



MUNICIPALITY OF

**PORT HOPE**

# **WATERFRONT & RIVERWALK MASTER PLAN**

Final Report

**wsp**





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## Version History

Version	Date	Comments
v4.	September 2023	Final Waterfront & Riverwalk Master Plan
v3.	May 2023	Final Draft Waterfront & Riverwalk Master Plan
v2.	March 2023	Second Draft Waterfront & Riverwalk Master Plan
v1.	January 2023	First (Preliminary) Draft Waterfront & Riverwalk Master Plan

## **Indigenous Land Acknowledgement**

On behalf of the Waterfront and River Walk Master Plan project team, including Municipal staff, the Working Group, the Consultant team, and members of the community who have contributed their time, and having great personal interest in the Port Hope Waterfront and Ganaraska River, would like to take a moment to recognize that the proposed projects comprising the WRMP are situated on the traditional and treaty lands of the Williams Treaties. The area in which we are situated is also home to Indigenous Peoples from across the region and Canada.

All of those involved in the preparation of the Waterfront and Riverwalk Master Plan are grateful to have the opportunity to work on these traditionally and culturally significant lands and waterways.

The Municipality of Port Hope are in the process of Development of an Indigenous Awareness Plan. For more information on Williams Treaties First Nations visit <https://williamstreatiesfirstnations.ca/>

### **Municipal Land Acknowledgement Statement:**

*The Municipality of Port Hope exists on the lands of the Michi Saagiig Anishnaabeg traditional territory covered by the Williams Treaties. We honour and recognize First Peoples as rights holders and stewards of the lands and waters on which we have the privilege to live, work, and play, including the Ganaraska Forest and River. We pay respect to Elders past, present and emerging.*

*We commit to actions towards Truth and Reconciliation by recognizing the United Nations Declaration on the Rights of Indigenous Peoples, strengthening ties with First Nations, Métis, and Inuit peoples - especially those who make their home in Port Hope, and learning from Indigenous ways of knowing and being. We do so by recognizing the past and working towards a shared future.*

- - -



## **Acknowledgements**

Thank you to all the individuals and organizations, including Municipality of Port Hope staff, stakeholders, and rights holders who contributed their time and expertise to this report.

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An aerial photograph showing a stone wall on the left side, bordering a body of water. The wall is constructed from irregular, greyish-brown stones. The water is a dark, calm blue-grey color. The background shows a mix of green grass and more stone structures.

# Executive Summary



# 1. EXECUTIVE SUMMARY

## 1.1 WATERFRONT & RIVERWALK MASTER PLAN

The Port Hope Waterfront and Riverwalk Master Plan (WRMP) is a community-focused exercise that will create resilient, vibrant public waterside areas that are integrated with the natural environment. The WRMP seeks to enhance access and connectivity of waterside areas, promote healthy active lifestyle and economic vitality, and address the impact of climate change and long term protection of natural features.

The WRMP establishes the framework to guide planning and investment in public amenities, facilities, and infrastructure in a holistic manner to achieve the long-term vision for the Port Hope Waterfront and Ganaraska River. It is intended to be a tool to be used by the Municipality, agencies, developers, and the public as it relates to expectations for future projects within the WRMP study area.

### STUDY AREA

The WRMP study area (see **Figure 1-1 Study Area**) extends along the Lake Ontario shoreline from West Beach continuously around the Inner Harbour, Centre Pier, East Beach and the Waterside Trail to Gage Creek in the eastern most extent, and along the Ganaraska River from Lake Ontario north to the 401.

The focus of the WRMP is Municipal owned land, however to make the WRMP a reality will require cooperation and partnerships between public agencies, private landowners, industry, and the community. It will require political will and an involved and enthusiastic community.

### STUDY PROCESS

**A core principle of the WRMP is that it be developed with the community.**

The WRMP builds upon extensive previous studies, policies, guidelines, and has been informed through input from the Waterfront and Riverwalk Working Group, First Nation groups, and the community.

The final WRMP is a culmination of the work undertaken through all project phases, refined based on feedback received through project meetings, working sessions, and public engagement.

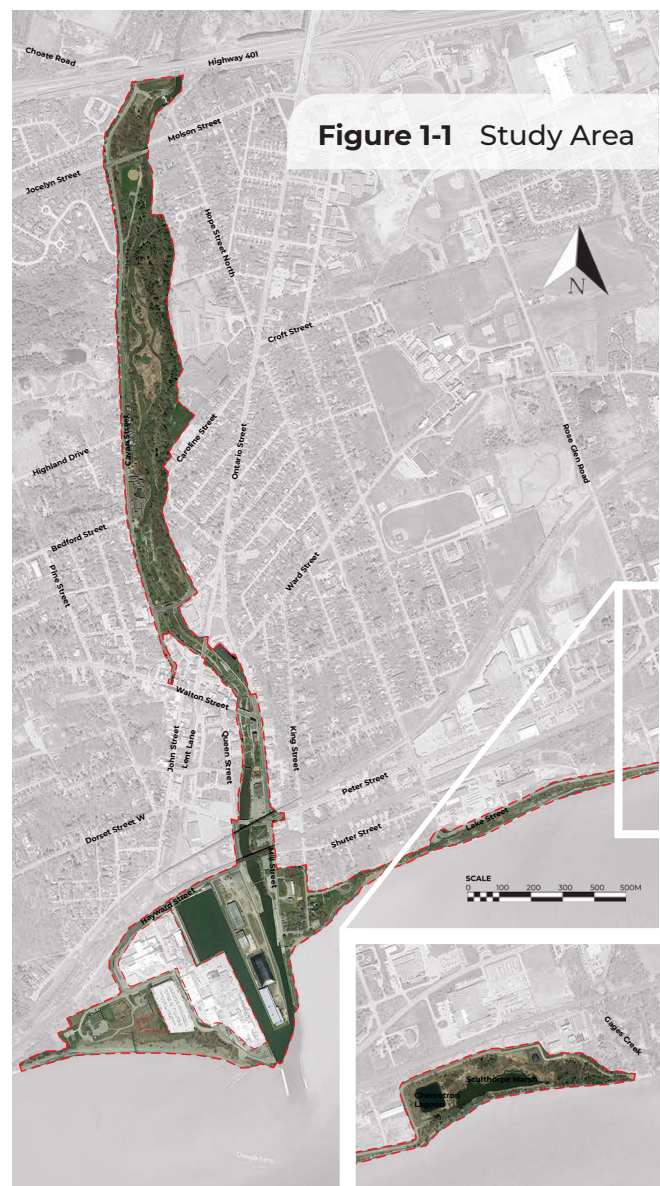


Figure 1-1 Study Area

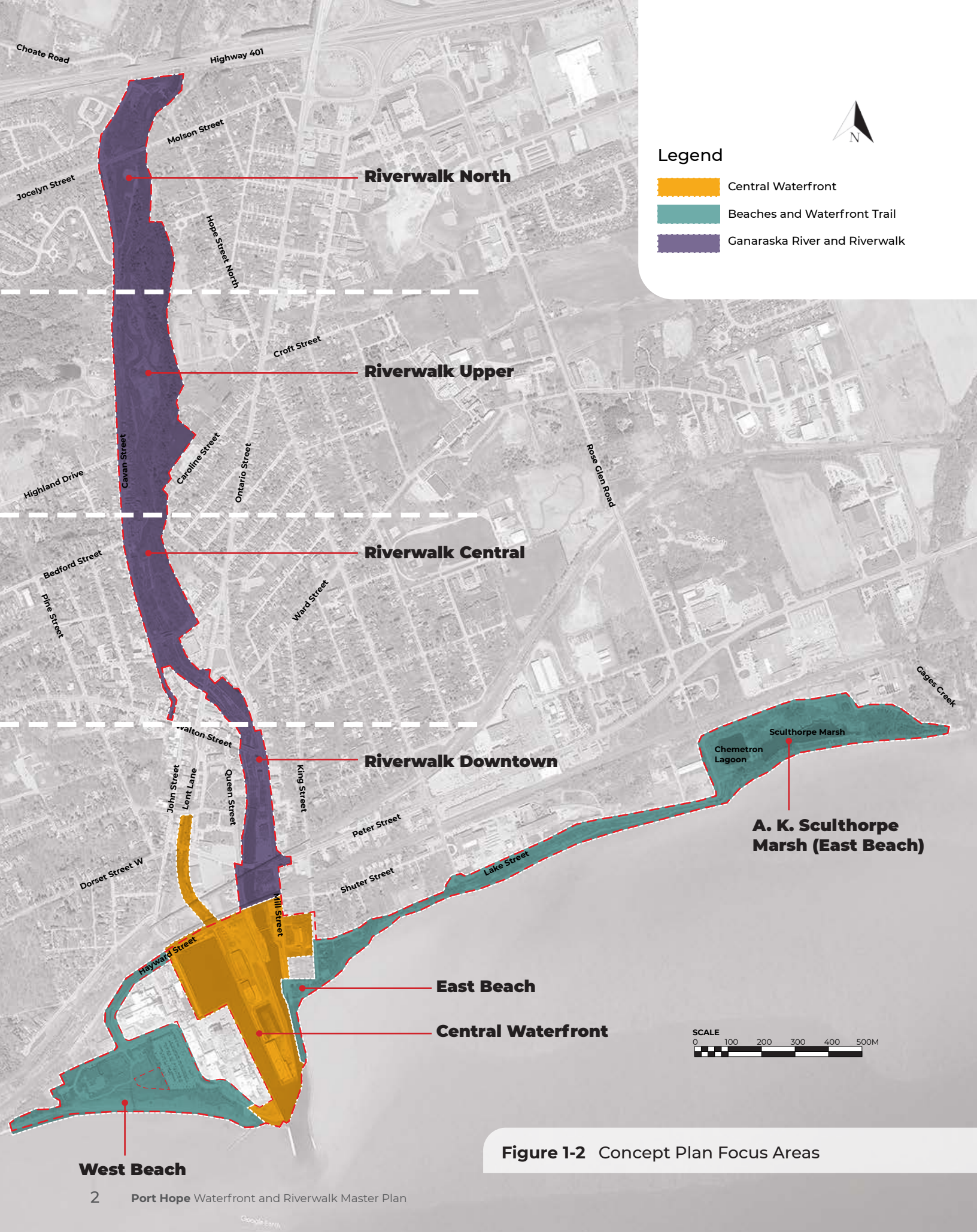


Figure 1-2 Concept Plan Focus Areas



## STRUCTURE OF THE WRMP

This WRMP document is structured to include an overview of the study area, policy context, overarching vision, design guidelines, and projects that have been identified through the WRMP process. The included plans, diagrams, imagery, and illustrations are to be regarded as means of communicating the intent of the WRMP.

The WRMP is structured into the following sections:

1. Executive Summary
2. Introduction
3. Vision & Objectives
4. Concept Plan
5. Design Guidelines
6. Implementation

## 1.2 CONCEPTUAL DESIGN

---

The WRMP study area comprises three distinct areas, the Central Waterfront, the Beaches and Waterfront Trail, and the Ganaraska River which themselves have been subdivided into focus areas (see to **Figure 1-2 Concept Plan Focus Areas**). These focus areas are defined by geographic, programmatic, and/or character distinctions. It is important however that these areas are addressed holistically as contributors to achieving the long term vision from the Port Hope waterfront and Ganaraska River.

### Vision Statement

The Port Hope Waterfront and Riverwalk Master Plan shall guide the realization of a vibrant, beloved, and renowned waterfront and river system, one that celebrates the unique cultural, natural, and built heritage of Port Hope, the land on which it is built, the water's edge, and the people.

The WRMP shall be forward looking, envisioning a waterfront and river corridor that are fully connected and embraced by downtown Port Hope and surrounding neighbourhoods, having a positive contribution to the unique character, culture, and desirability of the municipality for residents, visitors, and business.

A diversity of amenities and experiences will be provided through the WRMP including recreation and leisure, social gathering, arts and culture, local businesses, and protected ecological areas. All future design and development will consider the role this area plays in supporting public safety and an inclusive, healthy community for generations to come.

The following provides a concise overview of the individual projects making up the WRMP, which are described in detail in the subsequent sections of this report.



## CENTRAL WATERFRONT

### Central Waterfront Vision

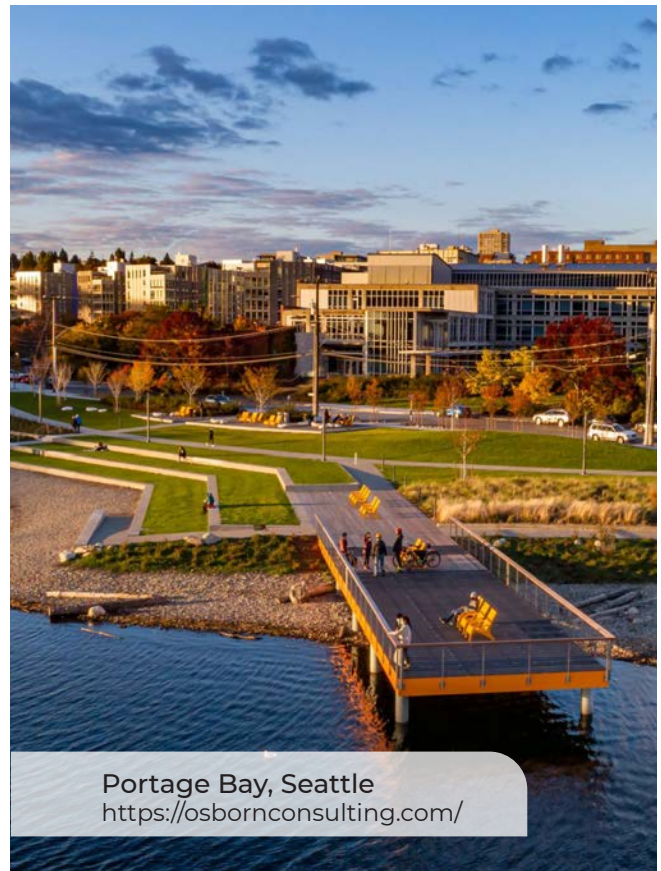
A vibrant, multi-use waterfront combining open green parkland with plazas suitable to host outdoor events (e.g., market stalls, etc). Continuous access is to be provide to the waterside, connecting West Beach, the Inner Harbour, the Centre Pier, and East Beach.

### Central Waterfront Projects

A range of potential individual projects have been identified for the Central Waterfront (see **Figure 1-3 Central Waterfront**). These include public open spaces (parks and plazas), as well as potential low-rise buildings (single storey) offering commercial opportunities (e.g., cafes, restaurants, shops, event spaces) as well as civic/public uses, including public washrooms. A potential marina for the inner harbour will be considered through a business case analysis. Due to significant physical constraints, including the ongoing remediation works, the ultimate design of the Centre Pier, including what uses and amenities may be accommodated will require a range of further studies and investigations, such as flood risk assessment.

### Central Waterfront Implementation

As a result of the ongoing remediation works, the redevelopment of the Central Waterfront is a long term goal of the WRMP. Some works, including potential trails to improve connections along the water's edge are to be targeted in the medium term if conditions allow.







**Figure 1-3 Central Waterfront**



**Table 1-1** Central Waterfront Key Considerations

Ref	Description	Impact on the WRMP
PHAI	Port Hope Area Initiative remediation works	In accordance with a Resolution from Council, no detailed planning for the Centre Pier will be conducted until the PHAI clean up is completed. The WRMP has been prepared to facilitate timely implementation of the vision for the Centre Pier, however the design and amenities provided will depend on further studies and subsequent design stages.
EA	Flood Risk and Environmental Assessment Process	The feasibility of any project within 30m of the water edge will be subject to further study, and may be required to undergo an EA process (see <b>6.2 Class Environmental Assessment Process</b> ). As this process may take several years to complete, early initiation of the EA is recommended (e.g., for a potential footbridge).
CW4.1	<b>Potential Marina</b> to the inner harbour	The Port Hope Marina Business Plan (2013) found that there was sufficient seasonal and transient boater demand to support a marina development on Port Hope's waterfront. Updated studies will be required to determine feasibility and business case for a marina, remediation works as part of the PHAI, flood risk, and sedimentation. It is anticipated that a marina would be required to go through the EA process.



Public open spaces, parks and plazas, Vancouver Shipyards  
© City of North Vancouver, BC



## BEACHES AND WATERFRONT TRAIL

### East Beach Vision

East Beach comprises the area known as East Beach (at the south end of Mills Street), as well as the Waterfront Trail from East Beach to A. K. Sculthorpe Marsh, and A. K. Sculthorpe Marsh.

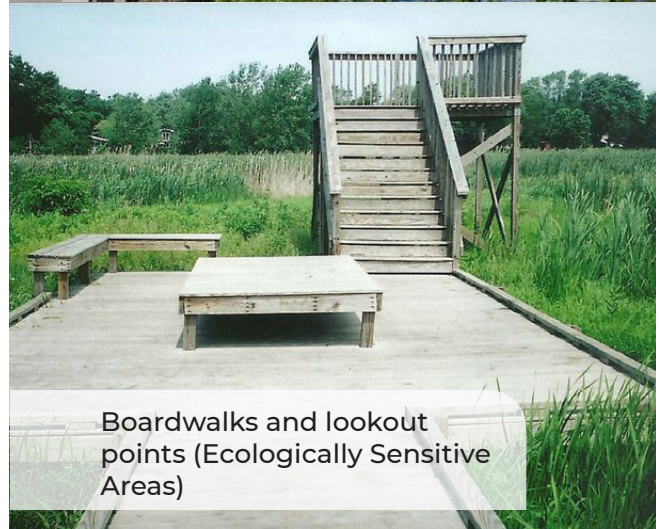
The vision for the East Beach area is for a community waterside park supporting year-round use with a balance of passive and active amenities, such as a combination of shaded and sunny seating areas, open lawns, treed areas, picnic facilities, exercise facilities, and play spaces, etc. Accessible access to be provided to the water (e.g., hard surface ramp/steps). The intent for the Waterfront Trail and A. K. Sculthorpe Marsh is for improved access and educational opportunities, while protecting and conserving ecologically sensitive areas.

### East Beach Projects

The projects identified for East Beach include a range of leisure and recreational amenities, public amenities, and improved access and connections (see **Figure 1-4 East Beach**).

### East Beach Implementation

It is anticipated that planning for the East Beach works will be undertaken in the near term, enabling implementation in the medium term. Some quick win projects, as well as ongoing maintenance work are identified for the near term.





See Riverwalk Downtown

Shuter Street

Mill Street South

King Street

See Figure 1-5  
Waterfront Trail and  
A. K. Sculthorpe Marsh

Caldwell Street

See Central  
Waterfront

Canaraska River

Waterfront Trail

ST3.6 Caldwell  
Street Car Park

ST3.5 King Street  
Car Park

Madison Street

ST1.4 Madison Street

ST3.4 Madison Street Car Park

EB1.1 Public  
Amenities

Madison Street

EB1.5 East Beach Leisure Amenities

EB3.1 East Beach Waterfront Trail  
Gateway

EB1.4 All-Ages Play Spaces

Existing boat  
launch

EB1.3 Water Access

EB1.2 Waterside Trail

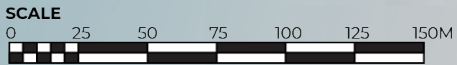
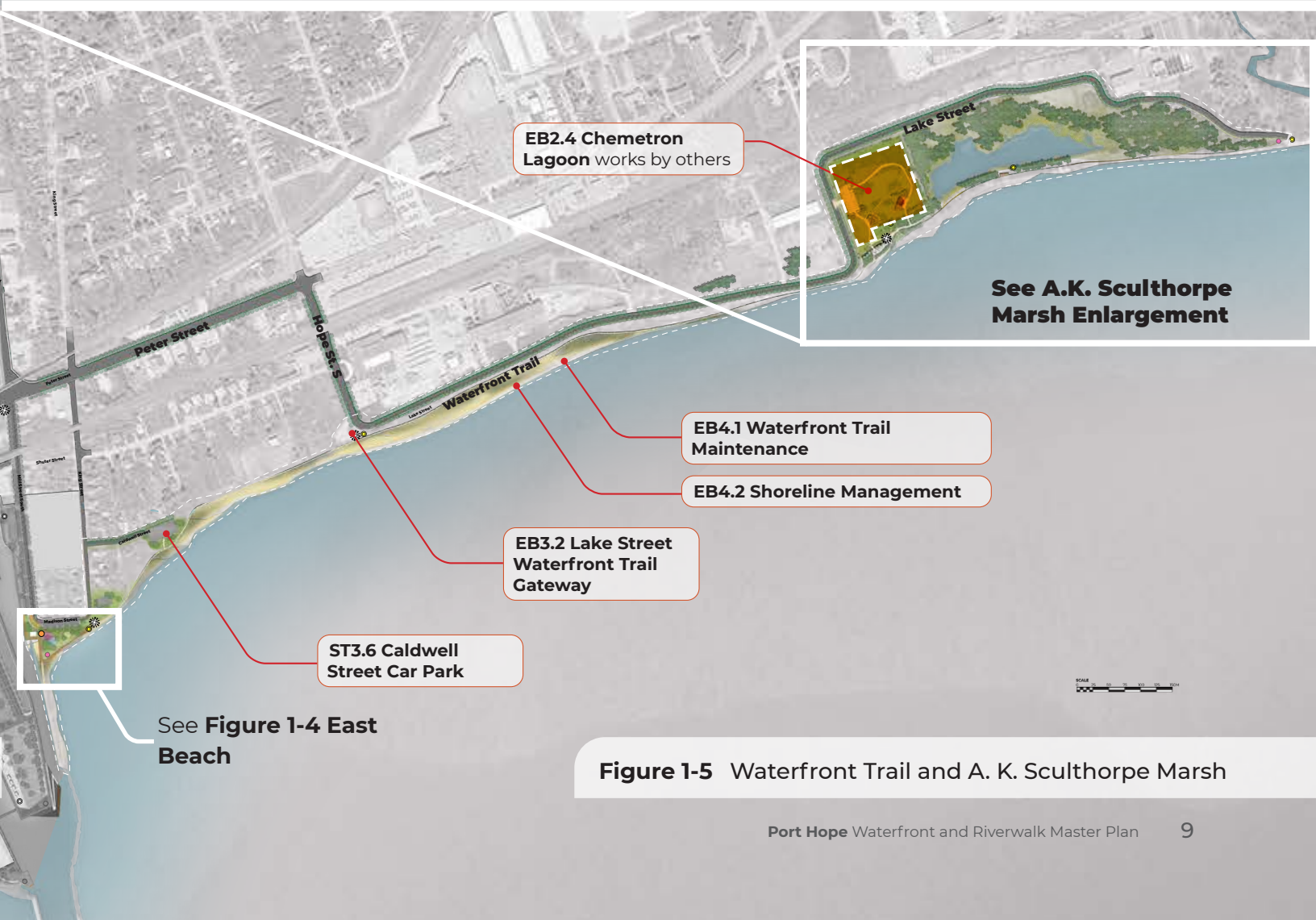
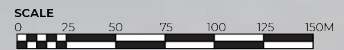


Figure 1-4 East Beach





**A. K. Sculthorpe Marsh Enlargement**

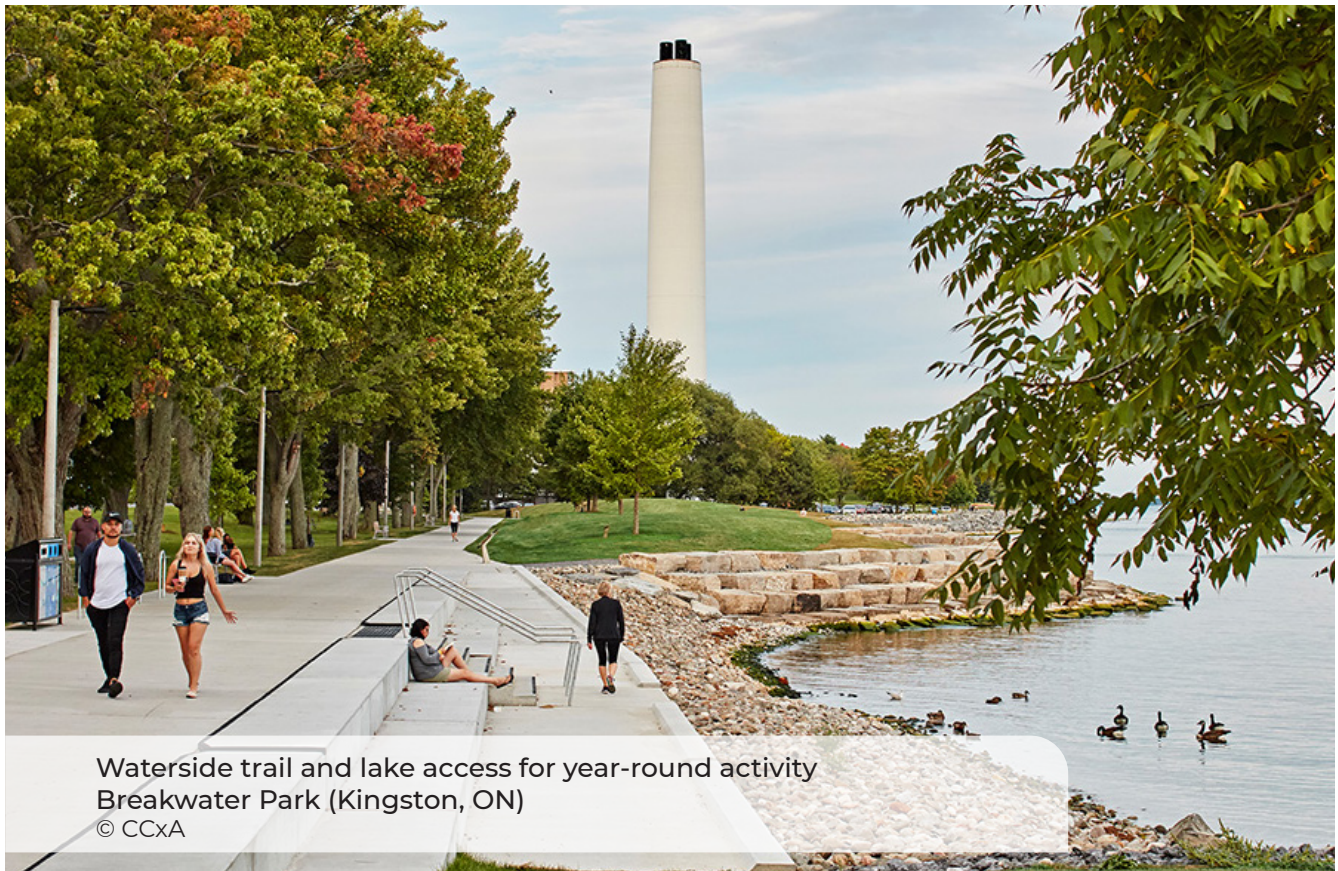


See **Figure 1-4 East Beach**

**Figure 1-5** Waterfront Trail and A. K. Sculthorpe Marsh

**Table 1-2 East Beach Key Considerations**

Ref	Description	Impact on the WRMP
EB4.2	Shoreline management	<p>The shoreline from East Beach extending approx. 10.2km to Cobourg is part of Reach 7 - Port Hope to Cobourg (see <b>Lake Ontario Shoreline Management Plan (2020)</b>).</p> <p>Port Hope East Beach and the portion of shoreline fronting Lake Street features ad-hoc shore protection in the form of scrap concrete and rubble mound revetments. These structures are generally non-engineered and are in poor to moderate condition. Well-engineered shore protection should be considered east of Port Hope and along Lake Street to mitigate erosion to the east.</p>
ST1.4	Madison Street and King Street traffic congestion and road safety	<p>Safety concerns have been raised relating to the sharp, sloped, and partially blind corner at Madison Street and King Street and access to the King Street Car Park (see <b>ST3.5</b>).</p> <p>Potential changes to the road network to improve traffic flow and road safety, in particular in anticipation of potential increased visitation of East Beach, seasonal events along Mill Street, and potential for mixed use development on Mill Street will require detailed traffic analysis.</p>



Waterside trail and lake access for year-round activity  
 Breakwater Park (Kingston, ON)  
 © CCxA



## BEACHES AND WATERFRONT TRAIL

### West Beach Vision

The West beach area includes a dynamic beach hazard, ecologically sensitive areas, and public amenity spaces. As a complement to the more urban character to East Beach, the vision for West Beach comprises three distinct areas: **Ecologically Important Areas (WB1)**, **West Beach (West) (WB2)**, and **West Beach (East) (WB3)**, each offering a range of differing uses and experiences.

### West Beach Projects

The projects identified for West Beach include measures to protect and conserve environmentally sensitive features, manage the dynamic beach hazard (e.g., dune system), as well as a range of leisure and recreational amenities, public amenities, and improved access and connections (see **Figure 1-6 West Beach**). Built/permanent amenities are focus in the **West Beach (West)** area having an all-ages leisure focus. The **West Beach (East)** area is to have a more open character, with a range of open grassed and sandy beach areas offering space for informal recreation.

### West Beach Implementation

Similar to East Beach, it is anticipated that planning for the West Beach works will be undertaken in the near term, enabling implementation in the medium term. Ongoing shoreline management, including invasive species removal are identified for the near term.

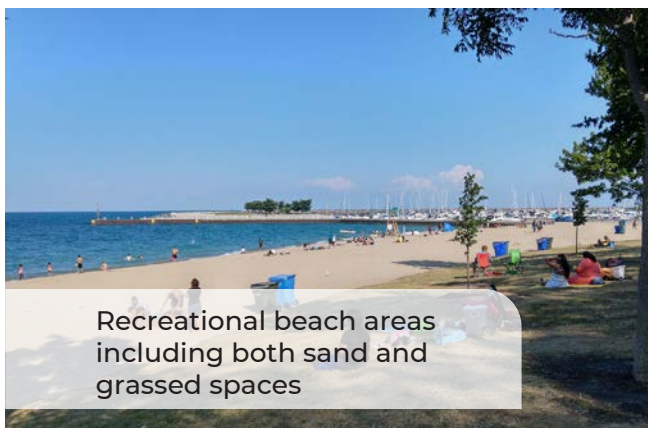






Figure 1-6 West Beach

**Table 1-3 West Beach Key Considerations**

Ref	Description	Impact on the WRMP
<b>WB1</b>	Dynamic Beach Hazard	A dynamic beach hazard is an area of inherently unstable accumulations of shoreline sediments. In accordance with Provincial Policy Statement (PPS 3.1) development and site alterations will generally not be permitted in hazardous lands adjacent to the shorelines of the Great Lakes which are impacted by flooding, erosion, and/or dynamic beach hazards unless specific conditions / mitigation measures are met <sup>1</sup> .
<b>WB3</b>	A portion of the <b>West Beach (East)</b> is subject to a Restrictive Covenant and Noise and Vibration Acknowledgement and Easement Agreement.	While certain passive or transient activities are permitted (e.g., parking for trail access), under the terms of the Restrictive Covenant, the following uses are prohibited: <ul style="list-style-type: none"> <li>• Any active public uses that permit or encourage the congregation or gathering of the public</li> <li>• Public amenities including public washrooms, play structures, pavilions, etc.</li> <li>• Any purpose which would have the effect of limiting, restricting, interfering with or otherwise impacting the use of the Dominant Lands by Cameco</li> </ul>

<sup>1</sup> Ontario Ministry of Natural Resources, Understanding Natural Hazards; An introductory guide for public health and safety polices 3.1, provisional policy statement, 2001



Dune system, Kohler-Andrae State Park, Wisconsin



## GANARASKA RIVER & RIVERWALK

### Ganaraska River and Riverwalk Vision

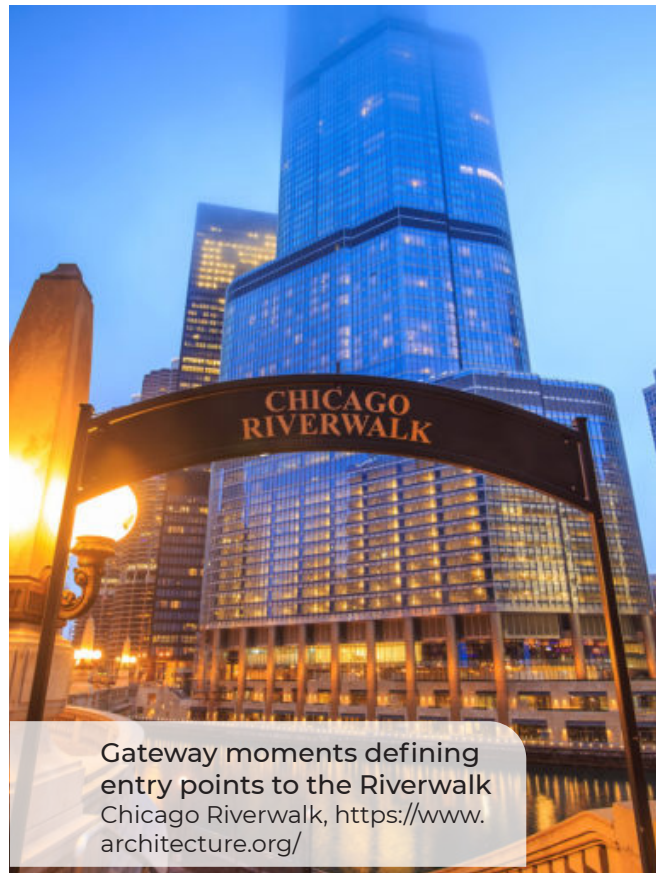
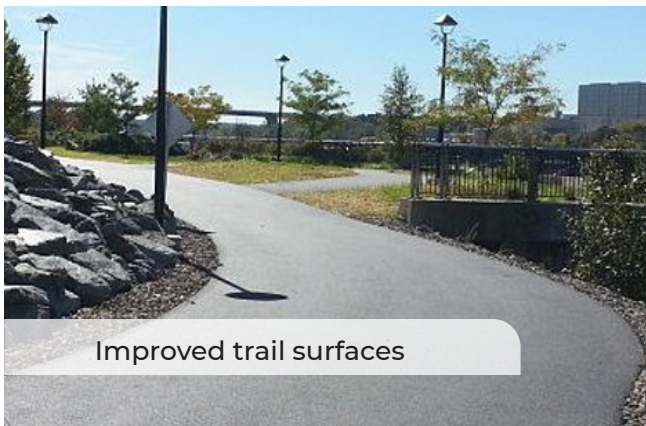
Extending from the Waterfront north to the 401, with links to the wider area, the Ganaraska and Riverwalk is envisioned as a connected, continuous, safe, accessible, and beautiful river corridor for users of all-ages and abilities to enjoy. The design shall promote healthful outdoor activity year-round, while protecting and celebrating the rich natural and culture heritage of the river. A preference for naturalization emphasizing indigeneity of plant communities and wildlife habitat (e.g., abundance of pollinator species) over manicured gardens and lawns.

### Ganaraska River and Riverwalk Projects

Ganaraska River and Riverwalk comprises an approximately 2 km long corridor, subdivided in four focus areas - Riverwalk Downtown (see **Figure 1-7**), Riverwalk Central (see **Figure 1-8**), Riverwalk Upper (see **Figure 1-9**), and Riverwalk North (see **Figure 1-10**). The proposed projects generally extend the length of the corridor.

### Ganaraska River and Riverwalk Implementation

There is potential for many of the projects for this area to be planned and implemented in the near term. Larger projects, and those subject to the EA process should commence planning in the near term to enable implementation in the long term (e.g., Corbett's Dam and pedestrian footbridges). Proposed public amenities (washrooms) are anticipated for the medium term.





See Figure 1-8 Riverwalk Central

GR3.1.2 Walton Street Gateways

GR4.3 Riverwalk Interface protection from adjacent parking lots

GR4.1.1 Riverwalk through Existing Parks improvements in coordination with proposed Library projects

GR1.1 Naturalization of the River Corridor

Existing Footbridge

ST2.5 Mill Street pedestrian crossing

ST1.1 Mill Street South on-road protected bike lane

GR6.2 Potential creation of public open space along the River as part of future redevelopment

ST4 Lent Lane Improvements with improved access to the waterfront (see Central Waterfront)

ST2 Protected Crossings

See Central Waterfront

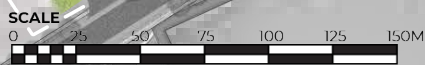


Figure 1-7 Riverwalk Downtown



## GANARASKA RIVER & RIVERWALK

### Ganaraska River and Riverwalk Vision

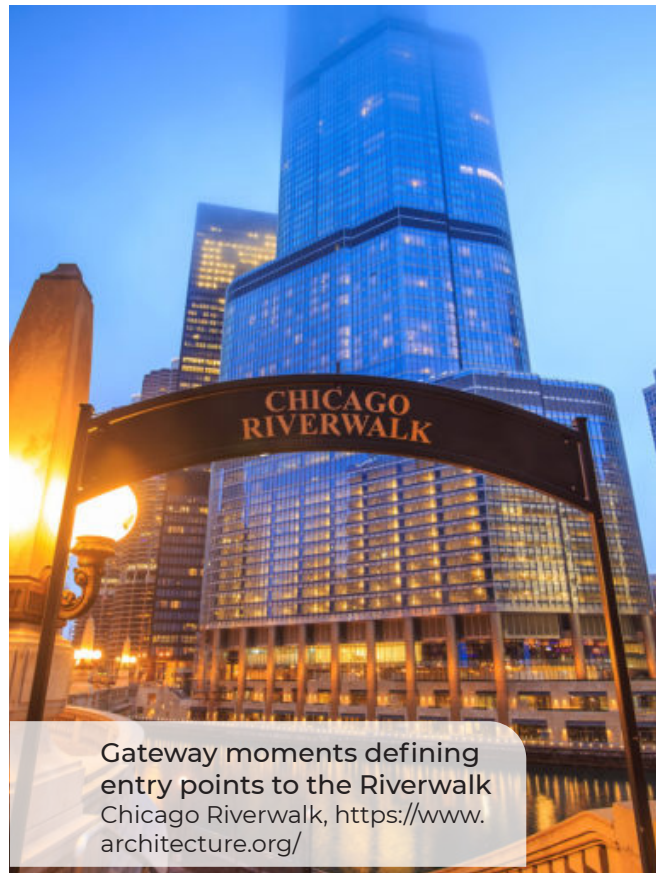
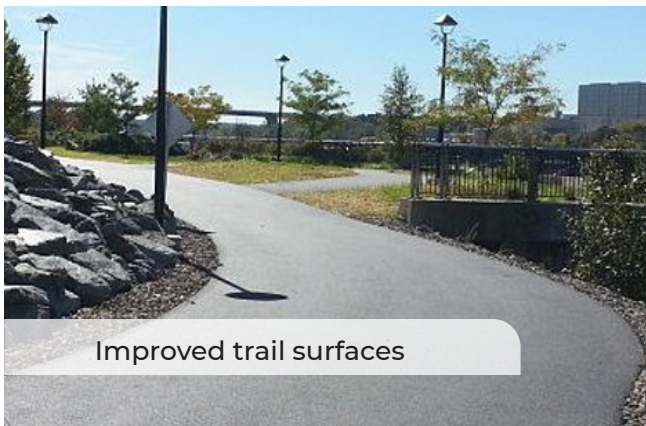
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See Figure 1-8 Riverwalk Central

**GR3.1.2 Walton Street Gateways**

**GR4.3 Riverwalk Interface** protection from adjacent parking lots

**GR4.1.1 Riverwalk through Existing Parks** improvements in coordination with proposed Library projects

**Former Coal Gasification Site**  
Currently being remediated and may be available for future development, such as a parkette with trail connections and/or public parking.

**GR1.1 Naturalization of the River Corridor**

Existing Footbridge

**ST2.5 Mill Street** pedestrian crossing

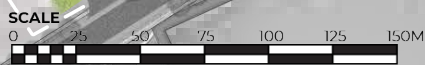
**ST1.1 Mill Street South** on-road protected bike lane

**GR6.2** Potential creation of public open space along the River as part of future redevelopment

**ST4 Lent Lane Improvements** with improved access to the waterfront (see **Central Waterfront**)

**ST2 Protected Crossings**

See Central Waterfront



**Figure 1-8 Riverwalk Downtown**





See Figure 1-9 Riverwalk Upper

**File Factory**

**GR6.1 File Factory** with public access to the river

**ST1.9 Cavan Street Sidewalk** to connect to existing sidewalks to the north and south (to avoid the need to cross the road)

**GR4.2 Hiking Trails** improvements including educational/interpretive signage

**GR4.1 Riverwalk Improvements** for user comfort, safety, improved accessibility

**GRI.2 Naturalized Landscape Treatment**

Cavanara River

Cavan Street

Cavan Street Park

Barrett Street

Ontario Street

Ward Street

Existing fitness equipment

**ST2.10 Barrett Street** upgraded crossing

**ST1.7 Mill Street Protected Bike Lane**

**GR4.3.1 Riverwalk Buffer** protection from adjacent parking lots. Invasive species and selective pruning may be required through this section of the Riverwalk. Opportunity for active uses on private property overlooking the river is to be encouraged.

**GRI.1 Naturalization of the River Corridor** Where possible, and provide interpretative signage, areas for anglers, and places to view Salmon run

Mill Street North

Kinsmen Park

Cavanara River

Walton Street



See Figure 1-7 Riverwalk Downtown

**Figure 1-9 Riverwalk Central**



See Figure 1-10 Riverwalk North

Cavan Street

Croft Street

**GR4.1 Riverwalk Improvements**, including relocation of trail away from top of embankment to allow for reinstatement of natural river system

**GR1.2 Naturalized Landscape Treatment**, including pollinator species, allotment gardens, rain gardens, etc)

Trail connection to Margles Park and Ralph Hodgson Park

The island is to be left in a natural, undisturbed state to support birds and wildlife. Access to the island is not recommended

**GR3.2.4 Margles Park and Ralph Hodgson Park Gateway**

**GR1.1 Naturalization of the River Corridor**

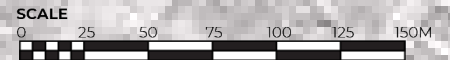
**ST1.8 Cavan Street Protected Bike Lane**

Highland Drive

Caroline Street

**ST1.9 Cavan Street Sidewalk** to connect to existing sidewalks to the north and south (to avoid the need to cross the road)

**GR4.7.1 File Factory Footbridge** with **GR4.2.1 Hiking Trail Connections**



See Figure 1-8 Riverwalk Central

Figure 1-10 Riverwalk Upper





**Figure 1-11 Riverwalk North**

**Table 1-4** Ganaraska River & Riverwalk Key Considerations

Ref	Description	Impact on the WRMP
	Riverine Hazards	Natural hazards relating to riverine systems may include flooding, stream erosion, slope instability, and the shifting tendencies of meandering riverine systems. Conservation Authority regulations are in place to protect people and property from flood waters, such as the 1980 flood, and to protect the natural features of the watershed. Early engagement with relevant parties is recommended to determine whether regulatory instruments (permits, licences, etc.) are required and to advise on required mitigation and/or conditions which may affect project logistics (e.g. 'work in water' timing windows).
	Fisheries	The Ganaraska River supports a world-class recreational fishery for stocked and naturalized (wild produced) salmon and trout species. Corbett's Dam is the first impassable barrier for non-jumping species. Naturalization of the river must consider risks associated with the proliferation of invasive species such as Sea Lamprey and Round Goby. Changes in passage efficiency is also likely to change how migratory salmon and trout move through the lower river which will alter angler behaviour.
	Environmental Assessment	<p>Projects having an impact on the Ganaraska River corridor may trigger the requirement for an Environmental Assessment (see <b>6.2 Class Environmental Assessment Process</b>). Projects having potential to trigger an EA may include, though not be limited to:</p> <ul style="list-style-type: none"> <li>• <b>GR2 Corbett's Dam &amp; Fish Ladder</b></li> <li>• <b>Molson Street Underpass</b></li> <li>• <b>GR6 Redevelopment / Adaptive Reuse Opportunity</b></li> </ul>



Transition from ornamental / manicured planting and landscape approaches to naturalized areas providing greater wildlife benefit and lowering maintenance requirements



## 1.3 IMPLEMENTATION

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The WRMP encompasses a plan that will be delivered incrementally through individual projects at a wide range of scales and to different timescales. A preliminary implementation strategy has been prepared identifying those projects that have the potential to be undertaken in the near-term, those that will require more work before that can break ground in the medium-term, and those that are more complex requiring longer-term planning.

Implementation timelines are based on terms of Council (4 years), with the near term covering the current term (2022 - 2026), medium term (2026 - 2030), and long term applying to the projects to be implemented in the 2030+ time horizon. It is recommended that the Waterfront and Riverwalk Working Group be continued to assist with implementation plans.

### NEAR TERM

Early works and near term projects are focused in the Ganaraska River corridor and Riverwalk. These projects include adapting planting and maintenance approaches to promote naturalization of the river corridor, opportunities for gateways, artworks, and interpretive signage, and improvements to the trail networks for public comfort and safety. Some enabling works are proposed for the East and West Beaches, including ongoing shoreline management and removal of invasive species and derelict public facilities. Several of these projects may be planned and implemented with participation of volunteer groups, and/or in partnership with educational institutions, local businesses, and/or community groups.

It is recommended that the planning and approvals process, including initiation of Environmental Assessment(s), be commenced in the near term for larger scale complex projects, including potential removal or modification to Corbett's Dam, and business case analysis for a potential marina for the Inner Harbour. There is a critical path relationship between determining the best solution for these areas and the design of adjacent spaces (e.g., the interface with the Central Pier and potential footbridge to the Inner Harbour).

### MEDIUM TERM

The planning and design for the East and West Beach areas may commence during the near term to enable implementation in the medium term. Some works within the Central Waterfront, not contingent on the PHAI remediation, (such as works to the west side of the Inner Harbour) may also be planned for this stage. It is anticipated that a thorough consultation process, seeking input from a wide range of users, as well as those responsible for the conservation, protection, and maintenance of the Lake Ontario shoreline will be required as part of this process. It is possible that some works may be brought forward based on demand, budget, and critical path relationships with other WRMP and Municipal projects.

### LONG TERM

The Central Waterfront, and many of the Street Improvements projects have been identified as long term projects, largely in relation to the ongoing PHAI remediation works, higher capital costs, and significant further studies required (e.g., EA, flood risk, business case, traffic impact and road safety, etc) to determine the feasibility and identification of the preferred solution.





# Introduction

## 2. INTRODUCTION

### 2.1 WATERFRONT AND RIVERWALK MASTER PLAN

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The Municipality of Port Hope has worked to develop a comprehensive, visionary, and achievable Waterfront and Riverwalk Master Plan (WRMP).

In coordination with a range of initiatives seeking to remediate and improve the Port Hope shoreline, the Municipality has prepared a new Waterfront and Riverwalk Master Plan (WRMP) for Port Hope. Master Plans are comprehensive long-range municipal planning documents that act as a guide for how future growth and development will occur over time.

As a fundamental pillar of the Port Hope Strategic Plan, 2019-2022, the WRMP is a community-focused exercise that will create unique and innovative public waterside areas that are integrated with the natural environment and enhance connectivity, walkability, livability, and quality of life. The WRMP will serve as a blueprint for implementation, as a practical and pragmatic document that is uniquely tailored to meet community needs.

The WRMP is a culmination of the work completed through this study. The proposals presented as part of this WRMP have been refined throughout each of the project phases (see **2.4 Waterfront and Riverwalk Master Plan Process**), and importantly through engagement with the Project Team, Working Group, Stakeholders, Indigenous groups, and the wider community in the form of an online survey, workshops, talks, public design workshops and public open houses, as well as feedback received through the project website, hosted on MyPortHope.ca.

The WRMP is founded in an analysis of the previous work that led up to the initiation of this study, precedents study, and feedback from the community. This work helped to identify opportunities and concerns, design principles and goals, and set the long-term vision for the WRMP.

The WRMP encompasses a plan that will be delivered incrementally through individual projects at a wide range of scales and to different timescales. A preliminary implementation strategy has been prepared identifying those projects that have the potential to be undertaken in the near-term, those that will require more work before they can break ground in the medium-term, and those that are significantly more complex requiring longer-term planning.

It is important to note that each individual project, from simple quick build works such as installation of educational signage to complex multi-phased projects, will go through its own planning and design process. For many of these projects, this process will involve a dedicated consultation processes with future opportunities for the community to engage in the refinement of the project, technical studies, and necessary approvals prior to implementation.

The representation of what these projects could be are illustrated in the WRMP and will undergo change as more detailed site investigations, studies, consultations, cost, and operational analysis are undertaken.





Area covered by restrictive covenant - no permanent structures permitted

**Figure 2-1 Study Area (Existing Condition)**

## 2.2 SITE AND STUDY CONTEXT

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Port Hope is known for its thriving business and tourism sector, cultural and natural heritage, a world class fishery, its established and renowned arts community, and as having the “best-preserved Main Street in Ontario”.

The municipality, with a population of roughly 17,295<sup>1</sup>, has over 43 kilometres of both urban and rural shoreline under both public and private ownership, which includes portions of Lake Ontario and the Ganaraska River. The study area (refer to **Figure 2-1 Study Area (Existing Condition)**) extends continuously along the Lake Ontario shoreline from the western extent of West Beach to Gage Creek in the east, and along the Ganaraska River from Lake Ontario north to the 401. The focus of the WRMP is Municipal owned land (see **Appendix A. Property Ownership**) however portions of the WRMP are in private or other ownership.

### FOCUS AREAS

The scope of the WRMP includes three primary typologies, Central Waterfront, Beaches and Waterfront Trail, and Ganaraska River. These three typologies have been subdivided into focus areas (see to **Figure 2-2 Focus Areas**). These focus areas are defined by geographic, programmatic, and/or character distinctions. It is important however that these areas are addressed holistically as contributors to achieving the long term vision from the Port Hope waterfront and Ganaraska River.

Through the course of the WRMP development, the focus areas have been refined as:

#### Central Waterfront

- **Central Waterfront (CW)** including the Centre Pier and Inner Harbour.

#### Beaches and Waterfront Trail

- **West Beach (WB)** including beach amenities and dynamic beach hazard.
- **East Beach (EB)** including beach amenities, and the Waterside Trail from the Ganaraska River to Gage Creek, including A. K. Sculthorpe Marsh.

#### Ganaraska River and Riverwalk

**Ganaraska River & Riverwalk (GR)** Extends along the Ganaraska River from the Centre Pier to Highway 401. Due to the length of the river corridor and diverse characteristics of the area along it, four sub-areas have been established:

- **Riverwalk Downtown** Centre Pier (Hayward St) to Walton Street, including connections to Port Hope’s downtown.
- **Riverwalk Central** Walton Street to Barrett Street.
- **Riverwalk Upper** Barrett Street to just south of Ravine Drive.
- **Riverwalk North** North to the 401, including Corbett’s Dam.

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<sup>1</sup> 2021 Census of Population conducted by Statistics Canada.





**Legend**

- Central Waterfront
- Beaches and Waterfront Trail
- Ganaraska River and Riverwalk

**Riverwalk North**

**Riverwalk Upper**

**Riverwalk Central**

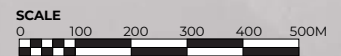
**Riverwalk Downtown**

**A. K. Sculthorpe Marsh (East Beach)**

**East Beach**

**Central Waterfront**

**West Beach**



**Figure 2-2 Focus Areas**

In addition to the Master Plan focus areas listed above, **Streetscape Improvements (ST)** have been identified that extend throughout the study area.

These focus areas each comprise a range of distinct sub-areas with unique characteristics, assets, opportunities, and challenges to be addressed. The WRMP creates a framework of context-sensitive Design Standards and Implementation Strategies to ensure that all projects / components of the Waterfront and Riverwalk work together to create a cohesive character, with distinct spaces and amenities, and exemplify the goals of the Vision. The standards consider sustainable and low-impact approaches to enhance the physical, economic, and social resiliency and adaptability.

## HISTORY OF THE LANDS AND WATER

The Municipality of Port Hope respectfully acknowledges that the land on which we reside is situated within the traditional and treaty territory of the Mississauga's and Chippewa's of the Anishinabek, known today as the Williams Treaties First Nations<sup>1</sup>.

### **Pre Settlement <sup>2</sup>**

100,000 years ago, retreating glaciers formed the landscape of Port Hope. The first inhabitants called this vast area omingaming (cochingaming), the meeting place, referring to the meeting of the river and the lake. Later, the Huron named the river Ganaraska<sup>3</sup>, or spawning ground. The twice-yearly salmon and trout runs, as well as the abundant game provided sustenance, while the forest offered shelter and the river transportation

Oral histories of the Michi Saagiig (Mississauga Anishinaabeg<sup>4</sup>) speak to their people being in this area of Ontario for thousands of years, and the area is known to contain some of the oldest Palio-Indian artifacts.

The Michi Saagiig known as “the people of the big river mouths” and as the “Salmon People” were a highly mobile people who occupied and fished the north shore of Lake Ontario, travelling great distances to procure subsistence for their people. Their traditional homelands encompass a vast area of what is now known as southern Ontario.

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1 Further information relating to the Williams Treaties may be found at <https://williamstreatiesfirstnations.ca/>, and information relating to the 2018 Treaty Settlement may be found at <https://www.rcaanc-cirnac.gc.ca/eng/1542370282768/1542370308434>

2 The history presented here has been, in part, sourced from: Gitiga Migizi and Julie Kapyrka, 2015 Before, During, and After: Mississauga Presence in the Kawarthas, Peterborough Archaeology, Dirk Verhulst, editor, pp. 127-136. Peterborough, Ontario: Peterborough Chapter of the Ontario Archaeological Society. Further information relating to the histories of the First Nations may be found on the First Nations' websites, including, though not limited to, Alderville First Nation <https://alderville.ca/>, Curve Lake First Nation <https://curvelakefirstnation.ca/>, and Hiawatha First Nation <https://www.hiawathafirstnation.com/>.

3 There is the suggestion that the early name was Ganaraske as the river's name is thought to be derived from Ganaraske, the Cayuga name for the village that had established in this area.

4 The Mississauga First Nations are the governments of, and direct descendants of the Michi Saagiig Anishinaabeg, who entered into treaties with the Crown in right of Canada between the years of 1787 and 1923. The First Nations and the Crown entered into the Johnson-Butler Purchase of 1787–88 (also known as the “Gunshot Treaty” referring to the distance a person could hear a gunshot from the lake's edge).



Michi Saagiig oral histories also speak to newcomers, including peoples that would later be known as the Huron-Wendat, Neutral, Petun, and Tobacco Nations, arriving between 800-1000 A.D. seeking to establish villages and a corn growing economy. The Michi Saagiig made Treaties with these peoples and granted them permission to stay as visitors in these lands, a symbiotic relationship that was mainly policed and enforced by the Odawa people.

## **Post Settlement**

European settlement began to change the political, cultural, economic, natural, and built landscapes of the area from the early 1600s. Colonial settlement and missionary involvement disrupted the relationships between the Indigenous Nations living in the area. The breakdown of relationships, disease, and warfare had a devastating impact upon the largely Iroquoian speaking Indigenous population of Ontario. The Michi Saagiig survived by retreating to their wintering grounds to the north.

The first Treaties between the First Nations and newcomers were established after the British gained control of all the North American Colonies. The first Treaties gave the First Nations exclusive rights to the North Shore of Lake Ontario, leaving most of the province untouched until after the American Revolution.

Fearing that the newly formed United States might try to expand northwards, the British hastily passed the infamous Gunshot Treaty<sup>1</sup> which allowed for settlement on the north shore of Lake Ontario. The British colonization system of the time granted huge land tracts to businessmen, who in turn set up local governments loyal to the crown. At the time of the treaties, much of the land in question was already being used by government, either for settlement or for the exploitation of natural resources, such as lumbering and mineral extraction.

Colonial settlement of Hope Township began in 1793 with a group of six families arriving from the United States. With the end of the American Revolution, families loyal to the crown made their way to Upper Canada seeking grants of free land. Settlers, by their presence and activity, considerably changed and reshaped the Ganaraska landscape.

The village was situated on the Toronto-Kingston-Montreal land route, and subsequently became a hub for the railways. Smith's Creek (now Port Hope) became a place for trade and commerce due to its situation on the lake, with a good harbour and the Ganaraska River that provided water power for the mills that were constructed. Settlement through Hope Township took place at a slower rate where farming and agriculture were the primary occupations of land participants. The early community harnessed the power of the river for industry, as the harbour provided a gateway to the shipping lanes of the Great Lakes. The present day Municipality of Port Hope is comprised of what was once Hope Township and the Town of Port Hope. When amalgamation took place in 2001 these two areas became one.

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<sup>1</sup> The "Gunshot Treaty" is one of the earliest land agreements between representatives of the Crown and the Indigenous peoples of Upper Canada (later Ontario). It resulted in a large tract of territory along the central north shore of Lake Ontario being opened for settlement. These lands became part of the Williams Treaties of 1923 and are the traditional territory of the First Nations.

## CONSERVATION DISTRICT AND REGISTERED HISTORIC PLACES<sup>1</sup>

Port Hope contains numerous places and buildings that have been recognized for their heritage value, including two Conservation Districts in the heart of downtown (see **Figure 2-4 Heritage District & Historic Places**). The proposed WRMP projects are to be designed to be complementary to these heritage assets, their context, and key views.

All WRMP projects and/or installations that interface with or may have the potential to impact or have influence on the quality, character, or experience of these heritage assets shall be carefully designed so as to maintain the integrity of the heritage assets (e.g., respect the scale, rhythm and patterns, use of complementary materials, etc) and avoid introduction of incongruous features. All such projects shall be in accordance with relevant policy, and may be subject to an approvals process involving consultation and/or review by various parties for consistency with the intent of heritage protection and policy.

The WRMP projects are not intended to replicate or reproduce heritage features. The WRMP projects (e.g., parks and naturalized spaces, trails, gateways, signage, public art, and new

<sup>1</sup> Sourced from, and further information relating to Port Hope's Heritage Districts and Historic Places may be found at <https://www.historicplaces.ca/en/home-accueil.aspx>.



Midland Railway Roundhouse & Grand Trunk Railway Viaduct in Port Hope, circa 1880



Port Hope Harbour, 1878



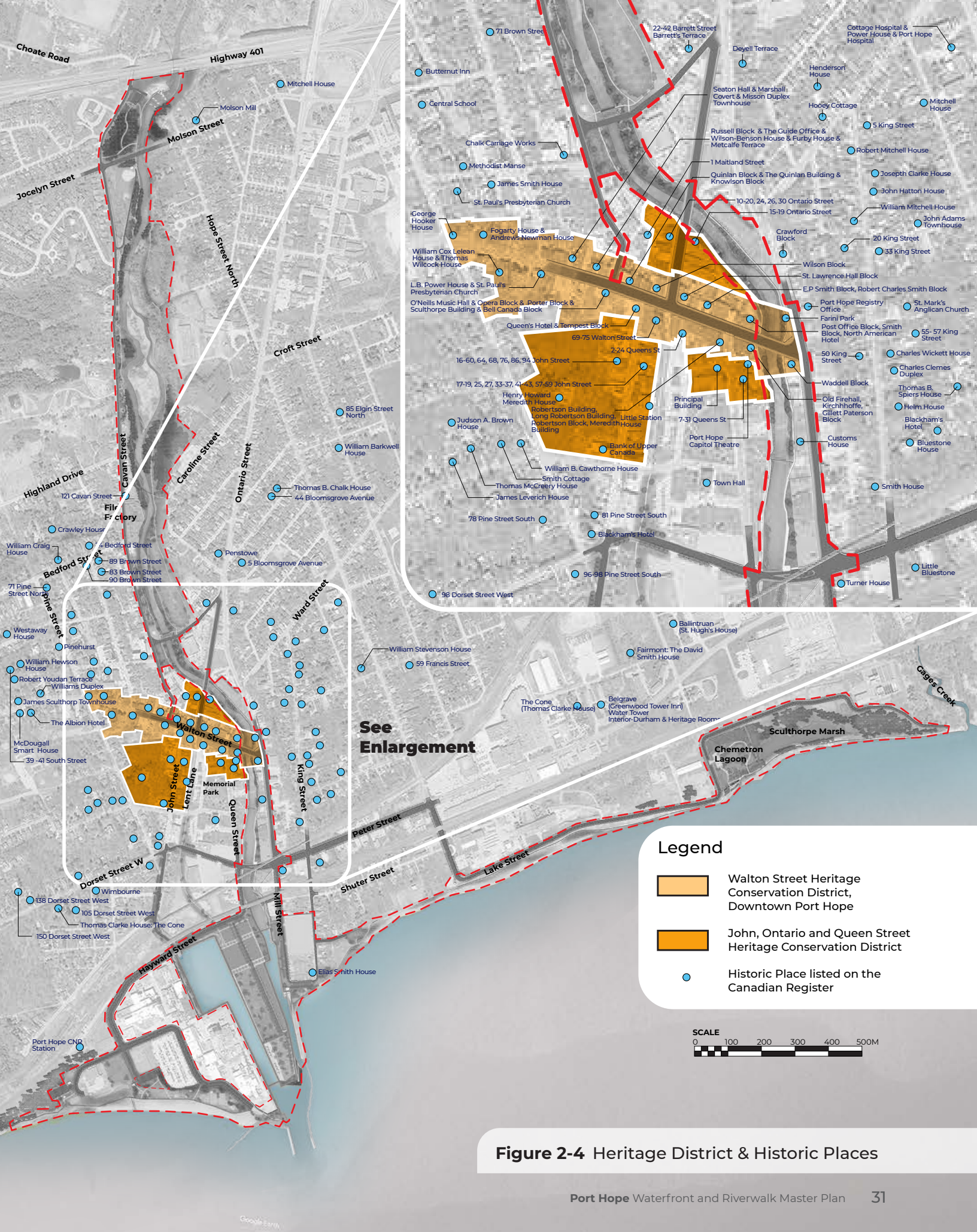
File Factory and former railway bridge over the Ganaraska, circa 1920



Ganaraska River and adjacent railway, circa 1920

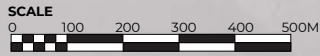
**Figure 2-3** Historic Images of Port Hope Waterfront and Ganaraska River





**Legend**

- Walton Street Heritage Conservation District, Downtown Port Hope
- John, Ontario and Queen Street Heritage Conservation District
- Historic Place listed on the Canadian Register



**Figure 2-4** Heritage District & Historic Places

built facilities) are to be planned to sensitively achieve a distinction between historic places / features and new works. This distinction is important to preserving the integrity of features and/or characteristics of historic significance, while recognizing that heritage value continues to evolve to incorporate places of contemporary cultural importance and design quality.

### **Walton Street Heritage Conservation District, Downtown Port Hope**

The Walton Street Heritage Conservation District is one of the best-preserved and most complete 19th century commercial streetscapes in Southern Ontario. Built primarily between 1845 and 1870, the Walton Street Heritage Conservation District developed during a period of significant growth and prosperity that saw the development of the harbour, Grand Trunk Railway and viaduct, and Midland rail lines and roundhouse constructed. The subsequent growth of local industry saw the commercial buildings along Walton Street develop into substantial brick three and four-storey blocks, often replacing the wood frame buildings which had been destroyed by fire or flood. The execution of this formal main street within a third of a century is particularly noteworthy.

The Walton Street Heritage Conservation District also retains a 19th century residential component, with a range of styles that includes modest frame cottages, brick mid-century terrace housing and Queen Anne Revival style. Located to the west of the commercial core, these residences complete the picture of 19th century life in a post settlement urban centre.

### **John, Ontario and Queen Street Heritage Conservation District**

The John, Ontario and Queen Street Heritage Conservation District is a part of the early development and community of Port Hope. The district completes the original commercial 19th century streetscape of Port Hope's downtown thoroughfare, covering the three streets that branch off Walton Street to the north and south, as well as several laneways and paths. These various walkways and back streets are diverse in nature and in some cases are of a semi-rural or more industrial character than is evident in the main streets.

This Heritage Conservation District has a diverse and rich variety of architectural styles including; the Victorian 19th century commercial buildings; the 1930's atmospheric theatre; the Italianate Victorian; the familiar Beaux Arts tradition of the Carnegie Library; the Victorian Gothic church; and an assortment of 19th and 20th century residences. Also, of note, are the rear facades and rear-yard streetscapes that illustrate the less formal nature of the neighbourhood. The people who worked and lived here, harnessed the power of the river for industry and utilized the harbour as a gateway to the shipping lanes of the Great Lakes.



## 2.3 BACKGROUND TO THE WATERFRONT AND RIVERWALK MASTER PLAN

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The Municipality has a current Consolidated Waterfront Master Plan (CWMP), which was developed in 2008, on behalf of the Municipality and other agencies including the Ganaraska Region Conservation Authority (GRCA) and Environment Canada. The CWMP contained a compendium of potential projects to be considered on the waterfront which have been considered in the development of the WRMP. A number of subsequent studies were undertaken, however critical projects did not move forward for a variety of reasons.

In early 2021 the Municipality was directed by Council, through the Port Hope Strategic Plan, 2019-2022, to develop a Master Plan for the Waterfront and Riverwalk. Local leadership, corporate partners, and the Government of Canada have come together to create a strategy to address the longstanding industrial heritage that has left a legacy of historical industrial waste. This project can also move forward given that progress is underway with the Port Hope Area Initiative (PHAI) which will result in land use options for the Municipality as key sites are remediated from their current state of low-level radiation contamination.

Alongside the Municipality, the Ganaraska Region Conservation Authority (GRCA) are a key stakeholder for the WRMP, being responsible for the conservation, restoration, development, and management of natural resources while providing for the public enjoyment of the watershed lands it oversees. The GRCA jurisdiction covers the whole of the Municipality of Port Hope.

### CONCURRENT PUBLIC PROJECTS

Port Hope is currently undertaking, or has recently completed, several projects that will contribute to achieving the long-term vision for the municipality, including the Strategic Plan, Leisure Services Master Plan, PHAI, and Walton Street Reconstruction. The following describes concurrent processes underway that have been considered in the WRMP development.

#### **Community Climate Emergency Action Plan**

In 2022, the Municipality of Port Hope declared a climate emergency. To address the growing impacts associated with climate change, the Municipality is developing a Community Climate Emergency Action Plan (CCEAP), which will provide a clear path toward a 'sustainable community'. Seeking to address many of the impacts of climate change, the primary focus of the CCEAP will be strategic direction to reduce community greenhouse gas (GHG) emissions in line with Canada's goal for 80% minimum reduction in GHGs by 2050<sup>1</sup>.

Important to the WRMP, the CCEAP will include recommendations on protection and enhancement of natural features which contribute to mitigating the impact of climate change, as well as goals for sustainable development. All of the WRMP projects are to be developed with sustainability as a core priority (see also **3.2 Priorities & Commitments**), and shall be informed by the policy initiatives and actions of the CCEAP.

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<sup>1</sup> Further information on Canada's plan to reach Net-Zero Emissions by 2050 is available at <https://www.canada.ca/en/services/environment/weather/climatechange/climate-plan/net-zero-emissions-2050.html>

## **Walton Street Reconstruction**

The Municipality of Port Hope is in the process of planning significant infrastructure improvements on Walton Street from Mill Street west to Church Street. This project addresses the needed replacement of underground infrastructure - aging watermain and sanitary sewers. This process will create opportunities to reconstruct the roadway and implement streetscape improvements, widening sidewalks, improving crosswalks, implementing new street furniture, new signage and wayfinding to improve the pedestrian realm.

## **Port Hope Area Initiative**

The Port Hope Area Initiative (PHAI), launched in 2001, is an environmental remediation project focused on the cleanup and safe, local, long-term management of low-level radioactive waste (LLRW) in the Port Hope Area. The Government of Canada has assumed responsibility for this work through Canadian Nuclear Laboratories (CNL). The remediation of several sites will result in land use options for the Municipality.<sup>1</sup>

### **Special Circumstances**

The PHAI recognizes that a small number of unique situations will be encountered where it may not be possible or practical to fully remediate LLRW due to restricted access or property-specific physical, operational, environmental, or social constraints. In some cases, the impact of removal outweighs the benefit. These situations are labeled as a special circumstance (SC) and these sites will have a volume of LLRW remain on the property. Canada will be responsible for remaining LLRW for 20 - 30 years (situation dependent), after which time responsibility reverts to the Municipality as property owner. Current at time of writing, SC applications have been submit for three Municipal properties, including for Centre Pier and Waterworks West (West Beach) within the WRMP study area, and Alexander Street Ravine in close proximity. Not all risks are confirmed however risk management analysis leads to a conclusion that a Special Circumstance would not pose a risk to human health and the environment.<sup>2</sup>

## **Vision in Motion (Cameco Fuel Services)**

Cameco's Vision in Motion aims to improve the look and efficiency of the Port Hope Conversion Facility. The project is a large, long-term investment working closely with the PHAI to manage the legacy of waste inherited from historic operations. Cameco worked closely with the Municipality of Port Hope during the planning stage to ensure that Vision in Motion aligned with the community planning objectives for the waterfront current at that time, and have been engaged as stakeholders in the WRMP process for coordination of WRMP projects.

## **Rotary Centennial Riverview Park**

The Port Hope Rotary Centennial Riverview Park is a four-acre parcel which is being developed into a park and trails with the Rotary Club of Port Hope. The works include enhancing the existing green space, improving the vegetation and natural areas, and protecting existing habitats.

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1 Further information relating to the PHAI may be found at <https://www.phai.ca/>.

2 Further information relating to Special Circumstances are available in the Municipality of Port Hope Staff Report <https://pub-porthope.escribemeetings.com/filestream.ashx?DocumentId=8156>.



## Economic Development Strategic Plan

The Economic Development Strategic Plan (EDSP), 2023, will guide the Municipality's efforts to support economic prosperity and residents quality of life, honouring Port Hope's heritage while welcoming the new ideas and people that contribute the community continuing to thrive. Key goals of the EDSP that directly relate to the WRMP include planning infrastructure capacity that would support mixed use residential, commercial, and tourism uses to the waterfront and riverfront, as well as targeting key market sectors including (though not limited to) downtown/retail, small business/remote works, and tourism/film.

The WRMP seeks to achieve a balance of public spaces and amenities to the waterfront and along the Ganaraska River, with opportunities for Municipal revenue as well as attracting businesses that will contribute to Port Hope as a thriving community and vibrant destination. The river and waterfront are fundamental community and tourism assets. Film production, with many potential filming locations throughout the scenic waterfront and river corridor, is recognized as another opportunity complementary to the tourism sector that may promote the community and benefits hospitality related businesses.

## 2.4 WATERFRONT AND RIVERWALK MASTER PLAN PROCESS

### Phase 1: Listen & Learn

A core principle of the WRMP is that it be developed with the community, with the goal of achieving broad support from those who will use the waterfront spaces. To achieve this, consultation with stakeholders, rights holders, and the wider public has been an important part of the process throughout.

The development of the WRMP has involved a range of engagement opportunities, which have included the publication of materials online via the MyPortHope portal, online surveys and feedback forms, in person public events including drop-in meetings, as well as guided walkshops and talkshops, and meetings with key interest groups.

Feedback received during these activities has been recorded and considered in the refinement of the WRMP. A summary of feedback is provided in **Appendix B. Summary of Engagement**.



## **Phase 2: Vision Development**

The WRMP process began with an assessment of current conditions, concurrent projects, and review of the significant visioning and background work had already been undertaken for some areas of the WRMP.

Building on these efforts, input provided by the community through an online survey delving into what matters to different users about the uses and features of the waterfront, and a best practice precedent study of similar waterfront communities, opportunities and challenges mapping was prepared. The outcome of Phase 2 was the refinement of the goals and objectives for the WRMP into a cohesive vision statement, identification of priorities, and a preliminary land use plan.

## **Phase 3: Design Guidelines & Standards**

The design phase began with development of preliminary Design Standards that form the framework for achieving the overall WRMP vision, as well as aspirations for each of the focus areas. This was developed in conjunction with a high level Implementation Strategy for waterfront improvements, including public spaces, amenities and ecological protection and enhancement.

## **Phase 4: Preliminary Design Concepts**

The design phase began with development of preliminary design concepts in the form of a plan demonstrating the application of the design guidelines and WRMP vision.

The preliminary design concepts are intended to illustrate the intent and potential for what the waterfront and river corridor could be. The plan represents a cohesive vision which is comprised of a range of individual projects of varying scale and complexity. As such, these projects will be delivered at different timescales, and will undergo change as more detailed site investigations, studies, consultations, cost, and operational analysis are undertaken.

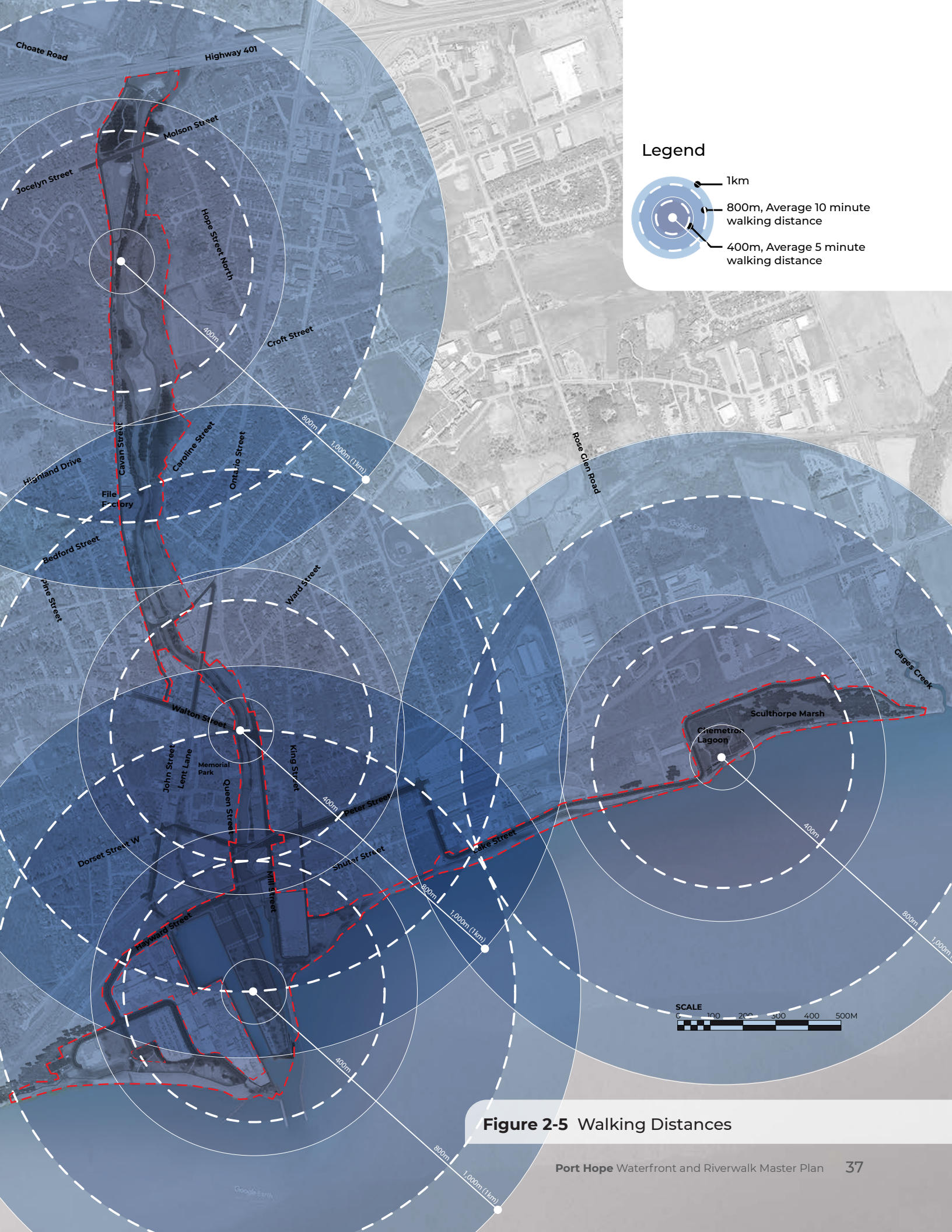
## **Phase 5: Presentation of Recommendations**

The final WRMP is a culmination of the work undertaken through all project phases, refined based on feedback received through project meetings, working sessions, and public engagement.

The Final Draft of the WRMP was presented to Council, posted for community review, and will be presented at a Committee of the Whole meeting for approval.

It is a recommendation of the WRMP That the Waterfront and Riverwalk Working Group continue as a standing committee of Council to guide and assist with the implementation of aspects of the plan.





### Legend

- 1km
- 800m, Average 10 minute walking distance
- 400m, Average 5 minute walking distance

**Figure 2-5** Walking Distances

## 2.5 APPLICATION AND USE OF THE WATERFRONT AND RIVERWALK MASTER PLAN

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The WRMP establishes the framework to guide planning and investment in public amenities, facilities, and infrastructure to achieve the long-term vision for the Port Hope Waterfront and Ganaraska River.

The WRMP has been prepared for Port Hope as a standalone document that is complementary to the Official Plan and other policy and guidelines. The WRMP is intended to be a tool to be used by the Municipality, agencies, developers, and the public as it relates to expectations for the planning, design, and implementation of works within the WRMP study area.

This WRMP document is structured to include an overview of the study area, policy context, overarching vision, design guidelines, and projects that have been identified through the WRMP process. The included plans, diagrams, imagery, and illustrations are to be regarded as means of communicating the intent of the WRMP.

The Municipality will review all development concepts and reserves the absolute right to exercise discretion and judgement in the interpretation, implementation, and enforcement of the WRMP.

## 2.6 POLICY CONTEXT AND FRAMEWORK

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The WRMP is to be read in the context of policy and guidelines current at the time. A detailed background review of current relevant policy, studies, and background resources was undertaken and is available in **Appendix C. Policy Context**.

Generally, the policy context of the WRMP establishes out a comprehensive framework for the care of cultural, built, and natural heritage assets alongside goals for social, economic, transportation, and recreational infrastructure, programming, and amenities that need to be considered in coordination in order to achieve a vibrant, healthy, and beloved waterfront and river corridor.

Summary of goals relevant to the WRMP:

1. Recognize the significance of the Lake Ontario Shoreline as an asset for ecology, economy, and people.
2. Acknowledge Indigenous rights and title, treaty rights, and perspectives and foster collaboration in the building of the WRMP.
3. Consider the 'big picture' impacts of proposed changes, recognizing zones of influence and change, and impact on sensitive environments.
4. Allow for flexibility in the WRMP to respond to changes over time.
5. Encourage public participation and ownership of the waterfront and river corridor.





## 2.7 EXISTING SITE CONDITIONS

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### CENTRAL WATERFRONT

The Port Hope waterfront has a complex history, both relating to site use and the construction of the Centre Pier. The Centre Pier was constructed of industrial fill, and a wide variety of industrial activity that has been undertaken on the Pier, including extensive foundry operations, had resulted in extensive contamination. The Port Hope Area Initiative (PHAI - see **2.3 Background to the Waterfront and Riverwalk Master Plan** for more relating to the PHAI) is working to remediate the Centre Pier. Once complete, the PHAI works will leave much of the Centre Pier in a 'clean slate' condition suitable for redevelopment.

