



MUNICIPALITY OF

PORT HOPE

WATERFRONT & RIVERWALK MASTER PLAN

Draft Final
Report

wsp



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Version History

Version	Date	Comments
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.

For more information on Williams Treaties First Nations visit <https://williamstreatiesfirstnations.ca/>

NTD: THE MUNICIPALITY OF PORT HOPE ARE IN THE PROCESS OF DEVELOPMENT OF AN INDIGENOUS AWARENESS PLAN.

- - -

NOTE TO DRAFT (NTD): NOTATION USED TO IDENTIFY ASPECTS OF THE MASTER PLAN THAT ARE STILL IN DEVELOPMENT AND/OR ARE PENDING FURTHER INFORMATION.

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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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.

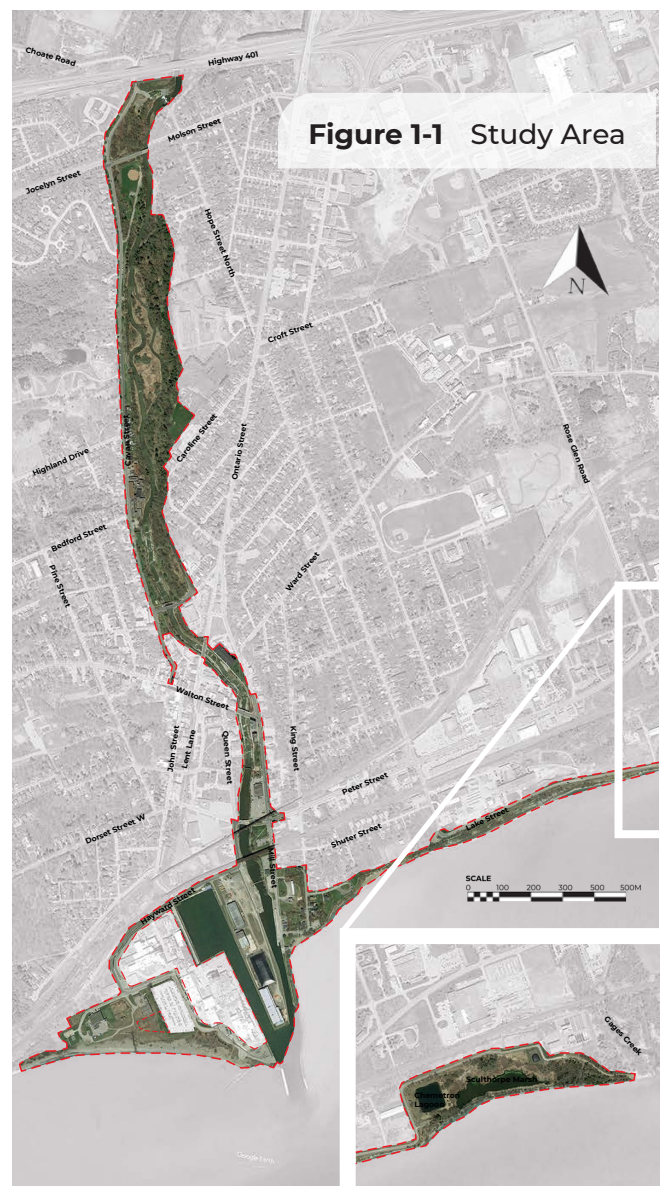
The focus of the WRMP is Municipal owned land, however to make the WRMP a reality will require cooperation and partnerships between public agencies, private landowners, industry, and the community. It will require political will and an involved and enthusiastic community.

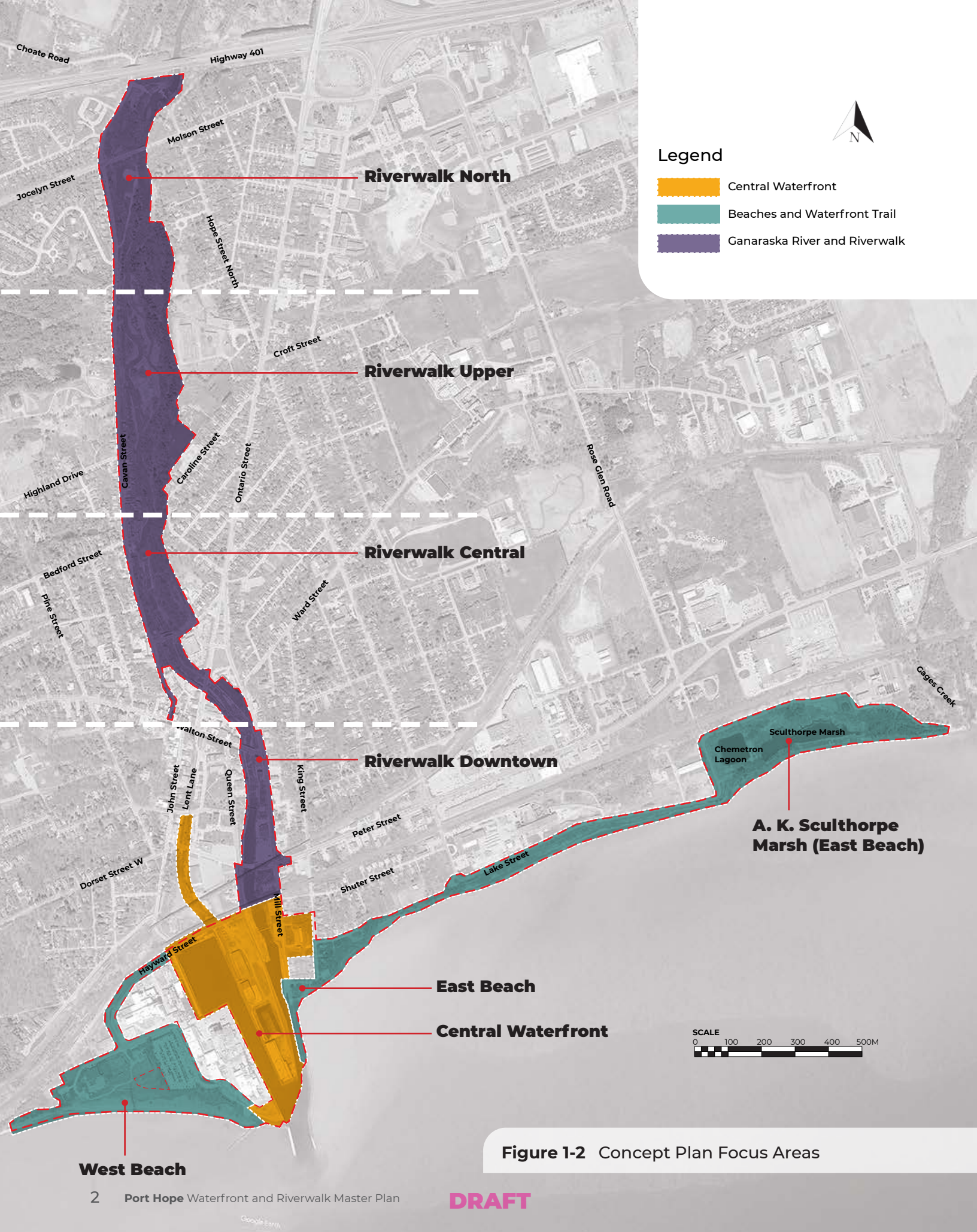
STUDY PROCESS

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.





Legend

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

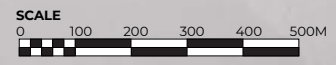


Figure 1-2 Concept Plan Focus Areas

West Beach

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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
7. Revenue & Funding

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

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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 6.2 Class Environmental Assessment Process). As this process may take several years to complete, early initiation of the EA is recommended (e.g., for a potential footbridge).
CW4.1	Potential Marina 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.

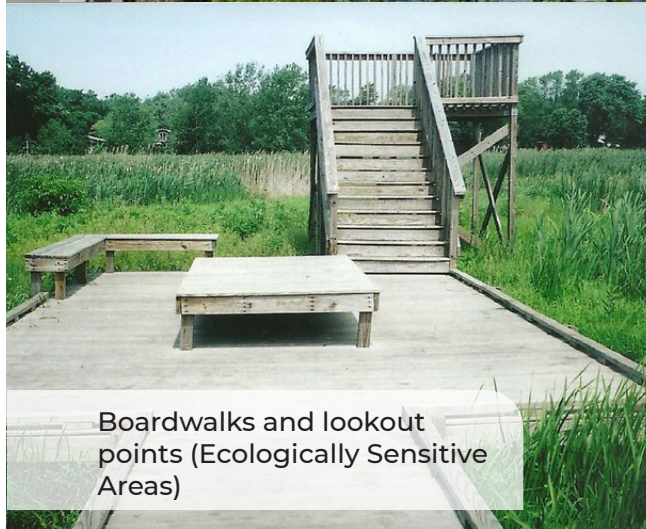
The vision for the East Beach area is for a community waterside park supporting year-round use with a balance of passive and active amenities, such as a combination of shaded and sunny seating areas, open lawns, treed areas, picnic facilities, exercise facilities, and play spaces, etc. Accessible access 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

See Figure 1-5 Waterfront Trail and

See Central Waterfront

ST3.6 Caldwell Street Car Park

ST3.5 King Street Car Park

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

Madison Street

Existing boat launch

EB1.3 Water Access

EB1.2 Waterside Trail



Figure 1-4 East Beach



A. K. Sculthorpe Marsh Enlargement

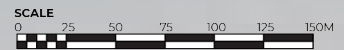
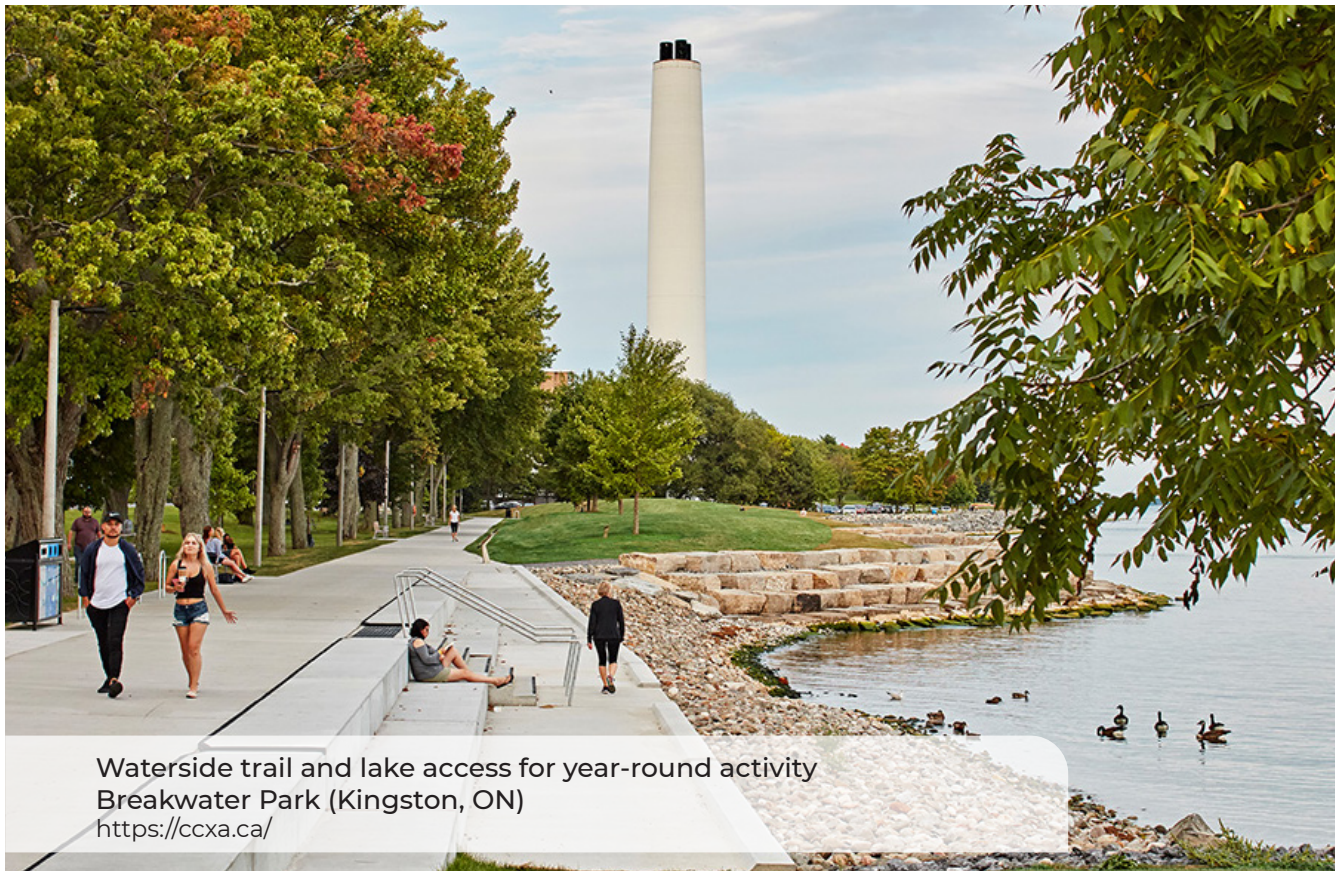


Figure 1-5 Waterfront Trail and A. K. Sculthorpe Marsh

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 Lake Ontario Shoreline Management Plan (2020)).</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 ST3.5).</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>



BEACHES AND WATERFRONT TRAIL

West Beach Vision

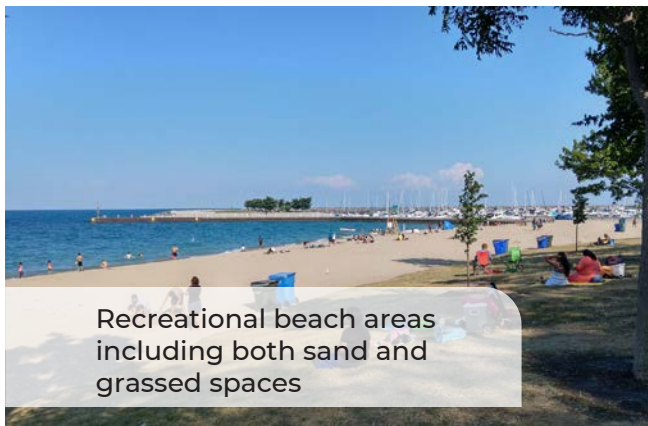
The West beach area includes a dynamic beach hazard, ecologically sensitive areas, and public amenity spaces. As a complement to the more urban character to East Beach, the vision for West Beach comprises three distinct areas: **Ecologically Important Areas (WB1)**, **West Beach (West) (WB2)**, and **West 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**). Higher activity / larger group uses are generally accommodated in the **West Beach (East)** area having more space for recreation, and more passive uses are provided in the **West Beach (West)** area having a more leisure focus.

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.



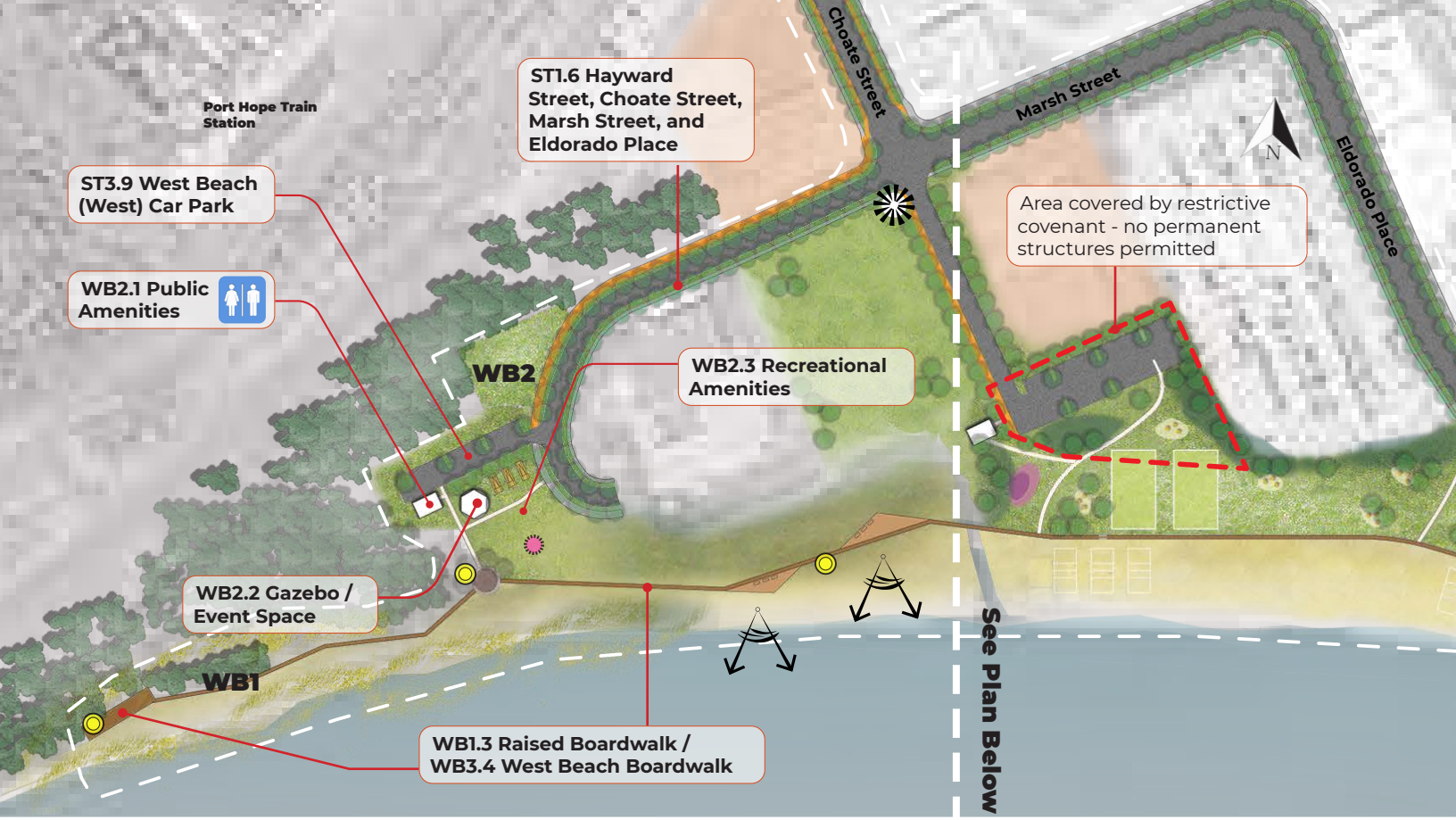


Figure 1-6 West Beach

Table 1-3 West Beach Key Considerations

Ref	Description	Impact on the WRMP
WB1	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 ¹ .
WB3	A portion of the West Beach (East) 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"> • Any active public uses that permit or encourage the congregation or gathering of the public • Public amenities including public washrooms, play structures, pavilions, etc. • Any purpose which would have the effect of limiting, restricting, interfering with or otherwise impacting the use of the Dominant Lands by Cameco

¹ 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

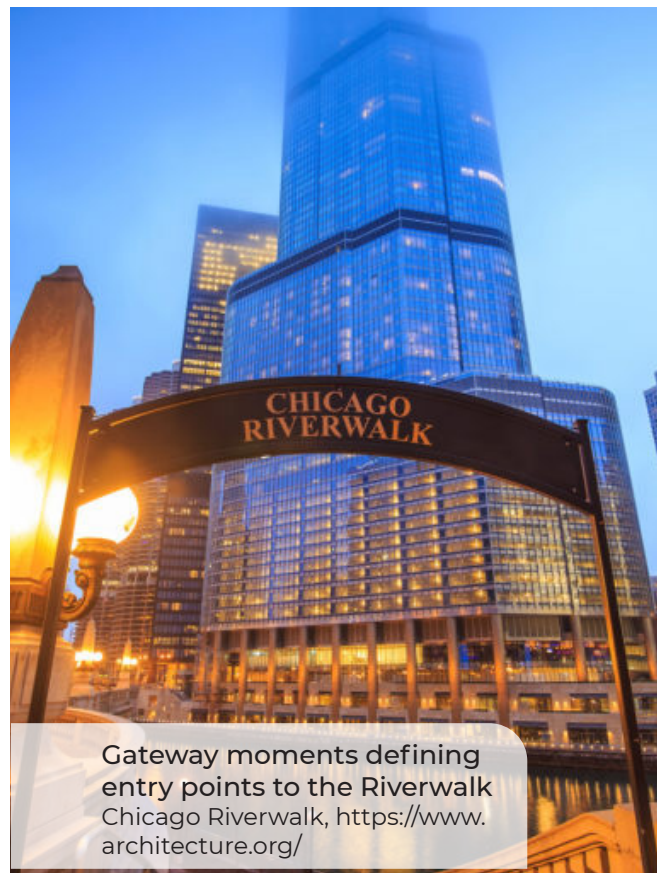
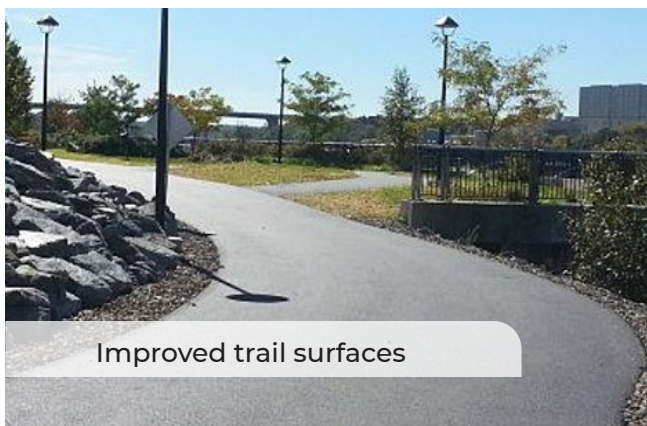
Extending from the Waterfront north to the 401, with links to the wider area, the Ganaraska and Riverwalk is envisioned as a connected, continuous, safe, accessible, and beautiful river corridor for users of all-ages and abilities to enjoy. The design shall promote healthful outdoor activity year-round, 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

GR2.1.2 Walton Street Gateways

GR3.3 Riverwalk Buffer protection from adjacent parking lots

GR3.1.1 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 connecting parkland 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

GR5.2 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

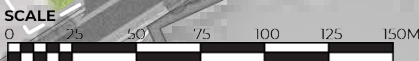


Figure 1-7 Riverwalk Downtown

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See Figure 1-9 Riverwalk Upper

File Factory

GR5.1 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)

GR3.2 Hiking Trails improvements including educational/interpretive signage

GR3.1 Riverwalk Improvements for user comfort, safety, improved accessibility

GR1.2 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

GR3.3 Riverwalk Buffer protection from adjacent parking lots. Invasive species and selective pruning may be required through this section of the Riverwalk.

