

MUNICIPALITY OF LEAMINGTON

WATERFRONT DESTINATION MASTER PLAN

April 2022



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Prepared for the Municipality of Leamington,
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Executive Summary

The Leamington Waterfront is one of the Municipality’s greatest assets. It supports a wide variety of social, recreational and cultural activities, in addition to being an important tourism destination. Leamington’s waterfront master plan area covers approximately 2 kilometers from Seacliff Park in the west to the Lakeside Marina in the east. This plan reflects the latest update to the Municipality of Leamington’s Waterfront Destination Master Plan. Originally developed between 1989 and 1991, the Plan provides a vision for the future of the waterfront and aligns its objectives with those of the newly adopted Official Plan and various local plans and guidelines.

While the project was significantly delayed due to the COVID-19 pandemic, this Master Plan still reflects an extensive community and stakeholder engagement process. The master planning process included stakeholder interviews and three rounds of online engagement. The information gathered has contributed significantly to this plan’s vision for the waterfront and key recommendations.

The Plan is organized into the following Sections:

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

This Plan provides a new and progressive framework for addressing the important economic, social, cultural, and environmental benefits the waterfront offers to the Municipality and to its residents and year round visitors. Intended as a living document, this plan provides a road map

for implementing improvements to enhance Leamington’s Waterfront over the next 15 years.

Study Process

The update to Leamington’s Waterfront Plan was a 24 month process involving a review of past plans and studies, site inventory and assessment and detailed mapping, with a significant focus on community engagement.

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

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

Background

The waterfront area is divided into eight (8) subsections based on unique characteristics, topography, environmental conditions, and land ownership patterns. These eight areas are:

- Seacliff Park
- Gold Coast Road
- Erie Street & Pier
- Robson Road Connection
- Waterfront Promenade
- Rick Atkin Park
- Lakeside Marina
- Other sections

What We Heard

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

- Community Engagement
- Phase 1: Start the Conversation
- Phase 2: Stakeholder Interviews
- Phase 3: Preliminary Ideas
- Phase 4: Recommendations
- Key Findings
- Opportunities and Challenges

Recommendations

Sixty-six (66) recommendations have been identified through the master planning process. These initiatives comprise both physical/infrastructure projects as well as planning strategies to provide the framework necessary to realize the community's vision for the waterfront. These recommendations are based on the outcomes of the community engagement process, site review, and the team's previous experience in waterfront planning and design. The initiatives are organized into eight waterfront locations/topic areas:

- Overall Waterfront
- Seacliff Park
- Gold Coast Road
- Erie Street and Pier
- Robson Road Connection
- Waterfront Promenade
- Rick Atkin Park
- Lakeside Marina

Please note the study area boundaries were adjusted from those in the Background Report. Locations discussed under the 'Other Areas' heading in the Background

Report have been incorporated into the other eight study areas.

Implementation

A proposed implementation sequence is provided which is based on a number of considerations including results from a priority matrix, identified project dependencies and efficiencies, advancement of projects to address immediate need, and budget considerations. The recommendations have been entered into an implementation forecast with estimated budget numbers for design and implementation.

Appendices

The appendices provide further details on past studies, stakeholder interviews, open house comments, social media comments, comments received, key issues and the priority matrix.

SECTION 1: BACKGROUND

**Municipality of Leamington
Waterfront Destination Master Plan
April 2022**

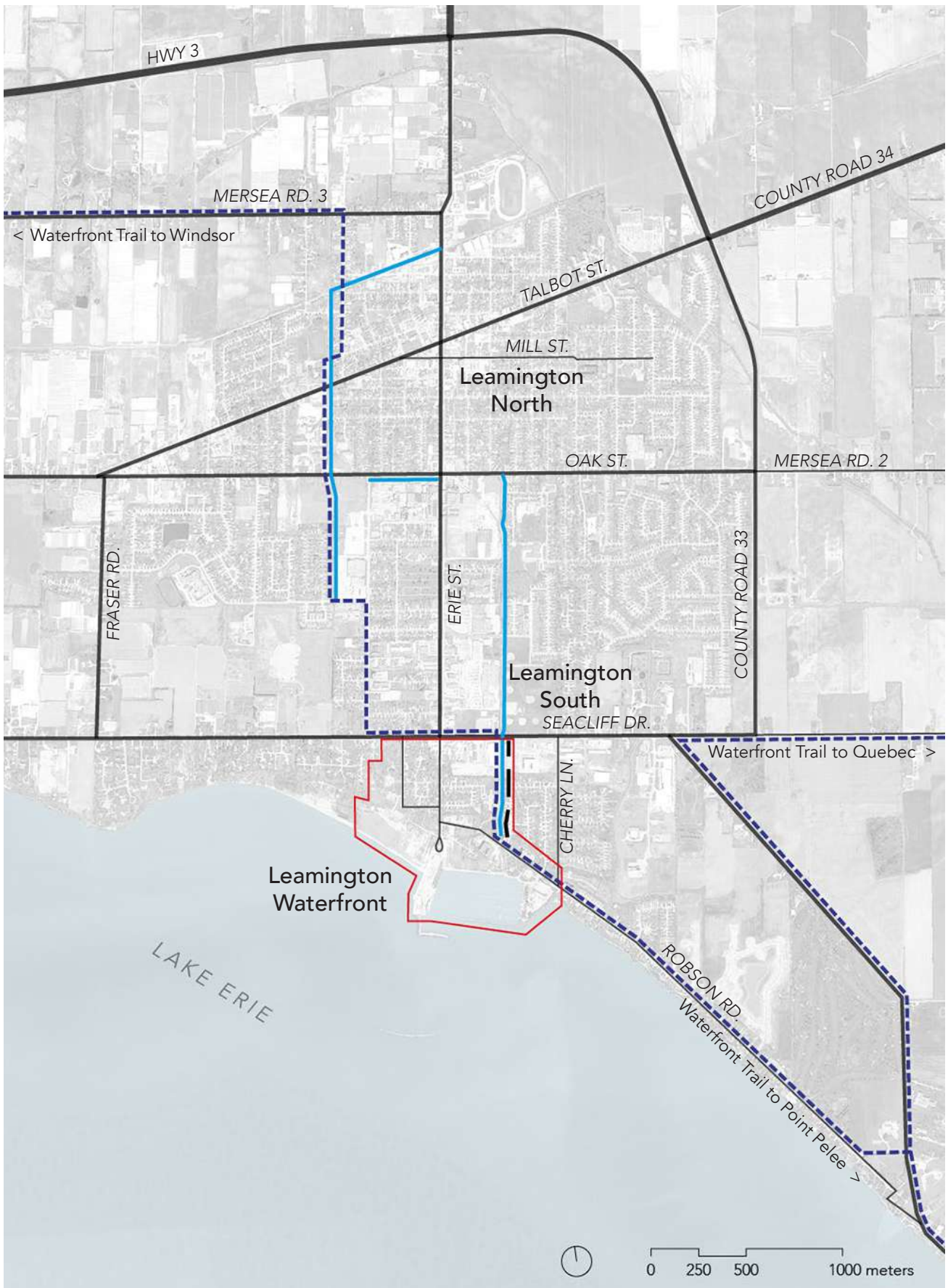


figure 1. Central Leamington and study area

Introduction

The Municipality of Leamington is part of the County of Essex, located in southern Ontario [figure 2]. The Waterfront Destination Master Plan area is located at the bottom of Erie Street, the main north-south axis of central Leamington [figure 1]. It stretches approximately two (2) kilometres along Lake Erie, from Seaclyff Park in the west to the Lakeside Marina in the east.

Leamington's waterfront history is a significant factor in its current form and future potential for development and enhancements. Some of the historic details, as described in the following pages, have been taken from the 1987 Waterfront Study by Marshall Macklin Monaghan and the 1989 Waterfront Traffic Study by Dillon Consulting.



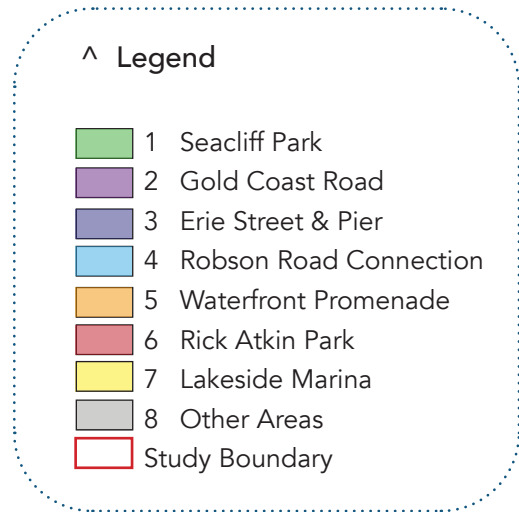
figure 2. Municipality of Leamington location

< Legend

- Study Area
- Great Lakes Waterfront Trail
- Monarch Trail
- Trail



figure 3. Study Areas



Study Areas

For the purposes of this study, the waterfront area is divided into eight (8) subsections based on general characteristics, topography, environmental conditions, and land ownership patterns [figure 3]. These subsections were used throughout the master plan's community engagement process. They include:

1. Seacliff Park
2. Gold Coast Road
3. Erie Street and Pier
4. Robson Road Connection
5. Waterfront Promenade
6. Rick Atkin Park
7. Lakeside Marina
8. Other Areas

Each subsection is described in the following pages in terms of its geographic boundaries, key characteristics, and history.

General Leamington History

- The Leamington area was inhabited and visited by Indigenous people dating back to 700 AD.
- In 1790, a treaty was negotiated with Indigenous communities that ceded large tracts of land to the British Crown. The Caldwell Chippewa people, who inhabited Point Pelee, never signed it, but their land was ceded nonetheless. Today Point Pelee remains unceded Indigenous land.
- Settled in 1835 by Alex Wilkinson
- Today it is used primarily for recreation. The waterfront was used historically for the transport of lumber and farm produce.
- Rail service was established in the 1880s, with a terminal near the Leamington Lighthouse.
- The Village of Leamington was established in 1874.
- Canada Steamship Lines was discontinued in the 1960s. Today the dock is used primarily for ferry boats, private boat owners, and recreation.
- Historical structures associated with the waterfront include boardwalks, a bandshell, and picnic pavilions.

Sources:

<http://www.birdiesperch.ca/about-pelee/pelee-history/>
<https://www.leamington.ca/en/discover/history.aspx>



figure 4. Study Areas: Seacliff Park

1. Seacliff Park

Boundary

Seacliff Park consists of land bounded by Forest Avenue to the east, West Park Lane to the west, Seacliff Drive to the north, and Lake Erie to the south [figure 4].

Existing Characteristics

General

The park is made up of eight (8) hectares of trees and open green space. There is a mature hardwood forest along the north and west edges of the park. The park is navigable by paved walking paths that connect elements and amenities.

The park slopes towards Lake Erie in three tiers. The first tier, which is mostly grass and scattered trees with picnic tables, begins at Seacliff Drive [figure 5]. The second tier contains the playground, splash pad,



figure 5. Seacliff Park, upper tier

public washrooms, and upper parking lot, before the park slopes steeply towards the Lake. The third tier connects the park to the beach and contains the amphitheatre, concession stand, and lower parking lot [figure 10]. The beach below Seacliff Park has volleyball courts and a boardwalk [figure 6].

The northern portion of the park is surrounded by a black iron fence with stone entrance columns. The lower west side mid section is edged by wooden fence, the lower west wide has no fence but remains highly vegetated to protect the public from the steep drop off. There is a decorative sign for Leamington along Seacliff Drive.

The beach is impacted by rising and falling water levels causing the boardwalk to flood and the sand to become muddy.

Amenities

Seacliff Park's amenities (locations indicated in figure 4) include a playground [figure 7], public washrooms, concession stand, picnic tables, amphitheatre, and boardwalk. The

< Legend

- Municipally Owned Land
- Urban Forest
- Study Boundary
- Landmarks
 - 1 Public Washrooms
 - 2 Playground and Swings
 - 3 Picnic Shelter
 - 4 Splash Pad and Changerooms
 - 5 Maintenance Building
 - 6 Upper Parking Lot
 - 7 Amphitheatre
 - 8 Concession Building
 - 9 Lower Parking Lot
 - 10 Beach Volleyball Courts
 - 11 Boardwalk



figure 6. End of boardwalk at the beach below Seacliff Park



figure 7. Seacliff Park playground



figure 8. Seacliff Park Splash Pad



figure 9. Seacliff Park Amphitheatre, looking southwest



figure 10. Seacliff Park Lower Parking Lot

picnic shelter is available for rent, complete with tables and separate washrooms. There is a splash pad (open June to Labour Day) with a ninety gallon tomato bucket and ground sprays [figure 8], as well as beach volleyball courts. The park's state-of-the-art amphitheatre overlooking Lake Erie [figure 9] hosts Music Onthe42 Summer Concert Series, from late June to the end of August.

There are 39 parking spots in the upper parking lot, 59 in the lower parking lot, and 77 angled street parking spots on Forest Avenue. Each parking area has accessible stalls.

History

Seacliff Park is over one hundred and twenty years old. Much of the land was owned by Peter Conover before he offered it to the Municipality as a park. The land, which was heavily forested [figure 11], became an official park in 1907.

In the 1890s, the area was noted for a boathouse, bathhouse, and its beaches. The park once had a campground, baseball diamond, and a boardwalk leading from the dock up the slope to Seacliff Park. The park also had a pavilion and bandshell. The pavilion was torn down in the 1950s.



figure 11. Early view of Seacliff Park

In June 2010, a tornado hit Seacliff Park knocking down or damaging many of the park's trees and causing an estimated 1.5 to 2 million dollars in damage (Windsor Star August 25, 2016). Since then the park has been rebuilt with new amenities and tree planting.

1987 Waterfront Study

Phase 1 of the 1987 Waterfront Study recommended improvements such as visual and facility upgrades, removing the fencing along Forest Avenue and Seacliff Drive, a water sport kiosk, updating paving and painting of parking lots to maximize parking, improving signage, and a boardwalk from Erie Street to Seacliff Park. It also recommended the construction of a bandshell. Some of these recommendations have been implemented, such as updating the parking lots, the construction of the amphitheatre, and a section of boardwalk.



figure 12. Study Areas: Gold Coast Road

2. Gold Coast Road

Boundary

The Gold Coast Road study area is bound by Seacliff Park to the west, Erie Street and pier to the east, Park Street to the north, and Lake Erie to the south [figure 12].

Existing Characteristics

Gold Coast Road

Gold Coast Road is a narrow road starting at Erie Street moving west to the

Lighthouse Cottages with no through access. Beyond this point, it functions as a private road/laneway [figure 13]. A narrow path continues northwest from the western end of Gold Coast Road, connecting to Park Street where there is a metal gate.

Small, densely developed seasonal cottages about the road. These lands are owned by the Gold Coast and Lighthouse Clubs, and are used exclusively by club members. The lands are enclosed with metal fences on the north, west, and east sides while being open to the beach [figure 18].

Parcels G1 & G2

Parcels G1 and G2 form an 'L' shaped parcel of land with Park Street to the north and Gold Coast Road to the south [figure 14 and figure 15]. They are bordered by the Lighthouse Club cottages to the west and Erie Street to the east. Robson Road ends at Erie Street, adjacent to these lands. The parcels, which are not municipally owned, are currently mowed lawn with vegetation along the west side.

< Legend










-  Lighthouse Club Deed
-  Gold Coast Cottages Deed
-  Municipally Owned Land
-  Ownership to be confirmed
-  Non-Municipally Owned Land
-  Study Boundary
-  Landmarks
 - 1 Historic Lighthouse
 - 2 Seacliff Park
 - 3 Restaurants
 - 4 Erie Street Pier
-  Parcels
 - G1 Non-municipally owned
 - G2 Non-municipally owned
 - G3 Ownership to be confirmed
 - G4 Ownership to be confirmed
 - G5 Ownership to be confirmed
 - G6 Municipally Owned
-  Beach Access Points
 - A Access from Seacliff Park
 - B Access from Erie Pier
 - C Access from Gold Coast Road



figure 13. No through access on Gold Coast Road



figure 14. Parcels G1 and G2, looking southwest



figure 15. Parcels G1 and G2, looking north from Gold Coast Road



figure 16. No-trespassing signs on the beach below the Cottages



figure 17. Vegetated beach below Gold Coast Cottages

The Beach

The area below Gold Coast Road contains a number of seasonal cottages of the Gold Coast and Lighthouse Clubs. The ownership of the beach below the cottages (parcels G3, G4, G5) requires further investigation by the Municipality.

The Seacliff Park boardwalk ends abruptly before reaching the beach below these cottages (Beach Access Point A). Here, the beach is narrow and more heavily vegetated than the beach below Seacliff Park [figure 17]. It is also marked with “No Trespassing” signage [figure 16]. The Pier is visible from here and can be accessed informally from the beach, although this is not an accessible route (Beach Access Point B) [figure 21 and figure 22].

Parcels G5 and G6 are the lands between the cottages and Gaspard’s Cafe [figure 19]. The parcels are sandy and heavily vegetated in some areas. There is a dirt road/trail that connects the beach to Gold Coast Road along its western edge (Access Point C), which appears to be a maintenance road [figure 20]. Parcel G6 is municipally owned.

History

The Leamington Lighthouse was built in 1879 [figure 23]. Forty-four (44) years later, in June 1923, use of the lighthouse was discontinued after an electric light pole was installed at the end of the government pier. The abandoned lighthouse and surrounding lands were sold and shortly after the property began to be used as a campground. Later, semi-permanent cabins were built, replacing some of the tents that were commonly used at first. In the 1940s, the lands became known as ‘The Lighthouse Club’ with sixty-four (64) cottages and ‘The Gold Coast Club’ with eleven (11) cottages.



figure 18. View of Lighthouse Club cottages from Seacliff Park, looking east



figure 19. Parcel G5, looking north



figure 20. Parcel G5, looking northwest from the south end of maintenance road



figure 21. Informal access from the beach to the Pier, looking south west from Pier



figure 22. Informal access from the beach to the Pier, looking south east from beach



figure 23. Early view of the Leamington Lighthouse



figure 24. The Leamington Lighthouse today

Today, the seasonal cottages are owned by a generational membership community, and the historic Leamington Lighthouse has been transformed into a members-only restroom facility with an adjacent clubhouse.

