are completed in the first few years to create momentum for the master plan. Some of the advanced initiatives include:

- WW.1 Programmable Lighting
- WW.2 Signage and Wayfinding Strategy
- WW.3 Public Art Strategy
- WW.4 Site Furniture
- WW.5 Breakwall Enhancements
- WW.8 Potential Future Marina
- WH.4 Crosswalk at Boat Launch
- WH.1 Update Existing Parking
- PE.5 Over Topping Protection

v. Delay of projects

While some projects scored high on the matrix, they have been delayed to address the factors previously described including project dependencies, efficiencies, and to balance costs. Land ownership and other factors beyond the Municipality's control (such as market/economic forces and interest in private investment in developing parcels) can also significantly influence the timing of projects. These projects include:

- PE.2 Promenade Enhancements
- WH.5 Walkway Enhancements
- PW.2 Enhance Existing Promenade
- WW.6 Waterfront Promenade

- WW.7 Urban Shoreline
- PE.1 Glover Park Updates
- EH.7 Naturalized Shoreline
- WH.2 New Public Parking

vi. Budget considerations

The project sequence must also consider the distribution of design/planning and construction/implementation costs of projects over a 10-year timeframe as well as the total cost of all projects undertaken each year. The total cost of all projects is approximately \$33.4 million [table 11]. The cost of all projects over the projected 10-year schedule is approximately \$22.8 million or an average expenditure of \$2.3 million per year.

The 39 recommendations and their associated costs are listed on the following pages. For information on individual recommendations, please refer to the descriptions provided in the previous section. Project and estimated cost forecasting on a 10-year timeline is provided at the end of this section.

It is important to note the following assumptions regarding the budget numbers provided:

- They are based on 2022 dollars
- They do not include the Municipality's internal/administrative costs
- More detailed design and planning is required to help establish a more accurate construction budget
- Contingencies should be carried to address unforeseen issues/changes in scope
- Soft cost/design fees cover additional community consultation to confirm project scope, engineering studies, concept design, contract documents and contract administration

- The budget proposed is based on an amount that would support a design solution that addresses the key considerations in this plan. However, as new information becomes available, and the community's priorities change, these budget amounts may be higher or lower than those shown here to achieve the community's final expectations
- Where possible, projects would be combined to maximize potential efficiencies regarding design and implementation

In addition, some projects and their respective budget numbers are likely too expensive to be undertaken solely by the Municipality. For these, securing financial partnerships will be considered a necessity in order to realize implementation. Having a waterfront master plan such as this will allow Central Elgin to pursue partnerships and take advantage of other funding opportunities from upper levels of government should they arise.

Detailed Cost by Area Breakdown

#	Recommendation	Soft Costs (\$)	Hard Costs (\$)	Total Costs (\$)
Waterfront Wide				
WW.1	Programmable Lighting	\$45,000	\$0	\$45,000
WW.2	Signage and Wayfinding Strategy	\$45,000	\$0	\$45,000
WW.3	Public Art Strategy	\$45,000	\$0	\$45,000
WW.4	Site Furniture	\$45,000	\$0	\$45,000
WW.5	Breakwall Enhancements (study)	\$100,000	\$0	\$100,000
WW.6	Waterfront Promenade	Costs covered by other recommendations		
WW.7	Urban Shoreline	Costs covered by other recommendations		
WW.8	Potential Future Marina	\$150,000	\$0	\$150,000
Total		\$430,000	\$0	\$430,000

table 6. Waterfront Wide Cost Summary

#	Recommendation	Soft Costs (\$)	Hard Costs (\$)	Total Costs (\$)
West Harbour & Hofhuis Park				
WH.1	Update Existing Parking	\$15,000	\$150,000	\$165,000
WH.2	New Public Parking	\$70,000	\$700,000	\$770,000
WH.3	New Event Space	\$80,000	\$600,000	\$680,000
WH.4	Crosswalk at Boat Launch	\$8,000	\$40,000	\$48,000
WH.5	Walkway Enhancements	\$170,000	\$1,700,000*	\$1,870,000
WH.6	Future Development	Private development - not costed		
Total		\$343,000	\$3,190,000	\$3,533,000

table 7. West Harbour & Hofhuis Park Cost Summary

*Based on approximately \$7,000 per linear metre of waterfront walkway.

#	Recommendation	Soft Costs (\$)	Hard Costs (\$)	Total Costs (\$)
Promenade West				
PW.1	Waterfront Gateway	\$20,000	\$200,000	\$220,000
PW.2	Enhance Existing Promenade	\$330,000	\$3,300,000*	\$3,630,000
PW.3	New Park	\$15,000	\$80,000	\$95,000
PW.4	Extend Sidewalk	\$15,000	\$55,000	\$70,000
PW.5	DOC Building (Dominion of Canada)	Private development - not costed		
PW.6	Future Development	Private development - not costed		
Total		\$380,000	\$3,635,000	\$4,015,000

table 8. Promenade West Cost Summary

*Based on approximately \$7,000 per linear metre of waterfront walkway.

#	Recommendation	Soft Costs (\$)	Hard Costs (\$)	Total Costs (\$)
Promenade East				
PE.1	Glover Park Updates	\$40,000	\$200,000	\$240,000
PE.2	Promenade Enhancements	\$325,000	\$3,250,000*	\$3,575,000
PE.3	Pedestrian Connections	Private development - not costed		
PE.4	Separation Between Harbour Activities and Promenade	\$5,000	\$40,000	\$45,000
PE.5	Over Topping Protection	\$4,000	\$40,000	\$44,000
Total		\$374,000	\$3,530,000	\$3,904,000

table 9. Promenade East Cost Summary

*Based on approximately \$7,000 per linear metre of waterfront walkway.

#	Recommendation	Soft Costs (\$)	Hard Costs (\$)	Total Costs (\$)
East Harbour (The Berm)				
EH.1	Waterfront Promenade	\$800,000	\$8,000,000*	\$8,800,000
EH.2	Walkways	\$35,000	\$350,000	\$385,000
EH.3	Trails	\$10,000	\$80,000	\$90,000
EH.4	Parking	Costs included in mixed-use development		
EH.5	Waterfront Green	\$100,000	\$1,000,000	\$1,100,000
EH.6	Naturalization	\$400,000	\$4,000,000	\$4,400,000
EH.7	Naturalized Shoreline (1 of 3)	Costs covered by EH.1 Waterfront Promenade		
EH.8	Waterfront Plaza	\$300,000	\$3,000,000	\$3,300,000
EH.9	Amphitheatre	\$60,000	\$600,000	\$660,000
EH.10	Activity Zone	\$200,000	\$2,000,000	\$2,200,000
EH.11	Lookout	\$50,000	\$500,000	\$550,000
EH.12	Fishing Platforms	Costs covered by EH.1 Waterfront Promenade		
EH.13	Exercise Stations	\$10,000	\$100,000	\$110,000
EH.14	Future Development	Private development - not costed		
Total		\$1,965,000	\$19,630,000	\$21,595,000

table 10. East Harbour (The Berm) Cost Summary

*Based on approximately \$7,000 per linear metre of waterfront walkway.

Summary of Costs by Area

#	Area	Soft Costs (\$)	Hard Costs (\$)	Total Costs (\$)
WW	Waterfront Wide	\$430,000	\$0	\$430,000
WH	West Harbour & Hofhuis Park	\$343,000	\$3,190,000	\$3,533,000
PW	Promenade West	\$380,000	\$3,635,000	\$4,015,000
PE	Promenade East	\$374,000	\$3,530,000	\$3,904,000
EH	East Harbour (The Berm)	\$1,965,000	\$19,630,000	\$21,595,000
Total		\$3,492,000	\$29,985,000	\$33,477,000

table 11. Summary of Costs by Area

Project and Estimated Cost Forecasting

The forecast on the following pages illustrates the proposed roll-out of the project recommendations over the next 10 years, totalling approximately 22.8 million dollars including both planning/design and construction fees [figure 78 and figure 79]. The schedule distinguishes between studies, design, and construction costs and tallies the estimated budget allocation for each year. This table can be used by staff to help establish budgets and to track progress of this plan's implementation.

However, this schedule should be used as a guide only. External factors may impact the sequence and timing of projects, which may advance or delay implementation. As other priorities emerge, or efficiencies emerge and/or funding becomes available, it might facilitate one project's advancement over another. Table 11 summarizes the soft and hard costs by year over the 10 year period.

Development projects that are proposed for privately owned parcels and/or would be subject to market forces and private development partnerships have not been scheduled. Projects that are included in

These include:

- WH.6 Future Development
- PW.5 DOC Building
- PW.6 Future Development
- EH.14 Future Development

Years 1 to 5

The first five years focus on recommendations involving studies and strategy development for several waterfront elements, such as lighting, site furniture, and public art. These studies and strategies will set the groundwork and guidelines for many of the later recommendations. Projects

that can be completed quickly are also recommended in the first five years.

Years 6 to 10

Years six to ten focus on developing the Berm from the outside in to allow more complex construction projects to happen first. The shoreline, waterfront promenade, and activity zone should be completed first, followed by the amphitheatre, naturalization and paths.