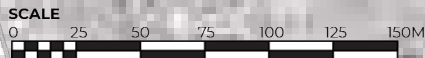
GR1.1 Naturalization of the River Corridor Where possible, and provide interpretative signage, areas for anglers, and places to view Salmon run

Mill Street North

Kinsmen Park

Cavanara River

Walton Street



See Figure 1-7 Riverwalk Downtown

Figure 1-8 Riverwalk Central



See Figure 1-10 Riverwalk North



GR3.1 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)

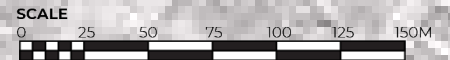
The island is to be left in a natural, undisturbed state to support birds and wildlife. Access to the island is not recommended

GR1.1 Naturalization of the River Corridor

ST1.8 Cavan Street Protected Bike Lane

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

GR3.7 Pedestrian Bridges with Hiking Trail Connections



Trail connection to Margles Park and Ralph Hodgson Park

Margles Park and Ralph Hodgson Park Gateway

Highland Drive

Cavan Street

Cavan Street

Caroline Street

Croft Street

See Figure 1-8 Riverwalk Central

Figure 1-9 Riverwalk Upper

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GR1.3 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) Opportunity to be considered for a viewing platform of the fishway.

ST2.14 Molson Street Crossing

ST4 Molson Street Underpass

GR3.4 Public Amenities (washrooms)

GR3.1 Riverwalk Improvements

GR1.1 Naturalization of the River Corridor

GR3.7 Pedestrian Bridges to connect the trails on the east and west banks of the Ganaraska and create trail loops. Optimal location and feasibility of bridge requires further study (including EA)

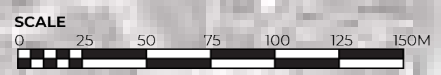


Figure 1-10 Riverwalk North

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 6.2 Class Environmental Assessment Process). Projects having potential to trigger an EA may include, though not be limited to:</p> <ul style="list-style-type: none"> • GR1.3 Corbett's Dam & Fish Ladder • GR3.7 Pedestrian Bridges • GR5 Redevelopment / Adaptive Reuse Opportunity



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

1.3 IMPLEMENTATION

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., EAs, 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

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, walkshops, talksops, 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.

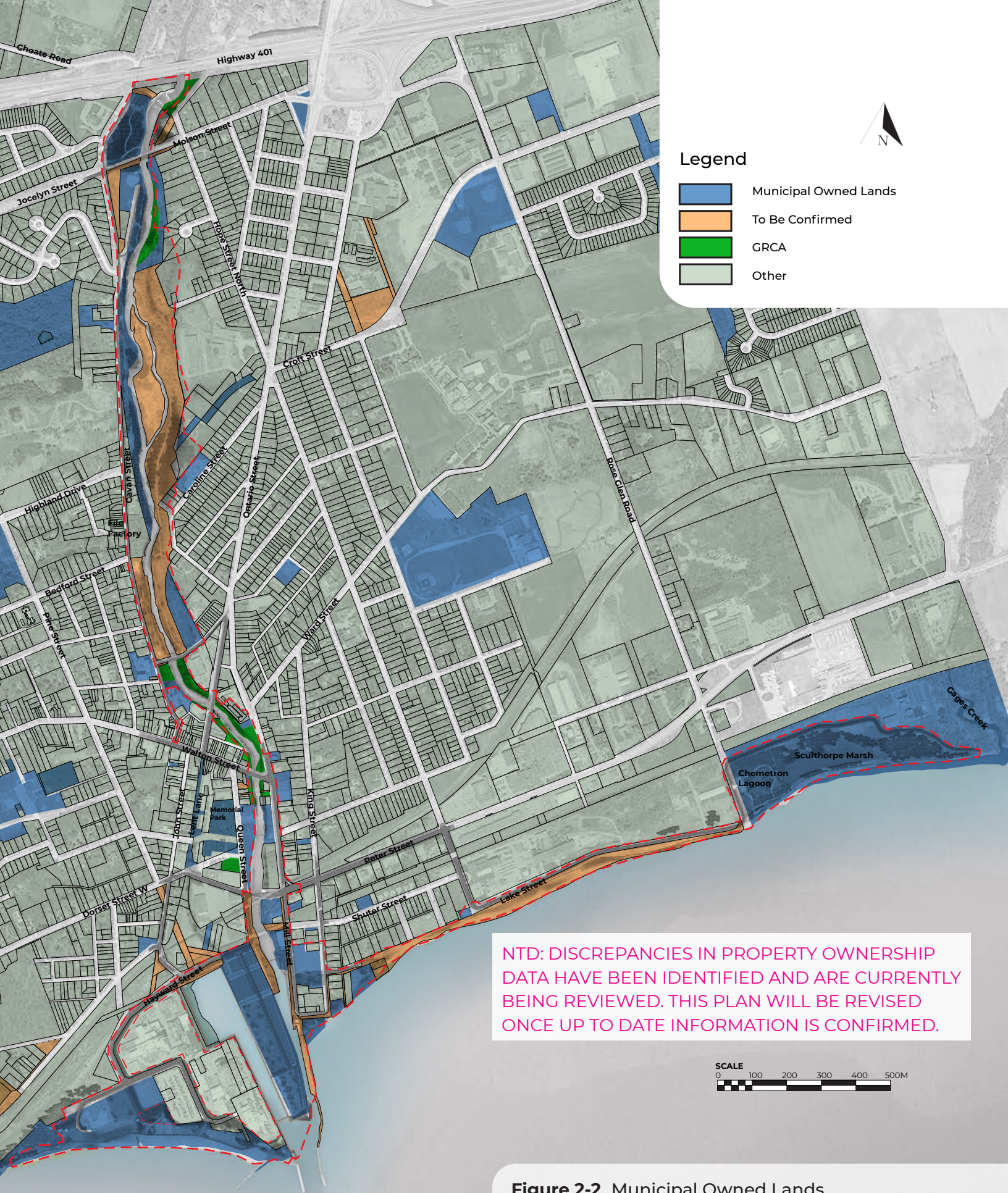
It is important to note that each individual project, from simple quick build works such as installation of educational signage to complex multi-phased projects, will go through it's own planning and design process. For many of these projects, this process will involve a dedicated consultation processes 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)



Legend

- Municipal Owned Lands
- To Be Confirmed
- GRCA
- Other



NTD: DISCREPANCIES IN PROPERTY OWNERSHIP DATA HAVE BEEN IDENTIFIED AND ARE CURRENTLY BEING REVIEWED. THIS PLAN WILL BE REVISED ONCE UP TO DATE INFORMATION IS CONFIRMED.

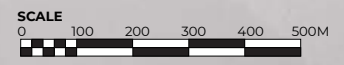


Figure 2-2 Municipal Owned Lands

2.2 SITE AND STUDY CONTEXT

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 17,295¹, 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 **Figure 2-2 Municipal Owned Lands**) 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 2-3 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.

¹ 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

East Beach

Central Waterfront

West Beach

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

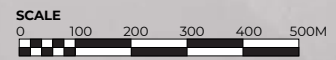


Figure 2-3 Focus Areas

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 Nations¹.

Pre Settlement ²

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 Ganaraska³, 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 Anishinaabeg⁴) 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.

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 Treaty¹ 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.

¹ 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 PLACES¹

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 2-5 Heritage District & Historic Places**). The proposed WRMP projects are to be designed to be complementary to these heritage assets, their context, and key views.

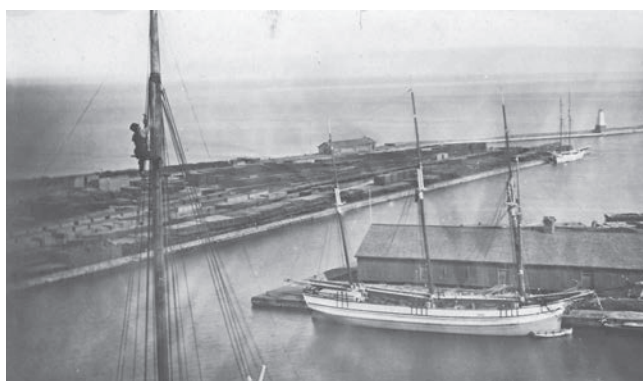
All WRMP projects and/or installations that interface with or may have the potential to impact or have influence on the quality, character, or experience of these heritage assets shall be carefully designed so as to maintain the integrity of the heritage assets (e.g., respect the scale, rhythm and patterns, 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

¹ 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

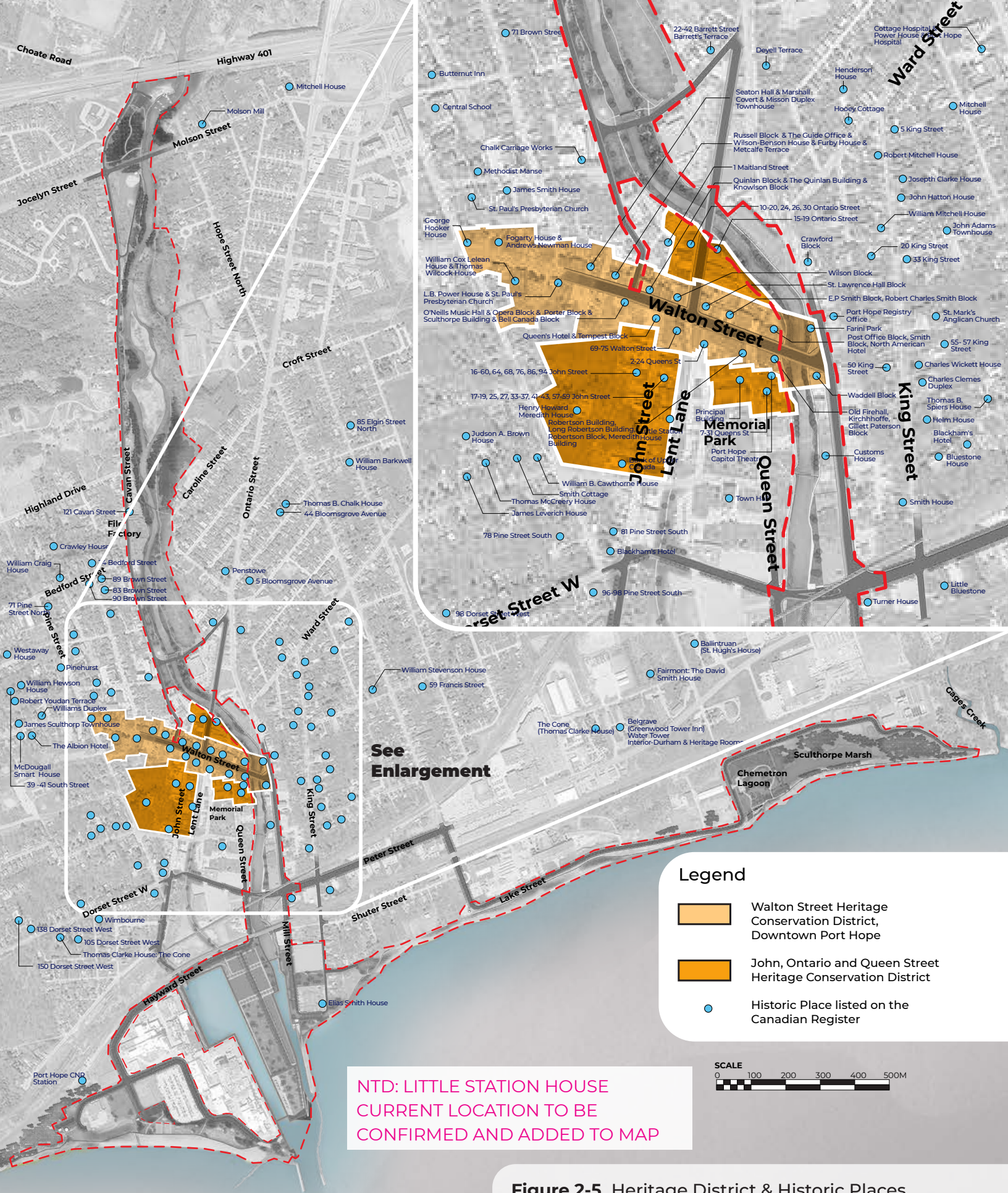


File Factory and former railway bridge over the Ganaraska, circa 1920



Ganaraska River and adjacent railway, circa 1920

Figure 2-4 Historic Images of Port Hope Waterfront and Ganaraska River



NTD: LITTLE STATION HOUSE
 CURRENT LOCATION TO BE
 CONFIRMED AND ADDED TO MAP

Legend

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

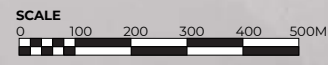


Figure 2-5 Heritage District & Historic Places

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

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 Action Plan

The Municipality is developing a community climate action plan, which will provide strategic direction for the town to address the challenges of climate change. Specifically relevant to the waterfront and riverwalk plan will be recommendations on protection and enhancement of natural features which contribute to mitigating the impact of climate change, as well as goals for sustainable development. The plan is being developed by municipal staff, with support from the Environmental Advisory Committee and input from members of the community, for review and approval by Port Hope council.

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 in the Port Hope Area. The Government of Canada has assumed responsibility for this work through Canadian Nuclear Laboratories. The remediation of several sites will result in land use options for the Municipality.

Vision in Motion (Cameco Fuel Services)

Cameco’s Vision in Motion aims to improve the look and efficiency of the Port Hope Conversion Facility, located between East Beach and West Beach, and will address the legacy of waste inherited from historic operations. The project is a large, long-term investment working closely with the PHAI to manage the historic low-level waste and coordination of remediation. Cameco is working closely with the Municipality of Port Hope to ensure that Vision in Motion aligns with the community planning objectives for the waterfront.

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.

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 workshops 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 A. 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 will be presented to Council, posted for community review, and presented at a future 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.

2.5 APPLICATION AND USE OF THE WATERFRONT AND RIVERWALK MASTER PLAN

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. They are 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.

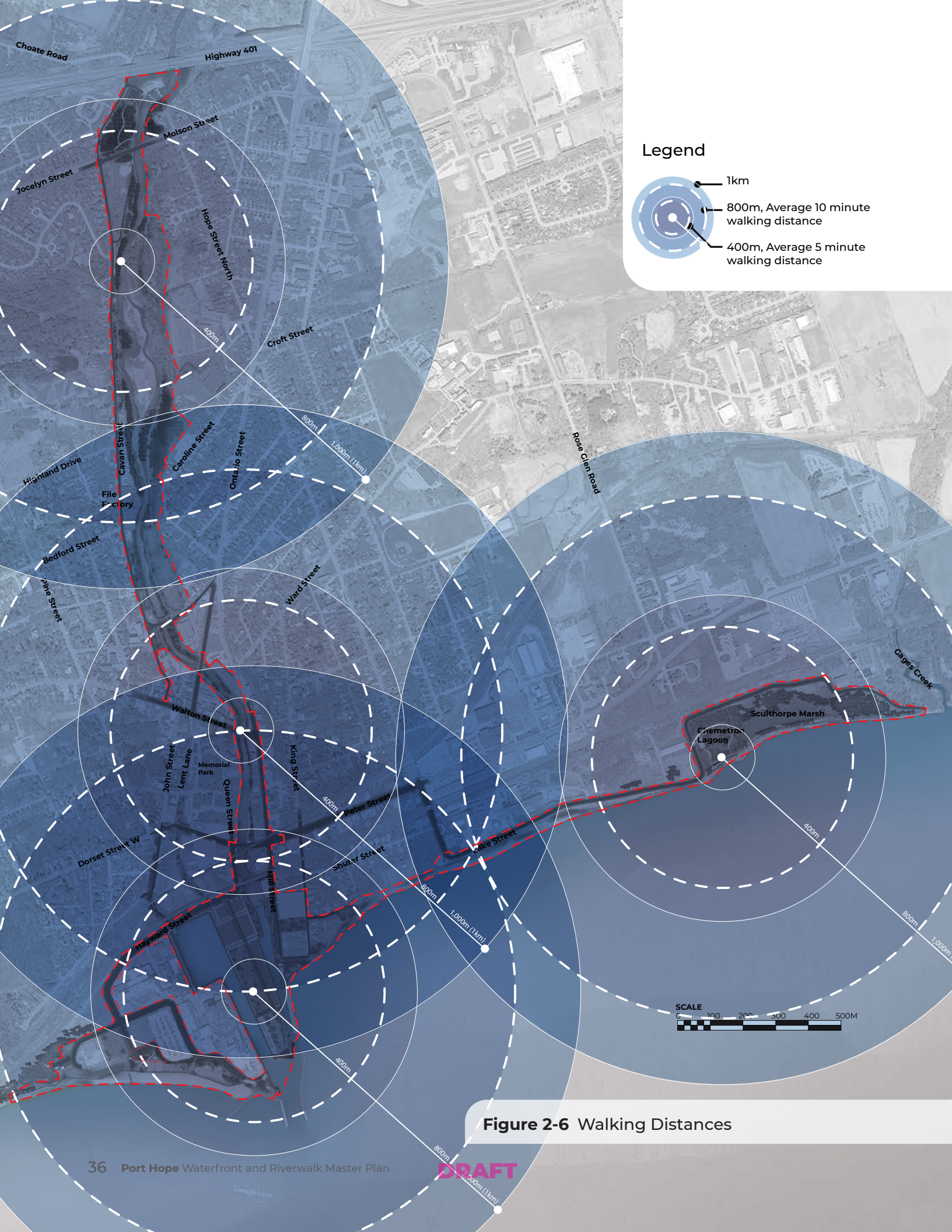
2.6 POLICY CONTEXT AND FRAMEWORK

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 B. 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 Riverwalk and Waterfront.



Legend

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

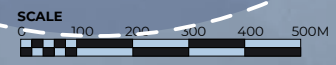


Figure 2-6 Walking Distances

2.7 EXISTING SITE CONDITIONS

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 resulting 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.

EAST BEACH

The East Beach is more of an urban beach character, with 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 benches, bird feeders, and gazebos and pays tribute 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



1 - Mouth of the Ganaraska (East Channel)



2 - Marina Building (East Beach Washrooms)



3 - Madison Street



4 - Waterfront Trail (East Beach Access)



5 - Sculthorpe Marsh (Trail)



6 - Sculthorpe Marsh



areas to achieve a balance of recreational opportunities, improved access and connectivity of the waterfront, while protecting ecologically sensitive areas.

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

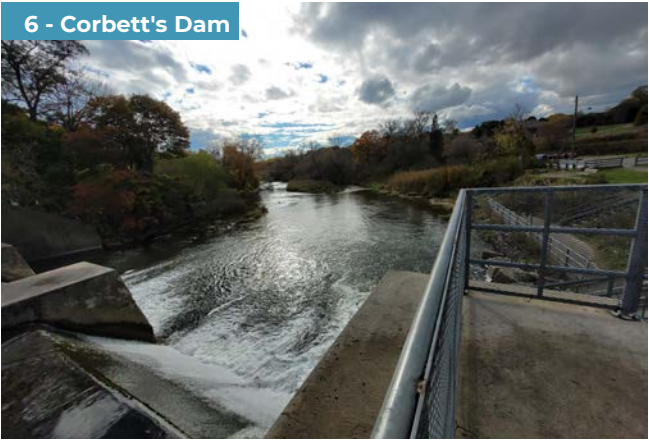
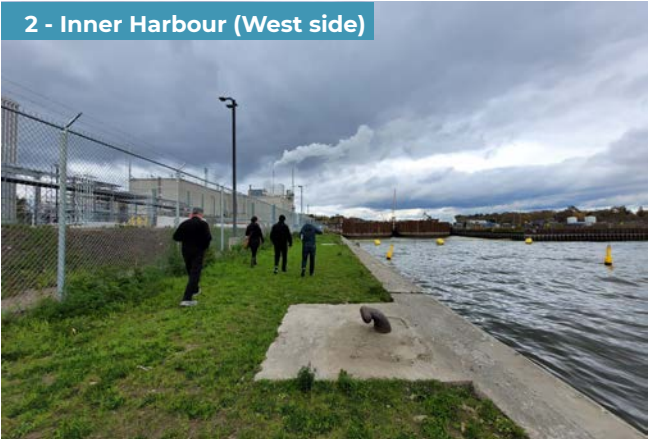
The Ganaraska Hiking Trail was started in 1968. It connects with the Bruce Trail near Collingwood, making the trail almost 450 kilometres. The Ganaraska Trail Pine Ridge section forms the start of this trail in the downtown core of the Municipality. The trail offers a walking route along the west bank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