1987 Waterfront Study

Phase 1 of the 1987 Waterfront Study recommended the construction of a boardwalk from Erie Street to Seacliff Park and the consideration of a Gold Coast Road extension to connect with Forest Avenue. It recommended the municipality purchase the lands below the Gold Coast Cottages. Phase 2 of the Study recommended road and municipal service construction to connect Forest Avenue to Gold Coast Road, and housing construction between Gold Coast Road and Park Street (50 units). The study does not show the Gold Coast or Lighthouse Clubs cottages in its plans beyond Phase 1.











figure 25. Study Areas: Erie Street and Pier

3. Erie Street and Pier

Boundary

The Erie Street Pier is located at the southern terminus of Erie Street, south of Robson Road [figure 25]. It is ninety-five metres (95 m) wide and stretches two-hundred and forty metres (240 m) into Lake Erie.

< Legend

-  Municipally Owned Land
-  Ownership to be confirmed
-  Non-Municipally Owned Land
-  Pedestrian Pier
-  Study Boundary
-  Landmarks
 - 1 Seacliff Inn & Parking Lot
 - 2 Gaspard's Cafe
 - 3 Burgess Refreshments
 - 4 Municipal Parking Lot
 - 5 Ferry Terminal Parking Lot
 - 6 Ferry Terminal
 - 7 Ferry Boarding Access
 - 8 Pedestrian Pier
 - 9 Waterfront Promenade
-  Parcels
 - E1 Municipally Owned
 - E2 Municipally Owned
 - E3 Municipally Owned
 - E4 Municipally Owned
 - E5 Non-Municipally Owned
-  Beach Access Points
 - B Access from Erie Pier

Existing Characteristics

Erie Street

Erie Street is the main north-south arterial road serving Leamington. South of Seacliff Drive, Erie Street reduces to two (2) lanes and functions as a collector road. Recently, this portion of the street was updated and contains several medians with artificial turf [figure 26]. Erie Street is considered the gateway to the waterfront.

With a teardrop-shaded turn-around loop, Erie Street terminates at the north end of the ferry terminal parking lot [figure 29]. The centre of the loop is a grassy area containing picnic tables, trees, and planting, as well as several pieces of service equipment belonging to an active pumping station.

From the bottom of Erie Street, many amenities can be accessed, such as the Ferry Terminal, the beach to Seacliff Park (Access Point B), two long-established restaurants, the municipal parking lot, and the waterfront promenade.

The Pier

The Erie Street Pier is owned by the Province of Ontario. The provincially owned and operated Ferry Terminal (with associated parking and security infrastructure) operates from the east side of the pier. The Municipality of Leamington leases the west side of the pedestrian pier (Leamington Dock).

The Ferry Terminal

The Pelee Island Transportation Company serves Pelee Island from mid-March until Mid-December with its two ferries. The



figure 26. Erie Street, looking north

ferries operate on a rotating schedule. Departures from Leamington occur mid-March until the end of July. Departures from Kingsville are from August until mid-December, and Sandusky from May until October.

The ferry terminal building sits between the loading area and the ferry terminal parking lot. The loading area consists of nine (9) rows for vehicles in queue to board to ferry [figure 30]. North of the terminal, the parking lot has sixty-seven (67) parking stalls [figure 27]. A linear patch of grassy land, whose ownership is to be confirmed by the Municipality, lies east of the parking lot.



figure 27. Ferry Terminal Parking Lot, looking south

The Pedestrian Pier

The west side of the pier opened in June 2018 as a pedestrian-only destination, after years of being fenced off. The former location of the former Dock Restaurant is now a public area with lounge chairs and picnic tables on a raised cedar deck with an ornamental steel fence [figure 32]. The pier is owned by the Ministry of Transportation and leased to the municipality of Leamington, who is responsible for the maintenance.

Long-Established Businesses

On the northeast corner of Erie Street and Foster Avenue sits the Seacliff Inn. The Inn is over sixty (60) years old. Two (2) restaurants sit on the southwest corner of the intersection. Gaspard's Cafe is located on the corner while Burgess Refreshments is just to the south [figure 28]. There are several on-street parking spots in front of these restaurants and a small private parking lot part on the Gaspard's Cafe property. Parcel E5, under the same ownership as Gaspard's, is a fenced-in garden area used by the owner.



figure 28. Burgess Refreshments



figure 29. Erie Street loop



figure 30. Ferry loading docks next to Pedestrian Pier



figure 31. Municipal Parking Lot, looking north



figure 32. Pedestrian Pier (Leamington Dock)



figure 33. Parcels E1 to E4, looking south



figure 34. Opening day at Leamington dock, September 1933

Municipal Parking Lot

The municipal parking lot is east of the Erie Street terminal loop [figure 31]. It has sixty-one (61) parking stalls and is accessed from the bottom of Erie Street on the east side of the loop. There is a walkway on the west side of the parking lot, parallel to Erie Street, which ends in the middle of Parcel E1.

Parcels E1-E4

Parcels E1, E2, E3, and E4 are narrow strips of land that form a large open field east of the municipal parking lot below Foster Ave [figure 33]. These lands are municipally owned.

History

Throughout Leamington's history, five (5) docks were constructed over time to take advantage of lake traffic transporting produce, fish, and lumber [figure 34]. The pier that exists today was constructed in 1901. After a series of adjustments, the pier has been extended and widened. In the 1960s the pier was adapted for ferry boat use [figure 35].



figure 35. Erie Street Pier, 1960

The Dock Restaurant, formerly located on the pedestrian pier, was once a warehouse, built in 1932. It was transformed into a restaurant in the 1970s and closed in 2007.

1987 Waterfront Study

Phase 1 of the 1987 Waterfront Study recommended public boardwalk construction, a festival plaza/parking lot near the pier, and Erie Street improvements. Phase 2 recommended turning Erie Street into a commercial gateway. Some of these recommendations have been implemented, such as the municipal parking lot east of the pier, Erie Street improvements, and partial construction of the boardwalk.



SEACLIFF DR.

ERIE ST.

URBAN TRAIL

1

2

R2

R3

3

4

5

ROBSON RD.

6

R1

7

FOSTER AVE.

figure 36. Study Areas: Robson Road Connection

0 10 20 50 100 meters

4. Robson Road Connection

Boundary

The Robson Road Connection is composed of three areas [figure 36]. The first area is the Urban Trail, a long, narrow stretch of land between Seacliff Drive and Robson Road, east of the Franklin Gardens Long Term Care Home. The second is a triangular-shaped area south of Robson Road comprising the former Conrail Right-of-Way (ROW) and parcel R1. The third area is Robson Road and adjacent businesses between Erie Street and the Urban Trail.

Existing Characteristics

The Urban Trail

The Urban Trail is a recreational trail paved with crushed gravel approximately three and a half metres (3.5 m) wide [figure 39]. The trail is lined with trees and fences, with gate access to adjacent properties. A sign located at the Robson Road end indicates walking, biking, and cross-country skiing as permitted trail uses [figure 42].






The Former Conrail Right-of-Way (ROW) & Parcel R1

The former Conrail ROW connects Robson Road to Foster Avenue, at the top of the Erie Street Pier. The land currently contains mowed grass and trees [figure 40]. Where the ROW meets Robson Road, there is a seating area with benches and a light post [figure 41]. On the south side of the ROW are fences from the adjacent residential properties. On the north side is parcel R1, which is a vacant lot with taller grasses and trees.

Robson Road

Robson Road is an east-west collector road, starting at Erie Street and extending east toward Point Pelee [figure 37]. The portion of Robson Road within the study area has a sidewalk on the south side. The area contains hotels, apartment buildings, a church, a restaurant, vacant land, and auto-related commercial buildings. The Franklin Gardens Long Term Care Home has an entrance east of the church on Robson Road that cuts diagonally towards the Urban Trail. The area north of Robson Road is low-density residential. Further east, the road becomes more residential.

< Legend

-  Municipally Owned Land
-  Non-Municipally Owned Land
-  Study Boundary
-  Landmarks
 - 1 Urban Trail
 - 2 Franklin Gardens Long Term Care Home
 - 3 Ray's Ribhouse
 - 4 Georges Dentistry
 - 5 Ukrainian Orthodox Church
 - 6 Erie Shores Motel
 - 7 Former Conrail ROW
-  Parcels
 - R1 Non-Municipally Owned
 - R2 Non-Municipally Owned
 - R3 Non-Municipally Owned

Parcels R2 & R3

Two vacant parcels (R2 and R3) are located on the northeast corner of Robson Road and Erie Street [figure 43]. R2 is gravel and grass, and Parcel R3 contains a former auto-related commercial building and an unmaintained parking lot. Both parcels are privately owned.

History

The northeast corner of Erie Street and Robson Road was once home to a car wash (Parcel R3).

1987 Waterfront Study

Phase 1 of the 1987 Waterfront Study recommended cleaning up the former Conrail ROW, introducing street tree planting and other improvements along Robson Road.



figure 37. Erie Street at Robson Road, looking south



figure 38. Robson Road, looking west



figure 39. On the Urban Trail, looking south



figure 40. The former Conrail Right-of-Way (ROW) and Parcel R4



figure 41. Former Conrail Right-of-Way (ROW) at Robson Road



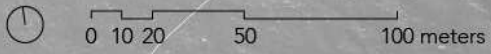
figure 42. Urban Trail entrance at Robson Road



figure 43. Parcels R2 and R3, looking southeast



figure 44. Study Areas: Waterfront Promenade



5. Waterfront Promenade

Boundary

The Waterfront Promenade extends along the water's edge between the Erie Street Pier on the west and the Lakeside Marina on the east [figure 44].

Existing Characteristics

The 5 m to 14 m wide path contains raised planters and benches [figure 46]. The path is lined with bollards and rip-rap on the water's edge [figure 45]. There are plaques along the lakefront describing shipwrecks in the area as part of the Erie Shipwreck Quest [figure 47].

The north side of the promenade is mostly residential properties connected to the promenade with gates [figure 48]. Rick Atkin Park connects to the northeast edge of the



figure 45. Waterfront Promenade, looking east

promenade, creating access to Robson Road [figure 51].

West Entrance

On the west side, the promenade is accessed from a plaza area south of the municipal parking lot. It is accessed from a sidewalk on the east side of Erie Street. Tall flags and light posts help indicate the start of the promenade [figure 49].

East Entrance

In the east, the promenade ends at the Lakeside Marina boat launch, forcing pedestrians to cross the boat launch to get to the marina [figure 50].

History

In the 1987 Waterfront Study, a continuous pedestrian promenade along the water connecting Seacliff Park to the Marina was considered a priority and a necessity. Some private properties extended to the waterfront, interrupting the potential to build the promenade. However,

< Legend

- Municipally Owned Land
- Ownership to be confirmed
- Non-Municipally Owned Land
- Study Boundary
- Landmarks
 - 1 Urban Trail
 - 2 Municipal Parking Lot
 - 3 Highbury Canco Pumping Station
 - 4 Rick Atkin Park
 - 5 Boat Launch
 - 6 Lakeside Marina
- Parcels
 - A1 Non-Municipally Owned
 - O1 Municipally Owned
 - W1 Ownership to be confirmed

approximately twenty (20) years ago, waterfront property owners agreed to allow the construction of a walkway to benefit the community. The agreement was for unused lands to be deeded back to the original property owners. To date, lands have been given back to all property owners except parcel W1. The Municipality is considering a road or bike trail along the dead-end of Foster Avenue (Parcel O1).

1987 Waterfront Study

Phase 1 of the 1987 Waterfront Study recommended a path from the marina to Erie Street. Following this recommendation, the Waterfront Promenade was constructed, linking the marina to the Erie Street Pier.



figure 46. Waterfront Promenade planting



figure 47. Waterfront Promenade Erie Shipwreck Quest



figure 48. Waterfront Promenade private entrances

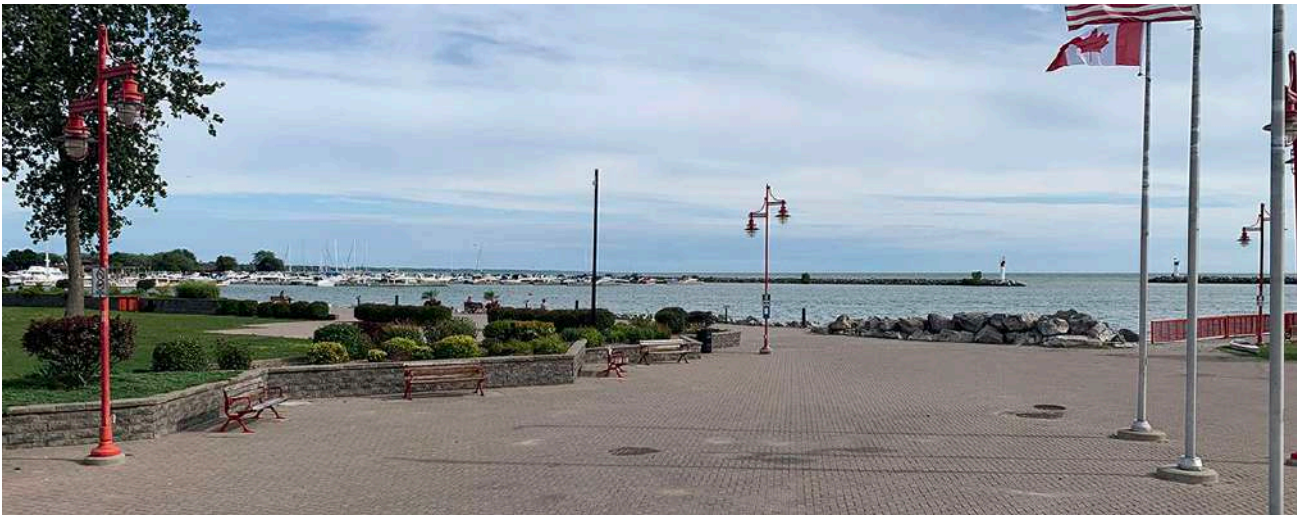


figure 49. Waterfront Promenade, west entrance



figure 50. Waterfront Promenade at the boat launch, looking east



figure 51. Waterfront Promenade south of Rick Atkin Park, looking west



figure 52. Study Areas: Rick Atkin Park

6. Rick Atkin Park

Boundary

Rick Atkin Park is bordered by Robson Road to the north, the Waterfront Promenade to the south, the Highbury Canco Corporation pumping station to the west, and the Lakeside Marina to the east [figure 52].

Existing Characteristics

Rick Atkin Park

Rick Atkin Park is a large open landscape with a playground, pergola structure [figure 57], and gazebo [figure 54]. At a higher elevation than the Waterfront Promenade and Marina, the park is connected to both with sloping paths and stairs [figure 55, figure 56]. Its main pedestrian entrance from Robson Road contains a sign, bench,



figure 53. Historical image of Rick Atkin Park

and planting [figure 59]. The park is well used by local residents, especially those from nearby apartment buildings and the Franklin Gardens Long Term Care Home.

There are paths, barbecues, picnic tables, and public washrooms. The playground is naval themed and contains a boat-shaped play structure [figure 58]. The park is popular for wedding and graduation pictures, concerts, and ceremonies. The parking lot, which is accessed from the Marina driveway, has fifty-one (51) parking stalls [figure 60].

The Highbury Canco Corporation Pumping Station

Located west of Rick Atkin Park, parcel A1 is owned and operated by the Highbury Canco Corporation. The Pumping Station building lies in the middle of the unmaintained lot. A chain-link fence surrounds the lot, with a gate and gravel road connecting it to Robson Road.

< Legend

- Municipally Owned Land
- Ownership to be confirmed
- Non-Municipally Owned Land
- Study Boundary
- Landmarks
 - 1 Urban Trail
 - 2 Highbury Canco Pumping Station
 - 3 Playground
 - 4 Pergola Structures
 - 5 Gazebo
 - 6 Boat Launch
 - 7 Rick Atkin Parking Lot
- Parcels
 - A1 Non-Municipally Owned
 - W5 Ownership to be confirmed

History

The Highbury Canco Corporation pumping station was formerly a Heinz pumping station. The 1987 Waterfront Study called for the Municipality to purchase the lands east of the pumping station as they were a prime location for commercial or industrial attraction. The Municipality purchased the land, which was developed into a park - originally referred to as Robson Park or Marina Park.

The park was later formally named after Rick Atkin who passed away in 2015 while serving on the Leamington Municipal Council. Atkin played a significant role in the community, including being involved with the development of the Leamington Marina and the waterfront.

1987 Waterfront Study

Phase 1 of the 1987 Waterfront Study recommended the municipality purchase the two parcels east of the pumping station. The municipality implemented this recommendation, as described above.



figure 54. Rick Atkin Park Gazebo



figure 55. Rick Atkin Park entrance from Marina



figure 56. Rick Atkin Park entrance to Waterfront Promenade



figure 57. Rick Atkin Park, historical pergola structure



figure 58. Rick Atkin Park Playground



figure 59. Rick Atkin Park entrance from Robson Road



figure 60. Rick Atkin Park parking lot



figure 61. Study Areas: Lakeside Marina



7. Lakeside Marina

Boundary

The Lakeside Marina is bordered by Robson Road and Rick Atkin Park to the north, private residences to the east, and Lake Erie to the south and west [figure 61].

Existing Characteristics

For over 30 years, the Leamington Lakeside Marina has been considered one of the premier municipal marinas on Lake Erie. It is a deep water marina with celebrated views of the sunset. The marina is well used in the summer months when it is at full capacity. Home to the Leamington Yacht Club, the marina has two-hundred and ninety-two (292) slips [figure 62]. The slips are protected by an outer breakwall.

There are daily, weekend, weekly, and seasonal boat launch passes available. The marina building contains many amenities including showers, laundry, a pergola with an outdoor patio [figure 63], a boater's lounge, and diesel fuel services. There is municipal water hook-up, electricity, and wifi. Live music events occur on the marina

patio and at Rick Atkin Park. The Arts @ The Marina, an outdoor arts and crafts show, takes place in late June.




There is a separate pavilion with an outdoor patio at the southern point of the marina. The southeast shore (Landmark 7) is a linear strip of grass about fourteen metres (14 m) wide. It is heavily used for fishing in the spring, summer, and fall [figure 67].