Planned works to inner harbour walls and access agreements with Cameco are also anticipated to enable the creation of continuous public open spaces to the full perimeter of the inner harbour, including land on the promontory out over the rock jetties to the west side of the inner harbour.

A special circumstance (SC) application (see **Special Circumstances** under the **Port Hope Area Initiative**) has been submitted for the perimeter of the Centre Pier which will leave contaminated material at a depth below 1.5m on the site. Residual contaminated material may also be present below 1.5m elsewhere within the Centre Pier. A 1.5m deep clean soil cap will be the primary mitigation measure. Potential impacts for the proposed WRMP projects include:

- Enclosed structures though not prohibited, are not recommended within the SC due to the potential for soil vapour associated with petroleum hydrocarbons, and volatile organic compound build up (extensive gas mitigation would be required); open air structures may be a suitable option (e.g., gazebos, pagodas, seasonal non-fully enclosed washrooms, etc.).
- Edible produce is not permitted to be grown in site soils on the property (e.g., fruit trees, vegetables, and herbs); however, above grade planter boxes with clean soil may be implemented but will need to be strictly controlled (for edible plants).

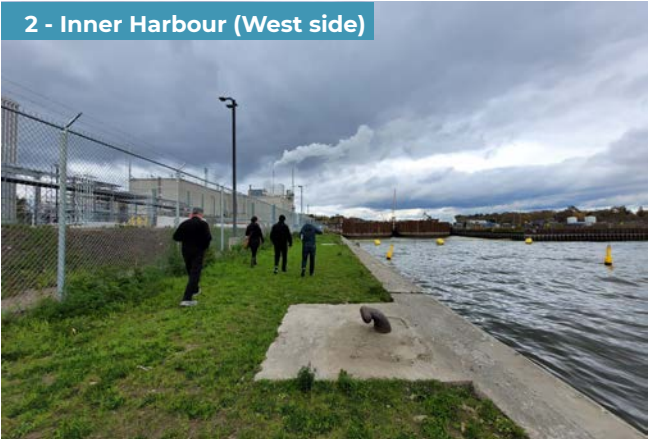
### EAST BEACH

The East Beach has an urban beach/neighbourhood park character, with open lawn areas, small sand beach, a playground, and public washrooms (located in the Marina building on Mill Street, currently closed due to poor condition). East beach has a sandy bottom with water access allowing for swimming. The East Beach also marks the Eastern trailhead to the Waterfront Trail.

### The Waterfront Trail

The Waterfront Trail runs along Lakeshore Road to the west of the Municipality and to Gage's Creek to the east. The Waterfront Trail features clear vistas of Lake Ontario, and is lined with benches, bird feeders, and gazebos as well as tributes to the community leaders who played key roles in the development of the trail: the Keith Richan Walkway, Peter Huffman Trail, and the A. K. Sculthorpe Memorial Woodland Marsh. The A. K. Sculthorpe Marsh includes a partial boardwalk and lookout allowing visitors to view wildlife and wetlands.





## WEST BEACH

West Beach comprises a dynamic beach hazard with a mix of sand and rocky shore in a natural state. There is currently a playground and portable washrooms located off Marsh Street. The **Lake Ontario Shoreline Management Plan (2020)** identified that West Beach would benefit from dune and vegetation restoration to stabilize the back beach and enhance local habitat. There are also cultural associations for members of the Port Hope community for former recreational amenities that were popular at the beach in the mid 20th Century prior to removal circa the 1980s. Access to the West Beach is currently limited, with no designated pedestrian nor cyclist paths providing safe routes to the beach area.

Plans are in development to manage the dynamic beach hazard, including establishment of a shoreline dune system, alongside ongoing remediation and restoration of surrounding areas as part of the PHAI. While a stable sand beach is not considered feasible in this area, the potential to reintroduce and expand upon existing amenities has been identified in some areas to achieve a balance of recreational opportunities, improved access and connectivity of the waterfront, while protecting ecologically sensitive areas.

A special circumstance (SC) application (see **Special Circumstances** under the **Port Hope Area Initiative**) has been submitted for a small pocket of land (within the beach area, near the end of Marsh Street). The contaminated material is below a 1.2m layer of overburden (clean soil) that protects people and animals. Potential impacts for the proposed WRMP include:

- Projects should maintain the 1.2m clean soil layer, any disruption of the overburden should be replaced. Proposal should avoid works that would penetrate through the overburden (e.g., avoid requirements to excavate within the SC for installation of foundations, etc).
- No Ministry of Environment, Conservation, and Parks (MECP) regulatory approvals will be obtained. Therefore, though not anticipated, additional restrictions are possible in the future if Environmental permissions are required for any WRMP project in the vicinity.

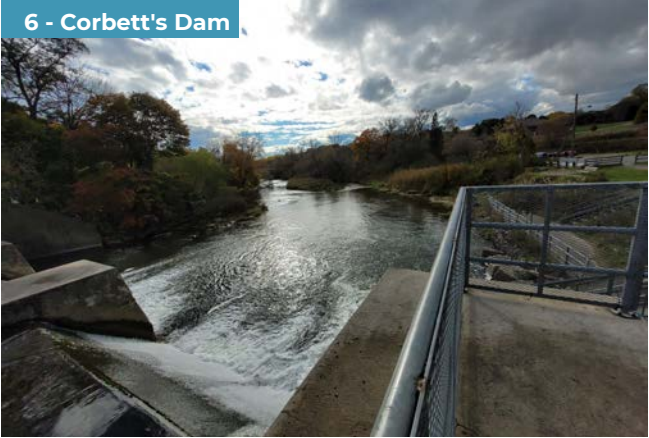
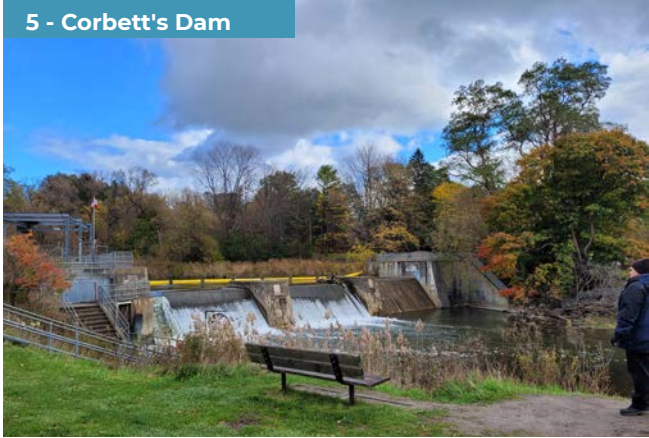
## GANARASKA RIVER

The Ganaraska is one of the healthiest rivers in Ontario and is populated with stocked and wild, naturally reproducing fish. The river corridor provides wildlife habitat and an important urban forest canopy. The River offers some of the most diverse fishing experiences in the Province, drawing people from far and wide to fish and watch the fish migrations each year. Additionally, our Boat Launch, Marina, and Fish Cleaning Station on our waterfront ensures that the fishing experience in Port Hope exceeds expectations.

### **The Ganaraska River**

The Ganaraska River (affectionately known as “The Ganny”), is well known to area anglers for annual salmon and trout runs. Since settlement of the area, the Ganaraska River has experienced numerous flooding events, the most recent having occurred in March 1980. This flood is commemorated annually with the “Float Your Fanny Down the Ganny” ten kilometre boat race. Both the Ganaraska River, and the Lake Ontario shoreline are impacted by flooding and erosion, and the West Beach comprises a dynamic beach hazard - an area of inherently unstable accumulation of shoreline sediment.







## The Riverwalk

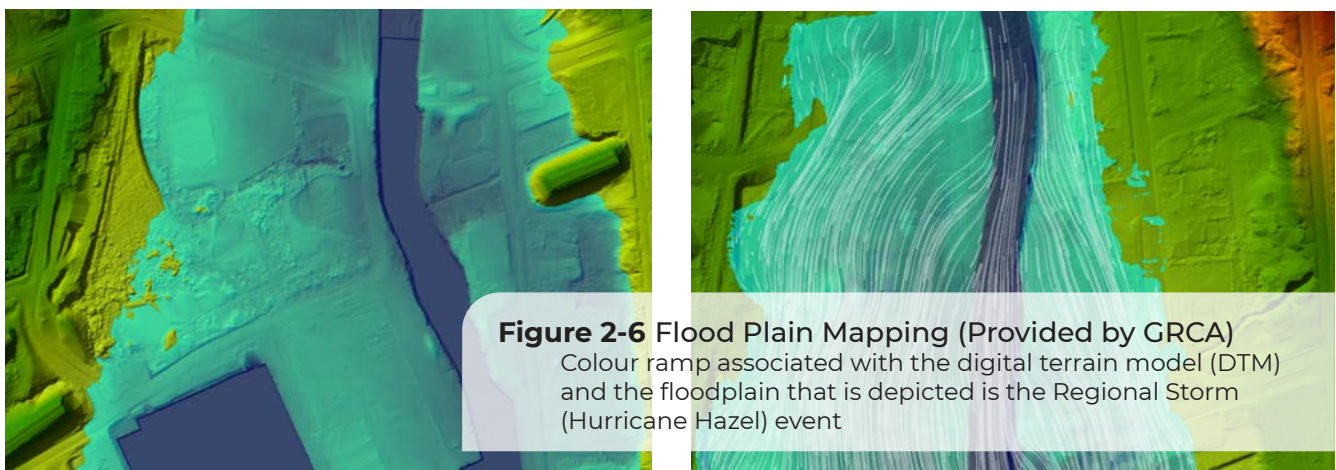
The Ganaraska Hiking Trail was started in 1968. It connects with the Bruce Trail near Collingwood, making the trail almost 450 kilometres. The Ganaraska Trail Pine Ridge section forms the start of this trail in the downtown core of the Municipality. The trail offers a walking route along the west bank of the Ganaraska River to the Port Hope Conservation Area near the Highway 401 underpass.

## Flood Risk and Floodplain Mapping

Defining flood hazard limits, preparing flood maps and developing appropriate land use planning policies that reflect the identified hazardous areas is the current and most effective approach to hazard mitigation and management in Ontario. The management of floodplains and other hazardous areas begins with their identification. Ontario uses strong land use planning policies to protect people and property. The underlying principle is to identify where natural hazards, such as floodplains, occur and concentrate development away from them. As a tool, accurate mapping ensures that applicable authorities direct development away from areas that pose unacceptable risks to public safety.

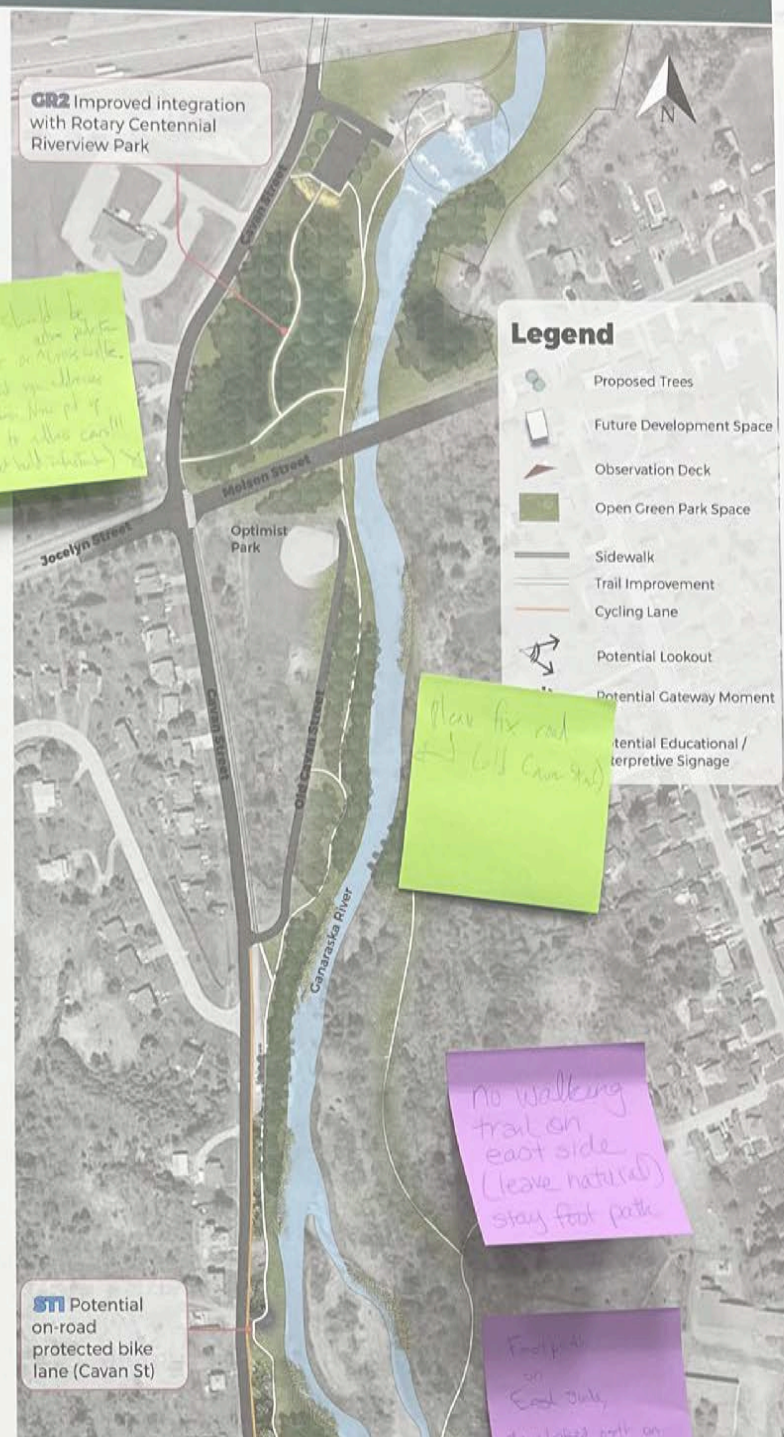
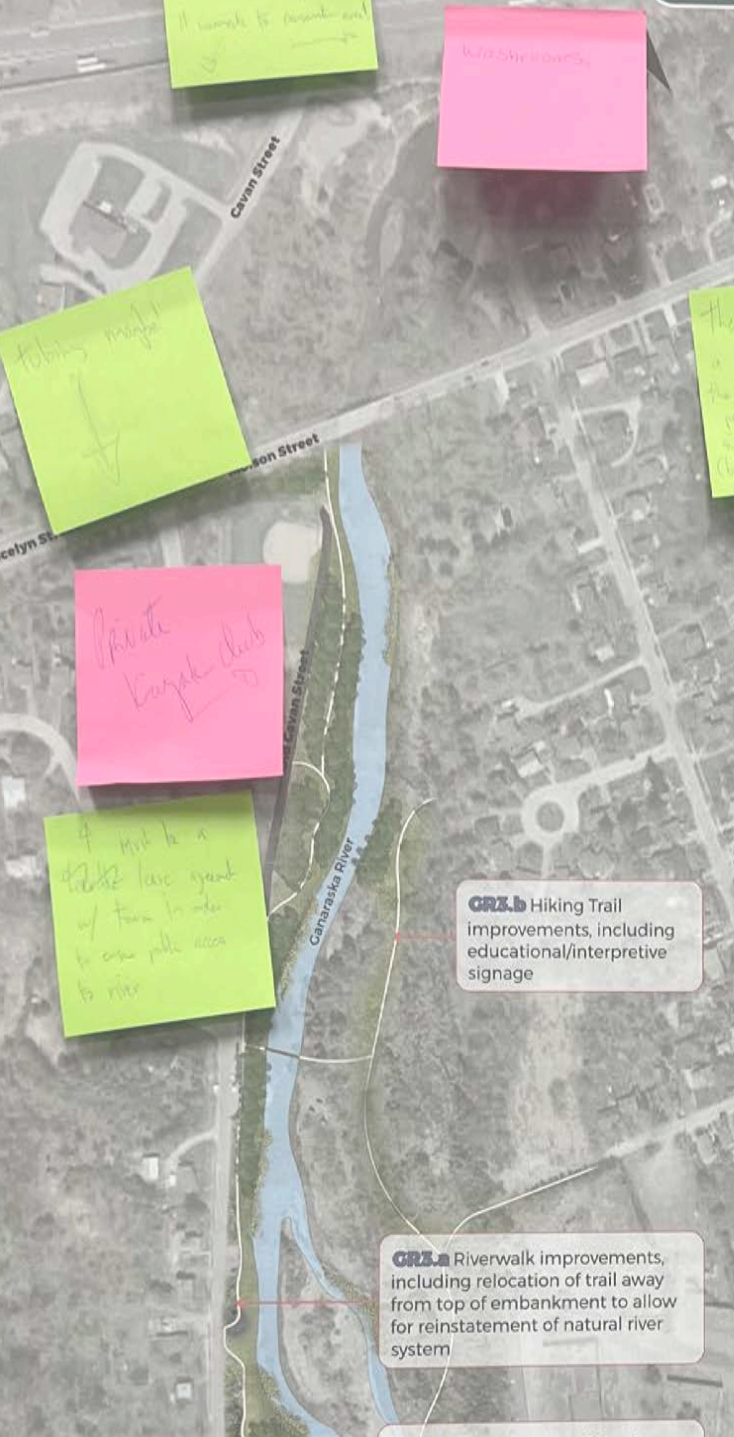
The identification of hazard areas supports municipalities and planning authorities in implementing the Provincial Policy Statement and helps conservation authorities to undertake their mandated role in preparing for and protecting against the risk of natural hazards under the Conservation Authorities Act.

Although the actual floodplain line can be dynamic, having accurate flood maps as a tool can help communities make efficient and effective planning decisions and provides clarity for developers and home owners. The usefulness of flood maps also extends into other aspects of flood management such as emergency management. The Office of the Auditor General suggests that up-to-date flood maps would allow municipalities to better plan for future growth in areas of low flood risk and build infrastructure resiliency in high-risk flood areas.<sup>1</sup>



<sup>1</sup> For further information relating to Flood Risk Mapping refer to Ganaraska Conservation Authority <https://grca.on.ca/content/flood-forecasting-warning>





# Vision & Objectives

## 3. VISION, COMMITMENTS & OBJECTIVES

The Master Plan is intended as a practical and pragmatic document that is uniquely tailored to meet the needs of the Port Hope community.

### 3.1 VISION

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The WRMP vision is based in the principles of community engaged placemaking with the intention of supporting the Municipality's commitment to a high quality of life for residents and for those who will come to enjoy all that Port Hope has to offer.

The Master Plan shall acknowledge and celebrate the culture and history of Indigenous peoples past and present, the community of Port Hope and the heritage of the Town, and work with the landscape, natural features, and functions to protect and enhance the ecology of the area.

#### **Vision Statement**

The Port Hope Waterfront and Riverwalk Master Plan shall guide the realization of a vibrant, beloved, and renowned waterfront and river system, one that celebrates the unique cultural, natural, and built heritage of Port Hope, the land on which its built, the water's edge, and the people.

The WRMP shall be forward looking, envisioning a waterfront and river corridor that are fully connected and embraced by downtown Port Hope and surrounding neighbourhoods, having a positive contribution to the unique character, culture, and desirability of the municipality for residents, visitors, and businesses.

A diversity of amenities and experiences will be provided through the WRMP including recreation and leisure, social gathering, arts and culture, local businesses, and protected ecological areas. All future design and development will consider the role this area plays in supporting public safety and an inclusive, healthy community for generations to come.

### 3.2 PRIORITIES & COMMITMENTS

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The priorities and commitments of the WRMP shall serve to inform decision making and assess future development opportunities and public infrastructure investments by evaluating how such projects will contribute to the long-term goals and vision for the area, and benefit to the community and those who will use the waterfront and river corridor.

The priorities for the WRMP area emphasize putting the community first in the long-term vision for Port Hope (in line with the Strategic Plan and key policies), supporting healthy, inclusive and connected communities, the celebration of built, natural, and cultural heritage, visibility of Indigenous heritage past and present, economic prosperity, and ecological protection and enhancement.



It is not intended to imply order, ranking, or level of importance, the priorities for the master plan area are the following:

- **Sustainability** Underpinning every aspect of the WRMP is a commitment to sustainability in all forms, including fostering a sustainable community (supporting active healthy lifestyles, social engagement and interaction, and thriving economy), sustainable development, and working to address the impacts associated with climate change.
- **Community** Put the community at the centre of the WRMP programming and decision making in the priorities and actions recommended by the plan.
- **Indigenous Culture** Visibility and continuity of Indigenous heritage and culture developed through consultation with the First Nation groups having a relationship with the lands and areas surrounding Port Hope (see also **3.4 Indigenous Culture and Heritage**).
- **Environment** Commitment to protecting the natural assets of the Ganaraska River and Lake Ontario shoreline from climate change through conservation, restoration, and long-term management of the distinct waterside and river ecologies.
- **Inclusion** Socially conscious design that supports healthy, inclusive and connected communities with a sense of ownership and pride in their Town.
- **Economy** Create opportunities that foster economic development and support local businesses at a scale appropriate to the community and character of Port Hope.
- **Heritage** Authenticity to the unique heritage of Port Hope, encompassing pre- and post-settlement cultural, built, industrial, and natural histories, and aspirations for the future (see **2.3 Background to the Waterfront and Riverwalk Master Plan** for more information on the histories and places of heritage value of the WRMP study area).
- **Alignment** with key planning documents and Strategic Plan to contribute to the long-term vision for Port Hope.

### 3.3 OBJECTIVES

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The objectives of the WRMP shall serve to inform the type of interventions, built and programmed, for the Waterfront and Riverwalk area.

In alignment with the goals of the Municipality, Region, and relevant agencies, (see **2.6 Policy Context and Framework**), a few key trends emerge that have been carried forward into the objectives of the WRMP. The goals have been subdivided and summarized into broader categories, and are further detailed in subsequent section of the WRMP.

The following are the core objectives of the WRMP:

#### **Community Centred**

To support community needs today, and for future generations, the WRMP shall:

- Put the needs of the community, today and for the future, at the forefront of a master plan developed with and supported by the community.

- Take into consideration the impacts, both potential beneficial and detrimental effects, of proposed changes on neighbouring communities, local businesses, and overall character and quality of life in Port Hope.
- Identify opportunities that are appropriate to the scale of the community, compatible in land use, and which have the potential to grow and evolve with the community over time

The master plan process shall work to achieve broad community support for the goals, priorities, and actions of the WRMP through meaningful engagement and consultation, including:

- Encourage public participation and ownership of the Riverwalk and Waterfront through engaging the community in the preparation of a shared vision and planning of the waterfront lands inclusive of stakeholders, rights holders, Indigenous groups, local businesses, and community consultation.
- Acknowledge Indigenous rights and title, treaty rights, and perspectives and foster collaboration in the building of the new WRMP.
- Seeking input from as wide a breadth of the community as possible, including urban and rural areas, to hear from people with different experiences, perspectives, and needs.
- Collaboration with the Town, local committees, stakeholders and agencies to develop strategic partnerships and knowledge-sharing.

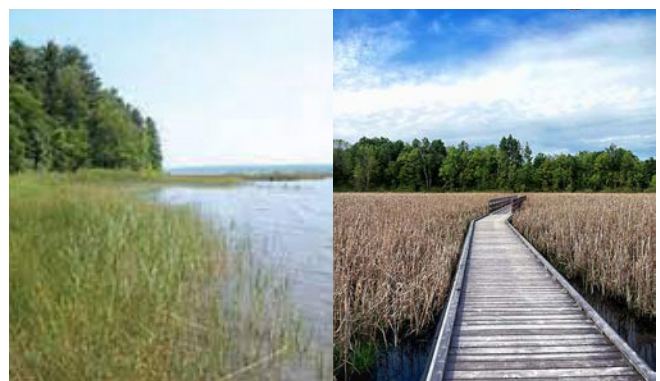
### **Environmental Resiliency**

Serve as a steward of the Lake Ontario shoreline and Ganaraska River as a shared resource in recognition of the important of a healthy, resilient natural environment to prosperity and collective well-being.

- A core challenge of the WRMP is management of Flood Risk and the protection, conservation, and enhancement of ecologically sensitive areas, while providing safe and accessible public amenities.
- Consider what is achievable for the Lake Ontario waterfront and Ganaraska River corridor with due consideration for current conditions (e.g., conservation of the ecological rare vegetation community and consideration of the dynamic beach hazard for the West Beach).
- Plan for climate change.



Species rich native plantings



Naturalize shoreline protection / Raised boardwalks to provide access without harming sensitive environments



## Natural, Cultural and Built Heritage

Protect, enhance, and celebrate the natural, built, and cultural heritage assets in a manner that enables public enjoyment. Naturalization and Indigeneity, including protection of cultural traditions in the care of natural spaces, is a core goal throughout the WRMP.

- Recognition, conservation, and restoration of the natural heritage resources of the Ganaraska River and Lake Ontario. Planting of native vegetation is strongly encouraged.
- Consider the 'big picture / down-stream' impacts of proposed changes, recognizing zones of influence and change, and impact on sensitive environments.
- Interface and integrate development with the Ganaraska River's public realm.
- Enhance the entrances and gateways to the downtown, significant areas, and destinations.
- Protect sensitive and cultural landscapes, vistas and viewsheds of the Waterfront and Riverwalk, and in consideration to Port Hope's heritage districts and historic places (see **Conservation District and Registered Historic Places**).
- New works are to complement, yet be distinct from, heritage features. This distinction is important to preserving the integrity of features and/or characteristics of historic significance, while recognizing that heritage value continues to evolve to incorporate places of contemporary cultural importance and design quality.

## Healthful Recreation and Leisure

Promote healthful outdoor activity year-round with safe, convenient, accessible, and enjoyable trails and outdoor spaces.

- Encourage public access and enjoyment of the water's edge.
- Provide a high quality public realm and open space network that is safe, accessible, and easy to move through.
- Encourage social integration and healthy lifestyles by making it welcoming, safe, and accessible to spend time outdoors, all year round.
- Promote accessibility and mobility-supporting alternative transportation options, enhanced public realm, and high-quality open spaces for all-ages play (with play facilities suitable for children and youth/teenagers), gathering, and relaxation.
- Connect to the open space, trails and destinations within and adjacent to the Waterfront and Riverwalk.
- The Riverwalk and the Waterfront Trail should be aesthetically pleasing, multipurpose, multi-season, and accessible.



Ganaraska River Footbridge

- Recognize the significance of the River and Lake Ontario shoreline as an asset for people through recreational and leisure amenities, including protecting and improving fish habitat (as a fisheries resources and for economic benefit).
- Design of new pathways and facilities to be age-friendly and accessible.
- All new streets, and improvements to existing streets should follow Complete Streets<sup>1</sup> design principles. The Complete Streets approach recognizes that streets provide not only a vital network to move a diverse range of users (e.g., vehicles, pedestrians, cyclists, etc.) and good around, they have the potential to be vibrant, common spaces for people to come together, and contribute to the overall character and quality of the Town.

## Economy

Realize the potential of Lake Ontario and Ganaraska River to contribute to the local economy's growth and prosperity.

- Encourage development that contributes to social and economic vitality.
- Encourage active uses (e.g., cafes, patios, storefronts, etc) of private property frontages overlooking the waterfront and river (e.g., 'back-of-house' spaces along Walton Street).
- Review the opportunity to create flexible and affordable public space for Cultural activities.
- Undertake an updated feasibility study and business plan for a potential marina for the Inner Harbour with consideration of this master plan.

## Phasing

The WRMP encompasses a plan that will be delivered incrementally through individual projects at a wide range of scales and to different timescales.

- Allow for flexibility in the WRMP to respond to changes over time while providing a framework to guide holistic realization of the vision through incremental change (e.g., avoid ad-hoc interventions that do not contribute or detract from the overall vision).
- Consider the timing of planned remediation works as waterfront improvements are generally intended to follow site remediation.
- Consider legal obligations, including Environmental Assessment requirements for major works and projects impacting the Ganaraska River (see **6.2 Class Environmental Assessment Process**), as well as future studies (e.g., flood risk, ice flows, sedimentation, archaeology and ecology, traffic impact assessments, etc).



Port Hope Downtown (Walton Street)

<sup>1</sup> A wide range of resources are available relating to Complete Streets, including <https://www.completestreetsforcanada.ca/> by the Centre for Active Transportation.



### 3.4 INDIGENOUS CULTURE AND HERITAGE

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The key commitment of the WRMP is the acknowledgement of Indigenous rights and title, treaty rights, and to foster sharing, respect, and continuity of cultural knowledge, practices, and stewardship of the lands and waterways of the WRMP.

The Provincial Policy Statement (2020) recognizes “the importance of consulting with Aboriginal communities on planning matters that may affect their section 35 Aboriginal or treaty rights.” Indigenous communities are more than a stakeholder and a “diverse audience.” Recognizing the important political and legal relationships with First Nations have with governing bodies is critical to ensuring conversations in good faith in a way that honours tradition, treaty rights (Williams Treaty) and inherent rights.

Positive relationships with the Indigenous communities has been a key goal in the development of the WRMP. Acknowledging that we live and work on the traditional territories of Indigenous Peoples and recognizing their history, spirituality, culture, and stewardship of the land, with gratitude to all Indigenous groups for their commitment to protecting the land and its resources, and committed to reconciliation, relationships, and greater understanding.

In alignment with the goals of the Municipality, Region, and relevant agencies, (see **2.6 Policy Context and Framework**), a few key trends emerge that have been carried forward into the objectives of the WRMP. The goals have been subdivided and summarized into broader categories, and a further detailed in subsequent sections of the WRMP.

Indigeneity in the WRMP and component projects is to be treated as a holistic component that is not confined to one particular moment or gesture. Elements such as planting are to feature culturally important species, presented in their natural ecological plant communities, in areas across the significant planting space throughout the WRMP extent. Publicly accessible spaces shall include spaces created for gathering, sheltered by planting and looking inwards to promote a sharing of ideas, knowledge, and tradition. There is also to be an integration of indigenous concepts and understanding woven throughout the storytelling, celebratory, and commemorative aspects such as public art.



Promote storytelling and sharing of cultural knowledge in placekeeping







# Concept Plan



# 4. CONCEPT PLAN

## 4.1 KEY FOCUS AREAS

A concept plan for the WRMP has been developed based on anticipated use, common features, amenities and infrastructure, development process and anticipated timeline for implementation.

The **Central Waterfront** shall address the water's edge with plentiful public access for recreation, leisure, and anglers, and offer areas suitable for waterfront events, such as markets, festivals, outdoor movies, small concerts or art installations.

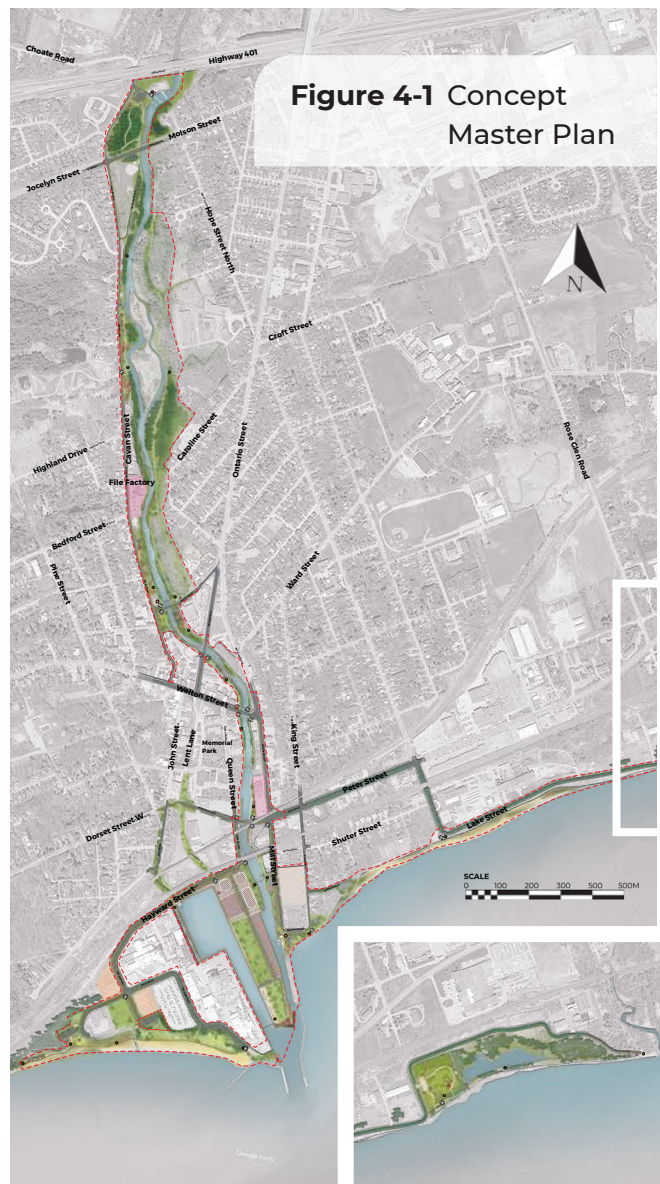
**Beaches and Waterfront Trail** comprises two focus areas, East Beach and West Beach, each of which has a distinct set of proposals as part of the WRMP. The core beach areas are envisioned as offering a range of year-round uses including playground(s), recreational facilities (game courts and informal playing fields), open lawn and treed areas, as well as public amenities including washrooms.

Ecologically Important Areas, including the dynamic beach hazard (West Beach) and A. K. Sculthorpe Marsh (East Beach), supporting sensitive ecological communities shall be protected and celebrated with sensitively planned public access (raised boardwalks with lookout points, and accessible naturalized trails). Shoreline management is to be holistic and appropriate to the Reach<sup>1</sup>.

The **Riverwalk and Ganaraska River** has been sub-divided into four focus areas to address the full length of the trail - Riverwalk Downtown, Riverwalk Central, Riverwalk Upper, and Riverwalk North. The WRMP proposals are continuous throughout the Riverwalk and Ganaraska River area, and address both the formal Riverwalk trail on the west side of the Ganaraska, as well as the hiking trails to the east side of the river.

Trail improvements, alongside landscape enhancements (new pollinator gardens, rain gardens, and/or community gardens), recreational / fitness areas, educational signage and public art are considered.

Lookout points have been proposed where works are required to reinstate the river



**Figure 4-1 Concept Master Plan**

<sup>1</sup> **Lake Ontario Shoreline Management Plan (2020)**, Reach 7, approx. 10 km from Port Hope to Cobourg.



embankment, with accompanying riverine and upland habitat protection and enhancement measures. Gateway treatments to entry points to the Riverwalk will improve accessibility and visibility of the Riverwalk, including landmark features (public art, landscaping), signage, wayfinding, and accessibility upgrades.

The potential removal or modification to Corbett's Dam and reinstatement of a natural river system with viewing opportunities to watch the salmon run. Dam removal or modification will be subject to a Class Environmental Assessment.

Sited for potential redevelopment / adaptive reuse to benefit the community have been identified, including the File Factory and sites along Mill Street north of Robertson Street.

**Streetscape Improvements** are proposed, including new or improved sidewalks, dedicated cycle routes, pedestrian and cyclist crossings, street greening including trees, to improve safety, comfort, and accessibility.

## 4.2 LIST OF WRMP PROJECTS

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The following lists the individual projects recommended as part of the WRMP. It is to be noted that the names given to these projects are for identification purposes only and are likely to change as projects move forward.

Each of the identified projects is described in greater detail in the following sections:

### WATERFRONT & RIVERWALK PROPOSED PROJECTS

#### Central Waterfront

<b>CW1</b>	Harbour Trail	61
CW1.1	Waterside Promenade	61
CW1.2	Centre Pier Water Access	61
CW1.3	East Channel Boardwalk and Waterside Public Space	61
CW1.4	Inner Harbour Footbridge	62
<b>CW2</b>	Public Open Space (Parks & Plazas)	63
CW2.1	Centre Pier Plaza	63
CW2.2	Inner Harbour Plaza	63
CW2.3	Centre Pier Park	63
CW2.4	Lake Ontario Plaza	63
CW2.5	Ganaraska Riverside Park	63
CW2.6	Lookout Park	63
<b>CW3</b>	Potential Buildings / Structures	64
CW3.1	Potential Building(s)	64
CW3.2	Potential Mixed-Use Development	64
CW3.3	Public Amenities	64

<b>CW4</b>	Inner Harbour	65
CW4.1	Potential Marina	65
CW4.2	Potential Boat Launch	66
CW4.3	East Channel Modification	66
<b>CW5</b>	Flexible Use Space(s)	67
CW5.1	Mill Street Car Park Rationalization	67
CW5.2	Mill Street Seasonal Car Park / Flexible Use Space	67
CW5.3	Riverside Flexible Use Space	67
<b>CW6</b>	Gateway Sites, Potential Artwork, and Interpretive Signage	68
CW6.1	Gateway Sites	68
CW6.2	Potential Artworks	68
CW6.3	Interpretive Signage	68
<b>East Beach</b>		
<b>EB1</b>	East Beach Programmed Beach Amenities	77
EB1.1	Public Amenities	77
EB1.2	Waterside Trail	77
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EB1.4	All-Ages Play Spaces	77
EB1.5	East Beach Leisure Amenities	78
<b>EB2</b>	Ecologically Important Areas - A. K. Sculthorpe Marsh	79
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EB2.2	Lake Street Trail	79
EB2.3	Gages Creek	79
EB2.4	Chemetron Lagoon	79
EB2.5	Barrier Beach	79
<b>EB3</b>	Waterfront Trail Gateways	80
EB3.1	East Beach Waterfront Trail Gateway	80
EB3.2	Lake Street Waterfront Trail Gateway	80
EB3.3	A. K. Sculthorpe Marsh Waterfront Trail Gateway	80
<b>EB4</b>	Waterfront Trail	81
EB4.1	Waterfront Trail Maintenance	81
EB4.2	Shoreline Management	81
<b>EB5</b>	Potential Artwork, and Interpretive Signage	82
EB5.1	Potential Artwork	82
EB5.2	Interpretive Signage	82
<b>West Beach</b>		
<b>WB1</b>	Ecologically Important Areas	89
WB1.1	Invasive Species Elimination	89



WB1.2	Dune System	89
WB1.3	Raised Boardwalk	89
<b>WB2</b>	West Beach (West)	90
WB2.1	Public Amenities	90
WB2.2	Gazebo / Event Space	90
WB2.3	All-Ages Play Space	90
WB2.4	Recreational Amenities	90
<b>WB3</b>	West Beach (East)	91
WB3.1	Public Amenities	91
WB3.2	West Beach Recreational Amenities	91
WB3.3	West Beach Boardwalk	92
WB3.4	Recreational Beach	92
<b>WB4</b>	Gateway Sites, Potential Artwork, and Interpretive Signage	93
WB4.1	Gateway Sites	93
WB4.2	Potential Artwork	93
WB4.3	Interpretive Signage	93
<b>Ganaraska River and Riverwalk</b>		
<b>GRI</b>	Ganaraska River	98
GR1.1	Naturalization of the River Corridor	98
GR1.2	Naturalized Landscape Treatment	98
<b>GR2</b>	Corbett's Dam & Fish Ladder	99
<b>GR3</b>	Riverwalk Gateway Sites	100
GR3.1	Primary Gateways	100
GR3.2	Secondary Gateways	100
<b>GR4</b>	The Riverwalk & Hiking Trails	101
GR4.1	Riverwalk Improvements	101
GR4.2	Hiking Trails	101
GR4.3	Riverwalk Interface	102
GR4.4	Public Amenities	102
GR4.5	Fitness equipment	102
GR4.6	Enhanced Multi-Purpose Path	102
GR4.7	Pedestrian Bridges	103
<b>GR5</b>	Potential Artwork and Interpretive Signage	104
GR5.1	Potential Public Art Locations	104
GR5.2	Educational Signage	104
<b>GR6</b>	Redevelopment / Adaptive Reuse Opportunity	105
GR6.1	File Factory	105
GR6.2	Mill Street	105

## STREETSCAPE IMPROVEMENT PROPOSED PROJECTS

<b>ST1</b>	Streetscape Improvements	
ST1.1	Mill Street South	69
ST1.2	Centre Pier New Road	69
ST1.3	Hayward Street	69
ST1.4	Madison Street	83
ST1.5	Lake Street	83
ST1.6	Hayward Street, Choate Street, Marsh Street, and Eldorado Place	94
ST1.7	Mill Street Protected Bike Lane	106
ST1.8	Cavan Street Protected Bike Lane	106
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**Figure 4-2 Overall Concept Master Plan**



## 4.3 CENTRAL WATERFRONT

Centre Pier, Inner Harbour, mouth of the Ganaraska, and Mill Street

### Central Waterfront Vision

A vibrant, multi-use waterfront combining open green parkland with plazas suitable to host outdoor events (e.g., market stalls, etc). Continuous access is to be provided to the waterside, connecting West Beach, the Inner Harbour, the Centre Pier, and East Beach. The design of the Centre Pier has the potential to be completed through a call for proposals.

Due to significant physical constraints, including the ongoing remediation works, the ultimate design of the Centre Pier, including what uses and amenities may be accommodated will require a range of further studies and investigations, such as flood risk assessment. Preliminary flood modeling indicates its likely some sort of berm/flood mitigation feature will be required within the Central Waterfront area to maintain existing flood limits. Flood mapping and mitigation measures will be required with a holistic overview for the whole of the Central Waterfront and surrounding areas in the design of the distinct WRMP projects (e.g., it is likely that projects will have impacts on the flood risk of other sites both up and down stream).

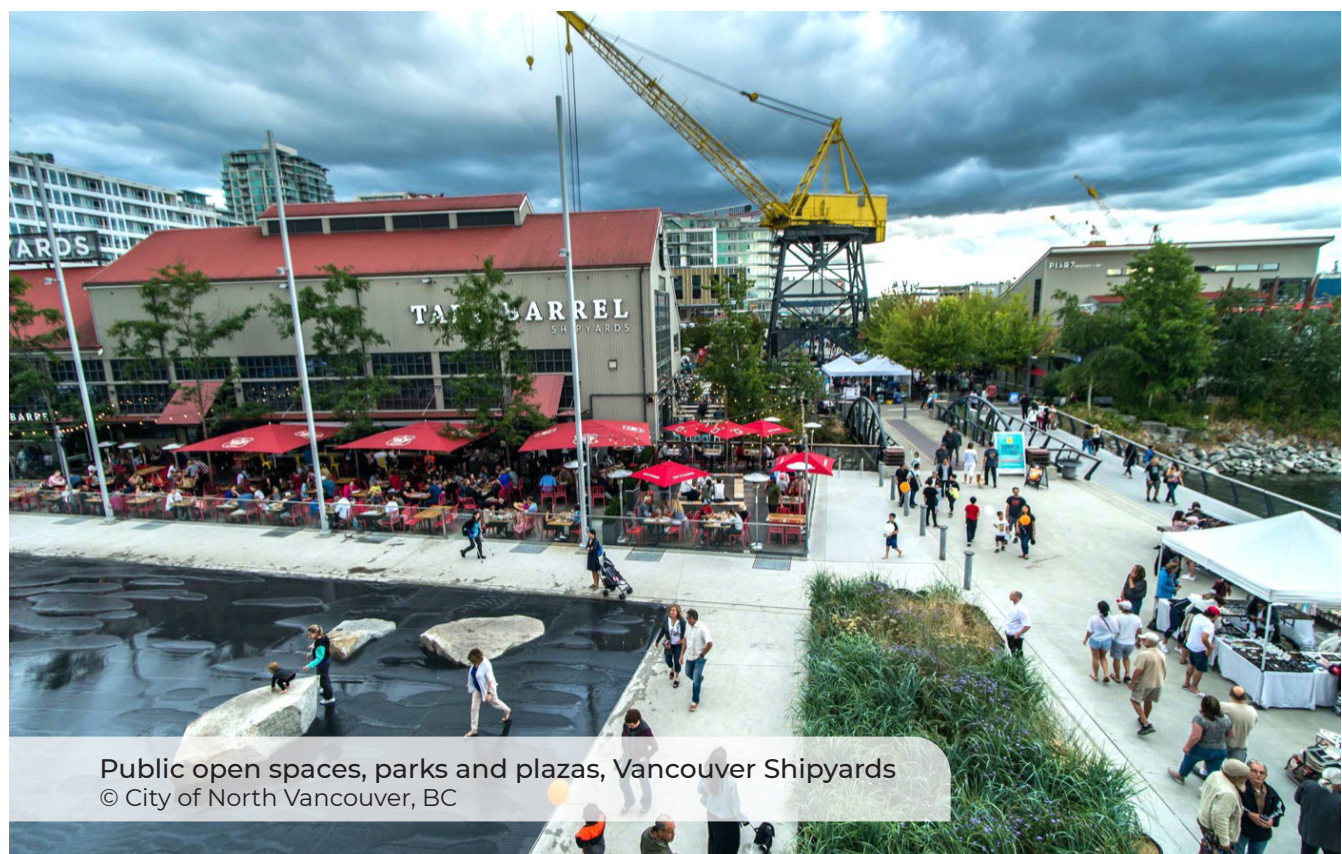
The individual project opportunities as described in the following section have been identified for the Central Waterfront (see **Figure 1-3 Central Waterfront**):





**Table 4-1** Central Waterfront Key Considerations

Ref	Description	Impact on the WRMP
PHAI	Port Hope Area Initiative remediation works	<p>In accordance with a Resolution from Council, no detailed planning for the Centre Pier will be conducted until the PHAI clean up is completed. The WRMP has been prepared to facilitate timely implementation of the vision for the Centre Pier, however the design and amenities provided will depend on further studies and subsequent design stages.</p> <p>Any project within the PHAI area has the potential for a Special Circumstance (see <b>Special Circumstances</b>).</p>
EA	Flood Risk and Environmental Assessment Process	<p>The feasibility of any project within 30m of the water edge will be subject to further study, and may be required to undergo an EA process (see <b>6.2 Class Environmental Assessment Process</b>). This process may take several years to complete, early initiation of the EA is recommended (e.g., for a potential footbridge).</p>
CW4.1	<b>Potential Marina</b> to the inner harbour	<p>The Port Hope Marina Business Plan (2013) found that there was sufficient seasonal and transient boater demand to support a marina development on Port Hope’s waterfront. Updated studies will be required to determine feasibility and business case for a marina, remediation works as part of the PHAI, flood risk, and sedimentation. It is anticipated that a marina would be required to go through the EA process.</p>



Public open spaces, parks and plazas, Vancouver Shipyards  
© City of North Vancouver, BC





**Figure 4-3** Central Waterfront

SCALE  
 0 25 50 75 100 125 150M



## **CW1** Harbour Trail<sup>1</sup>

### **CW1.1** Waterside Promenade

Continuous waterside promenade connecting the Inner Harbour, Centre Pier, East and West Beaches, Riverwalk, and Downtown. The promenade may comprise a combination of boardwalk and paved trail, and shall be wide enough for emergency vehicles and heavy equipment for ice management.

It shall be designed to accommodate unobstructed use by a range of users including anglers (subject to applicable By-Law(s)), walkers and runners, and those wishing to sit and relax near the water. The waterside promenade shall connect with the Waterfront Trail (see **4.4 East Beach**) and the Riverwalk (see **4.6 Ganaraska River and Riverwalk**).



### **CW1.2** Centre Pier Water Access

Potential tiered boardwalk extending out over/down to the water providing accessible access for all users to the waters edge. This may be provided through a combination of steps and ramps, or amphitheatre style seating allowing for use of the space for performances with Lake Ontario as the backdrop)<sup>2</sup>.

Water access in this location is not intended to serve as a swimming pier due to safety concerns relating to proximity to the existing boat launch to the East Channel and potential Inner Harbour marina (see **CW4.1**).

### **CW1.3** East Channel Boardwalk and Waterside Public Space

#### **CW1.3.1** Replace Existing boardwalk

Replacement / extension of the existing boardwalk providing a continuation of **CW1.1** linking to East Beach. The design is to accommodate space for anglers without obstruction / conflict with walkers.

#### **CW1.3.2** Waterside Open Space

Enhanced waterside public space along Mills Street south (south of Riverside Park).

<sup>1</sup> The 'harbour trail' as identified in the **Port Hope Active Transportation & Trails Master Plan (2011)**.

<sup>2</sup> All access to the water will require detailed study and potentially be subject to an EA to assess potential risks (e.g., flooding) and impacts.

### CW1.3.3 Existing Path Upgrades

Improved trail surfaces through Riverside Park connecting to Robertson Street (paving) to allow for all season maintenance (snow clearing).

### CW1.4 Inner Harbour Footbridge

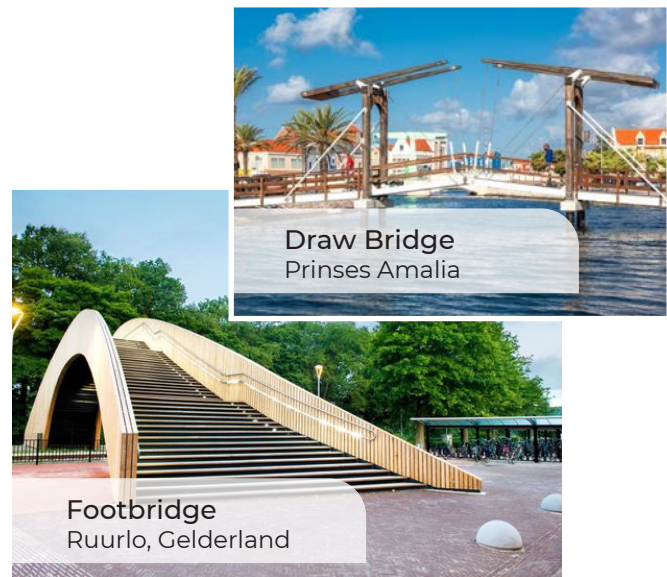
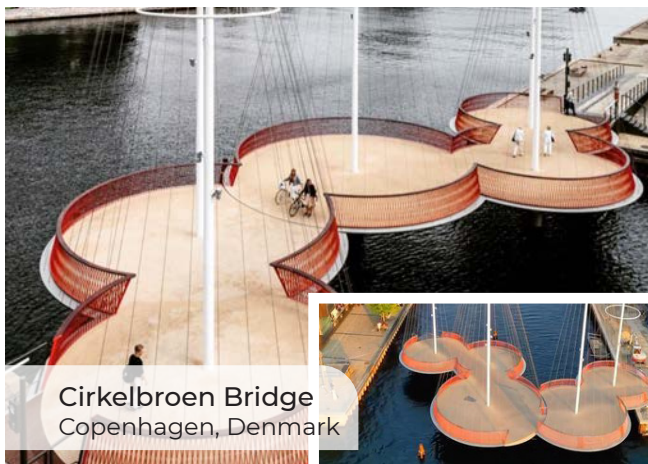
Potential pedestrian and cyclist footbridge to provide a shorter and direct connection between Centre Pier and West Beach.

The feasibility of a footbridge in this location requires further study.<sup>1</sup>

If a footbridge is taken forward as a WRMP project, the type of bridge that could be implemented would be dependent on operational considerations related to the potential marina (e.g., depending on the type of water craft using the marina it may be necessary for the footbridge to be arched for a high clearance or be movable such as a swing bridge, or raising drawbridge (see **Figure 4-3 Example Footbridge Types**) to allow craft to enter the inner harbour (see **CW4.1 Potential Marina**)



**Figure 4-4** Example Footbridge Types



<sup>1</sup> The feasibility of a bridge will be subject to further study, including cost benefit, safety, and impact on potential inner harbour uses. It is anticipated that a footbridge would be required to go through the EA process (see **6.2 Class Environmental Assessment Process**).



## **CW2** Public Open Space (Parks & Plazas)

### **CW2.1** Centre Pier Plaza

Centralized multi-use plaza connected to the waterside promenade (see **CW1.1**) with potential to host a range of events (e.g., markets, festivals, outdoor movies, small concerts, etc).

### **CW2.2** Inner Harbour Plaza

Waterside plaza incorporating a feature wall to the Cameco site. Potential tiered access down to water level | 2 under **CW1 Harbour Trail**).

The design of the plaza is to be coordinated with security requirements for the Cameco site (e.g., the design shall not incorporate features with the potential to be used as climbing aids, which includes trees and larger growing shrubs in close proximity to the secure perimeter). Plantings, including low growing shrubs and trees, as well as site furnishings located away from secure perimeter the may be permitted.

### **CW2.3** Centre Pier Park

Open green space (public park), with areas of open lawn as well as areas shaded by large growing deciduous trees. May include event spaces with temporary or permanent structures (e.g., open-sided covered structures or movable kiosks). Design may incorporate flood protection and/or flood proofing (e.g., berms, swales, etc) for the Central Pier during flood events.

### **CW2.4** Lake Ontario Plaza

Waterside multi-use plaza (see also **CW1.3**) with potential to host a range of events (e.g., markets, festivals, performances with Lake Ontario as the backdrop, etc).

### **CW2.5** Ganaraska Riverside Park

Waterside public open space (park) overlooking the Ganaraska River. Design may incorporate flood protection and/or flood proofing (e.g., berms, swales, etc) for the Central Pier during flood events.

### **CW2.6** Lookout Park

Park space with access for food truck/snack vendors, picnicking, etc convenient to the West Beach and Central Pier. Potential lookout point over Lake Ontario and landmark artwork opportunity (e.g., visible from both land and watercraft on Lake Ontario).



### **CW3** Potential Buildings / Structures

#### **CW3.1** Potential Building(s)

Potential site(s) for new permanent structure and/or buildings for public and/or private uses (e.g., event space, commercial, dining, etc).

Due to site constraints, it is anticipated any new building and/or structure would be limited to one or two storeys in height. Further study is required, including flood assessment, to determine feasibility of permanent structures on the Centre Pier.

#### **EB1.1.6** Potential Building Site (A)

Overlooking the Inner Harbour, a new building may incorporate marina support facilities (see **CW4.1 Potential Marina**). With convenient access from Queen Street / Hayward Street, incorporation an above grade parking structure fully contained and concealed within the built form may be feasible. The design of the structure should include active uses facing onto the public realm with attractive frontages concealing the parking (e.g., wrap the exterior of the building with active uses and/or feature facades that fully screen parking contained on the interior). See also **ST3.2 Centre Pier Parking**.

#### **CW3.1.1** Potential Building Site (B)

The design of any permanent structure in this location is to be sensitively designed in consideration to the important view corridor along Queen Street from downtown to Lake Ontario. This may include landmark features to serve as a focal point to this important viewshed.

#### **CW3.1.2** Potential Building Site (C)

Potential civic / commercial uses.

#### **CW3.2** Potential Mixed-Use Development

Potential development site on Mill Street, which may include ground floor businesses and residential units on upper floors (no ground floor residential due to flood risk).

#### **CW3.3** Public Amenities

Public amenities (washrooms) are to be provided for the Centre Pier in a convenient location. The facilities may be either a standalone facility, or incorporated into a publicly accessible building area (e.g., as part of **CW3.1**).





## CW4 Inner Harbour

### CW4.1 Potential Marina

Potential marina, including a service dock (providing fuel, water, and hydro supply services - see **5.5 Shoreline and Marine Works**).<sup>1</sup>

The Port Hope Marina Business Plan (2013) found that there was sufficient seasonal and transient boater demand to support a marina development on Port Hope's waterfront.

The 2013 Business Plan recommended the Inner Harbour for a transient-only marina with 137 slips as the most financially viable solution of the concepts tested.<sup>2</sup> It was considered unlikely that the Inner Harbour could accommodate a financially viable longer term rental marina (e.g., annual or seasonal pass).

The design of the marina, and potential additional works to the inner harbour and/or Centre Pier to accommodate the marina will be dependent on various factors. The feasibility of a marina, and the type of marina that can be supported in the Inner Harbour is dependent on numerous factors which may include, though not be limited to:

- Harbour Walls - depending on the design of marina, there may be functional/operational benefits to certain types of walls (e.g., sheet pile walls are preferred for mooring, whereas revetments offer aquatic habitat and wave attenuation).
- Ecological Impacts - potential impacts on aquatic environments, including within the Inner Harbour as well as out into Lake Ontario and the Lake Ontario shoreline.
- Support facilities - including requirements for marina office/service building (may include yacht club facilities), boat launch, etc.
- Maintenance and Operations - including ongoing dredging requirements.

<sup>1</sup> Updated studies will be required to determine feasibility and business case for a marina. These studies are anticipated to include though not be limited to flood risk, sedimentation, Engineering requirements (e.g., modification of the entry channel), and review of the Inner Harbour walls (e.g., to accommodate mooring options), and wave attenuation. It is anticipated that a marina would trigger an EA process (see **6.2 Class Environmental Assessment Process**).

<sup>2</sup> The Port Hope Marina Business Plan (2013) considered four concept options, three of which involved marina facilities at an East Beach location. The study identified capital cost as prohibitive for the East Beach concept options.

Potential inclusion of Marina office / support facilities in Centre Pier development



#### CW4.2 Potential Boat Launch

Potential new boat launch serving the marina (see **CW4.1**), in coordination with relocation of boat trailer parking from Mill Street to the Inner Harbour (see **ST3.3**). The existing boat launch to the East Channel (near East Beach) is to remain.

The type of boat launch to be provided would be subject to recommendations made as part of updated studies and business case for the potential marina (e.g., different types of craft such as sail boats compared to power boats have different boat launch requirements). The feasibility and benefit of a new the boat launch and the relocation of the boat trailer parking is directly related to the potential for a new Marina in the inner harbour (see **CW4.1**) as well as the potential realignment of Hayward Street (see **ST5 Hayward Street Realignment**) and therefore are to be considered together.

#### CW4.3 East Channel Modification

Potential minor modification of channel to allow better movement of sediment, ice, and improve channel, shoreline, and beach process to minimize future dredging requirements. Works will be subject to further study. It is recommended that a review of the channel be undertaken (with consideration of studies undertaken to date) to determine whether modifications are required for wave attenuation, sediment impacts, jetty modifications, and access for anglers and boaters.





## **CW5** Flexible Use Space(s)

### **CW5.1** Mill Street Car Park Rationalization

Reduced parking area to increase public riverside open space and improve the quality and character of the car park (e.g., greening and consideration of bioswales to manage surface drainage, trees to provide shade, and fully accessible protected footpaths).

Consideration shall be given to Electric Vehicle charging stations, and designated accessible parking spaces. This may also be a suitable location for bicycle parking facilities.

The potential and degree to which the existing car park may be rationalized (e.g., reduced in size while maintaining and/or increasing parking capacity) is directly related to the potential to relocate boat trailer parking away from this area (see **ST3.3 Potential Boat Trailer Parking Relocation**) and therefore should be considered together.

A phased approach with interim temporary conditions may be considered to enable improved public space along the river edge (see **CW1.3 East Channel Boardwalk and Waterside Public Space**) while maintaining boat trailer parking in this location in the near to medium terms.

### **CW5.2** Mill Street Seasonal Car Park / Flexible Use Space

Rationalization of the existing informal parking area in coordination with creation of improved public space along the river edge (see **CW1.3**). The design shall accommodate on-peak parking while allowing for a range of alternative off-peak uses. These may include seasonal or shorter term variable uses (e.g., seasonal and/or partial closure for snow sculpture competition, etc.).

### **CW5.3** Riverside Flexible Use Space

The east side of the Centre Pier will require further study, including flood assessment and ice flow impacts of the Ganaraska River, to determine suitable uses.

Uses that may be considered include landforms (land art / berms) to serve as flood barriers if appropriate, open green spaces, and/or temporary structures such as vendor stalls and/or food trucks.



## **CW6** Gateway Sites, Potential Artwork, and Interpretive Signage

### **CW6.1** Gateway Sites

Gateway sites have been identified as places that serve as entrances to the WRMP focus areas. These locations should be reinforced through of gateway / landmark features to create a clear sense of arrival / leaving.

#### CW6.1.1 Queen Street Gateway

#### CW6.1.2 Lent Lane Gateway

#### CW6.1.3 West Beach Gateway

### **CW6.2** Potential Artworks

Location identified as an opportunity to incorporate public art. The type and design of each work shall be subject to its own process. Artworks may include permanent installations, display or event spaces to host temporary installations or performance art, or a wide variety of other features (e.g., light shows).

#### CW6.2.1 Central Pier

#### CW6.2.2 Lake Ontario Overlook

#### CW6.2.3 Cameco Feature Wall

#### CW6.2.4 Lake Ontario Landmark

Additional to the above, consideration should be given to establishing partnerships and public art aspect for illumination of the train trestles.

### **CW6.3** Interpretive Signage

Location recommended to provide educational signage. The ideas presented below are preliminary only and will be developed in coordination with relevant parties to present informed, enriching, and interesting information to users.

#### CW6.3.1 Mouth of Ganaraska signage

#### CW6.3.2 Inner Harbour signage

#### CW6.3.3 Lake Ontario signage





**ST1** Streetscape Improvements  
Improved streetscape to follow Complete Streets principles (see **5.1 Overarching Design Guidelines - Complete Streets**), with wide, tree-lined sidewalks, protected bike lanes, street greening in the form of landscaped boulevards, and on-street parallel parking provided in all suitable conditions.

**ST1.1** Mill Street South  
Potential to narrow the roadway from Peter Street south to Madison Street to accommodate protected bike lanes, continuous sidewalks, and street greening / street trees.

**ST1.2** Centre Pier New Road  
New roads are to follow Complete Streets principles. The potential for roads within the Centre Pier to be designed as shared street<sup>1</sup> (e.g., accommodating slow moving vehicles while giving priority to pedestrians / cyclists, with all modes mixing in the same space) may be considered. Shared streets enable the street to function as a place for social, economic, and cultural exchange

**ST1.3** Hayward Street  
Potential to narrow the roadway to provide for continuous sidewalks, bike lanes, and street greening. (See also **ST5 Hayward Street Realignment**).

**ST2** Protected Road Crossings  
The type of crossing (e.g., signalized, white lined, etc) and/or other safety measures will be subject to traffic and road safety analysis.

**ST2.1** Lent Lane  
Protected crossing at Hayward street connecting to the Centre Pier.

**ST2.2** Queen Street at Hayward Street  
Protected crossing to south end of Queen Street due to risk of blind corner under the rail viaduct.



<sup>1</sup> Shared streets may be considered where pedestrian activity is high and vehicle volumes are low or discouraged. The safe function of a shared street is based on the evidence that removal segregating features (such as raise curbs) requiring all users to be increasingly aware and respectful of the others.

**ST3** Parking Facilities

**ST3.1** Mill Street Car Park

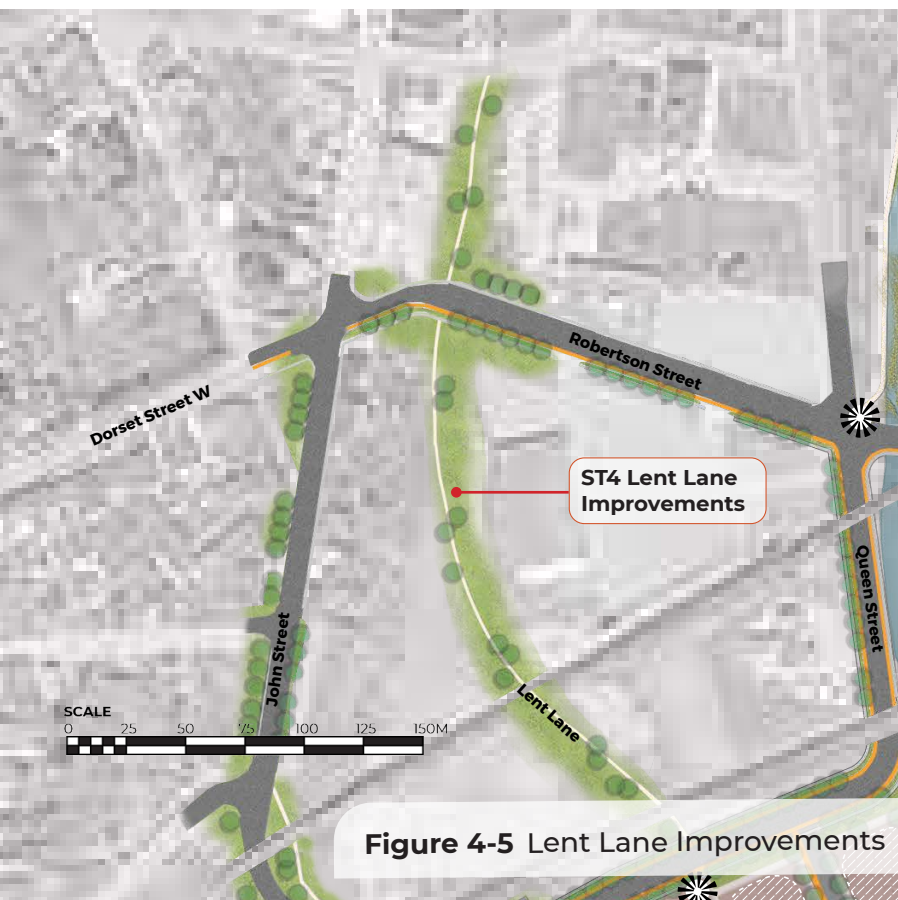
See **CW5.1 Mill Street Car Park Rationalization** and **CW5.2 Mill Street Seasonal Car Park / Flexible Use Space**.

**ST3.2** Centre Pier Parking

The intent is for minimal surface parking within the Centre Pier, limited to on-street parking, pick-up / drop-off lay-bys, and accessible parking spaces.

**ST3.3** Potential Boat Trailer Parking Relocation

Potential relocation from Mill Street in coordination with relocation of boat the boat launch (see **CW4.2**).



**Figure 4-5** Lent Lane Improvements

**ST4** Lent Lane Improvements

In accordance with the **Port Hope Active Transportation & Trails Master Plan (2011)**, Lent Lane is to be upgraded to a paved multi-use trail connection between the downtown and waterfront<sup>1</sup>.

As part of these works, landscape enhancements should be implemented to improve the appearance and comfort of the lane (e.g., tree for shade, naturalized plantings of wildflowers to provide visual interest, etc).

<sup>1</sup> There are various private properties between Robertson and Hayward. Potential benefit to obtain as MPH lands is to be considered.





**Figure 4-6** Potential Hayward Street Realignment

**ST5** Hayward Street Realignment

**ST5.1** Hayward Street Realignment

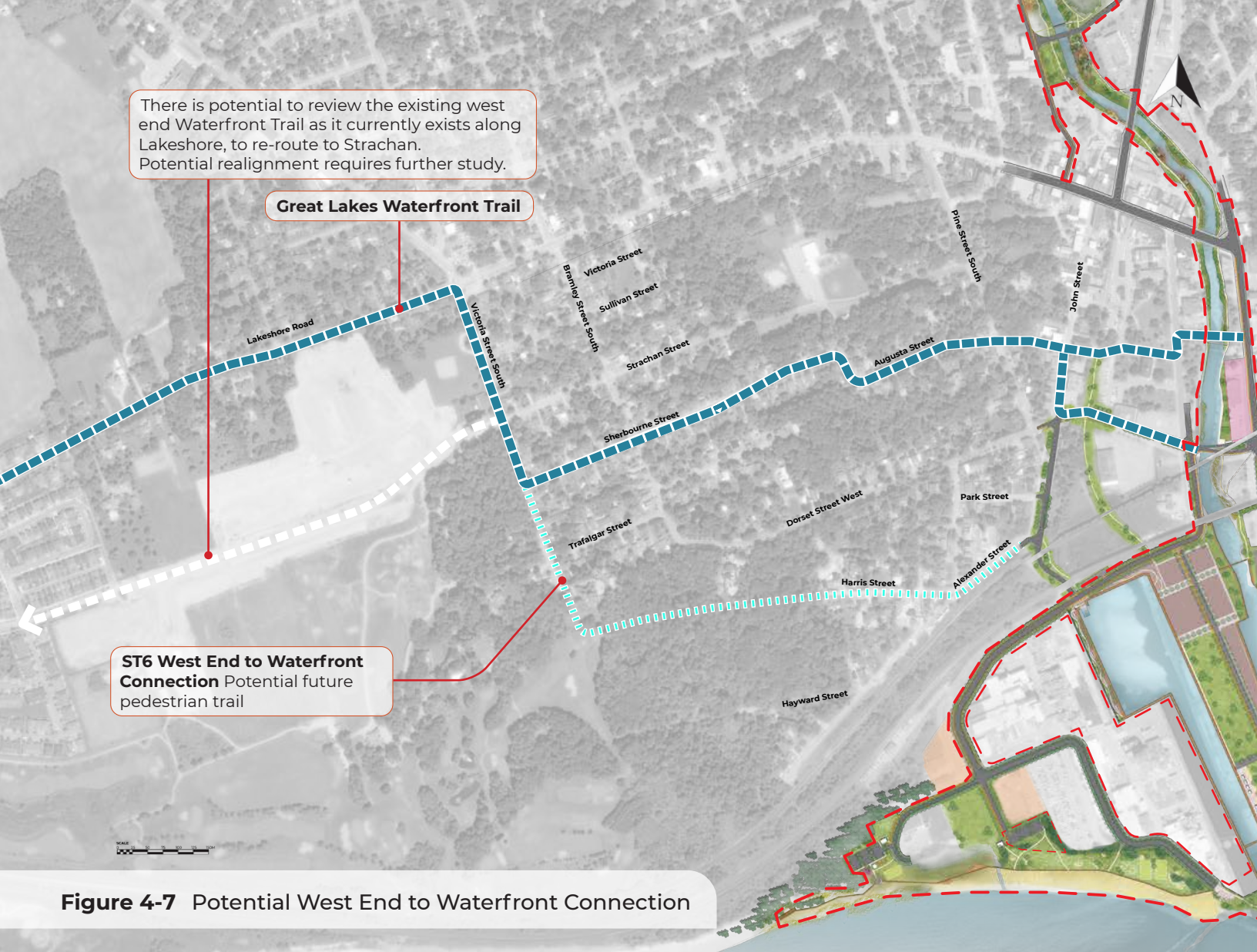
Potential realignment of Hayward Street to utilize undeveloped land north of the railway. The feasibility and potential alignment of the road will be subject to traffic impact and road safety analysis to maintain current access and operation of the Cameco site and surrounding area.

**ST5.2** Hayward Street Linear Park

The realignment of Hayward Street would enable the creation of an expanding public realm with a linear park to the north of the Centre Pier.

The Municipality is seeking to provide plentiful, safe, and attractive public spaces and activation of waterfront lands throughout the municipality. There is a desire on the part of the Municipality for future discussion with land owners for potential expansion of public space under the rail viaduct as part of the waterfront vision.

This may include, though not be limited to, open park spaces, space for food trucks and/or temporary kiosks (e.g., market space), and public parking.



**Figure 4-7** Potential West End to Waterfront Connection

**ST6** West End to Waterfront Connection

Potential future pedestrian trail connection from Victoria Street to Hayward Street. This route would provide an alternative connection to the waterfront from the West End to augment the existing Great Lakes Waterfront Trail<sup>1</sup> on-road route.

This route may present accessibility challenges due to steep ravine topography. Further feasibility study is required.

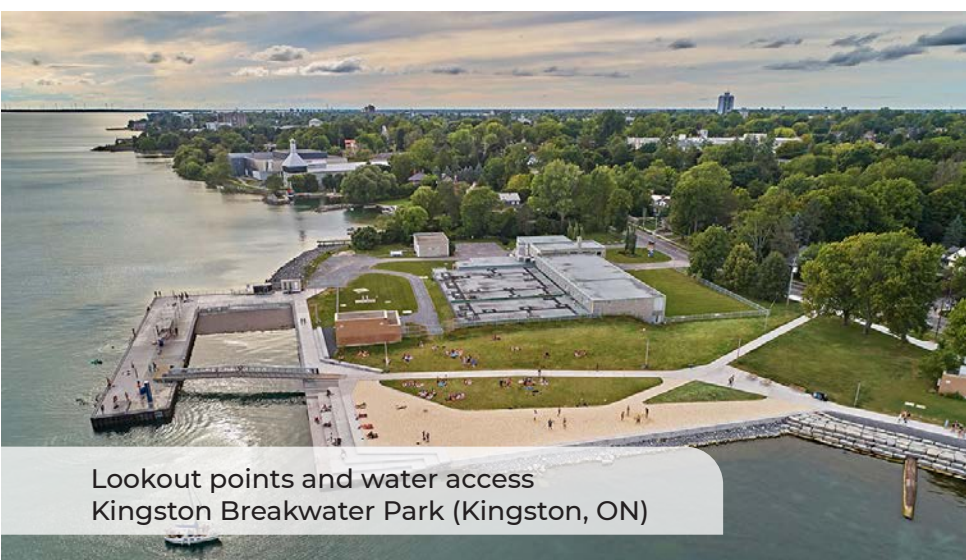


<sup>1</sup> For more information on the Great Lakes Waterfront Trail see <https://waterfronttrail.org>





Public open spaces, parks and plazas  
Vancouver Shipyards (Vancouver, BC)



Lookout points and water access  
Kingston Breakwater Park (Kingston, ON)



Landmarks and public art  
Tannery Park (Oakville, ON)



Waterside promenade  
Canary Wharf (London, UK)

**Figure 4-8** Central Waterfront Character Images

## 4.4 EAST BEACH

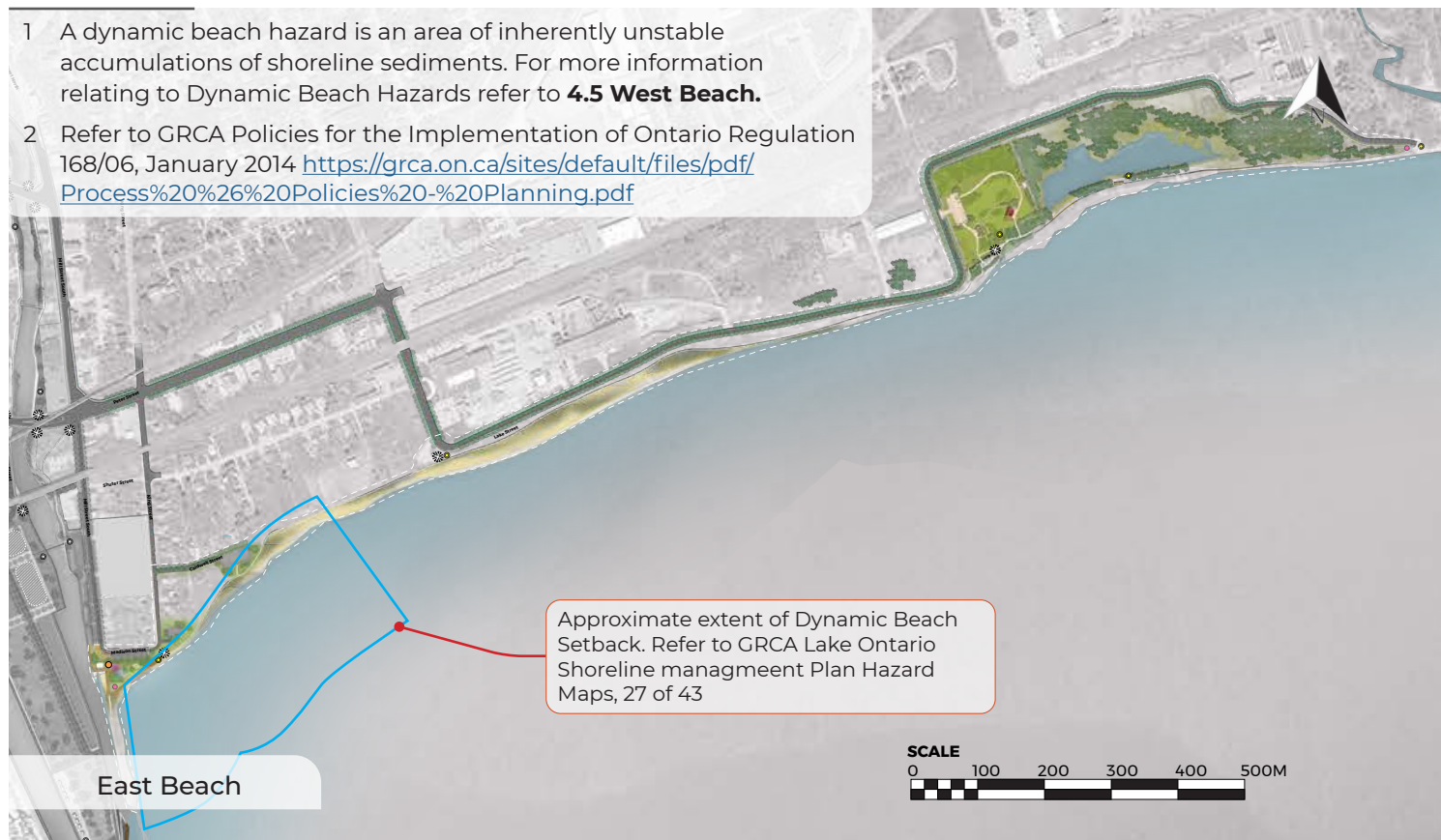
### East Beach and the Waterfront Trail to A. K. Sculthorpe Marsh and Gage Creek

#### East Beach Vision

A community waterside park supporting year-round use with a balance of passive and active amenities, such as a combination of shaded and sunny seating areas, open lawns, treed areas, picnic facilities, exercise facilities, and play spaces, etc. Accessible access to be provided to the water (e.g., hard surface ramp/steps).

A portion of East Beach, extending east from the Ganaraska River along the Riverwalk Walk comprises a dynamic beach hazard<sup>1</sup>. Development associated with public parks (e.g., passive or low intensity outdoor recreation and education, trail systems) may be permitted within the dynamic beach hazard if it has been demonstrated to the satisfaction of the Conservation Authority that the control of flooding, erosion, pollution, dynamic beaches or the conservation of land will not be affected<sup>2</sup>.