Beyond 10 Years

Recommendations suggested to take place beyond the 10-year timeline have been grouped into projects. They are listed here:

- WH.2 New Public Parking, WH.5 Walkway Enhancements, and WH.6 Future Development
- PW.2 Enhance Existing Promenade and PW.6 Future Development
- PE.1 Glover Park Updates, and PE.2 Promenade Enhancements, and PE.4 Separation Between Harbour Activities and Promenade
- PW.1 Waterfront Gateway and PW.4 Extend Sidewalk

Year	Soft Costs by Year (\$)	Hard Costs by Year (\$)	Total Costs by Year (\$)
2023	\$329,000	\$270,000	\$599,000
2024	\$935,000	\$0	\$935,000
2025	\$0	\$3,000,000	\$3,000,000
2026	\$0	\$2,500,000	\$2,500,000
2027	\$0	\$2,500,000	\$2,500,000
2028	\$280,000	\$2,600,000	\$2,880,000
2029	\$300,000	\$3,000,000	\$3,300,000
2030	\$460,000	\$2,600,000	\$3,060,000
2031	\$60,000	\$2,540,000	\$2,600,000
2032	\$135,000	\$1,390,000	\$1,525,000
Total	\$2,499,000	\$20,400,000	\$22,899,000

table 12. Forecasted Cost by Year

Project and Estimated Cost Forecast Years 1-5

			Year 1 2023	Year 2 2024	Year 3 2025	Year 4 2026	Year 5 2027
WH.1	Update Existing Parking	Design & Construction	165,000				
PW.3	New Park	Design & Construction	95,000				
PE.5	Over Topping Protection	Design & Construction	44,000				
WW.3	Public Art Strategy	Study	45,000				
WW.5	Breakwall Enhancements	Study	100,000				
WW.8	Potential Future Marina	Study	150,000				
WW.1	Programmable Lighting	Design & Construction	45,000				
WW.2	Signage and Wayfinding Strategy	Design & Construction	45,000				
WW.4	Site Furniture	Design & Construction	45,000				
EH.1	Waterfront Promenade	Design & Construction		800,000	3,000,000	2,500,000	2,500,000
Year Total			599,000	935,000	3,000,000	2,500,000	2,500,000

figure 78. Estimated costing for years 1 to 5

Project and Estimated Cost Forecast Years 6-10

			Year 6 2028	Year 7 2029	Year 8 2030	Year 9 2031	Year 10 2032
WH.3	New Event Space	Design & Construction	680,000				
EH.10	Activity Zone	Design & Construction	2,200,000				
EH.8	Waterfront Plaza	Design & Construction	3,300,000				
EH.6	Naturalization	Design & Construction		2,400,000	2,000,000		
EH.9	Amphitheatre	Design & Construction		660,000			
EH.3	Trails	Design & Construction			50,000	40,000	
EH.11	Lookout	Design & Construction			550,000		
EH.2	Walkways	Design & Construction				385,000	
EH.5	Waterfront Green	Design & Construction				1,100,000	
Year Total			2,880,000	3,300,000	3,060,000	2,600,000	1,525,000

figure 79. Estimated costing for years 6 to 10

Study Area Legend

- Waterfront Wide (WW)
- West Harbour & Hofhuis Park (WH)
- Promenade West (PW)
- Promenade East (PE)
- East Harbour (the Berm) (EH)

Priority Matrix Table

		1			2		3		
		Level of Community Support (Survey Priority Ranking)			Addresses Climate Change and Environmental Concerns		Supports Health, Fitness and Wellness		Cultural
Criteria Weight		10%			25%		20%		
#	Recommendation	Score	Avg Priority Ranking	65% to 100% = 10 50% to 65%=5 0% to 50% = 0	Major = 10 Moderate = 5 Minimal/NA = 0	Major = 10 Moderate = 5 Minimal/NA = 0			
WW	Waterfront Wide								
WW.5	Waterfront Promenade				10		10		
WW.6	Urban Shoreline				10		5		
WH	West Harbour & Hofhuis Park								
WH.1	Update Existing Parking	46.00	29.00	0	5		0		
WH.2	New Public Parking	18.00	10.00	0	0		0		
WH.3	New Event Space	82.00	54.00	5	0		0		
WH.4	Crosswalk at Boat Launch	45.00	24.00	0	0		10		
WH.5	Walkway Enhancements	71.50	57.00	5	10		10		
WH.6	Future Development	25.00	13.00	0	5		5		
PW	Promenade West								
PW.1	Waterfront Gateway	69.00	44.00	0	0		0		
PW.2	Enhance Existing Promenade	60.00	43.00	0	10		10		
PW.3	New Park	75.00	68.00	10	5		10		
PW.4	Extend Sidewalk	35.50	25.00	0	0		10		
PW.5	DOC Building (Dominion of Canada)				0		0		
PW.6	Future Development	40.50	28.00	0	5		5		
PE	Promenade East								
PE.1	Glover Park Updates	23.00	20.00	0	0		10		
PE.2	Promenade Enhancements	78.00	64.00	5	10		10		
PE.3	Pedestrian Connections	78.50	63.00	5	0		10		
PE.4	Separation Between Harbour Activities and Promenade	29.50	23.00	0	0		5		
PE.5	Over Topping Protection	47.50	39.00	0	10		5		
EH	East Harbour (The Berm)								
EH.1	Waterfront Promenade	32.50	15.00	0	10		10		
EH.2	Walkways	44.50	26.00	0	0		10		
EH.3	Trails	23.00	12.00	0	0		10		
EH.4	Parking	11.00	5.00	0	0		0		
EH.5	Waterfront Green	34.00	28.00	0	5		10		
EH.6	Naturalization	79.00	71.00	10	10		10		
EH.7	Naturalized Shoreline				10		5		
EH.8	Waterfront Plaza	18.50	10.00	0	0		5		
EH.9	Amphitheatre	26.50	10.00	0	0		5		
EH.10	Activity Zone	23.00	12.00	0	0		10		
EH.11	Lookout	14.50	15.00	0	0		5		
EH.12	Fishing Platforms	2.50	3.00	0	0		5		
EH.13	Exercise Stations	0.00	0.00	0	0		10		
EH.14	Future Development	3.00	1.00	0	5		5		

4	5	6	7			
Supports Arts, Culture, Events and Heritage	Contributes to Growth in Tourism and Business Development	Provides Multi Season Benefit	Ease of Implementation	Total (unweighted)	Weighted Score	Priority Ranking
20%	15%	5%	5%	100%		
Major = 10 Moderate = 5 Minimal/NA = 0	Major = 10 Moderate = 5 Minimal/NA = 0	All Season = 10 Multi-Season = 5 Single Season = 0	Easy/Quick (approx. 1-2 years)= 10 Moderate/Average (3-5 years)= 5 Challenging/Slow (6+ years) = 0	out of 70	out of 100	out of 31 Projects
10	10	10	0	50	85	6
5	10	5	0	35	63	8
5	5	10	10	35	40	25
5	10	10	5	30	33	27
10	10	5	10	40	48	19
5	0	10	10	35	40	25
10	10	10	5	60	93	2
10	10	10	0	40	63	8
10	10	10	10	40	45	21
10	10	10	5	55	88	4
10	10	10	5	60	85	6
5	10	10	10	45	55	15
10	10	10	5	35	43	23
10	10	10	0	40	63	8
10	5	10	10	45	58	14
10	10	10	5	60	93	2
10	5	10	5	45	60	13
5	0	5	5	20	25	30
0	0	10	5	30	43	23
10	10	10	5	55	88	4
10	10	10	5	45	63	8
10	10	10	5	45	63	8
5	10	10	5	30	33	27
10	10	10	5	50	75	7
10	10	10	0	60	95	1
5	0	10	0	30	50	16
10	10	10	0	35	50	16
10	10	5	0	30	48	19
5	5	10	5	35	45	21
10	10	5	5	35	50	16
5	5	5	5	25	33	27
0	5	5	10	30	35	26
10	10	10	0	40	63	8

APPENDIX A: ENGAGEMENT SUMMARY

Introduction

The following expands on the What We Hard section of the report, providing more detailed comments and questions received from the Waterfront Master Plan community engagement process on letstalkcentralelgin.ca from January to May 2022.

In this section, documentation is a verbatim record of input received in an effort to faithfully report the comments provided from the community.

Community Engagement Phase 1: Stakeholders

Phase 1 of the engagement process involved scheduled interviews with key stakeholders within Port Stanley and Central Elgin in December 2021.

Community Engagement Phase 2: Start the Conversation

Phase 2 of the engagement process began in January and February, 2022 and involved gathering feedback about the existing condition of the waterfront and what people

would like to see in the future. Contributors were encouraged to identify what they like about the waterfront, issues, and their ideas. Four (4) engagement tools were used in this phase:

- Ideas Tool
- Drop a Pin Tool
- Survey Tool (Survey #1)

Other than Survey #1, the three other tools remained open for the duration of this study.

Community Engagement Phase 3: Design Options

Phase 3 of the engagement process took place in March, 2022. It involved gathering feedback about the Design Options and precedent images. Feedback was gathered using the Survey Tool (Survey #2).

Community Engagement Phase 4: Recommendations

Phase 4 of the engagement process began on May 12, 2022 at the second Public Information Session and continued until May 20, 2022.

It involved gathering feedback about the Draft Recommendations. Feedback was gathered in person at the information session and a questionnaire that could be filled out in-person or online using the Survey Tool (Survey #3).



Community Engagement Phase 1: Stakeholders

December, 2021

Participating Elected Officials

- Sally Matyn, Mayor
- Tom Marks, Deputy Mayor
- Bill Fehr, Councillor
- Colleen Row, Councillor
- Dennis Crevits, Councillor

Technical Administration

- Jason Vowel, Recreation Superintendent
- Jessica Lang, Southwestern Public Health
- Kate Burns, Elgin County Economic Development
- Joe Gordon, Kettle Creek Conservation Authority
- Geoff Brooks, Director of Infrastructure and Community Services

Community Engagement Phase 2: Start the Conversation

January to February, 2022

Ideas Tool

Title	Description
More Public Parking Needed	Port Stanley no longer has enough public parking. They got a bit carried away with the condos built across the street from GT's which decreased the amount of spots available to the public. When I was younger I used to go to Port Stanley because it was the closest beach and it was easy to find parking which was a big pro for that area. Let's face it Port Stanley doesn't have the cleanest looking water(looks like chocolate milk half the time) and the water gets deep fast and is rough. As a mother now if I have to drive in circles looking for a parking spot I would rather drive farther to places like Port Franks or Grand Bend and take my kids to a nicer beach. I feel like over the years the building of condos/rentals has been prioritized making Port Stanley better for a few people but worse for the masses/General Public. I would have rather seen public parking and more small stores/a couple of food huts across from GT's that could have generated more revenue and brought more people to the beach compared to condos.
Mixed Use Mid rise along West of Harbour	This space from the Dominion building to the boat launch should be built up following a European water front style with a frontal walkway which thankfully already exists with 3 to 5 story buildings set back from those (but not to far so parking is in the rear as underground is not an option due to water tables but podium parking if height allows). Public spaces in front of the buildings which should have a mix of commercial on main, residential above with some sort of hotel etc. Goal to bring people to the harbour along the public space as we already have the beach as an attraction.
Marina or day boat parking	<p>"There harbour needs better day boat parking to tie off a boat and walk around town. This can be achieved with a floatable dock with a gangway. Will promote those from other port towns nearby to come with a good spot to tie off and spend money locally.</p> <p>A more formal marina would be great working off the lands near little beach flanked by parks, parking and some mid rise buildings "</p>