Accessing the Marina

For pedestrians, the marina is accessed from the sidewalk on Robson Road or from the Waterfront Promenade. The promenade ends abruptly at the boat launch without a clear indication of where pedestrians should walk to access the marina [figure 66]. Once pedestrians cross the boat launch there is a path leading to the marina [figure 64].

The marina is served by a large parking lot off Robson Road. The parking lot is asphalt with raised grass medians [figure 65]. Curbs separate rows of parking. There are one-hundred ninety-five (195) regular parking stalls and fifty (50) boat parking stalls. Navigating the parking lot and boat launch when busy can be confusing.

< Legend

-  Municipally Owned Land
-  Study Boundary
-  Landmarks
 - 1 Rick Atkin Park
 - 2 Boat Launch
 - 3 Boat and Trailer Parking
 - 4 Car Parking
 - 5 Marina Facilities
 - 6 Pavilion & Patio
 - 7 Green Space

History

Renamed the Lakeside Marina after Lakeside Produce purchased naming rights in June 2020, the marina was formerly called the Leamington Municipal Marina. The marina has been in operation for approximately thirty-five (35) years.

1987 Waterfront Study

Phase 1 of the 1987 Waterfront Study recommended general Marina improvements with activity areas, building

expansion, lighting, a picnic pavilion, and site furnishings. Phase 2 recommended adding additional marina docks, a feasibility study for expansion, a viewing tower, and a commercial/restaurant/visitor centre.

Some of these recommendations have been implemented. Since June 2018, the marina has received over \$658,000 in upgrades. Over \$875,000 was spent in 2017 on dock upgrades.



figure 62. Lakeside Marina docks, looking northwest



figure 63. Lakeside Marina patio and building



figure 64. Walkway towards Lakeside Marina



figure 65. Lakeside Marina parking lot



figure 66. Lakeside Marina boat launch and the Waterfront Promenade



figure 67. Lakeside Marina, green space at the eastern edge, looking east



figure 68. Study Areas: Other Areas









8. Other Areas

Boundary

For discussion purposes, this portion of the waterfront is organized into three areas: 8a, 8b, and 8c. Study area 8a is bordered by Seacliff Drive to the north, Seacliff Park to the west, and the Urban Trail to the east

< Legend

-  Municipally Owned Land
-  Ownership to be confirmed
-  Non-Municipally Owned Land
-  Study Boundary
-  Landmarks
 - 1 Kinsmen Baseball Diamonds
 - 2 Skate Park
 - 3 Electrical Wholesale Supply
 - 4 334 Erie St. (for rent)
 - 5 Urban Trail
 - 6 Franklin Gardens Long Term Care Home
 - 7 377 Erie St.
 - 8 Rickway Park
 - 9 Former Conrail ROW
 - 10 32 Robson Rd.
 - 11 Harbourview Condominiums
 - 12 Riviera Condominiums
 - 13 Lakeview Towers
 - 14 Rick Atkin Park
-  Parcels
 - A2 Non-Municipally Owned
 - A3 Non-Municipally Owned
 - M1 Non-Municipally Owned
 - M2 Non-Municipally Owned
 - M3 Non-Municipally Owned
 - O1 Municipally Owned
 - W1 Ownership to be confirmed

[figure 68]. The area is north of Park Street and Robson Road.

Study area 8b is bordered by Robson Road to the north and the Waterfront Promenade to the south. The pier forms the western boundary, while the Highbury Canco Pumping Station forms the eastern boundary [figure 68].

Study area 8c is the first row of parcels north of Rick Atkin Park. It is bordered by Robson Road to the south, the Urban Trail to the west, Cherry Lane to the east, and property lines to the north [figure 68].

Existing Characteristics

Area 8a

Area 8a contains mostly low-density residential and commercial uses. Rickway Park (Landmark 8) is a grassy field with a small playground and swing set that is relatively new and in good condition. The Franklin Gardens Long Term Care Home is a large institutional building surrounded by grass fields and trees. Within this area, Erie Street changes from residential properties in the south to low-density commercial properties in the northeast.

Area 8b

Area 8b contains a townhouse complex (Landmark 10), Harbourview Condominiums [figure 69], and low-density residential. South of Foster Avenue's dead-end, there is a municipally-owned parcel (Parcel O1) that connects to the Waterfront Promenade [figure 72]. The ownership of Parcel W1 is to be determined by the Municipality [see 5. Waterfront Promenade, "History" on page 27].

Area 8c

Area 8c contains two residential towers and vacant parcels. The vacant parcels are well-maintained with mowed lawn and scattered trees, and are not municipally owned.

Parcels A2 and A3 are zoned for high-density residential. The municipality cuts the grass in exchange for use as overflow parking from the boat launch.

History

Lakeview Towers is the only rental apartment building on the shores of Lake Erie in Leamington [figure 70]. Parcels A2, A3 and M3 are used as overflow parking for the boat launch and the Marina during special events [figure 73].

1987 Waterfront Study

Phase 2 of the 1987 Waterfront Study recommended transforming Erie Street into the waterfront's commercial gateway.



figure 69. A view of Harbourview Condominiums from the Urban Trail, looking south



figure 70. Robson Road, looking east towards Lakeview Towers



figure 71. 377 Erie St., looking northwest



figure 72. Parcel O1 at the end of Foster Avenue, looking south



figure 73. Parcel M3 looking northwest



SECTION 2: WHAT WE HEARD

**Municipality of Leamington
Waterfront Destination Master Plan
April 2022**



Waterfront Master Plan

Home » Leamington Waterfront Master Plan

Leamington Waterfront Master Plan



Welcome to the Municipality of Leamington's community engagement hub for the Waterfront Master Plan project

The Leamington Waterfront is one of the Municipality's greatest assets. It supports a wide variety of social, recreation and cultural activities, in addition to providing an important environmental function. The goal of the Waterfront Master Plan is to create a guiding document that will explore how to enhance the social, economical, and environmental aspects of the waterfront. This study will develop a roadmap for making improvements to Leamington's waterfront over the next several decades.



Your input is a critical part of this process!

We need to work together to create a strong plan for the waterfront and ensure a thriving space for everyone in the community to enjoy for years to come. Ask questions, share your ideas, speak your mind! If you would like to provide comments via email, you can email a team member directly.

Please use the tools below to get involved and share your thoughts.

- MAP IT!
- IDEAS
- Q&A
- SURVEY
- FORUM

Map Your Ideas

7 months



An important first step in the improvement of the Leamington Waterfront: We want to hear from you!

Instructions:

Who's Listening

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The Municipality of Leamington is working with **Thinc Design** and **Mehak Kelly and Associates** to develop a master plan for enhancements to the waterfront.

Project Timeline

- Phase 1 - Guiding Principles & Sharing Ideas**
Summer 2020
- Phase 2 - Exploring Design Options**
Fall 2020
- Phase 3 - Preliminary Design**
Winter 2020/2021

figure 74. Leamington Waterfront Master Plan homepage on Bang The Table

Community Engagement

The following section provides an overview of the community engagement activities, key findings from this consultation, and the resulting opportunities and challenges that were used to develop and refine the recommendations described in Section 3.

While the restrictions around COVID-19 did not permit the same level of access and in-person interaction with the public, providing effective public engagement opportunities was essential.

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

The consultation activities are discussed here under the following headings:

1. Phase 1: Start the Conversation
2. Phase 2: Stakeholder Interviews
3. Phase 3: Preliminary Ideas
4. Phase 4: Recommendations

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

The Online Engagement Platform

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

Who Commented?

The website was visited by over three-thousand (3,000) people. Over 340 people contributed to the website. Many of those who participated did so more than once [table 1].

Visits	7,123
Site Registrations	198
Total Contributions	818
Total Contributors	328

table 1. Total contributions

Phase 1: Start the Conversation

In this phase of the engagement process (September 18, 2020 to November 15, 2020), the public was introduced to the project and was requested to submit ideas, map their thoughts, ask questions, and respond to a short survey. The contributions received from each tool are summarized in table 2. For a complete summary of the feedback gathered in the engagement process, see Appendix B.

The online consultation tools used are discussed here under the following headings:

- Ideas Tool
- Map It Tool
- Survey Tool
- Q&A Tool

Tool	Page Visits	Contributions	Contributors
Map It	614	152	29
Ideas	302	387	113
Survey	368	79	79
Q&A	124	5	5
Total	614	152	29

table 2. Phase 1: Contributions by tool

Ideas Tool

Tool Summary

The Ideas tool mimics using a post-it note to stick ideas on a wall or board. Instead, the posts are virtual and appear on the Ideas page [figure 75]. Users can 'like' each other's posts and share posts on social media.

What We Heard

The Ideas tool had the most contributions and contributors of all the tools used. Some of the common ideas respondents were enthusiastic about included an all-season event space or restaurant with a lake view, and commercial spaces, such as food trucks, shops, and markets. Additional recreation facilities, such as basketball courts and a kayak/canoe launch, are desired.

Some respondents concerned about the beach suggested adding more sand. Contributors were also concerned about traffic and speeding around the pier and on Robson Road. They suggested adding traffic calming measures like speed bumps.

Map It Tool

Tool Summary

The Map It tool allows users to pin comments virtually on a map of the waterfront at a particular location [figure 76]. People can post comments and add images to help explain their thoughts. They can also 'like' each other's comments. Users were guided by the following questions:

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

What We Heard

What's working on the waterfront?

Seacliff Park, Park Street, the Pedestrian Pier, the Waterfront Promenade, Rick Atkin Park, and the Urban Trail are all spaces that

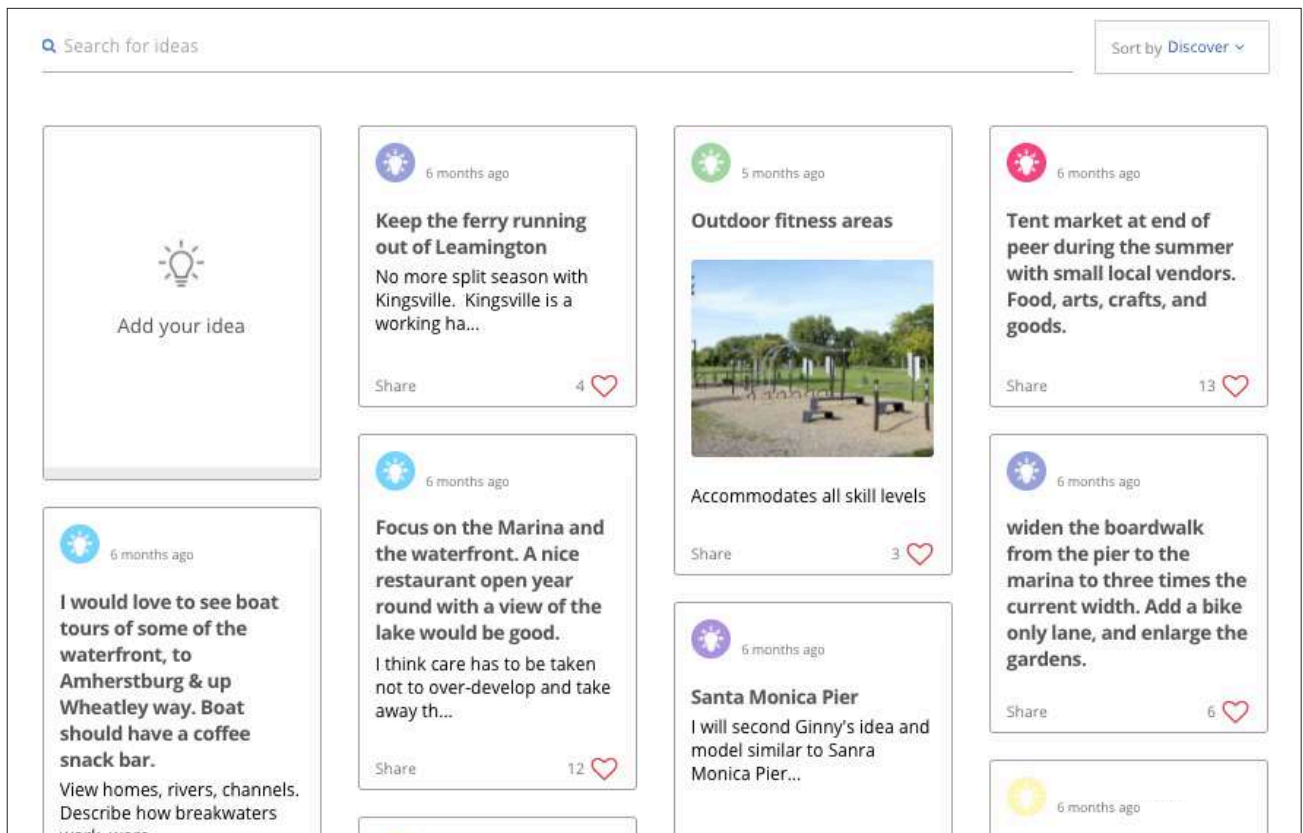


figure 75. Ideas tool on Bang The Table



figure 76. Map It tool on Bang The Table

are working along the waterfront, according to respondents.

What problems have you experienced on the waterfront?

Respondents are concerned about the condition of the beach in regards to changing water levels and cleanliness. They recognize there are connection and accessibility issues at the waterfront, especially the Waterfront Promenade, which is disconnected from Seacliff Park and the Lakeside Marina. Respondents note there is not enough seating, parking, lighting, and shade.

What needs to happen or change on the waterfront?

Many suggested improvements were reported. Respondents want to see vendors, restaurants, and markets at the waterfront. As noted above, interest in additional facilities include beach soccer and basketball courts, beach rentals, outdoor fitness equipment, a canoe/kayak launch, fishing areas, and public washrooms. Suggested beach improvements include planting dune grasses, adding more sand, and raising the boardwalk. Respondents want a connection between the beach and the pier and a new waterfront feature, such as a lighthouse or gazebo.

Survey Tool

Tool Summary

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

see. Appendix B contains the survey results, which are summarized below..

What We Heard

Waterfront Users

A large majority of respondents were full-time residents of Leamington, while the balance were seasonal residents. For the most part, seasonal residents visit Leamington in the summer and stay in cottages. The majority of respondents also use facilities, parks, and spaces at the waterfront frequently, while 25% use them occasionally.

According to the survey, the age groups that most frequently use the waterfront are over nineteen years old. Those nineteen (19) and under use the waterfront much less frequently. Families and households together also frequently use the waterfront.

Waterfront Activities

The most popular waterfront activities enjoyed by respondents are shown in figure 77. Popular activities include:

- People watching/contemplating/reading
- Nature/wildlife appreciation/bird watching
- Walking/dog walking
- Structured programs (such as Hogs for Hospice, Summer Music Festival, Music on the Patio at the Marina, and Arts at the Marina)
- Playing at the beach
- Swimming
- Cycling/running/hiking
- Picnicking/family/social gatherings.

The most popular waterfront facilities and spaces are [figure 78]:

- Seacliff Park



figure 77. Popular activities at the waterfront

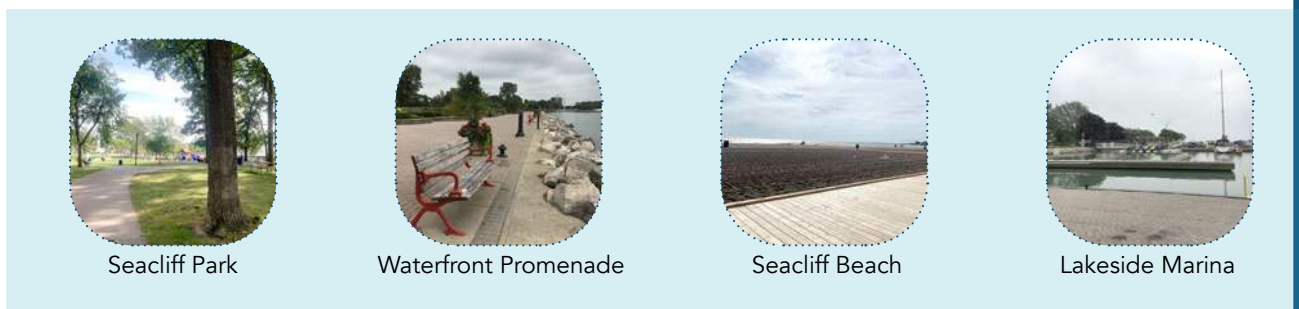


figure 78. Most popular waterfront facilities



figure 79. Most important improvements

- Seacliff Beach
- The Waterfront Promenade
- The Lakeside Marina

Respondents suggested initiatives such as hosting Great Lakes cruise ships, Ontario Beach Volleyball Championships, invitational triathlons, etc. could help draw tourists and visitors to Leamington. The majority of respondents also think the Municipality should do more to attract visitors and tourists to the waterfront.

Waterfront Improvements

Eighty percent (80%) of respondents think there are improvements to be made to the waterfront that would encourage them to use it more.

From this 80%, sixty percent (60%) think major improvements are required to enhance connections and functioning of spaces at the waterfront and between the waterfront and downtown, and to improve access for various uses and users (such as better connections between Seacliff and Rick Atkin Parks). The most commonly suggested major improvements are depicted in figure 79. Thirty-five percent (35%) think minor improvements are required to restore/upgrade existing infrastructure and make it more usable (such as more shade structures, services to support special events, additional wash/changerooms, improved signage, etc). The remaining five percent (5%) thinks other than basic repairs and regular maintenance to existing infrastructure, no improvements to the waterfront are required.

Q&A Tool

Tool Summary

The Q&A (Questions and Answers) tool allows users to post questions and have them answered publicly by the project team. This feature was used by only a few participants. See Appendix B for documented questions and answers.

Phase 2: Stakeholder Interviews

Twelve (12) interviews were held between November 5, 2020 to April 20, 2021. With some initial direction from the consultant, the project team developed a list of municipal and community stakeholders to be invited to attend an interview. Each individual was sent a letter or an email to explain the purpose of the study and to request their participation in a pre-scheduled meeting with the consultants to provide their organization's position and/or perspective on the future of the Leamington's waterfront. Appendix B contains a list of individuals and organizations that participated in interviews. In a number of cases, as shown in Appendix B, more than one person attended the session.



Phase 3: Preliminary Ideas

In the third phase of community engagement (February 11, 2021 to April 14, 2021), feedback was sought on the preliminary ideas panels containing three options for Gold Coast Road, Erie Street, and the Lakeside Marina, which were posted to the online engagement platform. The online consultation tools used are discussed here under the following headings:

- Forum Tool
- Survey Tool

The contributions received from each tool in this phase are summarized in table 3. For a complete summary of the feedback gathered in the engagement process, see Appendix B.