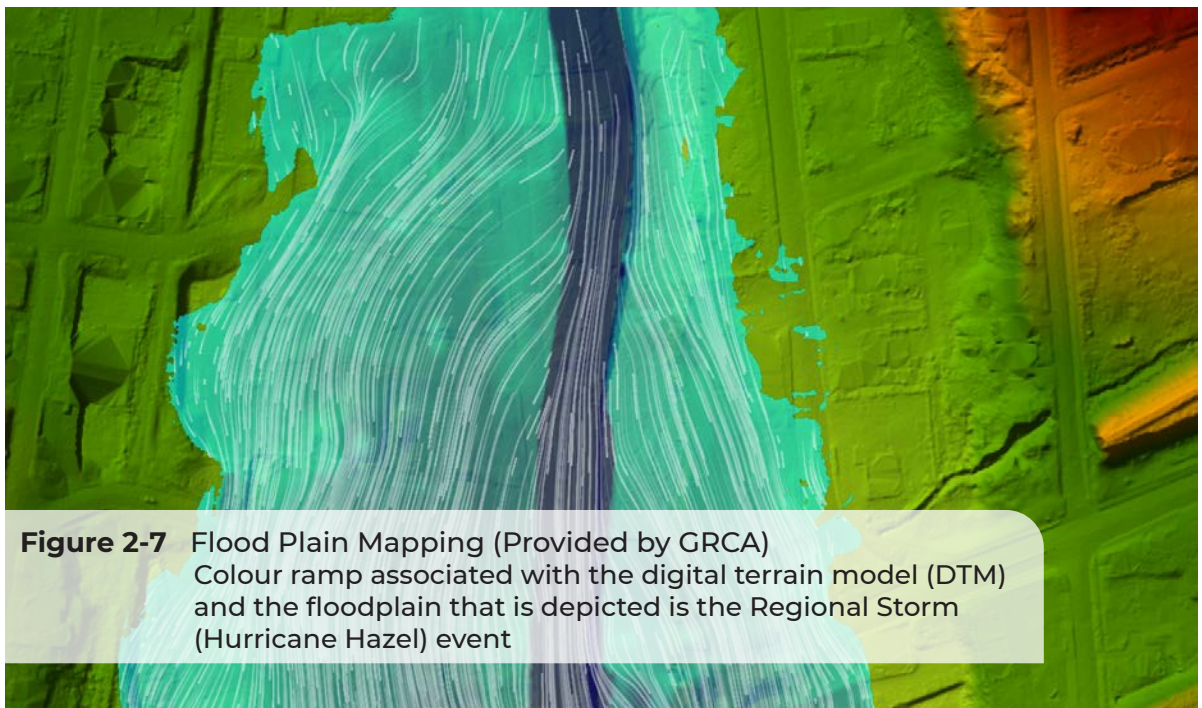
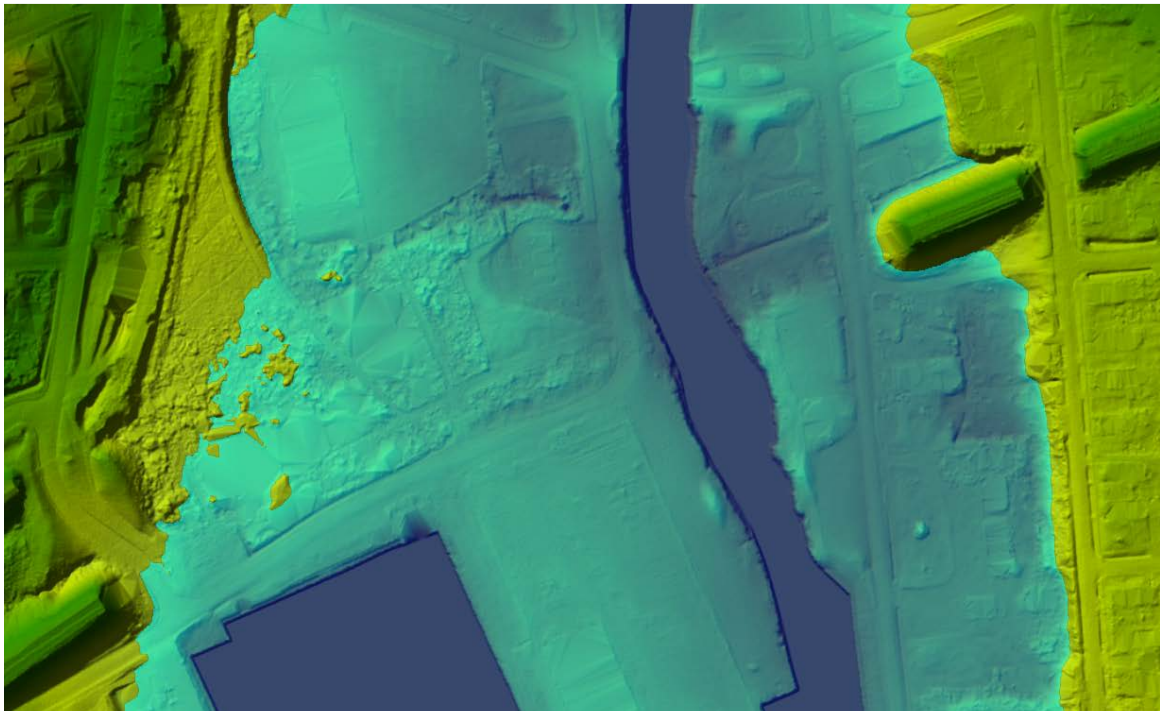
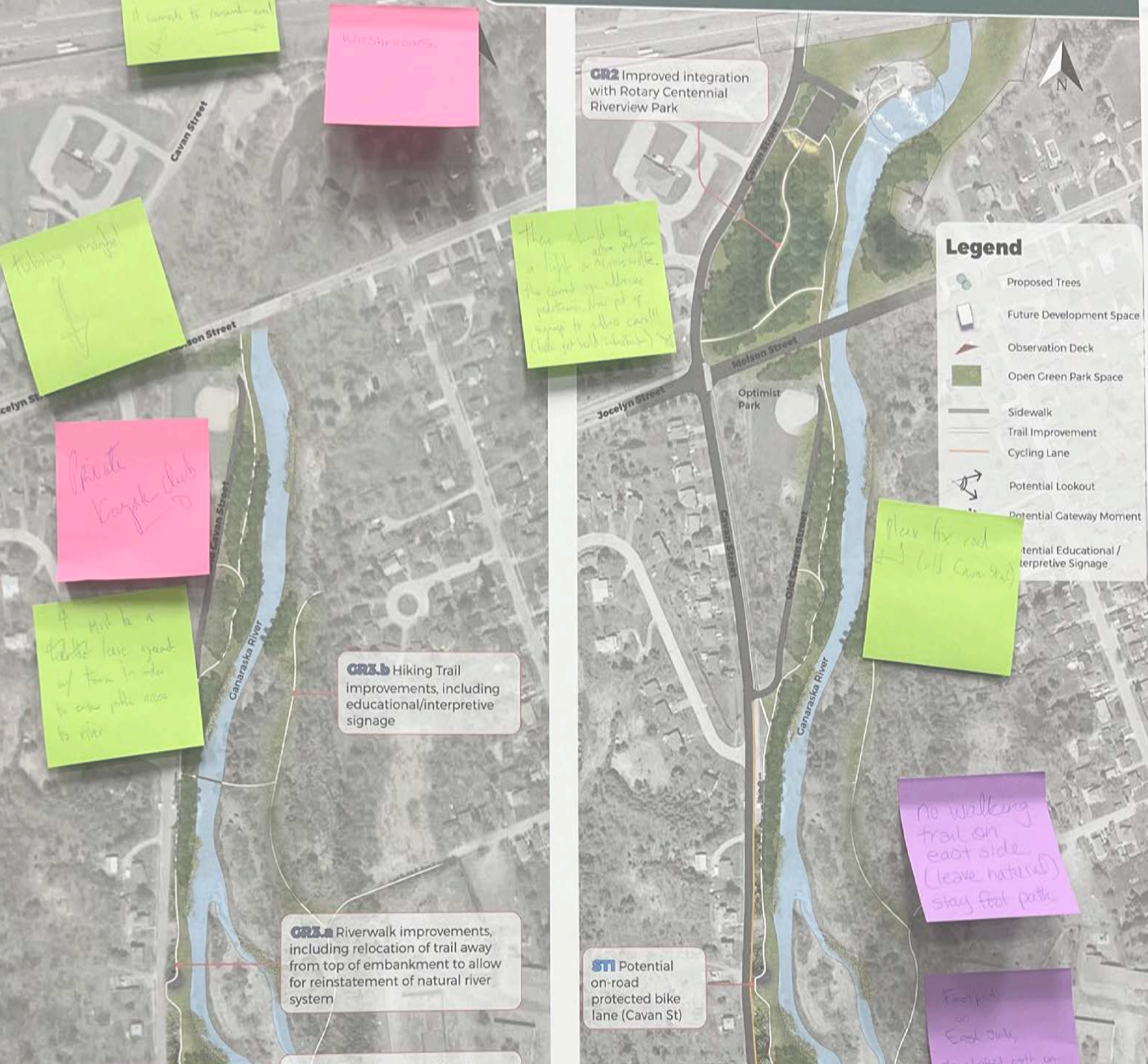


Figure 2-7 Flood Plain Mapping (Provided by GRCA)
Colour ramp associated with the digital terrain model (DTM)
and the floodplain that is depicted is the Regional Storm
(Hurricane Hazel) event



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

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

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:

- **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.
- **Alignment** with key planning documents and Strategic Plan to contribute to the long-term vision for Port Hope.

3.3 OBJECTIVES

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.



Species rich native plantings



Raised boardwalk to provide access

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.



Naturalize shoreline protection

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.
- Adjacent to Ganaraska River, interface and integrate development with the river's public realm.
- Enhance the entrances and gateways to the downtown and significant areas or 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**).

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.



Ganaraska River Footbridge



Port Hope Downtown (Walton Street)

- The Riverwalk and the Waterfront Trail should be aesthetically pleasing, multipurpose, multi-season, and accessible.
- 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 Streets¹ 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.
- 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 realization of 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).

¹ 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

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. Grateful to all Indigenous groups for their commitment to protecting the land and its resources and committed to reconciliation, relationships, and greater understanding.

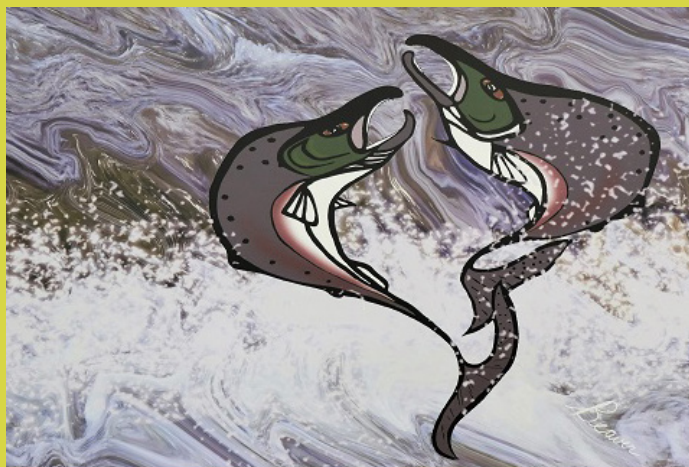
In alignment with the goals of the Municipality, Region, and relevant agencies, (see **2.6 Policy Context and Framework**), a few key trends emerge that have been carried forward into the objectives of the WRMP. The goals have been subdivided and summarized into broader categories, and a further detailed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



The following are the core objectives of the WRMP:

- 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.
- Promote positive relationships between Indigenous people and wider public through public education and awareness. This may include, though not be limited:
 - Educational signage as to why Indigenous cultural practices and access may occur in areas where public access is deterred (e.g., how Indigenous cultural practices support stewardship and health of the lands).
 - Visible representation of Indigenous Art, Indigenous cultural practices (e.g., river walking), Indigenous languages (on signage), and storytelling.
- Access for Indigenous communities to land and waters for ceremony, stewardship, and other cultural activities, such as Sacred fires.
- Develop an Indigenous Placekeeping program with Indigenous communities that focuses on increasing Indigenous access to, and planning of stewardship of areas with historical, cultural and spiritual importance.
- Assemble an Indigenous circle to advise on placekeeping along the Waterfront and Riverwalk.
- Collaborate with Indigenous arts and culture leaders on creating multi-purpose spaces for Indigenous artists to gather and collaborate.
- Provide dedicated year-round exhibit area 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.



'Coho Homecoming' 2020, by Rick Beaver, artist, wildlife biologist, and member of Alderville First Nation, is located in the Jack Burger Sports Complex. This incredible rendition, a modern piece of art featuring the Coho Salmon, references the Michi Saagiig people lining one of the waterfalls spilling down over the rocky ledges of the Ganaraska River. <https://www.porthope.ca/en/things-to-do/arts-and-culture.aspx#Coho-Homecoming>.



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 Reach¹.

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

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



Figure 4-1 Concept Master Plan

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

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

CW1	Harbour Trail	
CW1.1	Waterside Promenade	59
CW1.2	Centre Pier Water Access	59
CW1.3	East Channel Boardwalk and Waterside Public Space	59
CW1.4	Inner Harbour Footbridge	60
CW2	Public Open Space (Parks & Plazas)	
CW2.1	Centre Pier Plaza	61
CW2.2	Inner Harbour Plaza	61
CW2.3	Centre Pier Park	61
CW2.4	Lake Ontario Plaza	61
CW2.5	Ganaraska Riverside Park	61
CW2.6	Lookout Park	61
CW2.7	Neighbourhood / Pocket Park	61
CW3	Potential Buildings / Structures	
CW3.1	Potential Building(s)	62
CW3.2	Potential Mixed-Use Development	62
CW3.3	Public Amenities	62

CW4	Inner Harbour	
CW4.1	Potential Marina	63
CW4.2	Potential Boat Launch	63
CW4.3	East Channel Modification	63
CW5	Flexible Use Space(s)	
CW5.1	Mill Street Car Park Rationalization	64
CW5.2	Mill Street Seasonal Car Park / Flexible Use Space	64
CW5.3	Riverside Flexible Use Space	64
CW6	Gateway Sites, Potential Artwork, and Interpretive Signage	
CW6.1	Gateway Sites	65
CW6.2	Potential Artworks	65
CW6.3	Interpretive Signage	65
East Beach		
EB1	East Beach Programmed Beach Amenities	
EB1.1	Public Amenities	71
EB1.2	Waterside Trail	71
EB1.3	Water Access	71
EB1.4	All-Ages Play Spaces	71
EB1.5	East Beach Leisure Amenities	72
EB2	Ecologically Important Areas - A. K.. Sculthorpe Marsh	
EB2.1	Trails & Boardwalk	73
EB2.2	Lake Street Trail	73
EB2.3	Gages Creek	73
EB2.4	Chemetron Lagoon	73
EB2.5	Barrier Beach	73
EB3	Waterfront Trail Gateways	
EB3.1	East Beach Waterfront Trail Gateway	74
EB3.2	Lake Street Waterfront Trail Gateway	74
EB3.3	A. K. Sculthorpe Marsh Waterfront Trail Gateway	74
EB4	Waterfront Trail	
EB4.1	Waterfront Trail Maintenance	75
EB4.2	Shoreline Management	75
EB5	Potential Artwork, and Interpretive Signage	
EB5.1	Potential Artwork	76
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West Beach		
WB1	Ecologically Important Areas	
WB1.1	Invasive Species Elimination	83

WB1.2	Dune System	83
WB1.3	Raised Boardwalk	83
WB2	West Beach (West)	
WB2.1	Public Amenities	84
WB2.2	Gazebo / Event Space	84
WB2.3	Recreational Amenities	84
WB3	West Beach (East)	
WB3.1	Public Amenities	85
WB3.2	All-Ages Play Spaces	85
WB3.3	West Beach Recreational Amenities	85
WB3.4	West Beach Boardwalk	86
WB3.5	Recreational Beach	86
WB4	Gateway Sites, Potential Artwork, and Interpretive Signage	
WB4.1	Gateway Sites	87
WB4.2	Potential Artwork	87
WB4.3	Interpretive Signage	87
Ganaraska River and Riverwalk		
GRI	Ganaraska River	
GR1.1	Naturalization of the River Corridor	92
GR1.2	Naturalized Landscape Treatment	92
GR1.3	Corbett’s Dam & Fish Ladder	93
GR2	Riverwalk Gateway Sites	
GR2.1	Primary Gateways	94
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GR3	The Riverwalk & Hiking Trails	
GR3.1	Riverwalk Improvements	95
GR3.2	Hiking Trails	95
GR3.3	Riverwalk Buffer	96
GR3.4	Public Amenities	96
GR3.5	Fitness equipment	96
GR3.6	Enhanced Multi-Purpose Path	96
GR3.7	Pedestrian Bridges	96
GR4	Potential Artwork and Interpretive Signage	
GR4.1	Potential Public Art Locations	97
GR4.2	Educational Signage	97
GR5	Redevelopment / Adaptive Reuse Opportunity	
GR5.1	File Factory	98
GR5.2	Mill Street	98

STREETSCAPE IMPROVEMENT PROPOSED PROJECTS

ST1	Streetscape Improvements	
ST1.1	Mill Street South	66
ST1.2	Centre Pier New Road	66
ST1.3	Hayward Street	66
ST1.4	Madison Street	77
ST1.5	Lake Street	77
ST1.6	Hayward Street, Choate Street, Marsh Street, and Eldorado Place	88
ST1.7	Mill Street Protected Bike Lane	99
ST1.8	Cavan Street Protected Bike Lane	99
ST1.9	Cavan Street Sidewalk	99
ST2	Protected Road Crossings	
ST2.1	Lent Lane	66
ST2.2	Queen Street at Hayward Street	66
ST2.3	Peter Street	99
ST2.4	Robertson Street	100
ST2.5	Mill Street	100
ST2.6	Walton Street	100
ST2.7	Lent Lane	100
ST2.8	Ontario Street	100
ST2.9	Ontario Street Unprotected Crossing	100
ST2.10	Barrett Street	100
ST2.11	Cavan Street (Location 1)	100
ST2.12	Cavan Street (Location 2)	100
ST2.13	Molson / Jocelyn Street Crossing	101
ST2.14	Molson Street Crossing	101
ST3	Parking Facilities	
ST3.1	Mill Street Car Park	67
ST3.2	Centre Pier Parking	67
ST3.3	Potential Boat Trailer Parking Relocation	67
ST3.4	Madison Street Car Park	78
ST3.5	King Street Car Park	78
ST3.6	Caldwell Street Car Park	78
ST3.7	Hope Street Car Park	78
ST3.8	Sculthorpe Marsh Car Park	78
ST3.9	West Beach (West) Car Park	88
ST3.10	West Beach (East) Car Park	88
ST4	Lent Lane Improvements	67
ST5	Hayward Street Realignment	67
ST6	Molson Street Underpass	101



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 aspect will be required within the Central Waterfront area. Flood mapping and mitigation 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	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 6.2 Class Environmental Assessment Process). As this process may take several years to complete, early initiation of the EA is recommended (e.g., for a potential footbridge).
CW4.1	Potential Marina 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

CW1 Harbour Trail¹

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)².

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).



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

² 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 type of structure would be dependent on operational considerations (e.g., fixed, swing, or raising to suit needs and contingent on studies related to the potential marina (see **CW4.1 Potential Marina**)).¹



¹ 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 Waterside Promenade**) with potential to host a range of events (e.g., markets, festivals, outdoor movies, small concerts, etc).

CW2.2 Inner Harbour Plaza

Waterside plaza to the west side of the inner harbour, incorporating a feature wall to the Cameco site. Potential tiered access down to water level (see footnote 2 under **CW1 Harbour Trail**).

CW2.3 Centre Pier Park

Predominantly 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).

CW2.4 Lake Ontario Plaza

Waterside multi-use plaza with direct connections to the water (see also **CW1.3 East Channel Boardwalk and Waterside Public Space**) 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 heavy rain 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).

CW2.7 Neighbourhood / Pocket Park

Pocket park and/or neighbourhood green space. This may be public or semi-public provided in combination with the potential mixed-use development of the adjacent site on Mill Street (see also **CW3.2 Potential Mixed-Use Development**).



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 Central Pier building site (A)

With convenient access from Queen Street / Hayward Street, consideration may be given to the incorporation of an above grade parking structure fully contained and concealed within the built form of a new building. 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 Central Pier 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 Central Pier potential building site (C)

Potential civic / commercial uses.

CW3.2 Potential Mixed-Use Development

Potential mixed-use development 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**).

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 Inner Harbour was recommended for a marina with 137 slips. It is considered unlikely that the Inner Harbour could accommodate a financially viable longer term rental marina (e.g., annual or seasonal pass).

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.

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 sedimentation, 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 modification 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.

- Queen Street Gateway
- Lent Lane Gateway
- 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).

- Central Pier
- Lake Ontario Overlook
- Cameco Feature Wall
- 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.

- Mouth of Ganaraska signage
- Inner Harbour signage
- 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 street¹ (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.



¹ 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**).

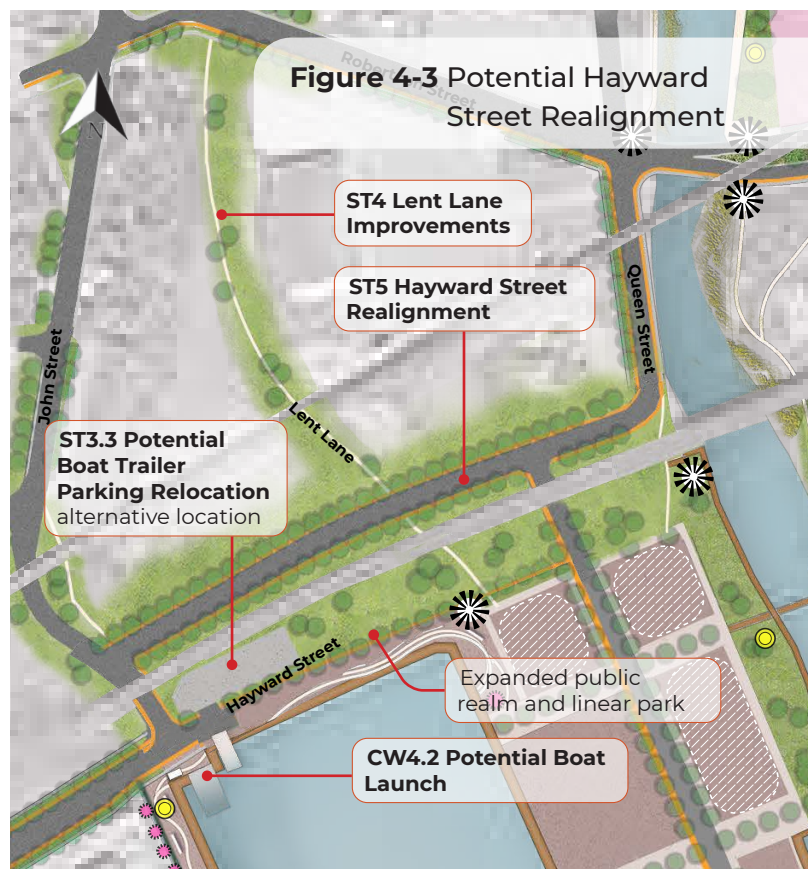
ST4 Lent Lane Improvements

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 waterfront¹.

ST5 Hayward Street Realignment

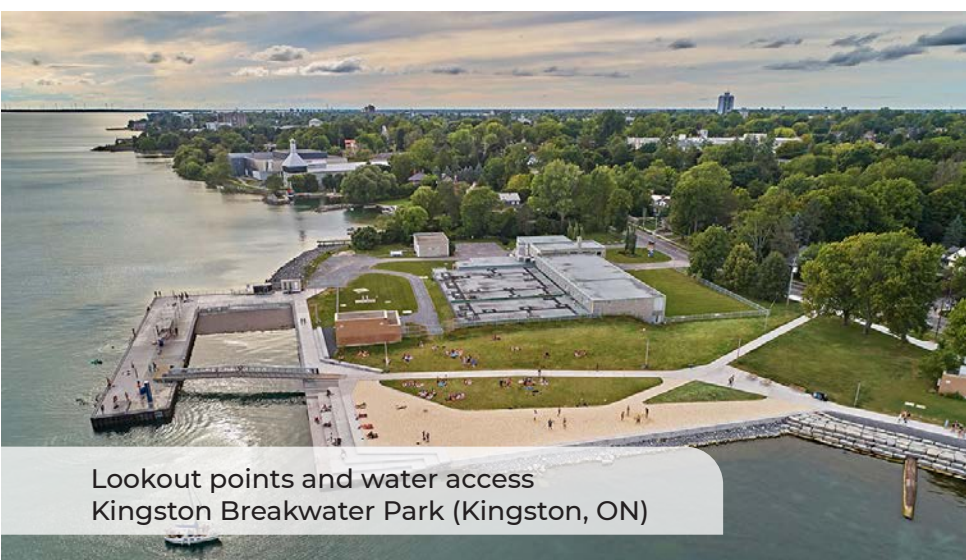
Potential realignment of Hayward Street to utilize undeveloped land north of the railway. The realignment would enable the creation of an expanding public realm with a linear park to the north of the Centre Pier. See **Figure 4-3 Potential Hayward Street Realignment**). The feasibility and potential alignment of the road will be subject to traffic impact and road safety analysis.