Title	Description
London, through the help of London Environmental Network, is involved in a program called "Depave Paradise".	Asphalt is replaced by native, storm water retentive plants and pollinator gardens.
Electric boats are coming so is it too soon to consider charging stations at the waterfront?	Here is a link to information about electric charging stations for boats. https://www.soundingsonline.com/features/the-boat-charging-station-of-the-future
The proposed plan is adding 5 + buildings on the west side, which will hinder parking spaces and lake front green space with views.	I would encourage you to reconsider/decrease # of new buildings
Set a goal of creating ten great destinations along a waterfront, an idea called the "Power of Ten".	Destinations should be connected to one another and incorporated into a vision for the waterfront as a whole. A waterfront that is continuously walkable with a variety of activities along the way will successfully link destinations, allowing the appeal of each one to strengthen the place as a whole: bandshell, canoe/kayak/row boating facilities, activity courts (pickle ball, tennis, mini put), picnic tables with shade, pedestrian connections should be given top priority, review other successful waterfronts (Seine River, Newark NY waterfront, Granville Island BC), best solutions for revamping waterfronts put public goals first, not private short-term financial objective, a wealth of things to do broadens the appeal of the destination, encouraging four season use
Empty Lots	There seems to be some empty/abandoned lots on the east harbour side. This area would make a nice naturalized space that would be great for pollinators and other species, not to mention it would look nice.

Title	Description
Carolinian Forest on the Berm	The ECO class at Kettle Creek PS wants to see a significant area of the berm used as a Carolinian forest with trails. Carolinian Forest land is dwindling quickly, and with it, many unique species that are now at risk. A forest would benefit us by helping to improve air quality, support local wildlife, provide shade, help with erosion, and look a lot nicer than tall buildings. Port Stanley already has lots of retail and commercial space. The berm is one of the last green spaces left on the north shore of Lake Erie. Creating a small forest would be a great way to make a positive contribution to our community.
Trails on Berm	The trails on the Berm are lacking to say the least. There are very few and the ones that are there are dilapidated. They are so close to the edge that they are in risk of eroding right off. I'd like to see more safe trails.
Butterfly Gardens	Adding a space for endangered butterflies, like a milkweed garden, would be a great thing to add to the berm space. Adding a milkweed garden, or even many of them, would benefit the monarch butterfly species, which is quickly depleting. If we are going to use this space to help bring back Wild life, we should be bringing back species that are endangered or quickly depleting.
Wind break on the Berm	The ECO class thinks that a wind break made of trees would be very beneficial for the berm. When our class took a class trip to the berm we noticed that it was very windy. We believe that the wind break would prevent erosion and make spending time at the berm much more enjoyable!
Wetlands	The berm area has some natural wetlands on it. Wetland areas in Central Elgin received an F on the Kettle Creek Watershed report. There needs to be much work done to preserve wetlands in our area. We could use the natural ponds already on the berm and beautify them. This would attract some at risk species, like turtles, and provide them with greater habitat diversity.
Disc golf	Disc golf would be a great activity to put on the berm. People seem to enjoy being active whether it is from biking or walking trails, to disc golf.
Grade 8 ECO Class	Biking is a fun way to enjoy the outdoors without leaving an environmental impact. Providing safe trails, perhaps through a glorious young forest, would provide the youth of Port Stanley, as well as visitors, a safe environment to enjoy the village.
Waste on the berm!	We need to do something about all the dog and human waste (like litter). Whether it is more garbage bins, or a special place for dogs to be, we need to take care of the dog waste and litter. I believe compost bins would also be beneficial, although we run the risk of animals getting into it. Litter and dog waste in green spaces isn't just bad for the environment, but for people playing as well. We need to find a solution.

Title	Description
waste convenience	I personally who lives near port but in central elgin do not see a lot of waste convenience. I go on the beach I only see about one garbage bin with no organization and a lot of litter. I think if we add more of these we can see less litter. Please add waste and recycling for clear organization. That's what I think could be good for the upcoming berm and the surrounding area.
WATER PLAN - Creation of "idea" to capture ideas specific to developing the "water" portion of the harbour	
Increased accessibility to water via municipal boat launch/ small- mid sized marina with upgraded accessibility to gas on S. side of bridge.	Water Access
In/outdoor Eco Centre and Naturalized Carolinian walking/ cycling trail/garden with emphasis on species at risk, vernal pond area increased	East Berm idea
Residents parking pass	Individuals that pay taxes to the area should be able to purchase a residents parking pass for the public parking lots which would include the boat launch parking.
Would be great to create a space for outdoor events. Like concerts, food events, kids events etc.	Outdoor events
A number of residents have dogs. Would be great to create a dog area. Walking trails etc	Dogs
Amphitheatre	
Amphitheatre	
Crystal / Gem Park - Lake Erie Beach's	https://www.arkansasstateparks.com/parks/crater-diamonds-state-park , Seeing is believing thus see the possibilities.. for which Port or Leamington / Kingsville ? Or ALL them ? USA is

Title	Description
We need to enforce the no wake speed limit in the harbour to make the harbour safe for boats to tie up for the day	
An event facility based on the stork club.	On the berm. Having an event space that could be rented for concerts, weddings and other such events. Styled after the once famous stork club.
We need consider light pollution so we can see the stars	
Winter fun	
East- Naturalized trailed perimeter with Community Garden space/ natural outdoor playground with proper washroom/ water facility.	Perimeter trail with increase of native/ Carolinian species (emphasis on helping at risk species). Community Gardens bring community together, with a natural outdoor playground and proper facilities to accommodate families gathering here. Facility could have washrooms/ water bottle full up. Other side could have infrastructure to accommodate a community garden. Facility could also serve as a place to source information about Carolinian flora and fauna/ at risk species/ lakeshore info/ history of Port Stanley waterfront/ hurricane hazel impacts/ erosion! Think -the Indigenous principle of a 7 generation plan for this space! Photo of Berm Park proposal from 1978.
Saving as much of the water front areas for their views. We can not create new water front. We have to do this right for our kids.	All buildings have to be set back far enough so public venues utilize the water front. A lot of great ideas have been posted for these areas. By the time it is developed. Autonomous EV's will be the norm. "Do not waist water front land for parking". You can not create it anymore the developers will pay top dollar for the small parcels sold. We could utilize the Sterling property on Cameron Street for parking for the autonomous EV's supplied by the developers. Many developers supply EV's through a in house program now. That will morph into autonomous EV's. With robo/taxis shuttling tourist from other lots on edge of the village. Traffic will drop off within the village. These same robo/taxis will be used by local merchants to deliver food/groceries and online products. The new autonomous EV parking lots will have charging stations to earn income to pay for themselves. Add stacked boat storage on these lots on edge of town and boat trailer parking. With a fee an autonomous pick up to deliver to marina or ramp. No more trailers and autos parked on prime land. Port one day will be even more courageous and desirable. Look out into the future not at your feet. Port has to avoid walking into a wall. With short term thinking.
Comment response to "More Public Parking Needed"	I agree, and I am sure that many others do too,

Title	Description
Comment response to "More Public Parking Needed"	When beachers park on those small streets emergency vehicles can't get through, we can't get out of driveways, children can not be seen playing, people drive too fast down those small streets looking to park, its dangerous for everyone, including the looker
Comment response to "More Public Parking Needed"	Not on the harbour front!
Comment response to "Mixed Use Mid rise along West of Harbour "	If communities are to thrive into the future we need to consume less. If the businesses along this mixed-use stretch must exist let them be locally-owned and operated stores, thrift stores, used book stores and places for local people who come in from the area to sell products they have made or grown, or produced from renewable resources. Let's encourage businesses that are sustainable, with plans in place to become more sustainable. As for parking, let's make some no-car zones. Parking could be at the edge of the village with a good shuttle service available.
Comment response to "Marina or day boat parking "	I agree with this concept myself as a boater who docks in Port Stanley. In my mind a marina in the area mentioned above for short term ie 1 - 4 days would start to encourage boat tourism to the village where by boaters could travel the Canadian side of the lake and spend some quality time in different areas. It could also draw in more US boat tourism into the village for those that have crossed the lake.
Comment response to "The proposed plan is adding 5 + buildings on the west side, which will hinder parking spaces and lake front green space with views."	I agree, we need green space and parking ...not more buildings
Comment response to "WATER PLAN - Creation of "idea" to capture ideas specific to developing the "water" portion of the harbour"	Extension of West Breakwater to protect the inner harbour from south winds and waves is critical
Comment response to "WATER PLAN - Creation of "idea" to capture ideas specific to developing the "water" portion of the harbour"	Hydro & Fresh water stations throughout the Inner Harbour berthing area

Title	Description
Comment response to "WATER PLAN - Creation of "idea" to capture ideas specific to developing the "water" portion of the harbour"	Routine surveying of harbour depths & dredging of harbour entrance for safe entry of larger vessels
Comment response to "WATER PLAN - Creation of "idea" to capture ideas specific to developing the "water" portion of the harbour"	Consistent size, placement and spacing of fenders (tires) for common berthing characteristics and safe mooring of all vessel sizes alongside the harbour walls
Comment response to "Amphitheatre"	Natural structures on the Berm, what a good idea. This type of structure could be used in all seasons and the trees would be a shelter for people and the winds.
Comment response to "Winter fun"	Keep the wetlands for winter fun.
Comment response to "Saving as much of the water front areas for their views. We can not create new water front. We have to do this right for our kids."	Mistake on post : Cameron St was suppose to be Cathrine Street property https://www.google.com/maps/place/Catherine+St,+

Drop a Pin Tool

Area	What's Working on the Waterfront?	What problems have you experienced on the Waterfront?	What needs to happen or change on the waterfront?
West Harbour & Hofhuis Park			Great place for the green Amphitheater. Photo under ideas. When not in use could be a place for kids to play, people to eat, etc.
West Harbour & Hofhuis Park			On the souther tip of Hofhuis Park, I suggest a small circular area of benches with a Canada flag pole in the middle. And for this to be worthwhile, it can't be just any little flag pole, but a serious 150-200 footer. Tall and big, jutting out south into the lake. Canada proud! It would be an awesome destination showpiece, visible when entering the town, and along the shore >15km either way! I bet one of the service clubs would help with fundraising.
West Harbour & Hofhuis Park		Outer harbour accessibility to fuel, short/ long term moorage.	
East Harbour (The Berm)	We need to maintain (and improve upon) the infrastructure that describes a "working port". The ability to welcome larger vessels into our harbour - as well as pulling out/launching from the east bank - is a valuable asset.		