Tool	Page Visits	Contributions	Contributors
Forum	1215	31	29
Survey	182	64	64
Total	1397	95	93

table 3. Phase 3: Contributions by tool

Forum Tool

Tool Summary

The Forum tool is an online discussion board that allows users to post comments and opinions, reply to each other's posts, and like posts [figure 81]. In this phase the Forum tool received 29 contributions from 31 contributors.

What We Heard

The Forum tool generated good discussion. Contributors particularly liked the skating rink and fishing docks, as well as naturalized

areas, the canoe/kayak launch, picnic areas, the restaurant with patio, the pedestrian bridge, and rentable venue. Concerns were expressed about traffic calming measures and Lighthouse and Gold Coast Club Cottages.

Survey Tool

Tool Summary

As described in Phase 1, the online engagement platform has a built-in survey tool. In Phase 3, the survey asked respondents to indicate their preferred concept from the three options for Gold Coast Road, Erie Street, and the Lakeside Marina and to explain why it was their preferred concept. Below is a summary of the survey results. Detailed results can be found in Appendix B.

What We Heard

Gold Coast Road

Option C was preferred by most with 58% (37 of 64 respondents) choosing this option. Those who chose this option liked Gold Coast Road becoming a woonerf/shared road, the expansion of existing parking toward Park Street, and new shops, water sport rentals and a canoe/kayak launch.

Option B was chosen second by 23% (15 of 64 respondents). Respondents liked the expanded parking toward Erie Street, the pedestrian promenade along Gold Coast Road, and the park off Park Street between the parking lot and public beach.

Respondents who chose Option A (19%, 12 of 64 respondents) liked the additional parking off Erie Street via Gold Coast Road and the new naturalization areas, private beach, and cottages.

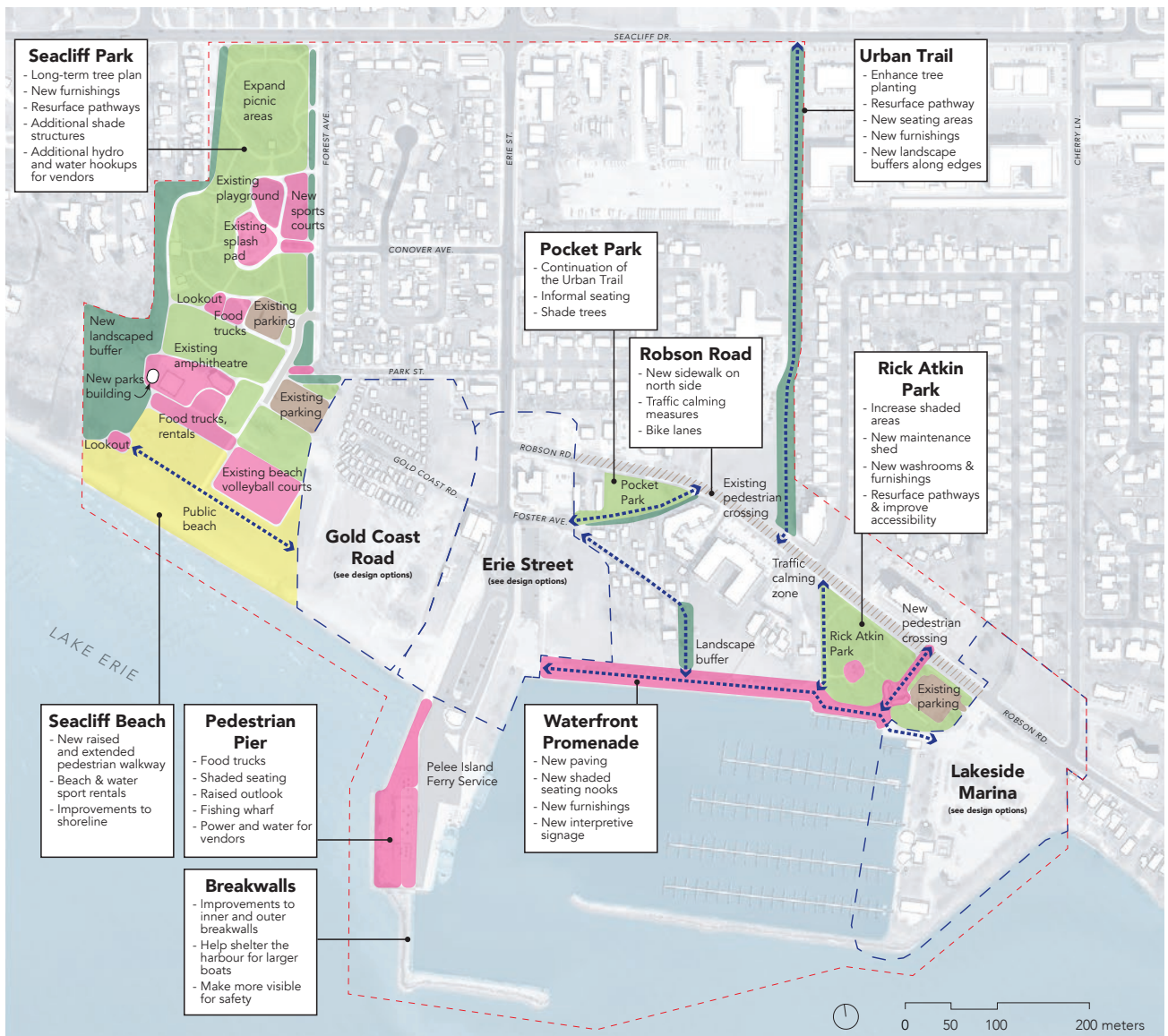


figure 80. Preliminary Ideas: Overall Waterfront



figure 81. Preliminary Ideas: Gold Coast Road Option A

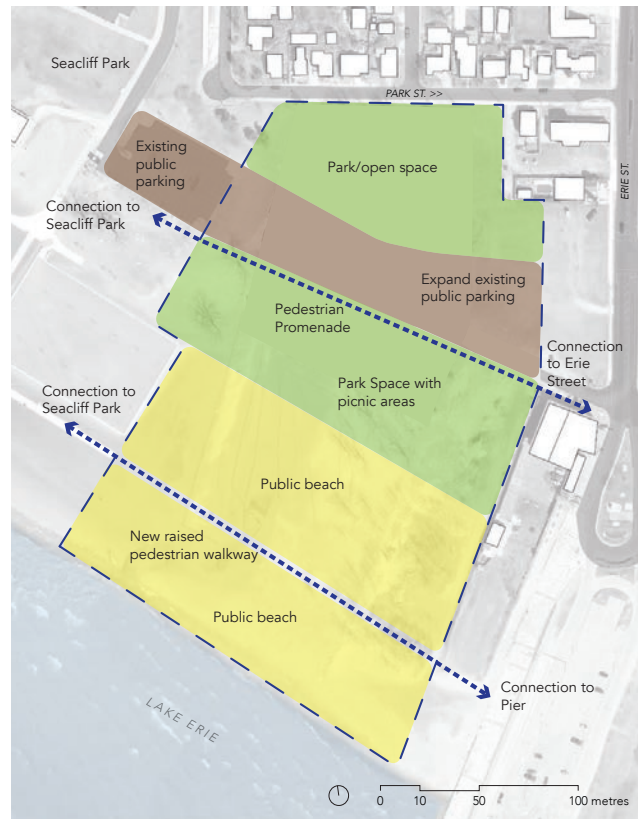


figure 82. Preliminary Ideas: Gold Coast Road Option B

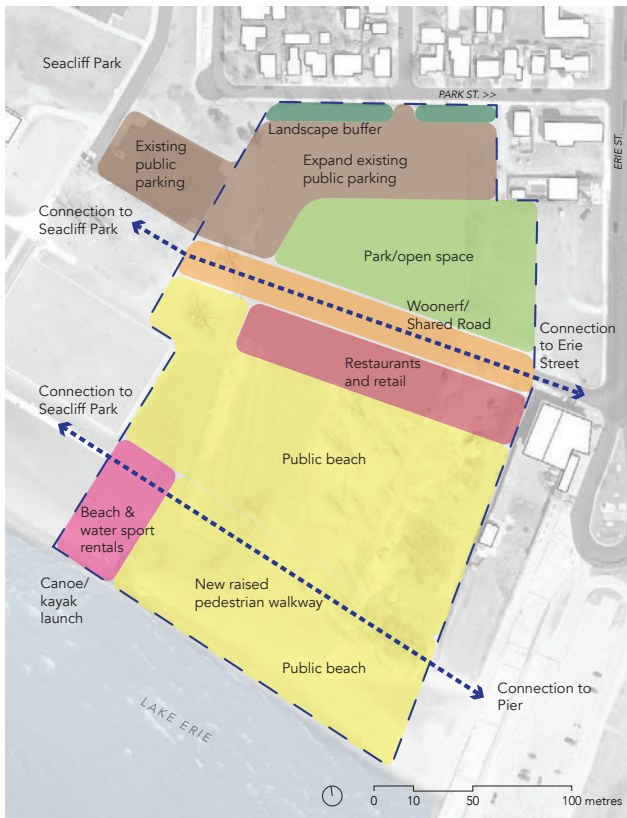


figure 83. Preliminary Ideas: Gold Coast Road Option C

Erie Street

The results are much closer for Erie Street. By a slight margin, Option A was the most preferred option with 37% (24 of 64 respondents). Respondents liked the re-aligned entrance to the Ferry Service parking, the shipping container market with large multi-use lawn, and new pedestrian promenade.

Option B ranked second with 33% (21 of 64 respondents). Those who chose this option liked the new woonerf along Foster Avenue's west end and the centralized mixed-use development.

Respondents who chose Option C (30%, 19 of 64 respondents) liked the new Erie Street and Robson Road realignment, waterfront restaurant with patio views, ferry parking, and Erie Street would become shared pedestrian space in the off-season.

Lakeside Marina

Option A was preferred by most with 44% (28 of 64 respondents). Those who chose this option liked the optimization of the existing parking layout, the new pedestrian crosswalk at the boat launch, the renovated event space, and fishing platforms.

Respondents who chose Option B (31%, 20 of 64 respondents) liked the new parking entrance off Cherry Lane, the expand event green, and the raised viewing and event platforms.

Option C was chosen least often with 25% (16 of 64 contributors). Respondents liked the realigned parking with separate entrances for boats/trailers, the marina parking/drop-off, and the renovated event space and patio.





figure 84. Preliminary Ideas: Erie Street Option A



figure 85. Preliminary Ideas: Erie Street Option B



figure 86. Preliminary Ideas: Erie Street Option C



figure 87. Preliminary Ideas: Lakeside Marina Option A



figure 88. Preliminary Ideas: Lakeside Marina Option B



figure 89. Preliminary Ideas: Lakeside Marina Option C

Phase 4: Recommendations

In this phase of community engagement (August 11, 2021 to October 7, 2021), sixty-seven (67) draft recommendations were posted to the online engagement platform. The online consultation tools used in this phase were the same as those used in Phase 3 and are discussed here under the following headings:

- Forum Tool
- Survey Tool

A summary of the contributions received from each tool in this phase is shown in table 4. For a complete summary of the feedback gathered in the engagement process, refer to Appendix B. To view the recommendations, please refer to Section 3: Recommendations [page 67].

eight study areas in order of priority. The top three priority areas are Erie Street and Pier, Waterfront Promenade and Seacliff Park. Detailed results from this survey can be found in Appendix B.

Tool	Page Visits	Contributions	Contributors
Forum	111	0	0
Survey	288	43	43
Total	399	43	43

table 4. Phase 4: Contributions by tool

Forum Tool

Tool Summary

The Forum tool is described under the Phase 3 consultation [page 52]. During Phase 4, the Forum tool page received considerably fewer visitors and no contributions.

Survey Tool

In this phase of the community engagement process, the survey asked responders to rank the recommendations in each of the

Key Findings

Through the stakeholder interviews, surveys, and various forms of online feedback, key findings surrounding Leamington's waterfront were identified. These are grouped under the following themes (not in ranked order):

1. Support for spending, land ownership, and acquisition
2. Waterfront connections and accessibility
3. Business development
4. Public infrastructure and upgrades
5. Vehicles and parking
6. Environmental concerns
7. An all-season waterfront
8. Gold Coast and Lighthouse Club Cottages

The following outlines key points raised by stakeholders and the public during the consultation process under these eight themes. It should be noted that the points are opinions and are based on the perceptions of many individuals.

1. Support for spending, land ownership, and acquisition

There are differences in opinion regarding the level of spending and land acquisition that should occur on the waterfront. Opinions include: investing in the infrastructure required to facilitate commercial development to drive economic growth and intensify land use, putting land to use that is already municipally owned, and ensuring that Leamington does not become a 'landlord'. Points include:

- Money is tight due to COVID right now, but planning for future development is important
- If there is a good idea, Council might be able to spend the money now
- Existing municipally owned lands should be put to use before acquiring new lands
- There is interest for the Municipality to gain control of lands and guide development without becoming a 'landlord'

2. Waterfront connections and accessibility

People want to see the waterfront connected and accessible from Seacliff Park to the Lakeside Marina. Some also mentioned looking beyond the areas being considered to connect the waterfront to other areas of Leamington and the greater region. Suggestions include:

- Connect Seacliff Park to the Waterfront Promenade, via the Pier
- Safely connect the Waterfront Promenade to the Lakeside Marina, around the boat launch
- Improve accessibility across the waterfront including the boardwalk, Seacliff Park, beach, and Rick Atkin Park
- The idea of a waterfront shuttle that connects the waterfront and the greater area (Leamington north, Point Pelee Park, etc) is well-liked



3. Business development

There is strong interest in introducing more commercial activity to the waterfront by creating a framework to guide its development. Suggestions include:

- Create incentives for investment across the waterfront
- Add servicing on the Erie Street Pier for vendors
- Develop and intensify Robson Road and Erie Street into commercial areas

Several ideas for business opportunities were proposed during the engagement process including but not limited to:

- An all-season restaurant/event space with a view of Lake Erie
- A craft brewery and/or wine bar
- A shipping container market
- Food trucks
- Pop-up shops/market
- A souvenir shop
- A water sports rental kiosk at Seacliff Park
- A beach rentals kiosk at Seacliff Beach

4. Public infrastructure and upgrades

Although the Municipality conducts regular improvements in its parks and infrastructure, many suggestions were made:

- Create a waterfront feature (such as a new lighthouse/gazebo/viewing platform)
- Opportunities for new program additions such as a canoe/kayak launch, basketball and beach soccer courts, outdoor fitness equipment, a beach rental kiosk, additional shade structures at Seacliff Park, a dedicated

fishing spot by the marina, and a pet area

- Opportunities for facility improvements include additional public washrooms, garbage/recycling bins, drinking fountains/bottle fillers, additional shaded seating, improved lighting, historical plaques/interpretation signage, and updated promenade

5. Traffic and parking

There is strong agreement that parking and traffic management need improvement at the waterfront. There is a desire for more parking and signage, especially during special events. Interest in traffic calming measures is also high.

- Additional parking is desired within walking distance of the waterfront
- Interest in parking and winter boat storage at the marina
- Need for traffic calming measures, especially along Robson Road and the Pier

6. Environmental concerns

There is recognition of environmental concerns, especially at Seacliff Beach.

- At Seacliff Beach, rising and falling water levels and poor sand conditions are a concern
- Improve wet/muddy conditions at Seacliff Beach
- The boardwalk is low/too close to lake level
- A new breakwall or repairs to the existing breakwalls might help to protect the beach

- There is interest in planting on the beach (native dune grasses) and more native plants along the waterfront
- The Gold Coast and Lighthouse Club cottages do not have municipal services

7. Create an all-season waterfront

There is strong interest in the Leamington waterfront becoming an all-season destination. More winter programs and infrastructure are needed to make this happen. Some suggestions include:

- Turn unused areas in the winter (such as parking lots) into ice rinks
- Add fire pits and heated patios
- Add an all-season restaurant
- Create space for winter markets

8. Gold Coast & Lighthouse Club Cottages

It is understandable that long-time residents of these lakeside neighbourhoods want to remain at this location. At the same time, many in the wider community view the cottages as a barrier to creating a continuous, connected public waterfront.

- Gold Coast and Lighthouse Club Cottages break up the waterfront
- Interest in the Municipality purchasing Gold Coast and Lighthouse Club properties to provide the public with access
- The cottages contribute to the waterfront's heritage/charm
- The cottages lack proper municipal services and therefore should not be used





figure 90. The end of the boardwalk below Seacliff Park, looking east



figure 91. A pedestrian crosses the boat launch at the Lakeside Marina

Opportunities and Challenges

Introduction

This section describes the opportunities and challenges of each study area based on background research, stakeholder interviews, and the community engagement process.