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





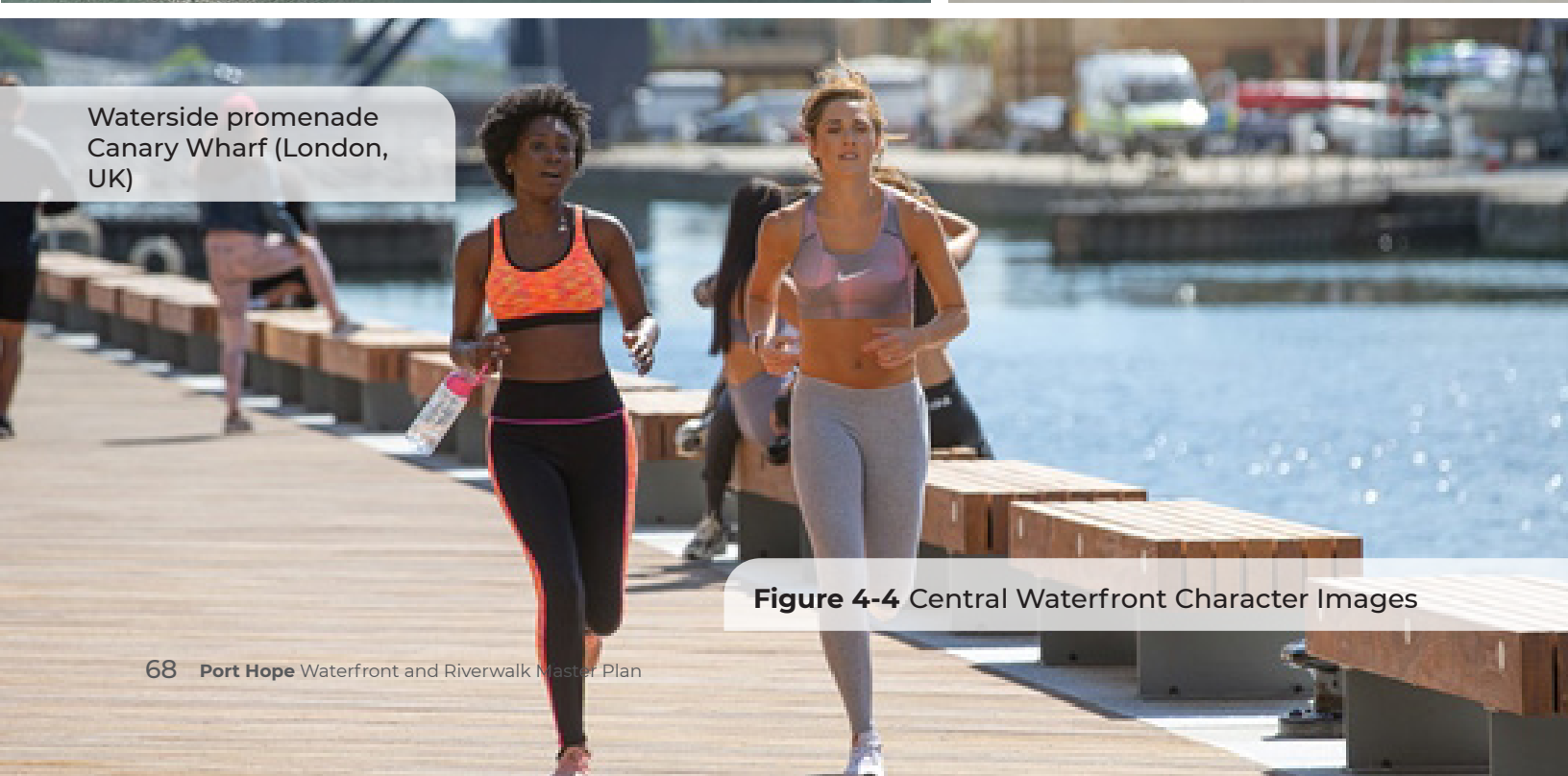
Public open spaces, parks and plazas
Vancouver Shipyards (Vancouver, BC)



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 4-4 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

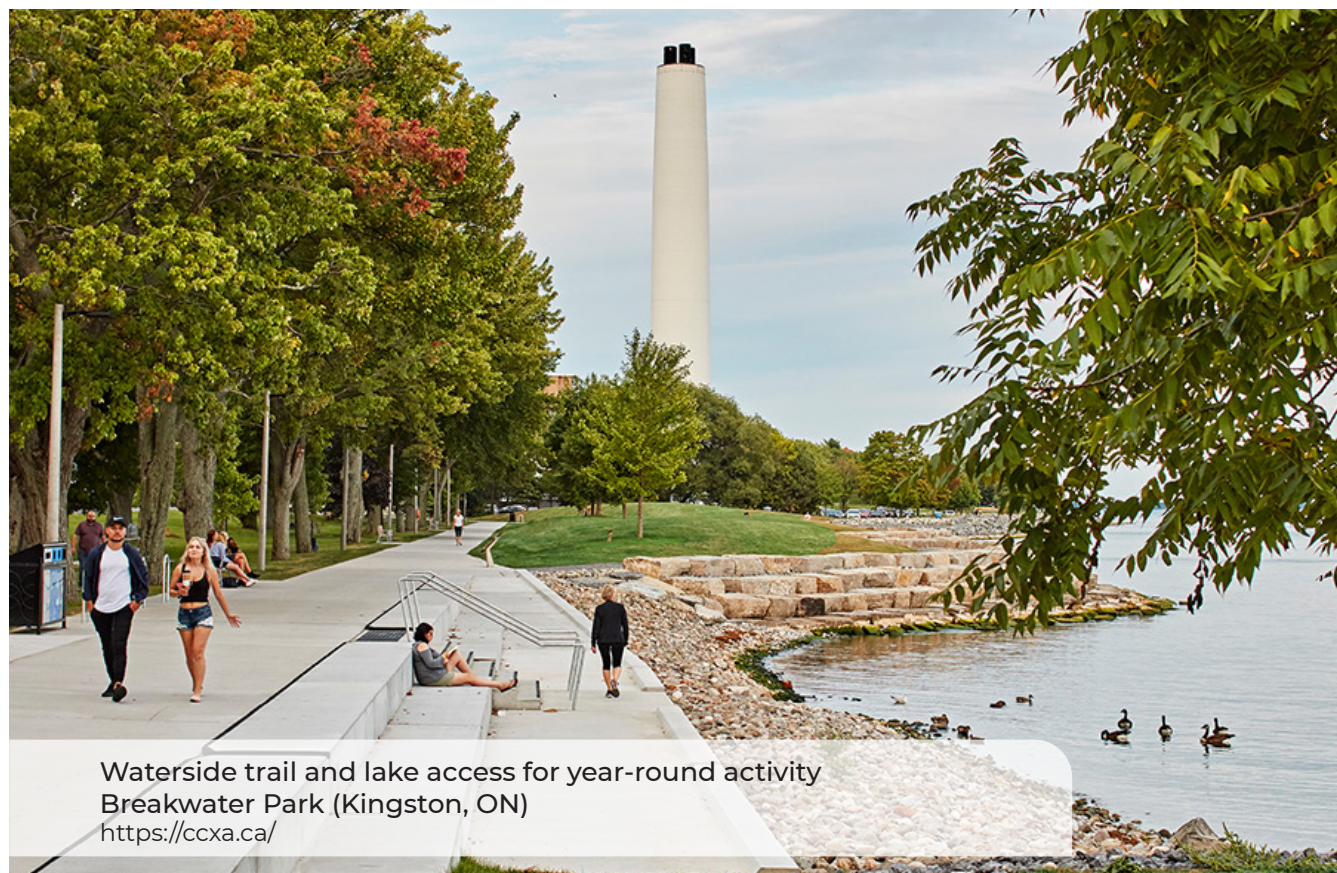
A community waterside park supporting year-round use with a balance of passive and active amenities, such as a combination of shaded and sunny seating areas, open lawns, treed areas, picnic facilities, exercise facilities, and play spaces, etc. Accessible access to be provided to the water (e.g., hard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

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



Table 4-1 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 Lake Ontario Shoreline Management Plan (2020)).</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 ST3.5).</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/>



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

Works by others. The potential to provide public amenities (washrooms) in this area is to be considered through further study. Potential to rename Chemetron Lagoon.

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

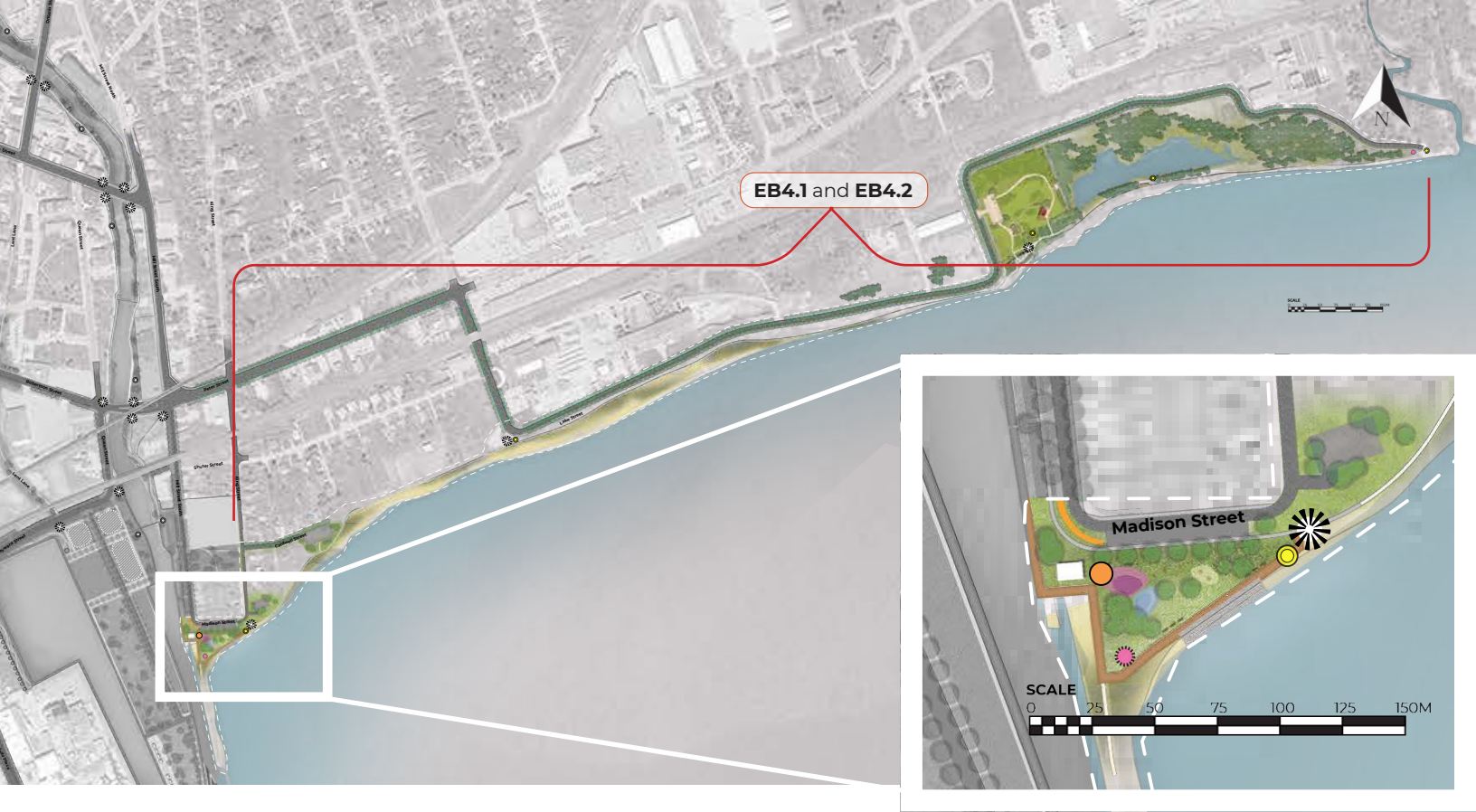
Entrances to the waterfront trail should be visually prominent, provide trail information (distance, difficulty, interpretive information and key features), and be accessible with easy connections from surrounding areas.

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.

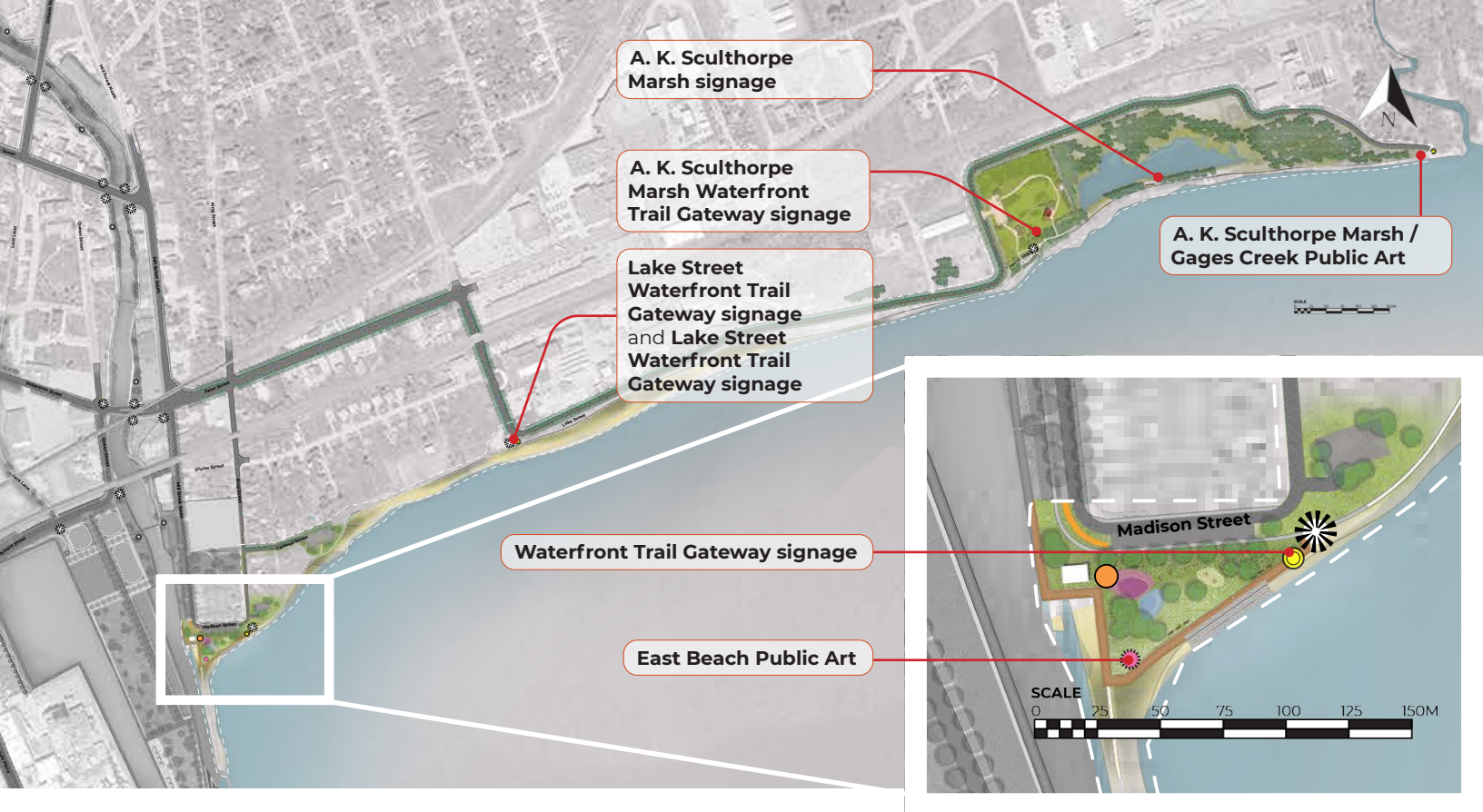
It is recommended that the overall alignment of the Waterfront Trail be reviewed, and consideration to be given to optimize the route in terms of accessibility and user safety as ongoing maintenance works are carried out.

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



STI 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.

STI.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.

STI.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)



Figure 4-5 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 hazard¹ 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 4-6 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 (e.g., shuffleboard), picnicking areas, and facilities for dog walkers.

WB3 West Beach (East) primarily a recreational beach offering a range of informal and programmable recreation, fitness, play, and sport/games amenities, 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 4-1 West Beach Key Considerations

Ref	Description	Impact on the WRMP
WB1	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 ¹ .
WB3	A portion of the West Beach (East) 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"> • Any active public uses that permit or encourage the congregation or gathering of the public • Public amenities including public washrooms, play structures, pavilions, etc. • Any purpose which would have the effect of limiting, restricting, interfering with or otherwise impacting the use of the Dominant Lands by Cameco

¹ 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



Former Coal Gasification Site
currently being remediated and may be available for future development, such as a connecting parkland and/or public parking

ST1 Streetscape Improvements

Potential Future Land Acquisitions may be available for future development as part of the West Beach

See Riverwalk Downtown

See Central Waterfront

See East Beach

See WB2 West Beach (West)

Port Hope Train Station

WB2

WB3

WB1

See WB1 Ecologically Important Areas

See WB3 West Beach (East)



Figure 4-6 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.

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 Recreational Amenities

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

WB2.3.1 Seating Areas

A combination of shaded (use of trees) and sunny seating areas.

WB2.3.2 Amenity Lawn

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

WB2.3.3 Picnic and BBQ facilities.

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).

WB2.3.4 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 All-Ages Play Spaces

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 **WB3.1**) 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).

WB3.3 West Beach Recreational Amenities

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

WB3.3.1 Seating Areas

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

WB3.3.2 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)).



WB3.3.3 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.

WB3.3.4 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.

WB3.3.5 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).

WB3.4 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.

WB3.5 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

Improved public parking incorporating 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 public parking 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 4-7 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 4-1 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 6.2 Class Environmental Assessment Process). Projects having potential to trigger an EA may include, though not be limited to:</p> <ul style="list-style-type: none"> • GR1.3 Corbett's Dam & Fish Ladder • GR3.7 Pedestrian Bridges • GR5 Redevelopment / Adaptive Reuse Opportunity



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

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.

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

Naturalized landscape treatment to the existing amenity lawn areas along Cavan Street. Lawn shall be used where open grass areas serve an intended purpose (e.g., for picnic, recreational uses, etc). Low maintenance, natural landscape treatments, including use of pollinator species, rain gardens, cultural demonstration gardens, and potentially community gardens, are preferred in all suitable conditions to provide visual diversity and year-round interest, and reduce the burden of maintenance.

GRI.2.1 Indigenous Ceremonial Spaces

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



GRI.3 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.



GR2 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.

GR2.1 Primary Gateways

GR2.1.1 Robertson Street Gateways

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

GR2.1.2 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.

GR2.1.3 Rotary Centennial Riverview Park Gateway

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

GR2.2 Secondary Gateways

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

- Ontario Street Gateway
- Barrett Street Gateway
- Cavan Street Gateway
- Margles Park and Ralph Hodgson Park Gateway



GR3 The Riverwalk & Hiking Trails

GR3.1 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.

GR3.1.1 Riverwalk through Existing Parks

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

GR3.2 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.

GR3.2.1 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**).



GR3.3 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).

GR3.4 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.

GR3.5 Fitness equipment

Multi-purpose outdoor fitness equipment.

GR3.6 Enhanced Multi-Purpose Path

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

GR3.7 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.

GR3.7.1 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.

GR3.7.2 Island Footbridge

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



GR4 Potential Artwork and Interpretive Signage

GR4.1 Potential Public Art Locations

Location identified as an opportunity to incorporate public art.

- Corbett's Dam & Fish Ladder
- Riverwalk - Various locations may be suitable for a standalone, or connected artwork series.
- Existing Artworks

Additional to the above, consideration should be given to illumination of proposed footbridges (see **GR3.7 Pedestrian Bridges**) to celebrate river crossings.

GR4.2 Educational Signage

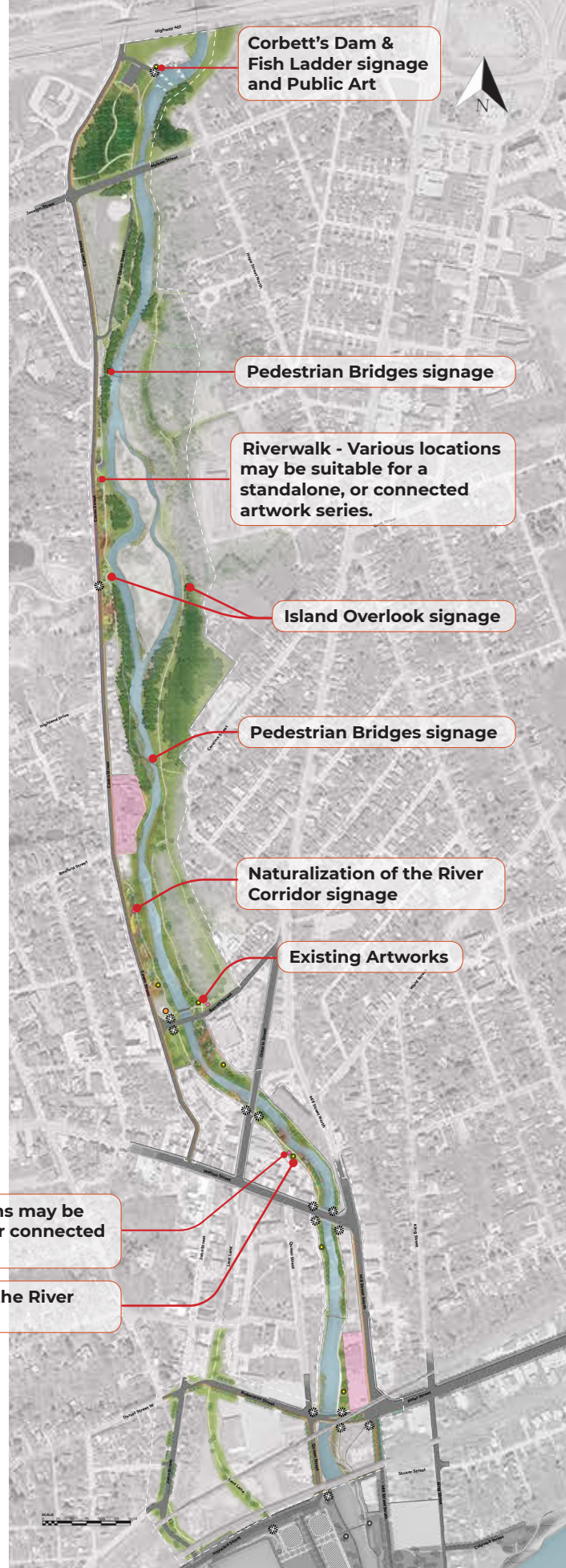
Location recommended to provide educational signage. The content for the signage will be developed in coordination with relevant parties to present informed, enriching, and interesting information to users.