Area	What's Working on the Waterfront?	What problems have you experienced on the Waterfront?	What needs to happen or change on the waterfront?
East Harbour (The Berm)			The master plan should take into account the hazard mitigation concepts and hazard mapping provided by Zuzek in the Port Stanley Coastal Risk assessment which was part of the 2021 Secondary Plan. For example, it was noted that the Kettle Creek quay walls are low-crested, and a secondary retaining wall setback from the existing quay wall was recommended to mitigate future flooding. As part of the master plan, the proposed land uses in these higher hazard areas should be those land uses that are the most resilient to future conditions, and most flexible to possible changes such as a secondary retaining wall. For example, while the waterfront plaza presented in Option B would be a great attraction, it may not be the best fit in its current location.
East Harbour (The Berm)	Parking appears to be adequate but not well organized. This area should be enhanced to encourage tourism and recreational activities on the waterfront. The natural setting of the hill overlooking the berm should be preserved as a natural resource.		

Area	What's Working on the Waterfront?	What problems have you experienced on the Waterfront?	What needs to happen or change on the waterfront?
East Harbour (The Berm)			Development of the west portion of the berm needs to be controlled in terms of height and the purpose which should be to enhance tourism.
East Harbour (The Berm)		The focus of the development on the west side of the berm should be to enhance tourism. In doing so a height restriction should be in place to complement the natural development of the east portion of the berm.	
East Harbour (The Berm)		Drinking water access and restrooms/ shade structure.	
East Harbour (The Berm)		Washroom facilities are of the portable type. This needs to be improved with facilities similar to Main Beach	
East Harbour (The Berm)		Little beach is limited by a chain-link fence on the East end. Had not previously been there and should be removed. This would allow an expanse of little beach with improved access and therefore improved recreational facilities for the public	
East Harbour (The Berm)			A splash pad would be nice for day's where the waves are too big for the kids. It would also be nice to add some colored lights to provide a night time center piece.

Area	What's Working on the Waterfront?	What problems have you experienced on the Waterfront?	What needs to happen or change on the waterfront?
East Harbour (The Berm)			Naturalized area. Winter skating trails or rink. Walking, biking trails.
East Harbour (The Berm)			The attitude that we need more building on the waterfront needs to change. We are so fortunate to have this area for all to enjoy, let's not blow it.
East Harbour (The Berm)	Its really nice having a trail to walk and bike on with my kids. We really enjoy our evening rides around the harbour front.		
East Harbour (The Berm)			Need recreational development to include but not limited to paths,rest areas,improved natural setting,washroom facilities, enhanced waterfront access to support recreational activities such as fishing.
East Harbour (The Berm)			Keep much of this area naturalized.

Area	What's Working on the Waterfront?	What problems have you experienced on the Waterfront?	What needs to happen or change on the waterfront?
East Harbour (The Berm)		There are persistent rumours of development in the waterfront area, which could detract from the general public's use and enjoyment of the area. Aesthetically we have already allowed taller and taller buildings which tend to overwhelm existing buildings (the condo building next to Inn on the Harbour I do not believe should have been allowed to be taller than the Inn). I do not believe the wall of homes on Edith Cavell is a good development and the idea of a nine story building on William is appalling (I know these two are not in the designated area for this survey, but I do believe this is relevant).	
East Harbour (The Berm)			Safer Fishing Accessibility
East Harbour (The Berm)		Waterfront access is difficult due to the rough vegetation and lack of a path or walkway at the top of the natural rock waterfront wall.	
East Harbour (The Berm)		Too many geese	

Area	What's Working on the Waterfront?	What problems have you experienced on the Waterfront?	What needs to happen or change on the waterfront?
East Harbour (The Berm)			Need to develop the berm as a nature preserve with paths, rest areas, improved water access to allow recreational activities i.e. fishing, improved restroom facilities and enhanced parking.
East Harbour (The Berm)	This area has naturalized itself, teaming with biodiversity! Lets accentuate that even further with Native Ontario and Carolinian Species.		
East Harbour (The Berm)	A lot of migrating bird species use this east break wall, increasing its size on the inside would create much more breeding and brooding space, increasing brooding success. Also may help with Spring/Fall Geese problems. Please do not consider artificial light as a deterrent for geese.		

Survey Tool - Survey #1

Responder Profile

Survey #1 recorded a total of one-hundred and ten (110) contributors. While the current restrictions around COVID-19 do not permit the same level of access and interaction in public spaces, respondents were asked to answer the questions based on their pre-COVID activities and experience. Similarly, for questions dealing with the future of the waterfront, they were asked to think ahead to the time when full access will resume. Please note that all questions have 110 responses unless otherwise indicated.

Survey Responses

Question 1: Do you or other members of your household visit Port Stanley's waterfront?

Out of 110 responders, all use the Port Stanley waterfront.

Question 2: Which of the following activities do you or other members of your household do at the waterfront?

Since respondents were allowed to choose more than one option, this question received 622 responses. Out of 622 responses, the most common options chosen were Walking/Dog Walking (96), Playing on the Beach (81), Swimming (73), People Watching/Contemplating/Reading (59), and Picnicking and Family/Social Gatherings (58). The least common responses were Structured Programs (6) and Motorized In-Water Sports (11). Responses for 'Other' include skating, cross-country skiing, meditating, cycling, snowshoeing, hiking, yoga, and going to restaurants.

Response	Number of responses (622 Total)
Structured Programs	6
Picnicking, Family/Social Gatherings	58
Cycling or Running (fitness)	38
Walking/ Dog Walking	96
Swimming	73
Fishing	28
Playing on the Beach	81
Nature/ Wildlife Appreciation/ Bird Watching	49
Surfing, Kiteboarding, Stand Up Paddle Boarding	26
People Watching/ Contemplating/ Reading	59
Painting, Sketching, Photography	22
Motorized Recreational Boating/ Watercraft Use (e.g canoe, kayak, sail, etc.)	36
Motorized In-Water Sports (e.g. waterskiing, parasailing, wakeboarding, etc.)	11
Non-Motorized In-Water Sports (e.g. paddle boarding, surfing)	32
Other (please specify)	7

table 13. Waterfront activities

Question 3: Which of the following waterfront facilities and spaces do you or other members or your household use when participating in programs, unstructured activities or attending shows/events?

Since respondents were allowed to choose more than one option, this question received 552 responses. Out of 552 responses, the most common options chosen were West Pier Walkway (99), Little Beach (92), Main Beach (90), East Pier Walkway (89), and Hofhuis Park (80). Responses for 'Other' include Erie Rest Beach, the Berm, Events at the Dominion of Canada Building, and Orchard Beach.

Response	Number of responses (552 Total)
Visitors Centre	36
Glover Park	54
East Pier Walkway	89
West Pier Walkway	99
Main Beach	90
Hofhuis Park	80
Little Beach	92
None of the Above	1
Other (please specify)	11

table 14. Waterfront facilities

Question 4: Which age groups in your household use the waterfront for structured and/or unstructured programs and activities?

Since respondents were allowed to choose more than one option, this question received 273 responses. Adults aged 40 to 62 years old use the waterfront more than other age groups. The preschool age group uses the waterfront the least, however Family/Households Together use the waterfront often.

Response	Number of responses (273 Total)
Preschool (3 years of age or under)	15
Children (4 to 12 years old)	46
Youth (13 to 19 years old)	28
Adults (20 to 39 years old)	35
Adults (40 to 64 years old)	71
Adults (65+ years old)	36
Family/ Household Together (all ages)	42

table 15. Waterfront user ages

Question 5: Would you consider your household to be frequent, occasional, or infrequent users of the waterfront?

Since respondents were allowed to choose more than one option, this question received 108 responses. Most users are Frequent Users (72) while the least are Infrequent Users (11).

Response	Number of responses (108 Total)
Frequent Users (about 1 time per week or more)	72
Occasional Users (About 1 time per week or more)	25
Infrequent Users (2-3 times per year)	11

table 16. Waterfront use frequency

Question 6: If no, why do you and the members of your household not use the waterfront?

Since respondents were allowed to choose more than one option, this question received 41 responses. The most common reason people do not use the waterfront is because there is no parking in the area when it is crowded (12) and the waterfront is crowded when we want to use it (10). Responses for 'Other' include limited access, distance, and parking is expensive.

Response	Number of responses (622 Total)
The waterfront is too far from our home	3
Transportation difficulties getting to/from the waterfront	1
Health condition(s) prevent(s) outings to the waterfront	1
Waterfront is too crowded when we want to use it	10
There is no parking in the area when it is crowded	12
Lack of services (e.g. food/beverage, boat rentals, organized activities, etc.)	2
It is not easy to walk around and get from place to place along the waterfront	1
There are not enough washrooms, places to sit, shade, etc.	6
Waterfront lacks vibrancy, excitement	2
Other (please specify)	3

table 17. Reasons to not use the waterfront

Question 7: Are there improvements that could be made at the waterfront that would encourage you to begin using or to increase your household's use of the waterfront?

Out of 110 responders, 70% think improvements could be made to encourage them to use the waterfront more.