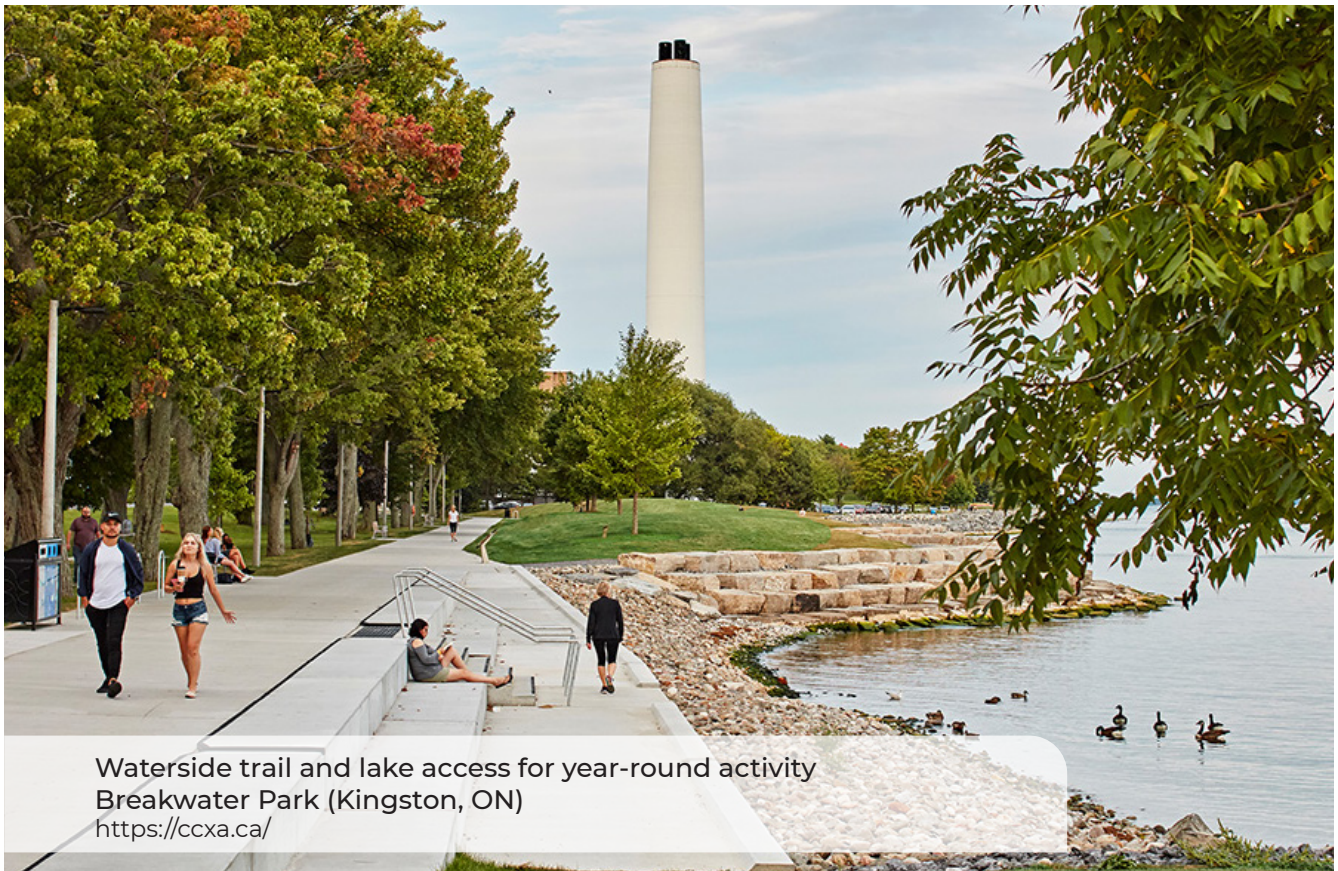
The individual project opportunities as described in the following section have been identified for East Beach (see also **Figure 1-4 East Beach**):





**Table 4-2 East Beach Key Considerations**

Ref	Description	Impact on the WRMP
EB4.2	Shoreline management	<p>The shoreline from East Beach extending approx. 10.2km to Cobourg is part of Reach 7 - Port Hope to Cobourg (see <b>Lake Ontario Shoreline Management Plan (2020)</b>).</p> <p>Port Hope East Beach and the portion of shoreline fronting Lake Street features ad-hoc shore protection in the form of scrap concrete and rubble mound revetments. These structures are generally non-engineered and are in poor to moderate condition. Well-engineered shore protection should be considered east of Port Hope and along Lake Street to mitigate erosion to the east.</p>
ST1.4	Madison Street and King Street traffic congestion and road safety	<p>Safety concerns have been raised relating to the sharp, sloped, and partially blind corner at Madison Street and King Street and access to the King Street Car Park (see <b>ST3.5</b>).</p> <p>Potential changes to the road network to improve traffic flow and road safety, in particular in anticipation of potential increased visitation of East Beach, seasonal events along Mill Street, and potential for mixed use development on Mill Street will require detailed traffic analysis.</p>



Waterside trail and lake access for year-round activity  
 Breakwater Park (Kingston, ON)  
<https://ccxa.ca/>



**Figure 4-10** East Beach



**Figure 4-9** A.K. Sculthorpe Marsh





## EB1 East Beach Programmed Beach Amenities

### EB1.1 Public Amenities

Replacement of existing public amenities (washrooms) in current location utilizing existing services. Location is preferred for convenient access from East Beach, the Waterside Trail, and flex-use spaces along Mill Street.

### EB1.2 Waterside Trail

New fully accessible waterside trail (boardwalk or similar) as a continuation of the Harbour Trail (see **4.3 Central Waterfront - CW1 Harbour Trail**) linking Centre Pier (Harbour Trail) with the Waterfront Trail (see **EB4 Waterfront Trail**).

### EB1.3 Water Access

Accessible access in the form of amphitheatre style tiers, steps, and ramps to enable all users to access the water's edge.

### EB1.4 All-Ages Play Spaces

#### EB1.4.1 Playground

All-ages play space with play equipment, including youth and teen shelters/equipment. Design should encourage exploration and imaginative play with conveniently located seating areas (see **EB1.5.1**) overlooking the play area.

#### EB1.4.2 Spray / Splash Pad

Water play (e.g., spray and/or splash pad) located in close proximity to the play area (see **EB1.4**) and seating areas.

#### EB1.4.3 Exercise Equipment

Exercise facilities (fitness equipment) are to be provided in close proximity.



## **EB1.5** East Beach Leisure Amenities

Range of year-round passive and active amenities, such as:

### **EB1.5.1** Seating Areas

A combination of shaded (shade provided through the planting of trees and potential shade canopies / open sided shelters / pavilions) and sunny seating areas.

### **EB1.5.2** Amenity Lawn

Open lawns with grass mixture suitable for heavy use (e.g., sports field mix for kick-about), interspersed with treed areas.

### **EB1.5.3** Picnic, BBQ facilities, and Fire Pits

Public use BBQ facilities, optional outdoor oven(s), and/or fire pit(s), with picnic table(s), and space for informal picnics. Optional provision of covered picnic facilities (open sided pavilion), BBQ / fire pit / pavilion facilities may be managed through a booking system.

### **EB1.5.4** Indigenous Sacred Fires

Access to land for ceremonies is an inherent right of Indigenous communities. First Nations, Inuit, and Métis community members may book fire pit(s) for a sacred fire using the same booking system. It is recommended that at least one designated site be established for fire and community safety, however in recognition that through consultation with Indigenous communities other non-designated sites may be identified and managed through a booking system for sacred fires as well.

Educational / etiquette signage should be provided at any site designated for sacred fires. Signage should encourage respectful behaviour of sacred fires taking place, and deter interruption or photographing / video recording without permission.





**EB2 Ecologically Important Areas - A. K. Sculthorpe Marsh**

Priority shall be given to environmental protection and enhancement. All works impacting the shoreline and ecologically sensitive areas is to be coordinated with the GRCA, as well as treaty rights holders. The proposed projects seek to balance providing access and the ability for a wide range of users to experience these natural areas, with reducing the risk of harm to sensitive features associated with human interaction.

Restrictions may be placed on public access to sensitive areas, however access may be maintained for Indigenous cultural practices. Educational signage to convey the purpose and benefit of these traditional practices is recommended.

**EB2.1 Trails & Boardwalk**

Accessibility improvements to existing gravel trails through low impact solutions, such as elevated boardwalks to accommodate users of all ages and abilities.

**EB2.2 Lake Street Trail**

Potential for a trail circuit around the Marsh with a protected path along Lake Street.

**EB2.3 Gages Creek**

It is not recommended at this time to provide access to east of Gages Creek which is under private ownership and subject to wildlife conservation measures.

**EB2.4 Chemetron Lagoon**

The transformation of a contaminated industrial lagoon into a landscape public open space area complete with trails, gathering areas/lookout and a car park as part of the PHAI. The potential to provide public amenities (washrooms) in this area is to be considered through further study. There may be potential to rename Chemetron Lagoon.

**EB2.5 Barrier Beach - SEE NEXT PAGE.**



**EB2.5** Barrier Beach

Ongoing monitoring and management to maintain ecological barrier beach along Lake Ontario and A. K. Sculthorpe Marsh (see also **EB4.2 Shoreline Management**).

**EB3** Waterfront Trail Gateways

**EB3.1** East Beach Waterfront Trail Gateway

Entrances to the waterfront trail should be visually prominent, provide trail information (distance, difficulty, interpretive information and key features), and be accessible with easy connections from surrounding areas.

**EB3.2** Lake Street Waterfront Trail Gateway

Accessibility improvement at the existing Gazebo with new interpretive signage. Rationalization of public parking, including accessible parking spaces, to the existing informal (gravel) parking area.

**EB3.3** A. K. Sculthorpe Marsh Waterfront Trail Gateway

Clear trail signage and waymarker, with interpretive information.





## **EB4** Waterfront Trail

### **EB4.1** Waterfront Trail Maintenance

Ongoing maintenance of the Waterfront Trail, with improvements for all-season usability. Opportunities for rest areas overlooking Lake Ontario to be considered.

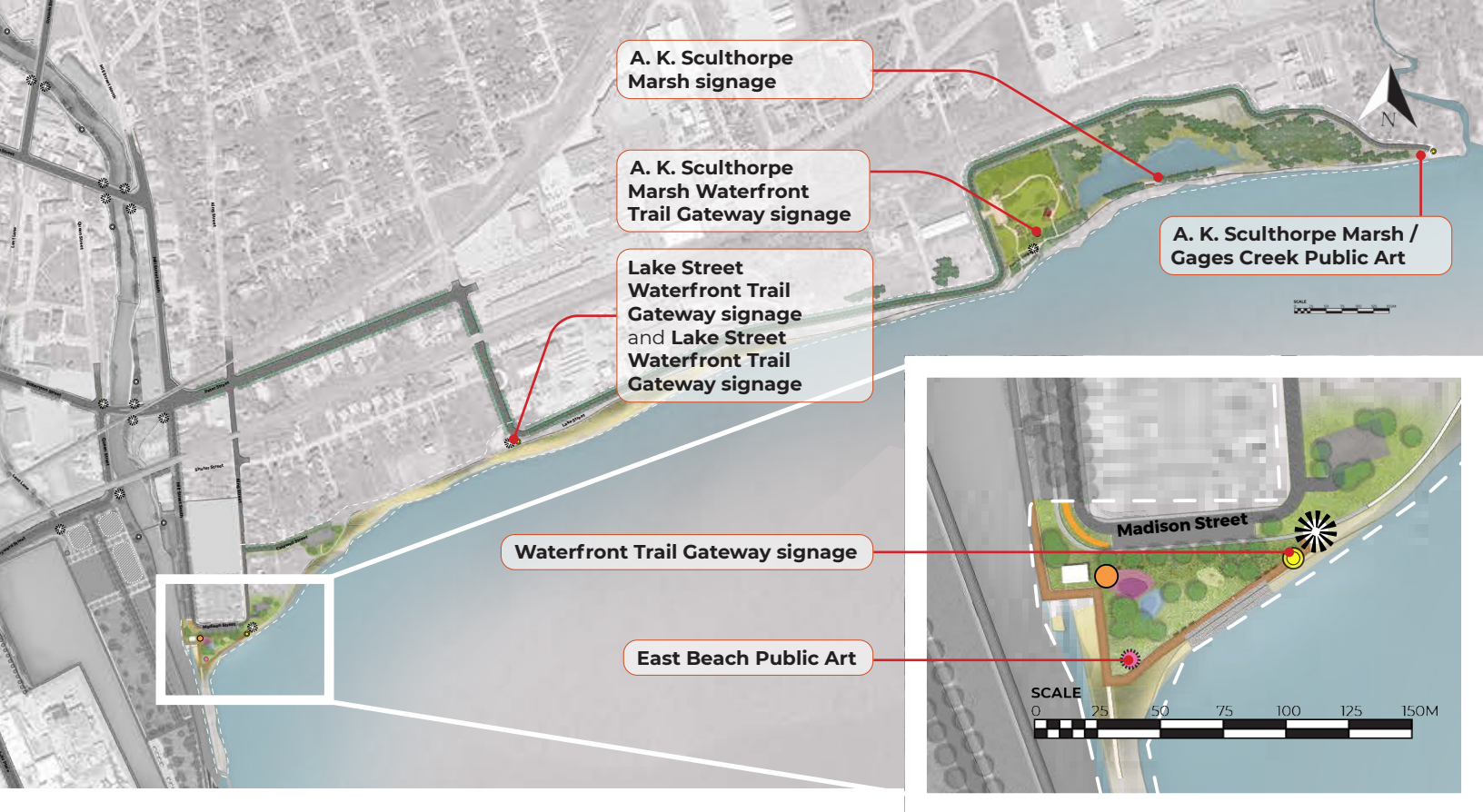
It is recommended that the overall alignment of the Waterfront Trail be reviewed, and consideration to be given to optimize the route in terms of accessibility and user safety as ongoing maintenance works are carried out.

### **EB4.2** Shoreline Management

Ongoing shoreline management and protection in line with the recommendations of the Shoreline Management Plan (SMP) and relevant asset management plans. This section of shoreline comprises part of Reach 7 - Port Hope to Cobourg as described in the SMP. A holistic approach is to be taken considering the full extent of the reach. As set out in the SMP, the shoreline between Port Hope and Cobourg is largely undeveloped and features a natural shoreline. Port Hope East Beach and the portion of shoreline fronting Lake Street features ad-hoc shore protection in the form of scrap concrete and rubble mound revetments. These structures are generally non-engineered and are in poor to moderate condition. In particular, it is noted that shore protection and the parking lot at the foot of King Street (Port Hope) has deteriorated and slope is threatened.

Recommendations in the Shoreline Management Plan include:

- Shore protection east of Port Hope and along Lake Street should be upgraded from ad-hoc to well-engineered.
- Protect barrier beaches and wetland complexes from further development east of Port Hope and south of CN/CP rail line. This region would also benefit from sediment bypassing at Port Hope



**EB5** Potential Artwork, and Interpretive Signage

See **EB3 Waterfront Trail Gateways** for gateway sites.

**EB5.1** Potential Artwork

Location identified as an opportunity to incorporate public art. The type and design of each work shall be subject to its own process. Artworks may include permanent installations, display or event spaces to host temporary installations or performance art, or a wide variety of other features (e.g., light shows).

- East Beach Public Art
- A. K. Sculthorpe Marsh / Gages Creek Public Art

**EB5.2** Interpretive Signage

Location recommended to provide educational signage. The content of interpretive signs will be developed in coordination with relevant parties to present informed, enriching, and interesting information to users.

- Waterfront Trail Gateway signage
- Lake Street Waterfront Trail Gateway signage
- A. K. Sculthorpe Marsh Waterfront Trail Gateway signage
- A. K. Sculthorpe Marsh signage





**ST1** Streetscape Improvements

Improved streetscape to follow Complete Streets principles (see **5.1 Overarching Design Guidelines - Complete Streets**), with wide, tree-lined sidewalks, protected bike lanes, street greening in the form of landscaped boulevards, and on-street parallel parking provided in all suitable conditions.

**ST1.4** Madison Street

Street greening, wide sidewalks, and bike lanes along Madison Street to improve connectivity and access to East Beach and the Waterfront Trail.

Potential conversion of Madison Street to one-way (leading from Mill Street to King Street). This would alleviate safety concerns at the corner of Madison Street and King Street, and access to the King Street car park. The potential of a one way system will be subject to feasibility studies, traffic impact, and road safety analysis.

**ST1.5** Lake Street

Street greening, wide sidewalks, and bike lanes along Lake Street to improve connectivity and access between East Beach and A. K. Sculthorpe Marsh.

Review of Lake Street is also recommended to consider improvements to the Gages Creek access road to improve access, and ensure proper drainage.



### ST3 Parking Facilities

#### ST3.4 Madison Street Car Park

Formalized parking along Madison Street with accessible spaces with direct access to East Beach and the Waterfront Trail.

Secure bicycle parking facilities, preferably covered to be provided in the vicinity of the public washrooms (see **EB1.1**). Option to consider bike hire station, as well as free-to-use bike maintenance station.

#### ST3.5 King Street Car Park

Existing parking at the Waterfront Trail East Beach gateway relocated away from the water. New pedestrian footpaths to provide all-season access to the Waterfront Trail.

#### ST3.6 Caldwell Street Car Park

Existing parking relocated away from the water in conjunction with erosion control works in the vicinity.

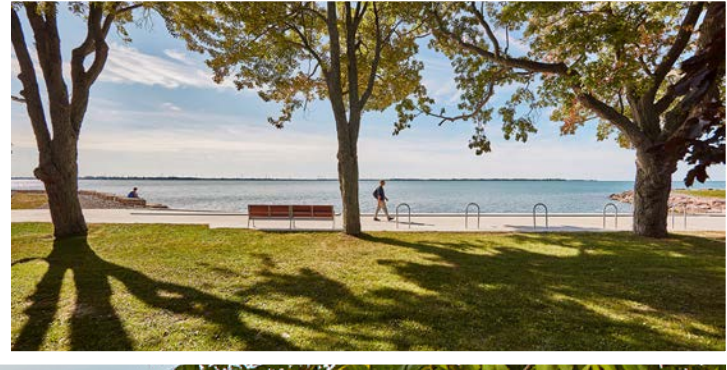
#### ST3.7 Hope Street Car Park

Existing informal (gravel) parking maintained and to be monitored to determine if additional parking is required (see also **EB3.2 Lake Street Waterfront Trail Gateway**).

#### ST3.8 A. K. Sculthorpe Marsh Car Park

Improvements to existing car park by others (see also **EB2.4 Chemetron Lagoon**).





Waterside trail and lake access for year-round activity  
Breakwater Park (Kingston, ON)



Playground and Splash / Spray Pad  
Bradenton Riverwalk (Florida, US)



ALICE KING SCULTHORPE  
WOODLAND MARSH

The A.K. Sculthorpe Woodland Marsh is named to honour the memory of a great woman. Her lifetime vision, dedication and commitment to her community and the natural world around her have made our world a better place.  
May her example shine as an inspiration to all.

Figure 4-11 East Beach Character Images



## 4.5 WEST BEACH

West Beach, Marsh Street to Eldorado Place

### WEST BEACH VISION

The entirety of West Beach comprises a dynamic beach hazard<sup>1</sup> and all proposed projects must be planned accordingly. In accordance with the Shoreline Management Plan, the south limit of the area will coincide with a coastal dune to ensure that the area is resilient to flooding and erosion. West Beach will be accessible and well connected, providing a range of amenities. The vision for West Beach comprises three distinct areas (see **Figure 4-9 West Beach Zones**):

**WB1** Ecologically Important Areas within which priority shall be given to environmental protection and enhancement. Protection measures include controlled public access to limit disturbance, and educational signage. The limit of this area will be subject to refinement and further study.

**WB2** West Beach (West) primarily leisure based beach activity zone, with a range of informal lower intensive recreation and leisure amenities for all-ages (e.g., shuffleboard, play areas, etc), picnicking areas, and facilities for dog walkers. The West area will be to the focus for most built/permanent beach amenities in the West Beach.

**WB3** West Beach (East) primarily a recreational beach with amenity grassed areas and sandy beach areas offering a range of informal and programmable recreation, fitness, play, and informal sport/games opportunities, as well as new public washrooms and parking.

- 1 A dynamic beach hazard is an area of inherently unstable accumulations of shoreline sediments. In accordance with Provincial Policy Statement (PPS 3.1) development and site alternative will generally not be permitted in hazardous lands adjacent to the shorelines of the Great Lakes which are impacted by flooding, erosion, and/or dynamic beach hazards unless specific conditions / mitigation measures are met. Ontario Ministry of Natural Resources, Understanding Natural Hazards; An introductory guide for public health and safety polices 3.1, provisional policy statement, 2001





**Table 4-3 West Beach Key Considerations**

Ref	Description	Impact on the WRMP
<b>WB1</b>	Dynamic Beach Hazard	<p>A dynamic beach hazard is an area of inherently unstable accumulations of shoreline sediments. In accordance with Provincial Policy Statement (PPS 3.1) development and site alterations will generally not be permitted in hazardous lands adjacent to the shorelines of the Great Lakes which are impacted by flooding, erosion, and/or dynamic beach hazards unless specific conditions / mitigation measures are met<sup>1</sup>.</p> <p>Development associated with public parks (e.g., passive or low intensity outdoor recreation and education, trail systems) may be permitted within the dynamic beach hazard if it has been demonstrated to the satisfaction of the Conservation Authority that the control of flooding, erosion, pollution, dynamic beaches or the conservation of land will not be affected<sup>2</sup>.</p>
<b>WB3</b>	A portion of the <b>West Beach (East)</b> is subject to a Restrictive Covenant and Noise and Vibration Acknowledgement and Easement Agreement.	<p>While certain passive or transient activities are permitted (e.g., parking for trail access), under the terms of the Restrictive Covenant, the following uses are prohibited:</p> <ul style="list-style-type: none"> <li>• Any active public uses that permit or encourage the congregation or gathering of the public</li> <li>• Public amenities including public washrooms, play structures, pavilions, etc.</li> <li>• Any purpose which would have the effect of limiting, restricting, interfering with or otherwise impacting the use of the Dominant Lands by Cameco</li> </ul>
PHAI	Port Hope Area Initiative remediation works	Any project within the PHAI area has the potential for a Special Circumstance (see <b>Special Circumstances</b> ).

1 Ontario Ministry of Natural Resources, Understanding Natural Hazards; An introductory guide for public health and safety polices 3.1, provisional policy statement, 2001

2 Refer to GRCA Policies for the Implementation of Ontario Regulation 168/06, January 2014 <https://grca.on.ca/sites/default/files/pdf/Process%20%26%20Policies%20-%20Planning.pdf>



Dune system, Kohler-Andrae State Park, Wisconsin



**Figure 4-12** West Beach Zones





## **WB1** Ecologically Important Areas

### **WB1.1** Invasive Species Elimination

Invasive species and hazards (e.g., poison ivy, ticks, etc) elimination in advance of future improvements. It is acknowledged that some species that are commonly considered invasive may have cultural significance, such as in the use of Indigenous ceremonies. In all appropriate locations, planting are to feature culturally important species, presented in their natural ecological plant communities.

Vegetation removal works shall involve coordination with relevant parties, including GRCA, environmental specialists, and First Nations to determine the appropriate strategy.

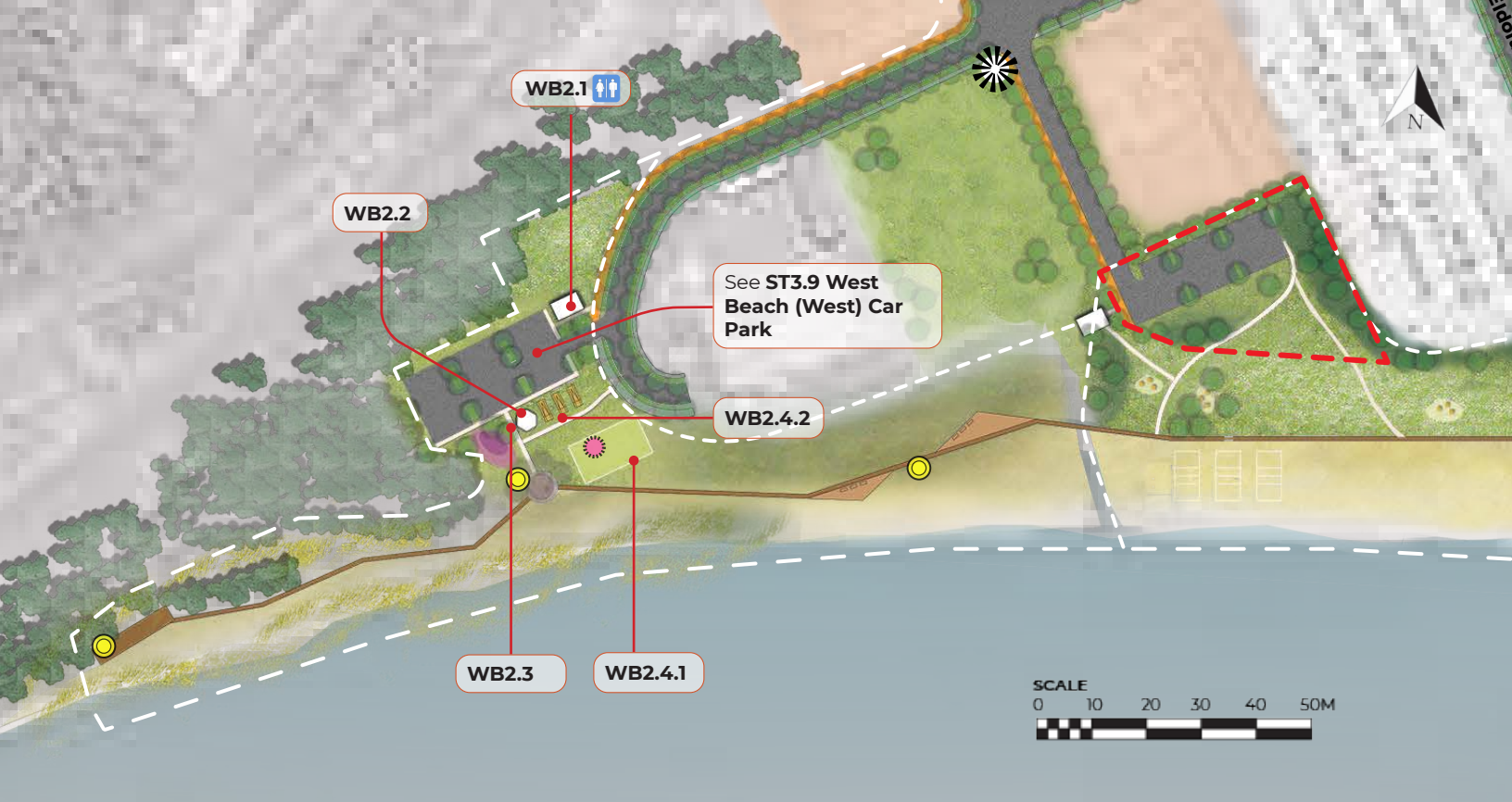
### **WB1.2** Dune System

Protect and connect existing and remnant landscapes and habitat with naturalized dune system to contribute to a healthy, functioning lake ecosystem.

Shoreline management strategies may include working with natural wave attenuation at the shoreline (e.g., use of driftwood) in concert with educational signage to raise public awareness of the benefits of maintaining the shoreline in a naturalized state.

### **WB1.3** Raised Boardwalk

Public access and enjoyment is to be accommodated through low impact solutions, such as raised boardwalks, lookout points, and naturalized trails where human activity has less potential for damage. Lookout points to incorporate seating, and Educational signage.



**WB2** West Beach (West)

**WB2.1** Public Amenities

Potential new public amenities (washrooms). Feasibility of washrooms and type of facility will require review of servicing, and impacts on water table and ecological features.

**WB2.2** Gazebo / Event Space

Potential new gazebo with lighting and power connection.

**WB2.3** All-Ages Play Space

All-ages play spaces and play equipment (including youth and teen shelters/ equipment). 'Adventure' play and integration of natural features (e.g., boulders, logs, etc) designed to encourage exploration and imaginative play. Play area is to be located in proximity to new public amenities (see **WB2.1**) with conveniently located seating areas overlooking the play area (e.g., parents / guardians should be able to supervise children of different ages using different play equipment at the same time).

**WB2.4** Recreational Amenities

Range of informal / programmable lower intensity recreation and leisure amenities.

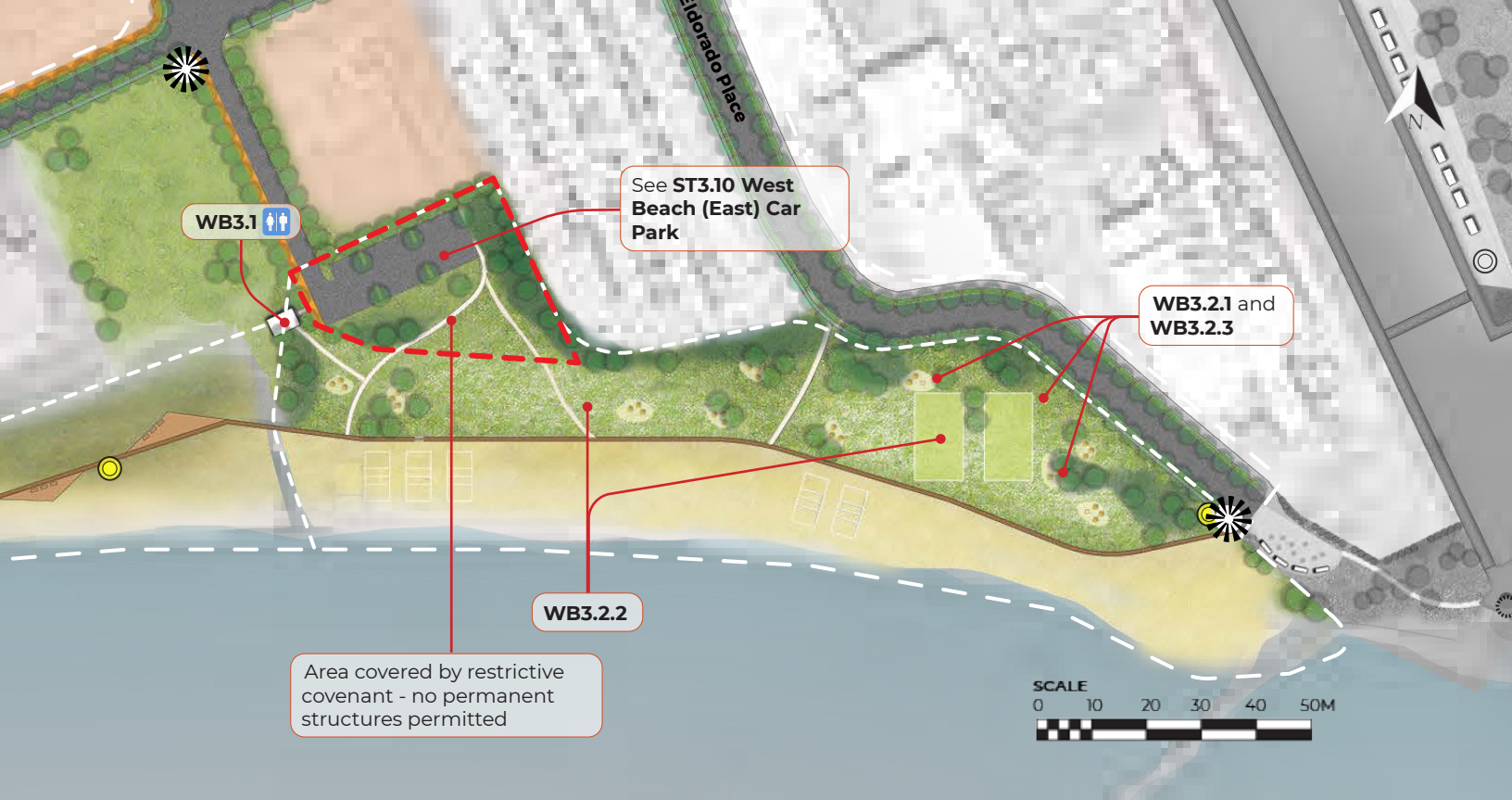
WB2.4.1 Amenity Lawn / Informal Grass Sports pitch

Open lawns with grass mixture suitable for heavy use (e.g., sports field mix for kick-about), interspersed with a combination of shaded (treed) and sunny seating areas.

WB2.4.2 Leisure Activities

Low impact multi-use games courts (e.g., shuffle board).





## **WB3** West Beach (East)

### **WB3.1** Public Amenities

New public amenities (washrooms and potentially changing room) in proximity to the recreational, fitness, and play amenities. Feasibility, location, and type of facility, including potential associated uses (e.g., cafe, food trucks, or vending facilities for refreshments, etc) will require review of market demand, servicing, and impacts on ecological features.

### **WB3.2** West Beach Recreational Amenities

Recreational focused uses, including open and shaded (treed) lawn areas suitable for informal kick-about games, picnic facilities, exercise facilities.

#### WB3.2.1 Seating Areas

A combination of shaded (use of trees and potential shade canopies / open sided shelters / pavilions) sunny seating areas.

#### WB3.2.2 Amenity Lawn

Open lawns with grass mixture suitable for heavy use (e.g., sports field mix for kick-about, may be grass, artificial turf or athletic surface(s).

#### WB3.2.3 Picnic, BBQ facilities, and Fire Pits

Public use BBQ facilities and/or fire pit(s), with picnic table(s), and space for informal picnics. Optional provision of covered picnic facilities (open sided pavilion), BBQ / fire pit / pavilion facilities may be managed through a booking system.



**WB3.2.4** Indigenous Sacred Fires

Potential designated site for Indigenous Sacred Fires (see **EB1.5.4 Indigenous Sacred Fires** for more details about Indigenous Sacred Fires). Educational / etiquette signage should be provided at any site designated for sacred fires. Signage should encourage respectful behaviour of sacred fires taking place, and deter interruption or photographing / video recording without permission.

**WB3.2.5** Naturalized (Low Maintenance) Landscape Buffer

Native dune grasses and plantings providing a low maintenance buffer to adjacent properties. Landscape and planting strategies are to be developed in coordination with the shoreline dune system (see **WB1.2**), and prioritize lower maintenance naturalized treatments in suitable areas (e.g., dune and meadow grasslands except where amenity lawn or grass pitches are required for programmatic purposes).

**WB3.3** West Beach Boardwalk

New boardwalk connecting to surrounding amenities. The design of the boardwalk shall take into considering the dynamic beach hazard and limiting impact on natural shoreline processes.

**WB3.4** Recreational Beach

Active Sandy beach area a suitable for recreational and leisure uses. Works to protect sand areas within the dynamic beach hazard shall require further study to consider potential impact on natural shoreline processes.





**WB4 Gateway Sites, Potential Artwork, and Interpretive Signage**

**WB4.1 Gateway Sites**

Gateway sites have been identified as places that serve as entrances to the WRMP focus areas. These locations should be reinforced through of gateway / landmark features to create a clear sense of arrival / leaving.

WB4.1.1 West Beach (East) Gateway

**WB4.2 Potential Artwork**

Location identified as an opportunity to incorporate public art. The type and design of each work shall be subject to its own process. Artworks may include permanent installations, display or event spaces to host temporary installations or performance art, or a wide variety of other features (e.g., light shows).

WB4.2.1 West Beach (West) Public Art

**WB4.3 Interpretive Signage**

Location recommended to provide educational signage. The ideas presented below are preliminary only and will be developed in coordination with relevant parties to present informed, enriching, and interesting information to users.

WB4.3.1 Lake Ontario Dunescape - conveying the purpose of works, works and management practices applied, and what to look out for in terms of plant and wildlife communities.

WB4.3.2 West Beach (East) - programming, upcoming events, etiquette, etc.

WB4.3.3 Dynamic Beach Hazard - ecological and geomorphic processes at play and benefits of natural management and nature based solutions.



**ST1** Streetscape Improvements

**ST1.6** Hayward Street, Choate Street, Marsh Street, and Eldorado Place

Street greening, wide sidewalks, and bike lanes to provide continuous routes (e.g. no dead end or forcing users out onto the road) and access to the West Beach for all modes of travel (see **4.3 Central Waterfront - ST1** for more details relating to complete streets).

**ST3** Parking Facilities

**ST3.9** West Beach (West) Car Park

The existing primary West Beach parking facilities are planned for improvements as part of the PHAI. Future enhancements may be considered to incorporate trees and sustainable drainage (bioswales, etc).

Secure bicycle parking facilities, preferably covered to be provided in the vicinity of the public washrooms (see **WB2.1**). Option to consider bike hire station, as well as free-to-use bike maintenance station.

**ST3.10** West Beach (East) Car Park

New secondary West Beach public parking serving the eastern beach area incorporating trees and sustainable drainage (bioswales, etc).

Secure bicycle parking facilities, preferably covered to be provided in the vicinity of the public washrooms (see **WB3.1**). Option to consider bike hire station, as well as free-to-use bike maintenance station.

It is anticipated that a traffic impact and road safety analysis would be required in planning the new West Beach (East) access road, in particular in consideration to the significant grade change down from Eldorado Place to West Beach.





Multi-use games courts and pitches - Beach volleyball courts, grass pitches, etc



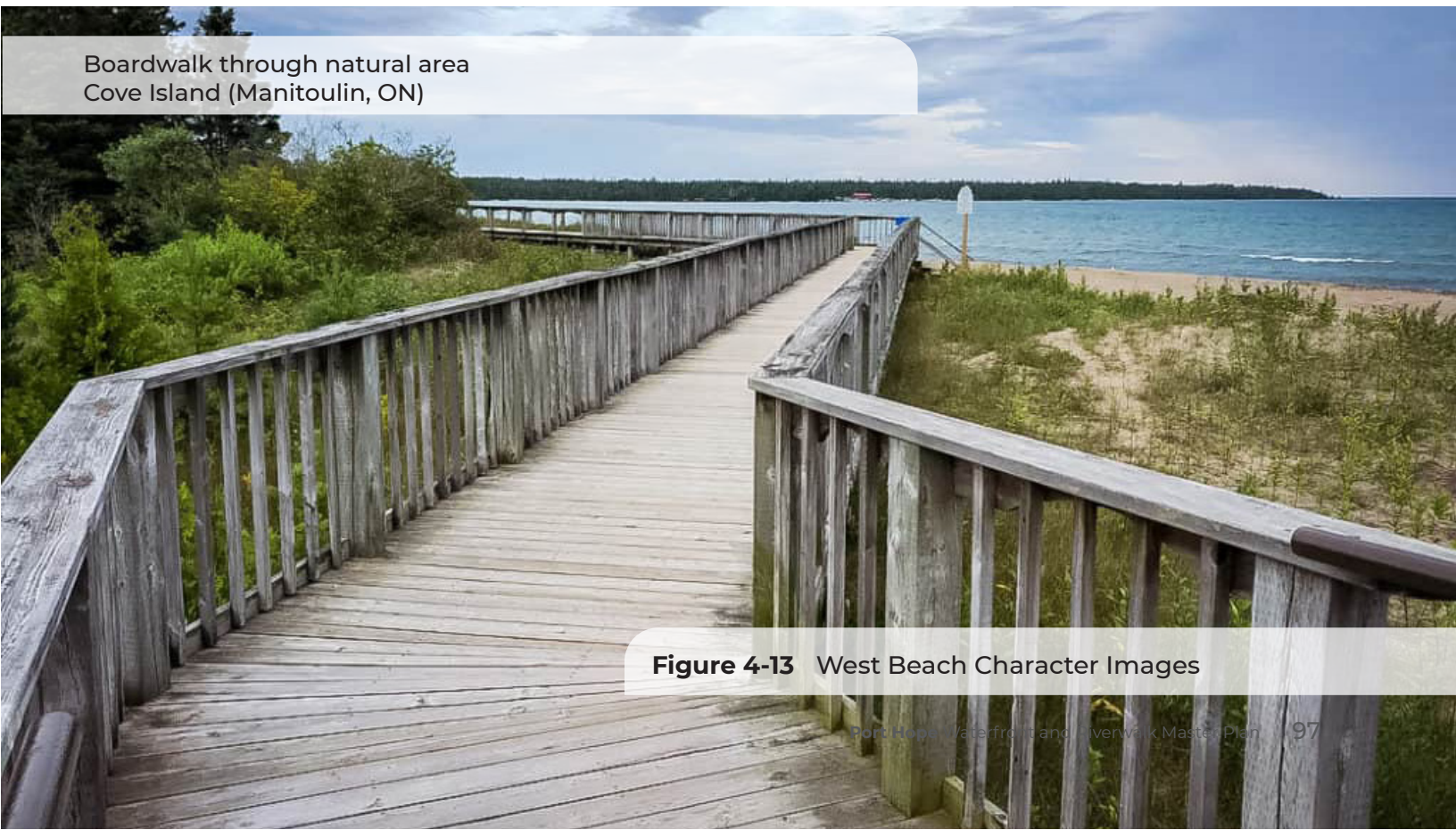
Encourage exploration and imaginative play



Space for passive and active recreation and leisure



Lakeside trails may incorporate educational signage



Boardwalk through natural area  
Cove Island (Manitoulin, ON)

**Figure 4-13** West Beach Character Images



## 4.6 GANARASKA RIVER AND RIVERWALK

Ganaraska River corridor from the Centre Pier to Walton Street (Riverwalk Downtown), Walton Street to Barrett Street (Riverwalk Central), and from Barrett Street south of Ravine Drive (Riverwalk Upper), and north to Highway 401 (Riverwalk North)

### RIVERWALK VISION

A connected, continuous, safe, accessible, and beautiful river corridor for users of all-ages and abilities to enjoy. The design shall promote healthful outdoor activity year-round, while protecting and celebrating the rich natural and culture heritage of the river.

Ganaraska River and Riverwalk comprises an approximately 2 km long corridor, subdivided in four focus areas - Riverwalk Downtown (see **Figure 1-7**), Riverwalk Central (see **Figure 1-8**), Riverwalk Upper (see **Figure 1-9**), and Riverwalk North (see **Figure 1-10**). The following proposals continue throughout the entirety of the Riverwalk and Ganaraska River area.

Connection with the River is a key goal of the WRMP and opportunities to provide views of the River from the Riverwalk and hiking trails should be considered throughout. Glimpses of the River may be created where vegetation is removed through invasive species management.





**Table 4-4** Ganaraska River & Riverwalk Key Considerations

Ref	Description	Impact on the WRMP
	Riverine Hazards	Natural hazards relating to riverine systems may include flooding, stream erosion, slope instability, and the shifting tendencies of meandering riverine systems. Conservation Authority regulations are in place to protect people and property from flood waters, such as the 1980 flood, and to protect the natural features of the watershed. Early engagement with relevant parties is recommended to determine whether regulatory instruments (permits, licences, etc.) are required and to advise on required mitigation and/or conditions which may affect project logistics (e.g. 'work in water' timing windows).
	Fisheries	The Ganaraska River supports a world-class recreational fishery for stocked and naturalized (wild produced) salmon and trout species. Corbett's Dam is the first impassable barrier for non-jumping species. Naturalization of the river must consider risks associated with the proliferation of invasive species such as Sea Lamprey and Round Goby. Changes in passage efficiency is also likely to change how migratory salmon and trout move through the lower river which will alter angler behaviour.
	Environmental Assessment	<p>Projects having an impact on the Ganaraska River corridor may trigger the requirement for an Environmental Assessment (see <b>6.2 Class Environmental Assessment Process</b>). Projects having potential to trigger an EA may include, though not be limited to:</p> <ul style="list-style-type: none"> <li>• <b>GR2 Corbett's Dam &amp; Fish Ladder</b></li> <li>• <b>Improved multi-purpose path between Cavan Street and Choate Road below the Highway 401 overpass .</b></li> <li>• <b>GR6 Redevelopment / Adaptive Reuse Opportunity</b></li> </ul>



Transition from ornamental / manicured planting and landscape approaches to naturalized areas providing greater wildlife benefit and lowering maintenance requirements

**GRI** Ganaraska River

**GRI.1** Naturalization of the River Corridor

Naturalization of the river corridor, allowing for the natural meandering of the river and reestablishment of riverine habitat. Tree planting is to be in accordance with the Port Hope Arboretum Concept.

**GRI.1.1** Visual Connection with the River

Seek opportunities to provide views of the River from the Riverwalk and hiking trails. Glimpses of the River may be created where vegetation is removed through invasive species management.

**GRI.1.2** Naturalization in the Downtown Area

Invasive species and selective pruning through the Riverwalk.

**GRI.1.3** Erosion Mitigation

Further study to identify high risk areas, prepare and implement mitigation plans.

**GRI.2** Naturalized Landscape Treatment

Naturalization of existing lawn areas. Lawn shall be limited for use in areas where it serves an intended purpose (e.g., for picnic, recreation, etc). Low maintenance, natural landscape treatments, including pollinator species, rain gardens, demonstration gardens, and potentially community gardens, are preferred in all suitable conditions to enhance biodiversity, provide year-round interest, and reduce the burden of maintenance. Where appropriate, plantings are to feature culturally important species, presented in their natural ecological plant communities.

**GRI.2.1** Indigenous Ceremonial Spaces

Working with Indigenous community and Indigenous artists, seek opportunities to incorporate ceremonial spaces, for instance learning circles.





## GR2 Corbett's Dam & Fish Ladder

Potential removal or modification to Corbett's Dam and naturalization of the Ganaraska River system and fish ladder, with improved visitor accommodation. This may include a viewing platform for the fishway.

The removal of the dam has the potential to significantly impact the Ganaraska River ecosystem, both physically and biologically. Any works impacting the river shall be subject to further study, including ecological, archaeological, flood risk, sedimentation, and are anticipated to require an EA (see **6.2 Class Environmental Assessment Process**).

Lake Ontario supports a world-class recreational fishery for stocked and naturalized (wild produced) salmon and trout species. Healthy watersheds that provide high quality spawning and nursery habitat are vital to this and the Ganaraska is considered one of the most valuable producers of wild salmonids lake wide.

Corbett's Dam is the first impassable barrier for non-jumping species in the watershed. While the dam impacts the biodiversity of non-jumping native migratory species (e.g., White Sucker), it prevents access to numerous invasive species such as Sea Lamprey and Round Goby. Dam removal must consider the risks and costs associated with the proliferation of aquatic invasive species and may need to incorporate new control feature(s).

Other potential consequences may include changes to the river's salmonid stock/recruitment relationship altering salmonid productivity in the river and predator/prey dynamics. Changes in passage efficiency is also likely to change how migratory salmon and trout move through the lower river which will alter angler behaviour which will need to be managed for sound resource use.



### GR3 Riverwalk Gateway Sites

Entrances to the Riverwalk should be visually prominent, provide trail information (distance, difficulty, interpretive information, and key features, etc), and be accessible with easy connections from surrounding areas.

Riverwalk entrances are prime locations for public art features which may serve as gateway landmarks. A common Riverwalk Gateway treatment (such as a gateway arch, sign, or other treatment) is encouraged.

#### GR3.1 Primary Gateways

##### GR3.1.1 Robertson Street Gateways

Serving as the southern trail head of the Riverwalk and linking the Riverwalk with the Central Waterfront and Beaches.

##### GR3.1.2 Walton Street Gateways

Linking the Riverwalk with Downtown Port Hope. The gateway features in this area shall pay particular attention to the heritage district and relevant policy.

##### GR3.1.3 Rotary Centennial Riverview Park Gateway

Serving as a trailhead at the northern extend of the Riverwalk.

#### GR3.2 Secondary Gateways

Secondary entry points that serve as part of the wayfinding system clearly defining the continuation of the Riverwalk.

##### GR3.2.1 Ontario Street Gateway

##### GR3.2.2 Barrett Street Gateway

##### GR3.2.3 Cavan Street Gateway

##### GR3.2.4 Margles Park and Ralph Hodgson Park Gateway





## GR4 The Riverwalk & Hiking Trails

### GR4.1 Riverwalk Improvements

The Riverwalk shall meet Municipality trail design standards for accessibility, safety, and user comfort. Trails shall be designed with sufficient width, and/or include wider areas to accommodate anglers without conflict with recreational trail users. Frequent rest areas with seating areas are to be provided.

Trail relocation (away from the top of embankment) may be required in areas to allow for natural meandering of the river (see **GR1.1 Naturalization of the River Corridor**).

Space to accommodate anglers shall be provided along the Riverwalk between the mouth of the Ganaraska to Molson Street. There is a fish sanctuary which extends from Molson Street to the 401 where fishing shall not be permitted.

#### GR4.1.1 Riverwalk through Existing Parks

Protect the existing park programming and upgrade the connectivity and amenities to achieve a cohesive, fully accessible Riverwalk trail system.

### GR4.2 Hiking Trails

Hiking Trails along the east bank shall be designed per the Municipality's Hiking Trail standards using construction techniques that seek to minimize impacts on wildlife habitats and existing vegetation.

#### GR4.2.1 Hiking Trail Connections

New trail connections to the adjacent communities are recommended - potential connection points include Caroline Street, Howard Street, Beamish Street, and Bennett Crescent. A well signed connection should be made at Bennett Crescent for continuation of travel north along Hope Street North, with a potential crossing at Molson Street (see **ST2.14**).



### GR4.3 Riverwalk Interface

#### GR4.3.1 Riverwalk Buffer

Where the Riverwalk runs alongside parking areas and/or roads a physical buffer is recommended to provide separation between walkers and vehicles.

The buffer shall not block views and allow users to move freely through while blocking vehicles (such as bollards, low growing planting with boulders interspersed, etc).

#### GR4.3.2 Private Property Riverwalk Activation

Encourage active uses (e.g., cafes, patios, secondary storefronts, etc) of private property spaces overlooking the waterfront and river (e.g., encourage activation of 'back-of-house' spaces along Walton Street).

Activation may take the form of active use of private lands, renovations to create a 'secondary frontage' facing the river and/or aesthetic improvements of exterior spaces to present attractive frontages between private property and the public realm along the water's edge

Any new development within the waterfront and along the river should be designed with active frontage that engages with the waterside public realm.

### GR4.4 Public Amenities

Potential new public amenities (washrooms). Feasibility of washrooms and type of facility will require review of servicing, and impacts on water table and ecological features.

### GR4.5 Fitness equipment

Multi-purpose outdoor fitness equipment.

### GR4.6 Enhanced Multi-Purpose Path

Improved multi-purpose path between Cavan Street and Choate Road below the Highway 401 overpass.





## GR4.7 Pedestrian Bridges

Potential footbridges over the Ganaraska to allow for shorter walking loops. The optimal location(s) for footbridges will be subject to a feasibility study and should be coordinated with other planned works along the river. It is anticipated a bridge would trigger an EA, and would require permit from GRCA.

### GR4.7.1 File Factory Footbridge

Potential footbridge to the historic rail corridor that ran north of the File Factory. New trail connections to be provided from Caroline Street on the east side of the river, and through the Municipal owned lands along the west side of the river.

### GR4.7.2 Island Footbridge

Potential footbridge to the north of the Island, offering views out over the Island.

### GR4.7.3 Existing Footbridges

The achievement of a well connected Riverwalk will require ongoing maintenance and/or replacement of existing footbridges. Priority of works should consider urgent works required to maintain the footbridges in a condition safe for public use year round.

Existing bridges within the WRMP area include:

- Barrett Street Bridge (anticipated to require replacements a priority due to age and condition).
- Walk Bridge over the Ganaraska, connection from Mill Street to Port Hope Rotary Park.
- Existing footbridge over the East Channel (unnamed footbridge).

Upkeep of existing bridges also relates to existing road bridges, including those road bridges incorporating sidewalks.



## GR5 Potential Artwork and Interpretive Signage

### GR5.1 Potential Public Art Locations

Location identified as an opportunity to incorporate public art.

#### GR5.1.1 Corbett's Dam & Fish Ladder

#### GR5.1.2 Riverwalk

Various locations may be suitable for a standalone, or connected artwork series.

#### GR5.1.3 Existing Artworks

In addition to the above, consideration should be given to illumination of proposed and existing footbridges (see **GR4.7 Pedestrian Bridges**) to celebrate river crossings.

### GR5.2 Educational Signage

Location recommended to provide educational signage. The content for the signage will be developed in coordination with relevant parties to present informed, enriching, and interesting information to users.

Opportunity to integrate interactive signage elements should be considered. See also **Interpretive Signage, Wayfinding, and Lighting**.

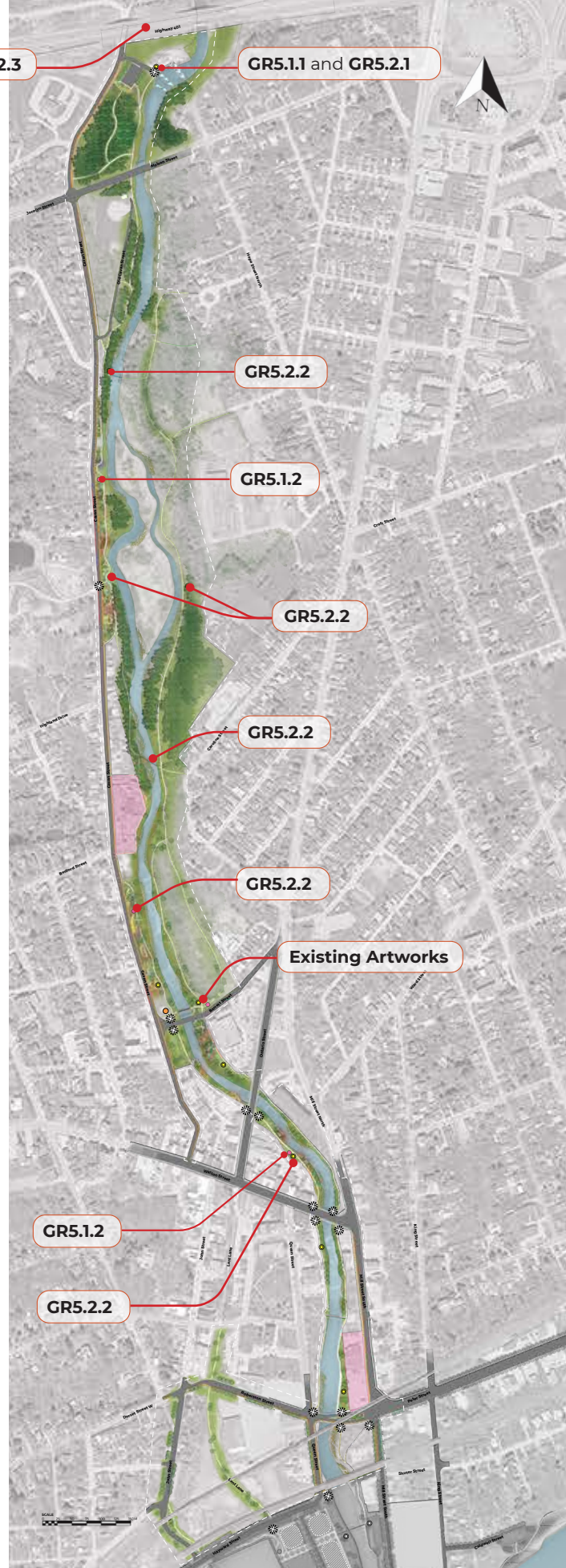
#### GR5.2.1 Corbett's Dam & Fish Ladder signage

#### GR5.2.2 Interpretive Signage (Various Locations)

Opportunities to share knowledge, histories, events, etc., (e.g., signage providing information about naturalization of the River and cultural practices).

#### GR5.2.3 High 401 Overpass

Interpretive and wayfinding signage to improved multi-purpose path between Cavan Street and Choate Road below the overpass.





## GR6 Redevelopment / Adaptive Reuse Opportunity

Continuous riverside access and provision of public and/or publicly access private amenities are to be considered as part of any development along the river corridor.

### GR6.1 File Factory

Adaptive reuse of the File Factory located on Cavan Street at Bedford Street (see **Figure 1-9 Riverwalk Upper**). Potential uses redevelopment for this privately owned heritage property is subject to numerous complex issues, including property ownership, flood risk, and heritage district / heritage building considerations.

As part of any future redevelopment along the river seek opportunities to continue the Riverwalk along the river and opportunities for riverside public spaces.

### GR6.2 Mill Street

Mill Street (see **Figure 1-7 Riverwalk Downtown**) - Over the longer term as waterside sites undergo redevelopment, seek opportunities to continue the Riverwalk along the river and opportunities for riverside public green spaces the east side of the Ganaraska.



## ST1 Streetscape Improvements

Improved streetscape to follow Complete Streets principles, prioritizing pedestrians and cyclists with continuous, wide sidewalks and protected cycling facilities in the form of on-street bike lanes, or a multi-use path on one side of the street. Street beautification and greening, with street trees and planting, including bioswales where suitable.

### ST1.7 Mill Street Protected Bike Lane

On-street protected bike lane(s) are recommended along Robertson Street from Queen Street to Mill Street, along Mill Street South from Robertson Street to Walton Street (and potential onward connection to the north).

### ST1.8 Cavan Street Protected Bike Lane

On-street protected bike lane(s) are recommended along Cavan Street from Downtown north to the 401 - illustrated in orange on the maps.

### ST1.9 Cavan Street Sidewalk

New sidewalk and on-street protected bike lanes along the east side of Cavan Street in the vicinity of the File Factor where there currently is no sidewalk.

## ST2 Protected Crossings

Protected crossings to improve user safety. The type of crossing suitable for each location will require further study.

### ST2.3 Peter Street

Retain / enhance the existing pedestrian crossing at the intersection of Mill Street South and Peter Street in combination with Riverwalk gateways (see **GR3.1.1 Robertson Street Gateways**).





- ST2.4** Robertson Street  
Potential new pedestrian crossing to Robertson Street at Queen Street providing continuity of the Riverwalk from Rotary Park to the Central Waterfront (see also **4.3 Central Waterfront**).
- ST2.5** Mill Street  
Potential new pedestrian crossing to Mill Street with connection to the existing Ganaraska footbridge (connecting Farley Mowat Park to Port Hope Rotary Park).
- ST2.6** Walton Street  
Enhance existing crosswalk and traffic light at the intersection of Walton Street and Mill Street.
- ST2.7** Lent Lane  
Potential new pedestrian crossing to Walton Street at Lent Lane. Works to the streetscape are subject to Conservation District policies.
- ST2.8** Ontario Street  
Potential new pedestrian crossing to Ontario Street on the south side of the river in combination with Riverwalk gateways (see **GR3.2.1 Ontario Street Gateway**).
- ST2.9** Ontario Street Unprotected Crossing  
Current unprotected crossing to be retained.
- ST2.10** Barrett Street  
Potential enhancement of the existing road level pedestrian crossing to Barrett Street on the west side of the river in combination with Riverwalk gateways (see **GR3.2.2 Barrett Street Gateway**).
- ST2.11** Cavan Street (Location 1)  
Enhance the existing unprotected crossing.
- ST2.12** Cavan Street (Location 2)  
Enhance the existing unprotected crossing.



**ST2.13** Molson / Jocelyn Street Crossing

Potential new protected crossing at the intersection of Cavan Street with Jocelyn / Molson Street. This crossing would be to provide safe pedestrian and cycling connections from the Riverwalk north to Corbett's Dam.

**ST2.14** Molson Street Crossing

Potential new protected crossing at the intersection of Hope Street North with Molson Street.

**ST7** Molson Street Underpass

Potential pedestrian / bike connection under Molson Street to provide a connection to Rotary Centennial Riverview Park and the Fish Ladder, avoiding the need to cross the busy road.

The feasibility of an underpass would be subject to further study, including flood risk, and would require permit from GRCA. It is anticipated an EA would be required (see **6.2 Class Environmental Assessment Process**), as well as coordination with Northumberland County.







Accessible, safe (well lit and signed) trails accommodating users of all ages and abilities



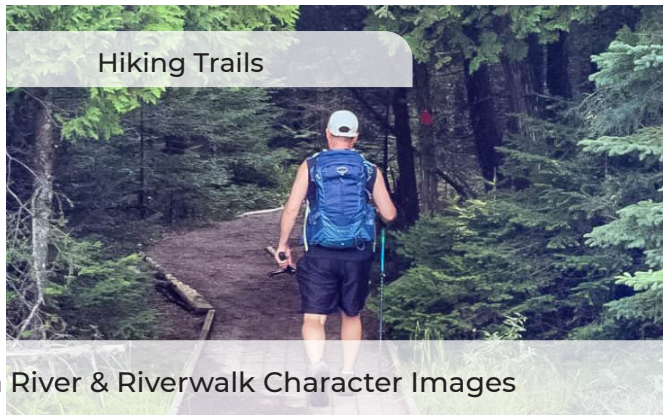
Community Gardens



Gathering / Sharing Spaces



Range of gardens, including pollinator (bees & butterfly) and rain gardens



Hiking Trails

Figure 4-14 Ganaraska River & Riverwalk Character Images





# Design Guidelines



# 5. DESIGN GUIDELINES

The role of the WRMP Design Guidelines is to inform the design of future projects of the Town’s goals, expectations, and requirements for all forms of development, including public and private open spaces, parks and trails, as well as new buildings along the Port Hope Waterfront and Riverwalk.

The guidelines set out in the WRMP are intended to complement the Port Hope Official Plan and other key policy documents. The guidelines are structured to provide overarching standards for the proposals, followed by more detailed standards for each of the WRMP focus areas.

These guidelines are the starting point for the realization of the Vision for the Waterfront and Riverwalk.

## 5.1 OVERARCHING DESIGN GUIDELINES

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The following overarching design guidelines are applicable to the entirety of the WRMP study area.

### **Community**

Investment in the public realm shall serve community needs today and that can adapt and evolve easily over time.

- The waterfront and riverwalk shall primarily comprise public spaces that promote healthy, active lifestyles and social inclusion. There shall be provision of amenities and spaces to exercise, relax, gather socially, engage in community, educational, and cultural activities, and play.
- Land use and programming of public spaces shall be informed by the community through ongoing public engagement.

### **Indigenous Culture**

Indigenous peoples are stewards and caretakers of the lands and waters within their territories in perpetuity. The intent of the WRMP is to work with the Indigenous people having a relationship with the water and land in developing a holistic vision for the waterfront and riverside.

- Be informed by Indigenous people on the appropriate measures for the protection of their rights within their territory; including protection of their ability to exercise their rights as a people – physically, culturally, and spiritually.
- Respect and protect territorial and treaty rights that may be impacted by changes



Placekeeping approach to stewardship and care of the lands

to the Lake Ontario waterfront and Ganaraska River, including though not limited to Gathering and Harvesting rights.

- The WRMP should be part on an ongoing relationship between the Indigenous people and the Municipality. This relationship shall continue through subsequent stages for the application of the WRMP, including the assessment, planning, design, implementation, and monitoring and evaluation stages for individual projects.
- The manner and appropriate level of engagement for individual projects shall be agreed with the Indigenous groups.
- Appropriate and realistic timelines for future projects shall give due consideration to the process and time involved for all parties to achieve meaningful involvement at the agreed level.

Support the visibility of Indigenous heritage, past and present. This may include, though not be limited to, storytelling, educational and interpretive signage, art, and cultural spaces.

- Identify methods to educate all visitors on the history, natural, and cultural heritage of the area, pre- and post-settlement.
- Where appropriate, make every effort to facilitate the transfer of stewardship, control, and/or ownership of lands and waters to Indigenous Nations, communities, collectives, and organizations and agencies.

### **Reclaim the Water's Edge**

Create a safe, accessible, and beautiful waterfront and river corridor for everyone to enjoy.

- Celebrate and showcase the Ganaraska River and Lake Ontario shoreline as character defining aspects of the municipality, the place, and people – all waterside spaces, public amenities, and any new buildings should actively address the water.
- Design solutions shall seek to achieve continuous public access to the water with a connected network of trails and public spaces for community enjoyment.
- Support and enhance the local fishing industry with appropriate facilities and access to the river.

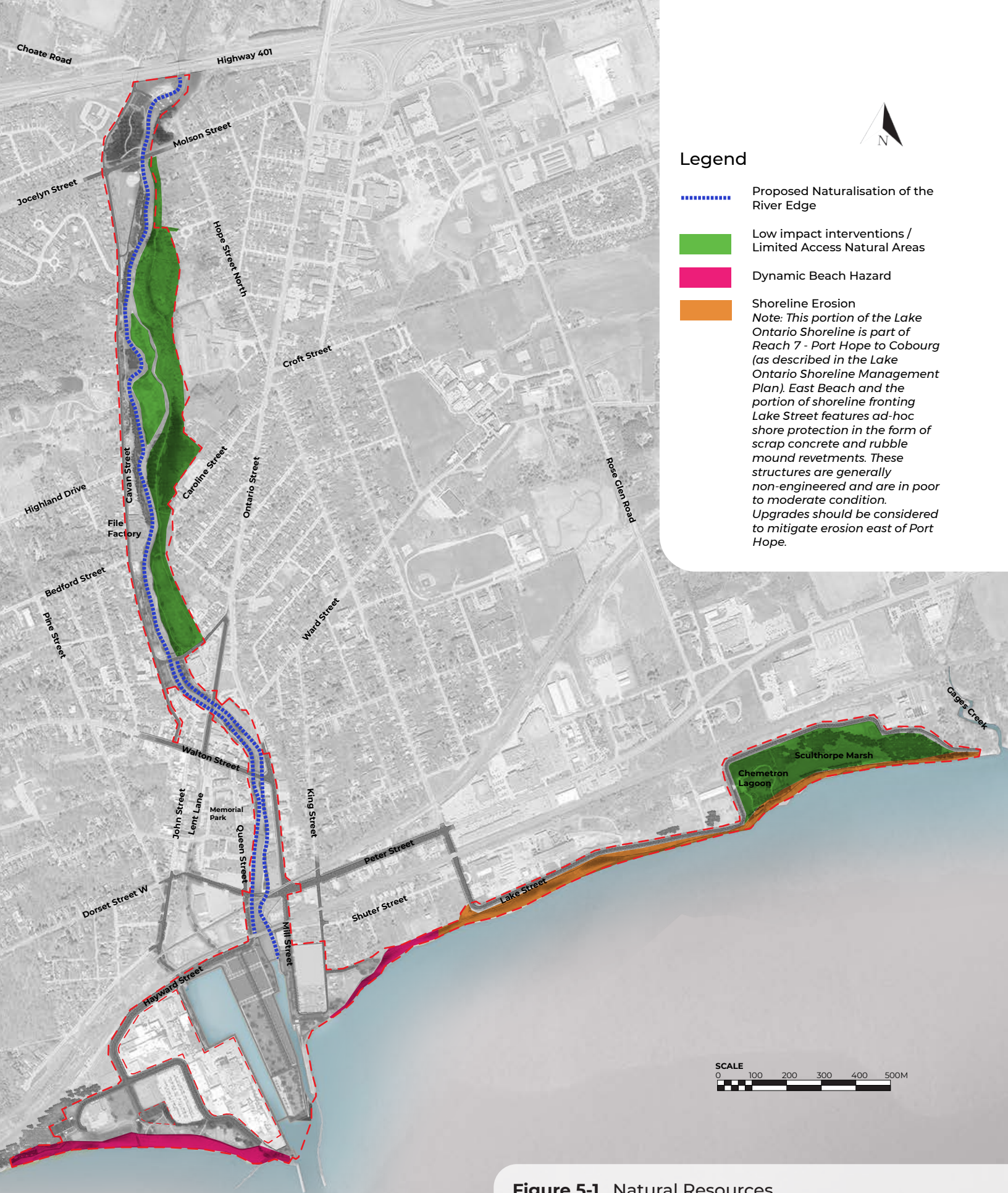


Waterfront Space



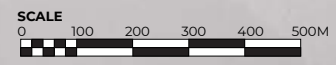
Trail Connected to Waterfront Space





### Legend

- - - - - Proposed Naturalisation of the River Edge
- Low impact interventions / Limited Access Natural Areas
- Dynamic Beach Hazard
- Shoreline Erosion  
*Note: This portion of the Lake Ontario Shoreline is part of Reach 7 - Port Hope to Cobourg (as described in the Lake Ontario Shoreline Management Plan). East Beach and the portion of shoreline fronting Lake Street features ad-hoc shore protection in the form of scrap concrete and rubble mound revetments. These structures are generally non-engineered and are in poor to moderate condition. Upgrades should be considered to mitigate erosion east of Port Hope.*





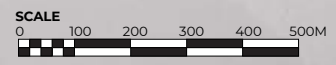
**Figure 5-1** Natural Resources





**Legend**

-  Important Vantage Point
-  Important View Corridor



**Figure 5-2 Vistas & View Corridors**



- Provide public amenities, including recreational facilities, areas of respite, sensitive lighting and wayfinding, and facilities to support users of all ages and abilities.
- Establish a sense of place (placemaking), capitalizing on waterside locations and municipality connections, with particular focus on visual connections and views to create gateway features.

### Protection of Natural Features

Protect, enhance, and celebrate the rich natural heritage and features of the Lake Ontario shoreline and Ganaraska River and surrounding areas, enabling the community to benefit from being in natural environments.

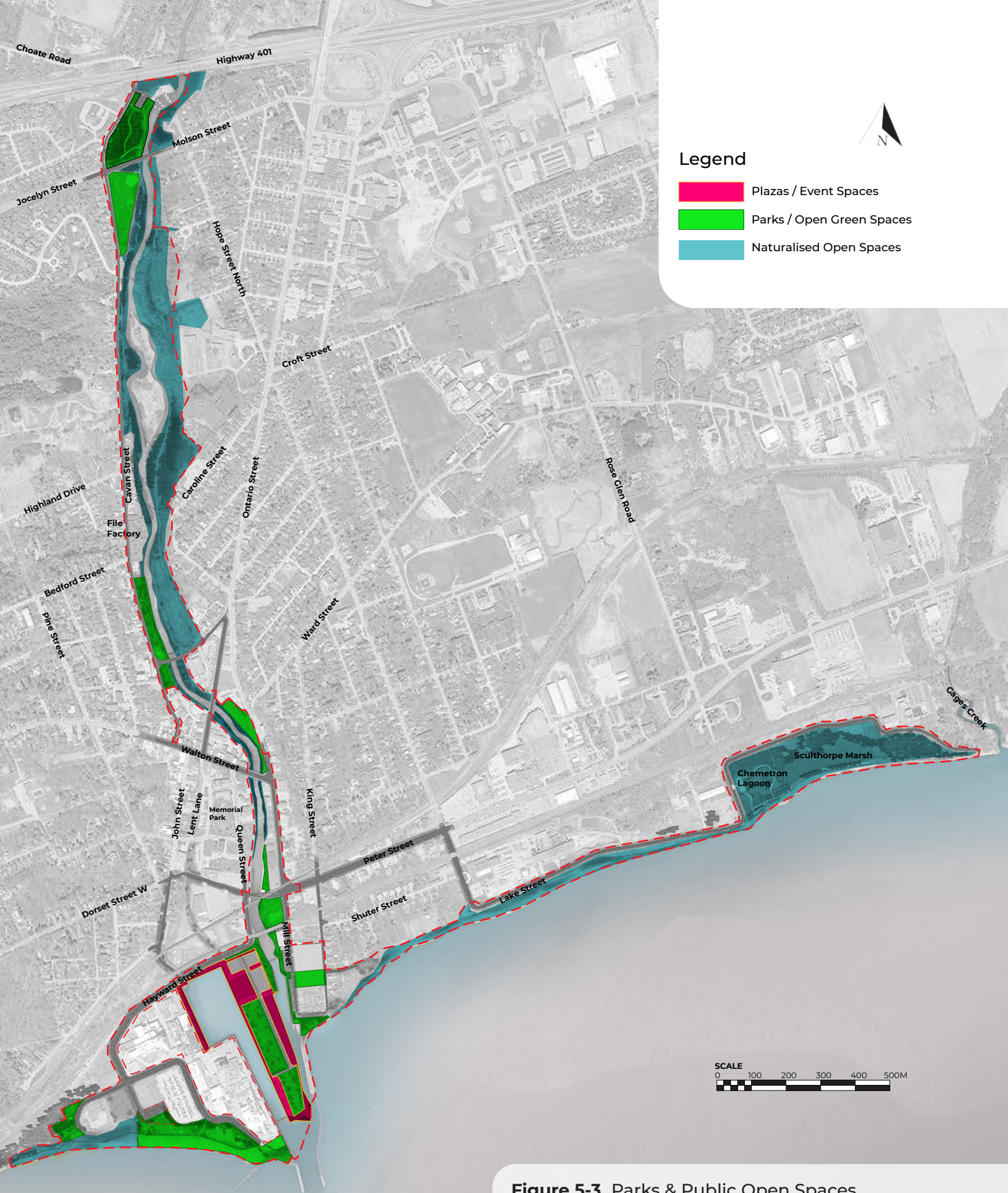
- Ecologically Important Areas shall be protected. Public access into these areas shall be sensitively planned to enable learning and appreciation of these natural resources, while limiting the potential for damage as a result of human interaction.
- There shall be a preference for nature-based solutions for the management of natural features wherever feasible without putting public health and safety at risk.
- Lookouts and overlooks should be placed in strategic locations along the river and lake to provide visual water access and viewsheds and facilitate passive recreation opportunities such as wildlife viewing platforms, fishing stations, and quiet seating areas. Additionally, overlooks may provide opportunities for public art, interpretive and cultural signage, and/or kiosks.
- Locate more active pedestrian and recreational areas away from, or provide appropriate buffers to, sensitive natural areas and environments so as not to disrupt wildlife habitats.
- Create connected green corridors and increase urban forest cover to provide access to nature, and support biodiversity and wildlife habitat.
- In all aspects of site and building design preference should be given to best practice sustainable solutions (e.g., from incorporation of Low Impact Development methodologies for stormwater management, to lifecycle and embedded energy consideration in material selection, etc), even where these may be beyond regulatory requirements.
- Light fixtures and luminaires should be energy-efficient, attractive, pedestrian-



Wildlife Viewing Platform

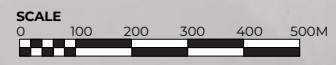


Lighting Fixtures for Pedestrians



**Legend**

- Plazas / Event Spaces
- Parks / Open Green Spaces
- Naturalised Open Spaces



**Figure 5-3** Parks & Public Open Spaces



scale fixtures. Lighting should be dark-sky compliant, and should be equipped with shields so that light does not shine into adjacent residential areas or negatively affect wildlife. Motion sensors should be considered for any areas abutting natural sites to limit impacts.

### **Accessible Design**

All public and private spaces and buildings should be fully and equally accessible such that all users of all ages and abilities have opportunity for the same quality of experience, including all season access to trails, beach, and park amenities, new developments, and other services.

- The design of all spaces, trails, amenities, and features shall be based on most current best practices, guidelines, and standards, including AODA, Parks Canada Design Guidelines, Canadian Standards Association (CSA), as well as federal, provincial, and local regulations. Where standards vary, the most stringent requirements should be followed.
- While underpinned by older-age considerations, the application of age-friendly design principles are to be applied to an all-age inclusive approach to all public spaces and amenities.
- Incorporate Crime Prevention through Environmental Design (CPTED) principles in the design of external spaces to improve safety and user comfort.

### **Public Open Spaces and Public Realm**

The design of the public realm is to promote year-round use and physical activity with safe and accessible opportunities for healthful recreation (see **Figure 5-3 Parks & Public Open Spaces**).

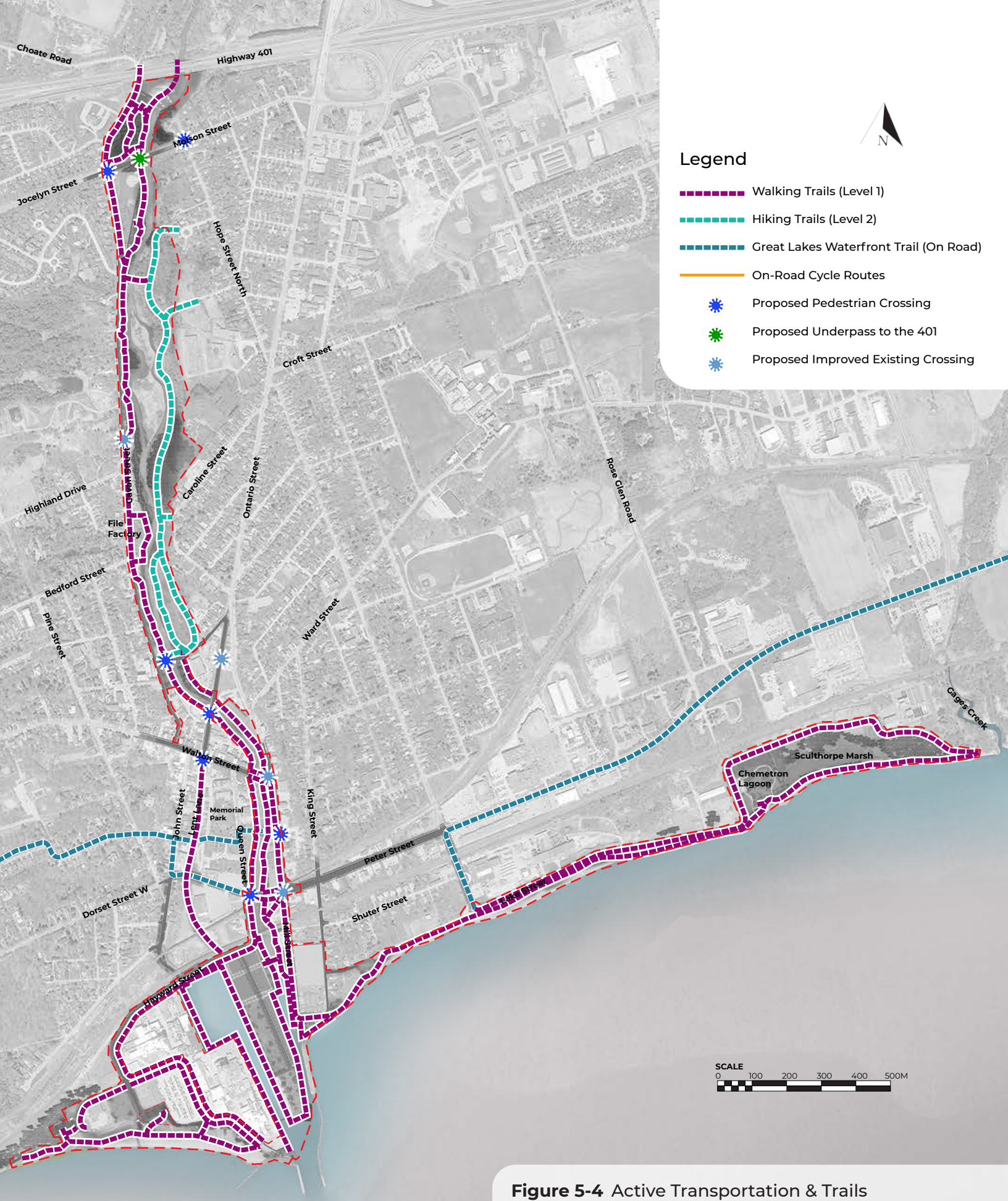
- Access to and engagement with Lake Ontario and the Ganaraska River is encouraged through access points that provide direct public access to the water's edge. Water access points should not be located in areas that compromise bank stability and should not impact the ecological integrity of riparian zones. Physical access can be accomplished through built structures, such as docks, boardwalks, and terraced edges (more appropriate for the lake shore) or more natural and informal pathways that lead to the water's edge. Interpretation and educational signage is encouraged at access points.
- Provide a range of different waterside uses and experiences, public and private, that contribute to a vibrant and bustling



Lake front Public Open Space

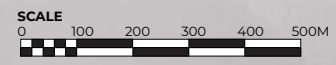


Viewing decks and sheltered respite areas



**Legend**

- Walking Trails (Level 1)
- Hiking Trails (Level 2)
- Great Lakes Waterfront Trail (On Road)
- On-Road Cycle Routes
- \* Proposed Pedestrian Crossing
- \* Proposed Underpass to the 401
- \* Proposed Improved Existing Crossing



**Figure 5-4 Active Transportation & Trails**



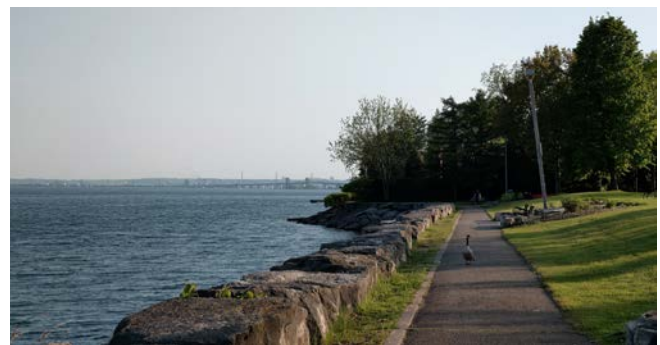
waterfront and river corridor (e.g., parks, trails and promenades, plaza/civic space, picnic as well as appropriate business opportunities such as galleries, cafes, and food trucks).