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

- Corbett's Dam & Fish Ladder signage
- Pedestrian Bridges signage
- Island Overlook signage
- Naturalization of the River Corridor signage

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

Naturalization of the River Corridor signage



GR5 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.

GR5.1 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.

GR5.2 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 **GR2.1.1 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 **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 **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.

ST4 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



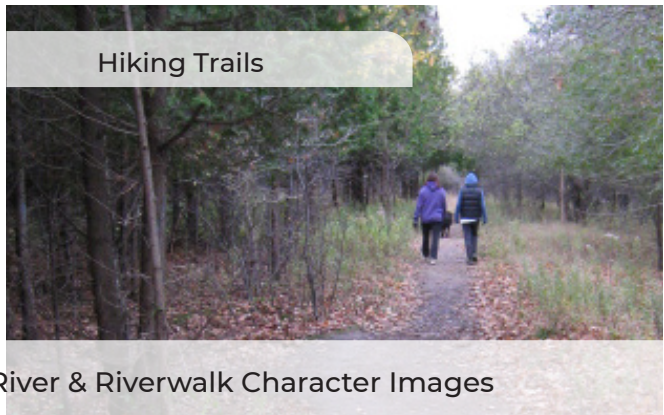
Community Gardens



Gathering / Sharing Spaces



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



Hiking Trails

Figure 4-8 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

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.

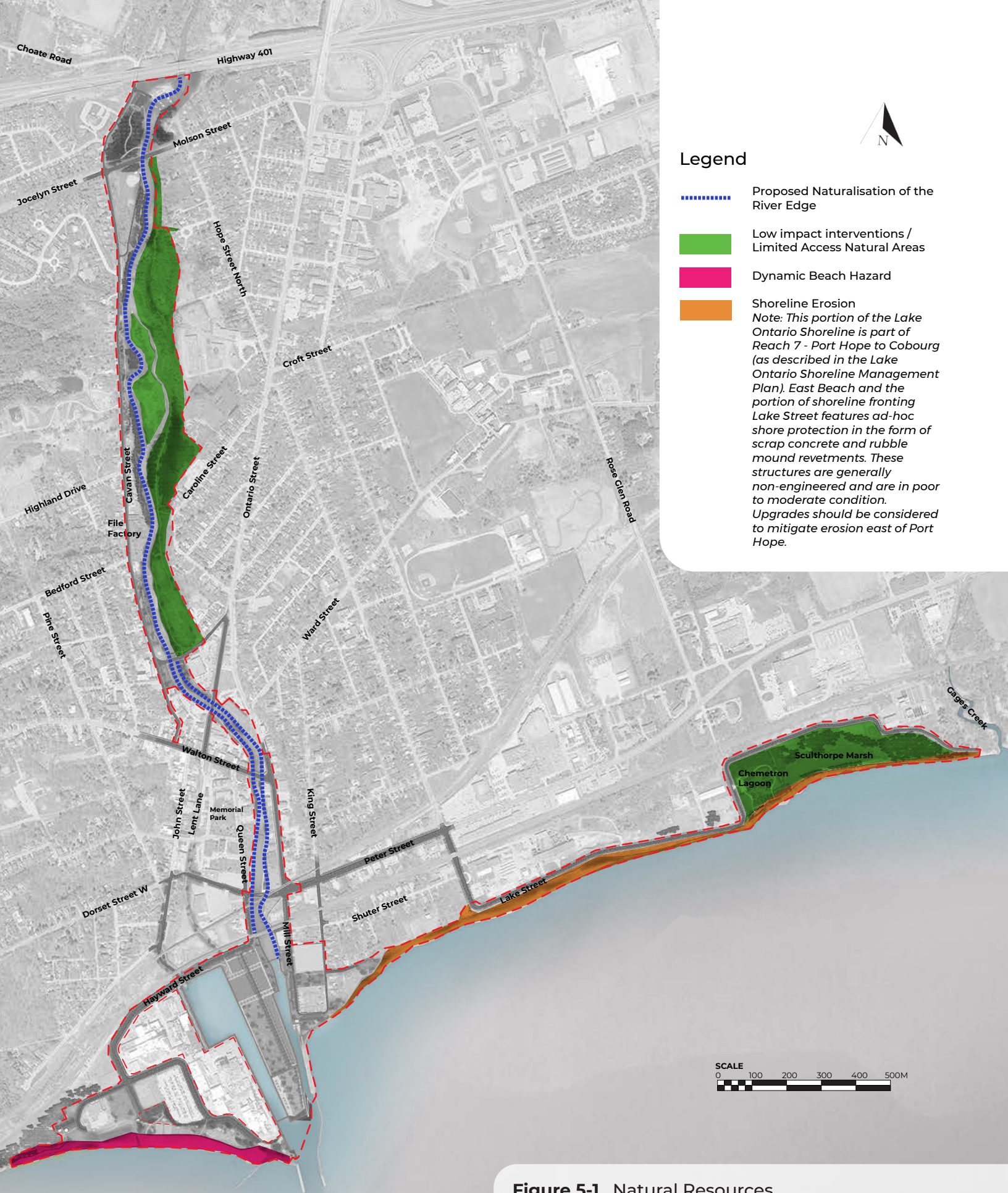
- Celebrate and showcase the Ganaraska River and Lake Ontario shoreline as character defining aspects of the municipality, the place, and people – all waterside spaces, public amenities, and any new buildings should actively address the water.
- Design solutions shall seek to achieve continuous public 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.

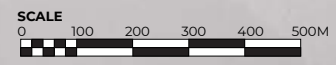


Figure 5-1 Natural Resources

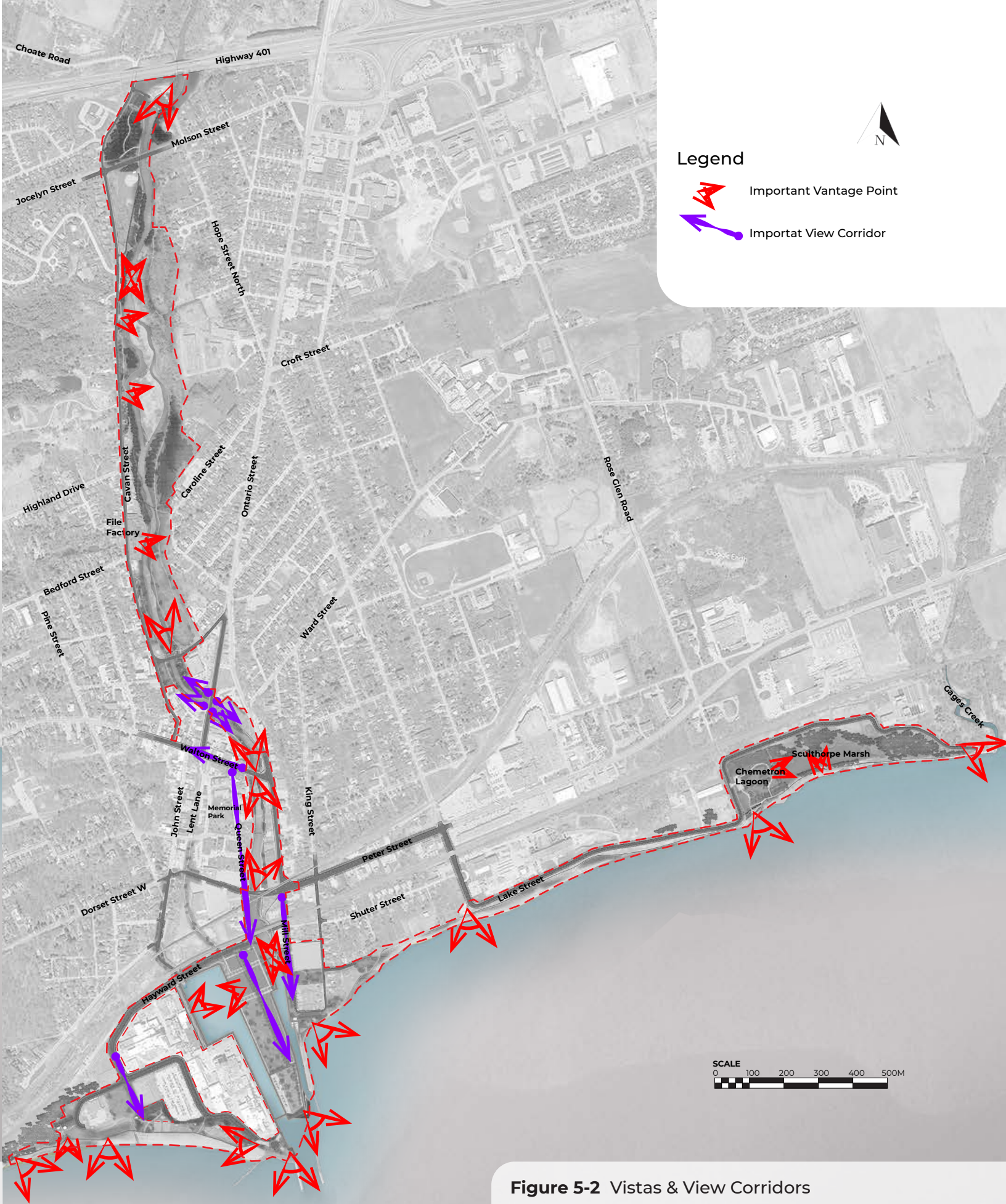


Figure 5-2 Vistas & View Corridors

- 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.

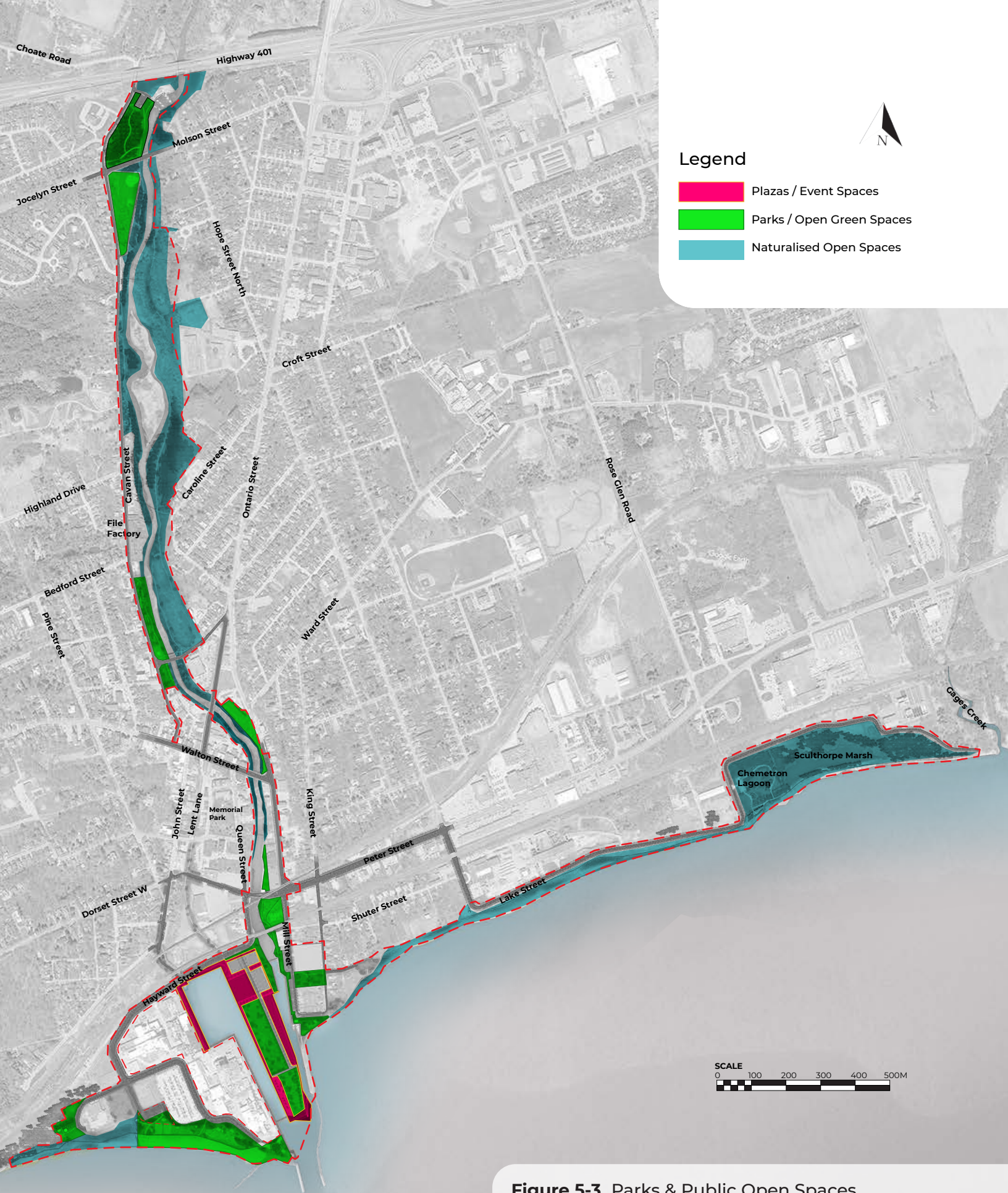
- Ecologically Important Areas shall be protected. Public access into these areas shall be sensitively planned to enable learning and appreciation of these natural resources, while limiting the potential for damage as a result of human interaction.
- There shall be a preference for nature-based solutions 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**).

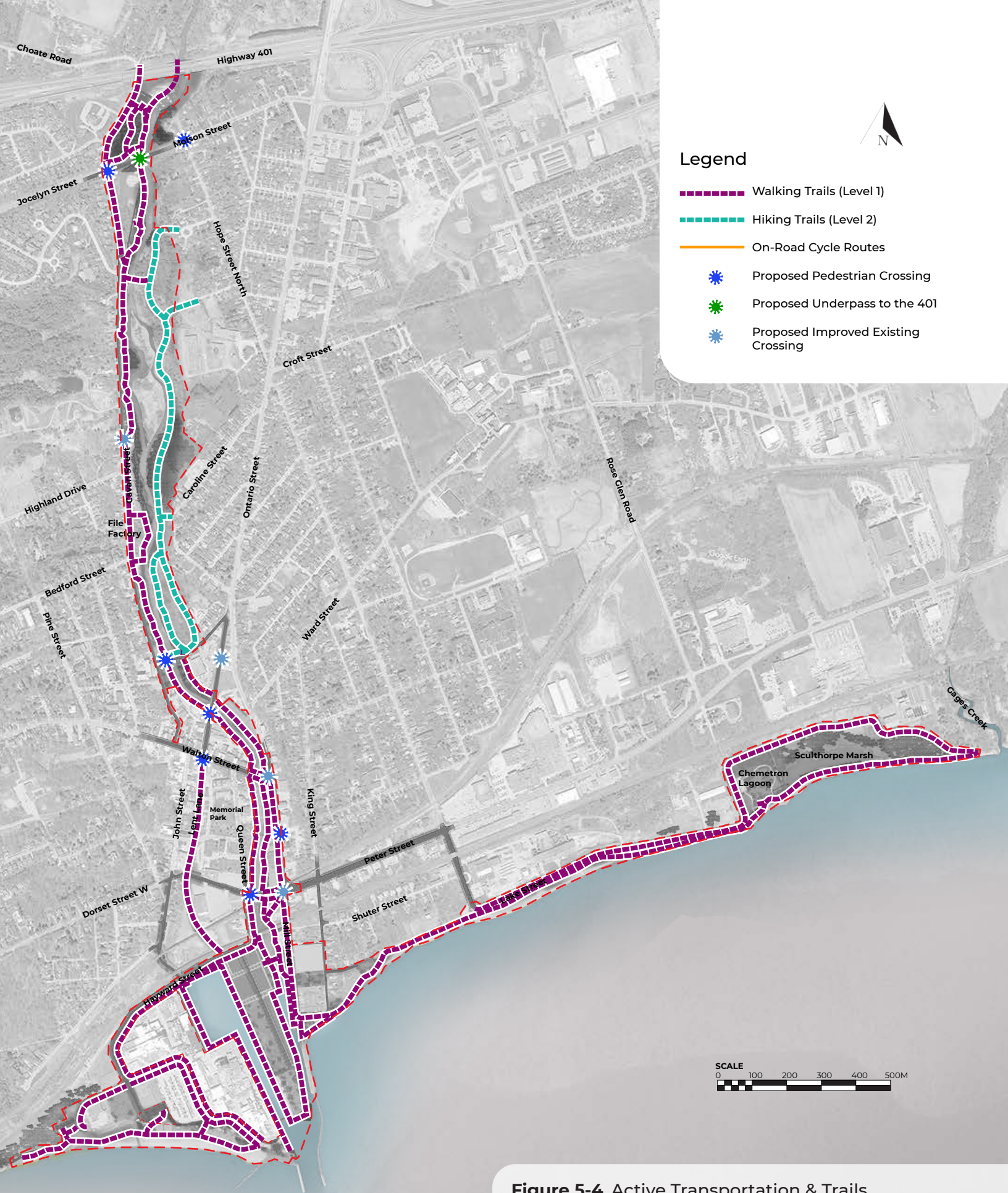
- Access to and engagement with Lake Ontario and the Ganaraska River is encouraged through access points that provide direct public access to the water's edge. Water access points should not be located in areas that compromise bank stability and should not impact the ecological integrity of riparian 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)
- On-Road Cycle Routes
- ★ Proposed Pedestrian Crossing
- ★ Proposed Underpass to the 401
- ★ Proposed Improved Existing Crossing

Figure 5-4 Active Transportation & Trails

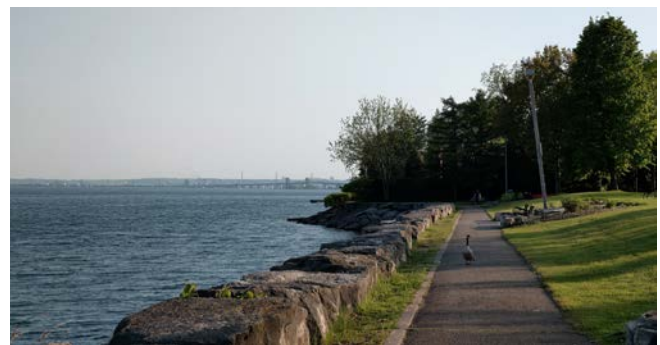
waterfront and river corridor (e.g., parks, trails and promenades, plaza/civic space, picnic as well as appropriate business opportunities such as galleries, cafes, and food trucks).

- 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

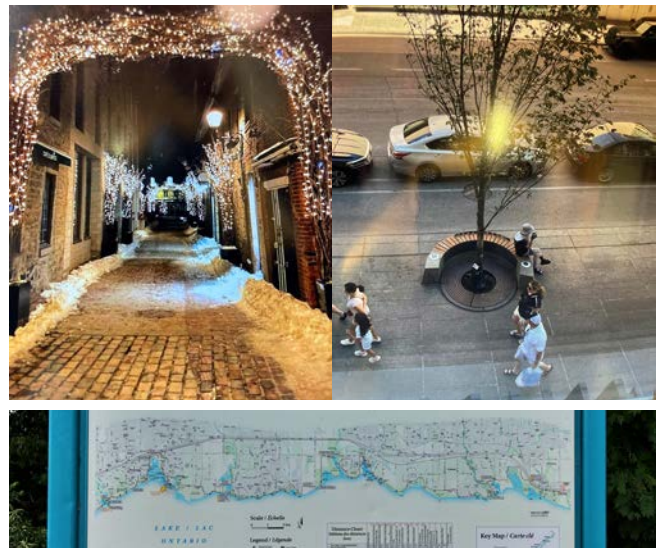
Source: <https://www.flickr.com/photos/retep/9068457778>

- 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.