Response	Number of responses (110 Total)	Percent of responses (out of 110)
Yes	77	70%
No	15	14%
Uncertain	18	16%

table 18. Waterfront improvements

Question 8: Please describe the 3 most important improvements you think should be made to the waterfront. (89 responders)

Response
Social gathering area, music stage, waterfront viewing areas
Trees Trails Washrooms
Kayak storage to make access to water easier. Hard to transport kayak from home if not living on water front.
1. Need more areas with shade, preferably from trees if possible. 2. On the private side - an amusement park with rides, waterslide, electric go carts, and mini golf on the East berm would be nice. 3. A bandshell in the park for live entertainment, and movies at night
Marina for transient boats. Water park, food, shops, https://www.pps.org/article/10-qualities-of-a-great-waterfront
Stairways from Front st to base - so cars don't have to be driven & parked in pay parking or limited parking areas
Free parking Community gathering space More picnic tables
Restaurants Clean Beach Parking
Better snow removal and icing of the walkways - often very slippery in the wintermonths Would love to see a market by the water Don't allow trailers to be parked on the East side of the walkway
Unpaid parking
Greenspace area needs improvement. Perhaps a children's Waterpark Tennis or pickle ball courts somewhere Better walking trail
Naturalization including wind break and shade
A Dog Beach at Erie Rest Shade Kayak rack at Little Beach.
New marina More retail and restaurants
Parking restaurants and retail
No comment
More green space, height restrictions on all buildings near waterfront, more bike paths.
Cutting grass and making the berm more parklike Minimize new structures
Natural forested area on the berm eg 4-5 acres. Games areas, such as Bocce, pickleball, chess and picnic tables, skating trail, washrooms.
Carolina's Forest for trails and wildlife. Carolinian Garden and grasses around the wetlands that are on the Berm. Areas to sit, like the sitting stones off the trails so you can read, enjoy a take-out meal, have grandkids play and not worry your too near the water or people are walking by.
Carolinian trees and other flora. Wetlands expanded. Walking trails.
More parking, more small business near main and little beach, more green spaces

Response
creation of a continuous bikeway/walkway/promenade and scenic meandering drive around the perimeter of the berm; establishment of a lakefront marina in the former turning basin; construction of a fishing pier at the southeast corner of the berm; provision of an area or lay-bys along a perimeter scenic drive for people to park and view the water year round, contemplate and enjoy.
-modern upgrades to retail-dining area beyond Bridge street (harbour merchant coffee idea-format-style) -attractive condos -somewhere to spend a few hours on a weekend or anyday (as soon to be residents at Kokamo) with a coffee, all seasons while maintaining greenspace to use with our dog. A Muskoka type idea
1. pavilion with washrooms on east side to act as a sun, wind & cold break 2. extra wide walking & biking paths around perimeter inland from the seawall 3. trees, natural vegetation
parkland! park land! parkland!!!! butterfly gardens similar to one's along Saugeen Shores Ontario. They are amazing!! walkways with benches BUT limited lighting to promote "dark skies" and star viewing please
more accessible, eliminate paid parking
Free resident parking More green space less density More accessibility for everyone
Parking Dog beach area Water toy rentals
Walkway/paths on Berm Carolinian trees and shrubs/plants for beauty, shade, and to attract wildlife such as birds, butterflies...on the Berm and Park Gazebos, covered protected areas for picnics...
Limit residential and commercial development of the berm Improve parking and washroom services for Little Beach Improve the quality of little beach with the removal of the chain-link fence
Carolinian forest Walking trails Picnic areas
The Berm becomes a more naturalized area park with enhanced wetlands, Carolinian trees & other plants found in Carolinian areas to encourage & promote animal & bird life, along with bees & butterflies. There need to be pathways for walking, rollerblading, & biking, along with some open areas for sitting/ picnics, etc. Skating on the pond in winter, cross country skiing & snowshoeing in winter. Also an amphitheatre built into a raised grass & seating area built into a raised grass covered contoured mound that could not be vandalized & would create a natural play/ sitting/ potential open air theatre area for all.
Easier walking around or through the berm
Trees paths wildlife
Elgin Hiking Trail extending down the West Pier to the Lighthouse. Butterfly garden on the East Berm. Trails through the East Berm .
- small playground near downtown for families - washroom building at Little Beach - more dining options
Accessible dockage with easy access to amenities such a washrooms, restaurants, etc. Dockage available outside (south) of lift bridge in case of after hours arrival and lift timing conflicts.
East side washrooms/ naturalized Native species gardens and paths/ West side water accessibility and moorage.

Response
Water park, shuttle service from the outer village, better traffic control
Paid parking for residents Dog Beach Beach vendors
Free parking, more food vendors
not paying for parking , more advertising when things are going on in Port Stanley
Enforced no dogs on little beach in the summer months. Better restrooms little beach.
Better maintained sidewalks in the winter Free parking
More green space, bike path, no deveopment
Parking is a major issue
Please leave Little Beach and the berm as it is. It is one of the last open and natural sites for use. Let's not redevelop everything just for the sake of it, shall we? The massive amounts of new housing built in port stanley are even more reason to leave one last space just open and available to use as it is.
Improved boat launch, improved safety around the boat launch. Temporary short term (20 minute) parking for that area. Signage to advise pedestrians to stay away when cars/trailers are backing in.
More washrooms, more activities for young children, more toys provided, more shade provided
Parking Markets Events
Places to fish, Places to sit. More Places to launch kyaks/canoes ect.
Public Watercraft docking, snow/ice clearing of walkways in winter could be better, park space at berm
Better parking system.
Plant more trees. More transient boat slips. Better municipal boat launch.
Nothing...i can't afford to pay more taxes for visitors
Parking should be paid at little beach to reduce parking on the berm and other crowding issues for those who use little beach to avoid paying for parking
More aggressive fines for littering
Public washroom at Little beach, not the port a pots. More trees near the beach for natural shade and families.
More amenities: - splash pad - ropes course - inflatable play structures in water (Barrie Watetfront for example). - more rentals of kayaks, canoes etc...
More free parking for village residents! Family friendly green spaces. Spaces for youth activities such as sports.
Less condo type buildings Paid parking is a turn off for visiting for locals living a bit further Port is losing its character of a "village"
So etching that generates money for municipality and not a money liability
Free parking Too crowded
Accessibility Washrooms at little beach

Response
More parking More washroom locations More water rentals
More garbage cans Signs to prevent lost cars from driving to east walkway
Move parking closer to Main Street on little beach so that a picnic area can be included in current parking area Have bouys on little beach out from May 24th - thanksgiving
Fishing, boat launch, parking
More parking for visiting boats for a day or two Picnic area for people to sit and enjoy the water from. Parking passes for residents of Port Stanley.
Bathrooms at little beach Dog waste bins along the pier, walkways and village
Central Elgin does not begin and end in Port Stanley
Free parking, lower the rates, more parking
Beach maintenance Free parking
Respecting the beauty and simplicity of the beach while innovating, and a focus on small local businesses
Free parking, cleaner little beach, more parking.
More parking that's free :)
More eateries Clean up of east harbour Splash pad and a park on east berm
Level, even park surfaces. Now they are not flat, hard to walk safely across both parks.
Public transportation Off site parking Shuttle
As much nature left as possible Visitor Docks at the break wall for visiting boats
Remove the directions to Little Beach from the sign going in to Port. Leave that beach for the locals.
Dog park. Splash pad. Picnic area.
More seating in shade Areas that are quieter to relax Closer access to beach supplies More food and drinks near beach
Stop using all money from taxpayers in just Port Stanley it is a nice little village but we need to stop investing everything into it. We pay high taxes in Central Elgin for very little except it seems to support Port Stanley.
Accessible restrooms.
1. Develop the DOC building. 2. Add a dog park. 3. Allow for musical events.
No comment.
1)Less space used for parking.Autonomous EVs will replace ICE by the time this is finished.Make developers supply program for 2 or 3 EVs per building.Water frontage is not created parking autos on it is brain dead.Use Sterling Cameron St lot for parking the autonomous EVs. 2)You have to incorporate planning for the marina and water areas.Now so the two work with each other. Could end up costly to access or incorporate design. 3)Maybe incorporate a campus for high tech school. Try and receive funding by Tesla GM Google or Apple so they use Port as ground zero for autonomous in Canada. The most Greenish village on the planet.

table 19. Reasons to not use the waterfront

Question 9: Do you think the Municipality should pursue projects geared to attracting visitors/tourists to the waterfront?

Out of 110 responders, over 50% think the Municipality should aim to attract more visitors and tourists.

Response	Number of responses (110 Total)	Percent of responses (out of 110)
Yes	57	52%
No	38	34%
I don't know/ Uncertain	15	14%

table 20. Attracting visitors and tourists

Question 10: What 6 key things do you think the Waterfront Master Plan should provide?

Since respondents were allowed to choose more than one option, this question received 602 responses.

Out of 602 responses, the most common options chosen were Trails (59), Nature Access (58), Places to Relax (55), and Shops/Markets (54). The least common responses were Safety (1), Housing (4), and Wayfinding Signage (7).

Response	Number of responses (602 Total)
Fishing Access	43
Nature Access	58
Boating Access	40
Entertainment	43
Shops/Markets	54
Wayfinding Signage	7
Trails	59
Paved Paths	40
Vistas/Views	34
Places to Relax	55
Play Spaces	23
Gathering Spaces	28
Public Art	14
Shade	31
Year-Round Interest	36
Safety	1
Housing	4
Parking	32

table 21. What should the Master Plan provide?

Question 11: How long have you been a residents of Central Elgin?

Out of 110 responders, the majority of responders have lived in Central Elgin for over 20 years. About 10% live outside of Central Elgin.

Response	Number of responses (110 Total)	Percent of responses (out of 110)
3-5 Years	13	12%
6-10 Years	16	15%
11-20 Years	20	18%
Over 20 Years	50	45%
I live outside of Central Elgin	11	10%

table 22. Residents of Central Elgin

Question 12: Do you wish to self-identify as an Indigenous person in Canada such as First Nation, Metis or Inuit?

Out of 110 responders, 2% wished to identify as an Indigenous person while 8% preferred not to answer.

Response	Number of responses (110 Total)	Percent of responses (out of 110)
Yes	2	2%
No	99	90%
I Prefer Not to Answer	9	8%

table 23. Indigenous persons

Question 13: If yes to the last question, which Indigenous community do you identify with?

Response
Would love attention to the first nations that lived at the mouth of the kettle creek pre Talbot Settlement. They called the first nations here 'The Neutrals' and they were apparently driven out by the Hurons pre pioneer days.
Oneida
N/A

table 24. Indigenous community

Community Engagement Phase 3: Design Options

March, 2022

Survey Tool - Survey #2

Responder Profile

Survey #2 recorded a total of sixty (60) contributors. Please note that all questions have 60 responses unless otherwise indicated.