- Encourage other forms of outdoor physical activity, such as opportunities to engage in gardening (e.g., community gardens and/or private allotments).
- Enjoyment, fun, and play are to be promoted through a sense of whimsy incorporated in public art, building design, streetscapes, parks, and urban furniture.

### **Trails and Active Transportation**

Promote accessibility and mobility-supporting active transportation options (see **Figure 5-4 Active Transportation & Trails** and also **5.3 Transportation Network Design Guidelines** for detailed guidelines).

- Safe pedestrian connections are to be continuous throughout the WRMP area, providing access to local amenities, as well as along key routes connecting to destinations in the wider area.
- The design of pedestrian and multi-use trails shall seek to accommodate a wide range of users, including, though not limited to walkers, hikers, runners, pushchairs and mobility aid users, etc, and those using the trail system to access adjacent areas (e.g., space for anglers that is clear of trails and circulation routes, etc.,).
- The ability to choose differing levels of challenge is an important factor to promote inclusive, health active lifestyles, including:
  - Create trails that loop allowing users to complete a circuit with minimal back-tracking.
  - Provide a range of trails of different lengths and difficulty.
  - Provide frequent and convenient places to rest with seating that meets current accessible design standards.
- Provide direct, clearly signed, and accessible connections to the Lake Ontario Waterfront Trail, Ganaraska Riverwalk, local amenities, and the wider community
- Continuous, and where possible off-road or protected, cycling routes are to be provided throughout the WRMP area, with conveniently located bike parking facilities at all key destinations.



**Waterfront Trail**



**Public Washroom**

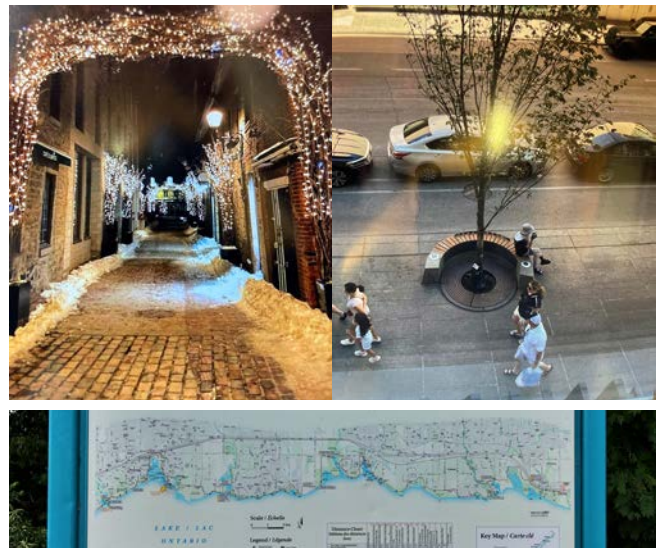
Source: <https://www.flickr.com/photos/retep/9068457778>

- Public restrooms should be considered in proximity to key active recreational facilities, such as beaches and play spaces. Special consideration should be given in areas where restroom facilities are not readily available in the surrounding area.

### **Interpretive Signage, Wayfinding, and Lighting**

Lighting, wayfinding and interpretive signage shall be used to enhance safety and wayfinding, and accentuate gateway, landmark or other public realm features such as public art installations.

- Signage design, identifying elements, and aesthetics should contribute to a unified identity for the WRMP area while also conveying unique stories and attributes of distinct locations.
- Educational signage should be provided to enable users to learn and raise their appreciation of the natural, cultural, and built heritage of the waterfront and riverwalk, proposed plans and management processes, and special features and/or spaces of value.
  - Written content on signage should be provided in English, Indigenous languages (developed in coordination with Indigenous groups), braille, and as appropriate translations for foreign tourists.
  - Integration with digital technologies that provide audio guides, as well as options for enhanced interpretive information are encouraged. An integrated navigation and interpretive system can be designed to both create a sense of place and appreciation for the history of a site and care that goes into maintaining it. For instance, use of QR codes linked to an online platform through the use of smartphones, offers a cost effective means to provide frequent updates and greater depth of detail and access to additional information resources.
  - Pairing app and web based interfaces into the site and trail system can allow storytelling that users experience as they move through the spaces, enables users to share their experiences and discoveries, makes it easier to update content, as well as report maintenance needs. An interactive format may allow



Lighting and Wayfinding



Waterfront Space for Activities



people to post images and comments, support building a community of support and appreciation for Port Hope.

- Directional signage should be provided at key decision-making points, and include information relating to:
  - Distance and difficulty of the route.
  - Access to sites in the surrounding area and wider municipality.
- Distance markers should be located along all trails.

### **Spaces for Play**

Design spaces for the enjoyment and delight of users of all ages and abilities.

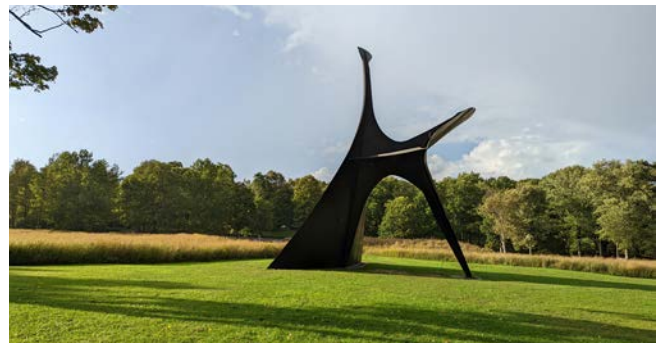
- Play areas should offer a variety of activities and provide structures and experiences that support basic social, physical, and cognitive needs.
- Play areas should consider all users, both children and those supervising them. Site furnishings such as seating, trash receptacles, and drinking fountains should be included with play areas.
- Recreational and outdoor exercise stations may include installations that can be used in a variety of ways (e.g., beams, bars, raised platforms), to exercise-specific equipment.

### **Public Art and Commemorations**

Public art may take many forms, including stand-alone sculptures or features, murals, integrated design and built form elements, landforms and/or unique plantings. Both permanent or temporary artworks could be used to promote a sense of identity, and to create opportunities for community expression. The intent for public art is that it be meaningful to the people and place (see

**Figure 5-5 Public Art & Signage**).

- Public art should be a consideration during preliminary design of development blocks or during public realm or streetscape design processes to be fully integrated into the site.
- Community expression and local history are key considerations to planning and selecting public art and artists. Working with local artists, community groups, and The Mississauga Nations, is encouraged.







Public Art

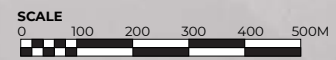


Public Art Combined with Bike Lane and Waterfront space



**Legend**

-  Gateway Location
-  Educational / Interpretive Signage
-  Potential Public Art
-  Outdoor Fitness Equipment



**Figure 5-5** Public Art & Signage



- The development of a Public Art program is encouraged.
- Public art is encouraged in prominent locations, such as gateways, parks, and view termini. Public art should support wayfinding, creating landmarks and destinations.
- Private developments with large open spaces should incorporate public art within outdoor spaces.
- Opportunities to incorporate public art into building design as an architectural element, building signage, or lighting is encouraged.
- Public art pieces should be durable and easily maintained.
- Public art should, where feasible, be physically and visually accessible and barrier-free.

### **Built Form and New Buildings**

Design solutions must be contextual, integrated, and enhance the immediate environment and character of the surrounding community.

- Emphasis on creating a close-knit, small town sense of place, human scale architecture, a welcoming and comfortable public realm, and beautiful spaces.
- Any new building, grouping of buildings, redevelopment, or adaptive reuse of existing buildings shall be appropriate to the scale of the community and compatible in land use, supporting livable qualities of the neighbourhood.
- All buildings, features, and landscape treatments shall compliment the existing character of the local area.
- Variation and creation of 'landmark' features or buildings may be proposed where it adds interest and does not detract from the whole as determined by the Municipality of Port Hope.



Seasonal Business

### **Economy**

All forms of development and land use, public and private (e.g., parks, plazas, new facilities, etc.,) shall contribute to the growth and prosperity of the local economy.

- Investment in the waterfront and river corridor shall recognize the benefit of healthy, safe, and publicly accessible open spaces, active transportation routes, and amenities to fostering a resilient, diverse economy.



Multi-purpose public open spaces

- Consider land use compatibility and mixed-use development opportunities that bring people to the waterfront outside of typical peak business times and all year round.
- Any new mixed-use development or redevelopment with the WRMP area should incorporate flexible and affordable spaces, indoors and outdoors, adaptable to suit changing needs and desires of the community.
- Consider opportunities for seasonal businesses, such as pop-ups, markets, and food trucks.
- Encourage local business, retail, cafes and high footfall businesses along waterfront streets to create a vibrant and animated public realm.
- Where possible, connect public uses and focus commercial development in proximity to transit.

### Complete Streets

Improved streetscapes are to follow Complete Streets principles, prioritizing pedestrians and cyclists (see **Figure 5-6 Streetscape Enhancements** and **Figure 5-7 Road Crossings**).

- Provide wide sidewalks (minimum 2.1 m width, 2.8 m width or greater preferred) that easily accommodate pedestrians, mobility aid users, people pushing strollers, etc, to pass in both directions.
- Provide protected cycling facilities in the form of on-street bike lanes, or a multi-use path on one side of the street.
- Street beautification and greening, with regular spaced (between 8 - 12 m on centre) street trees and landscaped boulevard planting. The landscape boulevard should be considered an opportunity to implement biodiverse (species rich), native planting schemes, such as the use of low maintenance wildflower meadow and groundcover species in preference to grass verges.
- Where suitable incorporate Low Impact Development (LID, e.g., bioswales) to augment storm water management and reduce the reliance on traditional grey infrastructure.

On-street parking is to be provided in all suitable conditions, reducing the demand for large surface parking lots and providing a buffer between motorists and pedestrians / cyclists. On-street parking may be located on



Permeable paving used for surface parking



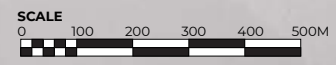
LID (Bioswales) incorporated into parking





**Legend**

- ▬▬▬▬▬▬ Existing Road Enhancement
- ▬▬▬▬▬▬ New Sidewalk
- ▬▬▬▬▬▬ New Roads
- ▬▬▬▬▬▬ On-Road Cycle Routes



**Figure 5-6 Streetscape Enhancements**





**Figure 5-7** Road Crossings



one side or both, depending on right-of-way width available. Pedestrian and cyclist facilities will be prioritized.

### **Public and Private Parking**

In complement to improvements to promote active transportation, provision of appropriate levels of public parking is important creating a vibrant, well used waterfront and river corridor that is accessible to all users, local and visitors (see **Figure 5-8 Existing and Proposed Parking**).

- Accommodate appropriate levels of vehicle parking in areas convenient to primary destinations, though not in prime land use areas (e.g., parking should not occupy waterside land).
- On-street parking should be provided along local streets in proximity to key amenities to support an active public realm, accessibility for all users, and access for local businesses.
- Minimize surface parking areas and incorporate greening including shade trees and the implementation of LID to break up larger areas where possible.
- Consider dedicated short stay drop-off/pick-up areas with potential to serve local businesses and ride-hailing services, which may be access or time controlled.
- Elective Vehicle (EV) charging stations should be considered.

## **5.2 FOCUS AREA SPECIFIC DESIGN GUIDELINES**

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### **CENTRAL WATERFRONT**

#### **Water Access**

- Provide continuous waterside access through the Central Waterfront, with connections to the East and West Beaches, Riverwalk, and Downtown.
- Accommodation should be made for access to and/or over the water, such as through tiered (amphitheatre style) steps, piers and boardwalks where appropriate (considerations for erosion, ice flow, maintenance access, etc).



Public Open Space



Waterfront Plaza





- Access to the waterfront should include pedestrian and cycling facilities, including multi-use paths where appropriate, and/or pedestrian walking trails where convenient and safe on-road cycling is provided.

### **Public Open Spaces (Parks & Plazas)**

- Provide flexible use public open spaces with service connections in prominent accessible locations, which may include indoor and outdoor (or open-sided covered structures) of a scale and design to accommodate a range of different uses (e.g., markets, festivals, food trucks, cafes outdoor movies, small concerts, art installations).
- Provide direct connections to open spaces from adjacent streets, trail networks and the waterside. Physically and visually connect publicly accessible open spaces to pedestrian, bicycle, and public transportation networks.
- Coordinate the location, design and programming of open spaces and outdoor amenities according to sunlight, pedestrian-level wind and seasonal conditions. Amenity selection should pay attention to surrounding developments to ensure a balanced variety of recreational opportunities and avoid unnecessary duplication.
- Create a series of different places and experiences throughout the waterfront, with landmark moments, different types and scales of spaces suitable for a range of uses, frequent and convenient areas of respite and bicycle parking.
- Provide dedicated year-round exhibit area(s) to showcase Port Hope's history, which may include museums, interactive signage, or art installations. Focus on local history, railway history, indigenous history, Lake Ontario history and former industrial uses of the harbour lands history.
- Provide recreational opportunities that accommodates people of all ages. Examples include a swimming pier (similar to Kingston's), marina/boat slip, bike rental kiosk, Port Hope Yacht Club, beach volleyball courts, basketball courts, cycling lanes, waterpark/splash pad, waterfront yoga, chess, bird watching and more.
- General pedestrian amenities such as washrooms, benches and picnic tables should be placed throughout the site to accommodate demand.



Children's Playground



Waterfront Trail & Boardwalk

- Native trees and shrubs should be proposed to provide shade and windbreak in the summer months.
- Site planning and design should consider the nearby Cameco industrial buildings and creating design barriers to screen the view from the pier (e.g., natural berm with vegetation, natural barrier wall, tree screening where trees are permitted).

## BEACHES AND WATERFRONT TRAIL

### **Programmed Beach Amenities**

- Beach areas should support year-round use with a good balance of passive and active amenities, such as a combination of shaded and sunny seating areas, open lawns, canoe/kayak storage, treed areas, picnic facilities, chess tables, exercise facilities, multi-use games courts and pitches (may be grass, artificial turf or athletic surface as appropriate) and play spaces.
- Beach areas should accommodate water access. For West Beach it is anticipated that an elevated boardwalk will provide visual access along the dynamic beach hazard and protect the ecologically sensitive areas.
- Design children’s play equipment to encourage exploration and imaginative play with conveniently located seating areas overlooking the play area.
- Access to the beaches should encourage active transportation (walking and cycling) as well as public transportation (where possible) with conveniently located cycle parking facilities.
- Beach areas should provide general hygienic amenities such as washrooms, changerooms, and showers, as well as resting amenities including benches, picnic tables, cafes and gazebos.
- Provide screening from the Cameco industrial facility through the use of tree and shrub plantings.



Beach Amenities



Ecologically Important Area



## Ecologically Important Areas

- Priority shall be given to environmental protection and enhancement. Connect existing and remnant landscapes and habitat with created landscapes and a restored riparian zone to contribute to a healthy, functioning riverine and lake ecosystem that will lead to improved water quality and enhanced well-being.
- Public access and enjoyment of these areas is to be accommodated through low impact solutions, such as raised boardwalks, lookout points, and naturalized trails where interaction of the public has less potential for damage.
- Lighting within ecologically important areas should be adequate and appropriate for safety and security, as well as an attractive and subtly integrated feature of the project site (e.g., wayfinding bollard lighting, integrated into boardwalk handrails). Lighting should reduce light pollution and not be harmful to birds, bats, insects, and other wildlife. Fixtures should use LED bulbs that provide white light with a color temperature of 3000K or below. This color temperature emits less of the blue (cool) light that is more harmful to many animal species.
- Deter potentially damaging behaviour and activity on ecologically sensitive areas through the use of educational signage to promote appreciation and respect for the role, benefit, and processes of natural features.
- Bank maintenance at A. K. Sculthorpe Marsh should utilize nature-based solutions, such as the use of vegetation to stabilize the water's edge. Culverts can also be used at the marsh to maintain a maximum water level and prevent the pathway from flooding/eroding.
- Monitoring and protecting the barrier beach should be undertaken on an ongoing basis.

## Trails and Boardwalks

- See **5.3 Transportation Network Design Guidelines** for trail design standards.
- Access points should be visually prominent, provide route information (distance, difficulty, interpretive information, and key features, etc), and be accessible with easy connections from surrounding areas.



Riverwalk Gateway & Landmark



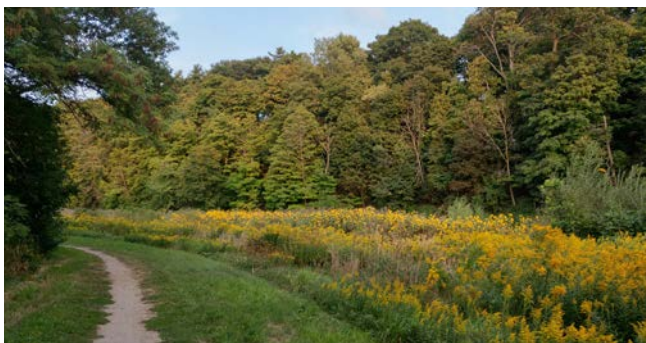
Naturalized Hiking Trails

- Respite areas should be provided near access points, in particular in proximity to parking or transit, and at frequent intervals along the route.
- Parking, including accessible parking spaces, should be provided in proximity to the access points (see **5.1 Overarching Design Guidelines - Complete Streets** and **Public and Private Parking**).
- Basic amenities should be provided at convenient locations including seating, trash bins, picnic tables and benches.
- Public amenities including washrooms can be critical to inclusive and equitable use of trails and bike routes. Consideration should be given to provision of washrooms at convenient locations, in areas where they can be maintained.
- Waterside trail areas withing and adjacent to downtown should be prioritized for widening and paving to accommodate wheelchairs or strollers, as well as cyclists.
- Consider extending the waterfront trail to Cobourg through the use of a pedestrian bridge (requires further study). The trail is intended to be looped back along Lake Street with the addition of a multi-use path along the roadway on the south (marsh-view) side.

## RIVERWALK AND GANARASKA RIVER

### Riverwalk Gateways

- Entrances to the waterside trail should be visually prominent (gate, archway), provide trail information (mapping, distance, difficulty, interpretive information, and key features, etc), and be accessible with easy connections from surrounding areas.
- Riverwalk entrances are prime locations for public art features which may serve as gateway landmarks.
- Recreational amenities may be located in proximity to gateway points for visibility and increased usage.
- See Trail Crossings for road interface.



Hiking Trail



Heritage Character



## Riverwalk and Hiking Trails

- All trails shall meet Town standards (see **5.3 Transportation Network Design Guidelines**).
- Landscape treatment along the river corridor should reflect the intended use, provide a range of different experiences. Amenity lawn should be used only where open grass areas serve the purpose (e.g., for picnic, recreational uses). Low maintenance, natural landscape treatments, including pollinator gardens, rain gardens, cultural demonstration gardens, and potentially community gardens, should be implemented where possible.
- Trails through natural areas shall minimize the loss and degradation of wildlife habitats, promote biodiversity, and restore habitats where possible. Vegetation in the riverbank should create and enhance wildlife habitat for avian species, river mammals, reptiles and amphibians, and macroinvertebrates.
- Existing native planting and habitat in adjacent areas should be preserved and/or enhanced to maintain an environmentally stable natural riverbank.
- Promote erosion control and stormwater management using best practices.
- Several new trail accesses could be considered in areas of high traffic, such as under Molson Street bridge from Optimist Park to Fish Ladder, under Highway 401 from Fish Ladder to Port Hope Conservation Area, and footpath up to Molson Street from Optimist Park.

## Redevelopment / Adaptive Reuse Opportunities

- Heritage properties and contextual character shall be respected for any redevelopment, while seeking to contribute to a positive urban fabric for the Town, with a highly walkable and animated public realm.
- Consider re-purposing heritage properties such as the File Factory into an exhibition gallery and social space (markets, pop-up vendors) for people to gather and learn about its historical significance.
- Potential works to remove Corbett's Dam structure and naturalize the Ganaraska River system and fish ladder, with improved visitor accommodation – anticipated to be subject to an Environmental Impact Assessment (See **6.2 Class Environmental Assessment Process**).



Multi-Use Trail



Streetscape Improvement

## STREETSCAPE IMPROVEMENT

### Streetscape Improvement

- Design guidelines for specific streets and intersections shall be advanced through the concept development as the transportation network is refined.
- Streets should be designed as complete streets with minimum curb-to-curb widths, wide sidewalks, street trees, spill-out (e.g., café patios) and social gathering spaces, and furnishings.
- See **5.1 Overarching Design Guidelines - Complete Streets** and **5.3 Transportation Network Design Guidelines - Streetscape Improvement** for additional design standards.

## 5.3 TRANSPORTATION NETWORK DESIGN GUIDELINES

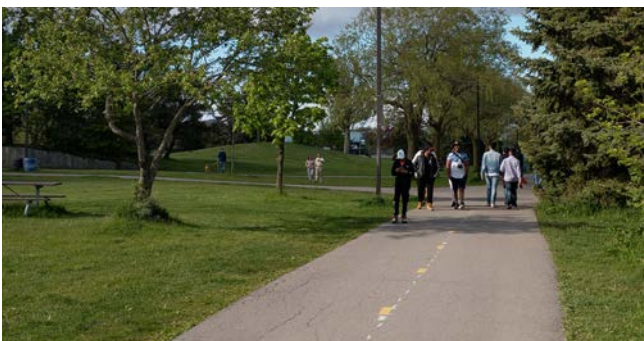
The transportation network should be designed to integrate the different zones within the Waterfront and Riverwalk into a connected network. Supporting the goal of promoting healthful outdoor activities for users of all ages and abilities, this network should allow all users to comfortably walk or cycle from one location to another, and to the broader community.

- Elements of the transportation system should consist of the following active transportation facility types, which build upon the trail classification system established in Port Hope's Active Transportation and Trail Master Plan:

### Multi-Use Trails

Multi-use trails are intended for use by pedestrians, cyclists, and other non-motorized uses (e.g., rollerblades, scooters).

- Trails should be constructed of hard surfaced and level materials (typically asphalt).
- Minimum width is 3.0 m; in high-activity areas, minimum width is 4.0 m.
- A minimum lateral clearance of 0.5 m on each side of the trail should be provided. This area should be obstruction free and level with the trail – for example, to allow a user to safely recover from running off the edge of the trail.
- A centreline should be marked to encourage all trail users to keep to the right.



Multi-use Trail



Accessible Sidewalk



- Geometric design parameters (e.g., design speed, radius, stopping sight distance) should be taken from the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads, Chapter 5 (Bicycle Integrated Design).
- Multi-use trails shall be designed in conformance with AODA Integrated Accessibility Standards (Exterior Paths of Travel).
- If constructed of wood materials (e.g., as a boardwalk), boards should be oriented perpendicular to the direction of travel, and decking materials should be durable and slip-resistant.
- Consider permitting use by low-speed and lightweight motorized vehicles, capable of travelling at maximum speeds of no more than 32 km/h (e.g., pedal-assist bikes, e-scooters).
- Use by motor vehicles that are incompatible with other trail users in terms of mass or velocity (e.g., mopeds) should be prohibited.

### **Sidewalks / Walkways**

Sidewalks or walkways are intended for use by pedestrians, including people using mobility aids such as wheelchairs. Unlike hiking trails, these facilities should provide a high standard of accessibility.

- Minimum width is 1.8 m; may be wider in high-activity areas. Shall be designed in conformance with AODA Integrated Accessibility Standards (Exterior Paths of Travel).
- Should be constructed of firm, stable, and slip-resistant materials.
- Should preferably be located off-road, but may be on-road where necessary.

### **Hiking Trails**

Hiking trails are primarily intended to serve a recreational purpose. Unlike sidewalks or walkways, they are not designed to be accessible to all users.

- Minimum width of 0.5 m.
- May consist of natural or uneven surfaces.
- May include steep grades or stairs.



Shared Street



Shared Street

## Shared Roadways

In some cases, pedestrians or cyclists may be accommodated in a shared roadway environment. This may be the case where location-specific constraints preclude the construction of a separate pedestrian/cycling facility, or in cases where traffic conditions are conducive to creating a low-stress environment for pedestrians or cyclists in the roadway.

- The posted speed limit should be 30 km/h or 40 km/h. If operating speeds exceed the posted speed limit, traffic calming measures should be implemented.
- Traffic volumes of less than 1,000 vehicles per day are preferred. The maximum average daily traffic volume is 2,500 vehicles per day.
- The street should be as narrow as practical.
- No centreline should be marked.
- Ontario Traffic Manual (OTM) Book 18 guidance should be applied.

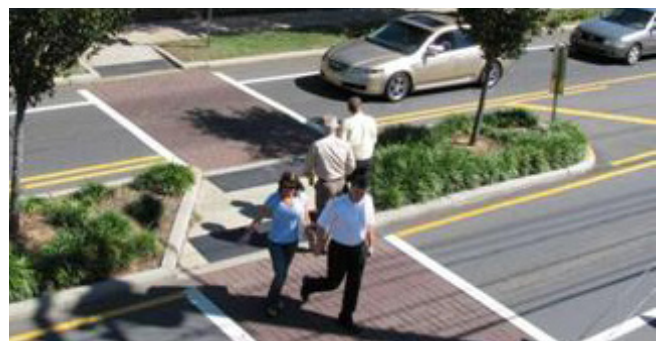
## Trail Crossings

Where trails cross a roadway, crossings should be designed with the safety and comfort of pedestrians and cyclists in mind. At unsignalized crossings:

- Reduce motor vehicle speeds by applying traffic calming techniques.
- Minimize crossing distances, for example by using curb extensions or median refuge islands – these treatments also provide a traffic calming benefit.
- Provide good visibility by ensuring adequate sight distance and illumination.
- Reduce complexity by restricting on-street loading/parking in the vicinity of the crossing, minimizing visual clutter, and focusing the driver's attention on the crossing.
- Provide accessible treatments, including curb depressions and tactile warning surfaces, in conformance with AODA Integrated Accessibility Standards.
- Apply OTM Book 15 and OTM Book 18 guidance in selecting an appropriate form of traffic control (e.g., PXO or uncontrolled crossing).



Accessible Crossing



Median Refuge



## 5.4 PUBLIC INFRASTRUCTURE REQUIREMENTS

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The public infrastructure works required to support this vision should be developed in concert with the asset management and capital planning programs for the Municipality in order to optimize timing and cost-effective implementation of complimentary elements. The base design stand is to build upon what is already needed and planning of future need.

There are likely works to be done related to various improvements for both underground and aboveground needs as outcomes of the WRMP that will directly and indirectly affect the requirements for the waterfront and trails area. This vision will impact other works and works for other projects will affect this vision.

Infrastructure planning and GIS should be leveraged to allow for optimization of the planning and phasing of any necessary works. Standardization and typification of community best practices should form the baseline of the infrastructure and its integration.

It is anticipated that the Municipality has preferences in the timing and coordination of infrastructure requirements respecting seasonal annual community events and activities and natural system of the river (e.g., flooding, fisheries, and migratory birds). Many such works would involve application and permitting processes within Federal and Provincial jurisdictions. This vision will protect and preserve the strengths in the community and minimize disruptions.



Trail infrastructure



Existing Bridge Maintenance



Natural Drainage System



Boardwalk Accounting for Flooding

## 5.5 SHORELINE AND MARINE WORKS

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Any shoreline works / improvements shall follow:

- **Provincial Policy Statement (2020)** Section 3.1 Natural Hazards; and
- **Lake Ontario Shoreline Management Plan (2020)**, and in particular the hierarchal approach outlined in Section 7.1 of the Shoreline Management Plan.

### **Design Considerations**

Any shoreline management actions should consider the hierarchy of Management Approaches as outlined in the Shoreline Management Plan. The following design guidelines are recommended for the shoreline and marine works as part of the WRMP.

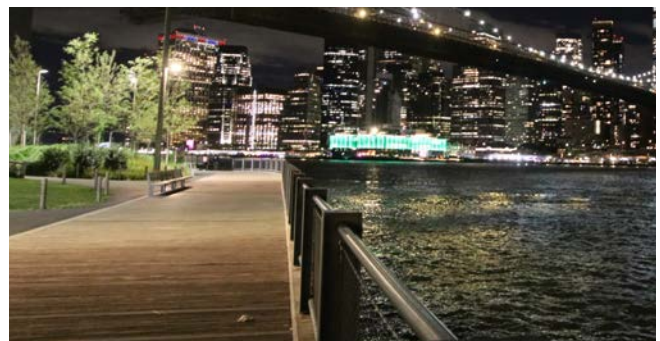
### CENTRE PIER

Mix-use destination waterfront with a range of commercial activities and anchor amenities (see **4.3 Central Waterfront**).

- Features along the water edge shall be properly protected from any damage resulting from high lake water levels and waves overtopping.
- Platform flooding shall be prevented through adequate drainage system.
- High lake water levels and wave overtopping shall be assessed to ensure its effect (if any) is below thresholds that can cause damage to aesthetic features or compromise the safety of users.
- Measures shall be defined and implemented to prevent / minimize interference between fishing lines and navigation (unless an operating system is already established).
- A thorough understanding and knowledge of the conditions and arrangement of the existing earth-retaining structures along the water edge should be completed to optimize the land use while minimizing the setback of the future buildings from the water edge. One example is the sheet pile anchors and associated deadman structures that are usually present at a distance of 15-30 m behind the sheet pile wall.



Waterfront Space



Waterfront Boardwalk Connection



## HARBOUR TRAIL

Widened public water access with continuous public pedestrian pathway connecting waterfront amenities (**CW1 Harbour Trail**).

- Boardwalk/trail design layout shall account for the flooding and erosion hazards without creating any drainage obstructions to the adjacent Cameco facility.
- Boardwalk/trail design shall allow for the access of lightweight vehicles for emergency and maintenance purposes (e.g., ambulances).

## WEST BEACH

Dynamic Beach Hazard boardwalk connection (see **WB1.3 Raised Boardwalk**)

- Features shall be located beyond the dynamic beach hazard and flooding hazard limits.

## WATERFRONT TRAIL

Trail system enhancement and ecological management (see **EB4 Waterfront Trail**).

- Flooding, erosion and dynamic hazards shall be accounted for the in the design.

## INNER HARBOUR MARINA

Potential opportunity to develop a Marina in the inner harbour, including a service dock (to provide fuel, water, and hydro supply services), and a boat launch (see **CW4 Inner Harbour**).

- Updated studies will be required to determine feasibility and business case for a marina, flood risk, and sedimentation, as well as review of the Inner Harbour walls (e.g., to accommodate mooring options), and wave attenuation.
- It is anticipated that a marina would trigger an EA process (see **6.2 Class Environmental Assessment Process**).

The following facilities may be included in the project and their size and capacity shall be estimated during the port planning process:

- Administration Building: It typically includes the harbour master office, restrooms, showers, and laundry.



Inner Harbour Marina



Inner Harbour Marina with Wet Slips

- Wet Slips: They consist of the berthing spaces along fixed / floating piers to be built. Their number and size are both a function of the following:
  - Type of slips (Single or Double); Use of double slips shall be maximized for an optimal use of inner harbour footprint. Single slips shall be limited to dedicated docks such as the harbour master dock, fuelling station, CCG search and rescue, and eventually very few 'VIP' docks.
  - Size of the boats; In order to make the best use of the harbour footprint by having different finger piers lengths for the different boat sizes expected to use the marina. Number of finger piers with a given length shall be a function of the number the boats of such size represent among the boats population. Statistical distribution of the boat sizes across the local boating community shall need to be determined through public questionnaires and polls. Consultation with adjacent marina operators will be also relevant to inform the statistical distribution of boat size.
- Wet slips fitted with the following amenities:
  - Dock boxes / lockers rental: to store tools and gear close to boats.
  - Fire suppression systems.
  - Power and water pedestals to provide utilities to boats.
- Fish Cleaning Stations: to allow disposal of fish waste in a sanitary manner and thus keeping the cleanliness of inner harbour water.
- Service Pier: Include a marine fuel station to provide diesel and regular fuel for boaters, and a dump station fitted with a pump-out connection.
- Aids to Navigations: To assist boaters with navigating in and out of the harbour. They can consist of either navigational lights, marking buoys, or a combination of both
- Charter Boat Operation: A designated part of the slips can be dedicated to charting activities managed by private tour and excursion operators. Charting activities may also include activities such as dinner cruises and water taxis.



Boat Rental



Rock Revetment



- Boat Rental: A designated part of the slips can be dedicated to private boat rental operators.
- Anchorage Basin: A designated area of the harbour will be dedicated to transient boats whose size is bigger than that of the wet slips. Mooring buoys shall be deployed to secure boats in position.
- Rock Revetment Presence: Will enhance the marina operations through attenuation of the agitation inside the harbour. As-built information shall be gathered and reviewed to allow proper integration into the marina layout (namely for the wet slips, access boardwalk, and launch ramp).
- Small Craft Rental (Kayak, Canoe) Storage and Administration Shed, and potential Removable Kayak Launch: Subject to available water depth.

General considerations for a marina layout:

- Service dock(s) to be located as close as possible to the harbour entrance to minimize interference with marina traffic.
- Docks for large boats to be located as close as possible to the harbour entrance to minimize the dimensions of the inner fairways and aisles, maximizing berthing capacity.
- Piers for transient boats to be located close to administration buildings for ease of controlling and monitoring.
- Boat launch location to be as close as possible from harbour entrance to minimize interference between docking and retrieval/launching operations.
- Boaters/Trailers Parking Lot: Potential parking lot to have direct access to wet slips.
- Interference with existing activities (Fishing, motorized boats if any) shall be assessed to define proper measures for traffic separation, if possible.
- Water levels and agitation shall be analyzed to confirm safe implementation of floating dock for small craft retrieval/launch.
- Potential for Expansion/Enhancement of Existing Marina/Mooring Area is Limited due to Shallow Water Depth. Further studies are required to confirm



Fishing Node



Kayak Launch

Source: <https://thedockdoctors.com/kayak-launches/>

- Potential Fishing Node: Identification and liaison with authorities in jurisdiction (DFO, MNRF) shall be completed to confirm potential fishing node feasibility.
  - Interference with boating activities shall be considered and proper avoidance/separation measures shall be implemented, if any.

## MANAGING HARMFUL ALGAE BLOOMS

Algae, also known as cyanobacteria, occur naturally in freshwater and are essential to the aquatic food web and healthy ecosystems. Normally the algae are barely visible, however in warm weather when conditions are right the algae can rapidly grow to form a large mass (or bloom) and produce toxic or harmful effects on that threaten human health and ecosystems (including fish, shellfish, marine mammals, and birds). Longer exposure to more severe toxins in the water through drinking, swimming, bathing, cooking, or washing may lead to range of health problems.

These events, known as a Harmful Algae Bloom (HAB)<sup>1</sup> most commonly occur in late summer and early fall. They thrive in (though are not limited to) areas where the water is shallow, slow moving, and warm. HABs occur naturally, however evidence correlates human activities that disturb ecosystems with more frequent HAB occurrence and intensity. Increased nutrient loadings and pollution, food web alterations, introduced species, water flow modifications, and climate change all play a role. A common cause of HAB is agricultural and stormwater runoff, as well as leaching from septic systems.

In general, HABs fall into three categories:

- Category 6** Water appears cloudy, but can be seen through. While there is no health effect expected at this stage, guidance is to be careful when using the water, with the recommendation to wait until the bloom has subsided and the water is clear.
- Category 7** Water colour changes in appearance, and algae may be in clusters or flakes in the water or appear like a pea puree.
- Category 8** This is a dense bloom, resembling a paint spill or forming a scum on the surface of the water. The algae is easily swept by the wind and deposited near the shore.

The recommendation is to avoid contact / use of water experiencing a Category 2 or 3 HAB event, or any in the presence of any bloom which obscures view into the water. This includes preventing pets from going into the water or drinking it.

### How to Prevent Harmful Algae Blooms

Human activities (like fertilizer runoff, agricultural runoff and faulty septic systems) can increase levels of phosphorus and nitrogen in the water. This can lead to the growth of HABs.

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<sup>1</sup> For more information on HABs see <https://www.canada.ca/en/environment-climate-change/services/great-lakes-protection/taking-action-protect/preventing-toxic-nuisance-algae1.html>



Canada is part of the Great Lakes Water Quality Agreement<sup>1</sup>, working with the United States, the Province of Ontario and other partners to prevent toxic and nuisance algae blooms in the Great Lakes. Ontario has a 12-point plan<sup>2</sup> outlining steps being taken to fight algal blooms in the Great Lakes and other lakes and rivers.

Actions to reduce unnatural nutrient levels in water relevant to the WRMP include (though may not be limited to, and should be considered in concurrence with guidance current at the time):

- Deterring use of fertilizers for landscaped areas (including public and private parks, lawns, etc), especially fertilizers that contain phosphorus.
- Naturalizing shorelines to reduce erosion and improving the ability of coastal and inland wetlands to control water flow and reduce phosphorus loadings.
- Developing low-impact development technologies and green infrastructure to reduce storm water volume and improve storm water quality
- Reduce agricultural runoff by planting or maintaining vegetation along waterways and minimizing fertilizer use.
- Collaboration with the province, public health units, municipalities ,and other partners, to provide data to help inform decisions about taking action to protect public health.

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1 For more information on the Canada-US Great Lakes Water Quality Agreement visit <https://www.canada.ca/en/environment-climate-change/services/great-lakes-protection/canada-united-states-water-quality-agreement.html>.

2 For more information on Ontario's 12-point plan visit <https://www.ontario.ca/page/blue-green-algae>.



# Implementation



# 9. IMPLEMENTATION

## 9.1 CONSTRUCTION PHASING

To implement the vision for the WRMP, anticipated phasing of new developments are outlined below to guide the Municipality on implementation of the designs. Several of these sites have existing proposals, designs and in some cases funding for their development.

Implementation timelines are based on terms of Council (4 years). WRMP projects are envisioned as being planned and implemented in the near-term (current term of Council, 0 - 4 year horizon), medium-term (4 to 8 year horizon) or long-term (8+ year horizon). It is recommended that the Waterfront and Riverwalk Working Group be continued to assist with implementation plans.

### NEAR TERM

Early works and near term projects are focused in the Ganaraska River corridor and Riverwalk. These projects include adapting planting and maintenance approaches to promote naturalization of the river corridor, opportunities for gateways, artworks, and interpretive signage, and improvements to the trail networks for public comfort and safety. Some enabling works are proposed for the East and West Beaches, including ongoing shoreline management and removal of invasive species and derelict public facilities. Several of these projects may be planned and implemented with participation of volunteer groups, and/or in partnership with educational institutions, local businesses, and/or community groups.



Improved Trails



Improved Lent Lane



Boardwalk Repair



Boardwalk Repair

It is recommended that the planning and approvals process, including initiation of Environmental Assessment(s), be commenced in the near term for larger scale complex projects, including potential removal or modification to Corbett's Dam, and business case analysis for a potential marina to the Inner Harbour. There is a critical path relationship between determining the best solution for these areas and the design of adjacent spaces (e.g., the interface with the Central Pier and potential footbridge to the Inner Harbour).

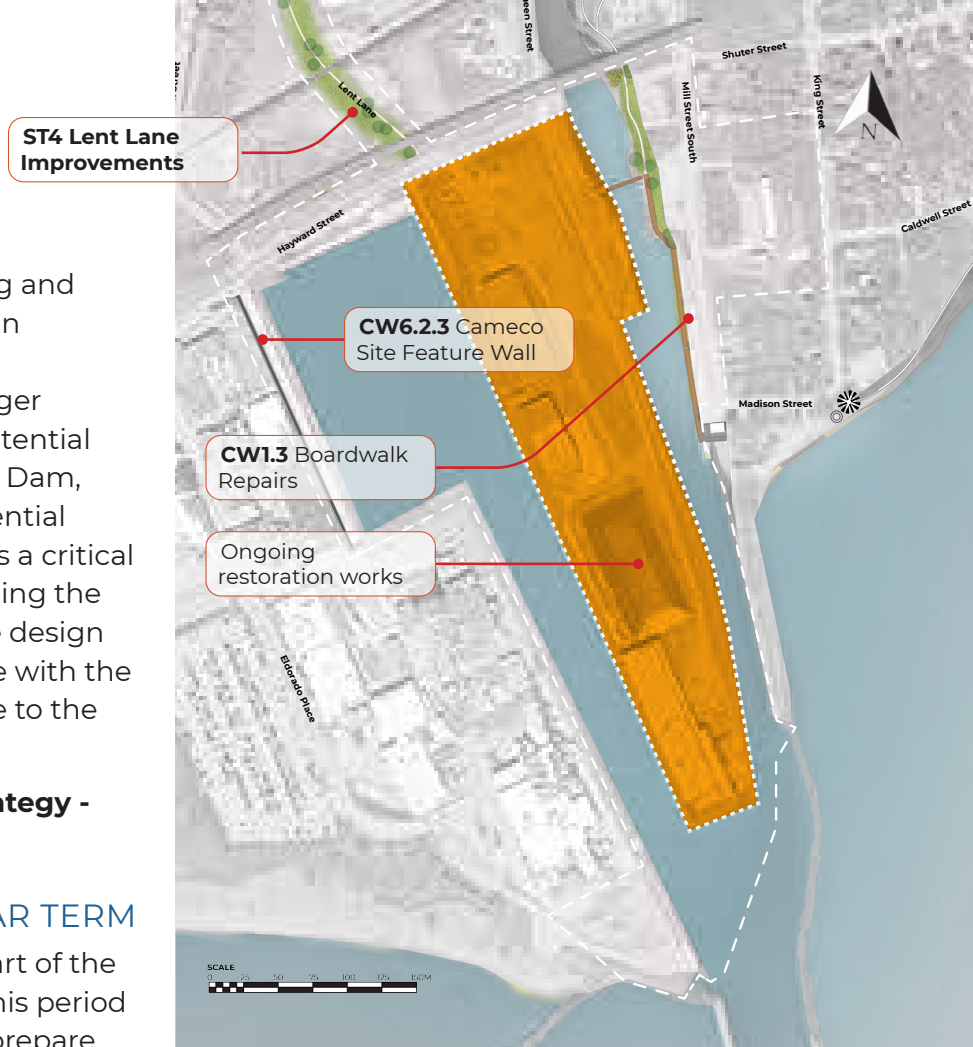
See **Figure 6-1 Implementation Strategy - Near Term**.

## CENTRAL WATERFRONT - NEAR TERM

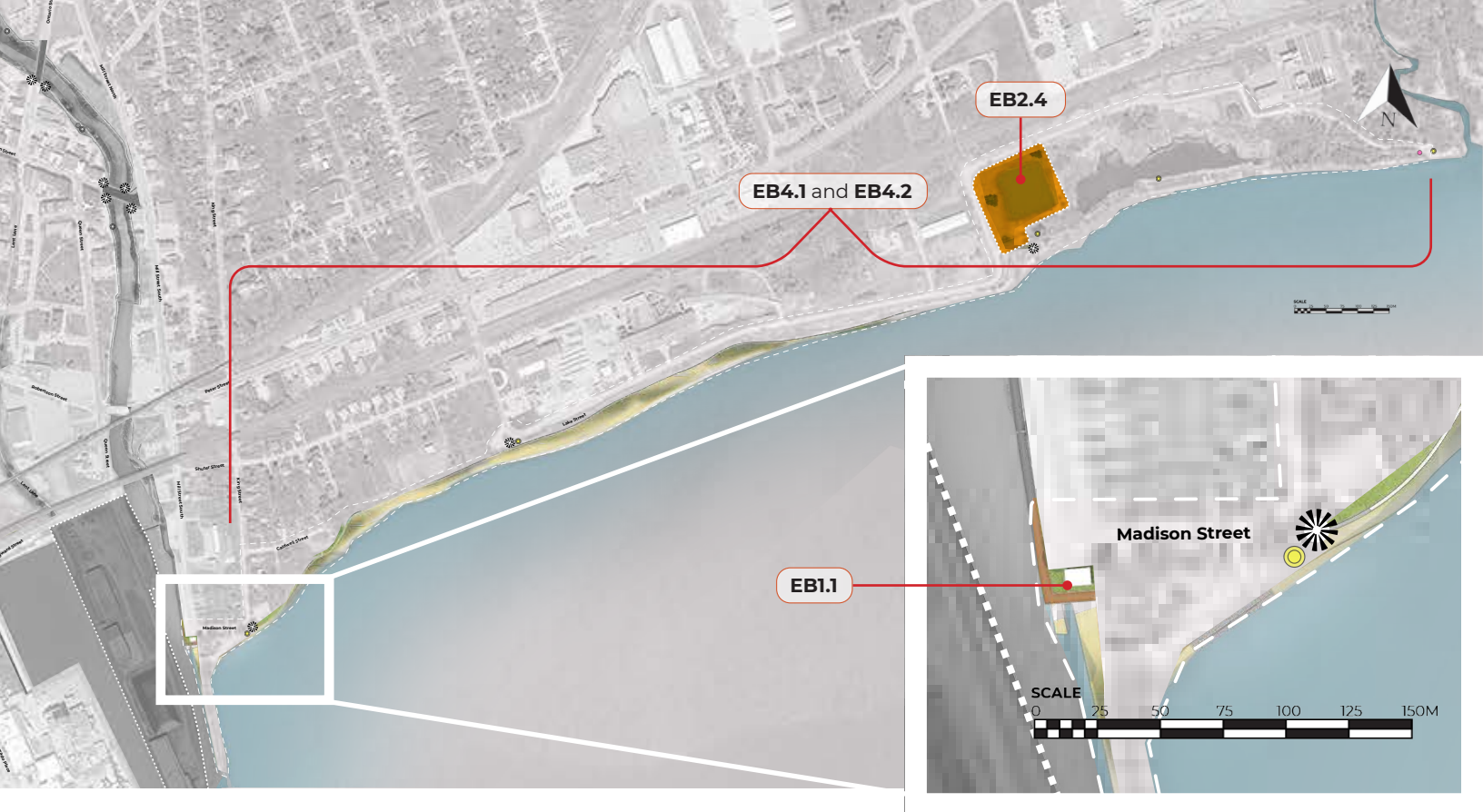
- Ongoing restoration works as part of the PHAI clean-up project. During this period the Municipality shall plan and prepare for the future use of remediated public sites.
- It may be necessary for Council to approve initiation of the EA process (see **6.2 Class Environmental Assessment Process**) for major projects during the near term as part of the critical path for future implementation.
- **CW1 Harbour Trail**
  - **CW1.3.1 East Channel Boardwalk and Waterside Public Space** urgent repairs and preliminary shoreline improvements.
- **CW6 Gateway Sites, Potential Artwork, and Interpretive Signage**
  - **CW6.2.3 Cameco Feature Wall** enhanced perimeter wall incorporating public artwork.

## Streetscape Improvements

- **ST4 Improved Lent Lane**







## EAST BEACH & WATERFRONT TRAIL - NEAR TERM

- **EB1** East Beach Programmed Beach Amenities
  - **EB1.1** Decommissioning of existing end-of-life public amenities. Short term temporary washroom facilities are recommended until new amenities are open to the public.
- **EB2** Ecologically Important Areas - A. K. Sculthorpe Marsh
  - **EB2.4 Chemetron Lagoon** works by others.
  - **EB2.5 Barrier Beach** complete an erosion survey to identify high risk areas.
- **EB4** Waterfront Trail
  - **EB4.1** Ongoing maintenance of the Waterfront Trail, with improvements for all-season usability.
  - **EB4.2** Ongoing shoreline management and protection.
- **ST3** Parking Facilities
  - **ST3.8** A. K. Sculthorpe Marsh Car Park improved parking facilities (as part of **EB2.4 Chemetron Lagoon** by others).



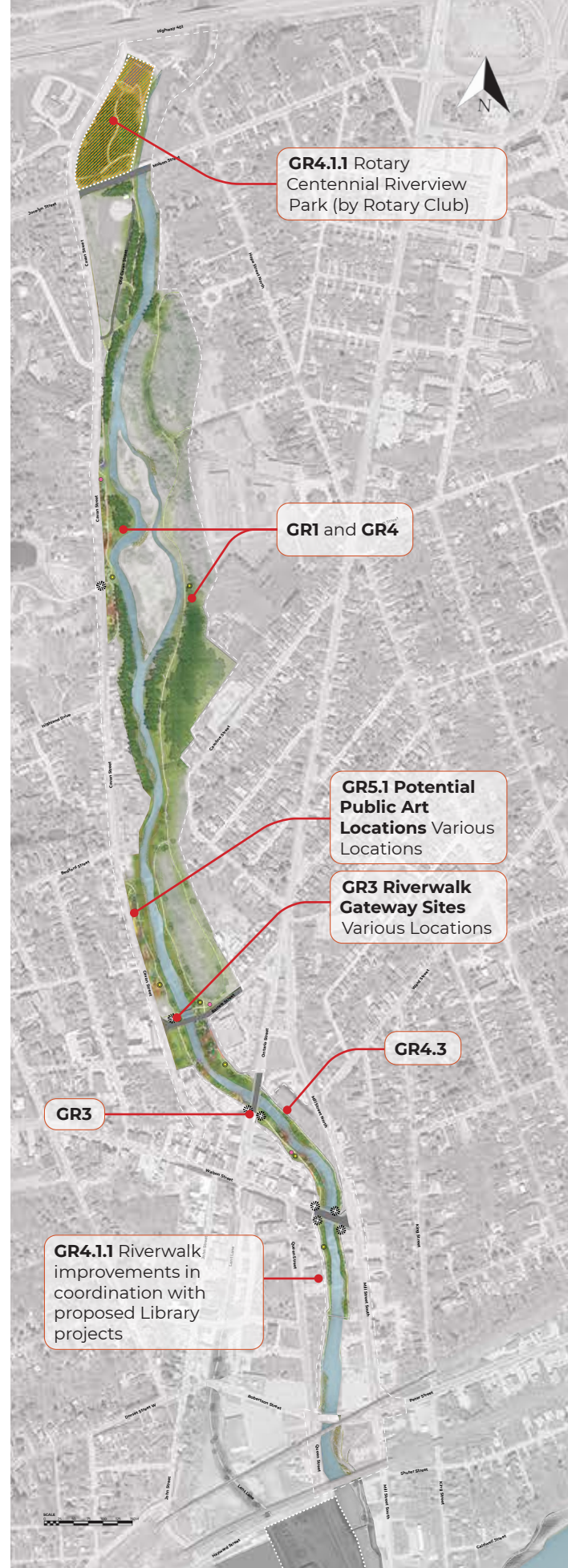
## WEST BEACH - NEAR TERM

- **WB1** Ecologically Important Areas
  - **WB1.1** Invasive Species Elimination.
  - **WB1.2** Dune System preliminary works.



## GANARASKA RIVER AND RIVERWALK - NEAR TERM

- **GR1** Works to naturalize the Ganaraska River, including:
  - **GR1.1** Early Naturalization of the River Corridor projects may involve studies and investigations, preparation of management plans, and interventions to address critical or urgent risks.
  - **GR1.2** Naturalized Landscape Treatment.
  - **GR2** Environmental Assessment (EA) process initiated for **Corbett's Dam & Fish Ladder**, and other planned works that will impact the Ganaraska River (see **6.2 Class Environmental Assessment Process**) – anticipated to be a multi-year process.
- **GR3** Riverwalk Gateway Sites along the Riverwalk (various locations) to mark entry points to the Riverwalk.
- **GR4** The Riverwalk & Hiking Trails improvements including:
  - **GR4.1** Riverwalk Improvements and trail relocation (away from the top of embankment) where required.
  - **GR4.1.1** Programming implementation in association with other Town services (e.g., Port Hope Library) and Rotary Centennial Riverview Park (works funded by Rotary Club based on preliminary design).
  - **GR4.2** Hiking Trails (gravel surface) improvements and new connections.
  - **GR4.3** Install a physical buffer to provide separation between walkers and vehicles adjacent car parks.
- **GR5** Potential Artwork and Interpretive Signage improvements including:
  - **GR5.1** Potential Public Art Locations pending consultation and commissioning of artists.
  - **GR5.2** Educational Signage, multiple locations.







**GR4.1.1** Rotary Centennial Riverview Park (by Rotary Club)

**GR1 and GR4** Riverwalk and trails improvements, including naturalization of the river corridor

**GR3 Riverwalk Gateway Sites** Various Locations

**GR5 Potential Artwork and Interpretive Signage** Various Locations

**GR4.3** Potential buffer / protection from adjacent parking lots

**EB2.4 Chemetron Lagoon** works by others

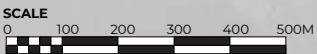
**GR4.1.1** Riverwalk improvements in coordination with proposed Library projects

**ST4 Lent Lane Improvements**

**EB1.1 Public Amenities** temporary washrooms

Ongoing restoration works

**EB1.2** Ongoing Waterfront Trail and shoreline management



**Figure 6-1** Implementation Strategy - Near Term



## MEDIUM-TERM

See **Figure 6-2 Implementation Strategy - Medium Term.**

The planning and design for the East and West Beach areas may commence during the near term to enable implementation in the medium term. Some works within the Central Waterfront not contingent on the PHAI remediation (such as works to the west side of the Inner Harbour) may also be planned for this stage.

It is anticipated that a thorough consultation process, seeking input from a wide range of users, as well as those responsible for the conservation, protection, and maintenance of the Lake Ontario shoreline will be required as part of this process. It is possible that some works may be brought forward based on demand, budget, and critical path relationships with other WRMP and Municipal projects.

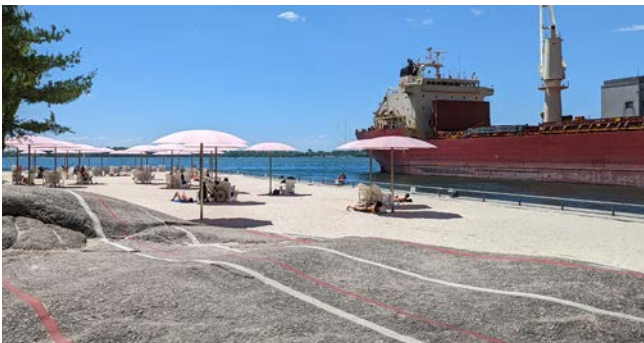
The EA process for complex projects will likely be ongoing throughout the medium term.



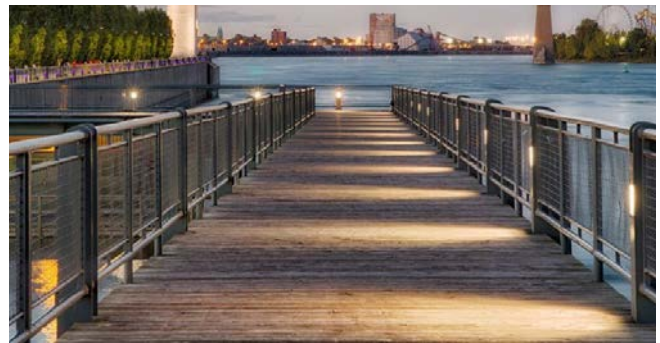
Harbour Plaza



Flexible Use



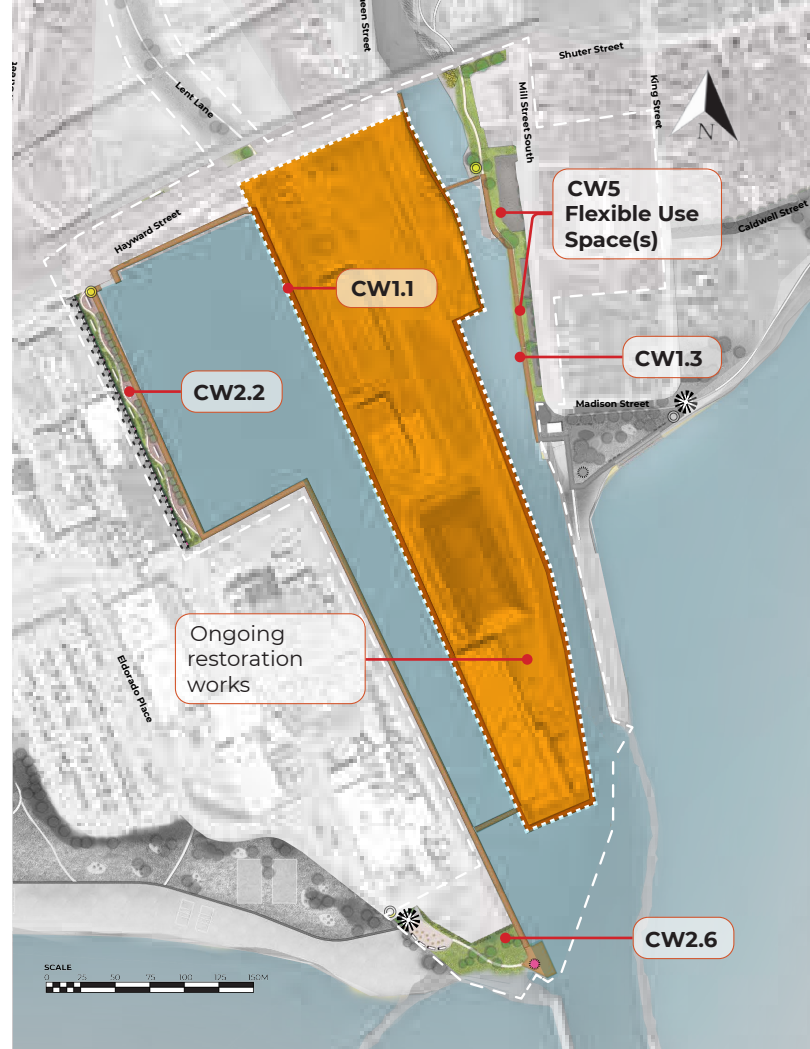
Harbour Plaza



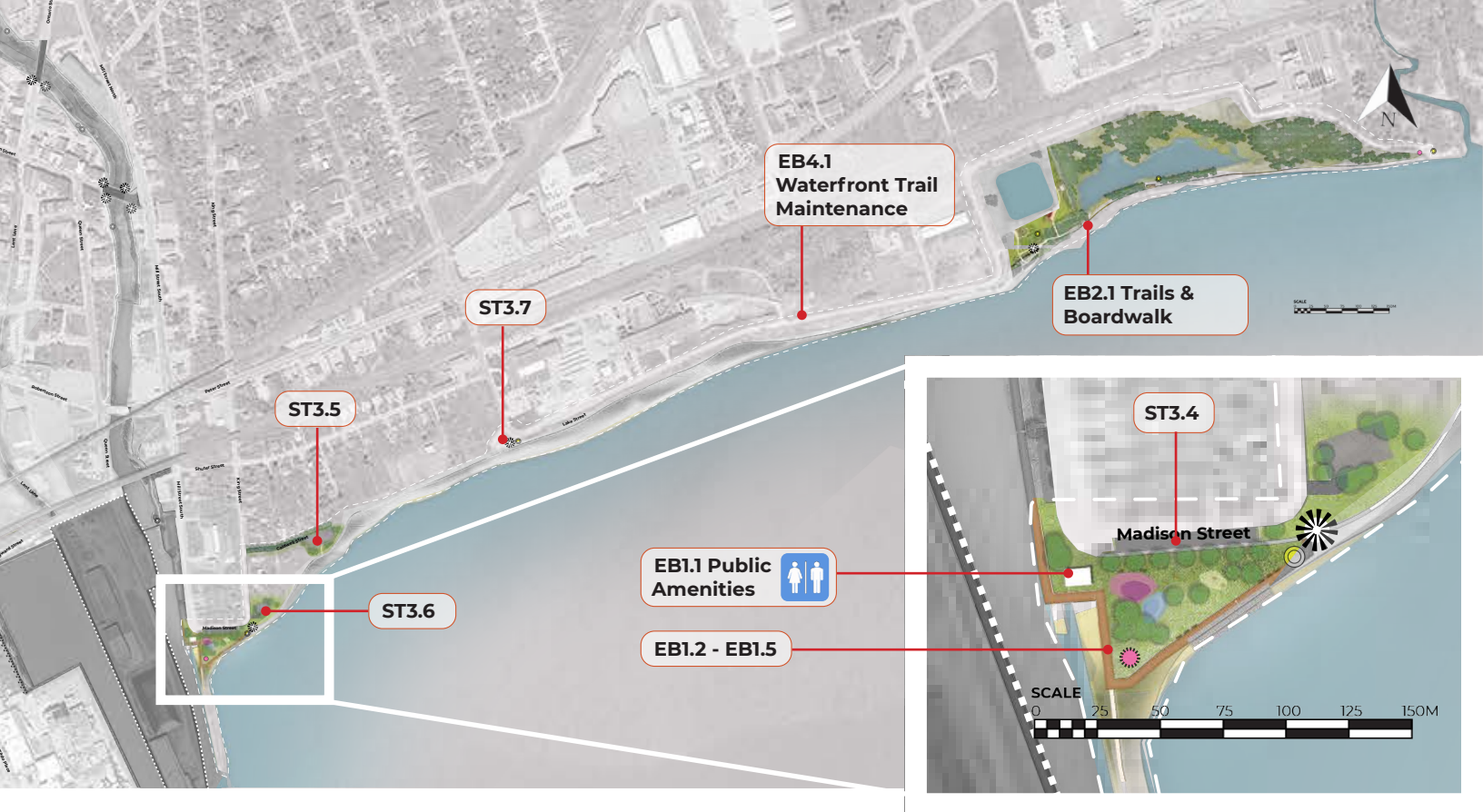
Waterside Promenade

## CENTRAL WATERFRONT - MEDIUM TERM

- Ongoing restoration works as part of the PHAI clean-up project. During this period the Municipality shall plan and prepare for the future use of remediated public sites.
- EA process underway for major projects during the near term as part of the critical path for future implementation.
- **CW1 Harbour Trail**
  - **CW1.1** Waterside Promenade / Boardwalk around the Centre Pier and Inner Harbour.
  - **CW1.3** East Channel Boardwalk and Waterside Public Space (continued from near term repair works).
- **CW2 Public Open Space (Parks & Plazas)**
  - **CW2.2** Inner Harbour Plaza comprising a widened waterside plaza to the west side of the inner harbour.
  - **CW2.6** Lookout Park on the west side of the Inner Harbour, with lookout point over Lake Ontario.
- **CW4 Inner Harbour**
  - **CW4.1** Commence study process for potential marina.
- **CW5 Flexible Use Space(s)**
  - **CW5.2** and **CW5.3** Rationalized Mill Street car park to accommodate on-peak parking, and off-peak events or other uses, increasing usable waterside public space along the east bank of the mouth of the Ganaraska (Eat Channel)
- **ST4 Lent Lane Improvements**







## EAST BEACH & WATERFRONT TRAIL - MEDIUM TERM

- **EB1** East Beach Programmed Beach Amenities
  - **EB1.1** Construction of new Public Amenities.
  - **EB1.2** to **EB1.5** range of leisure and recreational amenities.
- **EB2** Ecologically Important Areas - A. K. Sculthorpe Marsh
  - **EB2.1** and **EB2.2** Trail circuit around the Marsh with a protected path along Lake Street.
- **EB4** Waterfront Trail
  - **EB4.1** Ongoing maintenance of the Waterfront Trail, with improvements for all-season usability.
  - **EB4.2** Ongoing shoreline management and protection.
- **ST3** Parking Facilities
  - **ST3.4** Madison Street Car Park improved parking facilities.
  - **ST3.5** King Street Car Park improved parking facilities.
  - **ST3.6** Caldwell Street Car Park improved parking facilities.
  - **ST3.7** Hope Street Car Park improved parking facilities.



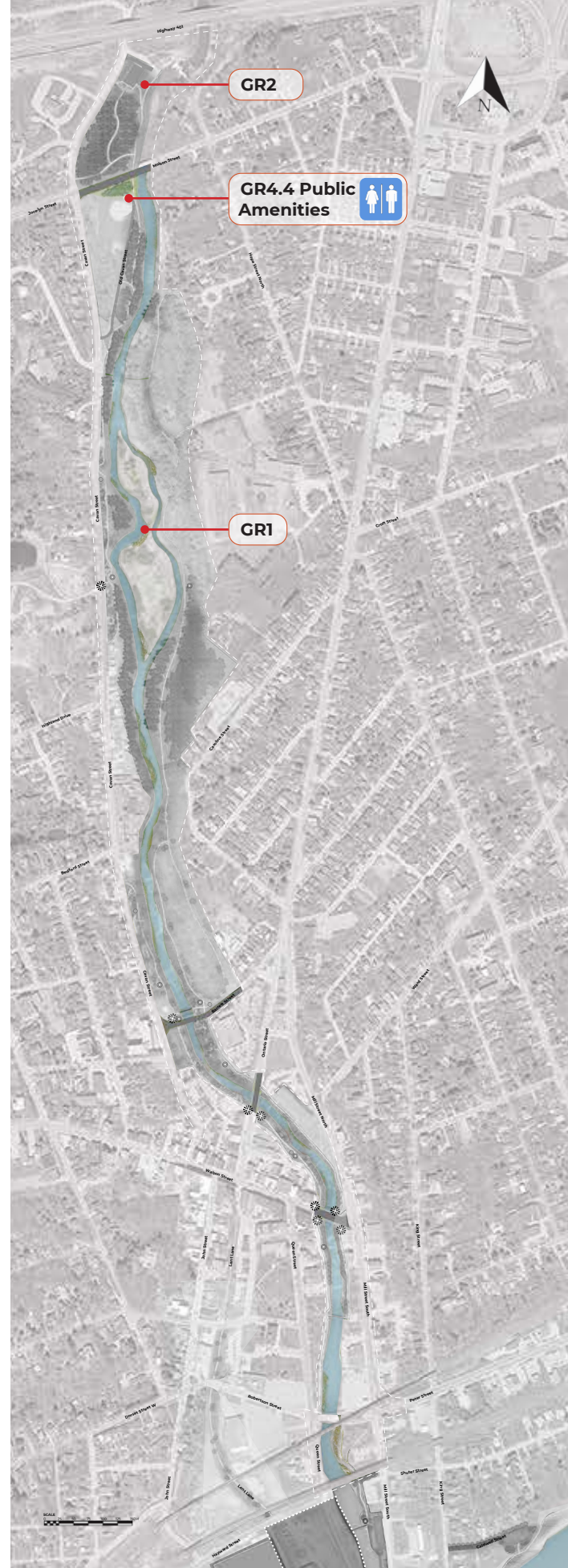
## WEST BEACH - MEDIUM TERM

- **WB1** Ecologically Important Areas
  - **WB1.2** Dune System ongoing establishment to the Lake Ontario Shoreline.
  - **WB1.3** Raised Boardwalk providing access and lookout points, with interpretive signage and areas to sit.
- **WB2** West Beach (West)
  - **WB2.1** Construction of new Public Amenities.
  - **WB2.2** to **WB2.4** range of leisure and recreational amenities.
- **WB3** West Beach (East)
  - **WB3.1** Construction of new Public Amenities.
  - **WB3.2** to **WB3.4** range of leisure and recreational amenities.
- **ST3** Parking Facilities
  - **ST3.9** West Beach (West) Car Park improved parking facilities.
  - **ST3.10** West Beach (East) Car Park new parking facilities.

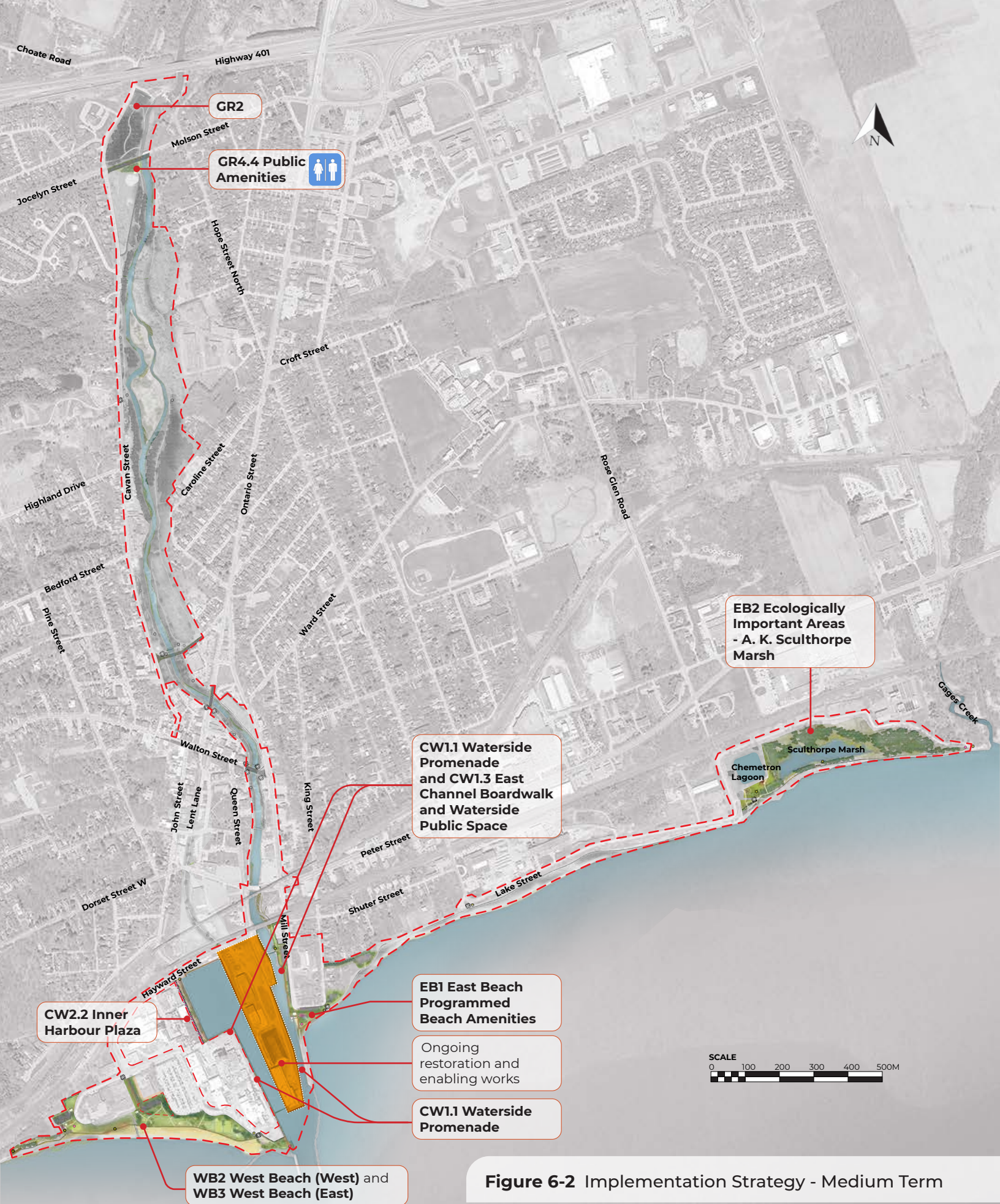


## GANARASKA RIVER AND RIVERWALK - MEDIUM TERM

- **GRI** Works to naturalize the Ganaraska River, including:
  - **GRI.1** Ongoing Naturalization of the River Corridor.
  - **GR2** Environmental Assessment (EA) process underway for **Corbett's Dam & Fish Ladder**, and other planned works that will impact the Ganaraska River (see **6.2 Class Environmental Assessment Process**) – anticipated to be a multi-year process.
- **GR4.4** Public Amenities new washroom facilities to serve the northern extent of the Riverwalk.







**Figure 6-2 Implementation Strategy - Medium Term**



## LONG-TERM

See **Figure 6-3 Implementation Strategy - Long Term.**

The Central Waterfront, and many of the Street Improvements projects have been identified as long term projects, largely in relation to the ongoing PHAI remediation works, higher capital costs, and significant further studies required (e.g., EAs, flood risk, business case, traffic impact and road safety, etc) to determine the feasibility and identification of the preferred solution.

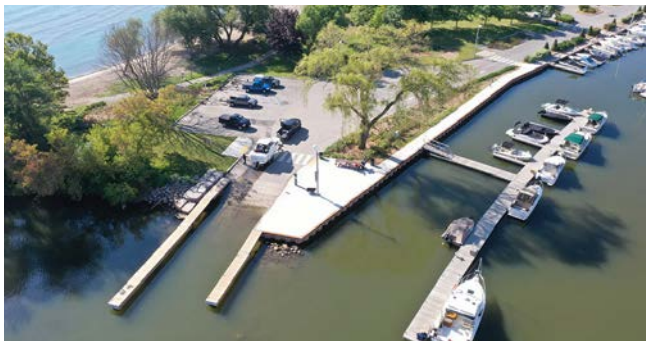


Public Open Space



Mixed-use

Source: google streetview



Boat Launch

Source: <https://bronteconstruction.ca/bronte-inner-harbour-rehabilitation/>



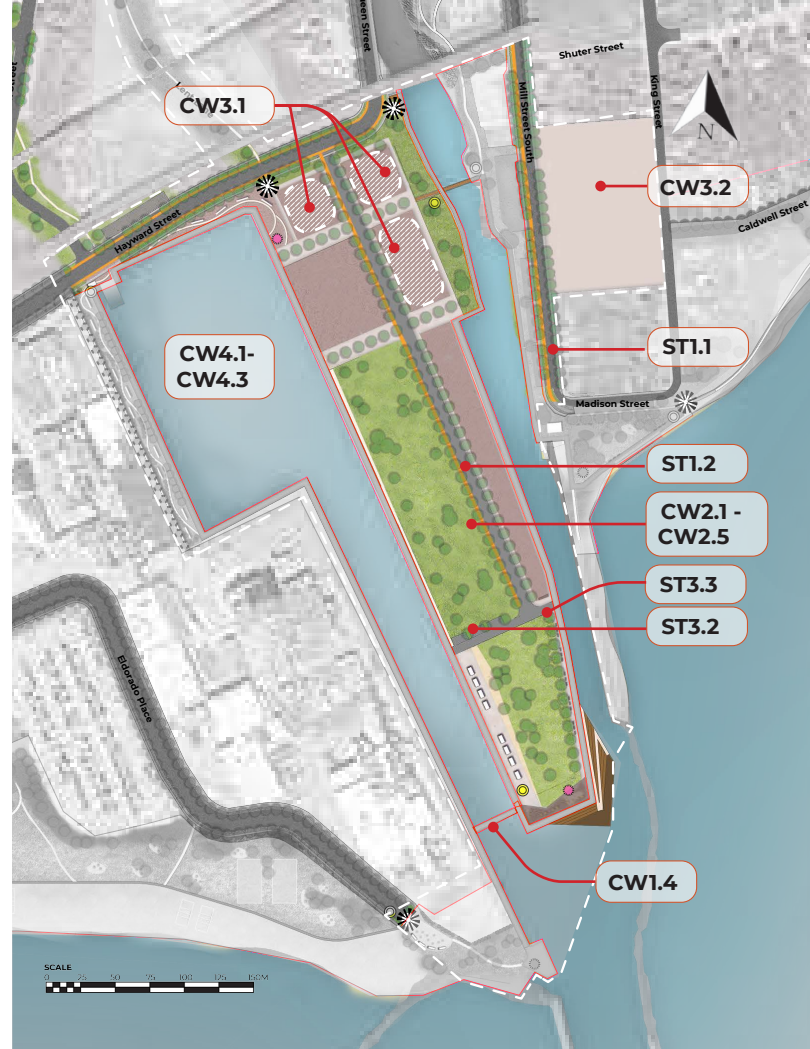
Footbridge

Source: <https://www.waterfrontoronto.ca/our-projects/footbridges>

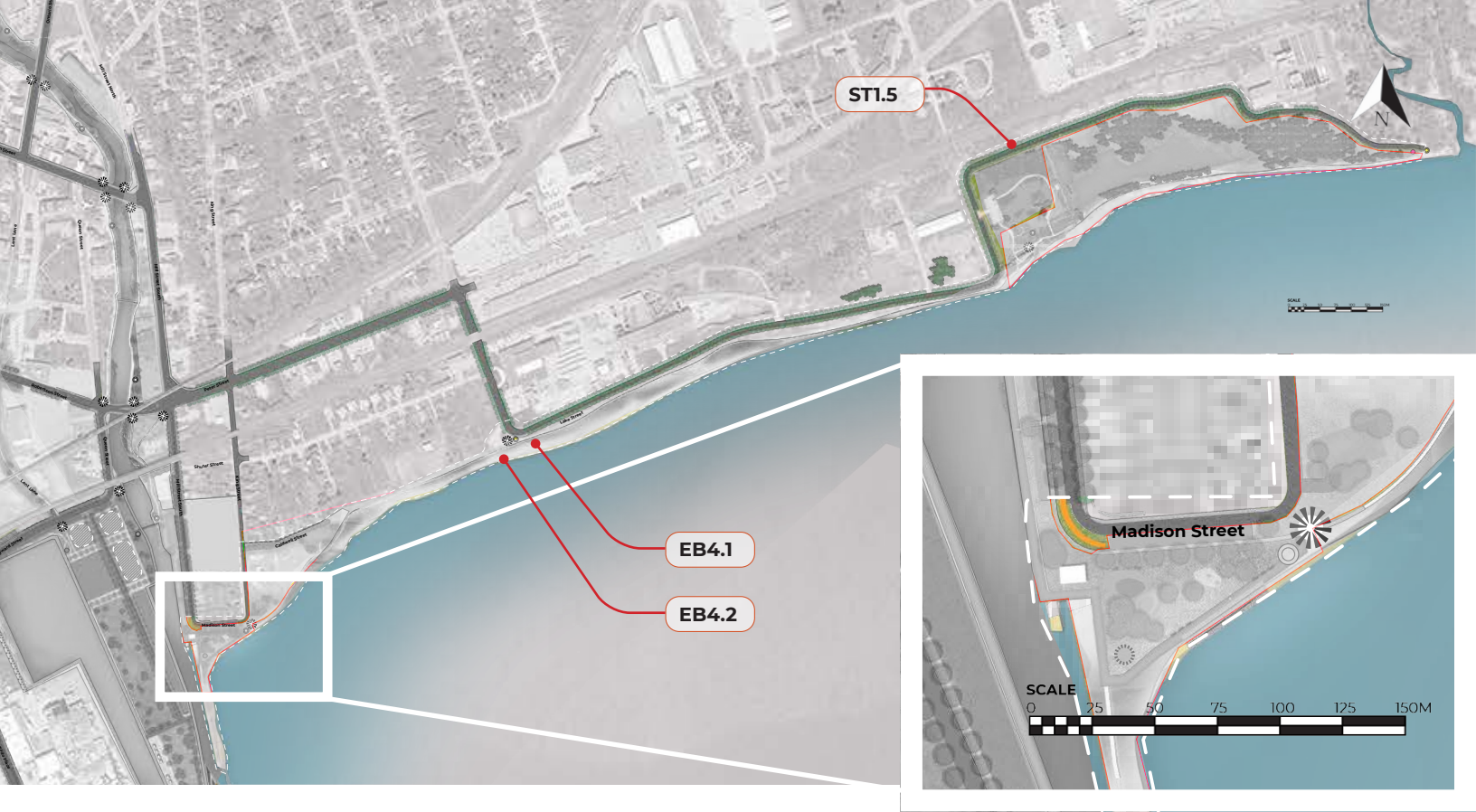
## CENTRAL WATERFRONT - LONG TERM

Centre Pier & Mill Street Completion of cleanup of Centre Pier will enable future redevelopment of this prime waterside site.