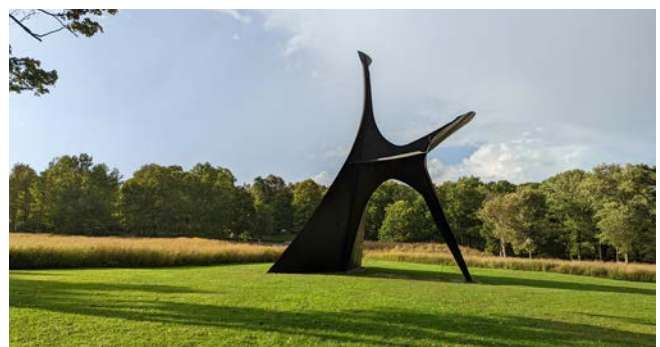
- Play areas should offer a variety of activities and provide structures and experiences that support basic social, physical, and cognitive needs.
- Play areas should consider all users, both children and those supervising them. Site furnishings such as seating, trash receptacles, and drinking fountains 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 & 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

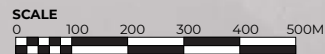


Figure 5-6 Streetscape Enhancements



Legend




-  Proposed Pedestrian Crossing
-  Proposed Underpass to the 401
-  Proposed Improved Existing Crossing



Figure 5-7 Road Crossings

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

Public & 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

CENTRAL WATERFRONT

Water Access

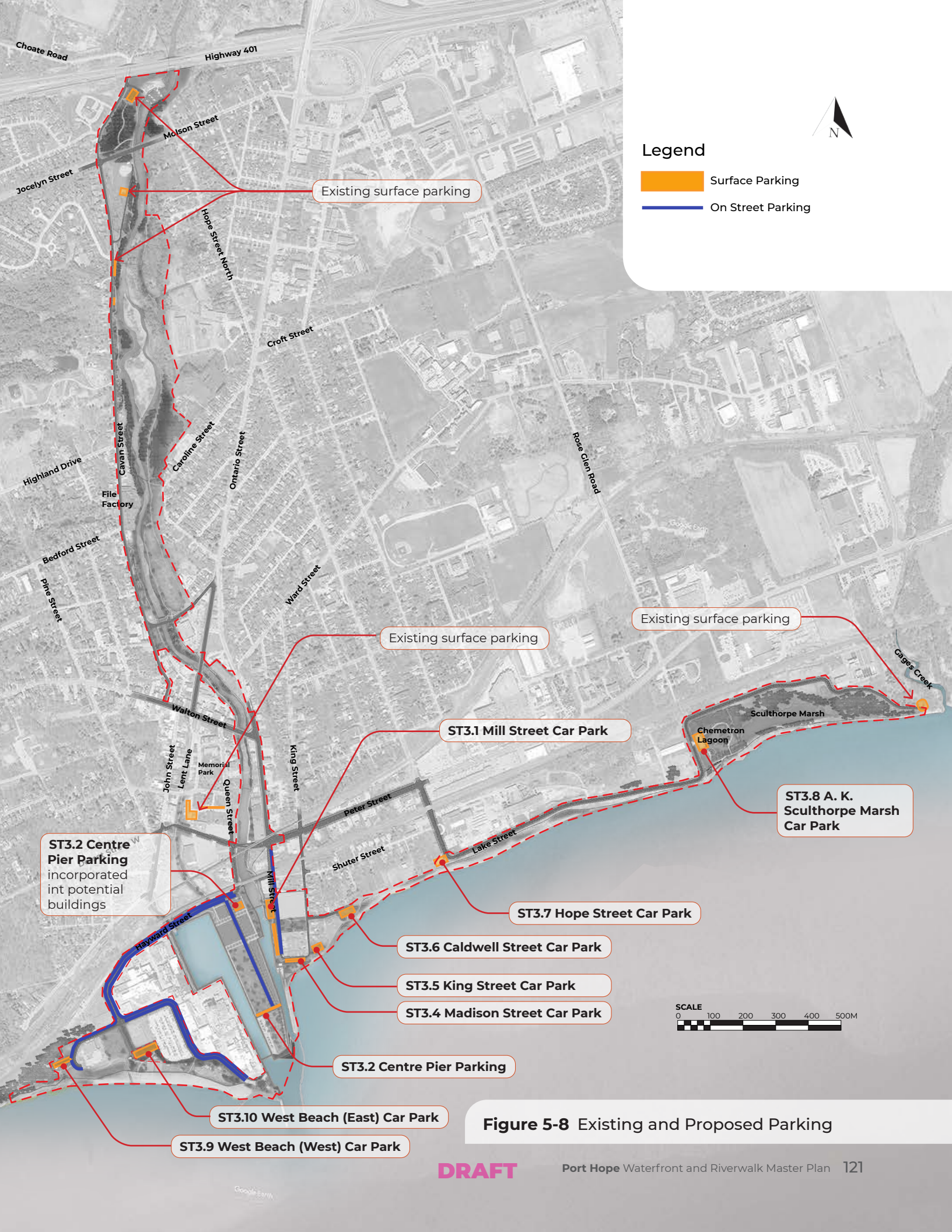
- Provide continuous waterside access through the Central Waterfront, with connections to the East and West Beaches, Riverwalk, and Downtown.
- Accommodation should be made for access to and/or over the water, such as through tiered (amphitheatre style) steps, piers and boardwalks where appropriate (considerations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



Public Open Space



Waterfront Plaza



Legend

- Surface Parking
- On Street Parking

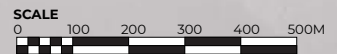


Figure 5-8 Existing and Proposed Parking

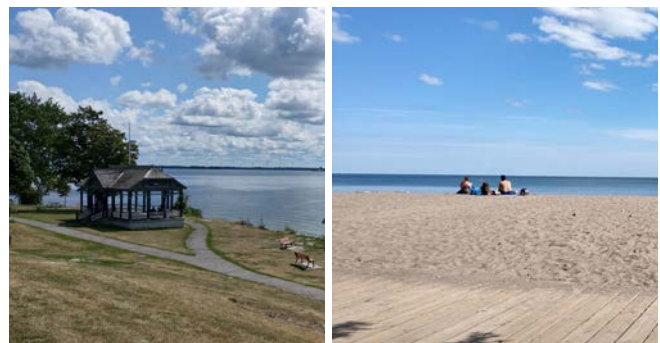
- Access to the waterfront should include pedestrian and cycling facilities, including multi-use paths where appropriate, and/or pedestrian walking trails where convenient and safe on-road cycling is provided.

Public Open Spaced (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



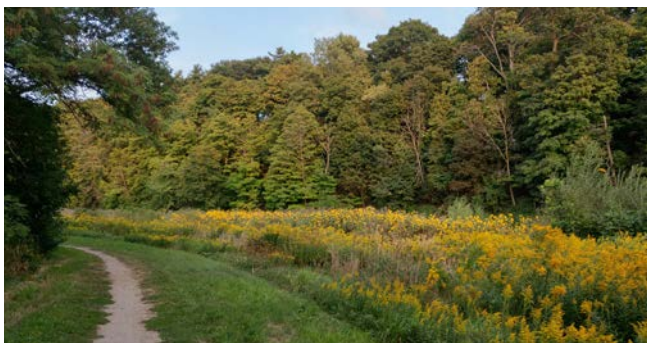
Naturalized Hiking Trails

- 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 & 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 & 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

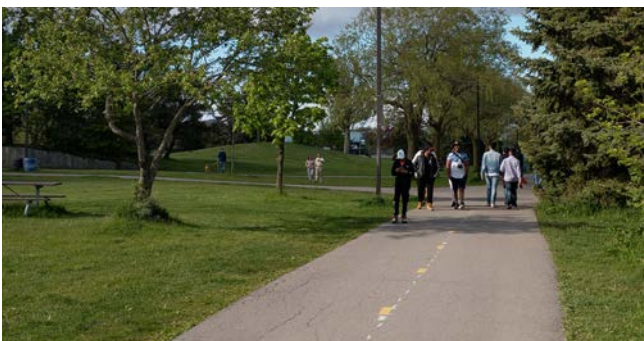
The transportation network should be designed to integrate the different zones within the Waterfront and Riverwalk into a connected network. Supporting the goal of promoting healthful outdoor activities for users of all ages and abilities, this network should allow all users to comfortably walk or cycle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

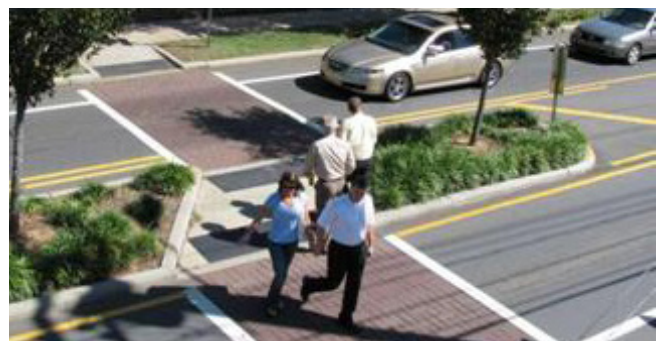
Trail Crossings

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

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 Master Plan 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.

5.5 SHORELINE AND MARINE WORKS

Any shoreline works / improvements shall follow the following:

- Provincial Policy Statement (2021); and
- Lake Ontario Shoreline Management Plan (Zuzek Inc. 2020), and in particular the hierarchal approach outlined in Section 7.1 of the Shoreline Management Plan.



Natural Drainage System



Boardwalk Accounting for Flooding

General 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 Port Hope Master Plan. The item numbering below corresponds to the page 3 of the document titled Port Hope Opportunities and Constraints (WSP, 2020).

Item 1: Central Pier mix-use destination waterfront with a range of commercial activities and anchor amenities.

- 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.
- A thorough understanding and knowledge of the conditions and arrangement of the existing earth-retaining structures along the water edge shall 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.

Item 2 & 3: Widened public water access + continuous public pedestrian pathway connecting waterfront amenities.

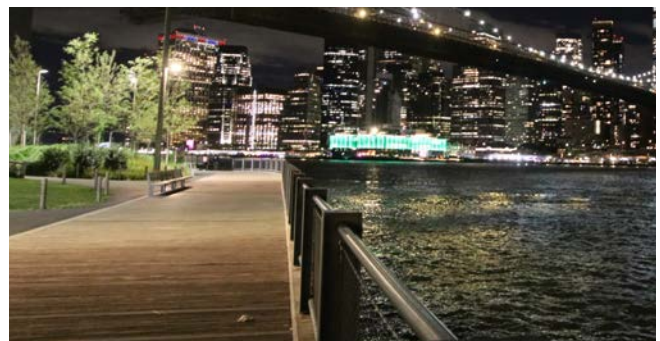
- Boardwalk/trail design layout shall account for the flooding and erosion hazards without creating any drainage obstructions to the adjacent Cameco facility.
- Boardwalk/trail design shall allow for the access of lightweight vehicles for emergency and maintenance purposes (e.g., ambulances).
- Physical separation (fence) between Cameco and public realm shall be enhanced to minimize the public visual access to Cameco site (e.g., via aesthetic features such as street / public artwork).

Item 4: Scenic waterfront experience (pop-ups, public art).

- 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.



Waterfront Space



Waterfront Boardwalk Connection

Item 5: Dynamic Beach Hazard (boardwalk connection).

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

Item 9: Improve fishing edge.

- Measures shall be defined and implemented to prevent / minimize interference between fishing lines and navigation (unless an operating system is already established and put in place).

Item 10 – 14: Optimized multi-program beach, trail gateway, connection point (gazebo), preserve waterside, and ecological management and enhancement and gradual accessibility.

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

Specific Design Considerations

The item numbering below corresponds to the page 3 of the document titled Port Hope Opportunities and Constraints (WSP, 2020).

A. Inner Harbour Marina

Opportunity to develop a Marina in the inner harbour, including a service dock (Provides Fuel+Water+Hydro Supply services mainly for transient boats), and a boat launch. 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.

The following facilities are to 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.
- 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



Inner Harbour Marina



Inner Harbour Marina with Wet Slips

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 shall be fitted with the following amenities:
 - Dock boxes / lockers rental: to allow boats to store their tools and gear close to their 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: A designated part of the slips can be dedicated to private boat rental operators.



Boat Rental



Rock Revetment

- 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.

General considerations for the marina layout:

- Docks for large boats shall be located as closer as possible to the harbour entrance to minimize the dimensions of the inner fairways and aisles and hence to improve the berthing capacity.
- Service dock shall be also located as closer as possible to the harbour entrance to minimize interference with marina traffic.
- Piers for transient boats shall be located close to administration buildings for ease of controlling and monitoring.
- Boat launch location shall be as close as possible from harbour entrance to minimize interference between docking and retrieval/launching operations.

B. 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).

C. Potential Space for a Portion of Boaters/Trailers Parking Lot

- Potential parking lot need to have direct access to the wet slips.

D. Potential Space for Land-Based Marina Support Facilities

- Refer Item A

E. Potential Boardwalk/Public Realm Expansion Provided by Presence of Rock Revetment

- As-built information shall be gathered and reviewed to allow proper integration into the boardwalk layout.

F. Potential Re-Use/Re-Integration of The Existing Buildings into the Marina Land Support Facilities



Fishing Node



Kayak Launch

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

- Condition assessment of existing buildings shall be required to enable proper evaluation of re-use potential.

G. Small Craft Rental (Kayak, Canoe) Storage and Administration Shed with possibly a Removable Kayak Launch, Activity Subject to Available Water Depth

- 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.

H. Potential for Expansion/Enhancement of Existing Marina/Mooring Area is Limited due to Shallow Water Depth. Further Studies are Required to Confirm

- Information related to the current use of mooring points (users, type of boats, encountered challenges etc.) shall be gathered and reviewed to define proper (or possible) expansion/upgrade measures.

I. Potential Fishing Node

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



Implementation

6. IMPLEMENTATION

6.1 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).

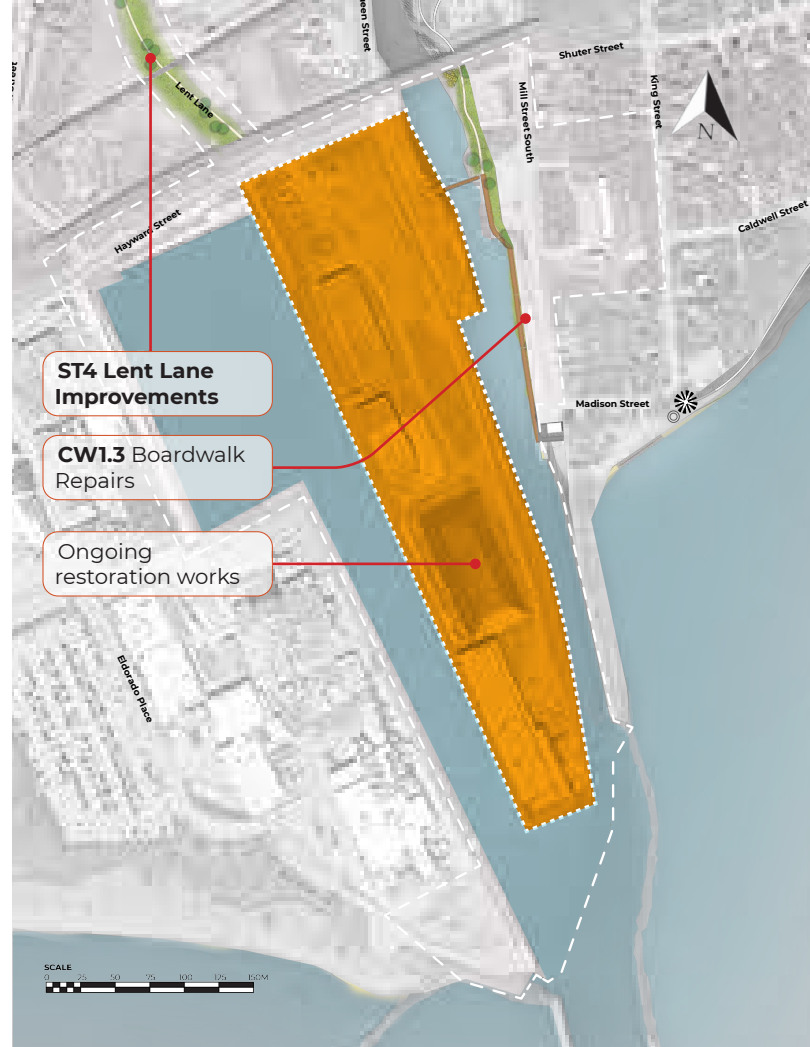
See **Figure 6-1 Implementation Strategy - Near Term**.

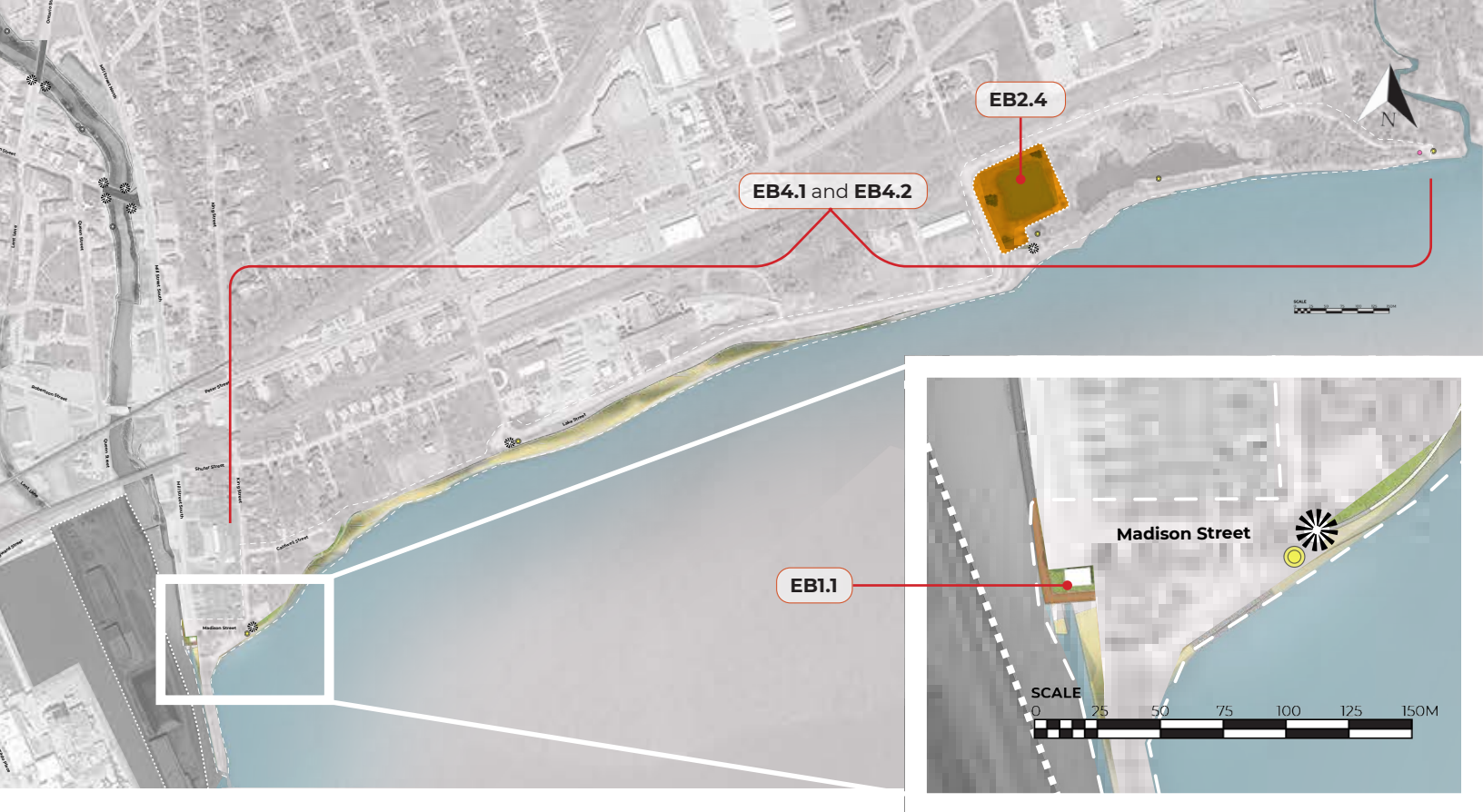
CENTRAL WATERFRONT - NEAR TERM

- 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.

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).

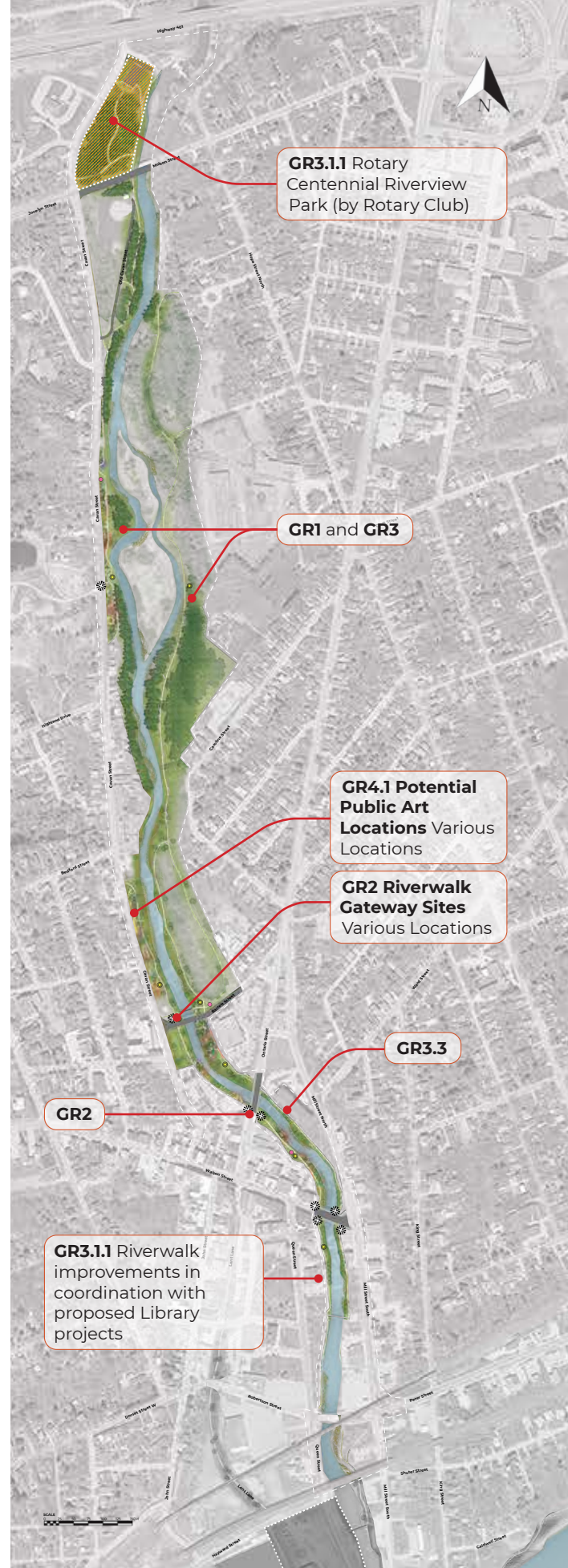


WEST BEACH - NEAR TERM

- **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.
 - **GR1.3** 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.
- **GR2** Riverwalk Gateway Sites along the Riverwalk (various locations) to mark entry points to the Riverwalk.
- **GR3** The Riverwalk & Hiking Trails improvements including:
 - **GR3.1** Riverwalk Improvements and trail relocation (away from the top of embankment) where required.
 - **GR3.1.1** 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).
 - **GR3.2** Hiking Trails (gravel surface) improvements and new connections.
 - **GR3.3** Install a physical buffer to provide separation between walkers and vehicles adjacent car parks.
- **GR4** Potential Artwork and Interpretive Signage improvements including:
 - **GR4.1** Potential Public Art Locations pending consultation and commissioning of artists.
 - **GR4.2** Educational Signage, multiple locations.