Seacliff Park

Opportunities

- Create a pedestrian waterfront connection from Lakeside Marina to Seacliff Park, via the pier
- Add sand to raise the beach and plant native grasses to help hold the sand in place

Challenges

- Seacliff Park is separated from the balance of the waterfront by the Gold Coast cottages and the Erie Street Pier
- The beach below the Gold Coast and Lighthouse Club cottages is contested land
- Limited parking during the summer
- Limited water and power for special events and vendors
- Longevity of boardwalk is questionable - requires frequent maintenance

Gold Coast Road

Opportunities

- Option to connect Gold Coast Road from Seacliff Park to Erie Street
- Connect the beach below the Gold Coast and Lighthouse Club cottages to the Pier [figure 90]

Challenges

- The Gold Coast and Lighthouse Club Cottages are established and have personal significance
- The ownership of parcels will need to be determined
- Providing space for beach debris/ routine maintenance
- Historic Leamington Lighthouse (a local landmark) is blocked/fenced-in by cottages

Erie Street and Pier

Opportunities

- Continue to improve the Pedestrian Pier with service connections, food trucks, a fishing platform, etc.
- Create better pedestrian connections and simplify vehicular circulation
- Access between Seacliff Park and the Waterfront Promenade needs to be improved
- Repurpose Erie Street south of Robson Road into a vehicle-free zone during high pedestrian periods
- Intensify Erie Street's commercial areas to create a walkable, shoppable strip



south of Seacliff Drive leading to the waterfront

- Provide a more direct pedestrian route across the pier between the promenade and Seacliff Park

Challenges

- Undirected/uncontrolled use of the pier by pedestrians, cyclists and vehicles creates conflicts, confusion, and detracts from safe enjoyment of the space by all users

Robson Road Connection

Opportunities

- Develop the former Conrail ROW as a link between Robson Road and Erie Street, and extend to Seacliff Park
- Add traffic calming measures and a pedestrian sidewalk on the north side of Robson Road

Challenges

- Robson Road is a well-traveled road, which may create challenging conditions for pedestrians and cyclists

Waterfront Promenade

Opportunities

- Revitalize the promenade and add new elements to improve opportunities for user enjoyment such as seating, spaces for gathering and special events, bike lanes, and shaded areas
- Improve the connection to the Marina in the east and create a connection to Seacliff Park in the west

- Municipality owns property to the east of the municipal parking lot
- Connect Foster Avenue to the Waterfront Promenade
- Increase interpretive signage denoting Indigenous, colonization, and industrial histories of the waterfront and surrounding area
- Add wayfinding signage for pedestrians, ferry terminal, and boat launch

Challenges

- Signage alone may be insufficient to clearly direct pedestrians
- Vehicular traffic at the marina and pier create conflicts for pedestrians
- The Pier and Marina are fully operating facilities where vehicle access and egress are required
- Land ownership needs to be determined for certain parcels
- No public washrooms at the west end of the promenade
- Promenade requires frequent maintenance/repair in sections to address settling. Sub surface investigation needs to be completed and repairs addressed before any surface improvements are made

Rick Atkin Park

Opportunities

- Improve connections between the Marina and the Park, especially near the boat launch
- Add a crosswalk to Robson Road, between Lakeview Towers and Rick Atkin Park

Challenges

- The boat launch is extremely busy in the summer, causing both pedestrian and vehicular congestion and conflicts
- Washroom facilities at the park are inadequate
- Parks maintenance shed is inadequate

Lakeside Marina

Opportunities

- Improve connection between the Waterfront Promenade, Rick Atkin Park, and the Marina
- Improve circulation at the boat launch to improve pedestrian safety and automobile queuing [figure 91]
- Redesign and optimize the parking lot by adding a second entrance near Cherry Lane, while reserving the west entrance for Rick Atkin Park and the boat launch
- Add planting to the parking lot
- Activate the eastern edge of the Marina property as a fishing wharf and park destination

Challenges

- The boat launch is a barrier between the Waterfront Promenade and the Marina
- Lack of parking for boaters during busy periods



SECTION 3: RECOMMENDATIONS

**Municipality of Leamington
Waterfront Destination Master Plan
April 2022**



1. Overall Waterfront

LOMBARDY LN.

FOREST AVE.

ERIE ST.

5. Robson Road Connection

2. Seacliff Park

3. Gold Coast Road

Lake Erie

4. Erie Street and Pier

6. Waterfront Promenade

figure 92. Recommendations: Overall Waterfront

Recommendations

Sixty-six (66) recommendations have been identified through the master planning process. These initiatives comprise both physical/infrastructure projects as well as planning strategies to provide the framework necessary to realize the community's vision for the waterfront. These recommendations are based on background material review to establish context, overarching themes that emerged in the community engagement process, and the team's previous experience in waterfront planning and design. The initiatives are organized into the plan's eight study areas (the number of recommendations associated with each area are shown in parenthesis):

1. Overall Waterfront (8)
2. Seacliff Park (11)
3. Gold Coast Road (9)
4. Erie Street and Pier (9)
5. Robson Road Connection (8)
6. Waterfront Promenade (7)
7. Rick Atkin Park (7)
8. Lakeside Marina (7)

The following sections outline the proposed recommendations for each of the eight study areas. A general description of the design framework is provided, followed by a discussion of recommended initiatives.

Please note the study area boundaries have been adjusted slightly since the Background Report. Locations discussed under the 'Other Areas' heading in the Background Report have been incorporated into the eight final study areas.

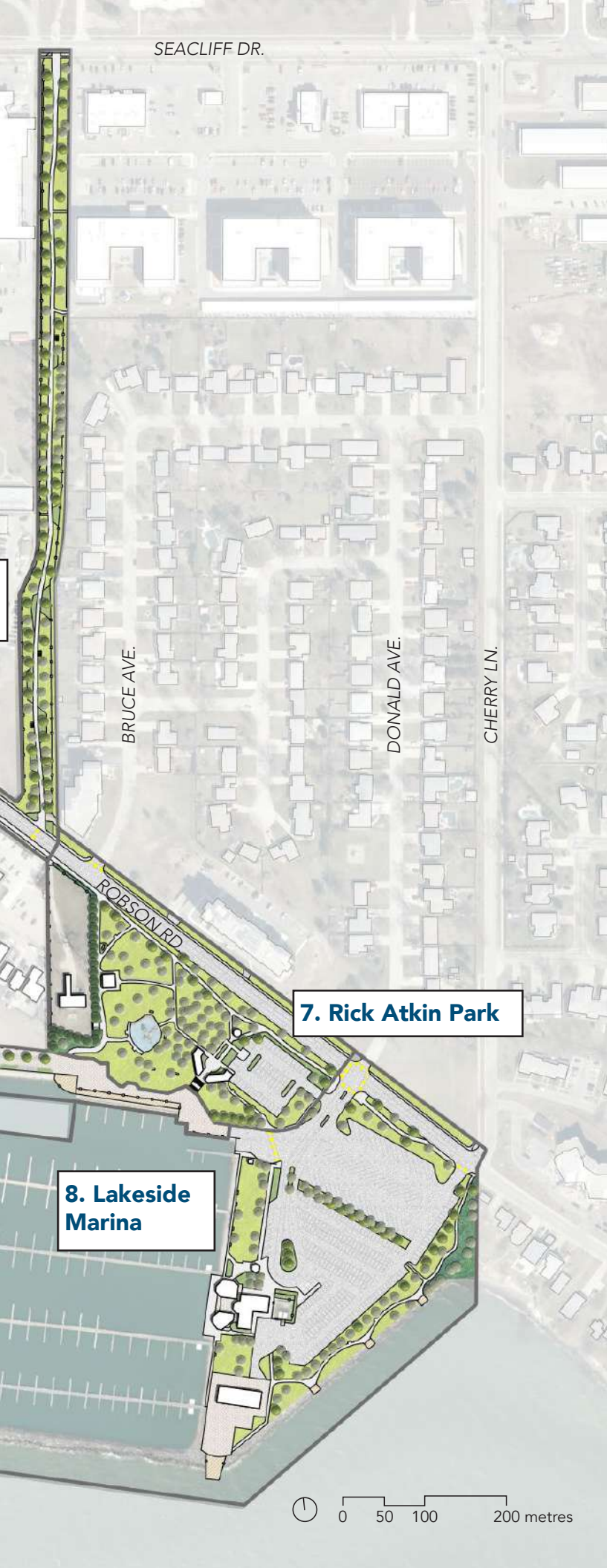




figure 93. Precedent Image: Wayfinding signage



figure 98. Precedent Image: Mobile tourism kiosks



figure 94. Precedent Image: Interesting shaded seating options



figure 97. Precedent Image: Interesting seating options



figure 95. Precedent Image: Public art



figure 96. Precedent Image: Public art lit up for night time

1. Overall Waterfront (OW)

The following eight (8) recommendations should be implemented across the entire waterfront. Many of these recommendations can be addressed as standalone projects or incorporated into other projects.

- OW.01 - Lighting Strategy
- OW.02 - Additional Shade Options
- OW.03 - Signage, Wayfinding, and Interpretation Strategy
- OW.04 - Site Furnishings Strategy
- OW.05 - Rescue Stations and Location Identifiers
- OW.06 - Public Art Strategy
- OW.07 - Tourism Strategy
- OW.08 - Breakwall Improvements

cost effective solution over the short to medium term and will provide consistent lighting levels during all seasons and throughout the entire night and early morning hours

- Consider solar lighting in locations where hydro is not available and there is open access to the sky. Current solar lighting technology with energy saving features (i.e. timers and adjustable solar panels) will help extend the utility of solar lighting
- Consider colour changing, LED programmable lighting to help create a unique waterfront experience that will attract residents and visitors all year round

OW.01 - Lighting Strategy

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

- Providing or upgrading lighting in association with specific waterfront improvement projects as they are budgeted, designed and implemented. This could include but is not limited to upgraded lighting at Seacliff Park, along the promenade, in Rick Atkin Park, and at the Marina
- Provide lighting between key waterfront destinations as part of pathway paving upgrades, new parking areas, and streetscape improvements
- Where there is access to power, wired pathway lighting is the most

OW.02 - Additional Shade Options

Shade was identified by many during the consultation process as an important element that is missing or is limited across the waterfront. Within each waterfront improvement area, opportunities for more shade should be identified and implemented. Key considerations include:

- Provide shade through the appropriate placement of trees and/or shade structures
- Provide shade at key locations overlooking the water, including the pedestrian pier and fishing platforms
- Coordinate shade structures with site furnishings strategy (OW.04)



OW.03 - Signage, Wayfinding, and Interpretation Strategy

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

- Prepare a strategy to direct location, hierarchy and graphic design for signage to be used throughout the waterfront
- Strategy should include fabrication specifications and installation details that can be adopted in future projects
- Coordinate strategy with OW.06 Public Art
- Implement signs over time in conjunction with waterfront projects and as new opportunities emerge
- Indicate connections beyond the waterfront
- Incorporate topics and or themes including but not limited to:
 - Information about the 2010 tornado
 - Indigenous peoples and land acknowledgment
 - Evolution of the Pier
 - History of the pier and marina
 - Ecologic/geologic information about Lake Erie, Point Pelee, and Pelee Island
 - Bird migration and habitat

OW.04 - Site Furnishings Strategy

A standardized approach to seating should be developed for the waterfront. This could include some type of unique chair/bench design that could be repeated throughout the waterfront and help tie the waterfront's public spaces together as well as address the need for more seating opportunities.

The strategy should consider:

- Options for different types of seating (benches, loungers, chairs, and picnic tables)
- Accessibility
- Materials and colours
- Durability, method of anchoring and ease of repairs
- Number and placement/configuration
- Coordination with other site furnishings (i.e. trash receptacles, bicycle parking, shade structures, and lighting)
- Seating as a public art opportunity
- Memorial and commemorative bench/seating opportunities

OW.05 - Rescue Stations and Location Identifiers

The placement of water rescue stations along the waterfront is recommended to improve waterfront safety. Each station would include a life preserver ring on a rope and would give bystanders the ability to assist in the rescue of someone in the water and in distress. Each station would have a location identifier number so that when someone calls 911 they can give their location to the emergency operator. These stations should be located at key locations along the waterfront and planned and designed in consultation with the Leamington Fire Service.

OW.06 - Public Art Strategy

Public art can animate parks and open spaces by creating points of interest, celebrating community, enhancing infrastructure, and encouraging tourism. A strategy should be prepared that outlines an approach to incorporating art throughout Leamington's waterfront. Opportunities for stand alone pieces and artistic elements integrated into infrastructure should be included in the strategy. This includes but is not limited to:

- Sculptures
- Murals
- Temporary installations
- Community art projects
- Monuments
- Street furniture
- Artistic features incorporated into engineering or architectural features (e.g. railings, lighting, paving patterns, shade structures)

The strategy should inform the process for procuring public art, placement, budget and implementation strategy. The execution of the art should be done in conjunction with the specific project. A predetermined percentage of the overall project budget could be established to help determine the amount of funding to allocate to public art.

While almost any project has the potential to incorporate art, other components of the Plan that offer opportunities to incorporate public art as stand alone pieces or as design motifs include but are not limited to:

- Signage, wayfinding and interpretation (OW.03)
- Seating furnishings strategy (OW.04)
- Promenade and Erie Street Pier
- Lighting (OW.01)

OW.07 - Tourism Strategy

A tourism and marketing strategy with the waterfront as a focus would help coordinate efforts between different organizations and groups in identifying common interests and opportunities to grow the market and attract visitors to the waterfront. The tourism strategy should encompass the waterfront as defined in this Plan and other areas the community determines should be included (e.g., retail areas extending from/connected to the waterfront) in its scope. The tourism strategy should:

- Create linkages to key surrounding destinations and Point Pelee
- Provide tourism information opportunities along the waterfront from a centralized information building, as well as at satellite kiosks
- Coordinate with the Uptown Leamington BIA
- Provide ambassadors to interact with tourists to promote Uptown Leamington and the waterfront on weekends and during special events
- Events or unique feature-based destinations

OW.08 - Breakwall Improvements

The breakwalls should be updated to improve safety and increase shelter for the harbour. Once ownership is established, the Municipality would work with owners to:

- Investigate options to improve or expand breakwall to address impact of wave action on the marina, beach and pier





figure 99. Recommendations: Seacliff Park

2. Seacliff Park (SP)

Eleven (11) improvements are recommended for Seacliff Park:

- SP.01 - Additional Shaded Seating and Picnic Opportunities
- SP.02 - New Basketball Courts
- SP.03 - Residential Planting Buffer
- SP.04 - Additional Bicycle Parking
- SP.05 - Servicing Hookups for Vendors
- SP.06 - Lookout Deck
- SP.07 - Connect Pier to Seacliff Park
- SP.08 - Beach Restoration Study
- SP.09 - Performer Room and Storage Facility
- SP.10 - Replace Sand in Volleyball Area
- SP.11 - Long-Term Tree Plan

SP.01 - Additional Shaded Seating and Picnic Opportunities

Additional shade, seating, and picnicking opportunities will help enhance the public's use and enjoyment of the park. Key considerations include:

- Provide additional trees throughout the park to provide more shade opportunities as required
- Provide seating along pathways throughout the park
- Provide seating at key locations overlooking the lake
- Provide picnic tables throughout the park including AODA approved tables on concrete pads accessed by hard surfaced pathways for improved accessibility
- Create new picnic areas in close proximity to public washrooms
- Placement of furnishings in shady spots to maximize shaded seating options and not interfere with spaces for vendors during special events, gatherings, or informal play
- Provide additional picnic shelters (large and small)
- Coordinate with location of drinking fountains/bottle fillers, litter and recycling receptacles and bicycle parking
- Add a pathway to the top of the hill to connect the existing benches overlooking the lake

< Legend






-  Section Line (figure 105)
-  Existing Tree
-  Proposed Tree
-  Proposed Buffer Tree
-  Existing Landmarks
 - 1 Public Washrooms
 - 2 Playground and Swings
 - 3 Picnic Shelter
 - 4 Splash Pad and Changerooms
 - 5 Maintenance Building
 - 6 Upper Parking Lot
 - 7 Amphitheatre
 - 8 Concession Building
 - 9 Lower Parking Lot
 - 10 Beach Volleyball Courts
 - 11 Boardwalk



figure 100. Existing picnic table in shaded area



figure 101. Precedent Image: Basketball Courts



figure 102. Precedent Image: Lookout structure

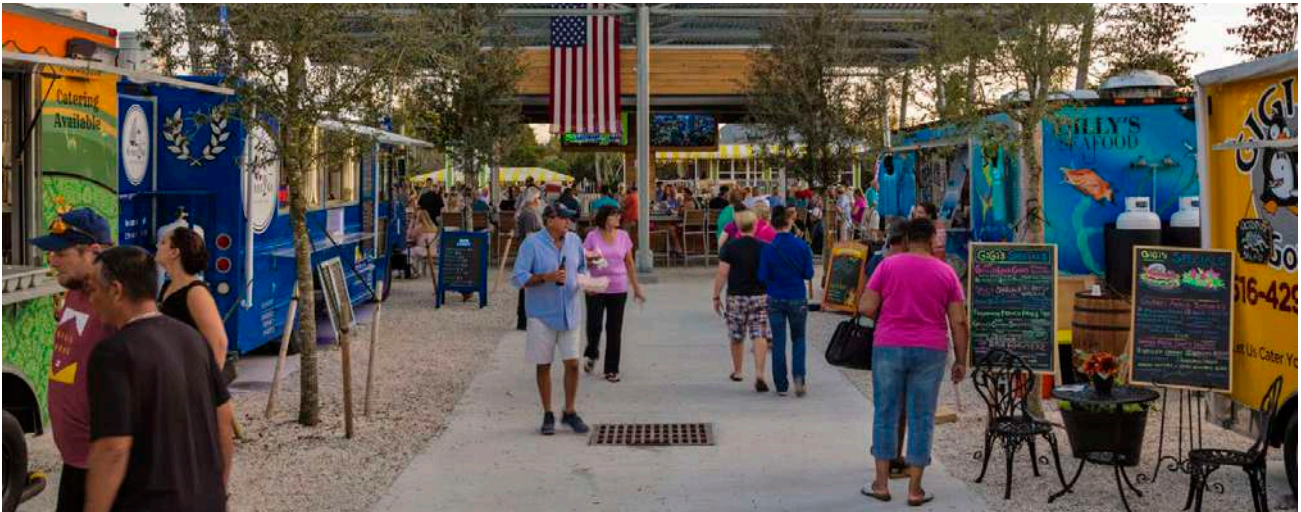


figure 103. Precedent Image: Food vendors and picnic area

SP.02 - New Basketball Courts

In addition to the existing half basketball court, two new full-sized basketball courts are recommended near the beach.

- Provide two full-sized basketball courts
- Provide seating and shade opportunities in close proximity to the courts
- The new courts could serve dual function by providing event and market space near the beach

SP.03 - Residential Planting Buffer

A buffer is needed between Seacliff Park and residential properties.