- **CW1 Harbour Trail**
  - **CW1.4 Inner Harbour Footbridge**  
Potential pedestrian footbridge over Inner Harbour.
- **CW2 Centre Pier Public Open Space (Parks & Plazas).**
  - **CW2.1 to CW2.5** Range of open spaces including parks and plazas..
- **CW3 New buildings and facilities (public and private)**
  - **CW3.1** Centre Pier development including **Potential Building(s)** (public and private).
  - **CW3.2** Potential Mixed-Use Development on Mill Street.
- **CW4 Inner Harbour**
  - **CW4.1** Potential Marina, including a service dock, and relocation of the boat launch and boat trailer parking from Mill Street to the Inner Harbour.
  - **CW4.2** Potential Boat Launch in coordination with the marina.
  - **CW4.3** East Channel Modification
- **ST1 Streetscape Improvements to follow **Complete Streets** principles.**
  - **ST1.1** Mill Street South and **ST1.3** Hayward Street
  - **ST1.2** Centre Pier New Road
- **ST3 Parking Facilities**
  - **ST3.2** Centre Pier Parking
  - **ST3.3** Potential Boat Trailer Parking Relocation in coordination with the marina.
- **ST5** Potential realignment of Hayward Street north of the railway.







## EAST BEACH - LONG TERM

- **EB2** Ecologically Important Areas - A. K. Sculthorpe Marsh
  - **EB2.5** Monitor and maintain Barrier Beach
- **EB4** Waterfront Trail
  - **EB4.1** Ongoing maintenance of the Waterfront Trail, with improvements for all-season usability.
  - **EB4.2** Ongoing shoreline management and protection along the reach.
- **ST1** Streetscape Improvements to follow **Complete Streets** principles.
  - **ST1.5** Lake Street



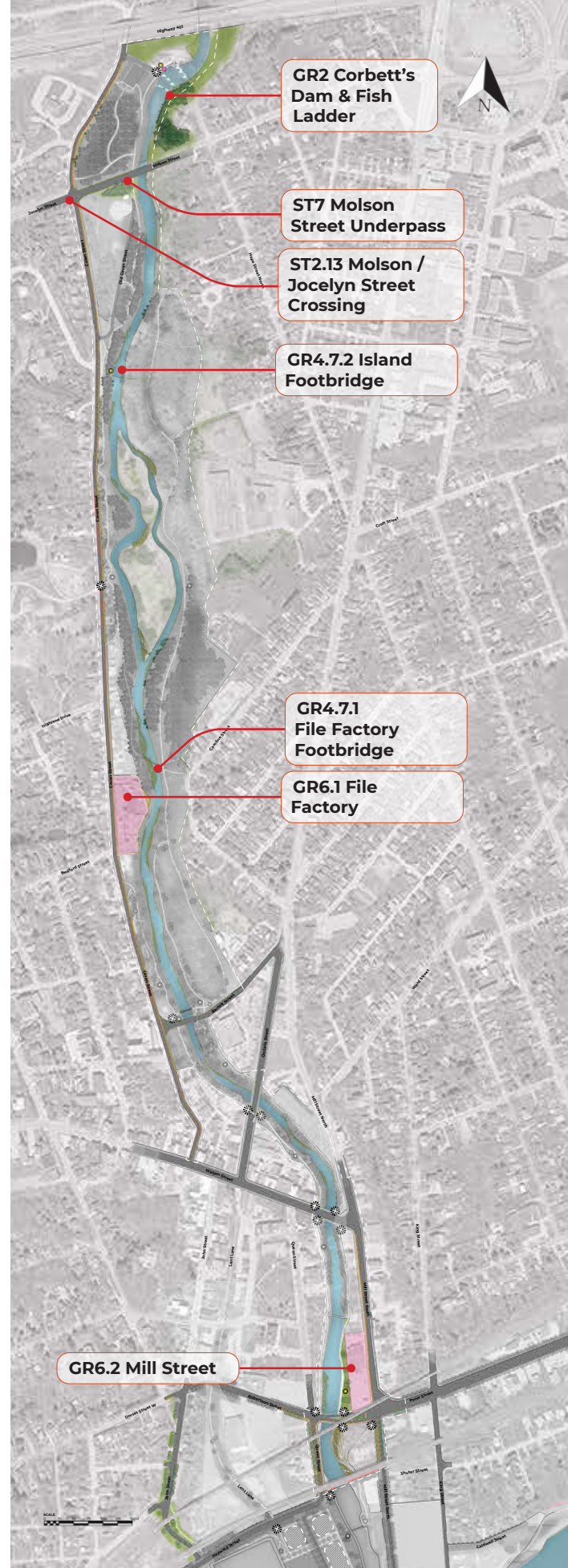
## WEST BEACH - LONG TERM

- **WB1** Ecologically Important Areas
  - **WB1.2** Dune System ongoing management to the Lake Ontario Shoreline.
- **ST1** Streetscape Improvements to follow **Complete Streets** principles.
  - **ST1.6** Hayward Street, Choate Street, Marsh Street, and Eldorado Place

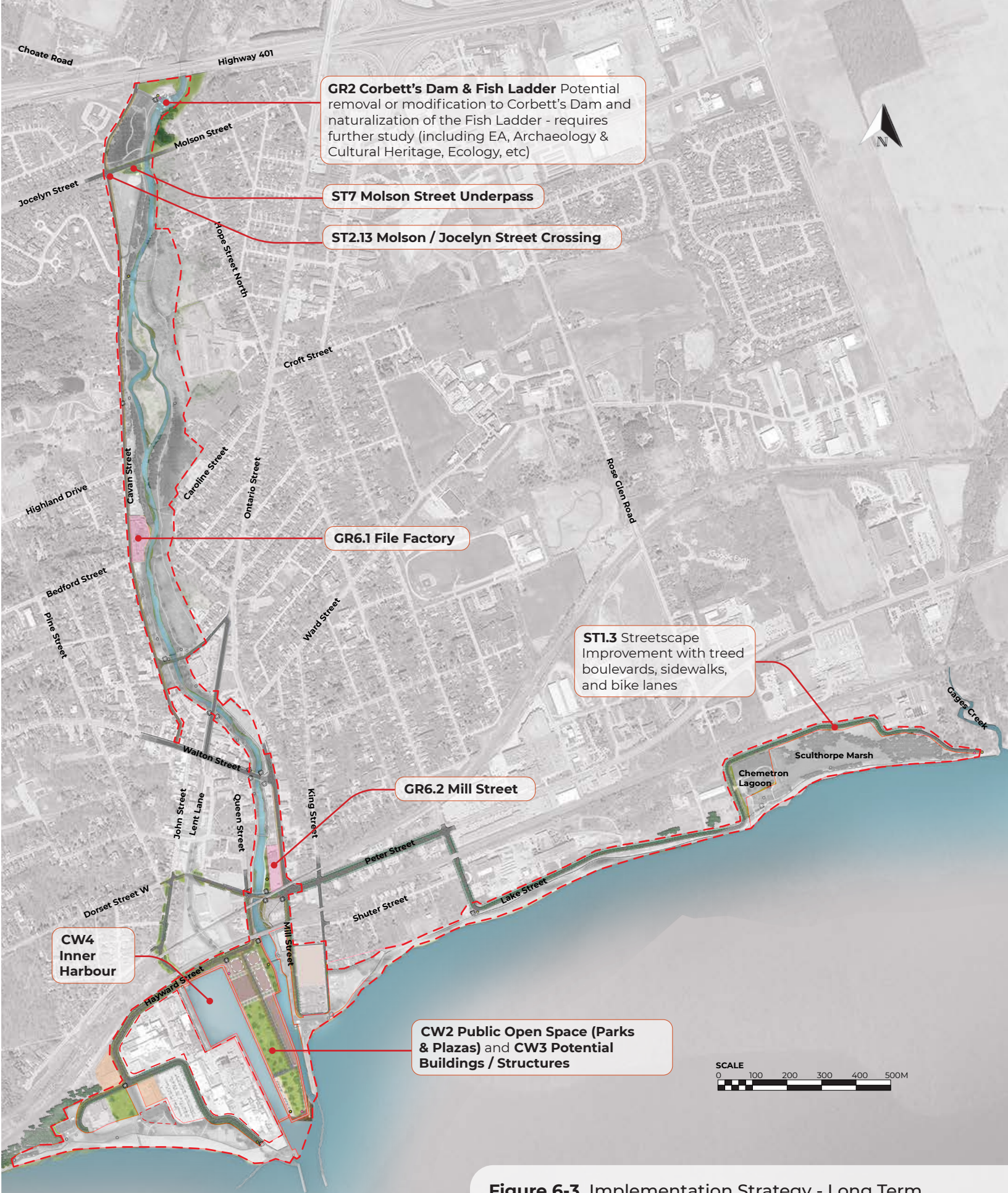


## GANARASKA RIVER AND RIVERWALK - LONG TERM

- **GR2** Corbett's Dam & Fish Ladder  
Implementation of recommendations from the EA for the Dam.
- **GR4** Riverwalk Footbridges over the Ganaraska
  - **GR4.7.1** File Factory Footbridge
  - **GR4.7.2** Island Footbridge
- **GR6** Redevelopment / Adaptive Reuse Opportunity
  - **GR6.1** File Factory
  - **GR6.2** Mill Street
- **ST1** Streetscape Improvements to follow **Complete Streets** principles.
  - **ST1.7** Mill Street Protected Bike Lane
  - **ST1.8** Cavan Street Protected Bike Lane
  - **ST1.9** Cavan Street Sidewalk
- **ST2** Protected Crossings and where appropriate cyclist road crossings.
  - **ST2.5** to **ST2.12** improved and new protected pedestrian crossings
  - **ST2.13** Molson / Jocelyn Street Crossing
  - **ST2.14** Molson Street Crossing
- **ST7** Molson Street Underpass







**GR2 Corbett's Dam & Fish Ladder** Potential removal or modification to Corbett's Dam and naturalization of the Fish Ladder - requires further study (including EA, Archaeology & Cultural Heritage, Ecology, etc)

**ST7 Molson Street Underpass**

**ST2.13 Molson / Jocelyn Street Crossing**

**GR6.1 File Factory**

**ST1.3 Streetscape Improvement** with treed boulevards, sidewalks, and bike lanes

**GR6.2 Mill Street**

**CW4 Inner Harbour**

**CW2 Public Open Space (Parks & Plazas) and CW3 Potential Buildings / Structures**

**Figure 6-3 Implementation Strategy - Long Term**



## 9.2 CLASS ENVIRONMENTAL ASSESSMENT PROCESS

It is anticipated that within the study area several proposed WRMP projects may trigger EA assessment requirements. This would include :

- Corbett's Dam
- Inner Harbour Marina
- New bridges including pedestrian footbridges over the Ganaraska and inner harbour
- Potential pedestrian underpass (tunnel) to connect the Riverwalk under Molson Street
- Potential redevelopment of sites adjacent the Ganaraska River

The following outlines the EA process using Corbett's Dam as an example.

### **Corbett's Dam**

An interest was expressed in naturalizing the Ganaraska River and restoring fish passage through modification and/or removal of Corbett's Dam. The original purpose of the dam was to power the nearby Molson's Mill. This function of the dam was changed in 1889 by Dr. Robert Corbett in order to provide hydro-electric power generation for Port Hope until the dam was sold in 1912.



Beaver Dam



Brush Piles for Birds



Fish Ladder



Corbett's Dam

The dam is owned by the GRCA and the fishway is owned by the MNRF. Modification and/or removal of the dam is being considered for the following reasons:

- The dam does not offer any value from a flooding reduction or erosion control perspective
- The sediment transport functions of the river have been significantly impacted by the dam, starving the downstream river of sediment
- Maintaining the dam over time is costly for GRCA
- Removal of the dam would have many environmental benefits particularly regarding fish passage and expanding the diversity and numbers of fish species that could get past the dam and access the upstream sections of the river
- The dam acts as a barrier to several invasive species, particularly sea lamprey and round goby, and these functions would need to be replicated in any modifications to the structure
- The dam has historic value which could be acknowledged and preserved as a portion of the dam could remain while achieving fish passage objectives
- Modification and/or removal of the structure would support efforts to re-establish Atlantic salmon (and other fish species) in the Ganaraska River
- Removal of the dam would have cultural significance to our indigenous partners

In reviewing these potential works, it does not appear to be in the federal Impact Assessment Act Physical Activities Regulations. We understand that the site is not located on federal lands, therefore a federal Impact Assessment is not anticipated.

This work would however be subject to a provincial Class Environmental Assessment (EA) process to weigh and compare the potential outcomes of all potential alternatives. The full EA process would encapsulate a number of related studies and assessments, such as cultural heritage, archaeological, economic and safety impacts, and include public consultation to keep the public, agencies and community groups informed as the study progresses.

The first step in a Class EA is to identify the problem. This is known as Phase 1, or the problem statement. The problem statement for Corbett's Dam could be summarized as:

"Corbett's Dam is an historic dam, well over 100 years old, is no longer used for its built purpose, and does not offer any value from a flooding reduction or erosion control perspective . Given the age of this structure, its location in a natural watercourse, adjacency to Optimist Park, the MNRF-owned and operated fish ladder, and the tourism this feature attracts, the future management and use of Corbett's Dam must consider the potential opportunities and constraints related to river function, flooding, safety, cultural heritage, natural habitat and spawning impacts, public uses and aesthetics."

A preferred alternative will address the above problem statement, evaluate the long-term impacts of the action, and aim to meet the needs of the various stakeholder groups and interests.



Phase 2 of the EA process will be to identify the proper Class EA category and determine all feasible alternatives.

It is anticipated that the proposed works to Corbett's Dam will be subject to the requirements of the Conservation Authority Class Environmental Assessment for Remedial Flood and Erosion Control Projects and/or the MNRF's Class Environmental Assessment for Remedial Flood and Erosion Control Projects. The EA process will ensure that this complex project and the alternatives generated will be communicated and considered by the public and stakeholders. The project is likely to generate significant public, agency and Indigenous community interest. Indigenous and agency partners will be engaged in the development of the terms of reference for the Class EA.

Once the appropriate Class of EA has been determined, a long-list of alternatives will be developed and explored. Potential alternatives that could be examined through this EA process may include:

- Do nothing
- Repair Corbett's Dam
- Lower Dam Crest
- Incremental Decommissioning of Dam
- Naturalize Ganaraska River (Remove Dam)
- Construct In-stream Rocky Ramp/Fish Ladder Structures (Modify Dam)
- Build Off-line Dam and Naturalize Ganaraska River (Hybrid)

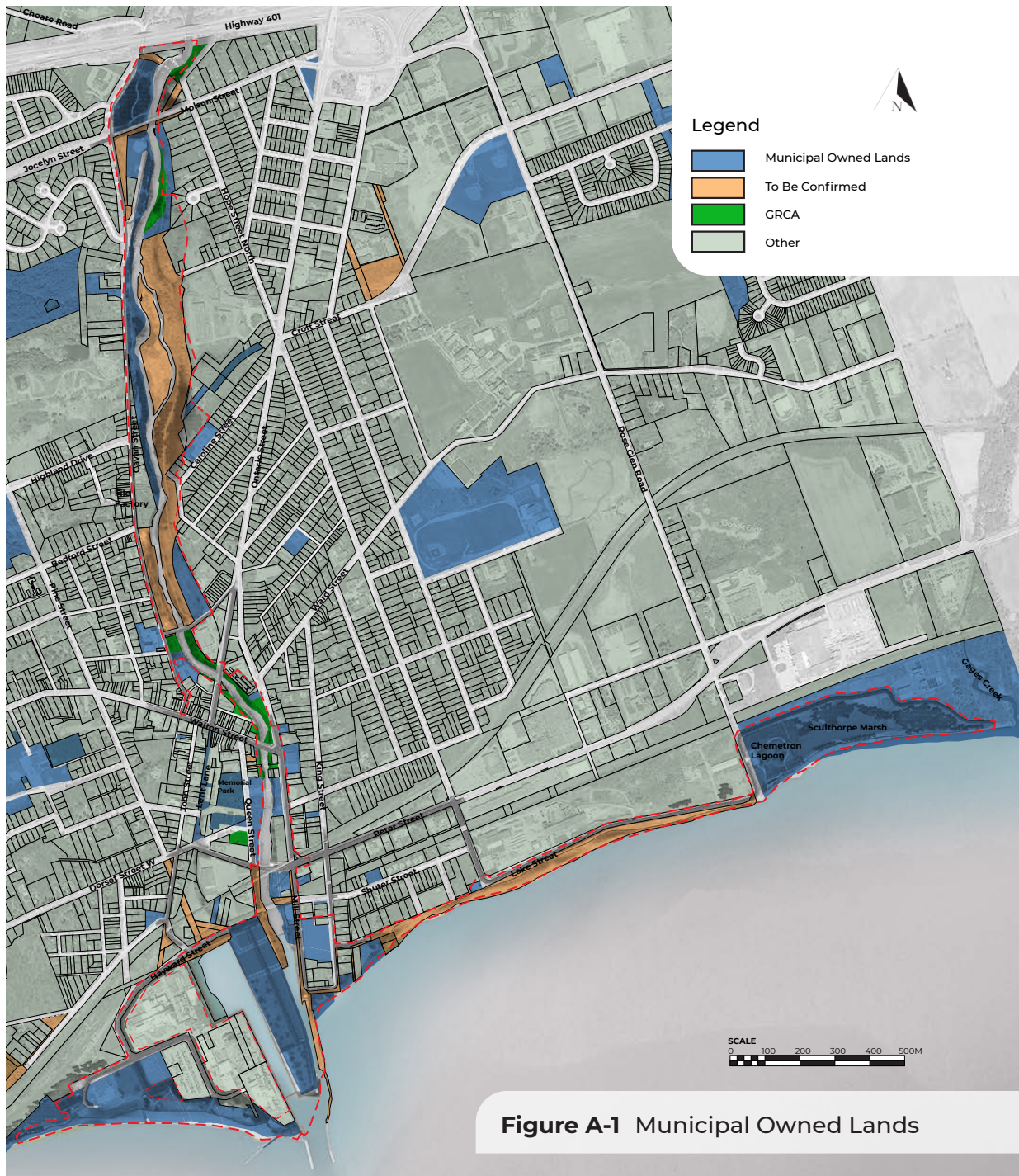
There could be instances where the dam decommissioning may require an Individual EA pursuant to the Ontario Environmental Assessment Act (EAA) if the project is complex, results in significant net environmental impacts and/or does not meet the specific requirements of a particular Class EA. This will be confirmed through the EA process in early consultation with the relevant provincial and federal agencies.

In some cases, the proponent may conclude not to continue with the project, for example, should the project have significant heritage or environmental effects which are not mitigable.



# Appendix A. Property Ownership





## A.1 PROPERTY OWNERSHIP

### MUNICIPAL OWNED LANDS

The study area extends continuously along the Lake Ontario shoreline from the western extent of West Beach to Gage Creek in the east, and along the Ganaraska River from Lake Ontario north to the 401. The focus of the WRMP is Municipal owned land (see **Figure A-1 Municipal Owned Lands**) however portions of the WRMP are in private or other ownership.

Property ownership is based on data available at the time of preparing the WRMP. Updated information is pending future land inventory assessment.





# Appendix B. Summary of Engagement

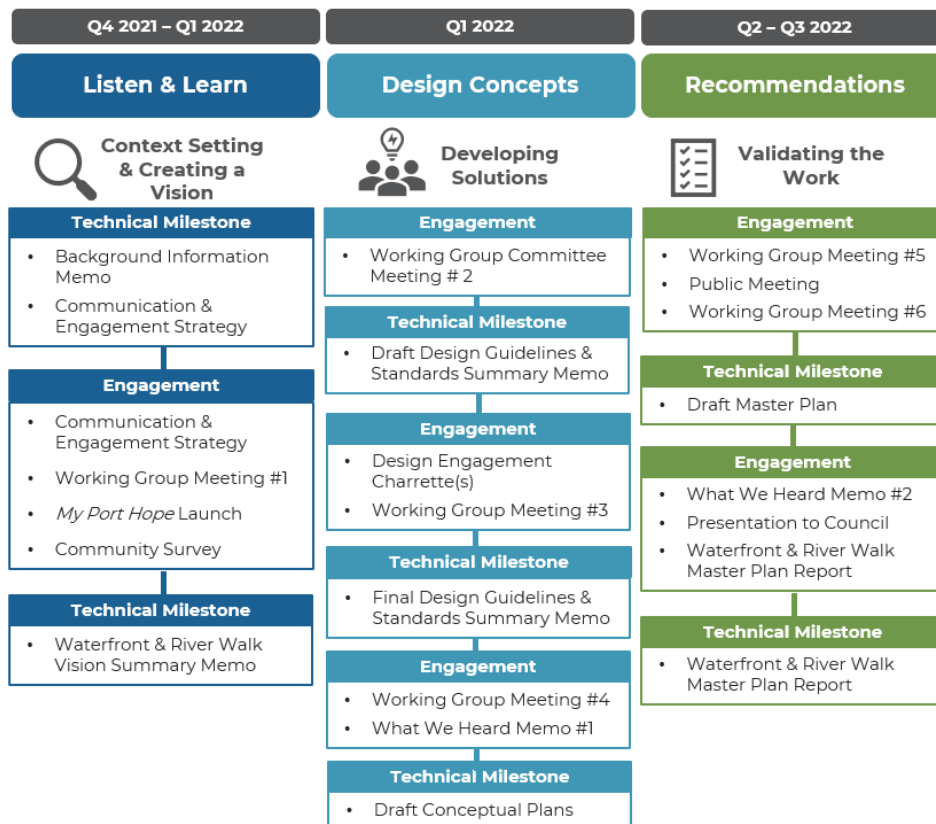


## B.1 SUMMARY OF ENGAGEMENT ACTIVITIES

### ENGAGEMENT APPROACH

The development of the WRMP has included community and stakeholder input in various forms over the course of 2021-2023. At the outside of the project a Communications & Engagement Strategy was prepared founded in the widely recognized methods of the International Association for Public Participation (IAP2).

To simplify the schedule and present an easily understandable engagement timeline to the community, a three-phase process graphic was been developed:



### Decisions influenced by Community through the Engagement Process

- Validating the Project Team’s existing understanding of the importance of the Riverwalk and Waterfront to the community and the vision for its future;
- Establishing priorities for Municipal investment into the waterfront in the short-term and long-term futures; and,
- Identifying opportunities and challenges related to land use compatibility; equitable and inclusive land use and amenity planning; safety, accessibility and connectivity; municipal, green and cultural infrastructure; public art; seasonal design; and site-wide sustainability strategies.
- Placemaking opportunities for key focus areas along the Waterfront and River Walk.
- Validate and solicit refinements to the Draft Conceptual Master Plan to refine the Project Team's work and contribute to the completion of the Draft WRMP.

## Methods of Engagement

A range of formats and mediums have been employed, including innovative approaches undertaken utilizing technology and unique connections with the community.

This resulted in feedback outcomes exceeding traditional approaches. Public and stakeholder engagement included the following:

- Communicating project objectives, scope and areas of interest through a project dedicated site hosted on MyPortHope.ca.
- Information gathering online survey utilizing interactive mapping to build an in-depth understanding of community concerns and ideas.
- Connecting with residents and interested stakeholders on the riverbank and waterfront through Walkshops, Talkshops, Designshops and other in person and online opportunities.
- Ongoing conversations with Indigenous communities including meetings, sharing of resources, educational trainings, site walks and observation reports.
- Summary of “What We Have Heard” memos and circulation of concepts.
- Engagement with local schools and Trinity College School with students developing concepts and environmental conversations.
- Hosting a project Open House in November 2022.
- Meeting with community interest groups and presentations at groups meetings as well as delegations to the WRWG.

## WHAT WE HEARD

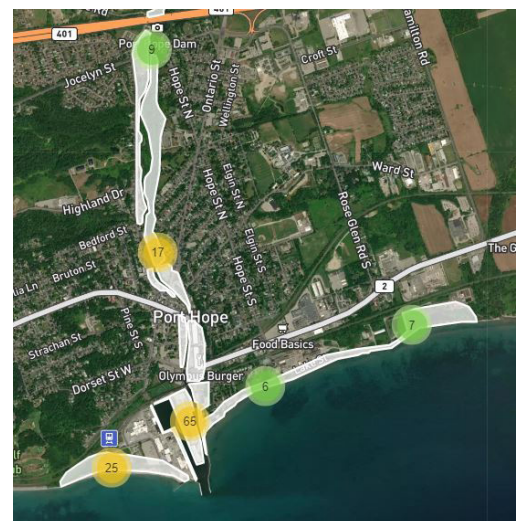
### January 2022 - Online Survey

The online survey received a total of 828 visits, of which 57 participants contributed feedback in the form of placing pins on the WRMP area map, providing written accounts of issues, and contributing to ideas.

Detailed summary and record of feedback received and is provided in **Appendix B.1 Online Survey ' What We Heard'**.

Common themes that were identified through the survey included:

- Great appreciation for the extent of trails available for public use. Desire to provide more access points and looped routes (including footbridges) to improve connectivity, as well as works to improve trail condition for year-round use.
- Desire for a forward-looking, big, bold ideas to beautify, celebrate, and invigorate the waterfront and river corridor.





- Desire for recreational opportunities, in particular in relation to West Beach, as well as fitness equipment, and improved cycling facilities.
- Desire for more public washrooms.
- Desire for all-ages amenities, with emphasis on aging population and improved amenities for younger children.
- Desire for a range of event spaces (e.g., markets, gazebos/pavilions, picnic areas, expansion of 'Float Your Fanny Down the Ganny', ceremonial gathering spaces, etc) - noting potential for revenue streams through rentals, as well as commercial opportunities (e.g., cafes, retail, etc).
- Support of naturalization of the river corridor, use of native planting species, and protection of ecologically important areas. Consideration to be given to the future of Corbett's Dam. All proposals to give due consideration to flooding and ice flows.
- Consideration to be given to community participation / gardening opportunities, and potential for a 'garden path'.
- Ideas for cultural features, commemoration, and public art, including Indigenous heritage, and potential for gallery spaces. Consideration to be given to educational signage, including audio tours, etc.
- Concern around the relationship with the Cameco site, including air quality impacts, and potential for screening / buffers.
- Consideration to be given to a potential marina for the Inner Harbour.
- Consideration to be given to the future of the Former Fire Hall Museum site.

### **Spring 2022 - Public Designshop**

An in-person drop-in session staffed by members of the project team to seek feedback on whether the community is supportive of the emerging Conceptual Master Plan. Preliminary plans illustrating early ideas and spatial arrangement of features and land uses, organized by focus area were presented as a series of boards.

Participants were able to provide feedback through a variety of means, including completion of feedback forms available at the session, discussion with members of the project team, and online via MyPortHope.ca, as well as emailed comments directly to the Municipality's project team.

Detailed summary and record of feedback received and is provided in **Appendix B.2 Public Designshop ' What We Heard'**.

Common themes identified through the feedback received on the Conceptual Master Plan included:

### **GENERAL COMMENTS**

- Need for improved guidance on etiquette and measures to reduce littering.
- Support for naturalized landscape treatments and sustainable building.

- Desire for measures to improve user safety and comfort, including improved trail surfaces, lighting, signage, and potential CCTV.
- Trails should loop and existing dead ends are to be addressed.
- Desire to see a differentiation between East Beach and West Beach in terms of amenities and primary land uses (e.g., leisure and family for East Beach, recreation for West Beach).

## CENTRAL WATERFRONT

- Requirement to consider floor risk in any proposal for the Centre Pier.
- Desire to increase the ratio of public open space, with an emphasis on parks (green space, potentially naturalized) compared to potential new buildings.

**Waterfront & Riverwalk Master Plan**  
Shape the future design of your waterfront!  
Design Workshop April 23rd, 2022

**Project Overview**

The purpose of the Port Hope Waterfront & Riverwalk Master Plan is to develop a comprehensive conceptual framework and strategic vision for the waterfront area. The Plan will guide development and investment in the waterfront area, ensuring that the waterfront is a vibrant, accessible, and sustainable part of the community.

**Emerging Vision: What We Heard**

Based on what has been heard through our consultation, studies and background research, we have identified a shared vision and a set of guiding principles. A shared subject for discussion for the community and other stakeholders is to create a waterfront that is a vibrant, accessible, and sustainable part of the community.

**Steps on our path to the vision:**

- 1. Visioning: Establishing the vision and guiding principles.
- 2. Conceptual Framework: Developing a conceptual framework for the waterfront.
- 3. Strategic Plan: Developing a strategic plan for the waterfront.
- 4. Implementation: Implementing the strategic plan.

**Project Timeline**

The project timeline is as follows:

- Phase 1: Visioning (April 2022 - June 2022)
- Phase 2: Conceptual Framework (July 2022 - September 2022)
- Phase 3: Strategic Plan (October 2022 - December 2022)
- Phase 4: Implementation (January 2023 - Ongoing)

**Central Waterfront**  
Shape the future design of your waterfront!  
Design Workshop April 23rd, 2022

**Design Objectives**

- 1. Create a vibrant, accessible, and sustainable waterfront.
- 2. Provide a mix of land uses, including residential, commercial, and recreational.
- 3. Enhance the waterfront's natural and cultural heritage.
- 4. Improve the waterfront's infrastructure, including trails, parking, and public services.

**Design Opportunities**

- 1. Create a new public square.
- 2. Develop a new park.
- 3. Enhance the waterfront's natural and cultural heritage.
- 4. Improve the waterfront's infrastructure, including trails, parking, and public services.

**Design Vision**

The design vision for the Central Waterfront is a vibrant, accessible, and sustainable waterfront that provides a mix of land uses, including residential, commercial, and recreational. The waterfront's natural and cultural heritage is enhanced, and its infrastructure is improved, including trails, parking, and public services.

**West Beach**  
Shape the future design of your waterfront!  
Design Workshop April 23rd, 2022

**Design Objectives**

- 1. Create a vibrant, accessible, and sustainable waterfront.
- 2. Provide a mix of land uses, including residential, commercial, and recreational.
- 3. Enhance the waterfront's natural and cultural heritage.
- 4. Improve the waterfront's infrastructure, including trails, parking, and public services.

**Design Opportunities**

- 1. Create a new public square.
- 2. Develop a new park.
- 3. Enhance the waterfront's natural and cultural heritage.
- 4. Improve the waterfront's infrastructure, including trails, parking, and public services.

**Design Vision**

The design vision for West Beach is a vibrant, accessible, and sustainable waterfront that provides a mix of land uses, including residential, commercial, and recreational. The waterfront's natural and cultural heritage is enhanced, and its infrastructure is improved, including trails, parking, and public services.

**East Beach & Sculthorpe Marsh**  
Shape the future design of your waterfront!  
Design Workshop April 23rd, 2022

**Design Objectives**

- 1. Create a vibrant, accessible, and sustainable waterfront.
- 2. Provide a mix of land uses, including residential, commercial, and recreational.
- 3. Enhance the waterfront's natural and cultural heritage.
- 4. Improve the waterfront's infrastructure, including trails, parking, and public services.

**Design Opportunities**

- 1. Create a new public square.
- 2. Develop a new park.
- 3. Enhance the waterfront's natural and cultural heritage.
- 4. Improve the waterfront's infrastructure, including trails, parking, and public services.

**Design Vision**

The design vision for East Beach & Sculthorpe Marsh is a vibrant, accessible, and sustainable waterfront that provides a mix of land uses, including residential, commercial, and recreational. The waterfront's natural and cultural heritage is enhanced, and its infrastructure is improved, including trails, parking, and public services.

**Riverwalk Downtown**  
Shape the future design of your waterfront!  
Design Workshop April 23rd, 2022

**Design Objectives**

- 1. Create a vibrant, accessible, and sustainable waterfront.
- 2. Provide a mix of land uses, including residential, commercial, and recreational.
- 3. Enhance the waterfront's natural and cultural heritage.
- 4. Improve the waterfront's infrastructure, including trails, parking, and public services.

**Design Opportunities**

- 1. Create a new public square.
- 2. Develop a new park.
- 3. Enhance the waterfront's natural and cultural heritage.
- 4. Improve the waterfront's infrastructure, including trails, parking, and public services.

**Design Vision**

The design vision for Riverwalk Downtown is a vibrant, accessible, and sustainable waterfront that provides a mix of land uses, including residential, commercial, and recreational. The waterfront's natural and cultural heritage is enhanced, and its infrastructure is improved, including trails, parking, and public services.

**Riverwalk North**  
Shape the future design of your waterfront!  
Design Workshop April 23rd, 2022

**Design Objectives**

- 1. Create a vibrant, accessible, and sustainable waterfront.
- 2. Provide a mix of land uses, including residential, commercial, and recreational.
- 3. Enhance the waterfront's natural and cultural heritage.
- 4. Improve the waterfront's infrastructure, including trails, parking, and public services.

**Design Opportunities**

- 1. Create a new public square.
- 2. Develop a new park.
- 3. Enhance the waterfront's natural and cultural heritage.
- 4. Improve the waterfront's infrastructure, including trails, parking, and public services.

**Design Vision**

The design vision for Riverwalk North is a vibrant, accessible, and sustainable waterfront that provides a mix of land uses, including residential, commercial, and recreational. The waterfront's natural and cultural heritage is enhanced, and its infrastructure is improved, including trails, parking, and public services.



- Celebrate the industrial heritage of Centre Pier, including history of rail, potentially through reuse of reclaimed building materials and potential for a museum.
- Support for public art and event spaces, including potential year round market.
- Support for improved and continuous access to the water's edge.
- Support for some commercial development, offering relevant amenities (e.g., cafes, entertainment venues, pop-up retail, event space). New buildings to be sustainable.
- Consideration to be given to a swimming pier.
- Desire to increase convenient public parking, in the surrounding area, maintaining the Centre Pier as primarily pedestrian.
- Desire for improved public and active transit connectivity, including continuity with surrounding trails.
- Desire to increase screening of Cameco site, primarily through tree planting and use of berms.
- Consideration to be given to accommodate of anglers to limit conflict with other users.
- Support for a marina / yacht club for the inner harbour.

## EAST BEACH

- Support for improved water access, variable preference for natural vs. formalized (accessible) water edge treatment.
- Address erosion and poor trail condition along the Lake Ontario shoreline, Waterfront Trail and to A.K. Sculthorpe Marsh.
- Preference for community scaled spaces and amenities - concern that the area may be overwhelmed if there is an increase in users.
- Desire for lower impact recreational and leisure amenities to East Beach as a community park, including children play areas (splay pad and play structures).
- Consideration to be given to footbridge over Gages creek.
- Consideration to be given to measure to protect wildlife, including potentially deterring access, educational signage, and enforcement.

## WEST BEACH

- Varied preference to the balance of areas identified for environmental protection, passive leisure activities (e.g., bird watching, art classes, chess), and recreational beach amenities (sports fields, tennis courts, playgrounds, etc.).
- Support for public art, with emphasis on local artists.
- Support for improved connections to the Central Waterfront, with a desire for improved lighting, potential CCTV, and wayfinding signage to improve safety.

- Varied preference for provision of off-lead dog park and those concerned about conflict between dog walkers and other users.
- Desire for more public washrooms, with provision of changerooms and showers.
- Desire for increased car and bicycle parking.
- Desire for increased screening of the Cameco site (e.g., using tree planting).
- Consideration to be given to lifeguards during summer months.

## GANARASKA RIVER AND RIVERWALK

- Litter, including dog waste, noted as a significant issue.
- Support for measures to improve biodiversity, protect wildlife, and naturalize the river corridor and landscape spaces. Support for creation of river lookout points to deter access through other areas.
- Support for improved trails to be fully accessible for all users, with a desire for additional safety measures (e.g., lighting, buffers / barriers to vehicles, etc).
- Desire for increased 'loop' opportunities including frequent footbridges, as well as more connection points to adjacent neighbourhoods.
- Support for maintaining the west bank as natural landscape with informal hiking trails.
- Support for a pedestrian connection under Molson Street.
- Measures to address existing conflicts between different user groups (in particular, walkers and anglers), and enforcement on restricted fishing areas.
- Support for seeking opportunities to address (remove or modify) Corbett's Dam, with improved public amenities for viewing the fish run.
- Access control measures to prevent vehicles parking on landscape areas.
- Support for public art and commemoration.
- Support for educational information showcasing histories and storytelling.
- Support for spaces for social gathering and cultural practices.
- Desire for more washrooms.

### **Spring - Summer 2022 - Walkshops & Coffeeshops**

Members of the Municipality's project team ran a series of public events to enable deeper diver into key issues, concerns, and hopes of the Waterfront and Riverwalk.

Extensive feedback was received and is summarized in a series of tables in **Appendix B.3 Walkshops & Coffeeshops ' What We Heard'**.

## IDEA BANK

Key themes emerging from the walkshops & coffeeshops reinforced the feedback received during the preliminary engagement sessions. Participants had the opportunity to discuss



ideas for different areas of the WRMP area. These ideas have been captured by the Municipality in the form of an Idea Bank. The Idea Bank is a living document through which potential projects that are supported by the community may be identified and prioritized for implementation.

### Autumn 2022 - Public Open House

An in-person drop-in session staffed by members of the project team to seek feedback on whether the refined Conceptual Master Plan correctly interprets what we heard, and reflects the hopes of the community for what the Waterfront and Riverwalk is to be. Materials were also presented to illustrate the anticipated sequence of works and convey realistic expectations to the phasing and timelines for works to be implemented. A series of plans, illustrating the Conceptual Master Plan and preliminary Implementation Strategy, organized by focus area, were presented as a series of boards.

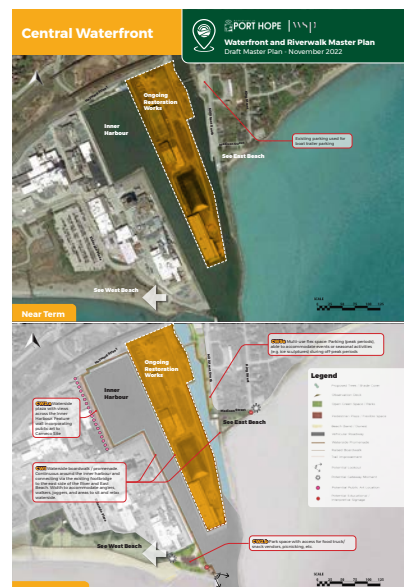
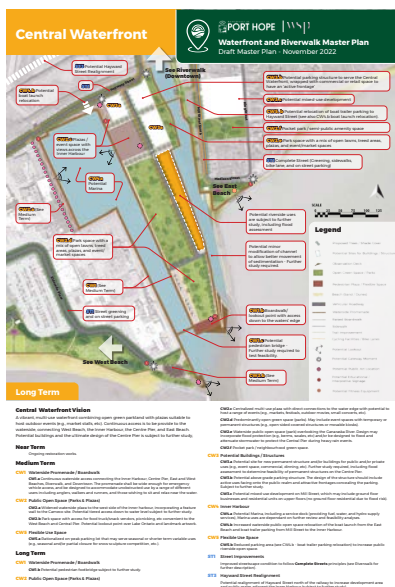
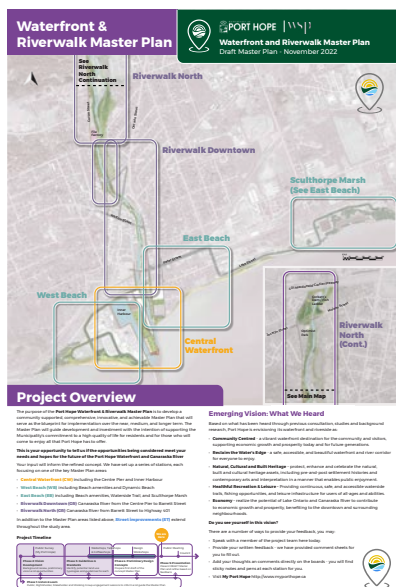
Participants were able to provide feedback through a variety of means, including completion of feedback forms available at the session, discussion with members of the project team, and online via MyPortHope.ca, as well as emailed comments directly to the Municipality's project team.

Detailed summary and record of feedback received and is provided in **Appendix B.4 Public Open House 'What We Heard'**.

Common themes identified through the feedback received on the Conceptual Master Plan included:

### GENERAL COMMENTS

- General support for the WRMP vision and design objectives.
- Appreciation for the move toward a more naturalized landscape treatment and variety of planting strategies.



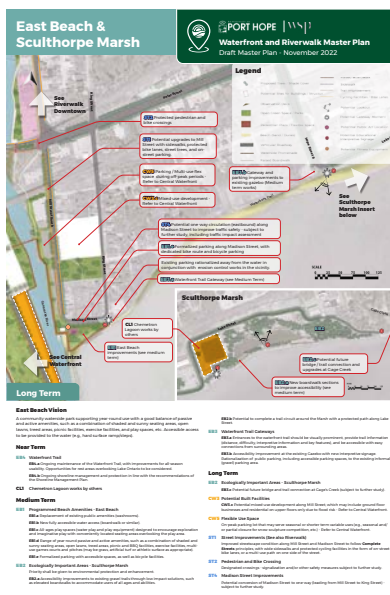
- Concern related to issues around litter and ensure provision and maintenance of receptacles (multi-stream waste, recycling, compost).
- Concern that significant components of works are identified for long term implementation, which is felt to put them at risk of being shelved over time as priorities change.
- Desire to see further consideration of economic potential linked to the WRMP.
- Desire to see places of heritage value and respect for the heritage character of downtown Port Hope given greater consideration.

## CENTRAL WATERFRONT

- Support for the increase in public open space to the Centre Pier, though some participants did express desire for greater density and more built amenities.
- Concern that potential buildings located to the north of the Centre Pier may block important views along Queen Street from the downtown to the water.
- Support for the potential of a marina for the Inner Harbour, with dedicated boat launch.
- Recommendation to address improvement of Lent Lane as part of the WRMP.

## EAST BEACH

- General support of the WRMP projects.
- Interest in potential changes to the road network, and support for measures to improve road safety at the Madison Street / King Street Corner.
- Support for accessibility improvements to the A.K. Sculthorpe Marsh and Chemetron Lagoon, with some concern that providing increased access could result in higher maintenance issues and potential for claims.





- Support for improvements to the existing car parks serving the East Beach and Waterfront Trail.
- Desire for public washrooms to be winterized for all year use.

## WEST BEACH

- Varied preference to the balance of areas identified for environmental protection, passive leisure activities (e.g., bird watching, art classes, chess), and recreational beach amenities (sports fields, tennis courts, playgrounds, etc.).
- Mixed support for an off-leash Dog Park, with some concern relating to users allowing dogs to run free on the beach and impact on local wildlife.

## GANARASKA RIVER AND RIVERWALK

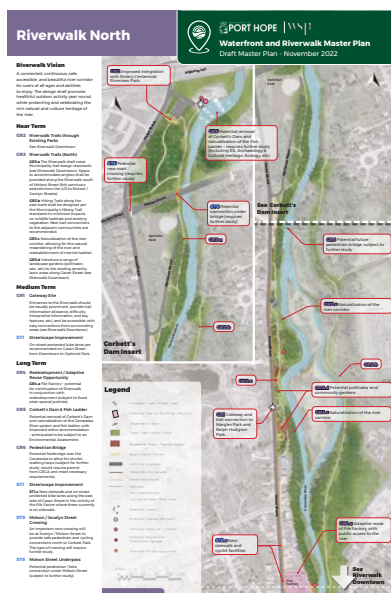
- General support of the WRMP projects.
- Desire for more washrooms.
- Desire for additional footbridges over the Ganaraska River.
- Interest in the future of the File Factory and desire for use to be to the benefit of the community.
- Consider potential educational hut / information centre relating to the river and fishing.
- Desire for accessibility improvements for access to the Riverwalk (in particular steeply sloped entry points).
- Desire for interpretive signage to length of the river corridor.



**West Beach Vision**  
The West Beach Corridor is a dynamic beach haven which is addressed in the concept plan. The West Beach Corridor is a dynamic beach haven which is addressed in the concept plan. The West Beach Corridor is a dynamic beach haven which is addressed in the concept plan.

**West Beach Vision**  
The West Beach Corridor is a dynamic beach haven which is addressed in the concept plan. The West Beach Corridor is a dynamic beach haven which is addressed in the concept plan. The West Beach Corridor is a dynamic beach haven which is addressed in the concept plan.

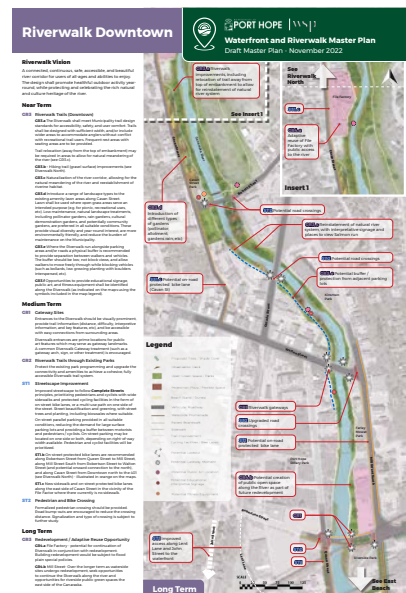
**West Beach Vision**  
The West Beach Corridor is a dynamic beach haven which is addressed in the concept plan. The West Beach Corridor is a dynamic beach haven which is addressed in the concept plan. The West Beach Corridor is a dynamic beach haven which is addressed in the concept plan.



**Riverwalk North Vision**  
The Riverwalk North Corridor is a dynamic beach haven which is addressed in the concept plan. The Riverwalk North Corridor is a dynamic beach haven which is addressed in the concept plan. The Riverwalk North Corridor is a dynamic beach haven which is addressed in the concept plan.

**Riverwalk North Vision**  
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**Riverwalk Downtown Vision**  
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# Appendix B.1 Online Survey 'What We Heard'

The following report comprises the responses received from participants of the **January 2022 - Online Survey**. Personal/identifying information has been redacted.

## Survey for Map - 3280

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### SURVEY RESPONSE REPORT

26 August 2019 - 24 January 2022

#### PROJECT NAME:

Waterfront and River Walk Master Plan







SURVEY QUESTIONS

**Q1** Your Comment



12/07/2021 09:38 AM

I know there is a plan to make Cameco less noticeable to the public. What is the most recent plan, how committed are the stakeholders in bringing that plan to life, what steps have been made in executing that plan, and how will that plan integrate with the proposed Waterfront and Riverwalk plan?



12/07/2021 09:41 AM

Add additional transit stops so people can access West Beach.



12/08/2021 05:13 AM

Add a outdoor concert venue.



12/08/2021 05:15 AM

Add an outdoor concert venue.

Anonymous

12/07/2021 01:23 PM

Why is this not part of the project?? Cavan St park is important part of the river. FYF ned to use all the space around this point. Sure program will not let me put the pin where it is needed,

Anonymous

12/07/2021 01:23 PM

Why is this not part of the project?? Cavan St park is important part of the river. FYF ned to use all the space around this point. Sure program will not let me put the pin where it is needed,

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12/07/2021 01:24 PM

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Why is this not part of the project?? Cavan St park is important part of the river. FYF need to use all the space around this point. Sure program will not let me put the pin where it is needed,

12/08/2021 05:10 AM

Add a boardwalk and lookout with educational markers on the wildlife that live there.

12/08/2021 05:10 AM

Add a boardwalk and lookout with educational markers on the wildlife that live there.

12/08/2021 05:22 AM

Widen and elongate East Beach changing it to a man-made beach (similar to Sugar Beach in Toronto).

12/08/2021 08:51 AM

Add an indoor / outdoor marketplace for local farms, artisans, makers, and community groups.

12/08/2021 08:53 AM

The gazebo in this location is pretty special and should be duplicated periodically along Lake St. It is a great place to sit and acts as a window to the lake.

12/08/2021 08:57 AM

Show continuity with other parks by using the red pillars. Use natural products, ie stone , for benches. Possibly a dry stone wall as entrance to walk ways.

12/08/2021 08:57 AM

Make East Trail a permanent and accessible walking trail.

toddattridge

12/08/2021 09:03 AM

Add public washrooms

12/09/2021 09:38 AM

Add a few extra picnic tables along the waterfront in various locations, even on bigger areas of the beach.

12/09/2021 09:49 AM

Utilize this space for kids activities in the summer months...singing classes, outdoor painting classes for kids, talks on nature and all the cool things kids can learn about Port Hope. Maybe fundraise to add a small kids waterpark and to expand the playground. Host local artisan markets in the summer months near the water. Have Food Trucks on various days. Have local artists perform small concerts on weekends in the Spring/Summer. Organize paddle board lessons on the weekends from the beach. Town could help promote.

12/09/2021 10:03 AM

Have a local native artist create some sort of beautiful sculpture/artwork that acknowledges the native land we live on and the bands that surround the Port Hope community.

12/09/2021 10:09 AM

Have a local native artist create some sort of beautiful sculpture/artwork that acknowledges the native land we live on and the bands that surround the Port Hope community.

12/10/2021 09:14 AM

Add electric car re-charging stations in this lot.

12/12/2021 03:09 PM

This is an untapped area which is located in our rural area great for picnics money was once invested in a area but never followed threw

12/13/2021 11:56 AM

Consider reconfiguring the mouth of the river to accommodate natural channel processes such that dredging requirements are reduced long-term. Can use bathymetry data that Municipality has previously acquired and retained a qualified fluvial geomorphologist. Banks should be naturalized where possible.

12/13/2021 12:00 PM

Commemorate history of indigenous peoples in this place. This was mentioned in the 1944 Ganaraska Report and should be updated with traditional knowledge. Also consider linking with this project: <https://moccasinidentifier.com>



12/13/2021 12:02 PM

Consideration should be given to install a camera to monitor ice and flooding conditions.

12/13/2021 12:05 PM

Give consideration to the future of Corbett's Dam. Should it be maintained or removed in the future?

12/13/2021 12:42 PM

Recommend installation of historic plaque to commemorate the historic floods in the community, particularly the 1980 Flood.

12/13/2021 12:51 PM

This area needs protection and should have limited recreation activities

12/13/2021 12:53 PM

This area needs protection

12/13/2021 12:55 PM

The area could benefit from invasive species management.

12/13/2021 01:37 PM

Please consider maintaining trails in their natural state on the east side of the river. Continued cooperation with Parks staff to keep the trails walkable in this area would be appreciated! Connection of trails is important and should be a priority.

Anonymous

12/14/2021 08:09 AM

consider a foot bridge going over the river in the old railway bed - this allows accessible access -continue on the old railway bed to connect the existing trails (trail north of Nicholson File Factory is on the old railway bed)

Anonymous

12/14/2021 08:12 AM

private residence currently for sale which owns property on waterfront and out into water - if purchased and severed, a continuous walkway along the waters edge from the marina to Gage's Creek would be possible

Anonymous

12/14/2021 08:19 AM

consider installation of amenities on center pier vs. east or west beach as it is less impacted by weather and shoreline erosion and is more cost effective

Anonymous

12/14/2021 08:21 AM

consider leaving half of wall in place to control wave action in the basin, freeing up the basin for boats and docks

Anonymous

12/14/2021 11:42 AM

Some materials were salvaged and delivered to the Municipality of Port Hope from some former buildings at the centre pier and could be incorporated into a commemoration of the history of the site Buildings were also photographed by a representative from the Port Hope ACO as well as Cameco prior to demolition of buildings.

Anonymous

12/14/2021 11:46 AM

A portion of property within the Cameco Port Hope conversion facility fence line will be transferred to MPH for public use, following completion of remediation and Record of Site Condition process.

Anonymous

12/14/2021 11:51 AM

Additional land area will be available on the west side of the turning basin after construction of the new harbour wall in this area after remediation of the harbour and the Cameco site to the west is complete. This is an opportunity to enhance the trail in this area.

Anonymous

12/14/2021 11:55 AM

Development and improvements near the fence line of the Cameco facility will need to comply with Federal security requirements. Placement of vegetation, trees or structures will need to be done in conformance to these security requirements.

Anonymous

12/14/2021 12:00 PM

Plans in this area should consider the existing adjacent industrial use, including truck traffic to and from the facility.

Anonymous

12/14/2021 12:04 PM

Public uses of the south portion of the former waterworks site are an opportunity, subject to compatibility with adjacent industrial uses.

Anonymous

12/14/2021 12:07 PM

Existing stormwater discharges will need to be maintained. Consideration for pedestrian crossings over these features may be needed.

Anonymous

12/14/2021 12:09 PM

Existing stormwater discharges will need to be maintained. Consideration for pedestrian crossings over these features may be needed.

Anonymous

12/14/2021 12:21 PM

Note there is existing historical sign on Eldorado Place that makes note of the

Anonymous

Existing air monitoring station that Cameco maintains along the



12/14/2021 12:25 PM

perimeter fence of the Water Treatment Plant will continue to be used. Adjacent activities and landscaping should discourage generation of dust.

Anonymous

12/14/2021 12:27 PM

Existing fence enclosure with air monitoring station will be removed from service at the completion of the Vision in Motion project.

Anonymous

12/14/2021 12:29 PM

Existing air Cameco air monitoring station located on the east side of the Ganaraska River will be removed from service at the completion of the Cameco Vision in Motion project.

Anonymous

12/14/2021 12:33 PM

Cameco health physics trailer will continue to be in the Cameco parking lot.

Anonymous

12/14/2021 12:36 PM

The Cameco Vision in Motion project includes flood protection improvements to the east side of the Cameco facility. While existing fence locations will not change in this area, some new fencing and flood barriers will be constructed.

Anonymous

12/14/2021 12:40 PM

Cameco Vision in Motion plans include demolition of several structures that are adjacent or near to the east side of the facility. This includes the tower located to the west of this pin.

Anonymous

12/14/2021 12:42 PM

Cameco Vision in Motion plans include demolition of several structures that are adjacent or near to the east side of the facility. This includes the warehouse buildings located in the area to the west of this pin. New buildings are not planned to be constructed in this area.

Anonymous

12/14/2021 12:43 PM

Cameco Vision in Motion plans include demolition of several structures that are adjacent or near to the east side of the facility. This includes the building located to the west of this pin. A new building is not planned to be constructed in this area.

1/10/2022 07:45 AM

Consider adding native trees along the western most point of the park to create a visual buffer from the industrial sights of Cameco.

1/11/2022 02:01 AM

Sidewalk/path continuation needed on East side of Cavan street at file factory to connect walking trails

Anonymous

1/11/2022 08:04 AM

Consider the town's massive event "Float Your Fanny Down The Ganny" and how hundreds or more line the river to get a glimpse of the action. A lot of environmental damage is occurring from people walking all over the place. There should be ramps and stairs conveniently located to access the river's edge in order to minimize people trailblazing and damaging the environment.

Anonymous

1/11/2022 08:08 AM

Is there a consideration for using the basin for docking boats or as a marina again? This could bring more tourism opportunities.

1/11/2022 10:09 AM

Improve this area of the path specially on the change of altitude on the trail, water erosion is starting to become evident here on the trail.

1/11/2022 10:15 AM

The Basin could serve as a short stop over/rest/anchoring space for boats. If not as a full service marina, maybe as a fuel/restaurant stopover for boats travelling in lake Ontario.

1/11/2022 10:22 AM

Improve the access to this trail, not requiring users to jump a road guard rail.

1/11/2022 10:27 AM

Make a loop-trail board-walk that circles this entire swamp area. With Educational information similar to the boardwalk on Presquil park.

1/12/2022 07:20 AM

I walked along the beach area in the summer and biked back with my kids. I think with some minimal signage trail markers and some clean up of garbage. Possibly adding a partial boardwalk to supplement to bench areas.

1/12/2022 07:28 AM

The stairs that go between King Street and Hwy 2 (I believe also called Jacob's Ladder)

Anonymous

1/12/2022 10:30 AM

Remove parking and naturalise slope. Utilise vacant land at former Fire Museum and along Mill St for main parking to service for East Beach area.

1/12/2022 12:10 PM

Create access paths to the trail from the ends of Beamish Howard and Caroline Streets, you need to create walking loops. As for investments, construct a bridge across the Ganaraska using the



abutments from the old Canadian Northern Railway, they have been there over a hundred years and are not going to be washed away, again, you need walking loops.

Anonymous

1/12/2022 11:13 AM

Repair stairs from parking area to the east beach

Anonymous

1/12/2022 11:23 AM

Current signage and playground obscure sight lines and lake views. Poorly maintained parking should also be moved off Madison St and onto Mill St. S. to lessen congestion and discourage vehicle idling. Current signage and playground should be more aligned with public washroom structure so as to not interfere with sight lines from Madison St. Wooden boardwalk along sand beach edge that connects to sidewalk on Mill St S to footpaths further east would be nice with further naturalisation of the existing green space.

Anonymous

1/12/2022 11:32 AM

The Centre Pier would be a great location for a Granville Island (Vancouver) type of development, with focus on the arts.

1/12/2022 01:00 PM

Would like to see more picnic tables on both sides of the river. Its a great place to spend the day or an afternoon but there aren't many places to sit unless you lug everything with you.

1/12/2022 01:06 PM

Love the other ideas of adding a bridge using the old railway foundations. Would allow for walking and nature viewing without damaging the surrounding habitat. Having a sight seeing opportunity would draw in more visitors and more walking destinations for residents.

Anonymous

1/12/2022 01:49 PM

The Centre Pier would be a great location for a Granville Island (Vancouver) type of development, with focus on the arts.

Anonymous

1/12/2022 01:49 PM

The Centre Pier would be a great location for a Granville Island (Vancouver) type of development, with focus on the arts.

1/12/2022 02:02 PM

West Beach needs to be a priority after the clean up. It has mostly been ignored for the past 40 years. Lets bring it back better than ever.

There are so many opportunities to build a better beach

1/12/2022 02:08 PM

1/12/2022 02:12 PM

We can build a great beach here where Port Hope can come and enjoy!!!

1/12/2022 04:19 PM

Beach house/pavilion Rental of SUP/Canoe etc... Sale of retail items (sunscreens/flip flops/towels etc... items people might forget) Canteen Ping pong tables Washrooms

1/15/2022 06:38 AM

More opportunities are needed for retail, eating establishments, patios etc to increase the vibrancy of this area. It will draw visitors and increase economic development to our community. It will create this area as a "draw" and a destination.

1/15/2022 12:34 PM

This is already a popular spot for photographers and artists. When the sculpture Reactor was a temporary installation it attracted many people to the beach and lots of positive attention on social media. Art activities that encourage public participation for residents of all ages would be great.

1/15/2022 01:45 PM

This area needs investment of. Washrooms Showers Pay parking Picnic area Covered Picnic area canteen SUP rentals

1/15/2022 01:49 PM

This would make a great Off leash Dog Park and can be fenced

1/16/2022 08:00 AM

It would be great to move this run off more inline with the current water treatment plant. Fill this all in with a beautiful beach sand!

1/19/2022 03:06 PM

Add a Pavillion Event space for concerts and shows surrounded by green space for seating like, Del Cray Park on Little Lake in Peterborough.

1/19/2022 03:09 PM

Add a large over head shelter with open walls for events such as a Farmers Market or festival. Can have picnic tables during non-event times.

1/19/2022 03:12 PM

Create an Arts Gallery/Event space that can house work from local artists or host community events.



1/19/2022 03:19 PM

It would be nice to have 2or 3 smaller Artist Residences with a waterfront theme(à la Todd Saunders artist studios Fogo Island). These artists could show in an adjoined gallery/event space and interact with local community members. In off season these studios could serve as short term rental spaces.

1/20/2022 02:34 PM

Trees need to be planted on road leading to beach.

1/21/2022 07:25 AM

Either expand the naturalized meadows space to accomodate more native flower or create a Native plant garden.

1/21/2022 07:29 AM

Trees need to planted to line the river - and soften the industrial space beyond.

1/24/2022 08:51 AM

GENERAL COMMENT

1/24/2022 08:52 AM

GENERAL COMMENT

1/24/2022 10:32 AM

As others mentioned about connectivity and safety, this is about recreation as well. The fish ladder is super popular with many tourists coming from out of town. The dam area should be connected to the trail. The trail should be paved and multi-use and connected all the way downtown. Imagine tourists and residents parking downtown, and renting bicycles to bike along the river front all the way to the dam. This includes creation of a separated bike lane along Jocelyn St. to cross Jocelyn Bridge.

1/24/2022 10:44 AM

As others mentioned - there needs to be a continuing riverside multi-use trail all the way to optimist park.

1/24/2022 10:56 AM

This river front parking lot is dead use space that could be used for other purposes. It is never full of vehicles, meaning that it is under utilized space all around. We already have plenty of parking areas downtown that are not RIVER FRONT. It also kills the connectivity to the river front areas south of the tracks.

1/24/2022 11:11 AM

Once the PHAI are finished deconning the area - this should be a focal point of recreation by the river front. Port Hope is known as a recreational fishing town so let's invest the river front appropriately.

1/24/2022 11:20 AM

I agree with everything written about installing more greenery (trees, shrubs, etc) to soften Cameco's presence.

1/24/2022 11:26 AM

I agree with the comments about installing a birding tower and boardwalk.

1/24/2022 11:29 AM

I'd like to add that I agree with people mentioning to install greenery, however, I'd like to say that it is crucial to install NATIVE species.

1/24/2022 12:27 PM

when creating trails - multi-use trails needs to be created to account for all modes of non-vehicular transportation.

1/24/2022 01:15 PM

Generally the pier area needs beautification, better walking path, some seating, please.

1/24/2022 01:51 PM

I attempted to add images of the amphitheatre at the harbour in Prescott, Ontario. If it didn't work, images can be found on Google Maps

1/24/2022 01:59 PM

Nautical themed playground Equipment

1/24/2022 02:14 PM

Improve connectivity

**Optional question** (106 response(s), 31 skipped)

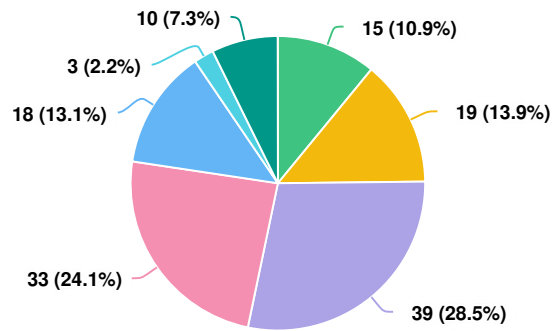
**Question type:** Essay Question

**Q2** Add Image

No images uploaded.



**Q3 Which of these topic areas does your feedback belong to?**



**Question options**

- Environmental Protection
- Culture
- Recreation
- Connectivity and Safety
- Amenities
- Question for the project team
- Other (Please specify below)

Mandatory Question (137 response(s))  
Question type: Radio Button Question

**Q4 2. Please tell us why you dropped a pin in this location?**

[Redacted]  
12/07/2021 09:38 AM

Cameco represents the major stakeholder and the sight lines encompass their entire property.

[Redacted]  
12/07/2021 09:41 AM

We require transit so people have equal accessibility to West Beach.

[Redacted]  
12/08/2021 05:13 AM

A concert / theatre venue is a great way to attract large crowds of people (local and tourism) to our waterfront. To get there, they have to travel through town which gives visibility to our architecture, storefronts, and other features of PH.

[Redacted]  
12/08/2021 05:15 AM

A concert / theatre venue is a great way to attract large crowds of people (local and tourism) to our waterfront. To get there, they have to travel through town which gives visibility to our architecture, storefronts, and other features of PH.

Anonymous

Float Your Fanny

12/07/2021 01:23 PM

Anonymous

Float Your Fanny

12/07/2021 01:23 PM

Anonymous

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Anonymous

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12/07/2021 01:24 PM

Anonymous

Float Your Fanny

12/07/2021 01:24 PM

Anonymous

Float Your Fanny

12/07/2021 01:24 PM

Anonymous

Float Your Fanny

12/07/2021 01:24 PM

12/08/2021 05:10 AM

The marsh is a great feature along the trail. If we include a boardwalk and lookout, people will be able to explore the peacefulness and wildlife of this space.

12/08/2021 05:10 AM

The marsh is a great feature along the trail. If we include a boardwalk and lookout, people will be able to explore the peacefulness and wildlife of this space.

12/08/2021 05:22 AM

East Beach currently doesn't offer much space for public amenities, or activities such as beach volleyball or other family activities. By adding a man-made portion, we have the ability to elongate it into the lake beyond the parking lot and add additional use-cases for visiting.

12/08/2021 08:51 AM

To give year-round vibrancy to this area, an indoor / outdoor market allows for open-air during the warmer months and closed space



during the cooler months.

12/08/2021 08:53 AM

This is where the gazebo is located.

12/08/2021 08:57 AM

Park soon to be developed

12/08/2021 08:57 AM

The entire trail to the east of the river needs to be properly built and maintained to offer accessibility to all.

12/08/2021 09:03 AM

Washrooms in this area will help with the comfort and longevity of people's stay.

12/09/2021 09:38 AM

Encourage more community engagement

12/09/2021 09:49 AM

The beach could become a centre point for lots of cultural and recreational activities promoted by the town.

12/09/2021 10:03 AM

It is important to be thankful for the land we live on.

12/09/2021 10:09 AM

It is important to be thankful for the land we live on.

12/10/2021 09:14 AM

If we're going to draw people to the waterfront, we should demonstrate through our actions that we want to be a green community.

12/12/2021 03:09 PM

Great potential

12/13/2021 07:04 AM

Throughout trails rest stops and benches are needed for the aging population. Also a disk golf game wherever possible somewhere just off a trail, maybe around Jack Berger.

12/13/2021 11:56 AM

The mouth of the river is larger than it should be. navigation is not a key priority in the river so it could be narrowed to be more natural,

geomorphically stable, and fish friendly.

12/13/2021 12:00 PM

It is important to identify historic areas to honour the history and peoples that lived here so that they are not inappropriately redeveloped.

12/13/2021 12:02 PM

Flooding due to ice jams has been a problem historically.

12/13/2021 12:05 PM

The dam is historic and was used for the mill and then for power generation. The structure does not provide ANY flood control functions, is a barrier to fish passage, and has disrupted sediment transport processes on the river, potentially increasing erosion rates downstream of the structure.

12/13/2021 12:42 PM

Remembering the historic floods are a way to garner additional respect for the power of the river and highlight the importance of making our community more resilient.

12/13/2021 12:51 PM

- BBO01-1; provincially rare community • Contains American Sea-rocket; ranked S4, meaning it is provincially uncommon, but not rare.
- Seaside Spurge (*Chamaesyce polygonifolia*), was observed • Interpretive signage should be established to recognize the importance of the site. • Invasive species like Spotted Knapweed, should be controlled

12/13/2021 12:53 PM

Below the railroad tracks beyond Port Hope west beach there is a potential fen community. The feature contains Grass of Parnassus and Fringed Gentian

12/13/2021 12:55 PM

Phragmites is becoming a problem at the marsh. Management of the species is recommended.

12/13/2021 01:37 PM

The east side of the river hosts natural trails that are important to local hikers.

Anonymous

12/14/2021 08:09 AM

allows accessible access does not disrupt nesting beds on east side of river



Anonymous

12/14/2021 08:12 AM

if purchased, severed and sold Municipality would recoup investment

Anonymous

12/14/2021 08:19 AM

should be considered for development

Anonymous

12/14/2021 08:21 AM

1

Anonymous

12/14/2021 11:42 AM

The Centre Pier has been home to a variety of industrial uses throughout its history.

Anonymous

12/14/2021 11:46 AM

The very south end of the Cameco site contains a parcel of land owned by MPH.

Anonymous

12/14/2021 11:51 AM

PHAI and Cameco plans in this area involve constructing a new harbour wall which will be further east than the existing harbour wall - resulting in constructed land area at the completion of remediation.

Anonymous

12/14/2021 11:55 AM

The perimeter of the Cameco facility abuts the waterfront development area.

Anonymous

12/14/2021 12:00 PM

The primary truck gate to the Cameco facility is located at this point at the south end of Eldorado Place. Note the map incorrectly labels Eldorado Place as Marsh Rd. I believe in this area, the correct name is Marsh St., not Marsh Rd.

Anonymous

12/14/2021 12:04 PM

The south portion of the waterworks property may not be used by Cameco and could have an appropriate public use (e.g., is additional parking needed near the west beach?)

Anonymous

12/14/2021 12:07 PM

There is an existing drainage ditch that extends south from an existing municipal stormwater discharge at this point.

Anonymous

12/14/2021 12:09 PM

There is an existing drainage ditch in this area that extends from the Port Hope Water Treatment Plant

Anonymous

12/14/2021 12:21 PM

The historical plaque is located farther north on Eldorado Place than the pin is located.

Anonymous

12/14/2021 12:25 PM

Hi-vol air monitoring station is a fenced enclosure on the east side of the Water Treatment Plant property fence line.

Anonymous

12/14/2021 12:27 PM

Existing Cameco air monitoring station is located on the north side of the harbour turning basin.

Anonymous

12/14/2021 12:29 PM

Air monitoring station in fenced enclosure is located on the east side of the river, north of the pedestrian bridge.

Anonymous

12/14/2021 12:33 PM

The health physics trailer is a portable facility that is normally stationed at the south-west corner of the Cameco parking lot.

Anonymous

12/14/2021 12:36 PM

The east side of the Cameco facility abuts the development area.

Anonymous

12/14/2021 12:40 PM

The tall structure to the west of this pin will be demolished and replaced with a shorter building.

Anonymous

12/14/2021 12:42 PM

Existing warehouse buildings immediately west of this pin will be demolished. They will not be replaced --the area will be used for outdoor storage.

Anonymous

12/14/2021 12:43 PM

The building to the immediate west of this pin will be demolished.

1/10/2022 07:45 AM

It's such a lovely view out towards the lake, but when you gaze west, the sight of Cameco is immensely depressing.

1/10/2022 08:12 PM

It would be so great to have some kind of splash pad available for kids. Cobourg beach has a great one!

1/11/2022 02:01 AM

Connection of the walking trail sections is needed

Anonymous

1/11/2022 08:04 AM

Consider the town's massive event "Float Your Fanny Down The Ganny" and how hundreds or more line the river to get a glimpse of the action. A lot of environmental damage is occurring from people



walking all over the place. There should be ramps and stairs conveniently located to access the river's edge in order to minimize people trailblazing and damaging the environment.

Anonymous

1/11/2022 08:08 AM

Is there a consideration for using the basin for docking boats or as a marina again? This could bring more tourism opportunities.

1/11/2022 10:09 AM

This specific spot of the trail has a big change of altitude/steep which is starting to show damage due to water running down, making the trail difficult/dangerous for older people.

1/11/2022 10:15 AM

Follow up comment/suggestion to other pin in this area

1/11/2022 10:22 AM

The entrance/exit of this trail is not safe and/or accessible.

1/11/2022 10:27 AM

this area could benefit from a circle loop that gives people access to walk around the entire area while staying in a path.

1/12/2022 07:20 AM

The vistas of lake Ontario are amazing and with minimal environmental protections and trail maintenance it could add another great spot for residents to walk and enjoy all the way to the Marsh lookout.

1/12/2022 07:28 AM

This location needs an accessible ramp for strollers, wheel chairs, etc. The hill beside the stairs is extremely steep when trying to get a stroller down/up.

1/12/2022 07:38 AM

Is there an opportunity here for a raised bed community garden? It has parking and access to water or you could install rain barrels. It would beautify this spot that is visible from the train station. Soil is on raised beds so no need for remediation and could be an allotment garden enjoyed by CAMECO employees too.

1/12/2022 08:04 AM

Monarch staging area

Anonymous

1/12/2022 10:30 AM

Parking in this area encourages idling of vehicles. By not giving the most attractive real estate to vehicles, it would help to alleviate air

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pollution overall, which should help with town's overall commitment to lessening its carbon footprint.

1/12/2022 12:10 PM

Wanted to express my opinion on the matter. Personally I believe you are think too small by not extending farther north and including the conservation are and making use of the old Midland RR and Canadian Northern RR trackbeds

Anonymous

1/12/2022 11:13 AM

Steps have been in disrepair for a couple of years

Anonymous

1/12/2022 11:23 AM

There's a lot of clutter and dated infrastructure here. The East Beach sign blocks views of the lake from Madison St. Congestion area with poorly marked out parking, which also promotes vehicle idling.

Anonymous

1/12/2022 11:32 AM

The waterfront remains a deterrent, would like to see private development in this area to enhance the ugliness that exists here. I don't believe a park or berms with trees will achieve that goal, seems more like a bandaid solution.

1/12/2022 01:00 PM

This part of the river is beautiful and there is space available to the south of the old paper factory as well as on the other side of the river by the hiking paths.

1/12/2022 01:06 PM

Old Train bridge foundations existing.

Anonymous

1/12/2022 01:49 PM

The waterfront remains a deterrent, would like to see development in this area that fits in with the existing industrial. I don't believe a park or berms with trees will achieve the goal of "hiding the ugliness", seems more like a bandaid solution.

Anonymous

1/12/2022 01:49 PM

The waterfront remains a deterrent, would like to see development in this area that fits in with the existing industrial. I don't believe a park or berms with trees will achieve the goal of "hiding the ugliness", seems more like a bandaid solution.

1/12/2022 02:02 PM

We want to draw attention to the Gem that Is West Beach!!!



Friends of West Beach

1/12/2022 02:08 PM

We would like to see a place where art grows,

1/12/2022 02:12 PM

We would like to see the West Beach restored to it's former glory!!!  
Rebuilding this must be a priority!

1/12/2022 04:19 PM

Great for local businesses to share local products to visitors or a great way for organizations to fundraise buy working the pavilion for a weekend

1/13/2022 05:47 PM

The trail in this area is badly eroded

1/14/2022 09:41 AM

The natural areas are of great importance. Beach wormwood (artimesia), willows and others that colonize the beach should be planted/encouraged.

1/14/2022 09:57 PM

At this time this area has regrettably been impacted by industry expansion, water facilities expansion, parking and isolation. Pets running loose have not helped the area at all. And yes there is signage around that says pets must be on leash, but..... I have been going to the beach all my life, and I am going a lot less because of dogs running around off leash. While, personally, I would rather dogs were not allowed anywhere in the area, it is clear to me that a place by the lake needs to be provided to pet owners and their pets, but I feel this should be provided much further west on the beach area parallel to the to the beach area across perpendicularly across the Port Hope Golf and Country Club. The pet are should definitely be fenced off. Installing art work that commemorates special historical events in Port Hope would be great along with memorial benches, trees, bushes. The effluent run off would need to be relocated so that it lines up with the Water Treatment plant to the west of the sand beach I believe this part of the beach should be returned to its wild natural state. Mature trees and other vegetation will be needed to help prevent further erosion and restore natural beauty of this area. This area was a beauty. I wish I had taken pictures as a child. The hills/cliffs north of the lake at the (south) foot of the train station were made of clay and water was always flowing down that hill/cliff/bluff. The "frog pond"- swampy area-wetland was much larger and was used during the winter as a skating rink, kept clean of snow by neighbourhood kids. This area was never part of the original Port Hope recreational beach. I also think we must not forget the warnings being provided by GRCA and the harm through erosion that will come to our waterfront area if we move to mitigate and prepare for

prevention of any further erosion. WE have lost so much of our beachfront in this area over the years because of erosion.

1/15/2022 06:38 AM

To increase the vibrancy of the area and increase revenue and economic development to our community. We need more eating establishments and retail opportunities near the waterfront.

1/15/2022 12:27 PM

The West Beach is a very special place enjoyed by any. With amenities such as washrooms, change rooms and a picnic shelter many more people would use and enjoy it.

1/15/2022 12:34 PM

The natural beauty of the beach provides a peaceful atmosphere that can inspire creativity.

1/15/2022 01:45 PM

Important to invest in West Beach

1/15/2022 01:49 PM

A designated off leash area would be great safe place for dogs to run a muck

1/16/2022 08:00 AM

I dropped this pin because the run off use to service the old removed water treatment plant

1/17/2022 09:32 AM

This is the site of the Port Hope Yacht Club clubhouse. The Yacht Club has over 50 years of history in the town and harbour basin. It is a self-help club that was built and maintained by the members. Throughout its history, it had a reputation of being the friendliest club on the lake. The members are an amazing group of hard working individuals who share a passion for sailing. Over the years, we shared an affiliation with the RCSCC Skeena cadets and other local organizations. We continue to own a parcel of land under the viaduct and are looking forward to the day when our boats will once again add their beauty to the harbour basin.

1/17/2022 09:43 AM

Cameco plan was to include a berm along this wall, as I recall.

1/17/2022 09:46 AM

Remediation plan post dredging was to include attenuating walls to help reduce the wave action in the harbour basin, is this still in the plan?



1/19/2022 03:06 PM

Away from residential areas looks out over the water.

1/19/2022 03:09 PM

Creating a community space like this near the waterfront would integrated it more in local events and markets.

1/19/2022 03:12 PM

Creating a space for arts and culture in this location would draw more people down to the waterfront and creat an event space for community use.

1/19/2022 03:19 PM

These artist studios combined with a nearby gallery/event space would help bolster Port Hope's reputation as a cultural hub. It would engage the community and add some beauty and art to a waterfront space that desperately needs it.

1/20/2022 02:34 PM

Adding trees will provide a visual barrier and enhance the entry to the beach area which is surrounded by industrial building

1/21/2022 07:25 AM

A naturalized space or native plant garden will create a buffer between the parking/play spaces and the naturalized green space and beach beyond.

1/21/2022 07:29 AM

Maintaining and extending the aesthetics of the old town charm into this neglected space is crucial to show case the gem of the waterfront.

1/24/2022 08:41 AM

It would be great to see this section of our waterfront remain more "natural", but increase accessibility/usability. A more welcoming entryway (trees or other visual barriers from water treatment plant and Cameco), sidewalks all the way to the beach (they currently stop at the corner of Choate and Marsh), a transit stop, washrooms, a picnic area...

1/24/2022 08:42 AM

The connectivity between West Beach, Centre Pier, and East Beach is contingent on creating a suitable pathway around the inner harbour. Cameco's Vlsion in Motion plans seem to indicate that this will be possible.

1/24/2022 08:43 AM

Including visual barriers to mask Cameco where possible (trees, artwork, etc.) would be nice.

1/24/2022 08:43 AM

A foot bridge crossing between the south ends of the inner harbour and centre pier would help connect the spaces, but that may limit access to future use of the harbour.

1/24/2022 08:44 AM

It would great to see the yacht club come back.

1/24/2022 08:46 AM

This public space has so much potential. I don't think just a park is the right answer. We need things here that will draw people down from the downtown area - a multiuse space that could be farmer's market, skating oval/path, performance space (consider seating - a small amphitheatre or similar), washrooms, fitness, areas for art installations. Interpretive areas showcasing indigenous and Port Hope history would be welcome. For example, Millennium Park in Chicago has an ice skating ribbon (can double as a running track in the summer), a rock climbing park, a cafe, a play garden, an outdoor theatre, a memorial garden, etc. Consider varying the heights of some areas - provide visual interest, be able to get a better view of town, the inner harbour, east beach. This also needs to have the servicing to support these ideas - water, sewer, electrical. E.g., what would a weekly food truck gathering require (power, water, dishwashing, etc.)? What would a three-week outdoor theatre run require (power for lighting/sound, seating, wind breaks, washrooms)?