GR3.1.1 Rotary Centennial Riverview Park (by Rotary Club)

GR1 and GR3 Riverwalk and trails improvements, including naturalization of the river corridor

GR2 Riverwalk Gateway Sites Various Locations

GR4 Potential Artwork and Interpretive Signage Various Locations

GR3.3 Potential buffer / protection from adjacent parking lots

EB2.4 Chemetron Lagoon works by others

GR3.1.1 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

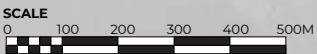


Figure 6-1 Implementation Strategy - Near Term

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.

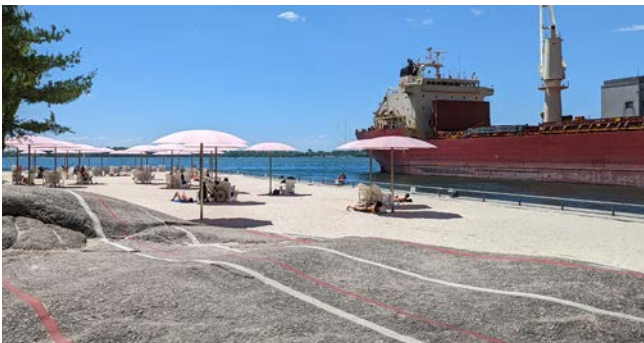
The EA process for complex projects will likely be ongoing throughout the medium term.



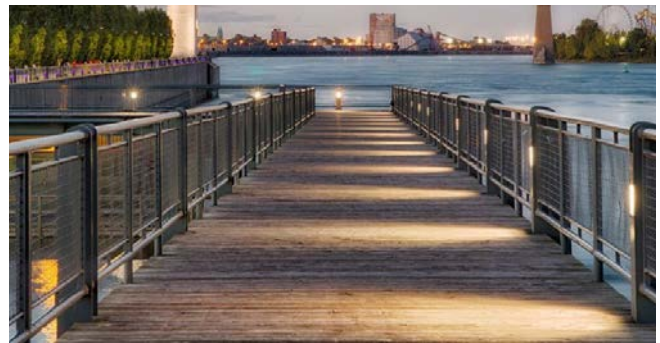
Harbour Plaza



Flexible Use



Harbour Plaza

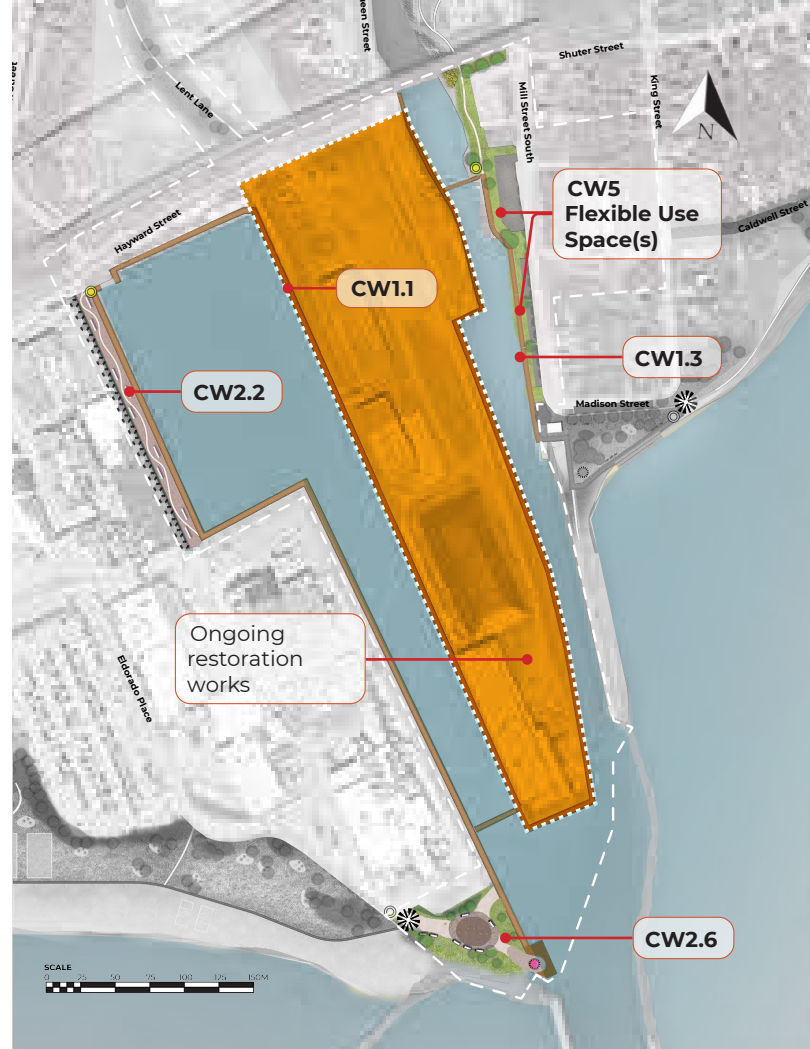


Waterside Promenade

Source: <https://www.pinterest.ca/pin/549579960751036964>

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.

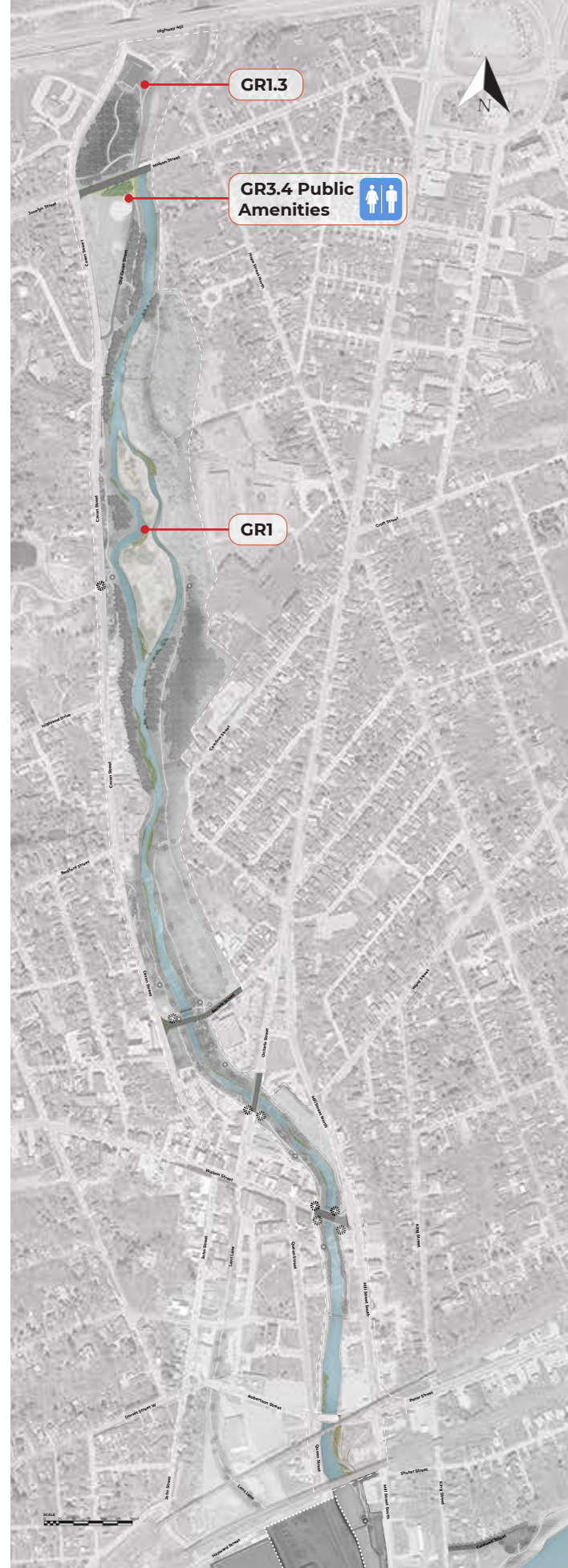


WEST BEACH - MEDIUM TERM

- **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 **WB2.3** range of leisure and recreational amenities.
- **WB3** West Beach (East)
 - **WB3.1** Construction of new Public Amenities.
 - **WB3.2** to **WB3.5** 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.
 - **GRI.3** 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.
- **GR3.4** Public Amenities new washroom facilities to serve the northern extent of the Riverwalk.



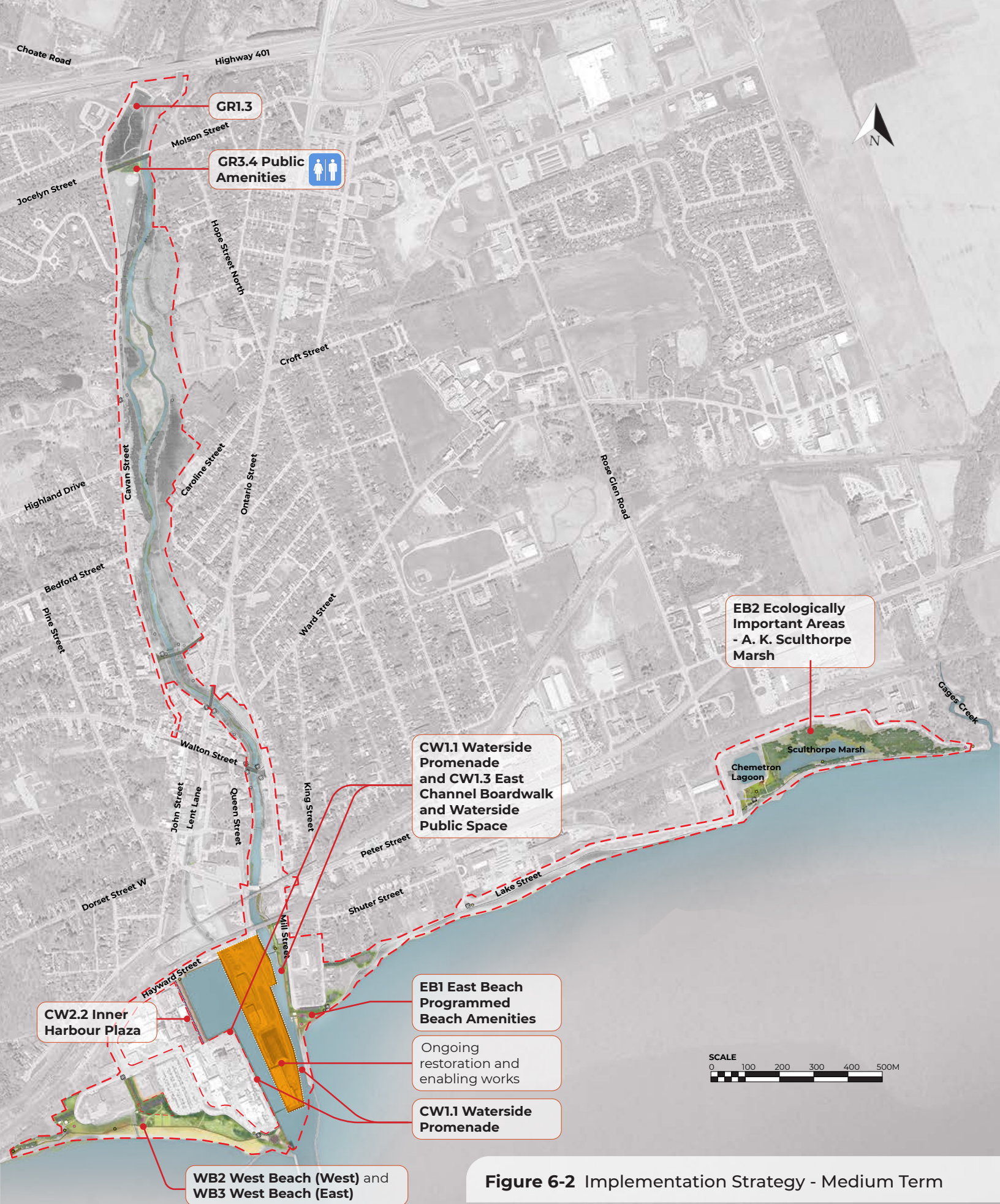


Figure 6-2 Implementation Strategy - Medium Term

LONG-TERM

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

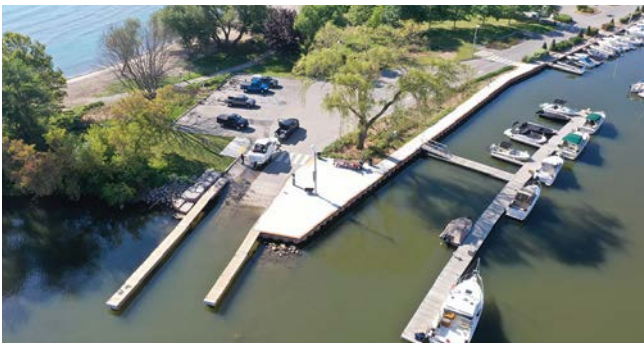
The Central Waterfront, and many of the Street Improvements projects have been identified as long term projects, largely in relation to the ongoing PHAI remediation works, higher capital costs, and significant further studies required (e.g., EAs, flood risk, business case, traffic impact and road safety,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

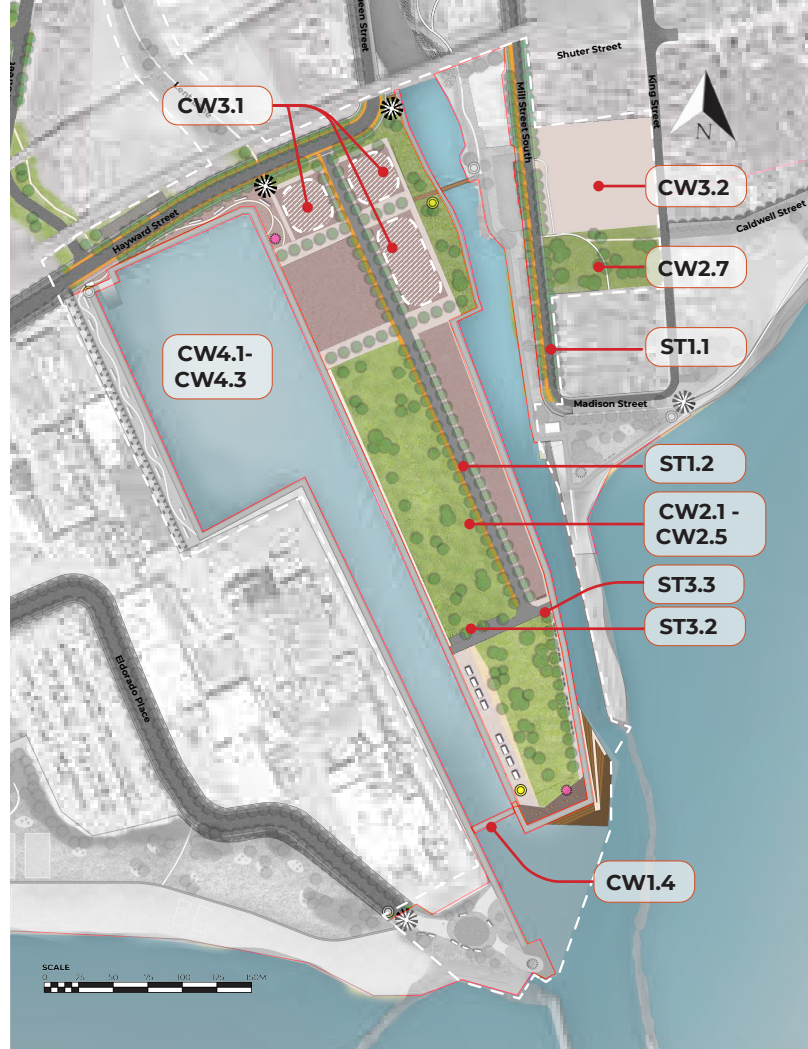


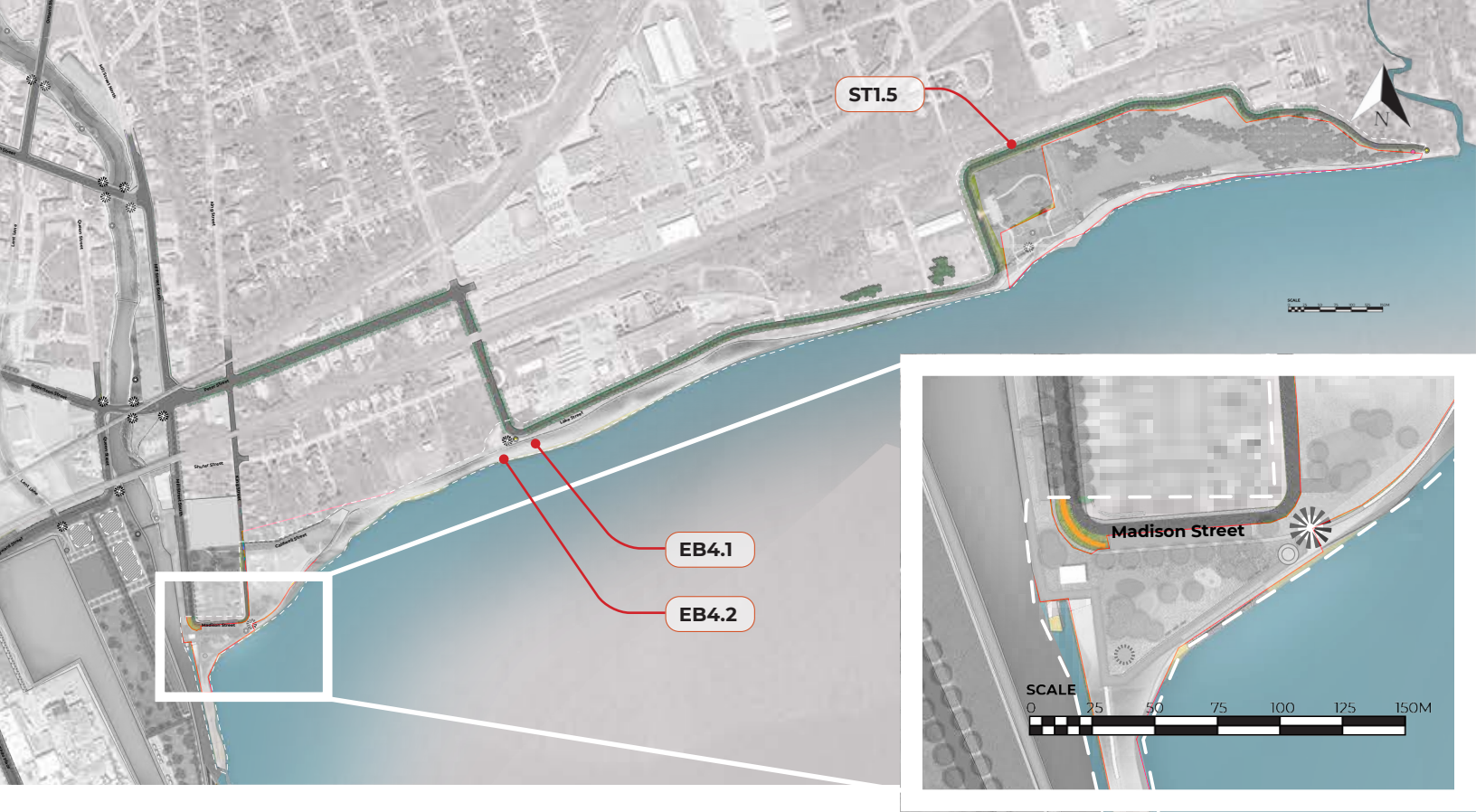
Footbridge
Source: <https://www.waterfrontoronto.ca/our-projects/>

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



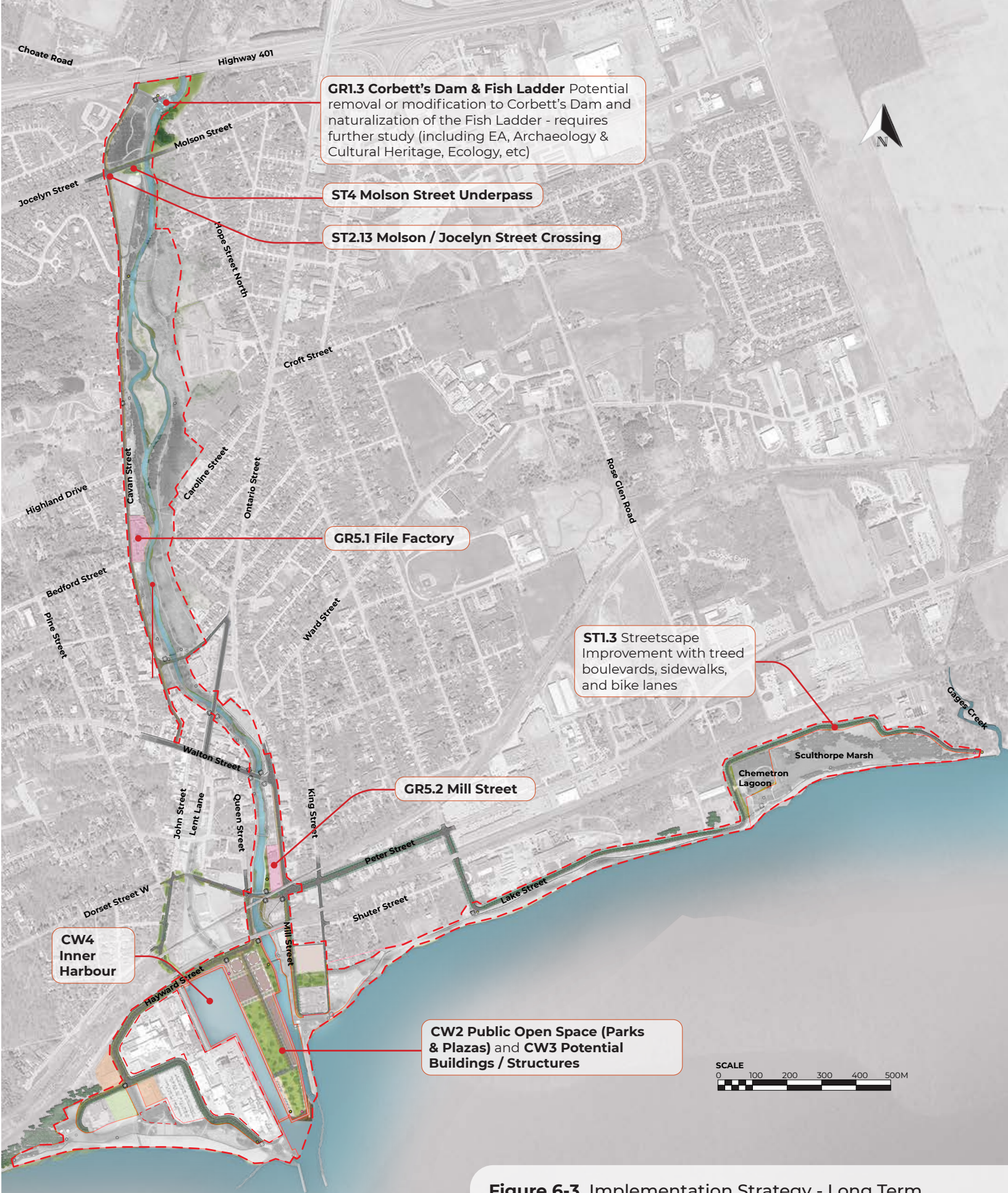
WEST BEACH - LONG TERM

- **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

- **GR1.3** Corbett's Dam & Fish Ladder
Implementation of recommendations from the EA for the Dam.
- **GR3** Riverwalk Footbridges over the Ganaraska
 - **GR3.7.1** File Factory Footbridge
 - **GR3.7.2** Island Footbridge
- **GR5** Redevelopment / Adaptive Reuse Opportunity
 - **GR5.1** File Factory
 - **GR5.2** 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
- **ST4** Molson Street Underpass





GR1.3 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)

ST4 Molson Street Underpass

ST2.13 Molson / Jocelyn Street Crossing

GR5.1 File Factory

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

GR5.2 Mill Street

CW4 Inner Harbour

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

Figure 6-3 Implementation Strategy - Long Term

6.2 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.