- Add additional planting to create a vegetative buffer 3 m wide (trees and shrubs) to the west edge of the park and the south-east border near the Lighthouse Club cottages

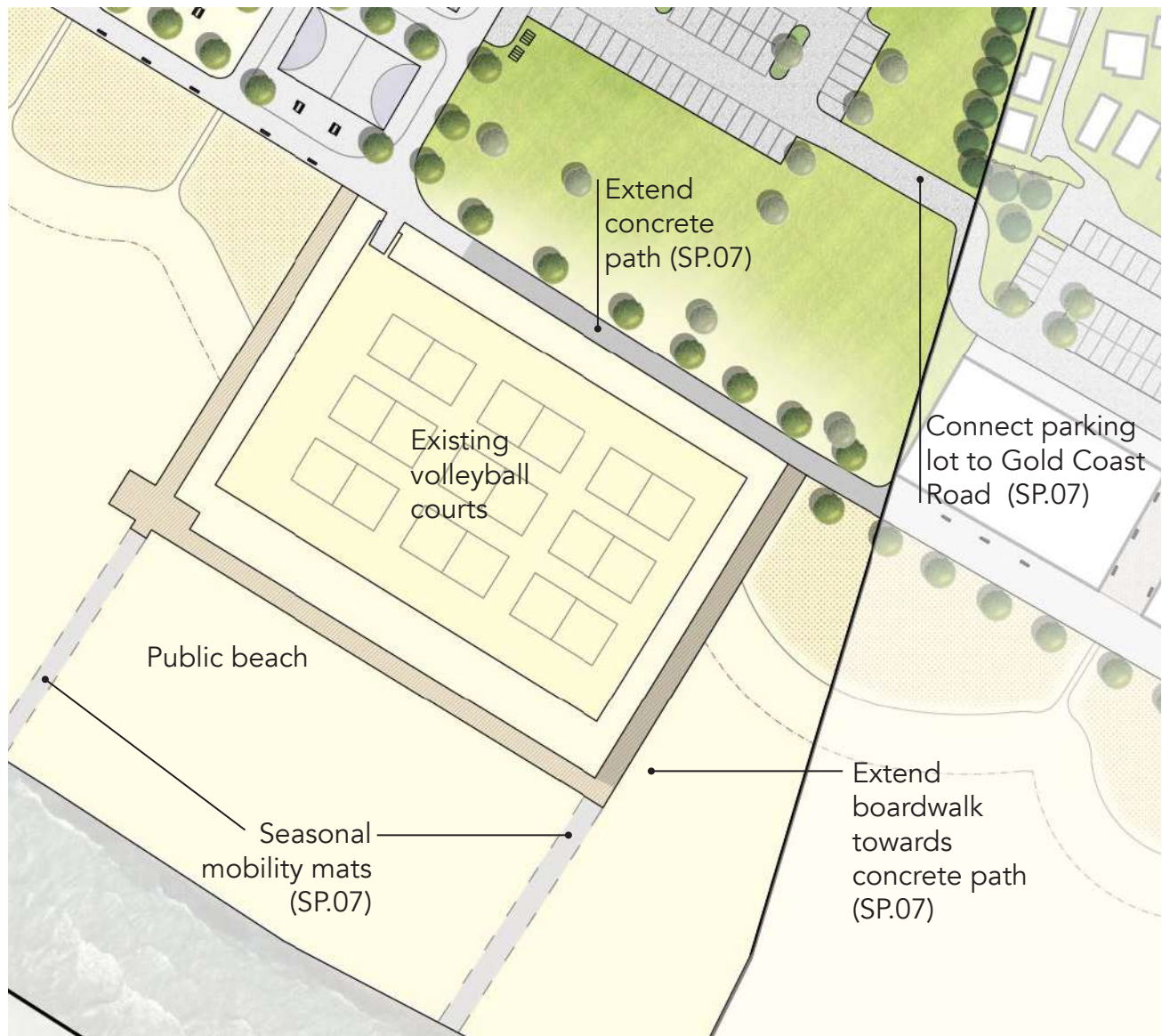


figure 104. Recommendations: Seacliff Park near the volleyball courts



SP.04 - Additional Bicycle Parking

To help encourage more people to cycle to the park and reduce parking pressures, additional bicycle parking should be provided at park entrances in safe/visible and accessible locations.

- Provide bicycle parking on designated pads adjacent to park entrances
- Provide parking that provides multiple options for securing bicycles
- Provide visible lock-up locations to help discourage bicycle theft
- Consider the installation of bike lockers
- Provide bicycle repair stations near parking locations
- Coordinate with OW.04 - Site Furnishing Strategy

SP.05 - Servicing Hookups for Vendors

As a popular location for special events, additional infrastructure should be provided throughout the park to support vendors.

Key considerations include:

- Power pedestals for food truck and vendor operations
- Hose bibs
- Additional litter and recycling receptacles during special events
- Recommended locations for servicing connections include but are not limited to near the concession building, picnic shelters, and adjacent to main park pathways

SP.06 - Lookout Deck

The hill north of the amphitheatre provides an excellent view of the beach and pier. A formalized lookout area at this location would provide an accessible space to observe the lake.

- Locate a lookout deck at top of hill across from amphitheatre
- Include interpretive signage

SP.07 - Connect Pier to Seacliff Park

Currently, Seacliff Park is disconnected from the rest of the waterfront. A path between the beach and the pier is needed to ensure accessibility and connectivity [figure 104].

Considerations include:

- Extend the concrete path north of the volleyball courts east towards the pier
- Extend the existing boardwalk north around the volleyball courts
- Install mobility mats seasonally between the Lake and the boardwalk to create an accessible connection to the water
- Incorporate opportunities for seating and viewing of the beach and lake
- Lighting (OW.01) and wayfinding signage (OW.03) should be incorporated

SP.08 - Beach Restoration Study

To help address the issue of seasonal sand loss, blowing sand, and flooding of the beach, the benefits of introducing shoreline restoration should be investigated.

Through the introduction and management of specific restoration practices, the beach



area can be returned to a more natural state, allowing for public enjoyment, while helping reduce expensive maintenance (importing sand) and blowing into adjacent residential areas.

The following should be considered as part of a restoration plan:

- Create planting areas to collect sand over time
- Provide signage/information to help educate the public about the restoration project and why it is important
- Provide pathways through planting areas (should be maximum 1.2 metres wide)
- Incorporate an invasive species management strategy
- Develop a maintenance plan for reclaiming sand that builds up on park roads, driveways, and parking lots

- Beach restoration initiatives should be balanced with the need to provide beach areas for the public

SP.09 - Performer Room and Storage Facility

A building is proposed on the west side of the existing amphitheatre to house a performer room in close proximity to the stage. The building will also be a storage facility for maintenance equipment and staff.

SP.10 - Replace Sand in Volleyball Area

The Municipality should continue to replace the sand at the beach volleyball courts with a more appropriate sand that has less dust/fine particles and more coarse and medium

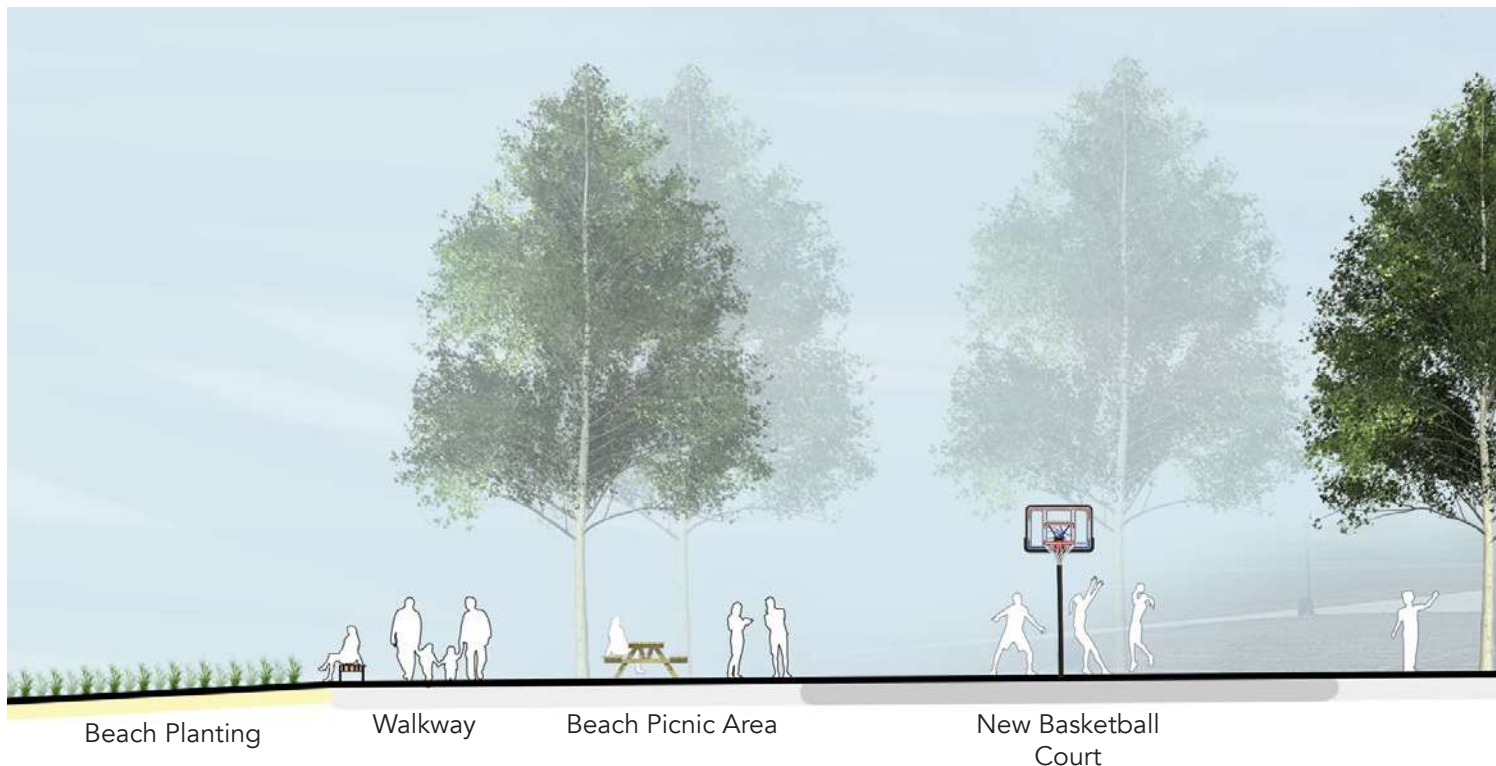


figure 105. Section through new basketball courts

grain particles to avoid it blowing in the wind and getting into people's eyes.

SP.11 - Long-Term Tree Plan

A healthy, diverse, and resilient urban forest is a significant public asset that should be prioritized throughout the Park. As the trees continue to age, some may begin to decline and/or become prone to failure. Preserving the park's healthy and structurally sound existing trees and protecting and maintaining newly planted trees as they establish will safeguard the park's canopy cover for future generations.

A plan to rejuvenate the park's urban forestry canopy should:

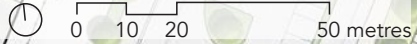
- Identify existing trees that will be removed or are declining in the next 5 to 10 years

- Identify any trees that are at high risk of failure and present a hazard
- Develop a replacement strategy to ensure a healthy and diverse tree canopy remains in the park over the long term
- Identify/select native tree species appropriate for planting in the park
- Select locations for tree planting that will provide shade but will not interfere with sightlines, informal play, vendors or special events
- Identify potential threats to park trees such as lawn trimmer damage, gypsy moth defoliation or construction damage and plan preventative tactics





figure 106. Recommendations: Gold Coast Road (short term)










3. Gold Coast Road (GC)

The Gold Coast study area includes a number of different land owners and various land uses. This area has significant potential to contribute to Leamington's waterfront as a place for both residents and visitors in all seasons. While the future plans of these privately owned lands is unknown, the recommendations proposed here illustrate a possible plan for the future. Depending on landowner decisions, municipal investment, private development, and the site plan approval process, this area's better integration with the waterfront can be realized over time.

The following nine (9) recommendations address a number of needs and interests of the community as well as potential improvements to the function and connectivity of the waterfront. These recommendations include:

- GC.01 - Design Guidelines and Architectural Control
- GC.02 - Development Opportunity for Parcel G1 and G2
- GC.03 - Acquire Private Lands South of Gold Coast Road
- GC.04 - Develop Lands South of Gold Coast Road

< Legend

-  Section Line (figure 113)
-  Section Line (figure 114)
-  Pedestrian Connection
-  Existing Tree
-  Proposed Tree
-  Proposed Buffer Tree
-  Existing Landmarks
- 1 Leamington Lighthouse

- GC.05 - Connect Pier to Seacliff Park
- GC.06 - Expand Public Beach
- GC.07 - Beach Restoration Study
- GC.08 - New Public Washroom
- GC.09 - Canoe/Kayak Launch

GC.01 - Design Guidelines and Architectural Control

To further elaborate on Leamington's existing waterfront zoning and ensure future development meets the community's vision for the area, design guidelines and architectural controls should be developed for the Gold Coast Road area. These should address the architectural character/style, building materials, and general aesthetics of future development including both buildings and landscape. Key considerations should include but are not limited to:

- Building facade
- Colour pallet
- Landscaping
- Store front signage
- Outdoor amenity spaces/publicly accessible private spaces including patios and outdoor retail spaces
- Parking and loading

GC.02 - Development Opportunity for Parcel G1 and G2

Parcels G1 and G2 [figure 112] are currently privately owned and undeveloped. Given their proximity to existing commercial and



figure 107. Precedent Image: Seasonal mobility mats to provide water access



figure 108. Precedent Image: Vision for Gold Coast Road



figure 109. Precedent Image: Beachfront shops along boardwalk



figure 110. Precedent Image: Restaurant overlooking boardwalk and beach



figure 111. Precedent Image: Small watercraft rentals

residential areas, as well as Seaciff Park and the beach, it may be appropriate for a number of different development scenarios. Some key considerations include:

- Provide a pedestrian link to the beach from Park Street to Gold Coast Road to complete a connection with recommendation GC.04 (to be negotiated as part of the site plan approval process)
- Municipality may wish to purchase this property for public parking
- Municipality may wish to purchase the driveway east of Parcel G1 to create more flexibility in development
- Maintain buffering considerations adjacent to existing residences
- Commercial or mixed use development along Erie Street to intensify and activate the street
- Widen the sidewalk along Erie Street and create a promenade linking with the pedestrian pier
- Creation of a landmark building at the Corner of Erie Street and Gold Coast Road to reflect the importance of this intersection, with space at the corner for an outdoor patio or publicly accessible private gathering space with an enhanced streetscape

GC.03 - Acquire Private Lands South of Gold Coast Road

The Municipality should acquire all lands south of Gold Coast Road. This includes parcels G4, G6, and the southern portion of the Lighthouse Club property.

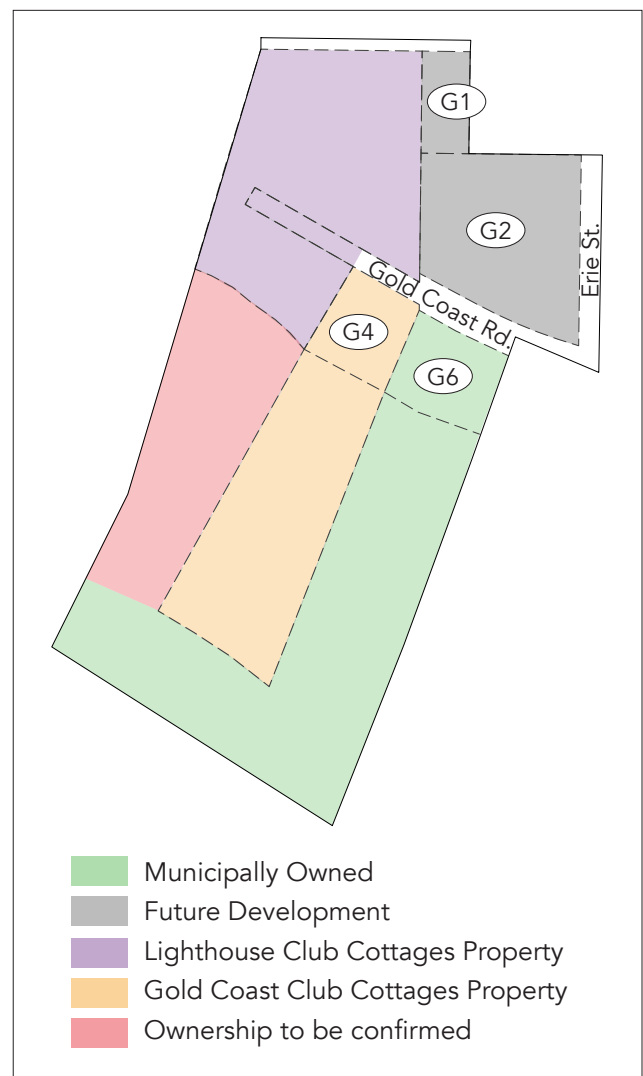


figure 112. Parcel map for Gold Coast Road

GC.04 - Develop Lands South of Gold Coast Road

If the lands south of Gold Coast Road should be redeveloped, they offer an excellent opportunity to provide additional waterfront amenities including commercial development. In addition, a portion of the lands should be used to provide improved access to the beach [see GC.05]. The Municipality should provide a new parking lot and prepare the site for new buildings. Key considerations for development include:

- North-south connection from Gold Coast Road to the beach

- Short term public pay and display parking
- Servicing access for new development
- Potential commercial enterprises may include a restaurant with outdoor patio space
- Development should have a presence on both Gold Coast Road and on the beach/waterfront
- A vehicular connection between Erie Street and Seacliff Park via Gold Coast Road

GC.05 - Connect Pier to Seacliff Park

As described in recommendation SP.07, linking Seacliff Park to the pier is important for connectivity and accessibility across the waterfront. This recommendation also applies across the beach below Gold Coast Road, by extending the existing pedestrian path north of the volleyball courts towards the pier.

GC.06 - Expand Public Beach

The beach area south of Gold Coast Road from Seacliff park to Erie Street should be retained as public lands. This initiative should be coordinated with the following recommendations:

- GC.05 - Connect Beach to Pier
- GC.07 - Beach Restoration Study

GC.07 - Beach Restoration Study

As described in more detail under recommendation SP.08, beach planting, using appropriate plant material, will help impede the loss of sand on the beach and reduce seasonal flooding. Beach restoration should be undertaken across the entire beach area from Seacliff Park to the Pier.