Survey Responses

Question 1: Which option do you prefer?

Out of 60 respondents, design option preferences were relatively even. Option C received the most votes with 38%, while Options A received the least amount of votes.

Response	Number of responses (60 Total)	Percent of responses (out of 60)
Option A - The Programmed Park	17	28%
Option B - The Festival Park	20	33%
Option C - The Berm Park	23	38%

table 25. Design option preference

Question 2: Why do you prefer this option? (53 responders)

Response
The festival park option would go best with the location and development of a marina area. Furthermore, the "waterfront plaza" area would be very welcoming to boating visitors.
Good balance of amenities and flexible layouts for future changes, additions or priorities.
I think the festival park idea is great, having a space for large outdoor events/concerts would be an amazing addition to Port Stanley!
Splash pad and amphitheater
Like the idea of festival and concert area by the water. Whichever option has the most parking will be the most successful. People won't go enjoy the space if parking is an issue. Even with the parking options now, I choose not to go to port as there may be no parking when I get there.
I feel as though it preserves the natural beach atmosphere but also allows for retail and tourism opportunities.
I could hardly decide! I like them all. Can we have all three?
Leaves berm open and great spots to overlook water- and marina is genius idea
Greater flexibility
I like the Option B for the use of space specifically the waterfront plaza plan. This would bring high end tenants to the area looking to expand their shops, bars and restaurants to a great location year round with one of the best views in all of SW Ontario. The Option B plan with the addition of a Multi-Sports area (BBall and Tennis), Dog Park, Children's park and Splash Pad in the Open Park Space similar to the Option A would be a great addition this growing community. I also really like the use of the existing asphalt plant for parking, parking should be maximized for whichever plan is used. Great ideas for the village!
Splash pad
I like the large green space but would like to see a splash pad
More public space
Better access and involvement for more people
Space everyone can enjoy.
more activities while still maintaining green open space
I love the idea of a water front plaza!! A coffee and shopping by the water or drinks on harbour brings back memories of a visit to Halifax.
"Like Performance space Sports courts Large open space Dog park."
Much needed public facilities for tennis and pickle ball for both youth and senior populations.
Appears to have slightly less development. *All* options have way too much development and way too little associated parking. Disaster in every one.
Because there seems to be more naturalized space and more waking if the amphitheater was a planted space I don, think there should be a splash pool by the beach as it will always be full of sand also the parking should have trees and to divid up area as in one of your photos but only one option

Response
The waterfront plaza is a great feature
The waterfront plaza is great, but still maintaining lots of green space
Larger naturalized area, berm. Delete the splashpad and amphitheatre. More space between buildings on extended main st.
I like the larger wooded space, as long as it includes trails that welcome people.
I really had a hard time deciding and liked elements from all options, especially A and C. All of the options provide public benefits to increase utility and enjoyment along the waterfront. I do think that options which provide benefits for year round use by residents should be given priority over seasonal benefits. To increase the benefits to residents year round, I like the idea of extending the multi-use trail system (present in Options A, B, and C), as well as adding a dog park and sports activity space (presented in Option A). For increased vibrancy for residents as well as visitors, space for pop-up markets (open space is present in all options), a waterfront performance space on the berm (Option C) and washroom facilities by the Little Beach (present in Options A, B, and C) would be a plus. I don't think a splash pad is necessary given the beach amenities we have.
Port Stanley not having a splashpad is a missed opportunity for everyone. Not only the children who live in the village but for everyone who comes to visit and is looking for a fun way to cool down in the summer but doesn't like swimming in the lake.
C: A splash pad is a very attractive amenity for lots of the same reasons many other places have them. A berm on the berm is a great idea re: amphitheatre and lookout. I like the naturalized area because with the development recommended I think it is already WAY beyond the 25% development that also was to include parking.....looks more like 50%. I want the least amount of hard paved areas/development while keeping in mind the need for commercial square footage in Port in general. And truly naturalized makes sense for protecting and nurturing wildlife.
Pickle ball courts. I would have liked a larger naturalized area like in third option.
Best for families
I love the larger nature space and think a splash pad will be great for the village
"Option Two, the Festival Park design, provides the perfect mix of active and passive land use. It sets Port Stanley up to provide significant, revenue generating activities to a tourism base. And also balances the land use with sporting activity options and family activities. I believe that Port's predominant target market segments are healthy seniors/retirees, family, and millennials. This design has a draw for each of these groups, while still providing passive use space. "
I prefer option C because of the naturalized berm.
"Mixed use sports , please include a tennis court with the pickle ball. Can be used for both. One tennis court can have 2 pickle ball courts with a moveable pickle ball net. Dog park on the berm, way too many dogs roaming the beach unleashed, terrorizing people, always finding poo and poo bags year round, very unsanitary to even put a towel on the beach in Erie Rest. So much excrement. Constant Loud barking. Contain dogs on the berm with a nice destination dog park. Ticket dogs on beach. Protect your Blue Flag beach Lots of parking ! Hotels and development should be capped at 3 storey's. Preserve the million dollar view. "
I like the size of the buffer zone .

Response
<p>"1. Port Stanley definitely needs a good sized dog park with proper provisions for dogs (water to drink, wet/splash pad for play, benches for owners, trees, poop bags/ disposal bins). Presently the beach, more specifically Erie Rest is a doggy pooping and peeing ground. Dogs are being walked there on and off leash 365 days of the year. People don't want to, and shouldn't have to lounge in dog excrement, as it's dirty and unsanitary. Poop bags are left on the beach as well. NO DOGS should be allowed on the beach, and this needs to be enforced! With a large and well equipped dog park (not just a big fenced off yard space), pet owners will have an equally, if not more enticing place than the beach to take their dogs.</p> <p>2. Port Stanley definitely needs both tennis and pickle ball courts (see those at pinafore park for reference).</p> <p>3. Port Stanley definitely needs an outdoor amphitheater for performing arts.</p> <p>4. Port Stanley can always make use of some more outdoor cafés.</p> <p>5. MOST IMPORTANT: Port Stanley needs to learn from similar waterfront communities, and pass a law that prevents anything from being built higher than THREE STORIES!!! The 5 story Prespa development was a big mistake, and if st it stone, should remain the only building a higher than three stories.... EVER.</p> <p>The Florida Keys is a great example of this. we rode in a helicopter over the area, and noticed only one high rise, about 6 stories. Everything else, and I mean everything, was only 3 stories and under, and it was fabulous for the area! Apparently, much like the Prespa building in Port, the Florida community got together and banned any more development over 3 stories. Hence, Marathon Key has the only and last high rise in the keys, making it a dream location for both residents and tourists alike."</p>
I like the idea of a plaza at the end of the main street extension. The proposed additions are more in line with what I see as Port Stanley's future
I like the splash pad option and the larger naturalization area
The dog park, a dog beach option would draw a ton of people to the little beach area!
I like natural areas.
We live on Bessie Street. Please ensure that the properties there are not overtaken by new development. Traffic, congestion, and noise pollution is already an issue during peak times.
Amphitheatre. (But, is it OK to have facing the waves due to amplified noise? Acvoustics?) Dog park.
This will add more to do without using up very much space. Should attract tourists more than the other options and can lead to more stable shopping
the large area of naturalized landscapes
Waterfront plaza
Splash pad beside park and more naturalized area.
I want to support native species with naturalized landscapes
Most activities for growing number of families, most naturalized space, and amphitheater!
Best fits with the community profile
Let's bring back music/big band/jazz etc. and outdoor perf. In amphitheatre
Seems of the 3 to keep the most space natural and multi purpose

Response
We really love the berm park because it has a large option for naturalized forest with trails, and still leaves room for sport activities and events.
Better use of open space. I'd eliminate the splash pad as it is redundant with Little Beach adjacent. I like the improved gateway as a north entrance and would enhance it. The parkland and Little Beach are legacy assets and deserve featured access. Assume parking for mixed use and residential is provided within the designated areas. Better walkways taking advantage of green areas. Would be great to introduce plaza (Option 2).

table 26. Reason for design option preference

Question 3: Which do you prefer for Naturalized Space options? (59 respondents)

Out of 59 respondents, the majority preferred a riparian edge (41%), followed by carolinian forest (27%).

Response	Number of responses (59 Total)	Percent of responses (out of 59)
Carolinian Forest	16	27%
Planted Berm	7	12%
Pollinator Meadow	7	12%
Wetlands	5	8%
Riparian Edge	24	41%

table 27. Naturalized space preference

Question 4: Which do you prefer for Open Park Space options?

Out of 60 respondents, the majority preferred a wide waterfront promenade (53%), followed by lawn and trees (32%).

Response	Number of responses (60 Total)	Percent of responses (out of 60)
Dark Sky Lighting	6	10%
Parking	2	3%
Wide Waterfront Promenade	32	53%
Lawn and Trees	19	32%
Shade Structure	1	2%

table 28. Open park space preference

Question 5: Which do you prefer for Activities options? (58 responders)

Out of 58 respondents, the majority preferred a multi-sports court (28%), followed by a dog park (22%).

Response	Number of responses (58 Total)	Percent of responses (out of 58)
Exercise Equipment Stations	3	5%
Ice Rink	8	14%
Dog Park	13	22%
Multi-Sports Court	16	28%
Playground	18	31%

table 29. Activities preference

Question 6: Which do you prefer for Pathway options?

Out of 60 respondents, the majority preferred a waterfront promenade (50%), followed by multi-use paths (27%).

Response	Number of responses (60 Total)	Percent of responses (out of 60)
Secluded Seating	7	12%
Multi-Use Paths	16	27%
Waterfront Promenade	30	50%
Signage	1	2%
Rest Arenas	6	10%

table 30. Pathway preference

Question 7: Which do you prefer for Gateways and Lookout options?

Out of 60 respondents, the majority preferred a waterfront plaza lookout (52%), followed by a berm lookout (27%).

Response	Number of responses (60 Total)	Percent of responses (out of 60)
Turnaround Features	3	5%
Waterfront Plaza Lookout	31	52%
Berm Lookout	19	32%
Lookout Platform	2	3%
Architectural Gateway Features	5	8%

table 31. Gateway and lookout preference

Question 8: Which do you prefer for Gathering options? (59 responders)

Out of 60 respondents, the majority preferred a waterfront plaza lookout (52%), followed by a berm lookout (27%).