1/24/2022 08:46 AM

Better connectivity to downtown is needed. Where will people park - Lakeland Place? (Does this need a multilevel parking structure of some sort?), Canadian Tire? Where Cats Media was between the viaducts? There is also no sidewalk along the south end of Queen St below Robertson.

1/24/2022 08:47 AM

Between that empty space, and the pending move of the Seniors' Centre, this stretch of Mill Street is going to be pretty empty... Previously there were plans for mixed commercial and residential on the site of the former Firefighters Museum. Something like this would be welcome. If building is a challenge because of the floorplain, more temporary structures that could house small shops/pop up shops, galleries/artist space, performance space, and occasional lodging (e.g., airBnB, artist in residence) would be an interesting use of the space. Servicing will have to be considered - ensure that these spaces have water, sewer, power.



1/24/2022 08:47 AM

The parking all the way along the boardwalk makes this space feel quite bleak. There are no trees or anything of visual interest. Add some trees, some space for art installations, etc. Can the Firefighters Museum space be used for a combination of public space and parking (e.g., vehicular access from King St, could do multilevel with the change in elevation)? Then the parking along the river could be eliminated or minimized (e.g., some accessible spaces).

1/24/2022 08:47 AM

The pedestrian pathway should extend along the river all the way to Robertson.

1/24/2022 08:48 AM

The natural trail on the east side is great - there are a few places where it could be better maintained. It would also be nice to have better connectivity - from Caroline Street, for example, easier access at the North end from Molson, and perhaps an additional footbridge connecting the two sides north of the file factory.

1/24/2022 08:48 AM

The pathway on the west side loses the connection with the river at the file factory - obviously the file factory itself is outside the scope of this project, but the future developments planned there should be taken into account (or need to take this project into account). How can we remain connected to the river through that space? North of the file factory on the west side, there is a mix of sidewalk and gravel/dirt pathway. A more intentional multiuse pathway continuing all the way to the fish ladder would be ideal.

1/24/2022 08:49 AM

Connecting the two sides of the river below Corbett's Dam without requiring hopping a guardrail and traversing busy Jocelyn/Molson Streets would be nice - the continuation of the east side trail under the roadway bridge, and potentially a separate footbridge linking the east trail and Optimist Park (much like at Barrett Street).

1/24/2022 08:49 AM

At Cavan and Barrett, consider how this space can be better used for gatherings e.g., Float Your Fanny. What is needed? Washrooms? Electricity/water/sewer? Raised/purposeful spaces for art installations, performances, etc.

1/24/2022 08:49 AM

This needs general maintenance to make the parking/stairs/beach access better.

1/24/2022 08:50 AM

The open space on Caldwell could be another opportunity for public space - splash pad, art installation, performance space, etc.

1/24/2022 08:50 AM

Encourage the use in winter as a skating area - provide seating and some ice maintenance. Extend the boardwalk into/around the marsh for walking and interpretive opportunities.

1/24/2022 08:50 AM

Lake Street and parking lots need maintenance.

1/24/2022 08:51 AM

Include more fitness stations and markers throughout the waterfront and river area - e.g., from here to X is a 1.0km loop.

1/24/2022 08:52 AM

Create several intentional spaces for art installations and/or performance space. These spaces would need to have power, possibly water; perhaps be raised or at least have a solid base; and include space for audience/observers. Imagine if Critical Mass or Northumberland Players or similar could have a dozen spaces all operating at the same time!

1/24/2022 10:25 AM

I've seen cars travel up the trail. This should be a non-motorized area. Putting up posts would be good.

1/24/2022 10:32 AM

Others mentioned connectivity and safety, but this is about recreation as well. The fish ladder is super popular with many tourists coming from out of town. The dam area should be connected to the riverside trail. The trail should be paved and multi-use and connected all the way downtown. Imagine tourists and residents parking downtown, and renting bicycles to bike along the river front all the way to the dam. This includes creation of a separated bike lane along Jocelyn St. to cross Jocelyn Bridge.

1/24/2022 10:36 AM

Connect this side of the conservation area with the trails across the river. Fisherman already trample the area - best to install infrastructure and implement conservation practices to support the recreational activities. Also include a trail to the dam that runs underneath the 401 bridge - this will allow car parking here since the dam parking is crowded and should not be expanded.

1/24/2022 10:44 AM

Keyword is multi-use trail that allows for hikers, bikes, scooters, stollers, skateboards, joggers, etc. Even consider a non-motorized



walkway bridge to connect east and west side trails.

1/24/2022 10:56 AM

Imagine if the brewery was able to build on this area - so much investment potential is wasted. The Town should consider allowing the division of the property and buy back the parking lot area from the landowners. It is dead space for our river front that deserves to be invested for business or recreation.

1/24/2022 11:11 AM

This area should be developed into hybrid of redondo beach/ venice pier in California and yonge-dundas square in Toronto in order to create a gathering point. The farmers market can be relocated here instead of a parking lot. The yacht club should come back again. Ice skating can also be offered in the basin area during the winter time. A fisherman's wharf market (like in Washington DC or San Francisco) would also be nice. The Town should also ask for Indigenous feedback for business and recreational opportunities to be included to honour the significance of the Ganaraska to them.

1/24/2022 11:20 AM

I'd like to suggest this strip also be a multi-use trail and connected to West beach at the point. Cyclists, joggers, fishers, and pedestrians would certainly utilize it.

1/24/2022 11:26 AM

As an avid birder I'm all for it. We already utilize this area to enjoy the wildlife. I'd also suggest that the path be created to circle the marsh - not just one side. We already walk down the road which is not ideal. The area is fantastic for birders and if you make the area more friendly and walkable, it will certainly be utilized.

1/24/2022 11:29 AM

installing ornamental greenery that are non-native does not help the local ecosystem thrive. It is important to install native greenery to support the local wildlife in the area (and have them move back again).

1/24/2022 12:27 PM

Trails for cycling, skaters, pedestrians, joggers, cross-country skiers needs to be created. There are so many places to visit in Port Hope and we need alternative transportation to cars.

1/24/2022 01:15 PM

I love walking along the water from downtown and really enjoy the east beach area.

1/24/2022 01:51 PM

The town of Prescott Ontario has built a lovely amphitheatre into the hillside at their harbour and waterfront. This location already has limited opportunity since it is floodplain. Please look at the amphitheatre at Prescott, Ontario and consider something similar. The hill from King St is already there and it would provide a perfect opportunity to connect to Caldwell Street and the waterfront trail. It will offer an alternative community gathering place than Memorial Park, which already has parking constraints.

1/24/2022 01:59 PM

Please consider themed playground equipment if there is anything added or replaced anywhere in the waterfront area, rather than just a typical playground. For example, in Prescott, Ontario the play equipment at the harbour is a ship.

1/24/2022 02:14 PM

Not sure how much of the upper embankment is owned by the town but this area needs improvement and better connectivity. If some of the flat area on the upper portion is town property it would be nice to have a nicely cut park-like area. Plant trees that will one day be stately and significant, rather than scraggly shrubs that are currently blocking the view of the lake. Please see Heydenshore Park in Whitby and Lakeview Park in Oshawa.

**Mandatory Question** (137 response(s))

**Question type:** Essay Question



## Appendix B.2 Public Designshop ' What We Heard'

The following comprises the written feedback received from participants of the **Spring 2022 - Public Designshop**. Personal/identifying information has been redacted.

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Hi! Hope you are well. I wanted to make the committee aware of flood control maintenance (if it hasn't been mentioned). I worked on the river for approximately 30 years, from blasting ice in the earlier days, to coordinating the flood control in my later years working for the Municipality.

On the west side of the river, from the library, south to the end of the Centre Pier, there has to be emergency access for the breaking of ice for flood control. It should be approximately 20 foot wide to accommodate the swing pattern of an excavator. A few items have started to appear along the bank and I know it slows down the procedure of breaking up ice blockages. I know I had mentioned this, a while ago, as well as the dredging of the river mouth, to a few, but thought I should put it in writing.

---

In general, I can see that people want development that increases citizen engagement along the river and lakefront, which makes sense. Most straddle Recreation, C&S, and Amenities, I saw great suggestions I would echo:

- develop existing trails with more lookouts, gazebo, eating spaces,
- washrooms on Westbeach
- accessible entrances to East and West Beach
- increased seating / public spaces along waterfront trail (and river!)

I would add:

- adding public gardening spaces at regular intervals around walkable spaces; incorporate edible plants for anyone, spend town money from lawn care on bed maintenance, and enlist volunteers to help.
- increasing passive public use of waterfront trail (e.g., audio tours, signage detailing history, soliciting installations from local groups) through targeted grants.
- green-powered charging stations or "rest" stations to encourage visitors to come \*and stay\* along the waterfront pathways as part of a strategy that makes it easier for out-of-town folk to visit and plan a day trip
- engagement with conservation or horticultural groups to transform riverfront from a "walking path" to a noteworthy draw (e.g., planned gardens on display along waterfront, using key areas to show preservation of flora or native species display.

Many of these intersect with developing culture. The Centre Pier, and Riverfront are both key areas to develop that can draw public and support all-day use. For example:

- connecting existing paths (e.g., the break behind Benjamin Moore that disconnects the lakefront from river walk)
- installing public-use spaces that are powered and connected (wifi?) that would allow art, performance, and small-scale commercial installations (think power/water amenities that allow sound systems, temporary lighting, vendor carts). Adding bump outs to existing

trails and further developing pathways to add places of interest will further enhance the usability of the waterfront trail.

- Similarly, adding features that allow diverse use of the Centre Pier would fit with this general strategy. Perhaps a Temporary structure on Centre Pier that would accommodate public performances in this space.

Speaking of strategies, I think something I'd like to see is for the town to be able to follow a more concrete and directed strategy in developing these spaces. Currently, there remain too many unknowns regarding the timeframe of clean up relative to the Centre Pier, Cameco's beautification, and general clean up. This also limits what can be planned. Instead of being beholden to unknowns (and inevitable delays from PHAI), I'd love to see a plan that begins work on the riverfront and areas that are under our control and plans to "plug in" or "develop into" the waterfront as it becomes available to the town.

Stated differently, much of the planning in our town seems to have been built on a "Hope" of the eventual future of the waterfront and not what's available now. In our time here, that has meant a lot of waiting and dreaming but a relative lack of action related to usable and stable public space (e.g. the riverfront). I'd love to see a strategy that deals with what is possible now and what can be added on, when it becomes available.

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The Cavan street trail ends at the old file factory until past highland drive and forces you onto the road. Either continuing the trail behind the factory and houses adjacent to the river or adding a separated multi-use cycle track, on the street where the path is not present, would greatly improve the safety and convenience of the trail. For the multi-use cycle track, a two way track of two 4ft-5ft lanes separated by 2ft+ plastic bollards, curb or other physical barriers would protect trail users from (often speeding) drivers on Cavan street. A narrowing of driving lanes to 10ft would reduce vehicle speeds without reducing driver safety. The existing trail would benefit from: - paving and winter snow clearing (other users had good ideas here involving permeable paving) - straightening unnecessarily winding sections - trimming back trees where sight lines are blocked - lighting in dark sections Winding sections reduce sight lines and cyclist speed, while increasing danger to cyclists themselves and other trail users. Many separated trails in North America are more dangerous than separated road cycle tracks because of their poor sight lines. Connectivity is more important for pedestrians and cyclists than drivers, due to their lower speed. Adding a pedestrian staircase at Molson street to old cavan road would reduce the walking distance to access the park (baseball diamond) by 600 meters. The distance between the two bridges over the Ganaraska at Molson St and Barrett St is 1.5km or about a twenty minute walk. Adding a bridge halfway between these two somewhere near Howard St and Highland drive would greatly increase pedestrian access to neighbourhoods on the two sides of the river. A bridge is extremely expensive, but the federal government has \$400 million in grants for pedestrian and cycling infrastructure. These paths can be valuable infrastructure, increasing safety, equality, health and reducing road wear, noise and pollution. References <https://www.canada.ca/en/office-infrastructure/news/2021/03/government-of-canada-announces-first-federal-fund-for-cycling-paths-and-trails-across-the-country.html> <https://nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/>

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Pow wow grounds to reintegrate and invite First Nations back to these fertile fishing grounds so that ceremonial proceedings can take shape as a tribute to truth and reconciliation!!

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I walk daily, love walking trails, I always try to find trails that link up so don't have to walk on road with my dog. So if could link all

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Agree! Interconnected pathways throughout the whole area of planning.

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Skating trail

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Fitness equipment - Add built in fitness equipment along the trails. Photo included

---

Reroute river to east beach to prevent silting of harbour mouths the sand will increase the size of beach over course of time

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Consider shutting down Madison St parking at the East Beach. At times during the summer the traffic is high on Madison St. and parking there is a nightmare. Shut the parking there, increase the east beach green space and use a pay for park on the municipal property on Mill St. where the works building used to be. This will provide income to maintain the east beach park and relieve the tax burden.

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The municipality should lease out spaces on the Centre Pier to tasteful commercial enterprises that add to the waterfront experience. Lease revenue from the commercial enterprises will hopefully cover pier maintenance costs eliminating a tax burden.

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Bring back wooden Benches steel is cold in winter hot in summer plus ruining your clothes with rust stains

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The key area that we would like to discuss is the east side of the Ganaraska river- the flood plain. The general area in question that is being considered as part of the waterfront and river walk project is located on the east side of the Ganaraska river between the Barrett street bridge and Molson Street. As you know when you enter the existing trail from Barrett Street, you are walking on the flood plain of the Ganaraska river, adjacent to a hill that runs the entire length of the trail. The walking trail is traditionally muddy and wet, depending on the seasons, with a rich diversity of wildlife. The area is typically quiet with an extensive tree canopy, limited light pollution and sporadic recreational use. The existing trail has limited visitors, typically a few dog walkers/day during daylight hours. There is a rich diversity of wildlife including squirrels, chip monks, rabbits, coyotes, foxes, deer, muskrat, beavers, paleated woodpeckers, partridges, turkeys, ducks and not forgetting the salmon and trout in the river.

Key observations: Many parts of the existing trail run directly beside the river bank and as a local resident (since 1954) significant erosion of the river bank and loss of many trees into the river has been observed.

Main concerns:

1. Disruption to the animals and local environment. As mentioned previously, there is a variety of wildlife that resides in the flood plains. Has an environmental assessment of the area been completed? There are also many nocturnal animals. The area in question has limited lighting and we would suggest that this remains the case. The existing tree canopy is preserved and the trail is a day used trail and closed at dusk. This has been observed on many other trails- where day use is encouraged over night use. Avoid the installation of artificial lighting and disrupting the animals. A dedicated path would be beneficial to

maintain the local ecosystem, one that would deter people and dogs roaming off trail into the animals' natural habitats. It would be a good idea to also avoid installation of garbage cans along the trail to avoid attracting animals to waste.

2. Erosion prevention? The proposed area for a trail is in the Ganaraska river flood plain- sandwiched between the river and a hill. This area has already demonstrated significant erosion. The natural riverbank is eroding extensively. Many parts of the existing trail run directly beside the riverbank and as a local resident (having lived adjacent to the area in question since 1952) significant erosion of the riverbank and loss of many trees into the river has been observed. There will need to be thought put towards preservation of the existing land to prevent erosion and ensure the trail is safe. Potential construction of an erosion bank will need to be considered. A raised boardwalk could be a good idea as this would not be damaged by flooding or higher than usual water levels.
  3. Port Hope Tourism- there has been significant increase in visitors in the past few years and a new trail would certainly attract more people. The Ganaraska river is a huge attraction to many tourists. It should be considered that a new trail will not only be used by local people and to expect those who are using the trail will want to try to get close to the river (fishing and observing fish).
  4. Planting trees: as there has been loss of tree due to natural forces and erosion, it could be desirable and environmentally friendly to incorporate some tree planting into the trail plan.
- 

Thanks for taking my comments. They are as follows:

While not strictly part of the Riverwalk, the front lawn of the Town Hall is in sharp contrast with respect to appearance and message to the peaceful Rotary gazebo and gardens across the street. I suggest that the weapons on the front lawn be removed and replaced with new statuary and/or sculptures that integrate with the Riverwalk experience.

1. Towards the south end of the Riverwalk, there are old telegraph lines and poles that run parallel to the CP tracks. The removal of this unneeded hardware will improve the appearance of the area.
2. I contend that the Centre Pier, as a prominent waterfront feature, should be used in part to facilitate boating activities of all types. Constructed features would be appropriate to provide for necessities and ease of access and to enhance enjoyment.
3. The mouth section of the Ganaraska River is quite stark looking and deserves some naturalization. The GRCA could perhaps provide recommendations for restoration.



## Appendix B.3 Walkshops & Coffeeshops ' What We Heard'

The following table comprises the responses received from participants of the **Spring - Summer 2022 - Walkshops & Coffeeshops**. Personal/identifying information has been redacted.

Centre Pier

Week 1 = green      Week 2 = Orange      Week 3 = Blue      Week 4 = yellow      April Public Design Charrette

Environmental Protection	Culture	Recreation	Connectivity and Safety	Amenities	Other
Build natural barrier wall along Cameco fence	Consider "feel" of distillery district in Toronto.	Coffee bar	Make it pedestrian only.	Restaurant, food truck space for rotating vendors	How safe is the area due to contamination? Walking trail, maybe parking.
Be conscious of flood plain	Check out Town of Elora - mesh of industrial, commercial, and residential	Event space	Consider swing bridge for deliveries/emergency vehicles.	Market set up	Natural is best! Pathways and manicured picnic areas are great, but leave a good portion of the pier natural.
Develop a natural barrier/berm planted with vegetation to block view of Cameco from East and/or West Beach	Space for artist market, live music.	Tai Chi and Yoga programming	Foot bridges from the pier to West Beach and East Beach would be a great addition.	Central Pier. I see lots of public open space for a variety of events related to the town itself or lake. If a marina is part of the scheme there would be a need for a marina building c/w washrooms, snackbar, and parking, for the marina as well as the public park space. Boardwalks with benches located to take advantage of a variety of views. Trees for shade and shelter but placed judiciously so as not to block views into or out of the space.	Garbage clean up group
Plant trees! Leave some areas unmanicured (natural vegetation) to encourage a variety of wildlife. Leave some areas with easy sloping access to the water (for wildlife). Osprey nesting poles, Purple Martin houses etc. would be most welcome additions.	Open air cafe on Centre Pier	"Entertainment District"	volunteer homeschool group clean up	Washroom, small (i.e. unpowered) boat launch area, picnic benches and small shelters. Fast growing native trees shrubs that can provide shade and windbreaks for people and natural habitats for wildlife. No food vending, there is already food and drink nearby.	Spotlight development- file factory, couple years back, long term plan?
new trees and fresh native plants	Museum of Local History: Port Hope History, Railway, Indigenous, and Lake Ontario	Small amphitheatre for multipurpose use	aesthetic lighting for a possible walking trail	new yacht club	Swim, drink, fish
what are implications of global warming and rising water levels? keep that in mind for whatever use is made of the area	Museum similar to Montreal Science Centre	Outdoor chess boards (bring your own pieces)	more parking and potential shuttles for busy times in the summer	hotel and shops	red ruck on lake superior, banana shaped island at mouth of river to collect silt
leave 1/2 of copper dam on east side	I would definitely like to see a bit of history brought back to this area such as a museum. This is called "Port" Hope after all, and this was a popular area as per boat travel/shipping historically.	Recreation and entertainment may be disrupted by train whistles	don't put a road on it, or it will end up used like cobourgs	Restraunts/ condos at the file factory	Is there space where there could be retail and etc? Thinking about how potential influx of people visiting as a result of waterfront can be translated into business, employment, etc to our local economy
spots for pedestrian use	museum dedicated to history of PH/Lake Ontario	Chess!!!! It has gained popularity. Strangers uniting over a beautiful game. Connecting youth and adults	find ways to incorporate biking and walking. dedicated cycling lanes	swimming pier like kingstons	This could be the showpiece of the waterfront if treated properly. Needs to be a place for citizens and visitors to gather and enjoy. Parking by town hall?
Berms to remove from flood plain	Promote shared use of the pier between people and wildlife. Natural areas should be lightly fenced off and signed asking people to stay out. Manicured areas should have amenities for people such as picnic benches, shelters and a bathroom. Small artists workshops or museums could be accommodated, especially at the base of the pier	Be sure to allow an access point for those who would like to launch a canoe/kayak/paddle board. Fishing and bird watching should also be encouraged in this area.	Hand rails all away around the pier	parking exists	Mill Street property: what is going to happen with that property? where are the parking lot and fishermen going to be?
Identify clear plan to hide Cameco building as best as possible. Preferably with vegetation	more heritage and historical signage about the train's role in Port Hope's creation	aesthetic lighting for the potential walking trail	Bridges to connect the waterfront into a continuous system of connected features that encourage walking (benches along the way)	Waterfountains on footpaths	Discussion on residential development on the centre pier - this would block view of Cameco - diversify the waterfront - condos next to Redpath (Sugar Beach)
Integrate Cameco into landscape	more info about evolution of industrial trains	commercial parkland with mixed shops similar to Gananoque along the St Lawrence	Connected with signs and lighting to footbridge across river and also to inner harbour and west beach.	Pop up seasonal retail spaces	Is currently an awkward space
There is value to Cameco being in our community- but what is the value to Cameco NOT being in the community?	Use big white cameco wall as a projection screen, for laser shows (or movies)	build any buildings facing east so Cameco is behind	Pathways and other green spaces where people don't walk	Provide amenities that accommodate tourists	Discussion on what to do around the railway trellis - safer passage under the RRs
Visual protection, there needs to be a barrier, even artificial, along west edge to prevent industrial feel	Farmers market- permanent sellers	make it a destination in PH	Walking bridge between the east beach to the centre pier to the inner harbour	Parking amenities	Redevelopment of the land as public space - bird watching - natural plantings
Grassy areas, trees and rocks	Granville Island	could add a bike park	Covered underpass for railway trestles	Toilets probably shared with inner harbour	Redevelopment of Lake Road to between the tracks - would provide more space along the inner harbour and make a better entrance to Centre Pier
NYC - highline naturalistic garden.	Artisan Market	Boat access, yacht club	Possible covered underpass for railway	Lighting	Concerns with visibility of Cameco
Botanical garden	Art, History	Splash pad/ waterpark	Lake st.	Benches	Waterfront incredible opportunity- make it a destination
Paul Evans -> Centre Pier?	gathering place, event space	Sports surfaces- things like pickleball	Jumping and swimming pier	Picnic tables	Rich railway history- permanent display were harbour development
Permanent under water cameras to monitor patterns in the fish migrations	lighting, benches, potted plants, mini tours of cameco	Kiosk for rentals of bikes, beach items	Programable sign space built in amenities	Indoor farmers market	red ruck on lake superior, banana shaped island at mouth of river to
Continue to permit fishing on east side	music garden, lush plantings(bottom of bathurst and pedina)	Waterfront yoga	Linked to all areas	Axe throwing booth	Concerns up Cameco
No environmental features left to protect	butterfly garden, made from landfill at bottom of parkside south of	Beach volleyball	Foot bridge over river is important	Public washrooms	Nx Highline, naturalistic garden, old railway
More trees and gardens, garbage bins, bird watching signs with QR	Concerts	Swimming pier like Gord Downey	Parking can be downtown but safe access by foot must be considered	Angled parking along Mill Street	People moving from city to have tolerance for industrial/transit
4 outlets man made circa 1800's siltation occurs in harbour due to these	Good space for industrial/art venue	promenade with walkways around the outside. clean up still to do	Better parking along beach and road	Permanent market space	Toronto - Industrial waterfront
	Art Installations	butler style building - multipurpose	Used fishing line containers	Sheltered areas	pedestrian friendly



Centre Pier

Week 1 = green		Week 2 = Orange		Week 3 = Blue		Week 4 = yellow		April Public Design Charrette	
Environmental Protection	Culture	Recreation	Connectivity and Safety	Amenities	Other				
	Industrial Material sculptures	create a way to get out a view port hope from the water	Marina & boat slip or crazy idea; amusement park	Farmers market- artisan market	Very important consideration for Port Hope. This area could				
	Community use hub building - community civil society groups, meeting	informal outdoor theatres, live music, walking trails	Change the mouth	Parking exists	Solar panels on building - maybe wind turbine				
	Community hub space	Parkland	Improved connections between the five "areas"	Public washrooms	Idea to reduce silting in potential marina (where old marina was), consider re-engineering the mouth of the Ganaraska so that motor boats come into the river, and moor along the riverbank area. This alters the silting area away from the marina entrance. Sailboats can moor in the marina.				
	Artisan space similar to that in Whitehorse Yukon	Lease out a couple of small lots to pay for peir greenspace		Residential/Community	Gazebo, picnic area, lights				
	Support economy, encourage businesses in the area to be open during high traffic tourist times.	Basketball courts		Urban	Can fishing bbe limited to very specific areas or have huge fines for littering				
	Perfect spot for cafe but may be more suitable for seasonal food	Local businesses nearby to the beach contribute to the economy		Angled parking along Mill Street	Signage for West Beach				
	Do not permit vehicles. Pedestrian area only.	Pop up tent rental retail space		Building and public washrooms	The area between the former Canadian Tire and railway trellis should be restored as a marsh				
	Support for businesses that would cater to those attending the area for recreation. Kiosks etc.	Fishing along eastern edge but no parking.		Small shops for cafes and boutiques	CW3 needs tall trees (poplars) and longer term white pines to disguise Cameco Corp. (hide)				
	Performance Spaces	Area for walking, talking and bird watching.		Connect to walking trails and downtown core	Mural on the Cameco building?				
	Similar feel to Cherry Beach	Performance Stage		power/wifi/water hookups	No grassed areas (goose magnet)				
	Gathering space, event space	Mixed use with commerical -> bring more business to downtown		parking amenities in the downtown (built structure, red brick,	Fewer condo's				
	Performance spaces	Swimming pier			A bridge would limit boat access, height restrictions				
	Cherry Beach	Farmer's Market			Wind breaks more, greening				
	Could become the year round market hub of Port Hope	Satellite University Campus space			More greening, berm with planting				
	I suggest larger building with year round stalls for local products -	Gord Downie Pier example in Kingston			considerations to limit geese				
	Food stalls, washrooms	Marina							
	Some assembly space but not a meeting hall	Water park (splash park)							
	Maybe bus connectivity to local farms	Multi sports pads- pickleball							
	Leslie please see Hope Towns initiative presentation I am sending you	Bike, kayak, SUP rentals							
	Also Ken Greenberg's suggested planning concept. Opportunity for	Beach volleyball area							
	Historical displays about former industrial uses of the harbour lands	Swimming pier at the end of centre pier like Gord Downie pier							
	Flood protection	Butler style building - multipurpose							
	Please include artistic/ architechtrual features in relevant locations	Farmers Market							
	Public art gallery space at pier with rotating exhibits	Safelight university campus							
		Gord Downie Pier example in Kingston							
		Marina							
		Not suitable for sports due to isolation, wind, etc.							
		Fishing should be encouraged							
		Kite flying							
		Playgrounds and pathways to explore the harbour lands							
		Picnic and festival area							
		Don't make this area too fisherman friendly							
		Swimming platform off East Beach?							
		Return of Port Hope Yacht Club							
		More green park space							
		Make more use of waterfront activities							
		Larger marina							
		Landscaped (not grass due to geese)							

Centre Pier - Summary

Week 1 = green      Week 2 = Orange      Week 3 = Blue      Week 4 = yellow      April Public Design Charrette

Environmental Protection	Culture	Recreation	Connectivity and Safety	Amenities	Other
Plant new native trees! Leave some areas unmanicured (natural vegetation) to encourage a variety of wildlife. Leave some areas with easy slopping access to the water (for wildlife). Osprey nesting poles, Purple Martin houses etc. would be most welcome additions.	<b>Precedent inspirations</b> <ul style="list-style-type: none"> <li>• Consider "feel" of distillery district in Toronto.</li> <li>• Check out Town of Elora - mesh of industrial, commercial, and residential</li> <li>• Cherry beach</li> <li>• Granville island</li> <li>• "Entertainment District"</li> <li>• Gord Downie Pier example in Kingston</li> <li>• Toronto's industrial waterfront</li> </ul>	<b>Passive</b> <ul style="list-style-type: none"> <li>• Coffee bar</li> <li>• Farmers market</li> <li>• bird watching</li> <li>• Chess!!!! It has gained popularity. Strangers uniting over a beautiful game. Connecting youth and adults</li> <li>• Event space</li> <li>• Performance stage</li> <li>• kite flying</li> <li>• Fishing (along Eastern edge)</li> <li>• Gazebos</li> </ul>	Make it pedestrian only.	Restaurant, markets, food truck space for rotating vendors	<b>Cameo building Screening</b> <ul style="list-style-type: none"> <li>• Develop a natural barrier/berm planted with vegetation to block view of Cameco from East and/or West Beach</li> <li>• Visual protection, there needs to be a barrier, even artificial, along west edge to prevent industrial feel</li> <li>• Build natural barrier wall along Cameco fence</li> <li>• Intergrate cameo into landscape</li> </ul>
what are implications of global warming and rising water levels? keep that in mind for whatever use is made of the area	<b>Museum</b> <ul style="list-style-type: none"> <li>• Museum of Local History: Port Hope History, Railway, Indigenous, and Lake Ontario.</li> <li>• This was a popular area as per boat travel/shipping historically.</li> <li>• Museum similar to Montreal Science Centre</li> <li>• Historical displays about former industrial uses of the harbour lands</li> </ul>	<b>Active</b> <ul style="list-style-type: none"> <li>• Tai Chi and Yoga programming</li> <li>• Beach volleyball</li> <li>• Yoga</li> <li>• Swimming/jumping pier</li> <li>• Bike park, cycling lanes</li> <li>• Kayak and SUP rentals</li> <li>• basketball</li> <li>• walking</li> <li>• Multi-sport pads - pickleball</li> <li>• waterpark/splash pad</li> </ul>	Consider swing bridge for deliveries/emergency vehicles.	Central Pier. I see lots of public open space for a variety of events related to the town itself or lake. If a marina is part of the scheme there would be a need for a marina building c/w washrooms, snackbar, and parking, for the marina as well as the public park space. Boardwalks with benches located to take advantage of a variety of views. Trees for shade and shelter but placed judiciously so as not to block views into or out of the space.	Natural is best! Pathways and manicured picnic areas are great, but leave a good portion of the pier natural.
leave 1/2 of copper dam on east side	Space for artist market, live music.	Recreation and entertainment may be disrupted by train whistles	Foot bridges from the pier to West Beach and East Beach would be a great addition.	Spotlight development- file factory, couple years back, long term plan?	Garbage clean up group
spits for pedestrian use	Small amphitheatre for multipurpose use	don't put a road on it, or it will end up used like cobourgs	<b>Parking</b> <ul style="list-style-type: none"> <li>• more parking and potential shuttles for busy times in the summer</li> <li>• Parking amenities</li> <li>• Better parking along beach and road</li> <li>parking amenities in the downtown (built structure, red brick, appealing</li> <li>• Angled parking along Mill Street</li> </ul>	Is there space where there could be retail and etc? Thinking about how potential influx of people visiting as a result of waterfront can be translated into business, employment, etc to our local economy	red ruck on lake superior, banana shaped island at mouth of river to collect silt
Berms to remove from flood plain	more heritage and historical signage about the train's role in Port Hope's creation and the evolution of industrial trains	Be sure to allow an access point for those who would like to launch a canoe/kayak/paddle board. Fishing and bird watching should also be encouraged in this area.	Hand rails all away around the pier	This could be the showpiece of the waterfront if treated properly. Needs to be a place for citizens and visitors to gather and enjoy. Parking by town hall?	Mill Street property: what is going to happen with that property? where are the parking lot and fishermen going to be?
There is value to Cameco being in our community- but what is the value to Cameco NOT being in the community?	Rich railway history- permanent display where harbour development round house was-celebration of the history	aesthetic lighting for the potential walking trail	Bridges to connect the waterfront into a continuous system of connected features that encourage walking (benches along the way)	Waterfountains on footpaths	Discussion on residential development on the centre pier - this would block view of Cameco - diversify the waterfront - condos next to Redpath (Sugar Beach)
Grassy areas, trees and rocks	Use big white cameco wall as a projection screen, for laser shows (or movies)	build any buildings facing east so Cameco is behind	Pathways and other green spaces where people don't walk	Is currently an awkward space	Discussion on what to do around the railway trellis - safer passage under the RRs
NYC - highline naturalistic garden.	make it a destination in PH	Walking bridge between the east beach to the centre pier to the inner harbour	Possible covered underpass for railway	Provide amenities that accommodate tourists	Concerns with visibility of Cameco
<b>Paul Evans -&gt; Centre Pier?+B22B19B14:B19B14B14:B23</b>	Artisan Market (similar to Whitehorse, Yukon)	Covered underpass for railway trestles	<b>Lake st.</b>	Redevelopment of the land as public space - bird watching - natural plantings	Waterfront incredible opportunity- make it a destination
Permanent under water cameras to monitor patterns in the environment	Art installations (Industrial Material sculptures), History	Boat access, yacht club	Programmable sign space built in amenities	Redevelopment of Lake Road to between the tracks - would provide more space along the inner harbour and make a better entrance to Centre Pier	Support economy, encourage businesses in the area to be open during high traffic tourist times.
Fish migrations	gathering place, event space	Kiosk for rentals of bikes, beach items	Linked to all areas	Lighting	red ruck on lake superior, banana shaped island at mouth of river to collect silt
Continue to permit fishing on east side	lighting, benches, potted plants, mini tours of cameco	Parking can be downtown but safe access by foot must be considered	Change the mouth	Benches	Nx Highline, naturalistic garden, old railway
No environmental features left to protect	music garden, lush plantings(bottom of bathurst and spedina	promenade with walkways around the outside. clean up still to do	Residential/Community	Picnic areas/tables	Solar panels on building - maybe wind turbine
More trees and gardens, garbage bins, bird watching signs with QR codes that can change with the seasons for migratory bird species and identification	butterfly garden, made from landfill at bottom of parkside south of garden	Used fishing line containers	Improved connections between the five "areas"	Indoor farmers market	Can fishing be limited to very specific areas or have huge fines for littering
Promote shared use of the pier between people and wildlife. Natural areas should be lightly fenced off and signed asking people to stay out. Manicured areas should have amenities for people such as picnic benches, shelters and a bathroom.	Good space for industrial/art venue	Marina & boat slip or crazy idea; amusement park	Connect to walking trails and downtown core	Axe throwing booth	The area between the former Canadian Tire and railway trellis should be restored as a marsh
4 outlets man made circa 1800's siltation occurs in harbour due to these	create a way to get out a view port hope from the water	informal outdoor theatres, live music, walking trails	power/wifi/water hookups	Public washrooms	CW3 needs tall trees (poplars) and longer term white pines to disguise Cameco Corp. (hide)

Centre Pier - Summary

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Environmental Protection	Culture	Recreation	Connectivity and Safety	Amenities	Other
Flood protection, Be conscious of flood plain	Community use hub building - community civil society groups, meeting and event space	Pop up tent rental retail space	Maybe bus connectivity to local farms	People moving from city to have tolerance for industrial/transit infrastructure	More greening, berm with planting
	Lease out a couple of small lots to pay for peir greenspace maintenance	Satelite University Campus space	Connected with signs and lighting to footbridge across river and also to inner harbour and west beach.	Permanent market space	considerations to limit geese
Idea to reduce silting in potential marina (where old marina was), consider re-engineering the mouth of the Ganaraska so that motor boats come into the river, and moor along the riverbank area. This alters the silting area away from the marina entrance. Sailboats can moor in the marina.	Local businesses nearby to the beach contribute to the economy	Swimming pier at the end of centre pier like Gord Downie pier	Signage for West Beach	pedestian friendly	How safe is the area due to contamination? Walking trail, maybe parking.
	Do not permit vehicles. Pedestrian area only.	swimming pier like kingstons		Very important consideration for Port Hope. This area could emphasize our Port identity as well as hope for the future	Landscaped (not grass due to geese)
	Support for businesses that would cater to those attending the area for recreation. Kiosks etc.	Swimming platform off East Beach?		<b>Urban</b>	volunteer homeschool group clean up
	Mixed use with commerical -> bring more business to downtown	new yacht club		Small shops for cafes and boutiques	
	Could become the year round market hub of Port Hope	Swimming pier like Gord Downey		Fewer condo's	
	I suggest larger building with year round stalls for local products - agricultural, art and craft	Parkland		A bridge would limit boat access, height restrictions	
	Marina	Return of Port Hope Yacht Club		Wind breaks more, greening	
	Some assembly space but not a meeting hall	More green park space		Open air cafe on Centre Pier	
	Also Ken Greenberg's suggested planning concept. Opportunity for many visual arts ideas	Make more use of waterfront activities		Pop up seasonal retail spaces	
	Please include artistic/ architechtural features in relevant locations, perm. applications via critical mass			Small (i.e. unpowered) boat launch area, picnic benches and small shelters. Fast growing native trees shrubs that can provide shade and windbreaks for [people and natural habitats for wildlife. No food vending, there is already food and drink nearby.	
	Public art gallery space at pier with rotating exhibits			commercial parkland with mixed shops similar to Gananoque along the St Lawrence	
	Gord Downie Pier example in Kingston			Restraunts/ condos at the file factory	
	Not suitable for sports due to isolation, wind, etc.			butler style building - multipurpose	
	Playgrounds and pathways to explore the harbour lands				
	Don't make this area too fisherman friendly				
	Larger marina				
	Mural on the Cameco building?				
	Botanical garden				



Inner Harbour

Week 1 = green      Week 2 = Orange      Week 3 = Blue      Week 4      April Public Design Charrette

Environmental Protection	Culture	Recreation	Connectivity and Safety	Amenities	Other
The cleanup has made improvements to the harbour by adding sloping stone borders in place of vertical walls. Contaminated (salt and oil) runoff from streets should be prevented from entering the harbour untreated.	While we cannot escape the noise of trains on the viaducts, it should be possible to better screen the Cameco facility by planting lots of trees and shrubs on both sides of the fence (private and public property). It would also be nice to see the centre pier used for more than just manicured greenspace. Artists workshops, museums etc. come to mind.	Fishing tours. Fishing lessons.	Have a drop-off/pick-up area (i.e. kiss and ride) close to the water, but vehicles should be well removed to parking areas further inland. Don't waste this precious land by turning a great deal of it over to parking lots. A footbridge to the West Beach would be excellent.	Retain the fish cleaning station. Add another washroom area (perhaps on the center pier). Picnic tables and a few small shelters would be a welcome addition on the pier. Perhaps even a fire pit and few BBQs.	It is important, but expensive, to keep dredging the rivers mouth and harbour. Alterations to the breakwall that could reduce silting of those areas should be investigated and made.
Discourage locals and tourists from making more garbage, use food composting x2	More educational facts and history of fishery	Harbour mouth. I don't see it mentioned on the Typologies map that was handed out this morning but I am hoping that a marina will be established in the basin at the harbour. With the old industrial building gone, the masts of sailboats and large yachts could easily be seen from out in the lake especially if approaching for the east. Although smaller we could have a yacht basin that could rival Cobourg's and it would be much more protected. The silting of the harbour mouth has always been a problem because of the river but I think I can offer a solution to that problem. It is as simple as moving the river mouth. Currently there is a rock breakwater that defines the east edge of the river as it passes the Central Pier. By moving the breakwater and aligning it with the east light and the southeast corner of the Central pier, this diverts the river from the harbour entrance and directs the outflow to the lake east of the harbour. There would still be access to the boat launch and lake. Sediment from the river would not flow through the harbour mouth and may even feed the east beach with additional material. There would be no cost in materials to do this work because all the rock is in-situ and would only require relocating with appropriate cranes and barges etc.	Parking and new pathways added to connect a new harbor at mouth of river to parking	Clean fresh washrooms x4	Places for food trucks or a better location for the farmers market
fill in old harour and relocate to the mouth of the Ganaraska	small weekend shows and live performances by the river	fix the railing, better signage	more parking	Seasonal amenities	Organize more regular waterfront clean ups with volunteers
leave 1/2 copper dam to eliminate wave action	more frequent history lessons about PH	could add a bike park	fix railing on river side to keep tourists and locals safe	Bike parking	Consider cetnre pier for fishing
create spits landfill, perpendicular to the shore	Paint Cameco- project images	Rental of SUP, Kayaks	Currently the Cameco edge, when it was publicly accessible, was a narrow broken concrete walk with a rough gravel verge, bordered by a chain link security fence. Figures 4 & 5 show the current position of Cameco and the Municipality. And while this could be improved with a bit of shrubbery, that's essentially how it will remain.  With a modest modification, this could be a key component of Port Hope's waterfront walkway system . It could be a landscaped space lined with mature trees, that could give shade and visual amenity to pedestrians, that could visually screen Cameco's industrial works, and like all trees, help the environment. See Figures 6, 7 & 8. It's a very simple matter of moving the fence. Mature trees need a 6 m., 20 ft distance from a security fence, for obvious security reasons. At present, there's not enough room. By moving the fence away from the water's edge, ample room would be available for mature trees. <a href="https://drive.google.com/file/d/1yASvCKL6JlBdk6d6ifu7_PkiHfKAVs4/view?usp=sharing">https://drive.google.com/file/d/1yASvCKL6JlBdk6d6ifu7_PkiHfKAVs4/view?usp=sharing</a>	Move boat launch to far end of turning basin	Discuss moving fence at east side of Cameco to allow for planting of trees
Allow sail boards and fishing boats only	History of freighters	Boat club and sailing	create infrastructure to access Port Hope from by boat	Waste bins	Can the railway station be involved at all?
Put in boat launch	Historic marker showing old harbour	Paddleboating	Bridges for continuous pedestrian experience	Toilet facilities	Little station house- railway history
Tree planting to mask/hide Cameco building	Opportunity to restore sailing club	Do not permit motor boats	Solar lighting	garbage and recycling bins	Improvement to berthing for ships to encourage the historical ships that sail the great lakes to come for exhibitions
Clean up garbage to keep the waterfront area attractive and inviting	Plant trees the whole way around cameco- eventually they will buffer it	Facilities for sailing, kayaking, etc	Obviously connected to centre pier but could be connected to west beach by wayfinding signs.	Solar lighting	Features the train viaducts

Inner Harbour

Environmental Protection	Culture	Recreation	Connectivity and Safety	Amenities	Other
Provide better access to the water	Leave 1/2 copper dam to eliminate wave action	Shelter for inclement weather	Boardwalk all the way around	Seating/benches	
Discourage bird feeding in this area, should be bird safe haven.	Cameco can present their history and community involvement	Better docking and parking to support board launch would provide business opportunities resulting from increased fishing and boating activity	Improved and inclusive pathways around harbour and to downtown	Parking for boats/trailers at firefighters museum	
Do not permit fishing in inner harbour	Interactive displays of past and future uses of Municipal asset	Marina/turning basin		Create opportunities for fishing	
10 ft path east of Cameco	Pop-up markets, food trucks etc. a possibility	Improve boat launch		Commercial Fishing	
Shore line area planted with hardy trees	Historical plaques explaining the history and importance of the harbour and the landing spot for the settlers; use QR codes on signs to link to additional material that can be changed in the seasons	Creating a boating club to be established in the inner harbour		Connection to washrooms on Centre Pier	
consider some boat moorings for sail boats and small yachts but they may mean dredging is necessary	Please include artistic/ architectural features in relevant locations, perm. applications via critical mass	Ducks/ Slips		Shops to entice boaters, eg. cafes and boutiques showcasing local artists	
Whatever fish and aquatic creatures habitat exists or can be encouraged should be done		Consider a regatta in the harbour basin, we did one in the 80's on the Ganaraska side. Lots of fun.			
Tree planting and wetland area		Tug of wars across the river			
Change the mouth of the river so motor boats can moor along the river, changed mouth means reduced silting in area where sailboats can moor (area of former marina)		Kayak and canoe races			
		Could include swimming events if it is safe enough			
		More containers for fishing line disposal, walking paths to the west			
		Prefer not to have "chain" restaurants along river/ waterfront			
		Return of the yacht club?			
		Is there talk of a yacht club?			
		Don't make this area too fisherman friendly			
		Increase size of turning basin			

Inner Harbour - Summary

Week 1 = green      Week 2 = Orange      Week 3 = Blue      Week 4      April Public Design Charrette

Environmental Protection	Culture	Recreation	Connectivity and Safety	Amenities	Other
The cleanup has made improvements to the harbour by adding sloping stone borders in place of vertical walls. Contaminated (salt and oil) runoff from streets should be prevented from entering the harbour untreated.	More educational facts and history of fishery	Fishing tours. Fishing lessons.	Have a drop-off/pick-up area (i.e. kiss and ride) close to the water, but vehicles should be well removed to parking areas further inland. Don't waste this precious land by turning a great deal of it over to parking lots. A footbridge to the West Beach would be excellent.	Retain the fish cleaning station. Add another washroom area (perhaps on the center pier). Picnic tables and a few small shelters would be a welcome addition on the pier. Perhaps even a fire pit and few BBQs.	It is important, but expensive, to keep dredging the rivers mouth and harbour. Alterations to the breakwall that could reduce silting of those areas should be investigated and made.
Discourage locals and tourists from making more garbage, use food composting x2	small weekend shows and live performances by the river	Harbour mouth. I don't see it mentioned on the Typologies map that was handed out this morning but I am hoping that a marina will be established in the basin at the harbour. With the old industrial building gone, the masts of sailboats and large yachts could easily be seen from out in the lake especially if approaching for the east. Although smaller we could have a yacht basin that could rival Cobourg's and it would be much more protected. The silting of the harbour mouth has always been a problem because of the river but I think I can offer a solution to that problem. It is as simple as moving the river mouth. Currently there is a rock breakwater that defines the east edge of the river as it passes the Central Pier. By moving the breakwater and aligning it with the east light and the southeast corner of the Central pier, this diverts the river from the harbour entrance and directs the outflow to the lake east of the harbour. There would still be access to the boat launch and lake. Sediment from the river would not flow through the harbour mouth and may even feed the east beach with additional material. There would be no cost in materials to do this work because all the rock is in-situ and would only require relocating with appropriate cranes and barges etc.	Parking and new pathways added to connect a new harbor at mouth of river to parking	Clean fresh washrooms	Organize more regular waterfront clean ups with volunteers
fill in old harour and relocate to the mouth of the Ganaraska	more frequent history lessons about PH	fix the railing, better signage	more parking	Seasonal amenities	Discuss moving fence at east side of Cameco to allow for planting of trees
leave 1/2 copper dam to eliminate wave action	Paint Cameco- project images	could add a bike park	fix railing on river side to keep tourists and locals safe	Bike parking	Can the railway station be involved at all?
create spits landfill, perpendicular to the shore	History of freighters	Rental of SUP, Kayaks	Currently the Cameco edge, when it was publicly accessible, was a narrow broken concrete walk with a rough gravel verge, bordered by a chain link security fence. Figures 4 & 5 show the current position of Cameco and the Municipality. And while this could be improved with a bit of shrubbery, that's essentially how it will remain.  With a modest modification, this could be a key component of Port Hope's waterfront walkway system . It could be a landscaped space lined with mature trees, that could give shade and visual amenity to pedestrians, that could visually screen Cameco's industrial works, and like all trees, help the environment. See Figures 6, 7 & 8. It's a very simple matter of moving the fence. Mature trees need a 6 m., 20 ft distance from a security fence, for obvious security reasons. At present, there's not enough room. By moving the fence away from the water's edge, ample room would be available for mature trees. <a href="https://drive.google.com/file/d/1yASvCKL6JJBdk6d6ifu7_PkfHfKAVs4/view?usp=sharing">https://drive.google.com/file/d/1yASvCKL6JJBdk6d6ifu7_PkfHfKAVs4/view?usp=sharing</a>	Move boat launch to far end of turning basin	While we cannot escape the noise of trains on the viaducts, it should be possible to better screen the Cameco facility by planting lots of trees and shrubs on both sides of the fence (private and public property). It would also be nice to see the centre pier used for more than just manicured greenspace. Artists workshops, museums etc. come to mind.
Allow sail boards and fishing boats only	Historic marker showing old harbour	Boat club and sailing	create infrastructure to access Port Hope from by boat	garbage and recycling bins	Improvement to berthing for ships to encourage the historical ships that sail the great lakes to come for exhibitions
Put in boat launch	Opportunity to restore sailing club	Do not permit motor boats	Bridges for continuous pedestrian experience	Solar lighting	Features the train viaducts
Tree planting to mask/hide Cameco building	Leave 1/2 copper dam to eliminate wave action	Facilities for sailing, kayaking, etc	Solar lighting	Seating/benches	Better docking and parking to support board launch would provide business opportunities resulting from increased fishing and boating activity
Clean up garbage to keep the waterfront area attractive and inviting	Cameco can present their history and community involvement	Shelter for inclement weather	Obviously connected to centre pier but could be connected to west beach by wayfinding signs.	Parking for boats/trailers at firefighters museum	
Discourage bird feeding in this area, should be bird safe haven.	Interactive displays of past and future uses of Municipal asset	Marina/turning basin, Increase size of turning basin	Boardwalk all the way around	Shops to entice boaters, eg. cafes and boutiques showcasing local artisits	



Inner Harbour - Summary

Week 1 = green

Week 2 = Orange

Week 3 = Blue

Week 4

April Public Design Charrette

Environmental Protection	Culture	Recreation	Connectivity and Safety	Amenities	Other
Do not permit fishing in inner harbour	Pop-up markets, food trucks etc. a possibility	Improve boat launch	Improved and inclusive pathways around harbour and to downtown	Places for food trucks or a better location for the farmers market	
10 ft path east of Cameco	Historical plaques explaining the history and importance of the harbour and the landing spot for the settlers; use QR codes on signs to link to additional material that can be changed in the seasons	Creating a boating club to be established in the inner harbour	Provide better access to the water		
Shore line area planted with hardy trees	Please include artistic/ architectural features in relevant locations, perm. applications via critical mass	Ducks/ Slips			
consider some boat moorings for sail boats and small yachts but they may mean dredging is necessary	Commercial Fishing	Consider a regatta in the harbour basin, we did one in the 80's on the Ganaraska side. Lots of fun.			
Whatever fish and aquatic creatures habitat exists or can be encouraged should be done	Little station house- railway history	Tug of wars across the river			
Tree planting and wetland area		Kayak and canoe races			
Change the mouth of the river so motor boats can moor along the		Could include swimming events if it is safe enough			
		More containers for fishing line disposal, walking paths to the west beach and improved pathway to downtown area, berthing areas for boats			
		Prefer not to have "chain" restaurants along river/ waterfront			
		Return of the yacht club?			
		Don't make this area too fisherman friendly			
		Consider cetnre pier for fishing			

East Beach to Gages Creek

	Week 1 = green	Week 2 = Orange	Week 3 = Blue	Week 4	April Public Design Charrette
Environmental Protection	Culture	Recreation	Connectivity and Safety	Amenities	Other
Limit usage #s with Ticketing system	East Beach should continue as a very public area with a playground, boat rentals etc.. The Gages Creek area, on the other hand, should remain as natural and unspoiled as possible.	Make it less "gaudy"	Ensure entire trail is accessible	Places to plug in to work or charge devices.	Need to clean up eastern most area at Gages Creek. Patrol to reduce illegal activities in the area. Close off to vehicles completely other than emergency vehicles
Maintain natural shoreline	Food trucks on the old firefighter museum property x2	Equipment rental	Paved beach walkway	None required, except for an emergency phone box at Gage's Creek.	for the most part, leave this area as it is now used. East Beach recreational palyground, swimming, picnicing etc.. Gage's Creek wild and natural, perfect for birdwatching, nature walks etc..
Boardwalk paths are great	Indigenous consultation	Swim lessons	I can see the argument for one or more emergency call box locations in the Gage's Creek area. It is remote and well removed from town. Making it safer, could make it more widely used.	Suitable, but tasteful graffiti on the brick walls outside.	QR codes at Marsh to interpret wildlife and plants
Keep natural	Remove existing parking lot	Winter skating pond	Better lighting, King St S..make it 1 way from North to south...lifeguard.	New change rooms	Lifeguards and a speed sign
Clean up erosion by Sculthorpe Marsh	Fill in onld harbour and use as parking garage	The only facility I would consider adding would be a place to launch small/unpowered craft closer to Gage's Creek. A footbridge over the creek would be lovely, but expensive and detrimental to the natural areas east of the creek heavily used by wildlife now.	possible new parking at Caldwell St with pathway to former parking lot and beach area along the lake with benches	Would be nice to have washroom facility, perhaps attached to waste treatment plant	Create family parkland
Install trash bins along trail	Consider branding each beach	Paddleboard and kayak rentals	remove on street parking on King St	Trail was widened after high water- even	Do we need to differentiate between beaches? Specific uses promoted at different beaches
The pathways leading to the marsh area definitely need to be made safer and over the years the continuing erosion has become more and more concerning to me. I have not walked this path since 2017 and if I were to do so now I'm sure it would be vastly different.	Signage at Marsh and along Gages creek	Place to rent paddleboards, canoes and kayacks	Create new street to connect King st with Mill street and close Madison to traffic - only work vehicles and boat launchers allowed x2	Corner of Hope and Shooter St. parking	Reference Planning Partnership plan- 2009 Consolidate Plan Lake St. around Chemtron Lagoon
Waterfront Trail - Lake Street. I walk along this trail almost daily. My only concerns are the need for more tree plantings, as the small trees planted after the sewer construction a few years ago have nearly all died due to bad planting techniques and lack of water. As well, a guardrail needs to be installed along certain sections of Lake St. since large transport trucks accessing Eco/Weir encroach on the lands beside the trail and are damaging the natural plantings and butterfly habitat. Also, water runoff from an east entrance to the Esco factory travels across Lake St. and washes out a section of the waterfront trail. The Municipality needs to speak to Esco about this situation.	Bird watching	Create parkland on east side of Ganaraska where fishermen park	Parking moved back to fish shack	More benches	check birdboxes in march. bedford st - botanical garden and ponds
Some work needs to be done in this area to slow/stop the erosion of the shoreline. Various structures extending into the water can be highly effective. Additional plantings may also be required in some areas to stabilize banks that have been eroded in the past.	hate seeing cameco	could add a bike park	purchase houses on Mill St and restaurant at waterfront for parking and parkind	Bench at bottom of Lake St.	There is adequate parking already. Solar lighting and washrooms, garbage and recycling bins are needed.
More butterfly bushes and plants to create a lush environment	needs more structure/organization	best area in Port Hope for birding, variety of species can be found	install lighting and pave paths for cyclists and walkers	roof and benches on look out. more viewing sites, maybe at lagoon and other side of marsh	Purchase Shuter/King St property rather than leaving it in private hands
Add butterfly plants	Reconnect people with the Lake.	More sand beaches west of Gages Creek	Accomodate Cyclists	more washrooms, seating, benches with view	Road issues at King to Mill St - parking for beach - it is overloaded needs to be better design for safety, one way versus two way
Great nature walk, must be careful not to make it so accessible that it ruins the very thing that makes it special	Bird watching	Bird watching- manage	Chemtron lagoon- needs to be renamed	more wildlife proof garbages with small openings	Sentiment that we do not want Port Hope to turn into Cobourg
Fix places in trail that occasionally get washed out	Enjoying nature	signage leading to closest bathrooms	path too narrow, also connection across river at gages creek, to make a better loop route	Washrooms and changerooms	Differentiate between the two beach areas- target towards one as passive, one as active
Beach size dependent on lake level	Swimming	way to get down to water	move road accessing lake towards king st. turn at firefighters site	Childrens play structures	Use Gages Creek as a beach area
Erosion management along trail	Needs to be recognition of how important this area was to indigenous culture	Full recreational beach	narrow and uneven on waterfront trail, bridges could help	More picnic tables	One way of linking all of this is geocaching, good family activity
Planting in areas that have been remediated	"rights holders"	Access to water for swimming especially at Caldwell beach	access to walk along waters edge	Gazebo	Engage with the indigenous rights holders
Keep trails along gages creek- keep them natural	East beach is the swimming, sun bathing etc. cultural and recreation	Hiking, trail walking, getting away from traffic and industry etc.	Lifeguards on duty	Small splash pad	Stop fishing Sept. 1- May. no fishing in viaduct north

East Beach to Gages Creek

Week 1 = green      Week 2 = Orange      Week 3 = Blue      Week 4      April Public Design Charrette

Environmental Protection	Culture	Recreation	Connectivity and Safety	Amenities	Other
certain times of year, certain areas may need to be fenced off	The walkways and march need to emphasize Willow Beach Field	Place to disconnect	Connect waterfront trail to Cobourg	Bench at Gages Creek/Sculthorpe Marsh	Clean up some cattails at Marsh
along Lake Road the shorelines need to be tiered so access to the stop fishing sept 1st-may. no fishing from viaduct north	Some stone sculptures but most on west beach	Swimming beach	Monitor trail for erosion, replace bridges and boardwalk as necessary.	Waste bins with small holes and regular pick up	Lilac bushes
clean up some cattails at marsh	Viewing stations	Swimming beach	Lighting, especially in the parking area.	Washrooms	Suggestion- relocate Caroline St. rink to here (Town Park Recreation)
lilac bushes		Skating on the pond- great area to skate in natural setting	The waterfront trail is one of the best assets the town has	Garbage and recycling bins	Return to CFFM (firefighting museum)
marsh and plantings ar beautiful, flooding is a concern, and some wasted space		Sand Castle Competitions	Sculthorpe Marsh is lovely - the shoreline needs protection	Lighting	Timber is slippery
		Use former firefighters museum for ice rink and splash pad	Sculthorpe Parking lot to Gages	This is an area where less is more - No more parking but get rid of the potholes and atively monitor the area.	Waterside Trail- too much concrete, looks like a city ie Kingston
Rock goins in the Lake to protect shoreline wave erosion		One viewing station is enough at the Sculthorpe Marsh	Hardest part to navigate is Caldwell to King Street - look at repairing	More of a family friendly area	Concern with duck hunting
Better swimming conditions at East Beach		extend beach further to the east	Substantial upgrade to the trail is required. Raise and construct with	Likw how under developed the beach is compared to Cobourg's	Lookout at S.M disruption to wildlife
Enforce littering laws or provide community education surrounding			Consider purchase of private property for connectivity	Washroom at end of Hope Street	Overflow culvert
Pack in/Pack Out litter rules			Trail improvements	Safe for all ages	Best beach in Port Hope
Species catalogue for those species to protect			Waterfront trail- should it be paved?	Passible with stroller	Remove old telegraph lines
Hide ESCO factory from trail view.			Keep cyclists on the roadway	Parking lot repairs	River's edge development should face the river
Keep it wild beyond East Beach			Trail down along from Hope St. parking lot to Marina has some wash-outs that need to be addressed	Washrooms and Parking	Plant evergreen trees to disguise the concrete abutments (appears to lower the height of the tressel)
This area cannot handle large numbers of people			Move road accessing lake towards king st. turn at firefighters site	More signage around marsh	Clean the railway bridge piers
Wake protection (Hope St to Rose Glen)			Life guard necessity	People feeding birds there needs to be some warning on what to feed-	
Where King Street retaining wall is should be accessible at all time of			Clear pathway along waterfront at lake edge with an increased	More benches especially at Gages Creek- "master benching strategy"	
Dont fight with nature allow it to evolve			Along Lake St. where cement garbage has been dumped, create slope	More Parking	
Restoration of Chemtron pond			East beach could have great potential if improved	Washrooms	
Basically, keep as is.			Improve boardwalk and wall art	Covered Pavillion	
Wave protection			Improve King St. parking lot	Showers	
Mitigate impacts of high water			Challenge: Make the trail to the east (past sculthorpe marsh) a loop	Boardwalk through the dunes	
Culverts			Keep parking and people seperate OR design the space to ensure safe	Public washrooms - change facilities	
Erosion protection on some of the connections at parking lot on King			East beach WT access connection (at high water)	Bathrooms at Gage beach and the parking lot at the beginning of the	
Marsh areas and birds should be left			Sculthorpe Marsh- proper road, car park gets crowded	Small Bridge over Gage Creek	
Erosion at the Lake Street (turn north) needs to be addressed			Make Mill St, Madison and King a one way loop	Washroom near Sewage Treatment Plant	
Shoreline erosion must be dealt with			Create a street/lane through old Firefighter Museum space and create a one way loop down South Mill St. east on Madison St. North on King + West on new road to reduce congestion at Madison & King		
All habitat protected, including marsh where possible					
some sections with break waters Rouge Beach in Scarborough does					
occurs					
wildlife					
flooded					
Ducks and other wildlife depend on it!					
Concern lake will soon impinge on marsh. infill? preserve path					



East Beach to Gages Creek - Summary

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Environmental Protection	Culture	Recreation	Connectivity and Safety	Amenities	Other
Limit usage #s with Ticketing system	Food trucks on the old firefighter museum property x2	Make it less "gaudy"	Ensure entire trail is accessible	Places to plug in to work or charge devices.	Need to clean up eastern most area at Gages Creek. Patrol to reduce illegal activities in the area. Close off to vehicles completely other than emergency vehicles
Maintain natural shoreline	Indigenous consultation	Equipment rental	Paved beach walkway	None required, except for an emergency phone box at Gage's Creek.	for the most part, leave this area as it is now used. East Beach recreational palyground, swimming, picnicing etc.. Gage's Creek wild and natural, perfect for birdwatching, nature walks etc..
Boardwalk paths are great	Fill in old harbour and use as parking garage	<b>Active</b> <ul style="list-style-type: none"> <li>Swimming, swim lessons</li> <li>Winter skating pond</li> <li>Paddleboard, canoe and kayak rentals</li> <li>Bike park</li> <li>Hiking, trail walking, getting away from traffic and industry etc.</li> <li>Swimming beach</li> <li>Skakting on the pond- great area to skate in natural setting</li> </ul>	I can see the argument for one or more emergency call box locations in the Gage's Creek area. It is remote and well removed from town. Making it safer, could make it more widely used.	Suitable, but tasteful graffiti on the brick walls outside.	QR codes at Marsh to interpret wildlife and plants
Clean up erosion by Sculthorpe Marsh	Consider branding each beach	<b>Passive</b> <ul style="list-style-type: none"> <li>Bird watching</li> </ul>	Better lighting, King St S..make it 1 way from North to south...lifeguard.	New change rooms and showers	The walk around the Scalthorpe Marsh could have natural focus near the boardwalk and a more hardsurface trail on the north side of a totally different character - shielded from marsh to proect wildlife
The pathways leading to the marsh area definitely need to be made safer and over the years the continuing erosion has become more and more concerning to me. I have not walked this path since 2017 and if I were to do so now I'm sure it would be vastly different.	hate seeing cameco	Create parkland on east side of Ganaraska where fishermen park	possible new parking at Caldwell St with pathway to former parking lot and beach area along the lake with benches	More washroom facility, perhaps near waste treatment plant and end of Hope Street	Create family parkland
Waterfront Trail - Lake Street. I walk along this trail almost daily. My only concerns are the need for more tree plantings, as the small trees planted after the sewer construction a few years ago have nearly all died due to bad planting techniques and lack of water. As well, a guardrail needs to be installed along certain sections of Lake St. since large transport trucks accessing Eco/Weir encroach on the lands beside the trail and are damaging the natural plantings and butterfly habitat. Also, water runoff from an east entrance to the Esco factory travels across Lake St. and washes out a section of the waterfront trail. The Municipality needs to speak to Esco about this situation.	needs more structure/organization	best area in Port Hope for birding, variety of species can be found	Create new street to connect King st with Mill street and close Madison to traffic - only work vehicles and boat launchers allowed x2	Trail was widened after high water- even	Do we need to differentiate between beaches? Specific uses promoted at different beaches
Some work needs to be done in this area to slow/stop the erosion of the shoreline. Various structures extending into the water can be highly effective. Additional plantings may also be required in some areas to stabilize banks that have been eroded in the past.	Reconnect people with the Lake.	More sand beaches west of Gages Creek	Parking moved back to fish shack	Corner of Hope and Shooter St. parking	Reference Planning Partnership plan- 2009 Consolidate Plan Lake St. around Chemtron Lagoon
More butterfly bushes and plants to create a lush environment	Needs to be recognition of how important this area was to indigenous culture	Full recreational beach	purchase houses on Mill St and restaurant at waterfront for parking and parkland	More benches with view, Bench at bottom of Lake St.	check birdboxes in march. bedford st - botanical garden and ponds
Add butterfly plants	"rights holders"	Place to disconnect	install lighting and pave paths for cyclists and walkers	roof and benches on look out. more viewing sites, maybe at lagoon and other side of marsh	There is adequate parking already. Solar lighting and washrooms, garbage and recycling bins are needed.
Great nature walk, must be careful not to make it so accessible that it ruins the very thing that makes it special	East beach is the swimming, sun bathing etc. cultural and recreation area	Sand Castle Competitions	Accomodate Cyclists	more wildlife proof garbages with small openings	Purchase Shuter/King St property rather than leaving it in private hands
Fix places in trail that occasionally get washed out	The walkways and march need to emphasize Willow Beach Field naturalists contributions and encourage naturalist activities among young and old	Use former firefighters museum for ice rink and splash pad	Chemtron lagoon- needs to be renamed	Childrens play structures	Road issues at King to Mill St - parking for beach - it is overloaded needs to be better design for safety, one way versus two way
Beach size dependent on lake level	Some stone sculptures but most on west beach	One viewing station is enough at the Sculthorpe Marsh	path too narrow, also connection across river at gages creek, to make a better loop route	More picnic tables	Sentiment that we do not want Port Hope to turn into Cobourg
Erosion management along trail		extend beach further to the east	move road accessing lake towards king st. turn at firefighters site	Gazebo	Differentiate between the two beach areas- target towards one as passive, one as active
Planting in areas that have been remediated		Better swimming conditions at East Beach	narrow and uneven on waterfront trail, bridges could help	Small splash pad	Use Gages Creek as a beach area
Keep trails along gages creek- keep them natural			access to walk along waters edge	Bench at Gages Creek/Sculthorpe Marsh	One way of linking all of this is geocaching, good family activity

East Beach to Gages Creek - Summary

Week 1 = green      Week 2 = Orange      Week 3 = Blue      Week 4      April Public Design Charrette

Environmental Protection	Culture	Recreation	Connectivity and Safety	Amenities	Other
certain times of year, certain areas may need to be fenced off			Lifeguards on duty	Waste bins with small holes and regular pick up	Engage with the indigenous rights holders
along Lake Road the shorelines need to be tiered so access to the shoreline			Connect waterfront trail to Cobourg	Lighting	Stop fishing Sept. 1- May. no fishing in viaduct north
stop fishing sept 1st-may. no fishing from viaduct north			Monitor trail for erosion, replace bridges and boardwalk as necessary.	This is an area where less is more - No more parking but get rid of the potholes and actively monitor the area.	Clean up some cattails at Marsh
lilac bushes			Lighting, especially in the parking area.	More of a family friendly area	Lilac bushes
marsh and plantings are beautiful, flooding is a concern, and some wasted space			The waterfront trail is one of the best assets the town has	Likw how under developed the beach is compared to Cobourg's	Suggestion- relocate Caroline St. rink to here (Town Park Recreation Centre)
Rock goes in the Lake to protect shoreline wave erosion			Sculthorpe Marsh is lovely - the shoreline needs protection	Safe for all ages	Return to CFFM (firefighting museum)
Enforce littering laws or provide community education surrounding litter removal			Sculthorpe Parking lot to Gages	Passible with stroller	Timber is slippery
Pack in/Pack Out litter rules			Hardest part to navigate is Caldwell to King Street - look at repairing access back up to King St parking lot	Remove existing parking lot	Waterside Trail- too much concrete, looks like a city ie Kingston
Species catalogue for those species to protect			Substantial upgrade to the trail is required. Raise and construct with compacted gravel. The boardwalk sections are nice but vulnerable to damage from high lake levels.	More signage around marsh	Concern with duck hunting
Keep it wild beyond East Beach			Consider purchase of private property for connectivity	More benches especially at Gages Creek- "master benching strategy" with different types of benches	Lookout at S.M disruption to wildlife
This area cannot handle large numbers of people			Trail improvements	More Parking	Overflow culvert
Wake protection (Hope St to Rose Glen)			Waterfront trail- should it be paved?	Covered Pavillion	Best beach in Port Hope
Where King Street retaining wall is should be accessible at all time of the year even during high water			Keep cyclists on the roadway	Boardwalk through the dunes	Remove old telegraph lines
Dont fight with nature allow it to evolve			Trail down along from Hope St. parking lot to Marina has some wash-	Bathrooms at Gage beach and the parking lot at the beginning of the	River's edge development should face the river
Restoration of Chemtron pond			Move road accessing lake towards king st. turn at firefighters site	Small Bridge over Gage Creek	Plant evergreen trees to disguise the concrete abutments (appears to lower the height of the tressel)
Basically, keep as is.			Clear pathway along waterfront at lake edge with an increased difficulty for a more challenging walk, improve accessibility and surface of walkway at the top of the bluff for all walkers	Install trash bins along trail	Clean the railway bridge piers
Wave protection			Along Lake St. where cement garbage has been dumped, create slope to water by possibly filling with sand	Viewing stations	East Beach should continue as a very public area with a playground, boat rentals etc.. The Gages Creek area, on the other hand, should remain as natural and unspoiled as possible.
Mitigate impacts of high water			East beach could have great potential if improved	The only facility I would consider adding would be a place to launch small/unpowered craft closer to Gage's Creek. A footbridge over the creek would be lovely, but expensive and detrimental to the natural areas east of the creek heavily used by wildlife now.	Hide ESCO factory from trail view.
Culverts			Improve boardwalk and wall art		remove on street parking on King St
Erosion protection on some of the connections at parking lot on King St.			Improve King St. parking lot		Parking lot repairs
Marsh areas and birds should be left			Challenge: Make the trail to the east (past sculthorpe marsh) a loop rather than a dead end		People feeding birds there needs to be some warning on what to feed- also what birds are in the area, some subtle education
Erosion at the Lake Street (turn north) needs to be addressed			Keep parking and people separate OR design the space to ensure safe sharing		
Shoreline erosion must be dealt with			East beach WT access connection (at high water)		
All habitat protected, including marsh where possible			Sculthorpe Marsh- proper road, car park gets crowded		
Leaving some sections of the beach in a natural state and protecting some sections with break waters Rouge Beach in Scarborough does this, small bird watching platform at east end of march			Make Mill St, Madison and King a one way loop		
Protect marsh incorporate Chemetron Lagoons into it once clean up occurs					
More than one viewing platform at Sculthorpe Marsh could disturb wildlife			Create a street/lane through old Firefighter Museum space and create a one way loop down South Mill St. east on Madison St. North on King + West on new road to reduce congestion at Madison & King way to get down to water		

East Beach to Gages Creek - Summary

Week 1 = green      Week 2 = Orange      Week 3 = Blue      Week 4      April Public Design Charrette

Environmental Protection	Culture	Recreation	Connectivity and Safety	Amenities	Other
Sculthorpe Marsh- culverts to maintain max water level, path gets flooded			Lifeguards and a speed sign		
Chemtron Lagoon after clean up should be filled with fresh water. Ducks and other wildlife depend on it!			Signage at Marsh and along Gages creek		
Concern lake will soon impinge on marsh. infill? preserve path			signage leading to closest bathrooms		
			Access to water for swimming especially at Caldwell beach		



West Beach

Week 1 = green      Week 2 = Orange      Week 3 = Blue      Week 4      April Public Design Charrette

Environmental Protection	Culture	Recreation	Connectivity and Safety	Amenities	Other
Important Ecological Area. Leave natural, do not make touristy protect natural beach	<b>Art</b> - Art in the form of benches, sculptures. - Small art spaces with interchangeable art pieces by local artists. Potential to host contests. - Encourage local artist Lee Higginson to develop further art pieces in this space	Canoe Rentals, paddleboarding, surf school.	The only thing that I worry about at this beach is my personal safety. There are a few strange out of towners I have encountered while searching for sea glass that I was definitely concerned that I was going to be accosted or kidnapped. Additionally I also no longer walk my dog here I go by myself because people seem to think it's acceptable to have their dogs off leash at this beach. I always keep my dog on a leash because she is a beagle and she will run also this beach is very close to the railway so I have no idea how people trust their dogs so much. But when I used to walk my dog there I had to pick her up and attempt to hold her as high as I could so she would not get bit by an unfriendly off leash dog. I was under the impression that the only permitted off leash area in this town was the dog park and I would like to see more enforcement of that bylaw at this beach.	Washrooms x4	Should be left natural with limited changes
	Wildlife interpretive signs.	Waterfront yoga	No ring road, never! A connecting footbridge from the West Beach to the Centre Pier would be great, but cost will be a big issue.	Picnic Area	I had friends from New Brunswick stop by for a few day's last year. I took them down to our beach and for an ice cream cone. I have never been more embarrassed in my life. The goose poop was everywhere and at least an inch thick. there is no way that the walkway had been cleaned for months. We could not even walk to the waters edge
Barricade parking from greenspace.	Chess boards for community engagement. Social engagement. Linking youth and seniors in mutually enjoyable past time.	Art Classes	Changerooms and bathrooms are essential, but I would prefer not to see any food vending as it leads to large amounts of litter. I also believe the western most portion of the West Beach is an ideal place for a fenced off-leash dog walking/swimming area.	Do not permit camping	The area has traditionally been heavily used by dog-walkers and there have been some conflicts between the dog owners and other users. A fenced and dedicated area would solve that problem without depriving the dogs and their owners of an opportunity to continue enjoying this magical place.
Love to collect sea glass	I would definitely be interesting to see more elements added back to this beach that used to be there in the 50's & 60s like the pavillion.	Chess!!!! It has gained popularity. Stranges uniting over a beautiful game. Connecting youth and adults	Better lighting for night time walking	Garbage bins with signage encouraging litter pick up or bringing waste home	Off leash dogs- dogs swimming further west
	It would be nice to see adequate parking to allow for increased usage of the West Beach, but that parking should be kept a good distance from the beach itself and screened from view by hedges and trees. For accessibility there could be a drop-off area closer to the beach and paved pathways suitable for wheelchairs, walkers etc..	I would definitely like the shoreline to stay preserved, I like to collect "sea glass" and interesting looking rocks along the west beach and if that is disturbed I will no longer be able to do that.	Off leash dogs	Restrooms are needed	Creating a barrier
River crossing using existing footings		Retaining a children's playground is essential, but it may be better if relocated to an area where parents can mind their children while still enjoying the beach. Immediately adjacent to a parking lot is probably not the best location.	Creating safe feeling environment ie. lighting encourage night time use. is wheelchair accessible design if possible.	Cafe	Minimize signage
encourage trees to be grown all over	Food trucks with different and interesting food	Performance space	Get rid of Dog Poo	New clean bathrooms	See Facebook page "Restore the Port Hope West Beach"
more sand and stretch beach out to west		Add sand so people can have sand building contests	No Dogs off Leash/allowed on shoreline	More parking and paved lot	Bike Parking Spaces
Garbage- Educational Opportunities		Could add a bike park	Get rid of poison ivy	Sheltered picnic area	Better access to the water for launching kayaks and canoes
Video Surveillance	Campaign	Walking	Remove uncut grasses due to tics.	BBQ pits	Ensure we enlist local builders
no cafes or hot dog stand	history of harbour & turning basin has the economic image, and its story hold as part of the development	Fenced in day park	Enforce safety with lifeguards on beaches	Garbage clean up- recepticles	This is a difficult area because of erosion Double that is could ever return to a sand beach like it used to be. Maybe a boardwalk like Cobourg's west beach with nature sign posts and adequate parking.
another PHAI clean up to happen	Celebrate the train, the water	Playground, swimming	Walking Trails	Carry in, carry out	Dog Beach at the Bottom of Hope St?
sand erosion where water turns	schooner history, and their links to the architectural history of various houses, where the schooner captains lived	Sandy beach area	Safer and better maintained footbridges	Board walk(2)	Encourage people- once it is used- people will feel safe using it
Large rock groins to stop wave action on shoreline.	Centred on reconnecting people with the lake	washrooms at parking area. should there be change rooms? not enough beach	Safer shoreline	Bathrooms/showers	All areas should be able to acomodate all age groups/ physical abilities

West Beach

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Environmental Protection	Culture	Recreation	Connectivity and Safety	Amenities	Other
Some protection of the natural landscape. Possibly towards the west end where the beach narrows due to the tracks.		washrooms, and picnic shelter(east side or treatment plant)	Ensure wooden footbridges and paths are well maintained and sturdy with handrails	qr codes, sculpture, interpretave plaques	Friend of Paul Evans - amazing report - some of the other ideas in the report beyond the building aspect of the resport should be considered
Poison Ivy, tic and dog waste control		Full Recreational beach	Needs lighting around parking area	Changerooms/Washrooms	Keep it natural while increasing accessibility
Keep wild	Benches as close as possible would promote social aspect	Naturescapes - natural style playgrounds (opportunity to engage local builder)	Path down to lake is not in good condition currently.	Open air pavillion	Paint the railway bridges and provide decorative lighting
Driftwood can be potentially dangerous if contaminated	Historic photos of what the beach used to look like	Example of OutClass Outdoor Classrooms for natural play areas and educational spaces	Boardwalk	Grass and shade trees	Provide good way finding signage to beach
Shade trees and grasslands		Disc Golf	Beach is not very accessible	Childrens play structures	Screen Cameco from view with trees
Very susceptible to erosion.	Provincial Parks	Open Air Pavillion	Create area where people feel safe- video surveillance signage	Baseball or tennis courts	Consider makig the east beach more of a focus for children and the west beach more for adults/ dog park
Any boardwalk will need to be farther back.	History of West Beach	Recreational beach brings social aspect back to town	Trails masterplan done a number of years ago	3 or 4 gazebos	Keep nature in the forefront
Signage to direct people away from vegetation.	Enjoy the stone art	basketball courts	Walk the whole way around along the inner harbour and across the front - acess the front of the Cameco	Splash Pad	Dynamic beach means one that builds sand and dunes from the littoral drift
Limit development - provide better parking	Drift wood- what people are doing with it is facinating	Passive recreation beach: swimming and walking	Questions about security of the plant	Accessible benches	This beach does not have to be dynamic
Used to be sand	Sand erosion where water turns	Yoga and Tai chi programming	Boardwalk down to the water	Baseball diamond	Can we delineate dynamic beach and sand with board walk
Very deep, very fast	With steel wall sand would fill in naturally	What can be done to promote swimming	Plan for high water	Solar park lighting	Consider both Friends of West Beach and Restore West beach concpets and review against studies
Small wetlands	Interpretative signage that explains the plants and their functions, and insects	Walking, hiking, bird watching nature area	Walking and Cycling	Garbage cans	The walk around the Scalthorpe Marsh could have natural focus near the boardwalk and a more hardsurface trail on the north side of a totally different character - shielded from marsh to proect wildlife
Monarch butterfly/birds/beavers habitat	Interpretation of the history of West Beach position/dances	Dog Park/Beach like Cherry Beach	Dont make big buildings near the beach because it will make the sand and land start to fall into the lake	Washroom facilities	
Erosion concerns	Post cards and photos of West Beach	Ecology Garden	No lifeguards so swimming discouraged	Benches and picnic tables	
Remain Natural	Link to VIA station celebrate railway history rock and other sculpture installations, competitions, etc.	West Beach pavillion/gathering place	Trail connection to the west for rugged walkers - not boardwalk board walk could continue to the south east to link to harbour area	Plantings east of the beach to obscure industry	
Plan for highwater	Bird watching area to the west of the beach	Walking the dog	Have a sandy part of the beach as well as the shingle beach bigger, more inclusive playground	Fresh water	
With slopes at West Beach can it be accessible?	More trees to provide shaded picnic area	Being used as a dog park- would not take grandchildren because of the dogs off leash	Path to join both east and west beach	Garbage recepticles	
Tread lightly where we go		If going to be dog park has to be fenced and not having the ecology of dynamic beach	Improve Marsh St. and parking	Dog wash station	
Pack it in, pack it out- opportunity in educational campaign		Dog swimming area designated	considerations for wayfinding to the beach- how you feel. currently intimidating driving through Cameco	Washrooms	
Used to be sandy beach, building grains out to capture the sand		Dog park with access to the water to allow dogs to swim	consider moving Hayward street to the north of tracks to allow more space around the harbour	Picnic Areas	
Wet land habitat should be protected		Natural playground	Shane (Cameco) prking enhancements planned, suggest to reduce on street parking	"Beachy" architecture	
Migratory birds - protect the habitats		Accessible board walk stone skipping games and recreation. No fishing Algea clean-up encouraged	Shane (Cameco) storm water impacts	Some people have been using for swimming	
Out into the water it gets deep very quickly - it can have undertow at times		History Plaques about former west beach area and the prehistoric part of the beach where you can find fossils		Some RV parking in evening- enjoying picnics	
As much as possible natural - monarch butterflies (diagree with dog park)		Leave natural		BBQ pits	
Butterfly plants - to be protected		Dynamic beach natural		Bathrooms/showers	
Let nature be put give it a hand		Canoe / kayak sroage at one of the beaches		Garbage clean up	
Lower pollution		Fenced dog park with access to water- west end of west beach		Picnic shelter	
Native planting Protect linkages Turtle and shorebird habitat Milkweeds for Monarchs maybe butterfly launching events. Contact Joan Parrott/Don Douglas		Create sandy beach on east side while leaving west side in naturalized state with boardwalk trails		Increase parking to allow more use	
Ecologically protected				Should be spot for nice sandy beach	
				Avoid boardwalks	
				More garbage cans and benches	