Revenue & Funding

7. REVENUE & FUNDING

7.1 POTENTIAL IMPLEMENTATION MECHANISM

This research is focused on different mechanism which help with funding the infrastructure costs to determine areas where cost reduction is possible.

Type of Mechanism	Explanation of Mechanism	Case Study
Service Club/ Partner involvement Support	An opportunity for the Municipality to partner with different interest groups e.g., political agencies, schools, local interest groups, health groups which have mandates for promoting sustainable living/ healthy cities. Lions, Rotary and Optimist clubs often support highly visible projects at the community level.	Welland Community Trails Strategy
Establishing a community foundation	Many communities establish a Community Foundation as way to harness the private donations of local residents or individuals towards community-based projects. Community Foundations are not-for-profit charitable organizations that pool the charitable gifts of many donors into a community endowment fund or funds. The Foundation works with individual donors to match their interests with community needs. The Foundation then distributes grants within the community in a variety of areas, including arts and culture, education, recreation, health, social services or the environment. It acts as a granting organization for implementing partners.	Collingwood Waterfront Master Plan, 2016
Development Approval Process	Development approvals process - the Town can also make use of municipal funding mechanisms through future development on the waterfront (e.g., cash-in-lieu parkland dedication, Development Charges, Section 37 benefits, additional tax base, etc).	
	Cash in-lieu parkland dedication in relation to potential new buildings and redevelopment sites (see CW3 Potential Buildings / Structures and GR5 Redevelopment / Adaptive Reuse Opportunity): Generally, municipalities can get land for parks using the basic parkland dedication provisions (up to 2% of the land proposed or the cash equivalent for commercial development or 5% for other types of development or redevelopment).	
	Development Charges: Development charges are discretionary fees. This means that municipalities can choose whether to use development charges and, if they are used, which services or infrastructure they want to include from the list of eligible services in the Development Charges Act, 1997.	

Type of Mechanism	Explanation of Mechanism	Case Study
Development Approval Process	<p>Section 37 Community benefit Charges:</p> <p>Section 37 of the Planning Act authorizes the City to adopt a community benefits charge (CBC) by-law and collect CBCs to pay for the capital costs of facilities, services and matters that are required to serve development and redevelopment. CBC funding will help support complete communities across Toronto.</p> <p>CBCs are collected on developments and redevelopments that are at least five storeys in height and that add at least ten residential units.</p> <p>Developments that do not meet the above criteria are not subject to CBCs. Additionally, the Planning Act and applicable regulation provide exemptions for long-term care homes and hospices, retirement homes, universities, colleges and Indigenous institutes, Royal Canadian Legions and non-profit housing. The City's CBC by-law also identifies exemptions for other types of development or uses.</p> <p>The City is required to enact a CBC by-law, supported by a CBC strategy, before it can collect CBCs. The CBC strategy demonstrates the City's capital needs arising from eligible development, and supports levying a four per cent CBC based on the appraised value of the land at the time a building permit is issued.</p>	
Private Citizen Donation/ Bequeaths	An opportunity for local community members to help with project funding. Tax receipts for donors where appropriate.	Collingwood Waterfront Master Plan, 2016
Commemorative Programs	An opportunity to integrate commemorative programs into the waterfront to help with funding opportunities from the public including integrating: commemorative tree and bench, cenotaph monogrammed paver stones	
Residential Development	<p>An opportunity to integrate higher density residential development (see CW3.2 Potential Mixed-Use Development) has the potential to be tied to: institutional, commercial, and or/ industrial components.</p> <p>Successful and attractive developments may generate its own market and draw upon the larger region.</p>	Collingwood Waterfront Master Plan, 2016
Cultural Heritage Partnerships	The Municipality may be able to seek out potential partnerships to provide cultural heritage interpretation and funding for adaptive reuse of heritage assets.	

Type of Mechanism	Explanation of Mechanism	Case Study
Corporate Sponsors	Corporate Sponsors are another way that the City can gain additional stewardship for the Waterfront Parks. Private sector businesses can put teams of volunteers together for programs such as tree planting, naturalization, and park clean ups which are often City run with assistance from agencies and environmental groups. There are also opportunities for business to sponsor events or educational programs that occur within parks. There is great value in continuing to partner with local and adjacent businesses for financial donations towards park infrastructure, donations in kind (i.e. construction materials), and providing access to parking when the business owners do not need the space.	
Energy Efficiency and others	<p>Consideration to be given include more maker spaces, innovative buildings with a focus on tech, buildings to achieve LEED standards and District Energy Systems which may be eligible for grants and/or financial incentives.</p> <p>Encourage developments to achieve 10% greater water efficiency than Ontario building code, install rainwater harvesting and recirculation reuse systems to be used for outdoor irrigation and water use, and using drought resistant landscape features by minimizing the demand for water and synthetic chemicals.</p>	Welland Community Trails Strategy

7.2 POTENTIAL FUNDING SOURCES

Funding sources will need to be sought and managed on an ongoing basis. The list is not a complete list and is only examples.

Ontario Supporting Inclusive Communities for All Ages and Abilities

The Ontario Supporting Inclusive Communities for All Ages and Abilities program is a 2-year initiative (2021-2022) to help seniors and those with disabilities have more equitable access to services in their community. Municipalities and local organizations can use the funding towards projects such as:

- Undertaking local needs assessments to determine gaps in existing supports for seniors and people with disabilities.
 - Developing action plans and implementing virtual programs.
 - Retrofitting buildings with ramps and accessible washrooms.
 - Installing self-serve kiosks with software that people with vision or hearing loss can use
- Applications for 2022 closed December 21, 2021.

Ontario Community Environment Fund

Funding is available through the Ontario Community Environment Fund for environmental restoration and remediation activities, including:

- Planting trees, shrubs or plants to help mitigate and adapt to climate change.
- Rebuilding fish habitat and creating fish spawning beds.
- Stabilizing stream banks and creating buffer strips to reduce nutrient run-off.
- Restoring streams to improve habitat and water quality.
- Improving the resilience of natural ecosystems by restoring wetlands and preserving areas of significant environmental and ecological importance.
- Installing rain gardens to reduce the risk of flooding and help communities adapt to climate change.

The minimum funding request is \$5,000.

Regional Development Program: Eastern Ontario Development Fund

The Eastern Ontario Development Fund provides support for projects and investments to businesses, municipalities and not-for-profit organizations for economic development.

Tourism Economic Development and Recovery Fund

The Tourism Economic Development and Recovery Fund is an application-based, cost-sharing program designed to provide non-capital funding to projects that either:

- Encourage the development of innovative new tourism products.
- Support tourism investment
- Build the capacity of Ontario's tourism industry.

The program also supports innovative tourism recovery projects aimed at increasing tourism within Ontario to address the reduction in global travel as a result of corona-virus (COVID-19).

Indigenous Artists in Communities and Schools Project

The Indigenous Artists in Communities and Schools Project is a grant to support projects that bring together Ontario-based Indigenous artists or Elders to work on collaborative activities that create a meaningful arts experience and transmit artistic skills and knowledge.

The following categories may apply to the WRMP (all eligible for up to \$15,000):

- Community arts projects: to help cover the costs of participatory activities that promote learning, collaboration and/or engagement in the arts
- Indigenous languages through the arts: to help cover the costs of artistic and community-engaged projects in which the primary purpose is the transmission of Indigenous languages through the arts
- Training for community artists and animators: to help cover the costs of Indigenous artists and animators working in community and non-arts settings to seek training and mentorship opportunities that will strengthen their community arts, arts training or arts education practice

NTD: ADDITIONAL FUNDING SOURCES CONTENT TO BE ADDED:

- Ontario Community Environment Fund
- Ontario Water Erosion Control Infrastructure Grant
- Ontario Great Lakes Action Funds
- Federal Great Lakes Protection Initiative



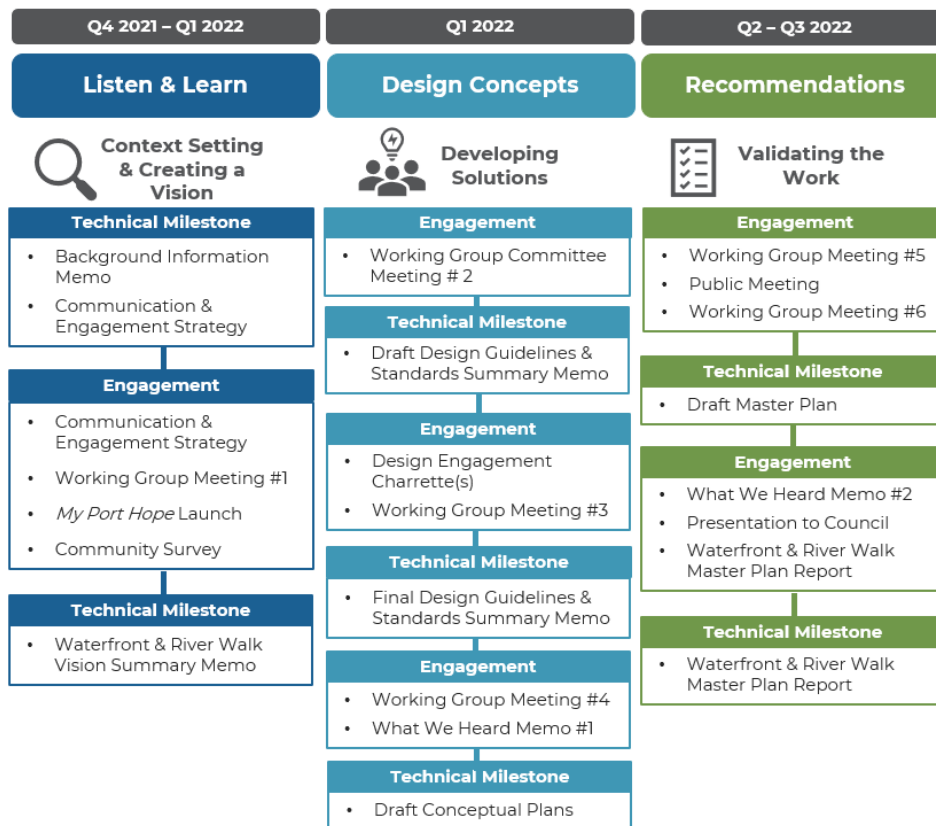
Appendix A. Summary of Engagement

A.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

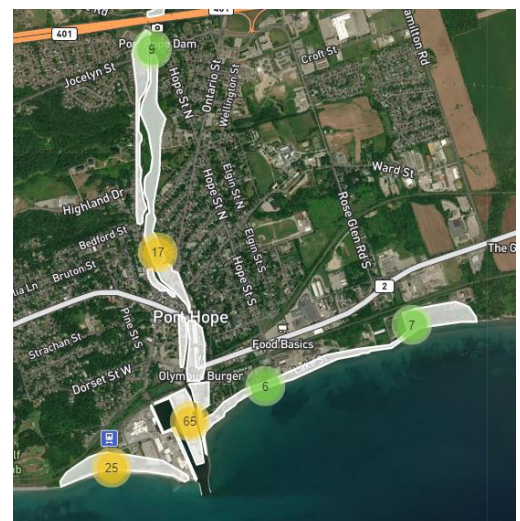
January 2022 - Online Survey

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 A.1. **NTD - APPENDIX TO BE ADDED.**

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.

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 A.2. **NTD - APPENDIX TO BE ADDED.**

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 29th, 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 and riverwalk. The Plan will guide investment and investment with the intention of supporting the economic development and quality of life for the waterfront. This is an opportunity for all of the stakeholders to share their views and ideas for the future of the waterfront and riverwalk. The Plan will be used to guide the development of the waterfront and riverwalk. It will also be used to guide the development of the waterfront and riverwalk. It will also be used to guide the development of the waterfront and riverwalk.

Emerging Vision, What We Heard

Based on what has been heard through our consultation, studies and background research, we have identified a number of key themes and opportunities. A shared subject for the community and other stakeholders is to create a waterfront that is safe, accessible, and enjoyable. This includes providing a mix of uses and amenities, such as parks, trails, and public spaces. It also includes providing a mix of housing and commercial uses. The Plan will guide the development of the waterfront and riverwalk. It will also be used to guide the development of the waterfront and riverwalk. It will also be used to guide the development of the waterfront and riverwalk.

Steps on your way to the river

Review the Master Plan and provide feedback. The Plan will be used to guide the development of the waterfront and riverwalk. It will also be used to guide the development of the waterfront and riverwalk. It will also be used to guide the development of the waterfront and riverwalk.

Feedback Opportunities

Public open house: April 29th, 2022. Feedback can be provided through the online survey or at the public open house. Feedback can be provided through the online survey or at the public open house. Feedback can be provided through the online survey or at the public open house.

Central Waterfront
Shape the future design of your waterfront!
Design Workshop April 29th, 2022

This slide shows a detailed map of the Central Waterfront area, including the Centre Pier and surrounding streets. It features various design elements such as trails, parks, and public spaces. A legend on the right side of the slide provides a key for the different colors and symbols used on the map. Below the map, there are several text boxes and images that provide more information about the design and the opportunities for feedback.

West Beach
Shape the future design of your waterfront!
Design Workshop April 29th, 2022

This slide shows a detailed map of the West Beach area, including the beach, waterfront, and surrounding streets. It features various design elements such as trails, parks, and public spaces. A legend on the left side of the slide provides a key for the different colors and symbols used on the map. Below the map, there are several text boxes and images that provide more information about the design and the opportunities for feedback.

East Beach & Sculthorpe Marsh
Shape the future design of your waterfront!
Design Workshop April 29th, 2022

This slide shows a detailed map of the East Beach and Sculthorpe Marsh area, including the beach, waterfront, and surrounding streets. It features various design elements such as trails, parks, and public spaces. A legend on the right side of the slide provides a key for the different colors and symbols used on the map. Below the map, there are several text boxes and images that provide more information about the design and the opportunities for feedback.

Riverwalk Downtown
Shape the future design of your waterfront!
Design Workshop April 29th, 2022

This slide shows a detailed map of the Riverwalk Downtown area, including the riverwalk, waterfront, and surrounding streets. It features various design elements such as trails, parks, and public spaces. A legend on the right side of the slide provides a key for the different colors and symbols used on the map. Below the map, there are several text boxes and images that provide more information about the design and the opportunities for feedback.

Riverwalk North
Shape the future design of your waterfront!
Design Workshop April 29th, 2022

This slide shows a detailed map of the Riverwalk North area, including the riverwalk, waterfront, and surrounding streets. It features various design elements such as trails, parks, and public spaces. A legend on the right side of the slide provides a key for the different colors and symbols used on the map. Below the map, there are several text boxes and images that provide more information about the design and the opportunities for feedback.

- 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, ec).
- 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 A.3. **NTD - SPREADSHEET TO BE ADDED.**

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.

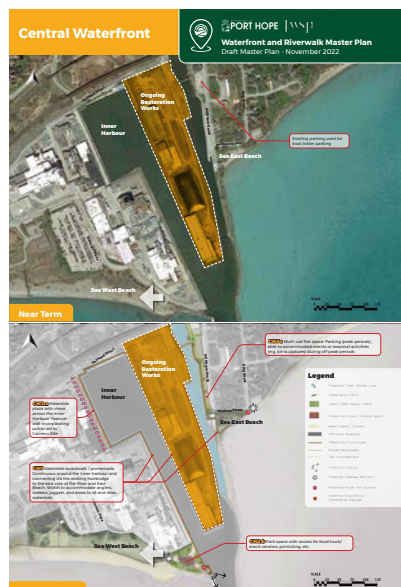
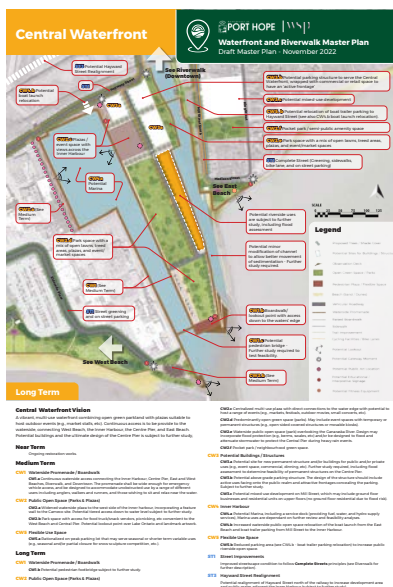
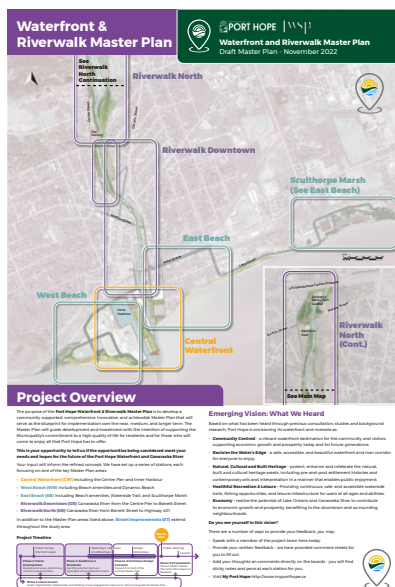
Participants were able to provide feedback through a variety of means, including completion of feedback forms available at the session, discussion with members of the project team, and online via MyPortHope.ca, as well as emailed comments directly to the Municipality's project team.

Detailed summary and record of feedback received and is provided in Appendix A.4. **NTD - APPENDIX TO BE ADDED.**

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.



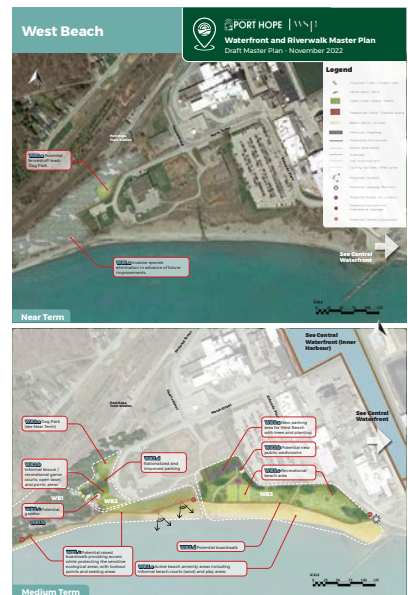
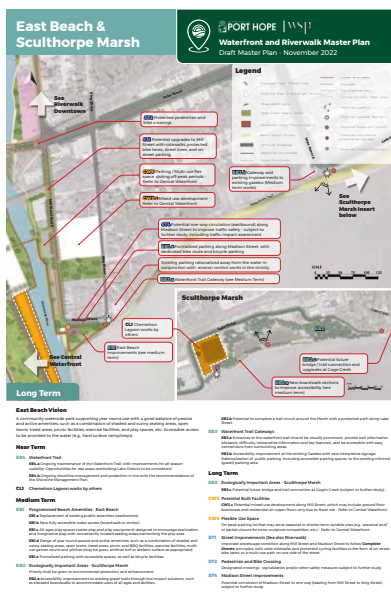
- Concern related to issues around litter and ensure provision and maintenance of receptacles (multi-stream waste, recycling, compost).
- Concern that significant components of works are identified for long term implementation, which is felt to put them at risk of being shelved over time as priorities 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.



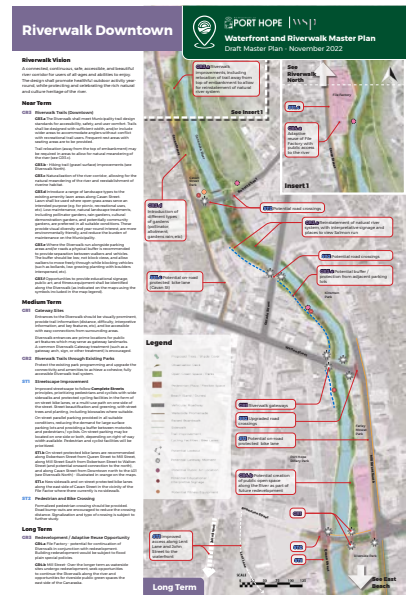
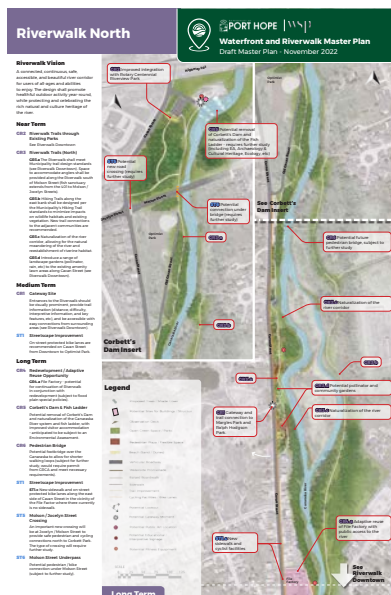
- Support for improvements to the existing car parks serving the East Beach and Waterfront Trail.
- Desire for public washrooms to be winterized for all year use.

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, ec).
- 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.





Appendix B. Policy Context

B.1 POLICY CONTEXT AND FRAMEWORK

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 GRCA¹.

Port Hope Strategic Plan (2019-2022)²

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

¹ 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.

² 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)¹

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

¹ 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 work¹.
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

¹ 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 trail¹.

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**

¹ Refer to **4.3 Central Waterfront** for projects related to the ATTMP 'harbour trail'.

There are four areas where the trail crosses private property¹. 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.

¹ 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”.

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.



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