Response	Number of responses (59 Total)	Percent of responses (out of 59)
Urban Waterfront Plaza	12	20%
Gazebo/Performance Space	20	34%
Amphitheatre	16	27%
Pop-Up Markets	6	10%
Indoor Market/ Vendor Space	5	9%

table 32. Gathering preference

Community Engagement Phase 4: Draft Recommendations

May, 2022

Responder Profile

A total of twenty-five (25) people contributed to this engagement phase by responding to the in-person questionnaire at Public Open House #2 or to the online survey (Survey #3). Eight people responded using the online survey and 17 people responded using the in-person questionnaire. Both the online survey and the questionnaire asked responders to rank their preferred recommendation in each of the study areas. Please note that all questions have 25 responses unless otherwise indicated.

Ranking System

The rankings are converted into a score, which is added up to determine the priority of the recommendation. Items ranked first will get a score of 10, items ranked second will get a score of 7, items ranked third will get a score of 4.5, items ranked fourth will get a score of 2.5, and items ranked 5th will get a score of 1. Recommendations with the highest score were voted to have the highest priority.

Survey Responses

Question 1: Please rank in order of priority the areas you would like to see improvements to.

Area	# of 1st place rankings	# of 2nd place rankings	# of 3rd place rankings	# of 4th place rankings	Score (out of 100)	Order of priority
East Harbour (The Berm)	16	5	1	3	83	1
West Harbour & Hofhuis Park	3	14	4	3	60	2
West Promenade	2	2	8	9	48	3
East Promenade	4	3	8	7	39	4

table 33. Waterfront area priority

Question 2: Please rank the top five recommendations you would most like to see prioritized in the West Harbour & Hofhuis Park. (19 of 25 responders answered this question)

Recommendation	# of 1st place rankings	# of 2nd place rankings	# of 3rd place rankings	# of 4th place rankings	# of 5th place rankings	Score (out of 100)	Order of priority
Walkway Enhancements	6	5	3	0	1	57	1
New Event Space	8	2	1	2	0	54	2
Update Existing Parking	2	3	1	4	0	29	3
Crosswalk and/or other pedestrian safety measure at the Boat Launch	2	2	2	0	2	24	4
Future Development	1	1	1	1	1	13	5
New Parking	0	1	1	1	4	10	6

table 34. West Harbour & Hofhuis Park priority

Question 3: Do you have any comments on the concept design of the West Harbour & Hofhuis Park? (11 of 25 responders answered this question)

Platform	Response
Questionnaire	The amphitheatre should be in Hofhuis Park. More parking for events on the west side.
Questionnaire	Too much parking - consider parking outside core
Questionnaire	Have 1 amphitheatre only and put it in Hofhuis Park
Online Survey	F)Event space will have graffiti on it in one week D)Share and wind shelter the same a) more planting for wind is good B) definitely not that will be destroyed within 24 hours C) I do not think that money should be spent on parking
Online Survey	Public art-wind socks will be destroyed by wind. (B) Shade/wind shelter (D) will be vandalized. F- gazebo should be green (grass) and build into a raise hill A. Yes plant more Carolinian trees as shelter Please be advice re graffiti and vandalism is extreme in Port Stanley. Use the parking lot as is. Expense down...perhaps plant some trees.
Online Survey	Approve of planting for wind shelter (A). B,C,D,E,F are inappropriate for an area so open to the strong wind off the water. Vandalism will be a problem.
Online Survey	The West Harbour is the ideal spot for an auditorium and organized activities as it is more protected from wind than the berm and parking is already available.
Online Survey	I do not see any value in an event space in the park. It would require seating and the space is quite limited. Also sound would be an issue in terms of wind turbulence.
Online Survey	Picnic facilities would be nice
Online Survey	I prefer (A) Planting for wind shelter No unnecessary buildings or structures or art projects
Online Survey	more green space, especially trees, nice lighting not too bright.

Question 4: Please rank the top five recommendations you would most like to see prioritized at the Promenade West. (16 of 25 responders answered this question)

Recommendation	# of 1st place rankings	# of 2nd place rankings	# of 3rd place rankings	# of 4th place rankings	# of 5th place	Score	Order of priority
New Park	8	4	0	0	1	68	1
Waterfront Gateway	3	2	4	1	1	44	2
Enhance Existing Promenade*	2	6	1	1	0	43	3
Future Development	2	2	0	3	2	28	4
Extend Sidewalk	0	1	6	2	0	25	5

table 35. Promenade West

*did not get added to online survey

Question 5: Do you have any comments on the concept design of the West Promenade? (10 of 25 responders answered this question)

Platform	Response
Questionnaire	Please keep it simple and cost effective. There needs to be height restrictions.
Questionnaire	Traffic on Maud & Bessie in summer is getting bad. Pluse we have a lot of pooling water. Worried that more parking on hard surfaces will make things worse.
Online Survey	D)E) that area is a good idea B) this area is being looked after by the new leases
Online Survey	D-Park Space and Pop Up markets good E- Open park space is good Waterfront Promenade was done 3 to 4 years ago, why spend more mo et on it now! The Doc building has been leased and being refurbished by the people who have leased the building
Online Survey	In the new park the pop up market is a good idea as is the idea of open park with seating. The promenade has just been completed and the DOC has been approved with the renters responsible for any improvements.
Online Survey	There already exists a recently completed promenade along the harbour. I do like the idea of a pop up market or venue for art and craft sales, etc. the new brewery has been approved and it will enhance its surroundings as part of attracting customers.
Online Survey	The future development is not under study as I understand it.
Online Survey	This promenade has been extensively revitalized already.
Online Survey	Promenade was done recently, no need to waste money redoing it. Simple seating (black benches heat up in the sun)

Platform	Response
Online Survey	bigger park space for popup markets and communal activities, more green space , promenade is already quite good

Question 6: Please rank the top five recommendations you would most like to see prioritized at the Promenade East. *(14 of 25 responders answered this question)*

Recommendation	# of 1st place rankings	# of 2nd place rankings	# of 3rd place rankings	# of 4th place rankings	# of 5th place	Score	Order of priority
Promenade Enhancements	7	1	2	1	0	64	1
Pedestrian Connections	6	3	1	1	1	63	2
Over Topping Protection	0	6	2	1	0	39	3
Separation Between Harbour Activities and Promenade	1	1	1	3	3	23	4
Glover Park	0	0	4	3	2	20	5

table 36. Promenade East

Question 7: Do you have any comments on the concept design of the East Promenade? *(9 of 25 responders answered this question)*

Platform	Response
Questionnaire	At the end of Main, no cars. Stop cars where the roundabout is now.
Online Survey	A) Glover park is already finished B) that is a death trap only steps to go the the fishing boats where are the fisher men going to unload their boats C) no raised walk way only wall protection with areas for the fisherman D) ? E) wall protection the entire length is a very good idea F) the fisher men are there ??
Online Survey	Glover Park (A) is already done! Can't Do Planters (F) where you have them as the fishing boats can't unload if they are put in. No to Tiered walkway???? There is no room to do what you are suggesting for E. putting trees in there will be no place to walk. Please go and look at the space!! I like trees but no room there. Put trees on the Berm. The walkway was just formed with new lighting about 4 years ago! What does D mean?
Online Survey	These recommendations need serious rethinking! Glover Park already exists in a perfectly acceptable form. The proposed promenade along the whole length of the harbour is not feasible for the commercial fishermen. And a raised walkway will do nothing to allow walking when the lake flow is higher due to storms and winds.

Platform	Response
Online Survey	Glover Park already exists in a perfectly format. I cannot understand how raising the sidewalk will much alleviate the storm surge along the harbour. Also, the fishi g fleet cannot be inconvenienced by raised walkways or placed planters.
Online Survey	I think this area is fine. If there is a need to separate the finishing activity (offloading) from promenade, this should be done in a way that barriers can be activated and then removed since it is only for a small part of any day.
Online Survey	Part of the charm and the life blood of this village is the fishing industry, let's keep it that way.
Online Survey	Save money by keeping it simple, protect from waves
Online Survey	protect against the ice in the winter and not block the fishing boats which are a strong part of the towns commerce, most enhancements would not be beneficial

Question 8: Please rank the top five recommendations you would most like to see prioritized at the East Harbour (The Berm). (22 of 25 responders answered this question)

Recommendation	# of 1st place rankings	# of 2nd place rankings	# of 3rd place rankings	# of 4th place rankings	# of 5th place	Score	Order of priority
Naturalization	13	3	0	2	0	71	1
Waterfront Green	2	3	2	3	2	28	2
Walkways	0	4	4	4	1	26	3
Wetlands	0	8	1	0	0	30	4
Waterfront Promenade	2	1	0	1	3	15	5
Lookout	0	0	6	1	3	15	6
Trails Activity Zone	0	1	3	2	0	12	7
Amphitheatre	1	0	1	3	1	10	8
Dog Park	2	0	0	1	0	10	9
Waterfront Plaza	0	2	1	1	0	10	10
Potential Future Marina	0	0	2	1	2	7	11
Parking	1	0	0	0	1	5	12
Fishing Platforms	0	0	0	2	1	3	13
Woonerf	0	0	0	0	1	1	14
Gateway Plaza	0	0	0	0	1	0	15
Exercise Stations	0	0	0	0	0	0	16

table 37. East Harbour (The Berm)

*did not get added to online survey

Question 9: Do you have any comments on the concept design of the East Harbour (The Berm)? (11 of 25 responders answered this question)