West Beach

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Environmental Protection	Culture	Recreation	Connectivity and Safety	Amenities	Other
				Planting trees around Cameco to block the views od it	
				Parking	
				Gazebo - picnic tables	
				Washrooms	
				Adult area - East beach - Family area	
				More parking	
				Washrooms	
				Bike parking	
				no increase in vehicle parking	
				Consideration of special purpose gardens eg. scent gardens along	
				Public washroom somewhere in this area	
				Washrooms and change rooms for beach users	
				Picnic tables and a shelter	
				Access to parking	
				Picnic Area	
				Needs more parking	



West Beach - Summary

Week 1 = green

Week 2 = Orange

Week 3 = Blue

Week 4

April Public Design Charrette

Environmental Protection	Culture	Recreation	Connectivity and Safety	Amenities	Other
Important Ecological Area. Leave natural, do not make touristy	<b>Art</b> • Art in the form of benches, sculptures. • Small art spaces with interchangeable art pieces by local artists. Potential to host contests. • Encourage local artist Lee Higginson to develop further art pieces in this space	<b>Passive</b> • Art Classes • Chess!!!! It has gained popularity. Strangers uniting over a beautiful game. Connecting youth and adults • Yoga and Tai chi programming • Waterfront Yoga	Personal safety, strange out of towners	Washrooms, changerooms, showers. Washrooms at parking area	Should be left natural with limited changes
protect natural beach	Wildlife interpretive signs.	<b>Active</b> • Swimming • Disc golf • Natural Playground • basketball courts • Walking and cycling • Walking, hiking, bird watching nature area • Baseball or tennis courts • Canoe Rentals, paddleboarding, surf school.	No ring road, never! A connecting footbridge from the West Beach to the Centre Pier would be great, but cost will be a big issue.	Picnic Area/Tables - sheltered (gazebo)	Too much goose poop
Barricade parking from greenspace.	Chess boards for community engagement. Social engagement. Linking youth and seniors in mutually enjoyable past time.	I would definitely like the shoreline to stay preserved, I like to collect "sea glass" and interesting looking rocks along the west beach and if that is disturbed I will no longer be able to do that.	Better lighting for night time walking. Lighting around parking area.	Garbage bins with signage encouraging litter pick up or bringing waste home	The area has traditionally been heavily used by dog-walkers and there have been some conflicts between the dog owners and other users. A fenced and dedicated area would solve that problem without depriving the dogs and their owners of an opportunity to continue enjoying this magical place.
encourage trees to be grown all over	I would definitely be interesting to see more elements added back to this beach that used to be there in the 50's & 60s like the pavillion.	<b>Dog Park</b> - fenced - access to water (west end of west beach)	Retaining a children's playground is essential, but it may be better if relocated to an area where parents can mind their children while still enjoying the beach. Immediately adjacent to a parking lot is probably not the best location.	More parking and paved lots. Access to parking. It would be nice to see adequate parking to allow for increased usage of the West Beach, but that parking should be kept a good distance from the beach itself and screened from view by hedges and trees. For accessibility there could be a drop-off area closer to the beach and paved pathways suitable for wheelchairs, walkers etc..	Off leash dogs- dogs swimming further west
more sand and stretch beach out to west	Food trucks with different and interesting food	Performance space	wheelchair accessible design if possible.	Cafe	Creating a barrier
Garbage- Educational Opportunities	<b>Campaign</b>	Add sand so people can have sand building contests	Get rid of Dog Poo	Benches (assessible)	Minimize signage
no cafes or hot dog stand	history of harbour & turning basin has the economic image, and its story hold as part of the development	Could add a bike park	No Dogs off Leash/allowed on shoreline. People with dogs off-leash (more enforcement)	BBQ pits	See Facebook page "Restore the Port Hope West Beach"
another PHAI clean up to happen	Celebrate the train, the water	Fenced in day park	Get rid of poison ivy	<b>Carry in, carry out</b>	Love to collect sea glass
Large rock groins to stop wave action on shoreline.	schooner history, and their links to the architecural history of various houses, where the schooner captains lived	Full Recreational beach	Remove uncut grasses due to tics.	Board walk(2)	Ensure we enlist local builders
Some protection of the natural landscape. Possibly towards the west end where the beach narrows due to the tracks.	Centred on reconnecting people with the lake	Naturescapes - natural style playgrounds (opportunity to engage local builder)	Enforce safety with lifeguards on beaches	Bike parking	This is a difficult area because of erosion Double that is could ever return to a sand beach like it used to be. Maybe a boardwalk like Cobourg's west beach with nature sign posts and adequate parking.
Poison Ivy, tic and dog waste control	Benches as close as possible would promote social aspect	Example of OutClass Outdoor Classrooms for natural play areas and educational spaces	Walking Trails	qr codes, sculpture, interpretave plaques	Dog Beach at the Bottom of Hope St?
Keep wild	Provincial Parks	designated dog swimming area	Safer and better maintained footbridges	Open air pavillion	Encourage people- once it is used- people will feel safe using it
Driftwood can be potentially dangerous if contaminated	History of West Beach (photos, postcards)	Beach like Cherry Beach	Safer shoreline	Grass and shade trees	All areas should be able to acomodate all age groups/ physical abilities
Shade trees and grasslands	Enjoy the stone art	Ecology Garden	Ensure wooden footbridges and paths are well maintained and sturdy with handrails	Childrens play structures	Friend of Paul Evans - amazing report - some of the other ideas in the report beyond the building aspect of the resport should be considered
Any boardwalk will need to be farther back.	Drift wood- what people are doing with it is facinating	West Beach pavillion/gathering place	Path down to lake is not in good condition currently.	3 or 4 gazebos	Keep it natural while increasing accessibility
Signage to direct people away from vegetation.	With steel wall sand would fill in naturally	Accessible board walk stone skipping games and recreation. No fishing Algea clean-up encouraged	Boardwalk	Splash Pad	Paint the railway bridges and provide decorative lighting
Limit development - provide better parking	Interpretative signage that explains the plants and their functions, and insects	Leave natural	Beach is not very accessible	Solar park lighting	Screen Cameco from view with trees
Used to be sand	Link to VIA station celebrate railway history rock and other sculpture installations, competitions, etc.		Create area where people feel safe- video surveillance signage	Fresh water	Consider makig the east beach more of a focus for children and the west beach more for adults/ dog park
<b>Very deep, very fast</b>	Bird watching area to the west of the beach	Create sandy beach on east side while leaving west side in naturalized state with boardwalk trails	<b>Trails masterplan done a number of years ago</b>	Dog wash station	Keep nature in the forefront

West Beach - Summary

Week 1 = green

Week 2 = Orange

Week 3 = Blue

Week 4

April Public Design Charrette

Environmental Protection	Culture	Recreation	Connectivity and Safety	Amenities	Other
Monarch butterfly/birds/beavers habitat	History Plaques about former west beach area and the prehistoric part of the beach where you can find fossils		Walk the whole way around along the inner harbour and across the front - access the front of the Cameco	"Beachy" architecture	Dynamic beach means one that builds sand and dunes from the littoral drift
Erosion concerns - Sand erosion where water turns			Questions about security of the plant	Some people have been using for swimming	This beach does not have to be dynamic
Plan for highwater			Boardwalk down to the water	Some RV parking in evening- enjoying picnics	Can we delineate dynamic beach and sand with board walk
Tread lightly where we go			Plan for high water	BBQ pits	Consider both Friends of West Beach and Restore West beach concpets and review against studies
Pack it in, pack it out- opportunity in educational campaign			Dont make big buildings near the beach because it will make the sand and land start to fall into the lake	Garbage clean up	More trees to provide shaded picnic area
Used to be sandy beach, building grains out to capture the sand			No lifeguards so swimming discouraged	Should be spot for nice sandy beach	Do not permit camping
Wet land habitat should be protected			Trail connection to the west for rugged walkers - not boardwalk board walk could continue to the south east to link to harbour area	Avoid boardwalks	
Migratory birds - protect the habitats			Have a sandy part of the beach as well as the shingle beach bigger, more inclusive playground	Planting trees around Cameco to block the views od it	
As much as possible natural - monarch butterflies (disagree with dog park)			Path to join both east and west beach	Adult area - East beach - Family area	
Butterfly plants - to be protected			Improve Marsh St. and parking	no increase in vehicle parking	
Lower pollution			considerations for wayfinding to the beach- how you feel. currently intimidating driving through Cameco	Consideration of special purpose gardens eg. scent gardens along walkways	
Native planting Protect linkages Turtle and shorebird habitat Milkweeds for Monarchs maybe butterfly launching events. Contact Joan Parrott/Don Douglas			consider moving Hayward street to the north of tracks to allow more space around the harbour	Better access to the water for launching kayaks and canoes	
Ecologically protected			Shane (Cameco) prking enhancements planned, suggest to reduce on street parking	Canoe / kayak stroage at one of the beaches	
No food vending as it leads to large amounts of litter. I also believe the western most portion of the West Beach is an ideal place for a fenced off-leash dog walking/swimming area.			Shane (Cameco) storm water impacts		
			River crossing using existing footings		
		Video Surveillance			
		With slopes at West Beach can it be accessible?			
		Out into the water it gets deep very quickly - it can have undertow at times			
		Provide good way finding signage to beach			

	Week 1 = green	Week 2 = Orange	Week 3 = Blue	Week 4	April Public Design Charrette
Environmental Protection	Culture	Recreation	Connectivity and Safety	Amenities	Other
Consider grates on top of garbage cans to avoid household garbage.	Wynwood Wells graffiti project in Miami	Fish Ladder viewing: crowded. Walkable/shuttle (promote trip on foot from downtown)	Map of Riverwalk (perhaps painted as mural on wall of Queenie's)	Washrooms and parking at Fish Ladder	Alaska Mile Post
Consider leaving east side of river natural.	Promote history of fishing and fisheries	Restrict fishing south of Corbett's Dam	Identify re "You're on the Walk"	Lighting on west side	Mask the parking lot on Brodgen's Lane so it is not visible from the Riverwalk
Consider walkable surface.	History of old railroad and ruins of bridge	for the most part, leave this area as it is now used. East Beach recreational palyground, swimming, picnicing etc.. Gage's Creek wild and natural, perfect for birdwatching, nature walks etc..	Use of signage for gaps in trail system.	Garbage with grate (to service dog waste)	Plant cedar hedge along pathway from Walton St to Ontario St to block view of buildings
natural retreat: peace meditation, connection to nature	Highlight railroad connection in design of existing pillars over benches	Retail and cafes at back of stores facing the river	Crosswalks (safe crossing, painted, flashing) x2	Washrooms at fitness park	A hiking trail from 401 to the lake, marked with parking
Experience the change of the season.	incentive to develop/revitalize back of buildings along the river.	Yoga group sessions, dance sessions, art sessions	Curb cuts	Seating areas made with natural materials.	Flood water height markers
Unstructured.	Create take out opportunities	Make it a fitness area to encourage community exercise.	Seating: "sit on all the benches I know"	Designated Parking on Brodgen's Lane for a Food Truck	Bus parking area for tours
Light pollution.	Create "deck" in space just east of Queenie's for conversation area	Could add a bike park	Interpretive Signs: vandalism, technology	Multi-level parking lot on Cavan Street	Consult with Alderville
Keep trail on both sides natural and low maintenance	Consider project like Barn Art project	Private ownership	Optimist Park: access across Jocelyn	Access points to River for fishermen	More sand
Encourage biodiversity between river and farms.	Indigenous art/hanguage/history	Easements, right of way	Walking bridge between Cavan and Fish Ladder	Waste bins at the beginning and end of trail	Future of Molsons Mill after Bensons? Municipality should consider acquiring that property.
More wild on West bank, less grass	Farini mural on Queenie's building	Fitness park/ fitness trail- program/game	Fitness Loop 1 of 6 (QR code to loop)	Parking would be nice	Don Austin- photos/ ph archives
Encourage garbage pick up by trail users (Make litter clean up equipment avialable for trail walkers - waste bags, litter sticks, etc)	Mayan ruins (rail bridge highlight)	Camping- would rather not see camping	Markers at entrances to all trails (ie: gate/archway)	Bird watching benches	Lent Lane was a previous trail
Erosion at River access point behind Queenie's	File Factory - historic industrial landmark	Drinking?	Consistent and Clear interpretive signage and trail markers	More fishing line waste tubes (Bowmanville Wilmot Creek example)	Beautiful fish ladder and dam (signage, drainage)
Clean up Sylvan Glen to avoid tree debris floating downstream	More murals.	Tubing down river- tube rentals	Pave the desired pathways - connections across Barrett Street where pedestrians cut through grass	More picnic tables along the river	Private Property signage
Plant and protect grasses on island near File Factory	Keep signage historic	stocked fish pond where chemtron lagoon is	Designated trail for seniors/cyclists/strollers	Lights behind Pharmasave do not work, noisy but no light x2	esco trucks drivng on southside boulevard, where no aprking signs are. currently signs are 60-80 ft away, need to be closer tgether to prevent parking/driving on boulevard
Create an easement to protect the river from effects of farming	Indigenous history signage	Fitness stops are not used often	Accessibility of entire trail	back side of buildings become retail, cafes, take out areas.	Big fancy archway entrance to river access points that are obvious/eye catching and inviting
Engage University of Guelph in Arboretum project	Interpretive signs w/ photos of old Port Hope and historic info along the trail.	Have entrance highlighted. Perhaps some plantings by Walton Street? Archway.	Riverwalk behind Queens. There is a section of the paved trail that transitions to gravel as it traverses private property and section of driveway. With an agreement from the owners, this should be paved to properly connect the existing paved trails in order to provide an accessible walking surface for all users. Lines defining the trail edge would guide users through this space.	Bathrooms at Barrett Street x2	East side trail is unusable for much of the year
Local businesses promote proper litter disposal	Marker for location of former train station	Make east side walkable	Riverwalk at the paint store (East side). There needs to be a negotiated	Garbage pails	Encourage redevelopment of the File Factory. Improve west side trail
Native plantings	Engage building owners to install art/murals on the backs of buildings	River Celebration - pop up vendors	Optimist Park - Cavan Street. There needs to be a connection between	Picnic tables in areas with lighting for evening eating	There has been some talk of relocating the Caroline Street ice rink. I
Adopt a Trail program - allow partners to keep clean and maintain	Trail signage/interpretive signs keep "historic" feel and theme of town	Interactive opportunities	Trail Signage. I have noticed on the trail map on riverwalk half way	Signage for wildlife, QR codes	Purchase File Factory - develop as parkland. Consider development
Large boulders to act as barricades to block vehicles parking on	Pictures on signs of historic Port Hope vs modern Port Hope (digitally	What about camping- rather not see it- manage the camping-	trails on east side need walkable surface	Signage for history of river	Flood plain considerations
Parkland - east side - north of Barrett St. Right now this area looks	Recognition of pre-historic flood businesses (signs in current	To tourists it is not clear where you are to go	Support for a more formalized trail along the east side of river Barrett	Washrooms at north end	Port Carling Historical Mural
erosion concerns at ramp behind lcho - used for access for heavy	Train viewing platform/tower near current RCAC building	Connection under the 401 should be cleaned up and made more easily	Disconnects all along this trail - better wayfinding. x2	Recycling bins along the trail	Protect heritage buildings
consider earth day community garbage clean up event	Signage and geological history. The Ganaraska River flows over	Cobourg waterfront trail	Support trail lighting	Picnic tables	What becomes the destination- arts, culture, history
protect turkey vultures and possums and other wildlife that is	Town History. I mentioned the annual slide show that town resident	Restraunts selling picnic lunches	Access to river along pedestrian routes - formalize some of the side	Environmental garden	Develop a partnership with ministry/ GRCA & fishers
consider dedicated river access points to prevent trampling of	incorporate technology on signs but ensure it is low maintenance and	The trail on the eat side of the river is part of the ganaraska trail	Crosswalks need to be safe	Not enough public washrooms along the trail and in town	Enjoy some of the self guided aspect of the riverwalk- the signage has
consider erosion management for island in river - smaller each year	Queenies wall deserves a mural. As does the next building along the	Trail could be made a bit safer but should always be a hiking trail and	Crosswalks at all connections	Washroom, hand washing	Keep natural
This section of the river is good, no need to change, with the notable	LCBO wall space for mural	Amount of trails behind library	Behind Queenies is boundary of trail and private property - clarify this	Bronze plaques are more durable and match historic aesthetic	Use ecological features
Plant more native trees to provide shade to both walkers and the river	Sculptures with First Nations education piece	Is this from a resident or is this from a tourist viewpoint	Low wall fore safety on west side just south of File Factory	More picnic tables along the river creates space for sitting and eating.	Keep it simple
Natural environments are superior. Do anything and everything you	Mural for kids to pain	What is there for children to do - interactive in the downtown section -	Crosswalks at south side of bridge on Ontario Street and elimination of	Signage with QR codes - give information about wildlife/seasons/flood	Authentic
look at other communities environmental by-laws regarding required	More explanations at art installations	Beach volleyball, soccer net, game on signs exercise signs	I like the east side north of Barrett St being left wild	Cavan Street parking lot - make into parking garage	Intergration
History of fish ladder and railway	Set area for graffiti to celebrate it.	Beach volleyball	Signs are good, but maps need to be simplified. They are confusing.	Fitness park needs a bathroom	Albert Scholtz- on lake, farm, ecology, soul pepper
Can anything be done about the proliferation of dog strangling vine -	Bring back the Ganny Bear	Benches	Lifeguard, better lighting	make it a place to improve fitness	I am an animal lover, but something really needs to be done about the
Wildlife corridor important to protect	Plants or murals on back of Pharmasave	More fitness signs	Pedestrian crosswalks - pedestrians should have right of way.	Kiosks	Extend walking trails everywhere and up to Riber to Millbrook
Please put emphasis on fixing and properly pruning mature trees that	QR code to explain how they widened the river	Art around colourful	Fix the walking trail on the east side of the river.	Adequate dog waste reciepticals	We have turned our back to the river - can we have the businesses
Accommodate more natural wildlife including turtles, birds, etc.	Public sculptures	Build more entrances to the river and maybe some activities in the	Gaps in trail are not signed, if you didnt know where to go you would	More signage- highlight connections	Pop up river celebration - like Fannyville and Lents Lane
First Nation consultation is important and the public wants to know	Food trucks with a variety of ethnic cultural foods, nature talks.	Have a playground for kids to play in	Optimist Park - need a footpath up from park to street and path under	Intentional links to GRCA	Fishing posts
East side of river more natural, some areas need help, would be nice	Educational signs with historical events from when PH first became a	Jog in one spot	Parks close at 11pm, should lights be on later?	Board walk	Food trucks
Camping- impact on vegetation etc.	Weekend educational talks for kids on how to care for the river and	Picnic places	It is hard for pedestrians to get to the riverbank. Clear access to reach	Cycling Loop	Make several stations where food trucks can have a permit/season to
Last Saturday in April	Back of buildings activate with businesses (Food trucks etc)	Cheese roll	Jacobs and Oliver's Ladders both very important, used a lot for access	Link all project areas	Have more Indegenious trails
Ethical angling	Flood markers on buildings - a fun tribute to the historic flood,	Fishing spot	Ontario St crossing - create a visual to connect the trail	Geocaching	Scan QR code, art, history
Corbetts Dam- is it necessary	Missing the Ganny Bear (a popular attraction)	Make river along a big park	Bridge over Fish Ladder to connect both sides	Washrooms at Optimist Park	You should please work harder to ensure safety along your river trails



	Week 1 = green	Week 2 = Orange	Week 3 = Blue	Week 4	April Public Design Charrette
Environmental Protection	Culture	Recreation	Connectivity and Safety	Amenities	Other
Dam may play a role in breaking up ice	Graffiti can be good	more beautiful path along the river and higher fences and also make	Improve walking trail on East side of river	Signage re access points and directions for trails.	You have a beautiful riev BUT it is vert dirty and has loads of garbage
Remove Corbetts Dam	Educational signs with historical facts about when PH first became a	Picnic Spots	Lent lane to waterfront	Bike Parking	1970's rail lines still across to Caroline Streets to Highland Drive - this
Place berms on river south of Walton Street to stop small floods	Educational talks about the natural environment around PH	Yoga classes	Cavan St. - walking down street signage needed	Archways similar to those in Lindsay	Police Chief doesnt like painted side walks false sense of security -
River run power generation	I like the artwork on the wall near the file facatory. How about more of	Balanced fishing	Divide trails into lanes	lighting at the fitness park	Connectivity to walking from both sides of the river
Keep east side of trail as natural as possible but regular maintenance	Railroad History- roundhouse, pictures	More ways to get onto river bank	Missing link at file factory	Washrooms at Optimist Park	Only indigenous vegetation planting
Flood mitigation south of Walton Street - similar to Campbellford	Celebrate rail tressels	Picnic places	West side- accessible	Bike racks for parking bicycles	Rotary Park connection to fish ladder, pathway under 401 and Molson
Assess the ecological value of the river	Use existing historic train system	Activities around water - white water rafting	Make entrance ti riverwalk with archway	Need washroom along the river somewhere	Cavan Street Linear Park - Create better pathways for more accessible
How to prevent garbage being left behind.	Museum	Organized scavenger hunts?	Connect trail under 401	Trail needs to cross street at logical places, need crosswalks	Entrance to Monkey Mountain - Make entrance to Monkey Mountain
Do not pave riverwalk but maybe gravel stones to cover muddy areas.	Robin Long- photos	More sites more vibrant	Intentionally draw cyclists	Concrete footings - celebrate history use it as a beach	River Improvements - Areas for easier access for wading and launching
Keep east side walkable	Constant Slideshow- historical	Add tech on signs	behind file factory , use old railway footing crossing river to walk up	Lighting behind library	Downtown/Riverwalk Interface - Lots of containers for used fishing
Education opportunities	Art/indigenous history	Add braille on water trail signs	Stairs to access from Caroline Street and Molson Street	Wayfinding signage	Remove file factory!!
East side- how are private property owners going to be compensated	rail history, clean up east of queenies, industrial history down cavan st	Dinner outside areas	Safety retrieval/life saving rings and poles in high traffic swim areas	Fishladder - encourage traffic into town	Restrict areas where poeple can fish on the river, it would be nice to
Restrictions/considerations for flooding	File Factory could be a community space	Boat rentals	Connectivity under the highway and across Jocelyn Street	Concept for file factory- live/ work units- market/ artisans	Aquire and demolish the File bulidings on Cavan St.
What would the ecological benefits/ costs to keeping/ eliminating the	Encourage areas for public art.	A water Skiing school/camp in or near the harbour	East-West pedestrian bridge north of Barrett St	Trails need to be wide enough if meant to accomodate both walking	River should be naturalized at dam
What is the dams role in breaking up the ice or keeping it out of the	Signage? Railway history or QR code. Use Photos.	Cottage toys type store for water activities	Formalize the informal trail access points	Beautification to fish ladder area	Hydro Electric Generation
Leave the river basin itself as is, should be left wild	Lookouts	Picnic tables	Improve ramp - either make it a ramp or remove it	Garbage cans, fishing posts	Develop west side and leave east side natural
The "island" in the river could be made a feature, could involve an	Opportunity for back of building use: coffeeshops art and	Outdoor Rec centres	Courtesy crosswalks are an issue - some people dont have priority.	First aid kits along the river	Improve and modernize fish ladder
East Side to remain - some of it can be dangerous and wet/muddy	Incentives to develop the back of buildings	First Nations Culture Museum	Safety features or painted walkway on east side of Cavan	Picnic space	Review Zoning (some areas are zoned Open Space and are currently
Address the safety of the tourists at the fish ladder - rather than	How do we connect Lent Lane to waterfront through cultural	Pop-up Cafe	Easement	Graffiti	
Rotary is developing the park area	Respect for the private property ownership of Molson Mill	Rental tubs/ boards	Walking bridge between islands	Washroom facility (say at the fish ladder)	
Restrict the buses from dropping off inthat area and make them walk	Land history notes along the river side	Town paint days	Do not have ownership of all the land	Walking bridge across the river to allow for E - W access	
Trees along the river bank	Land acknowledgements	Town events in the summer	Cavan Street where file factory is- the disconnect is an issue- no	Interpretative signage on west side is reall well done	
Garbage and recycling bins	Iconic, recognizable brand	Water clubs for kids in summer	Better signage	any bridge on concrete pier has to respect their history	
More wild on West bank, less grass	Cobourgs interperive signage	Info. lights	Path on west side is more urbanized	Quick Links to information already on the web	
More green somes	Community garden	The exercise signs are they used by people - young kids did these	East side is more naturalized and less accessible for all physical abilites	Photographs of what town used to look like (Robin Long) could be part	
Organize days to pick up trash	Add more plaques that gives history of past events- replacement of	I see very little evidence that public exercise equipment is used,	Lights	Zipline	
Add trash cans along the way	Street light at the east side of Barret St. foot bridge could be	Riverwalk	Poles with floaties	White Water rafting	
Garbage cans along trail	Redevelopment of file factory buidling to allow for involvement of ACD		Make bridges and trails identifiable	Lanterns on Walton street bridge	
More planted trees/flowers	Port Carling is an example of murals on walls to pay tribute to notable		Final solution ot the old file factory is needed, whatever happens, the	Salmon viewing area	
More pet friendly clean up bins	First Nation statues		A safety barrier along the File Factory to allow people to walk next to it	Food trucks	
Washrooms	More history signs		East side is not accessible	Salmon viewing deck	
Butterfly protected areas	More art paintings		Official entries into the riverwalk	First aid kits	
Get a supply that removes pollution from the water	Land acknowledgements		Way facing signage	More railings next to the river	
Build a dam	Indigenous art work placed around river		Crosswalk with flashers	Atrolley system to take people from mouth of river to dam - help with	
Dont build within 5 metres of rivers edge	Signs about the impact first nations have on Port Hope		smoother trails on Ganaraska	Lights on the brick parts of the Walton Street bridge and the wood of	
We can set more garbage bins near the river this way stop people	More signs about railway history		Smooother roads on Ganaraska	River viewing platform	
We can also set more road so people dont step on grass	Stop and read about the history and how it impacts Port Hope		More side walks	Wifi	
More trees along the paths	Explain the culture of river and set it on the river for people to		Put rail on trails - to ensure safety	Garbages	
Garbages along the river	Good job in contact with the indigenous people and culture		Lights along the river	Parking lots near the river because it is busy and a lot of cars are	
"no feeding" ducks sign	I would liek to see more indigenous art		Float hoop	Public washrooms on the beach	
There was lots of garbage around the river	Add memorals for famous people in Port Hope		Higher fences	Outdoor restrooms	
Garbages along the river	Add some cultural art		Cross walks	Water fountain	
Trash pickup crew	Land acknowledgements		Ramps for people in wheel chairs	Garbage team	
More greenery	Concert grounds or stage for small concerts or plays		Build decks around the river	More benches/ seating	
Continue pavement and make it consistant	Monthly education days about the river		Viewing platform that jut out	More bridges	
Pat some sort of gate on access reuvis	History Plaques and statues		Fill the holes in the access point	Seating along the water on rocks by the water	
Garbages, trash pickup crew signs for no litter	Informationalwalks/plaques		Build a traffic light, have safer way of crossing guards to help access	Ability to access the river	
Enviornmental research for waterlife museum	Indigenous representation		Add smooth roads/river lamppost	People on tubes to get out after floating down	
Bird watch tower/ protection facclitlate in a park	Recognition of previous businesses		Security cameras	Ramps either more make a ramp or change design	
Litter prevention group	Recognition of the people and the store that previously was here		Add flashing lights fro cross walk	Black benches are uncomfortable	
Safety watch	Mural on the side of the building at Queenies		Top rail for fence on river edge	Benches need to be in shade	
Life guards durring summer	Lights along the bridges and fountain option on Rotary Bridge		Cross walks are good they make the city safe, there is no problem with	Some of benches should be made from logs - or float your fanny kindly	
Designated fishing areas	Signs and posters showing floods and restorations		The railings along the river are more unsafe - there should be a gap in	Improve steet lights behind buildings on Walton St.	
Fish count system	Greater intergration of heritage, business, services and natural asets		Bridge over road	Increase public access to river (stairs) to enjoy fish runs, but implement approaches that minimize human impact (temp. garbage recepticles)	
Encourage people to pack in and pack out their garbages	Feature railway history at every opportunity		Bridges for walking across river	Where are bathroom amenities doe tourists at Corbetts fish ladder?	
Rough trail on east side			Continue the paved path	Boardwalk to eastside of river with lookout, small picnic area with roof	
Boardwalk on west side needs to connect under 401 to conservation			Connect the paths	Sign indicating start of ganaraska trail	
Can the east side be linked under Jocelyn to the Mill and fish ladder			Crosswalks there are different kinds of crosswalks	True buffered bike lanes, not plastic sticks that break	
Rough walking trail a necessity - not boardwalk			Railway around river needs to be safer		
Where possible always considering fish and aquatic creatures/			Lamp posts along trails		
Rotary Park connection to Fish Ladder- rebuild the fish ladder			Manual traffic light		
Please preserve the riverviews. Not too much development			Cameras		
No new trail, leave some natural and undisturbed areas (errision			Put a traffic light		
Include plans for Arboretum and Rotary Park as short term goals			Add lines on all crosswalks		
Opportunity to optimize land and area of train tressles as cultural			More lights (for night)		
Bob Sanderson Park to be selectively cleared of debris			Crossing guards?		
			Cameras		
			Smooother ground		
			More side walks on the side of the river		
			Ramp and deck for more accessibility		
			Accessible trails and bridges		
			Traffic lights or stop signs at unmarked crosswalks		
			More closed off fencing		

Environmental Protection	Culture	Recreation	Connectivity and Safety	Amenities	Other
			Ramps down to water		
			braile/lanuage signs		
			gates at access point		
			Sanitizer		
			More trail signs		
			Fencing on fitness trail by parks on water		
			permenant boat ramp		
			Entrance to river walk - more noticable signage/way		
			Keep the east side of river natual and west side urbanized		
			Enhance walways and durfacing on both sides of riverwalk interface		
			Entrance to Monkey Mountain- when PHAI cleanup is complete, remove fences and allow access to Monkey Mountan at Brewers Pond		
			Cavan St. Linear Park- improve walkway for wheel chairs and strollers		
			Allow for river access in several places		

Better connectivity to Harbour for potential boaters  
 Rotary Park connection to Fish Ladder- Walking under Molson St.  
 Rotary Park connection to Fish Ladder- Remove Dam, does it still serve a purpose?  
 Cavan St linear park- Path on both sides of ganny from Barrett t Molson with joinig walk bridge?  
 Lighting along paths at night?  
 No bumpouts or more traffic calming measures  
 North- south rail system, continue as a footbridge  
 Make connection across the river north of the file factory and use the old railway embankments for a trail  
 In the future plan a tunnel under Molson St. to connect the proposed rotary park trail to optimist park  
 Build a new pedestrain bridge using the old railway bridge foundation  
 River crossing using existing footings  
 Problem- no loops and more bridges and street connections  
 Connectivity of trail at Molson to Fish Ladder (not the wall)  
 pedestrian crossing bridge at File Factory  
 Serpentine trails to allow for river views/better user experience

Environmental Protection	Culture	Recreation	Connectivity and Safety	Amenities	Other
<p><b>Garbage</b></p> <ul style="list-style-type: none"> <li>• Garbages along the river</li> <li>• Trash pickup crew</li> <li>• More pet friendly clean up bins</li> <li>• There was lots of garbage around the river</li> <li>• We can set more garbage bins near the river this way stop people throw rubbish in the river</li> <li>garbage and trash cans along the way</li> <li>• Organize days to pick up trash</li> <li>• How to prevent garbage being left behind.</li> <li>• Consider grates on top of garbage cans to avoid household garbage.</li> <li>• Encourage garbage pick up by trail users (Make litter clean up equipment available for trail walkers - waste bags, litter sticks, etc)</li> <li>• Garbages, trash pickup crew signs for no litter</li> <li>• consider earth day community garbage clean up event</li> </ul>	<p><b>Precedents</b></p> <ul style="list-style-type: none"> <li>• Wynwood Wells graffiti project in Miami</li> <li>• Port Carling is an example of murals on walls to pay tribute to notable Port Hopians</li> <li>• Consider project like Barn Art project</li> </ul>	<p><b>Active</b></p> <ul style="list-style-type: none"> <li>• Beach volleyball</li> <li>jogging</li> <li>• Yoga</li> <li>• Playground for kids</li> <li>• Yoga group sessions, dance sessions, art sessions</li> <li>tubing down river</li> <li>• Organized scavenger hunts?</li> <li>• Water clubs for kids in summer</li> <li>• Balanced fishing</li> <li>• Fitness park/ fitness trail- program/game</li> <li>Zipline</li> <li>white water rafting</li> </ul>	<p><b>Lighting</b></p> <ul style="list-style-type: none"> <li>• Support trail lighting</li> <li>• Parks close at 11pm, should lights be on later?</li> <li>• Lights along the river</li> <li>• Add flashing lights fro cross walk</li> <li>• Traffic lights or stop signs at unmarked crosswalks</li> <li>• Improve steet lights behind buildings on Walton St.</li> </ul>	<p><b>More Washrooms</b></p> <ul style="list-style-type: none"> <li>• at fitness park</li> <li>• along trail and in town</li> <li>• at Fish Ladder (for tourists)</li> <li>• at Barrett Street</li> <li>• at North End</li> <li>• at Optimist Park</li> <li>• along river</li> <li>• on the beach</li> </ul>	<p><b>Planting</b></p> <ul style="list-style-type: none"> <li>• More greenery</li> <li>• More planted trees/flowers</li> <li>• Trees along the river bank</li> <li>• Plant more native trees to provide shade to both walkers and the river itself.</li> <li>• More wild on West bank, less grass</li> <li>• Please put emphasis on fixing and properly pruning mature trees that were cut over the winter by City staff. A qualified arborist must be hired for this work, many mature trees are going to develop long-term issues if they are left in their current state.</li> </ul>
natural retreat: peace meditation, connection to nature	<p><b>Murals</b></p> <ul style="list-style-type: none"> <li>• Farini mural on Queenie's building</li> <li>• Engage building owners to install art/murals on the backs of buildings</li> <li>• LCBO wall space for mural</li> <li>• Mural for kids to paint</li> </ul>	<p><b>Passive</b></p> <ul style="list-style-type: none"> <li>• Town events in the summer</li> <li>• Town paint days</li> </ul>	<p><b>Wayfinding/Signage</b></p> <ul style="list-style-type: none"> <li>• Use of signage for gaps in trail system</li> <li>• Map of Riverwalk (perhaps painted as mural on wall of Queenie's)</li> <li>• Interpretive Signs: vandalism, technology</li> <li>• Signs are good, but maps need to be simplified. They are confusing.</li> <li>• More trail signs</li> <li>• Markers at entrances to all trails (ie: gate/archway)</li> <li>• Consistent and Clear interpretive signage and trail markers</li> </ul>	parking at Fish Ladder	Mask the parking lot on Brodgen's Lane so it is not visible from the Riverwalk
Experience the change of the season.	<p><b>Promote History</b></p> <ul style="list-style-type: none"> <li>• of old railroad and ruins of bridge</li> <li>• of fishing and fisheries</li> <li>• of indigenous art/language</li> <li>• of rail history, clean up east of queenies, industrial history down cavan st</li> </ul>	for the most part, leave this area as it is now used. East Beach recreational palyground, swimming, picnicing etc.. Gage's Creek wild and natural, perfect for birdwatching, nature walks etc..	Identify re "You're on the Walk"	Garbage with grate (to service dog waste)	Plant cedar hedge along pathway from Walton St to Ontario St to block view of buildings
Unstructured.	Highlight railroad connection in design of existing pillars over benches	Make it a fitness area to encourage community exercise.	Crosswalks (safe crossing, painted, flashing) x2	Seating areas made with natural materials.	A hiking trail from 401 to the lake, marked with parking
Light pollution.	incentive to develop/revitalize back of buildings along the river.	Could add a bike park	Curb cuts	Designated Parking on Brodgen's Lane for a Food Truck	Flood water height markers
Keep trail on both sides natural and low maintenance	Create take out opportunities	Private ownership	Seating: "sit on all the benches I know"	Multi-level parking lot on Cavan Street	Bus parking area for tours
Encourage biodiversity between river and farms.	Create "deck" in space just east of Queenie's for conversation area	Easements, right of way	Walking bridge between Cavan and Fish Ladder	Access points to River for fishermen	Consult with Alderville
Consider leaving east side of river natural.	Mayan ruins (rail bridge highlight)	Camping- would rather not see camping	Fitness Loop 1 of 6 (QR code to loop)	<b>More Waste/Recycling bins</b> at the beginning and end of trail along river	More sand
Erosion at River access point behind Queenie's	File Factory - historic industrial landmark	<b>Drinking?</b>	Pave the desired pathways - connections across Barrett Street where pedestrians cut through grass	<b>More Picnic tables</b> Along the river - creates space for sitting and eating in areas with lighting for evening eating	Future of Molsons Mill after Bensons? Municipality should consider acquiring that property.
Clean up Sylvan Glen to avoid tree debris floating downstream	Keep signage historic	stocked fish pond where chemtron lagoon is	Designated trail for seniors/cyclists/strollers	Bird watching benches	Don Austin- photos/ ph archives
Plant and protect grasses on island near File Factory	Indigenous history signage	Fitness stops are not used often	Accessibility of entire trail	More fishing line waste tubes (Bowmanville Wilmot Creek example)	Lent Lane was a previous trail
Create an easement to protect the river from effects of farming	Interpretive signs w/ photos of old Port Hope and historic info along the trail.	Have entrance highlighted. Perhaps some plantings by Walton Street? Archway.	Riverwalk behind Queens. There is a section of the paved trail that transitions to gravel as it traverses private property and section of driveway. With an agreement from the owners, this should be paved to properly connect the existing paved trails in order to provide an accessible walking surface for all users. Lines defining the trail edge would guide users through this space.	Lights behind Pharmasave do not work, noisy but no light x2	Beautiful fish ladder and dam (signage, drainage)
Engage University of Guelph in Arboretum project	Marker for location of former train station	Make east side walkable	Riverwalk at the paint store (East side). There needs to be a negotiated easement across this parking area where the Municipality can build a well defined trail to connect Farley Mowat Park to Peter Street and the continuation of the trail to the harbour.	back side of buildings become retail, cafes, take out areas.	Private Property signage



Environmental Protection	Culture	Recreation	Connectivity and Safety	Amenities	Other
Local businesses promote proper litter disposal	Trail signage/interpretive signs keep "historic" feel and theme of town	River Celebration - pop up vendors	Optimist Park - Cavan Street. There needs to be a connection between Cavan Street at Molson St. and the park so that pedestrians approaching from the north can access the park without going down to the Old Cavan Rd. entrance. This would also provide connectivity to the Fish Ladder for tourists walking along the river following the directional signage. The limestone path leading to the park from the south needs to be extended into and through the park to provide the connection to Molson St. This would really help in way-finding through the park.	<b>More lights</b> <ul style="list-style-type: none"> <li>on the brick part of the Walton</li> <li>at fitness park</li> <li>behind library</li> <li>on the west side</li> </ul>	esco trucks driving on southside boulevard, where no aprking signs are. currently signs are 60-80 ft away, need to be closer together to prevent parking/driving on boulevard
Native plantings	Pictures on signs of historic Port Hope vs modern Port Hope (digitally combined images)	Interactive opportunities	Trail Signage. I have noticed on the trail map on riverwalk half way between the file factory and Molson St. that all the trails are marked with the same colour and weight of line. To me this indicates that all trails are the same and since one is standing on a limestone trail reading the sign one might conclude that all trails are of the same construction. I think for clarity, a hierarchy, or class, or rating system of each trail section should be included in a legend with different colours/symbols for the corresponding type of trail. This would be helpful in future maps. For people with varying abilities it would help them to plan their best and most enjoyable route	Signage for wildlife, QR codes	Big fancy archway entrance to river access points that are obvious/eye catching and inviting
Adopt a Trail program - allow partners to keep clean and maintain	Recognition of pre-historic flood businesses (signs in current businesses' windows)	What about camping- rather not see it- manage the camping- designate a spot and regulate it	trails on east side need walkable surface	Signage for history of river	East side trail is unusable for much of the year
Large boulders to act as barricades to block vehicles parking on greenspaces	Train viewing platform/tower near current RCAC building	To tourists it is not clear where you are to go	Support for a more formalized trail along the east side of river Barrett to Jocelyn with formal access up to Jocelyn	Environmental garden	Encourage redevelopment of the File Factory. Improve west side trail to make it continuous (integrate Cavan St sidewalks...)
Parkland - east side - north of Barrett St. Right now this area looks neglected and somewhat forgotten. People drive into the site and dump all sorts of materials. I see this area as becoming a more formalized park area, meaning more grass with pockets of natural vegetation and trees. I see it as transitioning from mostly grass in the south to mostly trees and natural areas as one proceeds north to the informal road that leads to the east river bank. With more grass areas, this side of the river could provide picnic areas, a variety of dog walking spaces, as well as acting as space for additional activities for the Float Your fanny Festival. There could be a gravel parking lot and the dirt access road up the east side of the site could be closed to vehicles other than Town trucks etc. It always bothers me that fisherman drive well into this space and park their vehicles on the east side parkland.	Signage and geological history. The Ganaraska River flows over extensive areas of exposed bedrock from the File Factory to the library. Most people probably just think of it as rock and never stop to think of its' origin, age, and what one may find in the rocks. This area is underlain by an Upper Ordovician Carbonates bedrock formed from the deposition of sediment in warm shallow seas. The Ordovician period spans 41.6 million years from the end of the Cambrian Period 485.4 million years ago to the start of the Silurian Period 443.8 million years ago. The fossils that can be easily found on the exposed rocks by the river include brachiopods, crinoids, and trilobites. Each summer I take my young grandsons down to the river to look for and collect fossils.	Connection under the 401 should be cleaned up and made more easily accessible	Disconnects all along this trail - better wayfinding. x2	Bronze plaques are more durable and match historic aesthetic	There has been some talk of relocating the Caroline Street ice rink. I thin kthat this would be a great opportunity to move the rink to the area on the east side of Mill Street south of Peter Street tht is oned by the Town and was remediated by PHAI last year. If so, do it right with ice making and proper change rooms. If done so, it would draw more people to the downtown area in winter. Lastly, concerning West Beach: thought should be given to providing space for the expansion of the Via station to accomodate GO train service at some point in the Future
erosion concerns at ramp behind lco - used for access for heavy equipment, but should be repaired or rebuilt	Town History. I mentioned the annual slide show that town resident Tom Long used to put on at the Capital Theatre in the late '70's and early '80's. I think his son Robin Long has the collection. Some of these images would be wonderful if placed on information panels along the river. As well it might be fun to revive the tradition and host an annual historic slide show at the bandshell some summer evening. I'm sure the ACO could be involved in some way.	Cobourg waterfront trail	Access to river along pedestrian routes - formalize some of the side trails that lead down river	Signage with QR codes - give information about wildlife/seasons/flood history - history of river management and GRCA info - highlight Fannyville year round	Purchase File Factory - develop as parkland. Consider development opportunities
protect turkey vultures and possums and other wildlife that is important along east river and on island	incorporate technology on signs but ensure it is low maintenance and vandalism proof	Restraunts selling picnic lunches	Crosswalks need to be safe	Cavan Street parking lot - make into parking garage	Flood plain considerations

Lake Ontario to 401 - Summary

Week 1 = green

Week 2 = Orange

Week 3 = Blue

Week 4

April Public Design Charrette

Environmental Protection	Culture	Recreation	Connectivity and Safety	Amenities	Other
consider dedicated river access points to prevent trampling of vegetation	Sculptures with First Nations education piece	The trail on the east side of the river is part of the ganaraska trail system. should be celebrated and made an important feature.	Crosswalks at all connections	make it a place to improve fitness	Port Carling Historical Mural
consider erosion management for island in river - smaller each year making water shallower at this section of river and presenting challenge for fish	More explanations at art installations	Trail could be made a bit safer but should always be a hiking trail and not too pristine	Behind Queenies is boundary of trail and private property - clarify this boundary	Kiosks	Protect heritage buildings
This section of the river is good, no need to change, with the notable exception of the dam and fish ladder. The dam should be by-passed and/or removed, allowing the slack-water section of river above the dam to return to a more natural state. This would remove silt, lower water temperatures, uncover old spawning areas, reduce stress on migrating trout and salmon, plus eliminate a significant danger to the public posed by the dam itself. This is our only opportunity to "improve" the river, by returning a large portion of it to its natural state.	Set area for graffiti to celebrate it.	Amount of trails behind library	Low wall fore safety on west side just south of File Factory	Adequate dog waste recepticals	What becomes the destination- arts, culture, history
Natural environments are superior. Do anything and everything you can to return the river to a more natural state.	Plants or murals on back of Pharmasave	Is this from a resident or is this from a tourist viewpoint	Crosswalks at south side of bridge on Ontario Street and elimination of parking spot	More signage- highlight connections	Develop a partnership with ministry/ GRCA & fishers
look at other communities environmental by-laws regarding required distance from riverbank for plantings and use of erosion preventing shrubs and grasses to prevent topsoil/fertilizer run off into river	QR code to explain how they widened the river	What is there for children to do - interactive in the downtown section - touch the river	I like the east side north of Barrett St being left wild	Intentional links to GRCA	Enjoy some of the self guided aspect of the riverwalk- the signage has to be in balance, a fine line between too much and too little
Can anything be done about the proliferation of dog strangling vine - especially near Barrett St to Bedford on both sides.	Public sculptures	Beach volleyball, soccer net, game on signs exercise signs	Lifeguard	Board walk	Keep natural
Wildlife corridor important to protect	Food trucks with a variety of ethnic cultural foods, nature talks.	More fitness signs	Pedestrian crosswalks - pedestrians should have right of way. Crosswalks are confusing for drivers.	Cycling Loop	Use ecological features
Accommodate more natural wildlife including turtles, birds, etc.	Educational signs with historical events from when PH first became a town and it's role in Canada's history.	Art around colourful	Fix the walking trail on the east side of the river.	Link all project areas	Keep it simple
	Weekend educational talks for kids on how to care for the river and local environment.	Build more entrances to the river and maybe some activities in the river	Gaps in trail are not signed, if you didnt know where to go you would think the trail ends.	Geocaching	Authentic
East side of river more natural, some areas need help, would be nice to have a connection over Jocelyn St bridge to connect both sides (gondela)	Back of buildings activate with businesses (Food trucks etc)	Cheese roll	Optimist Park - need a footpath up from park to street and path under the bridge.	Signage re access points and directions for trails.	Intergration
Camping- impact on vegetation etc.	Flood markers on buildings - a fun tribute to the historic flood, interesting for residents and visitors	Fishing spot	It is hard for pedestrians to get to the riverbank. Clear access to reach the bank. Safety vs recreation. Post access points and safety considerations on website/signage.	Bike Parking	Albert Scholtz- on lake, farm, ecology, soul pepper
Ethical angling	Missing the Ganny Bear (a popular attraction)	Make river along a big park	Jacobs and Oliver's Ladders both very important, used a lot for access to downtown	Archways similar to those in Lindsay	I am an animal lover, but something really needs to be done about the out of control canadian geese population. They and their "discharge" makes walking around memorial park a distinct displeasure.
Place berms on river south of Walton Street to stop small floods	Graffiti can be good	more beautiful path along the river and higher fences and also make fences more beautiful	Ontario St crossing - create a visual to connect the trail	Bike racks for parking bicycles	Alaska Mile Post
River run power generation	Educational signs with historiccals facts about when PH first became a town	More ways to get onto river bank	Bridge over Fish Ladder to connect both sides	Trail needs to cross street at logical places, need crosswalks	We have turned our back to the river - can we have the businesses utilize the back of their buldings as a commercial opportunity - town should provide incentives/ACO
Keep east side of trail as natural as possible but regular maintenance for clean up of fallen trees and mucky grounds	Educational talks about the natural environment around PH	Activities around water - white water rafting	Improve walking trail on East side of river	Concrete footings - celebrate history use it as a beach	Pop up river celebration - like Fannyville and Lents Lane
Flood mitigation south of Walton Street - similar to Campbellford berms	I like the artwork on the wall near the file facatory. How about more of it. Even include some buildings in town.	More sites more vibrant	Lent lane to waterfront	Wayfinding signage	Fishing posts
Assess the ecological value of the river	Railroad History- roundhouse, pictures	Add tech on signs	Cavan St.- walking down street signage needed	Fishladder - encourage traffic into town	Food trucks
Do not pave riverwalk but maybe gravel stones to cover muddy areas.	Celebrate rail tressels	Dinner outside areas	Divide trails into lanes	Concept for file factory- live/ work units- market/ artisans	Make several stations where food trucks can have a permit/season to serve
Keep east side walkable	Use existing historic train system	Boat rentals	Missing link at file factory	Retail and cafes at back of stores facing the river	Have more Indegenious trails
Education opportunities	Museum	A water Skiing school/camp in or near the harbour	West side- accessible	Beautification to fish ladder area	Scan QR code, art, history

Lake Ontario to 401 - Summary

Week 1 = green

Week 2 = Orange

Week 3 = Blue

Week 4

April Public Design Charrette

Environmental Protection	Culture	Recreation	Connectivity and Safety	Amenities	Other
East side- how are private property owners going to be compensated	Robin Long- photos	Cottage toys type store for water activities	Make entrance to riverwalk with archway	Garbage cans, fishing posts	You should please work harder to ensure safety along your river trails
Restrictions/considerations for flooding	Constant Slideshow- historical	Outdoor Rec centres	Connect trail under 401	First aid kits along the river	You have a beautiful river BUT it is very dirty and has loads of garbage
What would the ecological benefits/ costs to keeping/ eliminating the dam- what about the fish counting station	File Factory could be a community space	First Nations Culture Museum	Intentionally draw cyclists	Picnic space/tables	1970's rail lines still across to Caroline Streets to Highland Drive - this should be stores as a linkage
What is the dam's role in breaking up the ice or keeping it out of the downtown	Encourage areas for public art.	Pop-up Cafe	behind file factory , use old railway footing crossing river to walk up west side in existing rail bed	Graffiti	Police Chief doesn't like painted side walks false sense of security - they need to be standardized
Leave the river basin itself as is, should be left wild	Signage? Railway history or QR code. Use Photos.	Rental tubs/ boards	Stairs to access from Caroline Street and Molson Street	Walking bridge across the river to allow for E - W access	Connectivity to walking from both sides of the river
The "island" in the river could be made a feature, could involve an interpretive trail ie. people must stay on the pathway must of the area should remain natural, may need a foot bridge from both sides of the river to access the island	Lookouts	Fish Ladder viewing: crowded. Walkable/shuttle (promote trip on foot from downtown)	Safety retrieval/life saving rings and poles in high traffic swim areas (Optimist Park etc)	Interpretative signage on west side is really well done	Only indigenous vegetation planting
East Side to remain - some of it can be dangerous and wet/muddy	Opportunity for back of building use: coffeeshops art and beautification	Restrict fishing south of Corbett's Dam	East-West pedestrian bridge north of Barrett St	any bridge on concrete pier has to respect their history	Entrance to Monkey Mountain - Make entrance to Monkey Mountain clearer and more accessible and enticing. More historical plaques about the brewing industry of Port Hope
Address the safety of the tourists at the fish ladder - rather than trampling the area	Incentives to develop the back of buildings	The exercise signs are they used by people - young kids did these work out	Formalize the informal trail access points	Quick Links to information already on the web	River Improvements - Areas for easier access for wading and launching canoes and kayaks
Rotary is developing the park area	How do we connect Lent Lane to waterfront through cultural interpretation	I see very little evidence that public exercise equipment is used, maybe the money could be used another way	Improve ramp - either make it a ramp or remove it	Photographs of what town used to look like (Robin Long) could be part of interpretive	Downtown/Riverwalk Interface - Lots of containers for used fishing lines
Restrict the buses from dropping off in that area and make them walk from downtown	Respect for the private property ownership of Molson Mill	Riverwalk	Courtesy crosswalks are an issue - some people don't have priority. Also can be slippery when wet. Raised walks like those in Newcastle?	Lanterns on Walton street bridge	Remove file factory!!
Butterfly protected areas	Land history notes along the river side	Canoe/ Kayak launch site at Corbett's Dam	Safety features or painted walkway on east side of Cavan	Salmon viewing area	Restrict areas where people can fish on the river, it would be nice to enjoy the fish without a solid gauntlet of anglers all the way up the river
Get a supply that removes pollution from the water	Land acknowledgements		Easement	Food trucks	Acquire and demolish the File buildings on Cavan St.
Build a dam	Iconic, recognizable brand		Walking bridge between islands	Benches	River should be naturalized at dam
Don't build within 5 metres of river's edge	Cobourgs interpretive signage		Do not have ownership of all the land	First aid kits	Hydro Electric Generation
We can also set more road so people don't step on grass	Community garden		Cavan Street where file factory is- the disconnect is an issue- no sidewalk on the east side of the street	More railings next to the river	Develop west side and leave east side natural
"no feeding" ducks sign	Add more plaques that gives history of past events- replacement of Barrett St. bridge, changes to the riverbed after the 1980 flood, when was the stonewall done that lines the riverbasin		Path on west side is more urbanized	Atrolley system to take people from mouth of river to dam - help with limited mobility	Improve and modernize fish ladder
Continue pavement and make it consistent	Redevelopment of file factory building to allow for involvement of ACD in generative areas public/private/partnership, potential is not for residential		East side is more naturalized and less accessible for all physical abilities	River viewing platform	Review Zoning (some areas are zoned Open Space and are currently used as residence/businesses)
Put some sort of gate on access reuvis	More history signs		Poles with floaties	Wifi	Corbetts Dam- is it necessary
Environmental research for waterlife museum	More art paintings		Make bridges and trails identifiable	Parking lots near the river because it is busy and a lot of cars are parked on the road	Dam may play a role in breaking up ice
Bird watch tower/ protection facilitate in a park	Land acknowledgements		Final solution of the old file factory is needed, whatever happens, the trail on the west side of the gully needs to be fully connected, this includes the crossing of Molson St. (under the bridge?)	Outdoor restrooms	Remove Corbetts Dam
Litter prevention group	Indigenous art work placed around river		A safety barrier along the File Factory to allow people to walk next to it	Water fountain	Add braille on water trail signs
Safety watch	Signs about the impact first nations have on Port Hope		East side is not accessible	Garbage team	
Designated fishing areas	Stop and read about the history and how it impacts Port Hope		Official entries into the riverwalk	More benches/ seating	
Fish count system	Explain the culture of river and set it on the river for people to understand and know		smoother trails on Ganaraska	More bridges	
Encourage people to pack in and pack out their garbages	Good job in contact with the indigenous people and culture		Smooother roads on Ganaraska	Seating along the water on rocks by the water	
Rough trail on east side	I would like to see more indigenous art		More side walks and cross walks with flashers		



Environmental Protection	Culture	Recreation	Connectivity and Safety	Amenities	Other
Boardwalk on west side needs to connect under 401 to conservation area to the north	Add memorials for famous people in Port Hope		Put rail on trails - to ensure safety	People on tubes to get out after floating down	
Can the east side be linked under Jocelyn to the Mill and fish ladder	Add some cultural art		Float hoop	Ramps either more make a ramp or change design	
Rough walking trail a necessity - not boardwalk	Land acknowledgements		Higher fences	Black benches are uncomfortable	
Where possible always considering fish and aquatic creatures/vegetation habitat	Concert grounds or stage for small concerts or plays		Ramps for people in wheel chairs	Benches need to be in shade	
Rotary Park connection to Fish Ladder- rebuild the fish ladder	Monthly education days about the river		Trails need to be wide enough if meant to accomodate both walking and cycling- and what about seperation between two?	Some of benches should be made from logs - or float your fanny kindly	
Please preserve the riverviews. Not too much development	History Plaques and statues		True buffered bike lanes, not plastic sticks that break	Increase public access to river (stairs) to enjoy fish runs, but implement approaches that minimize human impact (temp. garbage recepticles)	
No new trail, leave some natural and undisturbed areas (erosion control)	Recognition of previous businesses		Fill the holes in the access point	Boardwalk to eastside of river with lookout, small picnic area with roof	
Include plans for Arboretum and Rotary Park as short term goals	Recognition of the people and the store that previously was here		Build a traffic light, have safer way of crossing guards to help access	Sign indicating start of ganaraska trail	
Opportunity to optimize land and area of train tressles as cultural gateway	Lights along the bridges and fountain option on Rotary Bridge		Add smooth roads/river lamppost	Consider walkable surface.	
Bob Sanderson Park to be selectively cleared of debris	Signs and posters showing floods and restorations		Security cameras	Build decks around the river	
	Greater intergration of heritage, business, services and natural asets along the river		Top rail for fence on river edge	Viewing platform that jut out	
	Feature railway history at every opportunity		Cross walks are good they make the city safe, there is no problem with it.		
	History of fish ladder and railway		The railings along the river are more unsafe - there should be a gap in rail that dont slip through		
	First Nation consultation is important and the public wants to know about it		Bridge over road		
			Bridges for walking across river		
			Extend walking trails everywhere and up to Riber to Millbrook		
			Crosswalks there are different kinds of crosswalks		
			Railway around river needs to be safer		
			Cameras		
			Add lines on all crosswalks		
			Crossing guards?		
			Cameras		
			More side walks on the side of the river		
			Ramp and deck for more accessibility		
			More closed off fencing		
			Ramps down to water		
			braille/lanuage signs		
			gates at access point		
			Sanitizer		
			Fencing on fitness trail by parks on water		
			permenant boat ramp		
			Entrance to river walk - more noticable signage/way		
			Keep the east side of river natual and west side urbanized		
			Enhance walways and durfacing on both sides of riverwalk interface		
			Entrance to Monkey Mountain- when PHAI cleanup is complete, remove fences and allow access to Monkey Mountan at Brewers Pond		
			Cavan St. Linear Park- improve walkway for wheel chairs and strollers		
			Allow for river access in several places		
			Better connectivity to Harbour for potential boaters		
			Rotary Park connection to Fish Ladder- Remove Dam, does it still serve a purpose?		
			Cavan St linear park- Path on both sides of ganny from Barrett t Molson with joinig walk bridge?		
			No bumpouts or more traffic calming measures		
			North- south rail system, continue as a footbridge		

Environmental Protection	Culture	Recreation	Connectivity and Safety	Amenities	Other
			<p>Make connection across the river north of the file factory and use the old railway embankments for a trail</p> <p>Build a new pedestrain bridge using the old railway bridge foundation</p> <p>River crossing using existing footings</p> <p>Problem- no loops and more bridges and street connections</p> <p>pedestrian crossing bridge at File Factory</p> <p>Serpentine trails to allow for river views/better user experience</p> <p>Life guards durring summer</p> <p>Street light at the east side of Barret St. foot bridge could be repositioned, it gets blocked out when the tree is in full foliage</p> <p>Cavan Street Linear Park - Create better pathways for more accessible hiking along east side of river, perhaps a board walk for some of the way</p>		

# Appendix B.4 Public Open House 'What We Heard'

The following report comprises the written feedback received from participants of the **Autumn 2022 - Public Open House**. Personal/identifying information has been redacted.

## Open House Feedback Form

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### SURVEY RESPONSE REPORT

26 August 2019 - 01 December 2022

#### PROJECT NAME:

Waterfront and Riverwalk Master Plan

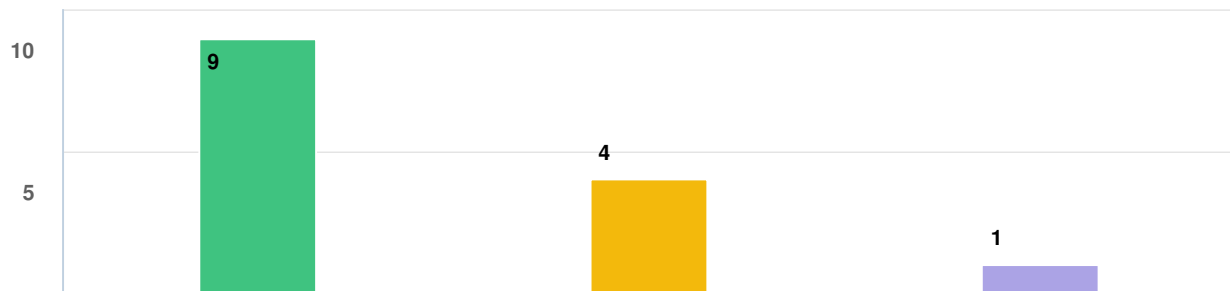






SURVEY QUESTIONS

**Q1 How well does the overall conceptual Waterfront and Riverwalk Master Plan align with your hopes for the future of Port Hope...**



**Question options**

- I am enthusiastic that the concepts will have a positive impact on what I value about the waterside areas; I can see myself using and/or enjoying these spaces more than I do today
- I am okay with the general direction of the concepts; I don't see them having much impact on the way I current use the waterside spaces or time I spend in them
- I am concerned that the concepts will have a detrimental impact on what I value about the waterside areas; I can see myself spending less time, enjoying these spaces less than I do today

*Optional question (13 response(s), 0 skipped)*  
*Question type: Checkbox Question*

**Q2 Provide any comments relating to your ranking above**

Anonymous

11/23/2022 04:24 PM

I do use these areas a lot currently. My favourite spot in PH is the Waterfront Trail. I will continue to use regardless of this plan or not. What I look forward to is these areas becoming more inviting and welcoming which will draw people in to use them. We have enough parks that are just basically pieces of grass, so I do hope this project is allowed to reach it's potential. Nice to see a complete plan from tip to tip of a planned area. My big concern is that there are too many long term implementations as well as too many potential items. I believe that leaves a lot of holes for the project to be abandoned, or not fully completed, (as staff and committee members move on, along with new PR&C members who have no knowledge of the project, for example)

Anonymous

11/23/2022 06:58 PM

A this point this is a serious beautification and environmental protection exercise (and there is nothing wrong with that). Clearly careful consideration has been given to the recreational /pedestrian / biking /environmental use of the waterfront and riverwalk spaces. More detailed consideration now needs to be given to the economic benefits that could/should be available to the "community at large" and those opportunities/benefits should be linked to this plan .

Anonymous

11/24/2022 02:30 PM

I would like to see the main priority to be the harbour and have a marina

Anonymous

11/24/2022 05:36 PM

Things that I like include attempts to naturalize the river, the addition of some foot bridges, tree plantings and new gardens. Things I don't like are the attempts to bring business into what should be a largely natural area. I am okay with shelters that could provide a place for things like the farmers market and picnics, but I don't appreciate the addition of permanent retail spaces.

Anonymous

11/25/2022 05:07 AM

I walk there often, and am very happy with the way this is progressing.

Anonymous

11/25/2022 09:38 AM

Given Port Hope's industrial waterfront, we do not support allocating financial resources to the waterfront areas until such time as Cameco is "decommissioned". Focus should be on the riverwalk.



**Open House Feedback Form : Survey Report for 26 August 2019 to 01 December 2022**

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Anonymous

11/25/2022 03:58 PM

The area just north of Barrett's bridge could be cleaned up around the crack willows on the east side.

Anonymous

11/25/2022 05:56 PM

Happy to see a marina

Anonymous

11/29/2022 11:28 AM

Some of it is great, some misses the mark.

Anonymous

11/30/2022 02:11 PM

Port Hope is a beautiful town, and enhancement plans are of interest to me personally. From my work perspective (Lake Ontario Atlantic Salmon Restoration), I am very interested in Corbett's dam and how changes to it can benefit ecosystem health and migratory salmonid reproduction while taking into consideration any potential threats from aquatic invasive species such as Sea Lamprey. I would also like considerations made regarding the continuation of the valuable historic fish monitoring opportunities, such as the continued use of the fishway camera.

Anonymous

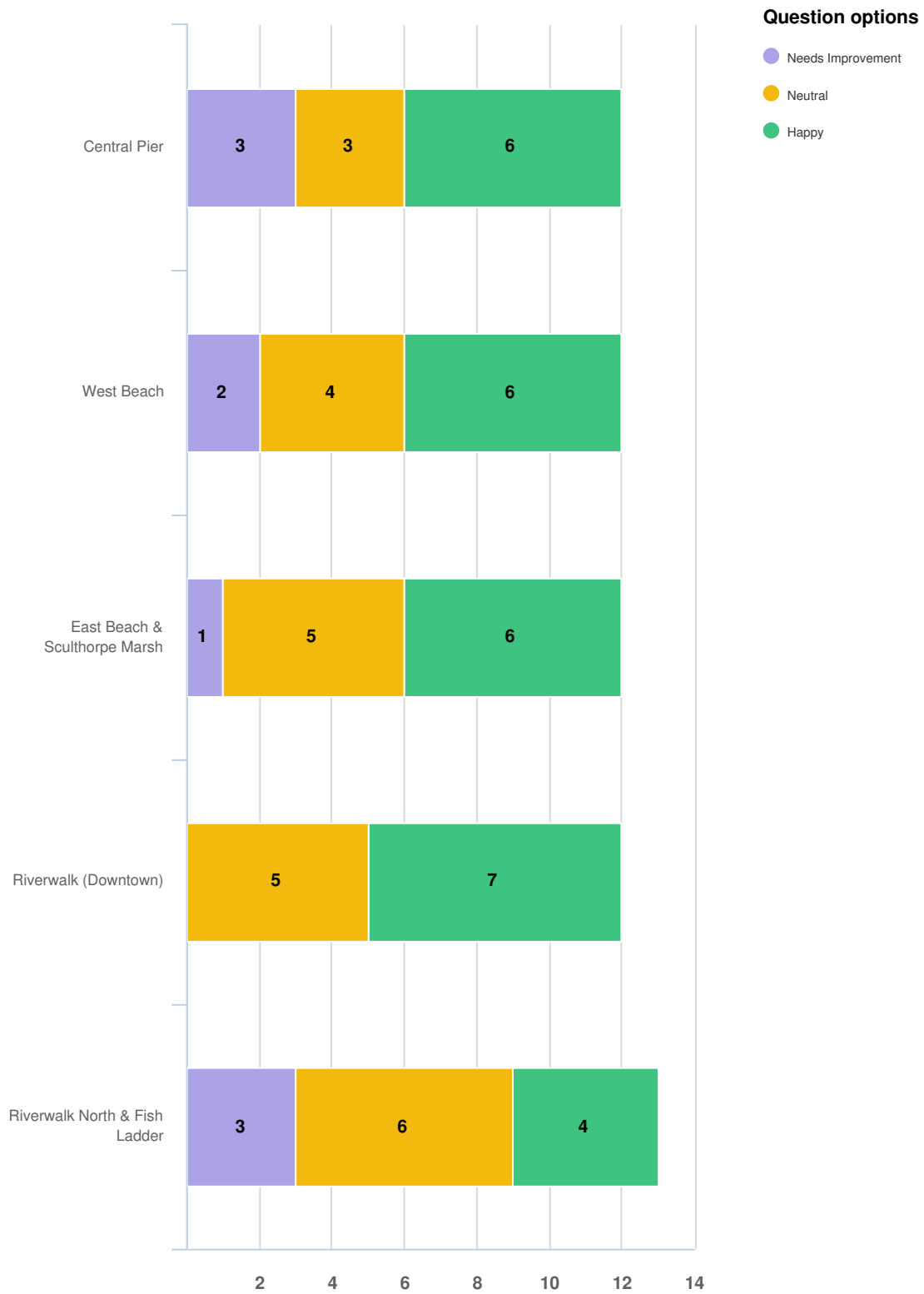
11/30/2022 05:51 PM

I an happy to get back the marina Port hope needs one

**Optional question** (11 response(s), 2 skipped)

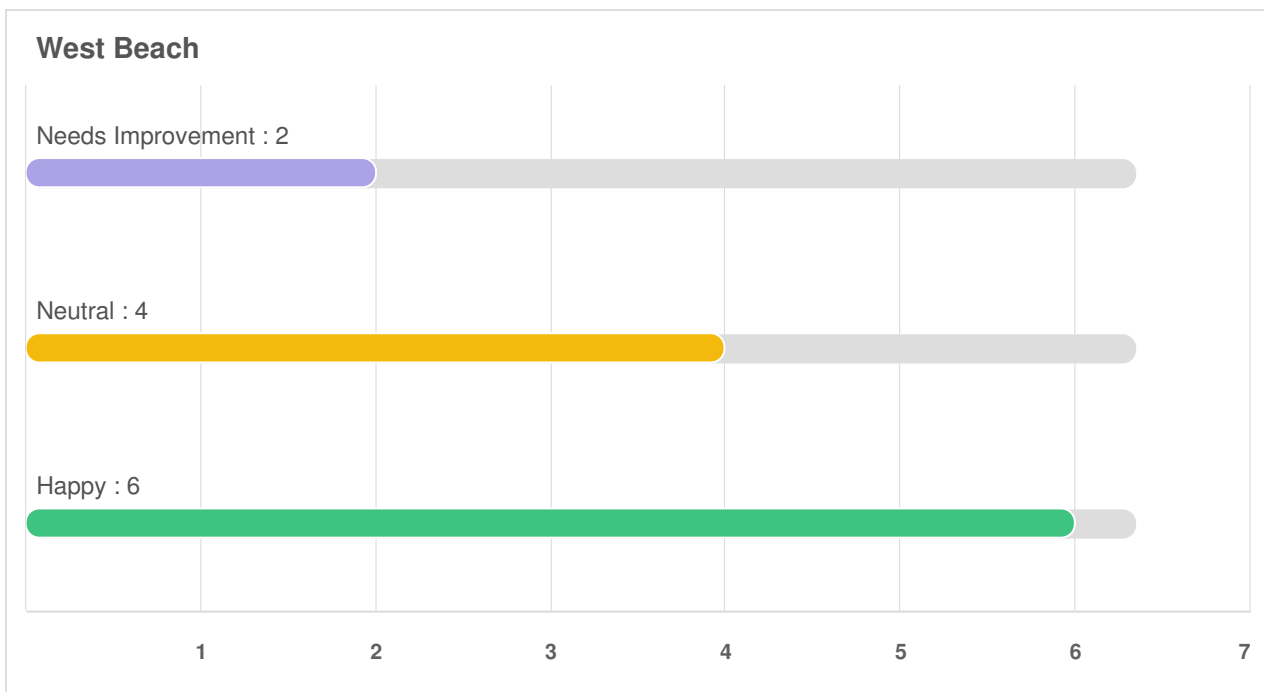
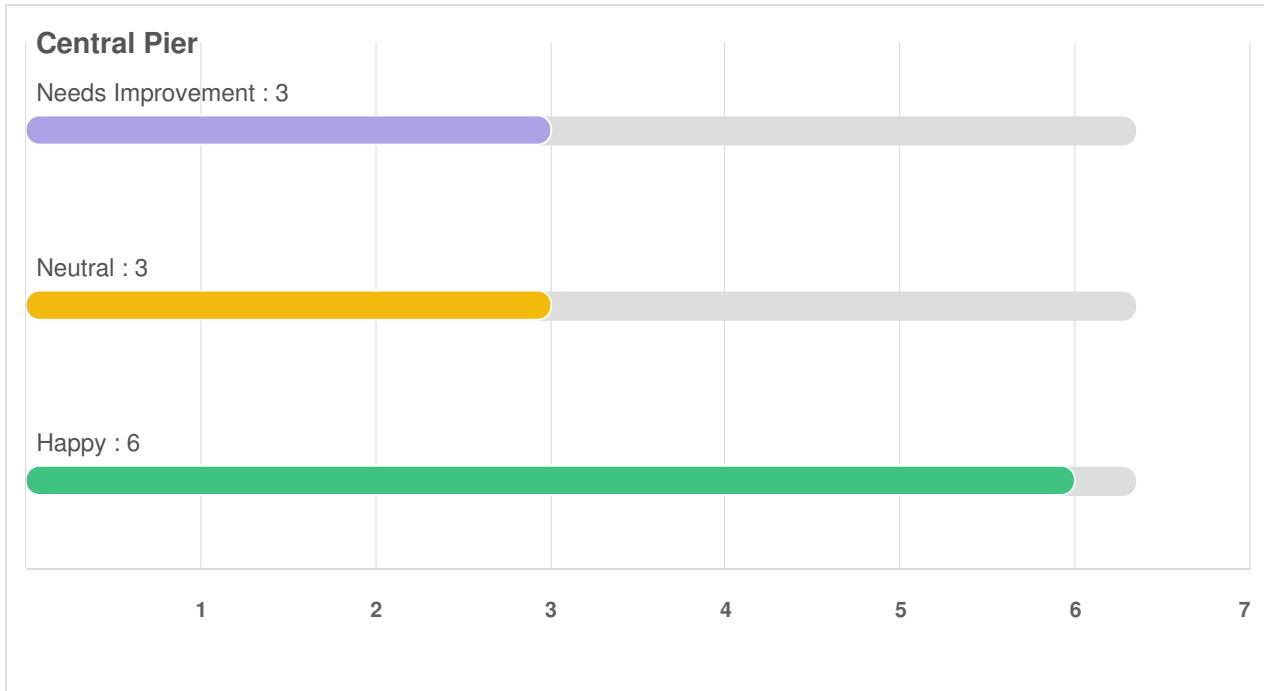
**Question type:** Essay Question

**Q3** For each area listed below, please let us know how well each of the draft concepts for the five study areas align with your...

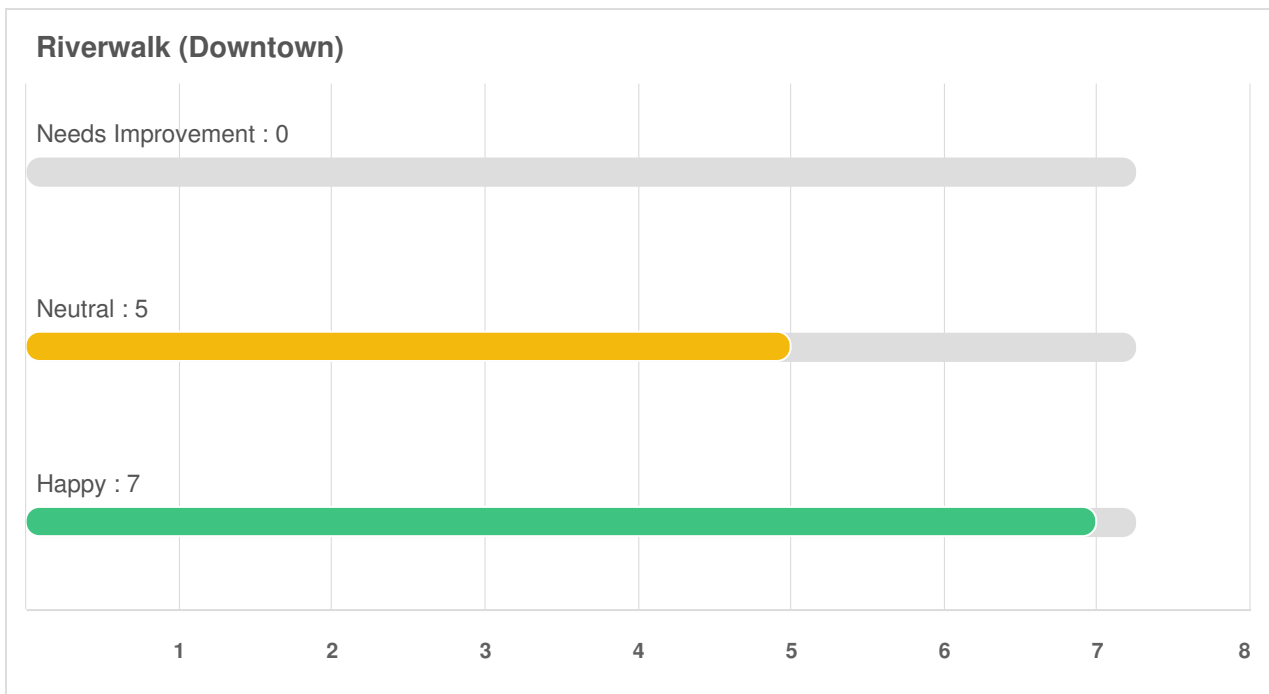
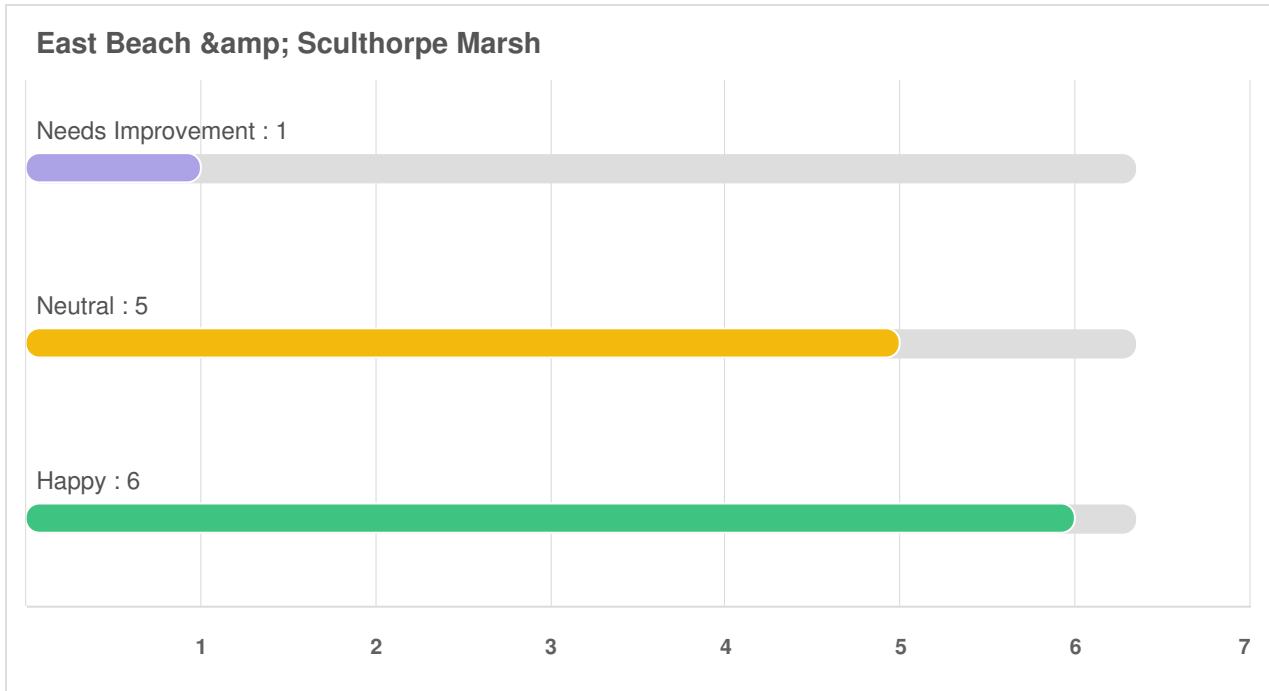


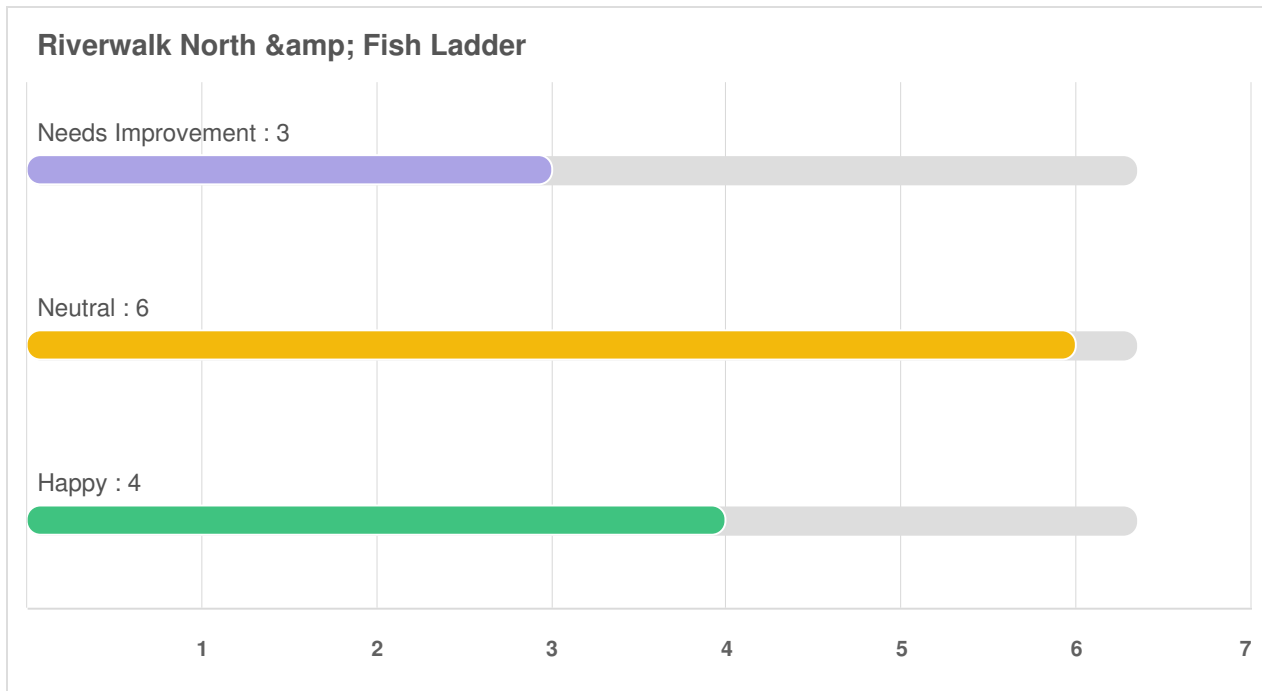
Optional question (13 response(s), 0 skipped)  
 Question type: Likert Question

**Q3** For each area listed below, please let us know how well each of the draft concepts for the five study areas align with your...









**Q4 Provide any comments relating to your rankings above**

Anonymous

11/23/2022 04:24 PM

Again, i do like the concepts, concerned about implementation as noted above. My hopes are not high on this being carried through to completion.

Anonymous

11/23/2022 06:58 PM

Let's put the PORT back in Port Hope. Clearly future use of the Central Pier and its potential as the main player together with the connected waterside areas offers the biggest opportunity for economic benefit to the community. This has not been fully developed but in any event is likely to be the longer of the timelines in the Master Plan. Port Hope has a very significant history as a Port and has deep historical connections with the Great Lakes and maritime communities spread afar. That legacy has all but disappeared from our community. There is a significant opportunity now presented to the community given the new lease of life at the waterfront created by the central pier and the Mill st south lands. The river has clear appeal and is an attractive core to the town, however the town needs to be reconnected to the waterfront proper and these lands allow for that to happen. Historically the inner harbour provided a small connection to the lake but for a very few individuals and had no real positive economic benefit to the community. I think there was one mooring spot for a visiting boat!! Waterfront communities all around us are realising the economic value presented by the recreational use of their waterfronts and are developing them. Oakville, Port Credit (a \$

75 million new Marina development) , Toronto, Pickering, Whitby, Oshawa, are all seeking to take greater advantage of their locations. Further afield, Collingwood, Barrie and Ganonaque are all in similar development planning. Port Hope is located smack in the middle of the Port Credit to Prince Edward County/Kingston shoreline and surrounded by growing communities of wealthy boat owners looking for attractive places to take their boats and spend their money. Playing to the existing strengths of Port Hope and attracting these recreational boatowners should be at the heart of our waterfront plan - without detracting from the beautification or the existing community- Those become additional attractions to draw people here to spend their \$\$'s. This speaks directly to Port Hope as a recreational community. Creating attractive green space on the Central Pier is important but should be combined with appropriate commercial development. The inner harbour can certainly play a role, maybe providing short term moorings for visiting boats closer to the downtown core, but it is not nearly enough on its own to create a maritime centre. It is too small. I believe serious consideration should be given to the construction of a Marina off the end of the breakwater to the east of the river, however positioned far enough that it would leave the east beach and shoreline untouched. If the Marina was also connected to the Centre pier, a municipally owned (yacht club and recreational) facility at the end of the centre pier looking out to the lake would be a very significant additional attraction. Properly executed, such a Marina and boating facilities would certainly attract boaters from both directions to come and enjoy Port Hope and in doing so, spend time supporting our local businesses by shopping and dining in the restaurants in our community. (all without adding cars to the roads! )

Anonymous

11/24/2022 02:30 PM

I would like to see an active harbour used by fisherman and sail boats with lots of docking slips and a marina that has showers and restrooms that could be used by the fishing boats and local residents. A pump-out station for the sail boats to pump out their waste-water from their holding tanks. I think of having a nice harbour would increase the Port Hope tourism and bring in revenue to the Municipality and local businesses. I would also like to see where the Canadian Firefighter Museum is now to turn into a parking lot that can give the fisherman more parking for the boat launch I would also like to get back the Great Ontario Salmon Fishing Derby weigh station, this would be great for the publicity of Port Hope because if a fisherman catches a big fish it gets published in the Toronto Sun. The fisherman from different municipalities will come to our harbour and try to catch the biggest fish which will bring in more revenue to Port Hope. I believe that by having an active harbour would be a great asset to the community, My main priority would to have a marina in the harbour Port hope needs two or three more boat launches



Anonymous

11/24/2022 05:36 PM

I strongly suspect the central pier will never be remediated and that will have a big impact on what can be done with it. West beach plans seem to be trying to do too much, as a result nothing works well (i.e. why bother with a tiny dog park that has no connection to the water, what is the point?). Everything that seems interesting (footbridges, underpasses, pedestrians crossings and changes to Corbett's dam is indicated as needing further research. So for me, none of the good stuff is confirmed.

Anonymous

11/24/2022 08:37 PM

Concerned that removal of Corbett's Dam will render a stretch of the river north of the dam site unnavigable by canoe or kayak (or crazy craft). It's not clear if the existing parking area at the Sculthorpe Marsh will be retained. (Chemtron Lagoon?)

Anonymous

11/25/2022 05:07 AM

I will be very happy to see it all done.

Anonymous

11/25/2022 09:38 AM

Needs Improvement - see comments in #2. above. Focus on the riverwalk using naturalization of the river banks through native plantings and landscaping; walking trails and seating areas. Since we have scarce staffing resources and have no desire to add to the tax burden, low maintenance should be key to all decisions. We are not keen on artist murals - these detract from the natural environment and are not in keeping with our heritage district/town.

Anonymous

11/25/2022 05:56 PM

we needs two or three more boat launches and keeping the one we have now port hope really needs it

Anonymous

11/29/2022 11:28 AM

The maps all show the path leading north from the Pharmacy on the EAST side of the river, as ending about half way up to Molson St. Maps that people find on Google, show it as coming all the way UP to Molson St. At Molson, the hilly access that used to be used, is now blocked by the guardrail on the South side of Molson, from the bridge to the East. Many Many tourists come all summer, along Molson, looking for that path! The town needs to make a better arrangement with the group that has been attempting to maintain the top half of that path. A few loads of shredded bark every year would do it!

Anonymous

11/30/2022 02:11 PM

I am happy to see that an EA is planned for the potential removal of Corbett's dam. This should include input from a variety of stakeholders, including the Lake Ontario Management Unit, GRCA,

and OFAH.

Anonymous

11/30/2022 05:51 PM

I would like to see a big investment in our harbour, bring back the yacht club and we need two or three more boat launches we need more parking area for the boat trailers

**Optional question** (11 response(s), 2 skipped)

**Question type:** Essay Question

**Q5 | The boards indicate the phasing of implementation over time. Are there any other items that you think should be considered a priority for the near term?**

Anonymous

11/23/2022 04:24 PM

[redacted] had a discussion about my concerns at the Open House. Her suggestion of implementing a review period sounds wise (such as every 5 years) but not sure how binding that could be.

Anonymous

11/23/2022 06:58 PM

Serious consideration needs to be given to the potential for economic development opportunities related to all of these areas. Of particular note, the File Factory could play an early role in creative early economic development but clearly there are fundamental issues related to the property that have to be resolved first. Who- when- what -where -why --how ...

Anonymous

11/24/2022 02:30 PM

I would like to see the Municipality to buy a dredging machine and dredging the harbour every year

Anonymous

11/24/2022 05:36 PM

What I feel is important is keeping things as natural as possible and making it easier for people to access the river, harbour, lake and the beaches. Get rid of the things that are barriers to people. You should be able to walk to the waters edge in as many places as possible. There should be no parking or retail operations in close proximity to the water.

Anonymous

11/24/2022 08:37 PM

Improved pedestrian and cyclist crossing of Jocelyn St. at Cavan St.

Anonymous

11/25/2022 05:07 AM

I'm no expert in this area. I have been to several workshops and now feel it is in good hands.

Anonymous

11/25/2022 09:38 AM

For the near term, priority should be to maintain what we have particularly in the downtown core (heritage district). Weeds are a problem - around hydro poles; between sidewalks and curbing! Oversight is seriously lacking. Parks - many of our green spaces are infrequently used but need to be maintained; this is a waste of tax dollars. Some neighbourhoods have several parks in close proximity e.g. Freeman Drive and Trefusis Street. Simply put - we have too many parks.

Anonymous

11/25/2022 03:58 PM

Cleaning up the area north of Barrett's bridge on the east side.

Anonymous

11/25/2022 05:56 PM

The harbour needs to be dredged out

Anonymous

11/29/2022 11:28 AM

Access to both the East AND West side of the river from Joycelyn and Molson Streets is needed. Somehow both were missed and destroyed when the bridge was renovated and the asphalt sidewalk installed between Hope and Cavan streets.

Anonymous

11/30/2022 05:51 PM

The Harbour needs to be dredged out I would like to see the harbour be used to the fullest potential. My main priority to have a marina

**Optional question** (11 response(s), 2 skipped)

**Question type:** Essay Question



[REDACTED]

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**Subject:**

FW: Port Hope Waterfront/Riverwalk

[REDACTED]

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**Subject:** FW: Port Hope Waterfront/Riverwalk

[REDACTED]

**Subject:** Re: Port Hope Waterfront/Riverwalk

Good morning [REDACTED] I went into much greater detail when messaging you. Feel free to share my message with staff if you would like to. In my view they need to pick a direction and then go for it. My choice would be naturalization of course, but there are other choices... [REDACTED]

On Thu, 24 Nov 2022 at 22:36 [REDACTED] wrote:

[REDACTED]

I hope you provided these comments on the website. Let me know if you did not and if not, can I share them with staff? Thanks, [REDACTED]

[REDACTED]

**Subject:** Re: Port Hope Waterfront/Riverwalk

[REDACTED]

I have reviewed the boards and completed the recent survey. My feeling is that this plan lacks any definite direction. It tries to be all things to all people and as a result it is trying to do too much. In the end, it likely won't do anything well.

The off-leash dog park for example is far too small and has no connection to the water, so what is the point? PH already has one absolutely terrible off-leash park next to the containment facility. It is too small, uninteresting, devoid of trees, poorly drained, wind swept and generally miserable. We drive to Cobourg almost daily to access a decent dog park. If the plan is to build yet another small, boring, off-leash area, I would suggest they just don't bother.

The inclusion of retail spaces is also a big mistake in my opinion. The edge of the water (river, harbour, or lake) is a precious place for people, fish and wildlife. It should be kept as natural as possible and have as few barriers as possible so that people may enjoy its natural beauty. Lands near the water's edge should not be used for parking or retail operations. We should reclaim and rehabilitate the existing parking lots that encroach on the river, harbour and lake and place a ban on retail operations in those areas. A snack bar or place to rent paddle boards is fine, but no actual stores or permanent restaurants (other than pre-existing ones). New parking lots need to be created away from the water's edge.

As you know, I also believe in rehabilitating the river through the by-passing or removal of Corbett's dam. I see this is mentioned, but it also says more research is required. I take that to mean that it won't be happening and if that is the case the authors should just say so. Dam removal has already been done in many other places and there is extensive information available on-line that explains the pros and cons of such actions. The bottom line is that dams harm rivers and the species that live in and around them, therefore dams that are not performing some valuable function such as providing hydro electric power generation should be removed. For sentimental/heritage reasons, this dam could be by-passed and left mostly standing, but the river should be returned to its natural state. That would result in lower water temperatures, decreased algae levels, expanded spawning beds and much less stress for the creatures that inhabit the river.

To be successful, this plan should have picked a direction and run with it. For me, the obvious choice would have been to pursue naturalization and rehabilitation of the river and waterfront areas. [REDACTED]

[REDACTED] The scattergun approach I see presented here does little to inspire me and I don't think it will be very successful. That is not to say that I don't appreciate all of the hard volunteer work that has gone into this exercise, because I do. I also appreciate the serious efforts that have been made to engage the public during the process. I just have some serious reservations about the plan that has resulted,

Cheers [REDACTED]



**Subject:** FW: River and Waterfront public feedback

**Subject: River and Waterfront public feedback**

Attached are some issues that I see from the present west beach proposal.

1. There is no enclosed or open air pavilion. You are denying people the escape for cover during perhaps a sudden rain shower or from a blistering hot sun. You are also denying rental income from private events ie group picnics, weddings etc.
2. Since Cameco and the Municipality do not have a credible yard or road drainage systems several open trenches to lake are used. These trenches are quite deep and children playing in them are in danger of being buried in loose sand and gravel. This is a **SAFETY** issue. In 2017 & 2019 the Lake Ontario water levels increased significantly and water actually back flowed through these trenches partially flooding the main Cameco parking lot. A joint project should be taken by Cameco and the municipality to install a proper storm sewer system in this area.
3. The new 4 way road intersection at Choate and Marsh should be examined for **SAFETY** issues. The road going from the lower part of the park is a considerable incline up to Marsh St. There are a few other street intersections similar around town ... but likely not highly desirable in any new design.
4. The open trench effluent drain from the water treatment Plant (WTP) is a serious **SAFETY** concern for small children. There are similar effluent drains from WTP in other Ontario plants. Many do not use a trench system but rather buried pipe and effluent bulkhead closer to the lake. Possibly pumping out effluent in early morning times to the existing sewage discharge line could delete a trench and bulkhead setup altogether.
5. The dog park idea should be discarded. There is only one dog park in the west end of the town. Should residents want one in the central or east part of town closer to their homes should be considered. Waterfront land is so rare and so valuable every square foot matters there. Dog owners can take their pets to the park for an on leash walk but NOT into the water or on the shoreline beach. This is a world wide standard.
6. The east end of the beach should be filled in with gravel and sand against the rock groin. Presently there is a large sand buildup there and it tends to trap biological matter due to its shape. If the Health Unit sampled water there weekly the beach would always fail their testing. Yet people still now swim there which is a **SAFETY** issue.
7. The shoreline has been deemed a dynamic shoreline which is prone to erosion and damage from lake and weather events. The level of dynamic impact needs to be addressed. There is the Cameco facility there, the water treatment plant and the park. These are all **VALUABLE** assets that need protection. A method of wave attenuation is justified for asset protection. Dumping large amounts of sand onto the shoreline as well as into the lake making a more shallow shoreline is one method. The shallow waters force the large waves to break offshore and is one acceptable engineering method. Cobourg main beach use this by its design. The problem with the west beach is sand can drift towards the inner harbour mouth. A wave attenuation device further out by extending the rock east groin and installing a wave eater mat would work well. A wave attenuation mat would still allow a more water flow through the beach. Since Cameco would benefit from this as well they may help share these costs.

8. When the Choate street extension and cylinder storage area plans were cancelled by Cameco council asked for this valuable land back. STAFF were sent to negotiate this with Cameco but only approx. a third of this land was returned to the town. This land was never used for Cameco operations in the past and a requirement tied to operations in the future is very questionable. Staff (overseen by the Mayor) **NEED** to go back to Cameco and get **ALL** of the land back. It all boils down to mindfulness of where they are as every square foot of parkland matters there.
9. Around approx. 2014 Cameco purchased Olivers Excavating land on Marsh St. They announced in they were going to turn it into a greenspace to compliment the area. This greenspace **NEVER** happened and they renovated a building on it and use it apparently for Vision in Motion storage. Council **NEED** to purchase this land from Cameco for the West Beach Park parking lot. Building any parking lot on in the park would be a shame. A legal land transfer agreement with Cameco should be made with a future date where it is no longer expect to be need by the VIM project after old buildings are demolished within the fenced area. This is all about mindfulness.
10. The grey area around the east side of the water treatment plant indicates a reluctance of Engineering staff and WTP staff to reduce their footprint there. In fact their fenced footprint should be reduced to gain park greenspace. Every park square foot there matters. Should a larger WTP capacity be needed in the future it is capable of expanding inside the plant or a new build might be more practical further west.
11. The present draft shows a public washroom building. That should be revised to include changerooms plus a small staff office/snackbar. Similar to the Cobourg waterfront building.
12. On the south side of the boardwalk an armour stone wall should be built the full length of the park. This small wall would do a number of functions. It would stop sand migration from the beach onto the boardwalk, stopping large waves from high lake levels or significant storm. It would also provide seating for park users.
13. Remove the section of waterfront dedicated to a "natural state". There are miles of natural shoreline along the lakefront. Making the west beach full recreational is a small loss in that it provides a **SAFE** space for people to reconnect to the Lake that we rely on for our sustainability. Not exposing our citizens to poison ivy and tics from a natural state is very important **SAFETY**. My family life has been greatly affected from Lymes disease and it must not be underestimated. A raised wooden boardwalk would also have no protection from a large lake weather event requiring constant maintenance or even replacement.

Also attached to this email is the presentation material [REDACTED]

[REDACTED] It is a plan developed over many years of research, thousands of dollars and thousands of hours. This work was basically not used in the present group draft.

I worked my whole career working in nuclear facilities directly on two great lakes and the Ottawa River. I grew up in Port Hope and used the old west beach for recreation and it was at the time par to the Cobourg beach. I have resided in 3 different waterfront homes in my life and only take vacations only at waterfront resorts. To say the I have had a life long connections on waterfronts is true.

The Restore the West Beach Restoration group was created by myself in 2013 .... Many people have supported that cause and much work has been done reconnecting the people to the lake.

We did a presentation to council in 2016 to a standing ovation in chambers.

At the 2015 Cameco licensing hearings we presented material on the proposed Choate St extension as a harmful project. The President of the CNSC issued a stern warning of his disapproval to Cameco and the Municipality ruining a beautiful waterfront.

We urged council to form a new waterfront working group and were finally successful in that through Mayor Sanderson.

Some people may consider me difficult on politicians, staff and Cameco. Being pro nuclear my whole life has taught me that half measures fix nothing ....

I have heard of a new Federal program announced last week where grants may be applied for called the **National Climate Adaptation Strategy**. I have little knowledge on it, but it sounds promising to help


financially protect our town from any extreme weather events from our lake and river. Worth looking into as it would be needed to defer costs.

I was more than willing to join the present working group however two health events in 2018 and 2019 prevented that. Today, I am more than willing to act as an advisor to the working group and help polish up what they have. I am particularly interested in the east beach, harbour, center pier and the river below Walton St as I see very significant issues there as well that deal a lot with flooding. So, I guess this a formal request to be appointed by the Mayor and council as a special advisor to the River and Waterfront Group. I would also like to request [redacted] added as a special advisor to the working group. He has been [redacted] [redacted] I have talked to him several days ago and he is not willing to join a committee either but will accept a position as an advisor.

Regards

[redacted]





**Subject:** WRWG comments  
**Date:** November 30, 2022 11:25:20 PM  
**Attachments:** [Port Hope Waterfront.docx](#)  
[img20221130\\_23230152.pdf](#)

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**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good evening, all

I'm attaching my comments on the Waterfront / Riverwalk Master Plan. I trust these comments are not arriving too late to be of use or interest to you.

This draft Master Plan is excellent work; there is almost nothing that I disagree with. But with a project as broad in scope, scale and time frame as this, there are always further thoughts to add, greater detail to explore. Many of my comments and questions may already have been asked and answered. If so, forgive the repetition.

Also, you will note that a number of my comments deal with the private sector lands beyond the public realm of the waterfront trail system. I realize that dealing with these private lands is outside the remit of the WRWG, but what happens on these lands has a direct bearing on our waterfront and river's edge.

Cheers,



### General Comments on the Project

- Port Hope's waterfront is not an isolated entity; it exists in a much broader context. What is the route through Port Hope of the official 'Lake Ontario Waterfront Trail'? Where could this route be modified to include more direct water frontage? What changes are needed (short, medium and long term) in order to achieve this?
- Where is the heart of Port Hope's waterfront? Does it have a heart, like Cobourg's, like Port Perry's? If you said to a friend "let's meet at the waterfront" would they know where you meant? As we move through the medium and long term phases of our waterfront work, should we focus on the creation of such a heart? On the Centre Pier? ?
- The Waterfront and Riverwalk Working Group had a predecessor committee eight years ago, the Waterfront and Harbour Working Group. In the dying days of that committee, several alternative long-range expert plans of the whole downtown-to-waterfront area were produced. It might be informative for the current WRWG to review these plans for context and relevance.

### Comments on Central Waterfront

There have been many planning studies for downtown Port Hope over the years. Most 'town' studies stopped at the railway viaducts as their southern limit. Most 'waterfront' studies stopped at the railway viaducts as their northern limit. Virtually all of them, somewhere in the introduction or conclusion, contain a sentence like: "there should be a dynamic connection between downtown and the waterfront". Yet this connection is never reflected in the actual plans, and is never implemented. I'm very pleased that the Waterfront & Riverwalk study does bridge the two solitudes. However, it does so only with public sector, municipally owned lands along our lake and river. What about the far more numerous privately owned downtown lands?

Port Hope is supposedly a waterfront town, but when you're 'in town' generally you're on Walton Street or its tributary roads, and the water is no-where in sight. So how do we re-establish this connection. Waterfrontage is good. Waterfrontage adds visual interest and dynamism to urban activities. Waterfrontage makes living and shopping and working there more desirable. Waterfrontage increases real estate value. So, let's put our waterfront to more and better active, urban use, as well as reinforcing it's recreational use

Port Hope will inevitably grow, and I am basing the following comments on the premise that it will grow at a higher density, and that this growth will occur from Walton Street southward to the waterfront and Centre Pier. This of course will entail Official Plan and Zoning amendments and urban design / secondary plans to direct what will inevitably be private sector growth in this area. While this is mostly beyond the scope of the current WRWG, it informs the following comments and provides context for the public sector improvements.

- The Centre Pier is the obvious core of our central waterfront, and as such it requires a far more comprehensive urban design and architectural study. Generally, however, it should be developed at a higher density than is indicated on these plans, with a mixed-use form of active, urban development. I visualize a very urban pedestrian water's edge along the harbour side and a green park frontage along the river side.
- This higher density Pier should still contain the plazas, lookouts and public amenities as proposed in the Master Plan.
- The west side of the harbor basin, on the Cameco side is indicated to have a linear plaza with public art and presumably with trees and improved landscaping. Good.
- But what about the west (Cameco) side of the channel? At present, there is a rough concrete walk beside a chain link fence; no trees, no shade, no pedestrian amenities. This does not need to be the case. It is simply a matter of Council asking Cameco to relocate their fence. I can provide documentation on previous agreements and design options
- The harbour basin and channel (Cameco side and Centre Pier Side) had concrete sea-wall edges all around, providing full access to boat mooring. In a more recent PHAI / CNL study, these walls were all to be replaced with stone / concrete rip rap edge or revetments, extending to the waterline, or above the waterline at low-water times. This effectively prevents any boat from approaching the bank. Port Hope Harbour may not be intended to be a major marina, but to prevent all boats from reaching the shore! Really?
- This begs the next question. We've addressed the water's edge walkway all round the harbour, but what is the planned function of the harbour basin itself. Small marina with some permanent boats? Transient boats only (overnight or day visits)? Charter boats, fishing or otherwise? Power boats? Small sail boats? Or just an inert body of water with no boats at all? And how do these boats (if any) moor to the bank? The same questions apply to the navigable river mouth.
- The proposed bridge from the Cameco side to the pier is an excellent idea to improve pedestrian movement, but it has two issues to address:
  - Where should it be located? At the south end of the channel, per the current plan? Or should it be located further north, with its precise location determined by the final development plans on the Pier?
  - Should the bridge be low level, just clearing regulatory flood levels, effectively preventing all but very small boat access? Or should the bridge accommodate small sailboat access, with a lift bridge, or with steps & ramps up to a higher bridge deck?
- Has consideration been given to improving Lent Lane, adding lighting, etc., to reinforce this as a principal pedestrian route connecting downtown all the way to the waterfront?
- I can see two significant changes to the road pattern in the downtown waterfront area which would greatly enhance the utilization of the water's edge. Please see the attached rough sketch.



- 1. Hayward Street: The land between the street and the harbour edge accommodated the Little Station, but no room for anything else. If Hayward was relocated farther north as suggested, between the railway viaducts, this would locate land-consuming functions – road allowances and significant amounts of parking – onto otherwise unusable land. More importantly, it would free up proportional large amounts of land for prime waterfront development.
- 2. Madison Street: No businesses, and very few other land uses, would want to be at the end of a dead-end road four city blocks long. Not to mention emergency vehicle access in that situation. That is the current proposal, but this situation could be avoided by extending Madison Street west, bridging the river, and tying in to the spine road down the length of the Pier. This would greatly reduce the amount of dead end road, and would create a more desirable loop road system, pairing the new pier road and Mill Street and facilitating more urban growth toward the waterfront.  
  
The anticipated higher density development and increased activity levels in the waterfront / pier area may require a new southern bridge, regardless of the dead-end concern.

### **Comments on West Beach**

- Generally the recommendations for the West Beach are very good, but then this a predominantly natural area in need of maintenance and improvement, not major changes.
- I assume that consideration would give to the protection of the small wetland in WB1 – a kind of mini-Sculthorpe Marsh.
- In future, the Lake Ontario Waterfront Trail could be directed down John Street rather than Queen. Then west on Hayward to Choate Street and down to the West Beach board walk. Then around Cameco & the harbour basin, or across a possible future bridge to the Pier. The Waterfront Trail is intended to provide maximum water frontage, after all.
- Is Eldorado Place a public road, or is it private Cameco access? If public, should there be limited parking where it hits WB3. More smaller lots have smaller visual impact.
- I vaguely recall an earlier trails study for Port Hope that proposed extending a walking trail down the slope from the south end of either Victoria Street or Bramley Street, through the woods or skirting the golf course, tunnelling under the train tracks and ending up on the West Beach. Big, expensive undertaking for the foreseeable future, but it's a cool idea. Keep it on the backburner for the very long term?

### **Comments on East Beach**

- The east beach is not a single entity. Its various components should be identified for clarity, as the different components have different needs. I refer to them as the Town Beach, the Caldwell Street Beach, the Lake Street Beach (non-existent at high water), and the Gages Creek Beach (including the Sculthorpe marsh area).

It would be helpful to see these illustrated in greater detail: show the typical high water line, typical low water line, back-of-beach line. Useful to see how much actual beach we have in different circumstances. Perhaps this could be done in the later, more detailed phase of the work.

- Town Beach: If I'm reading the plan correctly, the new landscaping seems quite extensive. Does it extend beyond the current concrete curb wall into the actual beach area? We have lots of beach area at low water, like now, but at high water & high winds, there's not much beach. Upgrading of washrooms, etc. is excellent.

The pedestrian connection from the Town Beach to the Caldwell Street Beach is fine at low water, but at highwater it's problematic. The reconstruction of the King Street parking lot / retaining wall / steps could also incorporate a slightly higher link (maybe armour stone protected) to connect the two beaches at high water times.

- Caldwell Street Beach: Arguably the best beach in town, especially at low water times like now. The parking lot off Caldwell is big enough but poorly organized; needs clarification. The two footpaths down from Caldwell, as well as the path down from the Hope Street South parking lot, need a bit of trail maintenance as well as some low-key lighting. The back of beach / base of bank needs some proper clean-up work.

- Lake Street Beach: the high level / roadside path is generally in decent shape. Minor improvements required. Some low-key lighting? Some trees where required. Something better than the last round of planting – tiny sad things that mostly didn't survive. The fact that a shoreline erosion study is underway is excellent; as some portions are damaged and others are vulnerable.

Has any consideration been given to the resurrection of the lower Lake Steet trail? The western portion of the trail does exist, but it's been neglected for years and is damaged by erosion in spots.

- Gages Creek Beach: The beach itself varies considerably in width and in usability with the changing water levels. It currently has limited use except as a kind of remote getaway. Could / should the utilization of this beach be enhanced? How?

The Gages Creek access road and parking area need proper improvement, not just spotty maintenance like in past years.

- The trail ends at the mouth of Gages Creek, and except for those who drive and park at the Gages Creek lot, it's a dead end run, not connected to the overall Waterfront Trail. How best to make it a continuous segment of the over-all trail system? A bridge over the creek near its mouth was suggested. Excellent idea, but the bridge has to lead somewhere. It could lead to a trail through the woods up to Peter Street? The train track crossing would need to be addressed.
- Alternatively, improve the current Gages Creek trail, as some of the current trail is eroded almost into the river. Then extend the trail north with a passage under the train bridge, up to Peter Street. There is adequate headroom. The track crossing would have significant GRCA / flood risk repercussions but may still be worth exploring.

## Comments on Riverwalk Downtown

- The WRWG and the Master Plan use the expression “riverwalk”. The precedent Riverwalks, with the best examples being San Antonio and Chicago, are very urban redevelopments enriching the urban river’s edge pedestrian experience. Of course, Port Hope is tiny by comparison and most of our river’s edge is open landscape, either natural woodlands or maintained parklands. But we do have a short stretch of river frontage, from the Ganny in the north to the library in the south, that is truly urban in geography; it’s just not yet urban in character.

There’s a long-standing North American tradition to turn our backs to our rivers, and Port Hope is no exception. Currently, although it’s pedestrian-accessible, it’s mainly used as parking lots and rear service doors. That stretch of urban river could be greatly improved with shops, cafes, etc. to enliven our downtown river’s edge. This would need to engage the adjacent land-owners of course, and I realize that the current mandate of the WRWG is to address just possible improvements to the public realm.

- Fish watching is a big deal in Port Hope, particularly during the fall salmon run. And the three main Town bridges, at Walton, Ontario, and Barrett Streets, are the main viewing locations. These are already indicated as gateway locations for the trail system, but perhaps the bridge abutments could be enlarged to provide extended viewing platforms.
- Are there locations where outdoor café terraces could be created with this river-viewing potential. We have the Gusto’s terrace, which is great, but we could use even more. Behind Queenies? Elsewhere?
- The Benjamine Moore paint store is an ideal site for future mixed-use development, maintaining ground floor commercial frontage on Mill Street with upper level residential on both frontages.
- The park system between the river and Queen Street is fine; leave it alone. But it’s important to maintain the continuity of that park system all the way down the east side of the Centre Pier. The road crossing at Peter / Roberson Streets will be a design challenge if we are to maintain this sense of park continuity

## Comments on Riverwalk North

### East Side

- Keeping the trail natural is excellent. Minor improvements are required – small bridges over small gullies. Is it possible to extend the trail north under the 401, all the way to connect to the GRCA loop trail? Note that a rudimentary, unmaintained trail appears to exist now under the 401.
- Would such a public trail to the GRCA encroach on to private lands? Would easements / right-of-way agreements be required? If this trail extension is possible, should a passage under the Jocelyn Street bridge be considered on the east side as well as the west.

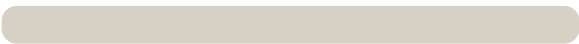


- I like the idea of a pedestrian bridge connecting the two sides of the river towards the north end of the park system, creating a loop trail. Where is the proposed bridge location? Does it utilize the big concrete abutments from the old steel railway bridge. Because of flood water concerns, the foundation (abutment) of a bridge is a very significant portion of the work and the cost, so there's a significant saving to using what's already there.

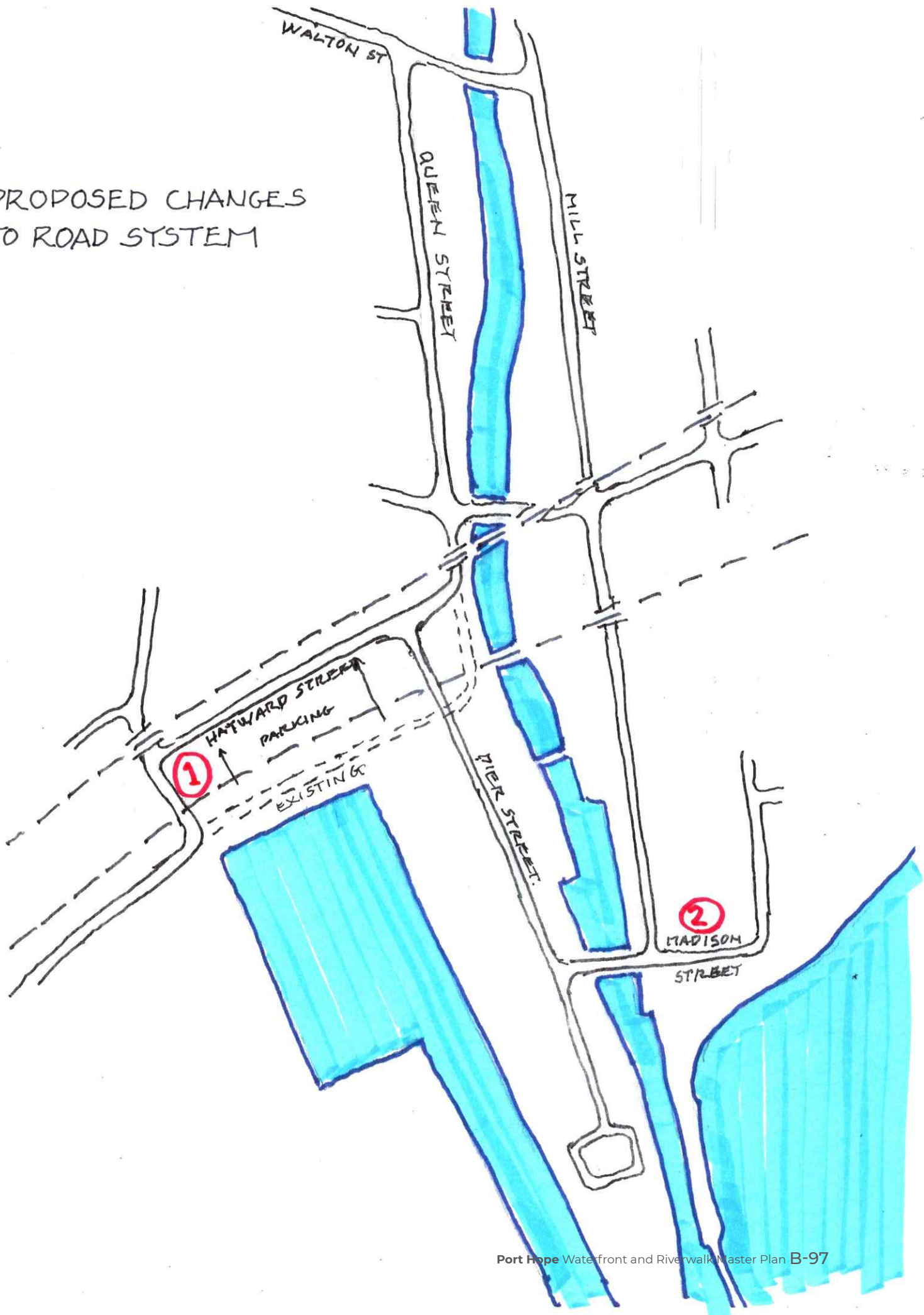
### West Side

- The properties north of the File Factory, on the east side of Cavan, are backed by a substantial earth berm, the embankment for an earlier railway line that bridged the Ganaraska just north of the File Factory. Is this berm part of the Cavan Street properties? Or is it still part of the original railway right-of-way? If this is publicly owned or publicly accessible lands, can this top-of-bank be incorporated into trail system? Does it extend to the parklands north of the Cavan Street houses?
- This begs the question of how you get past the File Factory itself. A tricky problem but one that must be solved if we are to maintain the continuity of the trail system, The obvious solution is a sidewalk past the west face of the File Factory, as proposed in the Master Plan. Should this sidewalk extend north, past the houses and other buildings to reach the park lands? Or should it connect to a possible railway embankment trail, as described above, through the north end of the File Factory lands?
- Alternatively, could a structured walkway be affixed to the east side of the File Factory? This would entail some expense and considerable GRCA involvement, but if possible it would be an ideal addition to our continuous walkway network, with a most immediate sense of connection to the river itself.
- If / when the File Factory is redeveloped, public access through the building(s) to the river was proposed. This could be achieved through the series of small open courtyards within the building complex.

I trust that the above comments, or some of them at least, will be beneficial to members of the WRWG, and I'm grateful for the opportunity to make this submission.



# PROPOSED CHANGES TO ROAD SYSTEM





# Waterfront & Riverwalk Open House Feedback Form

1. How well does the overall conceptual Waterfront and Riverwalk Master Plan align with your hopes for the future of Port Hope's waterside areas?

- I am enthusiastic that the concepts will have a positive impact on what I value about the waterside areas; I can see myself using and/or enjoying these spaces more than I do today
- I am okay with the general direction of the concepts; I don't see them having much impact on the way I current use the waterside spaces or time I spend in them
- I am concerned that the concepts will have a detrimental impact on what I value about the waterside areas; I can see myself spending less time, enjoying these spaces less than I do today

2. Provide any comments relating to your ranking above

Please add your comments here

• toward fishing from central pier

- Not in favor of bridge at Center Pier
- in favor of development of a marina.
- consider leaving the western side of dam open and leaving eastern side in tact to stop wave action
- consider eels
- consider looping trail back after marsh.
- work needed to level trail at waterfront.
- consider using downed trees to create a natural border to trail.

•

This form is also available at [www.myporthope.ca/waterfront](http://www.myporthope.ca/waterfront)

Turn page for more....

Return this form in person at the Open House, or email to [jsnoek@porthope.ca](mailto:jsnoek@porthope.ca)

*Band trail  
Brighton, UK*





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Please add your comments here....

*mamma - 100 boats, tourism driver  
- encircle East Beach, far out!*

This form is also available at [www.myporthope.ca/waterfront](http://www.myporthope.ca/waterfront)

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Please add your comments here....

First: a new standard of consultation  
but  
that does not compose a design! A design  
needs to go beyond local input

② Do not create over visual block at the pier  
from Walton St. down Queen St which  
should become a treed promenade

③ You are thinking of the river as it is today,  
i.e. pretty, but no conceptual depth →

This form is also available at [www.myporthope.ca/waterfront](http://www.myporthope.ca/waterfront)

Turn page for more....

Return this form in person at the Open House, or email to [jsnoek@porthope.ca](mailto:jsnoek@porthope.ca)

3. For each area listed below, please let us know how well each of the draft concepts for the five study areas align with your hopes for the future of Port Hope's waterside areas:

	Happy	Neutral	Needs Improvement
Central Pier	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
West Beach	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Riverwalk (Downtown)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Riverwalk North & Fish Ladder	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

4. Provide any comments relating to your ranking above

Please add your comments here....

5. The boards indicate the phasing of implementation over time. Are there any other items that you think should be considered a priority for the near term?

Please add your comments here....

6. Are there any components that you would like to be kept informed on?

Please indicate components....

7. Please provide your name, address, email and phone number below

Please add your contact information....





## Waterfront & Riverwalk Open House Form

1. How well does the overall conceptual Waterfront and Riverwalk Master Plan align with your hopes for the future of Port Hope's waterside areas?

- I am enthusiastic that the concepts will have a positive impact on what I value about the waterside areas; I can see myself using and/or enjoying these spaces more than I do today
- I am okay with the general direction of the concepts; I don't see them having much impact on the way I current use the waterside spaces or time I spend in them
- I am concerned that the concepts will have a detrimental impact on what I value about the waterside areas; I can see myself spending less time, enjoying these spaces less than I do today

2. Provide any comments relating to your ranking above

Page 2

Please add your comments here....

4) The River enters recorded history on 1649 when the Iroquois steal north to destroy the Huron nation

5) The River & harbour are the reason for the Colonial settlement. And becomes our industrial artery

6) Eleven dams south of 401. Where? 2 railway bridges cause flooding; our base of wealth

7) Your input is only what residents can see today

8) Film Factory this can be our gem, our town's artistic centre if designed spectacularly

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9) The town must indicate this: property; followed by a design competition. It should be the Walk's highlight feature



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Please add your comments here....

CW3.c - great idea to include mixed use development - we need more people living downtown if we want businesses to survive

Around marina, some kind of info board about how the water is to feel, since the presence of Caneco makes people nervous about using the water

ST2 = formalized road crossings on Barrett Street would be great!

Protected bike lanes would be great - it's important where possible to separate ~~the traffic~~ cyclists from the roadway so they feel safe.

Consider connection ~~of~~ of river trails to GCRA trails north of 401

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2. Provide any comments relating to your ranking above

\* \* \*

Please add your comments here....

Waterfront Trail red flags 35 years, almost daily walking here, has shown one thing to me. That section, along the pond (on one side) and beach (other side) should not be developed for wheelchair access.

It will be such a litigation issue due to the perilous terrain, and frequent weather effects on the trail.

Trust me - Litigation needs to be considered!

5/9/16

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2. Provide any comments relating to your ranking above

Please add your comments here...

CENTER PIER  
WE HAVE ENOUGH UNUSED PARKLAND  
WE NEED RETAIL ON THE CENTE PIER  
ICE CREAM  
POP UP CRAFT SHOPS  
PADDLE BOAT RENTALS  
PADDLE BOARD RENTALS  
ROLLER SKATING PAD  
SOMETHING FOR TEENS  
BICYCLE Rentals  
MOBILITY SCOOTER

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Riverwalk North & Fish Ladder	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4. Provide any comments relating to your ranking above

Please add your comments here....

PIER HAS TO CATER TO TEENS MORE

5. The boards indicate the phasing of implementation over time. Are there any other items that you think should be considered a priority for the near term?

Please add your comments here....

BICYCLE RENTALS FOR TRAILS  
 MOBILITY SCOOTER RENTALS  
 POP UP RETAIL ROLLER RINK

6. Are there any components that you would like to be kept informed on?

Please indicate components....

7. Please provide your name, address, email and phone number below

[Redacted area for contact information]



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2. Provide any comments relating to your ranking above

Please add your comments here....

I see a lot of items added from  
the comments of the public.  
I feel like I'm being engaged  
Well Done!!!

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Riverwalk (Downtown)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Riverwalk North & Fish Ladder	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4. Provide any comments relating to your ranking above

Please add your comments here....

A lot of ideas from public were mentioned  
Great job!!!

5. The boards indicate the phasing of implementation over time. Are there any other items that you think should be considered a priority for the near term?

Please add your comments here....

- accessibility
- walkability
- beautification
- downtown

6. Are there any components that you would like to be kept informed on?

Please indicate components...

Fish ladder removal, ~~the~~ priorities of projects

7. Please provide your name, address, email and phone number below

[Redacted area for contact information]



## Waterfront & Riverwalk Open House Feedback Form

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2. Provide any comments relating to your ranking above

Please add your comments here....

- IDEAS
- FISH HUT OFF CAVAN near the exercise equipment -
- COMBO - FIRST NATIONS + TOWN - education center (history, nature) NOT a fish getting place.
- Rain Gardens and Pollinator Gardens
- Urban Fruit trees
- Community Veg. Gardens
- Demonstrate gardens - native species
- Replace Begonias & Petunias w/ native species

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which will save \$ + maintain.  
→ Replace LAWN w/ meadows.

3. For each area listed below, please let us know how well each of the draft concepts for the five study areas align with your hopes for the future of Port Hope's waterside areas:

*more  
→ wheat  
→ Beach or  
Public Washrooms  
about a small marina at the West of East  
at the Harbour? → Bird towers  
Bat houses  
- Water bottle fill  
Stations*

	Happy	Neutral	Needs Improvement
Central Pier	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
West Beach	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
East Beach & Sculthorpe Marsh	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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4. Provide any comments relating to your ranking above

Please add your comments here....

5. The boards indicate the phasing of implementation over time. Are there any other items that you think should be considered a priority for the near term?

Please add your comments here....

6. Are there any components that you would like to be kept informed on?

*more gardens / rain gardens*

7. Please provide your name, address, email and phone number below

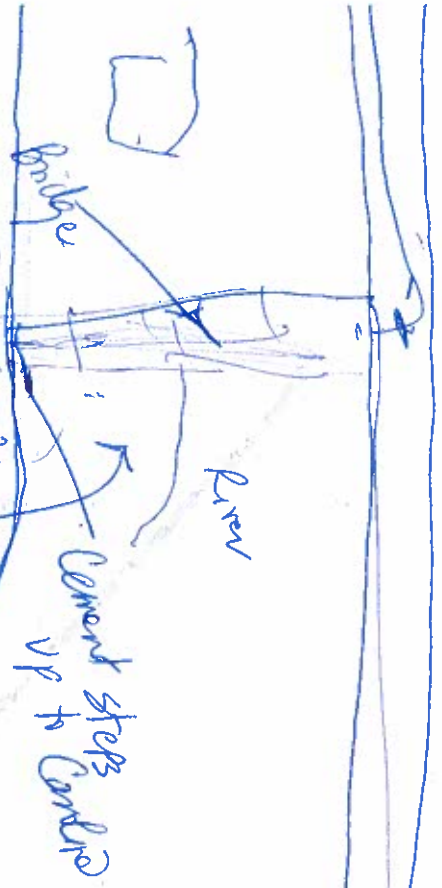
[Redacted area for contact information]



The factory

This land is owned by the Town

Berm in the former rail line



Madison Parking Lot

- owned by Municipality
- Contaminated - part of the clean-up
- the remaining wall

owned by The factory  
 Nicholas parcel on both sides of Ewer

have the east side of the river as is

In Peter's situation this bridge is more double than the one further up on the former rail line piers -  
 Central Pier - do not allow foraging on the centre pier - just the two sides of the river

West Beach has an underpass - no swimming





# Appendix C. Policy Context

## C.1 POLICY CONTEXT AND FRAMEWORK

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This review focuses on identifying the relevance of key issues and priorities of existing policy to the WRMP. The following sections provide a concise summary of the policy context within which the WRMP is situated.

### PLANNING POLICY BACKGROUND DOCUMENTS

The Planning Policy background documents reviewed below provide the framework within which the WRMP has been developed. For each document, key commitments and goals that have been carried forward as they relate to the WRMP have been pulled out for ease of reference.

#### **Northumberland County Official Plan (2016) - Natural Heritage Strategy being updated through 2021 OP review**

The Northumberland County Official Plan (NCOP) is an overarching guidance document that provides direction and a policy framework for managing growth and land use decisions over the planning period to 2034 within the County and its municipalities.

Commitments from the NCOP include:

- **NCOP E2.2.4** Plan for and encourage walking and cycling through public access and connections along the shoreline of Lake Ontario and between urban areas.
- **NCOP D3.7** In considering applications for waterfront development, the approval authority shall ensure that cultural heritage resources both on shore and in the water are not adversely affected.

Key goals related to the WRMP are:

1. Public access and connections along the shoreline of Lake Ontario.
2. Trails shall be aesthetically pleasing, multipurpose, multi-season, and accessible.

#### **Port Hope Official Plan (2017)**

The Port Hope Official Plan considers provincial interests in the context of local circumstances and interests to provide a framework for the physical development of the municipality over a 20-year period. The Official Plan considers important social, economic, and environmental matters in its land use planning principles and policies. There are several goals and commitments that impact the WRMP.

Commitments for the WRMP from the Port Hope Official Plan include:

- **B4** Key natural features and functions, such as the Ganaraska River Watershed, shall be actively conserved and enhanced through a strategy to interconnect these resources and limit the type and extent of development within and adjacent to these areas.
- **B5.2** To ensure that the quantity and quality of surface and ground water are protected, maintained, and enhanced, in accordance with the approved Ganaraska Source Protection Plan.

To endeavour to ensure sufficient land is preserved for recreational open space purposes adjacent to Lake Ontario and the Ganaraska River.



- **B7.2** To preserve and enhance the quality of open space and recreational resources throughout the Municipality in cooperation with the Ministry of Natural Resources and Forestry and the GRCA.

- **B11.1** To ensure that the central area of the waterfront, focused on the Centre Pier, the Ganaraska River, and the harbour, form the southern extension of downtown Port Hope with an active and built presence and strong linkages to the existing commercial core.

- **B11.2** To ensure that the Centre Pier and adjacent lands in the central waterfront make a positive contribution to both the social and economic vitality of downtown Port Hope.

To ensure that the Centre Pier in particular and other developable lands adjacent to the central waterfront maintain an active and built presence, both public and private sector.

To ensure that the water's edge in these areas remains publicly accessible, and where possible to incorporate this water's edge into the overall Lake Ontario Waterfront Trail.

To create a diverse and dynamic waterfront with new public facilities and opportunities for private sector investment.

To support community and individual well-being through a collaborative system comprised of sustainable parks, recreation and culture opportunities.

To support the development and implementation of long range Waterfront and Harbour plans having regard for the Leisure Services Master Plan, CWMP (being updated through the WRMP process), Corporate Strategic Plan and Marina Business Plan, as well as new and emerging information.

To work together in the planning of the Centre Pier and related waterfront lands inclusive of stakeholders and community consultation.

To protect and preserve the natural heritage features along the Lake Ontario waterfront.

- **B12.4** To achieve the Municipality's intensification target, the Municipality shall permit mixed use development within the Waterfront Area subject to the policies of the CWMP (being updated through the WRMP process).
- **C3** An east-west link along the Lake Ontario Shoreline is desired to provide public access to the waterfront, extending generally east of Hope Street and west of Alexander Street.
- **C5.1.1.4.1** No development shall be permitted within 30 metres of Lake Ontario, with the exception of trails that implement the Waterfront Strategy. This 30 metre setback shall remain in a natural vegetative state with non-disturbance of soil.
- **C11.3** Promote gateways at the major entry points into the Municipality of Port Hope. Significant views and vistas of landmarks and features, such as Lake Ontario and the Ganaraska River, shall not be obstructed, dominated or marred by a proposed development or infrastructure undertaking.
- **C13.7** In all new development and redevelopment, provision shall be made for safe, accessible and secure pedestrian and cycling movements.
- **C13.9** Maximize the economic development potential provided by port and marina facilities in keeping with the Waterfront Implementation Strategy.

- **D8: 7.** Centre Pier and Central Waterfront may be used for a variety of marina, tourist, public sector, and commercial activities, as limited by the constraints of the flood plain and other constraints as identified by the GRCA.
- **Policy 7A & 7B** That East Beach and West Beach shall be used primarily for public recreation and leisure purposes, and shall include access, parking, and supportive amenities.

Key goals related to the WRMP are:

1. Conservation, protection, and public enjoyment of the natural resources of the Ganaraska River and Lake Ontario.
2. To activate and provide access to the waterfront as a connected extension to the existing downtown.
3. Encouraging land uses that contributes to social and economic vitality.
4. To realize the potential of the East and West Beaches as recreational and leisure amenities.

### **Port Hope Comprehensive Zoning By-law (2010)**

The Comprehensive Zoning By-law (ZBL) is a land use planning document that controls the development of land in the community. It states how land may be used, where buildings and structures may be located, the types of buildings and uses permitted, and specific standards for each zone.

Regulations that apply to waterfront and shoreline areas include:

- **4.36.3** All buildings and structures shall be set back a minimum of 30 metres inland from the Lake Ontario Shoreline based on the 72.9 metre G.S.C. elevation.
- **11.1** Within the Environmental Protection, Floodplain (EP-F) Zone land uses, buildings, and structures shall be in accordance with regulations of, and subject to the approval of, the Municipality and the GRCA<sup>1</sup>.

### **Port Hope Strategic Plan (2019-2022)<sup>2</sup>**

The Port Hope Strategic Plan is a framework intended to help guide Council and Staff in the decision-making process and to direct resources where they are needed the most over the term of Council. It aims to meet the needs of residents and the business community by delivering efficient and effective government services in a manner that is financially sustainable and environmentally responsible.

Objectives:

- Develop an updated comprehensive waterfront master plan supported by implementation strategies.
- Develop a waterfront investment attraction package and supporting financial plan that is commercially sustainable and demonstrates a return on the Municipality's investment
- Continue to facilitate the PHAI clean-up project and plan and prepare for the future use of remediated public sites

<sup>1</sup> And, where applicable, pursuant to the Lakes and Rivers Improvement Act, R.S.O. 1990, c.L13, as amended, the Fisheries Act, R.S.C. 1985, C.F-14, as amended.

<sup>2</sup> The 2019-2022 Strategic Plan was current at time of preparing the WRMP.

Key goals related to the WRMP are:

1. A unique, inclusive municipality focused on balanced growth, heritage preservation, an age-friendly community, and waterway enhancements.

### **Port Hope Downtown Design Guidelines**

The Port Hope Downtown Design Guidelines (PHDDG) aim to ensure that improvements and additions to the private realm, including existing and new buildings, are architecturally compatible with and contextually designed to respect and enhance the rich heritage of the Downtown area. The Guidelines intend to illustrate and guide the design of desired building and property improvements.

Key goals related to the WRMP are:

1. Protect and enhance natural heritage.
2. Plan for climate change.
3. Establish appropriate built form and architecture throughout the Study Area.
4. Respect the unique heritage of Port Hope and retain a sense of place by responding to the existing context.
5. Interface and integrate development with the Ganaraska River's public realm.

## CULTURE, LEISURE AND ECONOMIC BACKGROUND DOCUMENTS

### **The Port Hope Economic Development Strategic Plan (targeted 2023)**

The Port Hope Economic Development Strategic Plan is being developed to help guide the Municipality's efforts to seize, retain and attract new investment, job creation and wealth generation in Port Hope over the next 5 to 10 years. It includes significant stakeholder engagement to obtain input, identify, and evaluate the options to inform the development of a plan that will serve as a roadmap for building a thriving, resilient and prosperous community. Desired Outcomes for the Plan include:

- Consider Port Hope's economic development strengths, weaknesses, opportunities and threats
- Assess economic trends impacting the local economy
- Identify Port Hope's strategic advantages and disadvantages
- Build on Port Hope's existing partnerships and identify opportunities for further collaboration
- Establish the community's top economic development priorities

### **Port Hope Consolidated Waterfront Master Plan (2009)<sup>1</sup>**

The Port Hope Consolidated Waterfront Master Plan (CWMP) provided structure and vision for the Waterfront area over the last 12 years. The Plan represents a detailed review and consolidation of all previous applicable waterfront studies and documents to form a comprehensive Waterfront Master Plan for Port Hope. The CWMP presents several

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<sup>1</sup> The CWMP will be updated by this current study to provide a new Waterfront and Riverwalk Master Plan (WRMP - this document) to guide the future development of these areas.



recommendations for the clean up, revitalization and implementation of the waterfront area initiatives, many of which have now been completed or are underway.

Key goals related to the WRMP are:

1. Waterfront improvements are generally intended to follow site remediation. An understanding of the timing of planned remediation works will help to properly phase future work<sup>1</sup>.
2. It was the recommendation of the CWMP report that remediation works generally be completed in a west to east direction and that component waterfront projects be implemented in the same manner, west to east as each area is cleaned (to be reviewed based on the clean-up schedule and completed works). The exception to the general west to east implementation, is the proposed eastern Port Hope Waterfront Trail improvements.

### **Port Hope Cultural Plan (2012)**

The Port Hope Cultural Plan provides a vision for cultivating the growth of its unique and broad range of cultural assets by providing a set of guiding principles for strengthening the arts, cultural and heritage sector. The Plan intends to provide a framework for increasing cultural participation and fostering creativity.

Key goals related to the WRMP are:

1. The Cultural Plan identifies a need for specialized cultural space including: more exhibition space; teaching and training space; studio; rehearsal, and storage space.

### **Port Hope Age-Friendly Community Action Plan (2016)**

The Age-Friendly Community Action Plan is a supporting document to existing plans and objectives, and aims to encourage investment in new "Age-Friendly" initiatives in Port Hope.

Key goals related to the WRMP are:

1. The public engagement process for the Age-Friendly Community Action Plan identified four priority concerns within the community: housing, mobility/transportation, health, and social participation.

### **Port Hope Accessibility Plan (2021-2025)**

The purpose of the Port Hope Accessibility Plan is to establish, implement, maintain, and document the strategies used to prevent and remove barriers, meet legislative requirements, and create a more inclusive organization.

Key goals related to the WRMP are:

1. Port Hope's commitment to facilitate accessibility that includes, though not limited to, facility access, improved pedestrian connections, improved transit facilities, and signage.

### **Port Hope Active Transportation & Trails Master Plan (2011)**

The Active Transportation & Trails Master Plan (ATTMP) provides the necessary framework to manage and develop a more active community in a cost-effective manner which is consistent

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<sup>1</sup> In accordance with a Resolution from Council, no detailed planning for the Centre Pier will be conducted until the PHAI clean up is completed and the Centre Pier is returned to a more naturalized state.

with leading industry practices, including active transportation routes and the integrated trail system.

The ATTMP provides several key recommendations regarding system and networks improvements for the WRMP area:

- **6.1.1** Ward 1 Network Upgrades

- **Lent Lane**

Maintain (widen if necessary to provide a Level 1 multi-use trail) the existing paved trail between Augusta Street and Walton Street.

Pave the existing granular trail south of Augusta Street to Hayward Street.

- **Ganaraska Riverwalk**

Pave the existing granular trail (to Level 1) along the west bank of the Ganaraska between Ontario Street and Walton Street.

Pave the existing granular trail (to Level 1) on the east side of the Ganaraska River between Peter Street and the future harbour trail<sup>1</sup>.

Maintenance of the existing trail (Level 2 - walking trail) along the east and west side of the Ganaraska River, north of Highland Drive up to Molson Street

- **Cavan Street**

Future road improvements north of Jocelyn Street include a paved shoulder for active transportation.

A boulevard trail between Jocelyn Street and Old Cavan Street.

- **6.1.4** Ward 1 Neighbourhood Trail Improvements

- **Hayward Street**

A sidewalk is recommended linking the extension of the proposed multi-use Lent Lane Trail to the trail along the west side of the Ganaraska River.

- **Croft Street**

Long term plan to be connected to Highland Drive in the long term (via a bridge over the Ganaraska River).

As part of the planned road construction works, it is recommended that a granular boulevard trail (Level 2) be constructed along Croft Street to the east bank of the Ganaraska River.

An active transportation crossing is recommended as part of the bridge design. Bike route signage is recommended along Croft Street, east of Ontario Street.

- **6.2** Ward 2 Network Upgrades

- **Ganaraska River Hiking Trail**

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<sup>1</sup> Refer to **4.3 Central Waterfront** for projects related to the ATTMP 'harbour trail'.

There are four areas where the trail crosses private property<sup>1</sup>. In order to enhance the existing on-road system, it is recommended that paved shoulders be included as part of any planned improvements to the roads.

- Prepare an agreement with MTO regarding the Highway 401 bridge crossing at the Ganaraska River.
- **6.3** The active transportation and trail system should focus on providing a high level of accessibility.
- **6.4** It is recommended that motorized vehicles be prohibited from using the off-street trails.

### **West Beach Community Interest Groups**

Interest Groups formed by local residents having an interest in the future of West Beach. Various aspirations and conceptual plan(s) have been shared to express the hoped for changes for West Beach.

Key goals related to the WRMP are:

1. Large recreational beach (west of Cameco parking lot)
2. Trees and vegetation to help prevent erosion and restore natural beauty.
3. Improved amenities (e.g., expanded play area, seating, a covered picnic area with tables, washroom/shower/changeroom facilities, public parking).
4. Much of the beach property to remain wild to house nesting birds and animals and to facilitate the annual Monarch butterfly migration.

### **Port Hope Leisure Services Master Plan (2010)**

The Port Hope Leisure Services Master Plan creates a vision for the delivery of leisure services such as parks, recreation, and cultural services which is in line with the needs and wishes of the public and community organizations.

Commitments include:

- **1.8** In recognition of the Municipality's aging population, greater attention is to be paid to the development of park amenities such as washrooms, shade, and benches/seating areas in existing and new parks.
- **3c** Encourage the appropriate development of leisure infrastructure along Port Hope's waterfront.
- **3.24** Implement the CWMP (being updated through the WRMP process), in a phased manner, including the development of a splash pad, improvements to beaches, completion of trails and boardwalks, and provision of passive recreation areas for strolling, picnicking, and fishing.
- **Section 9: A) Waterfront Access & Enhancement**
  - Protect sensitive and cultural landscapes, vistas and viewsheds, the Ganaraska River, and the waterfront.

---

<sup>1</sup> Currently, no formal agreements have been executed to permit public use or maintenance access where the trail crosses private property



- **Section 9:** i) Trails and Pathways
  - Provision for a number of trails and boardwalks, including the Waterfront Trail, the ‘Green Ribbon’ along the Ganaraska River (now known as the Riverwalk); the Keith Richan Walkway connecting Centre Pier to Mill Street, and Connector Trail around the Cameco site.
- **Section 9:** R) Outdoor Aquatics
  - Development of spray pad in the waterfront area.
- Provide and maintain parks that are integrated with the open space and trails systems and create stronger connections between parks, corridors, neighbourhoods, natural areas, and the waterfront.

Key goals related to the WRMP are:

1. Encourage the development of leisure infrastructure along the Waterfront and Riverwalk.
2. Protect sensitive and cultural landscapes, vistas and viewsheds of the Waterfront and Riverwalk.
3. Connect the open space, trails and various destinations within the Port Hope, the waterfront and along the river.

### **Port Hope Asset Management Plan Corporate Strategic Plan (2019-2022)**

Commitments include:

- The Municipality shall minimize the impact of infrastructure on the environment by:
  - Respecting and helping maintain ecological and biological diversity.
  - Strengthening resilience to the effects of climate change.
- Climate change will be considered as part of the Municipality’s risk management approach embedded in local asset management planning methods. This approach will balance the potential cost of vulnerabilities to climate change impacts and other risks with the cost of reducing these vulnerabilities.

### **Port Hope Downtown Community Improvement Plan (2018)**

The Downtown Port Hope Community Improvement Plan builds off the Downtown Revitalization Strategic Plan by designing incentive program to achieve the key community improvement needs.

- The Plan identified a key opportunity to transform Lent Lane into unique feature that connects the Downtown and Waterfront. As well as opportunities to promote land uses along and near Lent Lane that would draw additional pedestrian traffic to the area.

### **Port Hope Downtown Revitalization Strategic Plan (2013)**

The Downtown Revitalization Plan provides design recommendations that will guide the Municipality, private developers, institutions, citizens and business & property owners as opportunity for improvements arise. The recommendations encourage a more vibrant social and economic life in Port Hope. The Plan offers guidance on the type of investments and opportunities that can be pursued along the waterfront and river corridors to improve the downtown area.

Commitments include:

- **3.1 Analysis Zones**
  - 2a North Transition Area: Improve park and trail linkages at river and road intersections.
  - 3 River Corridor: Improve linkages for continuous river trail system that ties into city parks and sidewalks.  
  
Opportunity to enhance key river entry points for pedestrians  
Develop bridge aesthetics to celebrate river corridor, strengthen visual connections, and wayfinding .  
Bolster green infrastructure with new planting and trees.
- 6 Commercial Parking and Rear Laneways: Opportunity to support redevelopment of Area 8 (Lent Lane), or expand Common Green of Area 4, or develop as a commercial pedestrian corridor. Enhance laneway connections to Queen St. and Area 8.
- **3.3** Existing streetscape conditions that should be addressed in the plan include opportunities to connect pedestrians to the Ganaraska River corridor.
- **6.1** Increasing active transportation (walking and cycling), including use of the river trail system will require a new pedestrian level of signage as well as traditional road signs.
- **6.7** Opportunities along the river trail for small green space type features for pedestrians to rest, artwork, wayfinding elements or greenspace.
- **7.1** Prominent section of the existing railing from the Walton Street Bridge north to the Ontario street bridge be upgraded to include decorative steel panel inserts that celebrate the river and the salmon fish (coordinated with the safety efforts of the GRCA) - potential integration with Riverwalk Gateways )see **4.6 Ganaraska River and Riverwalk**).
- **7.2** Space along the river trail for an art in the park program or sculpture Park.
- **7.3** Tree Planting in coordination with new residential development along the east side of the river across from the Brogden's lane area to soften the views to the utilitarian back of house areas, bolster green infrastructure initiatives, and increase the pedestrian comfort of the Riverwalk and Brogden's Lane area

Key goals related to the WRMP are:

1. Connect pedestrians to the Ganaraska River corridor and maximize the use of the river trail system through appropriate signage.
2. Explore opportunities for small green spaces and public amenities along the Riverwalk.

### **Port Hope Marina Business Plan (2013)**

The Port Hope Marina Business Plan looked at options for a new marina. The study found that there was sufficient seasonal and transient boater demand to support a marina development on Port Hope's waterfront. The study reviewed two locations for a business case analysis, the East Beach and the Inner Basin (also referred to as the Inner Harbour). The following were the recommendations from the study:

- The Inner Basin was recommended for marina development as it provided the best business case opportunity.

- 137 slips comprising 69 nine metre long slips, 54 eleven metre long slips and 14 fourteen metre long slips, were recommended.
- No boat launching was anticipated as part of the inner harbour marina. Boats were expected to be launched/retrieved using the ramp located at the mouth of the Ganaraska (East Beach).
- No dredging is required within the inner basin. However, maintenance dredging in the Outer Harbour required annually.
- The report determined that expansion potential is very limited due to location and morphology of the site.

Due to economic factors, Council decided not to proceed with the marina development.

Key goals related to the WRMP are:

1. That the WRMP process reconsiders the potential for a future a Marina to the Inner Basin (Inner Harbour).

## NATURAL HERITAGE RESOURCES AND BACKGROUND DOCUMENTS

### **Port Hope Climate Action Plan (2010)**

The Port Hope Climate Action Plan uses the Corporate greenhouse gas inventory and the greenhouse gas reduction targets set out for the Corporate and Community sector to identify emissions reduction measures.

There are no direct commitments relating to the WRMP in the Climate Action Plan.

### **Municipal Forest Master Plan (2013) inclusive of Tree Planting and Protection Policy (2021)**

The Municipal Forest Master Plan (MFMP) is a comprehensive action plan that enhances the strategic themes of Livability and Sustainability through the maintenance and creation of green infrastructure. The Plan seeks to create a renewed and dynamic community forest that highlights a mixture of trees which honours Port Hope's historical past while providing targeted groves that increase the prominence of specific features such as entrance ways, heritage sites, the Ganaraska River and waterfront.

Key goals related to the WRMP are:

1. Create and implement a natural heritage system strategy.
2. Enhance entrances to the Municipality through transportation corridor tree planting strategies and coordinated beautification planting.

### **Inventory of Natural Areas in the Town of Port Hope (1995)**

The Inventory of Natural Areas Report is a response to a concerns over the loss of green space in the Municipality. The Report also acts on the call to document, protect, and improve greenspace and related elements in the region. The Inventory provides several recommendations regarding planting, the need for preservation, and potential linkages along waterfront and river areas.

Key goals related to the WRMP are:



1. The WRMP area should be linked to Monkey Mountain South (Area 4) through the Ganaraska River (Area 12).
2. Natural stream side vegetation should be preserved and extended where possible along the Ganaraska River.
3. Plantings should occur selectively along the west bank of the river where vegetation is scarce.
4. Planting of native trees and shrubs should be done to respect and enhance the existing ecosystem, in particular the eastern border of the West Beach and the steep shore cliff west of the Gage Creek Area.
5. Natural areas within the WRMP area should be preserved and improved.
6. Natural, undeveloped areas abutting the railway lines should be preserved to provide a link between the lake shore and natural areas within the urban area, where feasible.

### **Ganaraska River Watershed Plan (2010)**

The Ganaraska River Watershed Plan is a guidance document that has been developed by the GRCA to provide direction and recommendations for the conservation, enhancement, and sustainable management of the Ganaraska River watershed and its resources.

Key goals related to the WRMP are:

1. Implement Oak Ridges Moraine Conservation Plan policies across the Ganaraska River watershed.
2. Development of a Ward 1, Municipality of Port Hope Urban Ganaraska River Plan.
  - This plan should consider the future development of the waterfront.
  - Development or restoration of the Ganaraska River corridor is to follow a community developed vision.

### **GRCA Ganaraska River Background Report: Abiotic, Biotic and Cultural Features (2009)**

The Ganaraska River Background Report documents the historical and current conditions of the Ganaraska River watershed to support conservation, enhancement, and sustainable management. The Report is intended to support the recommendation, management actions, and role and responsibilities provided in the Ganaraska Watershed Plan (2010).

### **GRCA Terrestrial Natural Heritage Strategy (2013)**

The Terrestrial Natural Heritage Strategy is a guidance document meant to guide action by the GRCA and inform the decision-making process within the planning departments of its municipal partners. The Strategy does not have any specific goals or commitments related to the WRMP, but does offer some recommendations for action that may impact the study area.

The strategy recommended that the GRCA:

- Develop an urban biodiversity program to engage the public, municipalities, and partner organizations in promoting biophilic cities.
- Where feasible provide expertise and resources to undertake private and public stewardship projects within the urban setting.
- Efforts by the GRCA to deal with coastal natural heritage should include garnering support and partnerships to restore degraded beach and bluff communities.

### **GRCA Climate Change Strategy (2014)**

The GRCA Climate Change Strategy follows the five milestones contained within Changing Climate, Changing Communities: Guide and Workbook for Municipal Climate Adaptation. Eleven goals are identified within this strategy, and each provides recommendations on what initiatives should be implemented in order to achieve the mission of creating a resilient watershed and community that is able to evolve alongside climate change.

Key goals related to the WRMP are:

1. Refine the definition of natural hazard areas to address the protection of people and property under climate change conditions.
2. Improve the GRCA's natural heritage system to build watershed resilience, and assist in adaptation to and mitigation of climate change.
3. Evaluate and adapt management and use of GRCA lands.

### **GRCA Lake Ontario Shoreline, Terrestrial Features Background Report**

The Lake Ontario Shoreline Terrestrial Features Background Report is intended to identify and provide an overview of key natural heritage features along the Lake Ontario shoreline, including the assessment of the current status of terrestrial natural features in order to identify any current threats, and to make recommendations for protection and enhancement.

The Report recommends that action be taken to preserve the West Beach in Port Hope and its rare natural heritage from excessive recreational use and development.

Key goals related to the WRMP are:

1. Consider the ecological rare vegetation community and dynamic beach hazard present at the West Beach.

### **Great Lakes Nearshore Framework (2016)**

The purpose of the Great Lakes Nearshore Framework is to provide a systematic, collective, and integrated approach for evaluating nearshore health and identifying and communicating cumulative impacts and stresses.

The Framework outlines 5 Key Principles, applicable to the WRMP:

- Key Principle 1: Healthy Great Lakes Support Healthy People:
  - Recognize that the Great Lakes and their watersheds are the foundation of the region's prosperity and collective well-being and sustain a rich variety of plants, animals, and habitats.
  - Recognize that the Lakes also provide a source of drinking water for over 40 million people, foster subsistence that is integral to the heritage of many traditional and aboriginal cultures, and create recreational opportunities vital to our economy and well-being; and,
  - Recognize that the Great Lakes are a vast shared resource containing a significant portion of the world's freshwater, and that they provide the foundation for trillions of dollars in economic activity.
- Key Principle 2: Collaborative Governance:

- Base decisions on listening and seeking wisdom among parties representing the spectrum of societal interests.
- Respect the roles of governments, the private sector, and society in decision making, and the need for highly cooperative and integrated interventions to address coastal management.
- Foster and maintain working relationships with First Nations, Métis and tribal governments in the context of their traditional territories, cultural beliefs, and traditional ecological knowledge.
- Foster and maintain working relationships with other expert knowledge institutions and organizations.
- Acknowledge aboriginal rights and title, treaty rights, and perspectives.
- Key Principle 3: Ecosystem-based Management:
  - Apply holistic, science-based and place-based approaches to understand and manage landscapes and resources in a healthy and sustainable manner.
  - Recognize zones of influence and zones of impact using a cause and effect analytical approach.
  - Work across geographies, jurisdictions, and disciplines.
  - Focus on underlying processes that drive systems at multiple scales.
  - Recognize that humans are a part of the ecosystem and that our activities affect the ecosystem and that we depend on the services that the ecosystem provides.
  - Maintain resilient ecological systems such that desired ecosystem structures and functions are maintained following disturbances.
- Key Principle 4: Iterative Learning and Action:
  - Agree to be a “learning community”, regularly adjusting actions to address changing conditions and new knowledge through adaptive management.
  - Collaborate with adaptive management, knowledge-based programs as needed.
- Key Principle 5: Responsibility and Accountability:
  - Be publicly accountable for making decisions and taking action to achieve mutually-desired outcomes for the Great Lakes nearshore.

### **Lake Ontario Fish Communities and Fisheries: 2019 Annual Report of the Lake Ontario Management Unit (2019)**

The Lake Ontario Fish Communities and Fisheries: 2019 Annual Report provides a summary of monitoring, assessment, research and management activities from the Lake Ontario Management Unit (LOMU). The Report included a Ganaraska River Fishway Migratory Salmon and Trout Assessment and fishway performance in the Ganaraska River.



## **Lake Ontario Shoreline Management Plan (2020)**

The Lake Ontario Shoreline Management Plan (LOSMP) was developed to promote sustainable coastal development through integrated coastal zone management. The LOSMP provides flood, erosion hazard and dynamic beach hazards limits for the project area (GRCA Maps 26, 27, 28 & 29). The Regulated Area is determined by the greatest landward extent of the hazard limits mentioned above.

Hazardous lands are defined by the Provincial Policy Statement (2014, 2020) as “property or lands that could be unsafe for development due to naturally occurring processes”.

## **Provincial Policy Statement (2020)**

Natural Hazard Policies, Section 3.1 of the Provincial Policy Statements

**3.1.1** Development will be directed to areas outside of hazardous lands, including:

- Lands which are impacted by flooding, erosion, and/or dynamic beach hazards.
- Lands adjacent to river and stream systems impacted by flooding and/or erosion hazards.

**3.1.2** Development and site alteration will not be permitted within:

- Defined portions of the dynamic beach hazard.
- A floodway (except in those exceptional situations where a Special Policy Area has been approved).

**3.1.3** Except as provided in policy 3.1.2, development and site alteration may be permitted in hazardous lands and hazardous sites, provided that all of the following can be achieved:

- The hazardous can be safely addressed, and the development and site alteration is carried out in accordance with established standards and procedures.
- New hazards are not created and existing hazards are not aggravated.
- No adverse environmental impacts will result;
- Vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion and other emergencies.
- The development does not include institutional uses or essential emergency services or the disposal, manufacture, treatment or storage of hazardous substances.

Key goals related to the WRMP are:

1. Port Hope East Beach and the portion of shoreline fronting Lake Street features ad-hoc shore protection in the form of scrap concrete and rubble mound revetments. These structures are generally non-engineered and are in poor to moderate condition. Upgrades should be considered to mitigate erosion east of Port Hope.

### **Port Hope Sediment Management and Dredging Strategy (2012)**

The Port Hope Sediment Management and Dredging Strategy aims to develop approaches for the short-term and long-term management of sediment accumulation within the harbour.

The Port Hope Harbour has historically experienced sedimentation that has significantly impacted boat access and harbour function.

The Study identified five structural alternatives to address the sedimentation issue. Compatibility with the CWMP was used as one of the evaluation criteria.

Alternative 1, no change to infrastructure and continue with maintenance dredging, was recommended as both a short- and long-term strategy for alleviating sedimentation within the harbour.