Platform	Response
Questionnaire	<p>Splash pad - because of sand in drains and wind place the splash pad in Little Creek Park on east Rd or in the baseball park Warren + Colbourne - Water is in that area. Place for young kids as well as when beach is too crowded.</p> <p>Dog park - at waste management area please. Dogs should not be in a naturalized area or near a beach - people will leave dogs to go to beach. There is a dog park 10 min drive in Dalewood which is underutilized.</p> <p>Sports court - too much wind. Redo courts at Union Park</p> <p>Anything that is a structure will be vandalized i.e. raised lookout (perhaps a hill instead, kids can slide down) i.e shade structures (people can bring their own umbrellas, holes in ground)</p>
Questionnaire	<p>Please keep activities few in number. Love it naturalized. Move dog park and splash pad to other park locations. (Ask council to include these in their town plans).</p>
Questionnaire	<p>No dog park - put by waste water facility. No splashpad - put on east road park. No sports courts, too little - put elsewhere (union). Make the berm a people place.</p>
Online Survey	<p>Please keep existing wetlands which can be used for skating in winter .no splash pad as it will be used as a shower by everyone on the beach and will be full of sand it should go up in the ball park area . No dog park as they are not allowed on the beach anyway and will only make it worse . EH) 10 the courts will not be used as it will be to windy and they will only be used by the skateboarders and the nets will always have to be replaced B) the amphitheater looks like it will take up to much space . Good idea but at the moment not incorporate into the landscape . EH1) the seating is good but I think the existing stone setting should be incorporated around the park H) look out should be landscaped with the ample theatre D) natural play ground great K) shade should be trees not a structure</p>

Platform	Response
Online Survey	<p>-please put in Carolinian Forest in the south east part. The forest would become a wind shelter. Trees could be planted in groupings on mounts for the roots. Please be protective of our environment and climate needs. Also we need to preserve nature and habitat. Many birds migrate through this area. Let's be progressive and show how to use a green space by keeping it as green as possible and be able to use almost all of the area in all four seasons. Everything that goes on the Berm has to be utilized in each season.</p> <p>-keep the natural wetlands for nature and winter skating, they are there now..south east corner of Berm. -too windy for Splashpad, should go in Little Creek Park on East Road or at park at Warren and Colbourne. The beach and lake is a natural splash park. Sand will plug drains and wind will frustrate the children. Placing in other area of Port assists traffic, parking and another event to visit. -sports court...too windy. Resurface the courts at Union across from union Golf Club. Lovely area and park is under used there.</p> <p>-sports nets will need to be replaced constantly because people abuse and cut. Just like the basketball nets and volleyball nets at BIG beach.</p> <p>-NO, NO, NO to dog park...will become a place for people to leave dogs as they go to beach. Dogs are not allowed on beach, why have dog park near by. There is a dog park 12 minutes drive from Port by Jumbo the Elephant, 16 minutes from Port on Highbury. If we need to build a dog park put up at waste water plant. Keep things natural...if an amphitheater needs to be a grass hill with trees. NO vandalism type structure. For bands, events, flatbed trucks could be brought in and placed along the parking lot. Events on a barge would be excellent. The lookout shelter....should be a grass hill so it can be used in winter. Stuctures will be vandalized if not all natural!! Keep the sitting stones on the Berm for quite areas. Place picnic tables on south end of Main Street...which is wheelchair excessable. Garbage in one area. Natural playground is a good idea...NATURAL. Use trees for shade, not building stuctures...use nature for our climate, environment, and health. Also much cheaper.</p>
Online Survey	<p>The area should be mostly open green space easily accessed by everyone old and young. There is no need for dog parks, athletic courts, lookout towers, a marina, amphitheatre, etc. All that is needed is lots of green, natural open space. No razzmatazz. Just a spot for people and families to relax and enjoy in this hectic world.</p>
Online Survey	<p>The Berm needs to be kept as a simple, natural, family oriented area. With the wind and weather it experiences, such things as amphitheatres, lookouts, sports courts are just not feasible! Spend less, achieve more. Keep it green and peaceful.</p>

Platform	Response
Online Survey	I may be missing the sports court and dog pad but neither have a place in space. The sports court would have limited seasonal use by a small population of people and wind turbulence would play havoc with a tennis game. The dog park should not be so close to human activity and is too small and expensive to maintain. It also conflicts with a by-law against dogs on Little Beach and the smell may be intense on summer days. Both the court and dog park should be located elsewhere or not at all. The amphitheatre would be grossly underutilized as there is limited demand for waterfront performance space and like Hofhuis Park, the wind would cause problems.
Online Survey	A dog park would be better situated elsewhere, perhaps at the water treatment plant. Do we want feces washing into the blue flag lake? Because of the winds off the lake sport courts would be better in a different location away from the lake. This holds true for the splash pad idea also as well as sand blowing and causing drainage problems.
Online Survey	Keep it a green space with seating and basic trails with lots of trees
Online Survey	we dont have much green space which is very important to have a healthy community

APPENDIX B: IMAGE SOURCES

Figure 1	https://img.marinas.com/v2/7c0e4f26509157dd00b30c1c749ffdeb6ca823a5e929f07cb8e2f2082cd1aa2b.jpg
Figure 14	https://northshorebeacon.ca/wp-content/uploads/2021/05/Dominion-of-Canada-Building-1080x675.jpg
Figure 17	https://www.portrentals.ca/_uploads/204/dsc_0143.jpg
Figure 20	http://magicaljourneys.com/portstanley/images/littlebeach2.jpg
Figure 29	https://www.edgewater.co.nz/assets/Uploads/_resampled/CroppedFocusedImageWyl0OTAiLCI0OTAiLCI1NC02NCJd/Edgewater-biking-by-lake-edge-Wanaka-01466.jpg
Figure 30	https://assets.simpleviewinc.com/simpleview/image/upload/c_limit,h_1200,q_75,w_1200/v1/clients/toronto/Boat_waterfront_4359_c97d1719-280f-4d7b-bc4c-d99a25e59c4a.jpg
Figure 31	https://www.earthscapeplay.com/wp-content/uploads/2021/09/Kiwanis-Park-London-natural-playground-log-climber-1080x675.jpg
Figure 32	http://www.explorewaterfronttoronto.ca/project/waters-edge-promenade-east/
Figure 33	https://static.dezeen.com/uploads/2018/01/chicago-riverwalk-sasaki-associates-ross-barnery-architects-drone-footage-usa_dezeen_2364_col_13.jpg
Figure 34	https://www.inossining.com/wp-content/uploads/2018/06/IMG_3202.jpg
Figure 37	https://image.jimcdn.com/app/cms/image/transf/none/path/s6ccd9f336d157521/backgroundarea/i107f647a261ea16d/version/1653384989/image.jpg
Figure 38	https://content.aucklanddesignmanual.co.nz/ADM%20Images/Carousel/005%20Parks%20Case%20Studies/005%2008%20Judges%20Bay%20Reserve/Carousel/6.jpg
Figure 39	https://torontoist.com/wp-content/uploads/2016/01/8809902381_e51e1c41f7_k-2.jpg
Figure 40	https://upload.wikimedia.org/wikipedia/commons/f/f7/Berges_de_la_Seine_1.JPG
Figure 41	https://2.bp.blogspot.com/-l2c_KMkhRul/Wq0hXqQbfLI/AAAAAAAAANZM/MuitDM2uBcEjeOFLmp95x63-zRJQ3z8JwCLcBGAs/s1600/Zadar%2B%252836%2529.jpg

- Figure 42 <https://i2.wp.com/rootswingsandtravelthings.com/wp-content/uploads/2019/11/DP-47.jpg>
- Figure 43 https://images.adsttc.com/media/images/5514/a018/e58e/ceba/3f00/009e/large_jpg/Arplan_55.jpg?1427414986
- Figure 52 <https://i.pinimg.com/originals/65/f5/16/65f51690beada1a2f4d7ca0b35b9a034.jpg>
- Figure 53 <https://www.biotope.cloud/2014/12/northern-norway-architecture-award-2014.html>
- Figure 54 https://wiki.sustainabletechnologies.ca/images/thumb/4/41/Edwards_Gardens_Bio_2014.JPG/400px-Edwards_Gardens_Bio_2014.JPG
- Figure 56 <https://cdn.archilovers.com/projects/0e277803650749c4bf98cf984512a51d.jpg>
- Figure 57 https://images.squarespace-cdn.com/content/v1/5c3689fe8ab722ebee85d7b/1559222404874-6MMVKWYF6S05H2CZWCPD/56255634_2594462120595152_1373751925350072320_o.jpg?format=2500w
- Figure 58 <https://pbs.twimg.com/media/DqYKuRIX4AEU0u1?format=jpg&name=large>
- Figure 59 <https://traveldinerelax.files.wordpress.com/2019/07/waterfront-youngs-terrace-min.jpg>
- Figure 60 <https://northshorebeacon.ca/central-elgin-proposes-1-4-million-lease-and-sale-of-port-stanleys-dominion-of-canada-building/>
- Figure 62 https://www.portrentals.ca/_uploads/204/dsc_0143.jpg
- Figure 63 https://assets.simpleviewinc.com/simpleview/image/upload/c_fill,f_jpg,g_xy_center,h_440,q_65,w_640,x_3120,y_2475/v1/clients/toronto/Boat_waterfront_4359_c97d1719-280f-4d7b-bc4c-d99a25e59c4a.jpg
- Figure 64 <https://pbs.twimg.com/media/DkLMA-bXoAAyoFL?format=jpg&name=large>
- Figure 66 <https://www.investinnorthbay.ca/media/1110/waterfront.jpg>
- Figure 68 https://images.squarespace-cdn.com/content/v1/50afefd0e4b01c11f0ec0c82/1620761136010-ZLBHIP5L0YCHL6H2UBJU/_WIM7100.jpg
- Figure 69 https://www.minnehahacreek.org/sites/minnehahacreek.org/files/images/education/cleanwaterforhomeandyard/Biofiltration%20Swale%20-%202008%20Clean%20Water%20Council%20Tour%20169%20-%20Locust%20Hills%20Development_sm.jpg
- Figure 62 <https://pbs.twimg.com/media/FOeyYhmWYAUGHaw?format=jpg&name=large>
- Figure 73 https://media.blogto.com/articles/natrel-rink-1.jpg?w=1200&cmd=resize_then_crop&height=630&quality=70
- Figure 74 <https://browningday.com/wp-content/uploads/2019/10/5-IU-Amphitheater-Center-Desktop-Hero-Project.jpg>
- Figure 75 <https://www.earthscapeplay.com/wp-content/uploads/2021/09/Kiwanis-Park-London-natural-playground-log-climber-1080x675.jpg>
- Figure 76 https://recmanagement.com/images/201910/201910_fe_02_08.jpg
- Figure 77 <https://i.pinimg.com/originals/b1/b8/d0/b1b8d00759dd8224afedafe9f983d842.jpg>