GC.08 - New Public Washrooms

Provide accessible washroom facilities as part of one of the future developments. Considerations include:

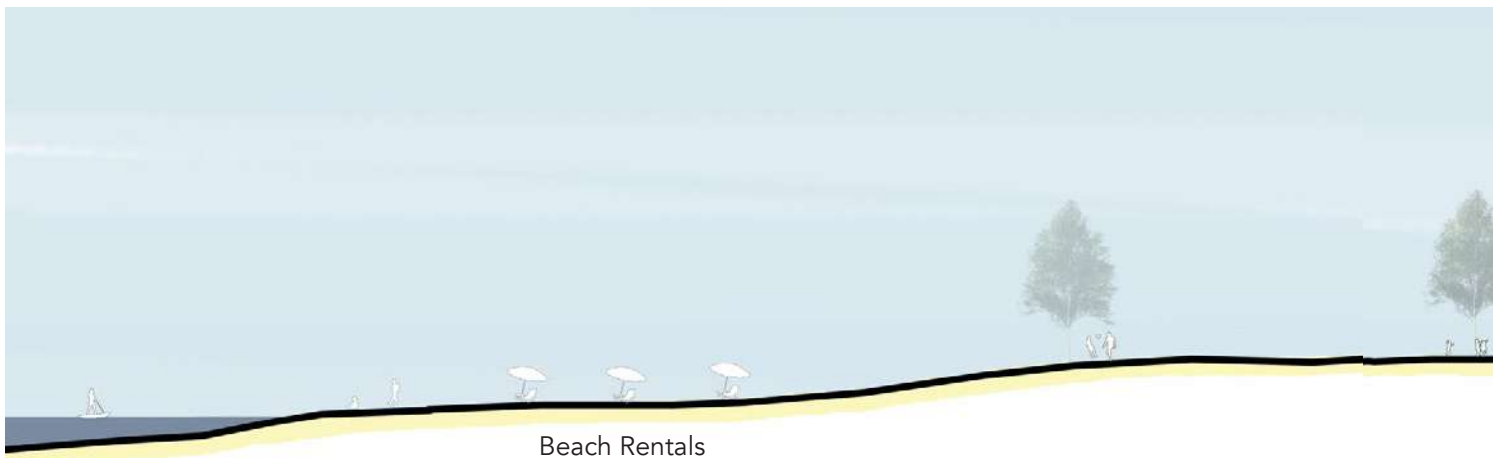


figure 113. Section through future development and beach



figure 114. Section across the restaurant patio and future development

- Provide accessible pathway connections between the public washrooms and nearby amenities
- Provide signage directing park and promenade users to the washroom
- Include a family component to the washroom

GC.09 - Canoe/Kayak Launch

The waterfront needs a location from which to launch small watercraft, such as canoes and kayaks - especially if there

will be rentals available. With larger boats occupying most of the inner harbour and marina, the west side of the pier offers a safe location to launch and use small watercraft. Key considerations include:

- Seasonally anchor a small floating dock to the shore
- Provide signage to identify location of launch
- Provide a rail or rack on which to store, lock, and organize watercrafts
- Include a roller ramp to easily slide watercrafts in and out of the water

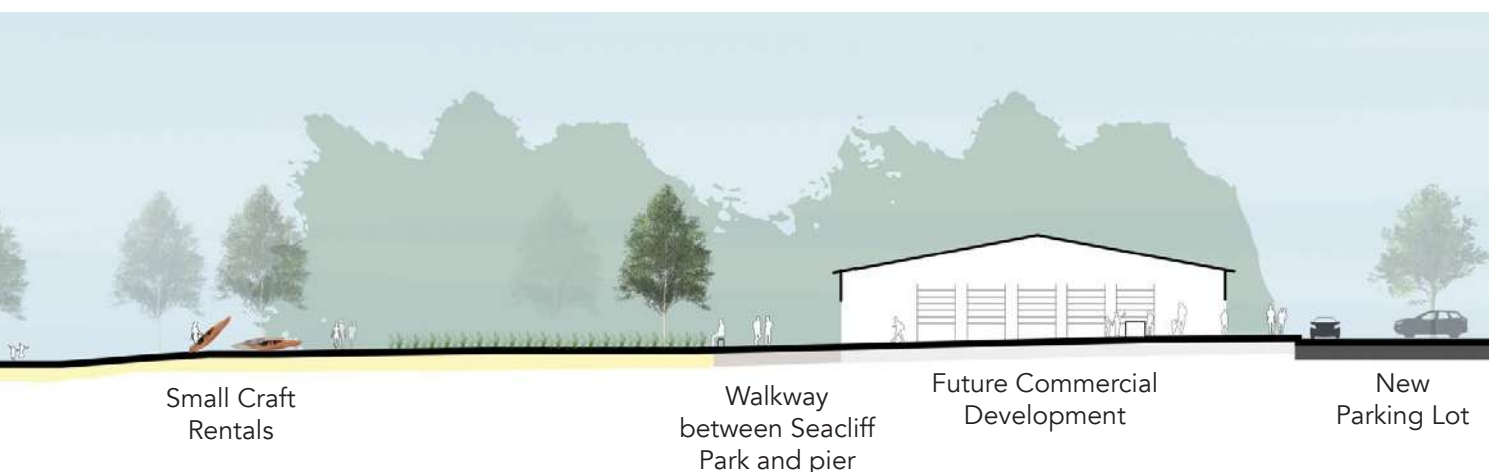
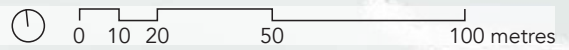




figure 115. Recommendations: Erie Street Pier



4. Erie Street and Pier (EP)

Nine (9) improvements are recommended for Erie Street & the Pier, which are focused on improved waterfront access, visitor amenities, and vehicular circulation.







- EP.01 - Market Plaza
- EP.02 - Promenade to Beach Connection
- EP.03 - Erie Street Circulation
- EP.04 - Municipal Parking
- EP.05 - Woonerf at Foster's West End
- EP.06 - Update Pedestrian Pier
- EP.07 - Servicing Hookups for Vendors
- EP.08 - Fishing Platforms
- EP.09 - Lookout

EP.01 - Market Plaza

A new market plaza is proposed as a central gathering space that can be active all year. The plaza would include a shipping container market surrounding a central plaza and additional park space. Key considerations include:

- A large shade/performance structure is proposed at one end of the plaza to host performances and special events
- A year round shipping container market with additional space for pop-up vendors and food trucks for special events
- Phased approach for shipping containers to allow for expansion of the market over time
- Incorporating a refrigerated skating rink/loop should be explored in terms of size, location and configuration
- Seating, picnic tables, and pop-up markets could occupy the central plaza
- The central plaza could be pavers or grass
- The plaza should provide public washrooms that are open all year
- Provide space for an information kiosk and wayfinding signage
- Incorporate a range of lighting features to support safety and security, special events, and to create a unique feature along the waterfront (OW.01 & OW.06)

< Legend

-  Section Line (figure 121)
-  Pedestrian Connection
-  Existing Tree
-  Proposed Tree
-  Proposed Buffer Tree
-  Existing Landmarks
 - 1 Seacliff Inn & Parking Lot
 - 2 Gaspard's Cafe
 - 3 Burgess Refreshments
 - 4 Ferry Terminal
 - 5 Ferry Boarding Access
 - 6 Pedestrian Pier
 - 7 Waterfront Promenade

EP.02 - Promenade to Beach Connection

The existing ferry parking lot is a significant barrier for pedestrians walking or cycling between the promenade and beach. With no formal connection provided, pedestrians are unable to enjoy a seamless waterfront walking experience.

To improve connectivity between the beach and promenade, two new features are proposed:

1. An at-grade crossing north of the ferry terminal parking lot



figure 116. Precedent Image: Shipping container market



figure 117. Precedent Image: Pop-up market



figure 118. Precedent Image: Pedestrian bridge



figure 119. Precedent Image: Food trucks near the pier



figure 120. Precedent Image: Shipping container market

2. A bridge to provide a direct link over the ferry parking lot or, in conjunction with the Ministry of Transportation, reconfigure the parking lot to provide a safe at-grade crossing through the parking lot.

The following provides key considerations for both features:

- At Grade Crossing:
 - An at-grade crossing between Promenade and Beach
 - Information and wayfinding signage
- Bridge Crossing:
 - Provide a pedestrian bridge over the parking lot to link the promenade and beach
 - Provide ramps at either end to ensure accessibility
 - Design the bridge to be an iconic structure on Leamington's waterfront through design, colour and lighting
 - Information and wayfinding signage
 - Bridge crossing will not be required if an at grade crossing can be developed

EP.03 - Erie Street Circulation

The existing tear-drop shaped roundabout at the foot of Erie Street at the ferry parking lot caters to vehicular traffic and is not compatible with the pedestrian focused environment envisioned for the waterfront.

To create an enjoyable pedestrian experience, Erie Street south of Gold Coast Road should be reconfigured to slow traffic, and provide safe points for pedestrians to cross the road. Key considerations include:

- Curve/bend Erie Street to force traffic to slow down south of Gold Coast Road
- Provide designated pedestrian crossings
- Relocate the municipal parking lot entrance to Foster Avenue
- Provide separated bicycle lanes both north and south bound that connect to the Waterfront Promenade

EP.04 - Municipal Parking

Additional parking in proximity to the pier and Waterfront Promenade is needed to address current and future parking demands. The existing lot needs to be expanded with the entrance relocated to Foster Avenue to improve vehicular and pedestrian circulation as described in recommendation EP.03.

Key consideration for the municipal parking lot expansion include:

- Expand the parking lot to provide an additional 34 stalls (approximately)
- Incorporate planted islands to provide shade and collect stormwater run-off
- Designate pedestrian access points to/from the Market Plaza (EP.01) and new north-south walkway connecting Foster Avenue to the Waterfront Promenade.
- Introduce pay and display parking during high use periods (i.e. weekends in the summer)

EP.05 - Woonerf at Foster's West End

Transforming the west section of Foster Avenue into a woonerf (a shared road) would enhance the connection between Robson Road and the waterfront. Key considerations include:



- A change in surface/paving to denote this as a special street
- Information and wayfinding signage
- Provide servicing hookups for food trucks (EP.07)
- Provide fishing platforms (EP.08)
- Provide a raised lookout (EP.09)

EP.06 - Update Pedestrian Pier

Building on recent upgrades to the East Pier, additional improvements and amenities should be considered to further realize the full potential of this space as a key waterfront destination. This includes:

- Provide safe and accessible pedestrian walkway along the east side of Erie Street from Gold Coast Road towards the south end of the pier in coordination with EP.03
- Provide night lighting for pedestrian safety and visual interest (OW.03)
- Repave surfaces and update furnishings (OW.04)
- Provide bicycle parking

EP.07 - Servicing Hookups for Vendors

Food trucks should be permitted on the pedestrian pier to help fulfill the community's interest in having opportunities to purchase food along the waterfront. Key considerations include:

- Designate a food truck area at the south east side of the pedestrian pier
- Provide power pedestals for food truck operation to avoid the need to use loud generators while in operation
- Hose bib in vicinity to help with cleanup/keep area clean

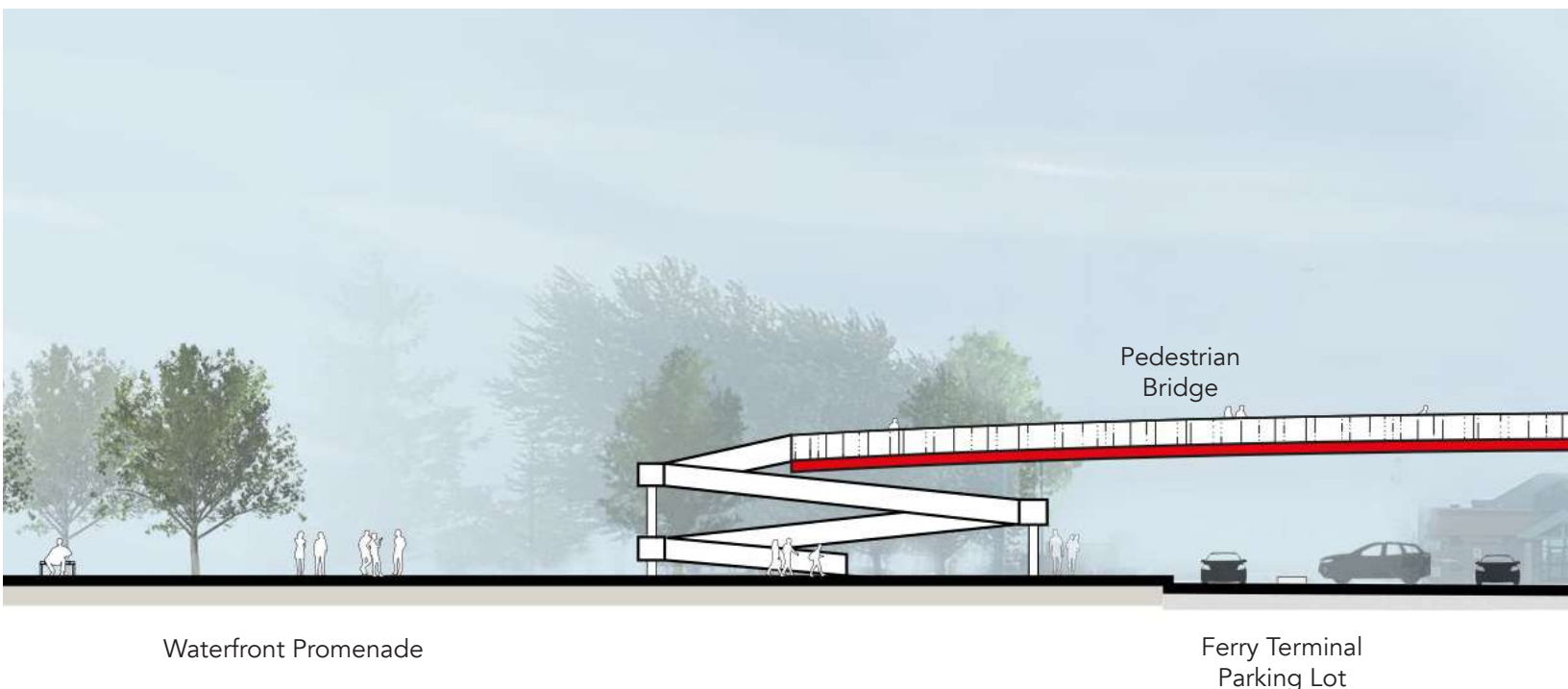


figure 121. Section across pedestrian bridge and crossing

- Sufficient/nearby recycling and litter receptacles

EP.08 - Fishing Platforms

The desire for fishing platforms on the pier was expressed. Designated fishing platforms would create safe fishing opportunities. Two locations are proposed for fishing platforms:

1. On the west side of the pedestrian pier (pending engineering review)
2. On the grassy area east of the ferry terminal parking lot

Considerations include:

- Cantilever the structures over the water to increase space available for users
- Provide a railing for safety that still allows for anglers of different heights to easily place their rod in the water
- Railing should have a comfortable cap for leaning along the top

- A few rod holders should be mounted to the railings
- Provide fishing line disposal containers for monofilament recycling
- Incorporate some seating
- Consider extensive wave action and ice buildup in the design

EP.09 - Lookout

A viewing area is proposed at the south end of the pier to provide unobstructed views of the lake. Key considerations include:

- A multi-use look out structure at the south tip of the pedestrian pier
- The design and aesthetic should be consistent with other lookouts and features across the waterfront
- Materials could include wood, steel or a combination of both
- Seating and shade should be incorporated into the structure



Beach



SEACLIFF DR.

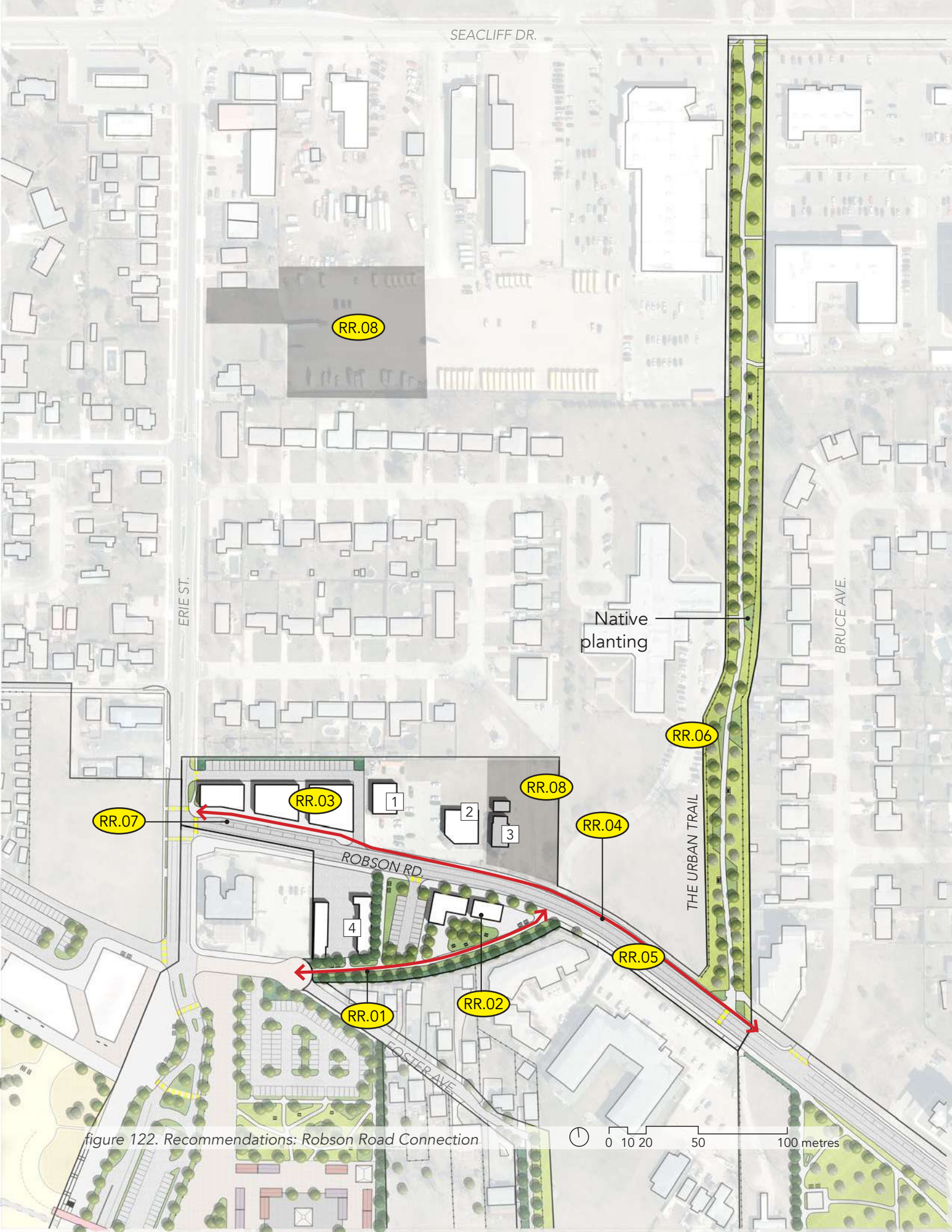


figure 122. Recommendations: Robson Road Connection

0 10 20 50 100 metres

5. Robson Road Connection (RR)

Eight (8) improvements are recommended for the Robson Road Connection:

- RR.01 - Conrail Right-Of-Way (ROW)
- RR.02 - Future Development of Parcel R1
- RR.03 - Future Development of Parcels R2 and R3
- RR.04 - Extend Sidewalk on Robson (north side)
- RR.05 - Explore Traffic Calming Measures
- RR.06 - Urban Trail Enhancements
- RR.07 - Add On-Street Parking
- RR.08 - New Parking Lot

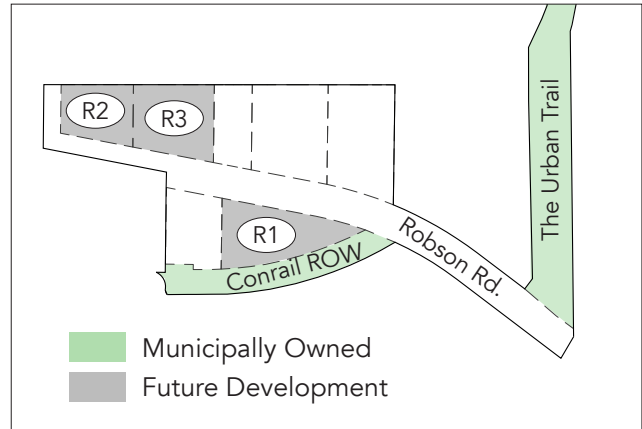


figure 123. Parcel map of Robson Road Connection

RR.01 - Conrail Right-Of-Way (ROW)

Currently, the Municipality owns the Conrail Right-of-Way (ROW) south of parcel R1, which connects Foster Avenue to Robson Road. The Conrail ROW, together with parcel R1, could provide a parkland connection between the pier and Robson Road. This connection would act as an extension of the Urban Trail, connecting Seacliff Drive to the waterfront. Key considerations include:

- Planting buffers along the perimeter to screen adjacent properties
- Plant gardens and create a passive lawn with scattered trees
- Provide space for public art
- Provide shaded seating opportunities
- Provide interpretive signage (about the former railroad) and wayfinding signage

RR.02 - Future Development of Parcel R1

Adjacent to the Conrail ROW, there is potential for future development. Parcel R1 is triangular with sufficient area for a small parking lot and buildings. Considerations include:

- Development should meet area’s design and architectural guidelines for the waterfront (GC.01)
- Future plans should consider the proposed connection on the Conrail ROW between Foster Avenue and Robson Road (RR.01)
- Parcel R1 and the Conrail ROW could be developed in phases or all at once

< Legend

- ← Pedestrian Connection
- Existing Tree
- Proposed Tree
- Proposed Buffer Tree
- Existing Landmarks
 - 1 Ray’s Ribhouse
 - 2 Georges Dentistry
 - 3 Ukrainian Orthodox Church
 - 4 Erie Shores Motel





figure 124. Precedent Image: Wayfinding signage



figure 125. Location along the Urban Trail where additional tree planting could take place



figure 126. Precedent Image: Pocket Park with trees along the path



figure 127. Precedent Image: Public Art in a park



figure 128. Precedent Image: Connective paths surrounding a central grass area

RR.03 - Future Development of Parcels R2 and R3

The potential for future development exists on the north side of Robson Road at Erie Street. These parcels have sufficient depth for development with space available for a laneway in the rear and frontage along Robson Road. Considerations include:

- Consider accepting cash in lieu for development related parking requirements to be contributed towards municipal parking infrastructure in another location to help create a pedestrian focused commercial development here
- Development should meet area's design and architectural guidelines for the waterfront (GC.01)
- Future plans should allow for a pedestrian sidewalk along the north side of Robson Road (RR.04)
- The two parcels could be developed as a phased approach or all at once

RR.04 - Extend Sidewalk on Robson (north side)

Extend the sidewalk from the south end of the Urban Trail towards Erie Street on the north side of Robson Road. A sidewalk would provide pedestrian connections to existing businesses and new development (RR.03).

RR.05 - Explore Traffic Calming Measures

Coinciding with waterfront improvements, new commercial development, and the diversion of Erie Street's southbound traffic

east on Robson Road, new traffic calming measures should be considered for Robson Road in coordination with on-street parking (RR.07).

RR.06 - Urban Trail Enhancements

For improved accessibility and comfort along the Urban Trail trail additional amenities should be considered. These include:

- Provide additional shade trees along the trail
- Additional seating and shade structures
- Additional litter and recycling receptacles
- Creation of native plant gardens at designated areas along the trail
- Provide night lighting for pedestrian safety and visual interest (OW.01)
- Provide signage (OW.03)

RR.07 - Add On-Street Parking

New on-street parking is proposed wherever possible on Robson Road between Erie Street and Cherry Lane. The existing bike lanes on Robson should be maintained. Road markings and signage will help guide vehicular and cycle traffic.

RR.08 - New Parking Lot

Additional municipal parking could be provided near the waterfront if lands are acquired. Possible locations include the east side of Erie Street (north of Conover Ave) and north side of Robson Road.



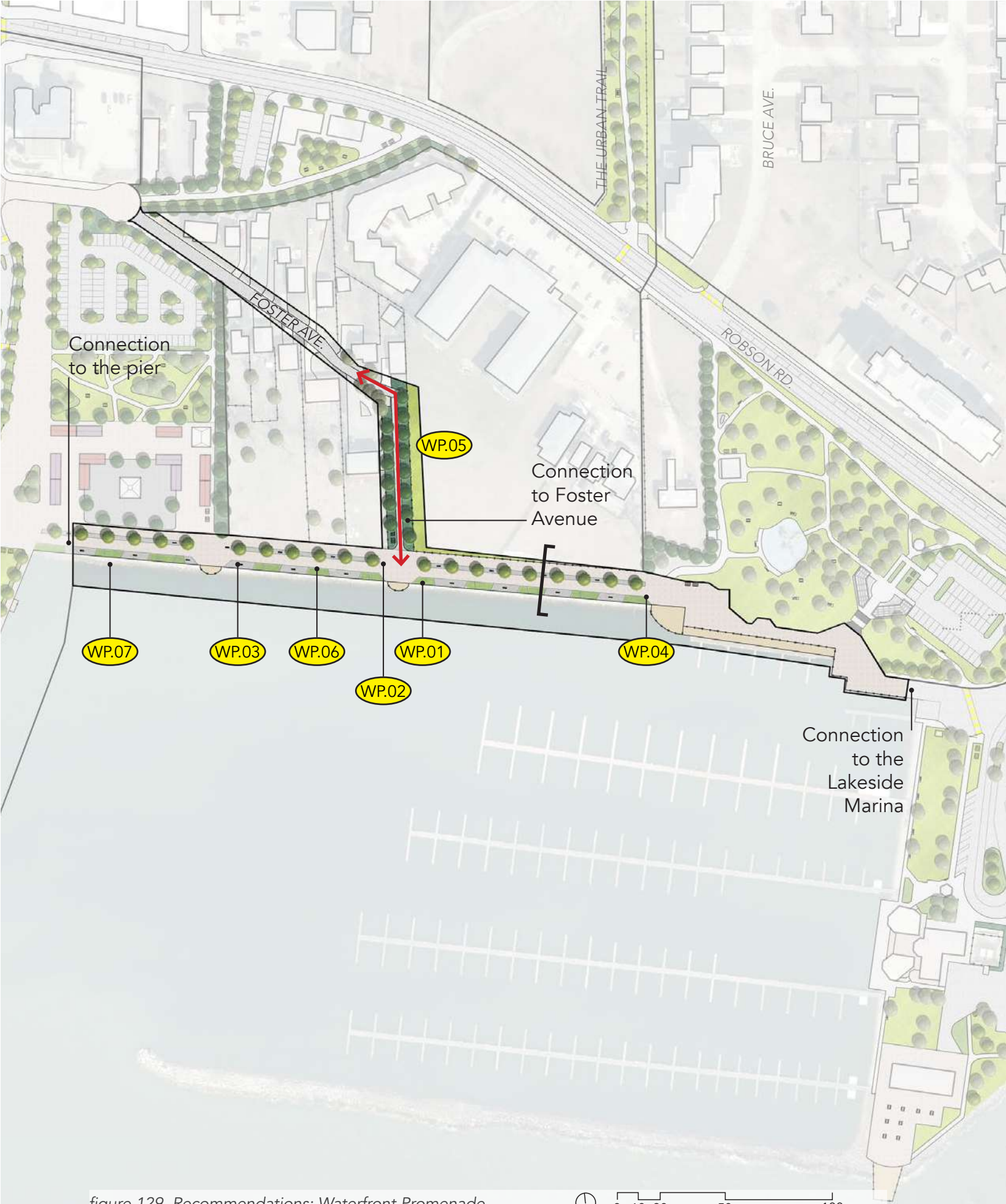
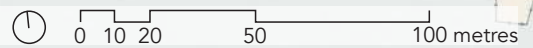


figure 129. Recommendations: Waterfront Promenade



Waterfront Promenade (WP)






The Waterfront Promenade has the potential to be a signature waterfront destination on the Great Lakes. It provides excellent opportunities to view the lake, to watch boats enter and leave the harbour, and is an important link between the Lakeside Marina and the pier.

However, the promenade is becoming dated. The seating, raised planters and paving are all in need of updating. Some sections of the promenade require frequent maintenance to address the settlement of pavers, while the large raised planters create obstructions and impede pedestrian flow.

To update and enhance the Waterfront Promenade, seven (7) recommendations are proposed:

- WP.01 - Promenade Wall
- WP.02 - Walkway Improvements
- WP.03 - Seating and Amenities
- WP.04 - Update Signage
- WP.05 - Foster Avenue Connection
- WP.06 - Promenade Lighting
- WP.07 - Lookouts

< Legend

-  Section Line (figure 135)
-  Pedestrian Connection
-  Existing Tree
-  Proposed Tree
-  Proposed Buffer Tree

WP.01 - Promenade Wall

The existing promenade seawall is a significant piece of infrastructure that may be approaching the end of its life expectancy. Currently routine repairs to the promenade's paving are required by staff to address settlement. It is suspected that wave action is undermining the structural integrity of sections of the promenade.

Before any investment in the promenade occurs, an assessment of the seawall is required to understand its condition and remaining life expectancy. Options to address any improvements/repairs need to be investigated and considered as part of the plans for future investment in the promenade.

WP.02 - Walkway Improvements

The promenade extends between the pier and the Lakeside Marina. The promenade should provide space for walking, sitting and relaxing, as well as a link for cycling and other more active forms of recreation. Key considerations include:

- Remove existing raised planters and resurface pathway
- Divide the promenade into four zones:
 - A 5 m asphalt travel zone along the north side of the promenade to accommodate cyclists, and faster moving users (joggers, inline skaters, etc.)
 - A 3 m planting/seating zone with trees and seating (WP.03)
 - A 5 m walking zone closer to the water side of the promenade
 - A 3 m planting/seating zone, with lighting and varied seating types (WP.03)



figure 130. Precedent Image: Artistic lighting incorporated into furniture



figure 131. Precedent Image: Seating options and paving pattern



figure 132. Precedent Image: Walking and travel zones with lighting, trees, and planting



figure 133. Precedent Image: Varied seating options



figure 134. Precedent Image: Multi-use path with planting buffers

- Incorporate lighting (WP.06)
- Provide lookout areas in specific locations for views of the ferry terminal and marina docks (WP.07)

WP.03 - Seating and Amenities

Additional seating opportunities will enhance the public's use and enjoyment of the Waterfront Promenade. Considerations should include:

- Place seating within designated planting/seating zones and lookout areas
- Provide a variety of seating types (accessible, benches, loungers, etc.)
- Coordinate seating with the overall waterfront Lighting Strategy (OW.01) and Site Furnishings Strategy (OW.04)

WP.04 - Update Signage

Update existing interpretive signage and provide additional signage. Key considerations include:

- Provide wayfinding signage
- Interpretive signage topics may include:
 - History of the pier and marina
 - Ecologic/geologic information about Lake Erie, Point Pelee, and Pelee Island
- Update Erie Shipwreck Quest signage
- Coordinate signage with the overall waterfront recommendation for a Wayfinding and Interpretation Strategy (OW.03)



figure 135. Section across the updated Waterfront Promenade



figure 136. Precedent Image: Shaded seating under trees

WP.05 - Foster Avenue Connection

The municipally owned parcel at the east end of Foster Avenue offers an excellent opportunity to create a new connection to the waterfront. A three (3) metre wide multi-use pathway is proposed. Key considerations include:

- Signage and wayfinding to be coordinated with Overall Waterfront recommendation OW.03
- Planting to buffer pathway from adjacent residences
- Provision of bicycle parking at south end next to promenade to be coordinated with Overall Waterfront Site Furnishing Strategy recommendation OW.04

WP.06 - Promenade Lighting

Enhanced lighting along the promenade will further accentuate the significance of this portion of the waterfront. The lighting should be designed to provide both night time safety, as well as create an exciting feature visible from the lake/harbour and promenade. Key considerations include:

- Provision of pedestrian scale lighting with special attention given to providing light levels that are not overpowering and do not obstruct views of surrounding waterfront and lake to provide a comfortable pedestrian environment
- Use of colour changing, programmable LED lighting to allow lighting to be programmed for time of year and special events
- Providing infrastructure (outlets) for seasonal lighting displays

- Coordinate lighting with Overall Waterfront recommendation OW.06 - Public Art Strategy
- Feature lighting to be coordinated with improvements undertaken as a result of the engineering analysis recommended as part of WP.01
- Lighting the proposed asphalt “travel zone” differently than the “walking zone” to reflect the different types of use

WP.07 - Lookouts

Three new lookout areas connected to the Waterfront Promenade are proposed. Considerations include:

- Structure to be cantilevered directly off the promenade
- The design and aesthetic should be consistent with other lookouts and features across the waterfront
- Materials could include wood, steel or a combination of both
- Potential location for interpretive signage to be coordinated with recommendation OW.03 Signage, Wayfinding and Interpretation Strategy
- Seating to be coordinated with recommendation OW.04 Site Furnishing Strategy
- Structure design to be coordinated with improvements undertaken as a result of the engineering analysis recommended as part of WP.01



figure 137. Recommendations: Rick Atkin Park

6. Rick Atkin Park (RA)

Seven (7) improvements are recommended for Rick Atkin Park:

- RA.01 - Park-wide Accessibility Improvements
- RA.02 - Additional Shaded Seating
- RA.03 - New Maintenance Shed
- RA.04 - New Public Washrooms
- RA.05 - Widen Connection to Robson Road
- RA.06 - Planting Buffer
- RA.07 - Replace Play Structure

RA.01 - Park-wide Accessibility Improvements

Improving pedestrian accessibility throughout the park is needed to ensure park users can easily and safely access existing and proposed amenities, as well as connect to the promenade and Marina. Currently, the accessible path to the Waterfront Promenade is disconnected from

the main pergola area and gazebo. Some key considerations include:

- Provide additional hard surface pathways in the park to connect features such as the Waterfront Promenade and new public washrooms (RA.01)
- Extend existing sidewalk near the boat launch towards the Waterfront Promenade
- Provide accessible picnic tables with a direct hard surface connection to the pathway network
- Provide bicycle parking near the parking lot (coordinate with recommendation OW.04)
- Provide an accessible pathway between the public washrooms, pergola area, and parking lot

RA.02 - Additional Shaded Seating

Additional seating and picnicking opportunities will help enhance the public's use and enjoyment of the park. Key considerations should include:

- Add more seating to existing shady areas
- Provide accessible seating along pathways throughout the park
- Provide seating at key locations with a view of the marina and pier
- Provide picnic tables throughout the park including tables on concrete pads
- Placement should not interfere with spaces for gathering or informal play
- Provide additional trees throughout the park for more shade

< Legend






-  Pedestrian Connection
-  Existing Tree
-  Proposed Tree
-  Proposed Buffer Tree
-  Existing Landmarks
 - 1 Playground
 - 2 Pergola Structures
 - 3 Gazebo
 - 4 Rick Atkin Parking Lot



figure 138. Precedent Image: Accessible picnic table connected to main pathway



figure 139. Existing path recommended to be widened (RA.05)



figure 140. Additional seating and picnic amenities required



figure 141. Precedent Image: Accessible seating



figure 142. Precedent Image: Create an accessible park for all

- Coordinate with recommendation OW.04 Site Furnishings Strategy

RA.03 - New Maintenance Shed

Replace existing maintenance shed with a larger shed for park operations and maintenance. The design and features of this structure should be developed in consultation with parks staff. The design of this structure should be coordinated with the proposed new public washroom (RA.05). There may also be benefits to combining the two structures.

RA.04 - New Public Washrooms

The public washrooms should be moved to a location where there is sufficient space for a larger, accessible facility along the pathway described in RA.01. Signage directing park and promenade users to the washroom should be provided. A family component to the washroom is also recommended.

RA.05 - Widen Connection to Robson Road

In conjunction with recommendation WP.01, the Waterfront Promenade should connect to Robson Road. The western-most pathway of Rick Atkin Park should be widened to at least 5m to create a multi-use path to be shared by pedestrians, cyclists, inline skaters, etc. which:

- Connects the travel zone of the Waterfront Promenade with the bicycle lanes on Robson Road
- Connects the Waterfront Promenade to public washroom facilities

- Provides an accessible connection between the Waterfront Promenade and the park

RA.06 - Planting Buffer

Additional planting is needed to provide a buffer for the west side of the park. A minimum buffer of three metres wide is recommended.

RA.07 - Replace Play Structure

The existing play structure should be replaced by a more accessible structure with features for all age groups.



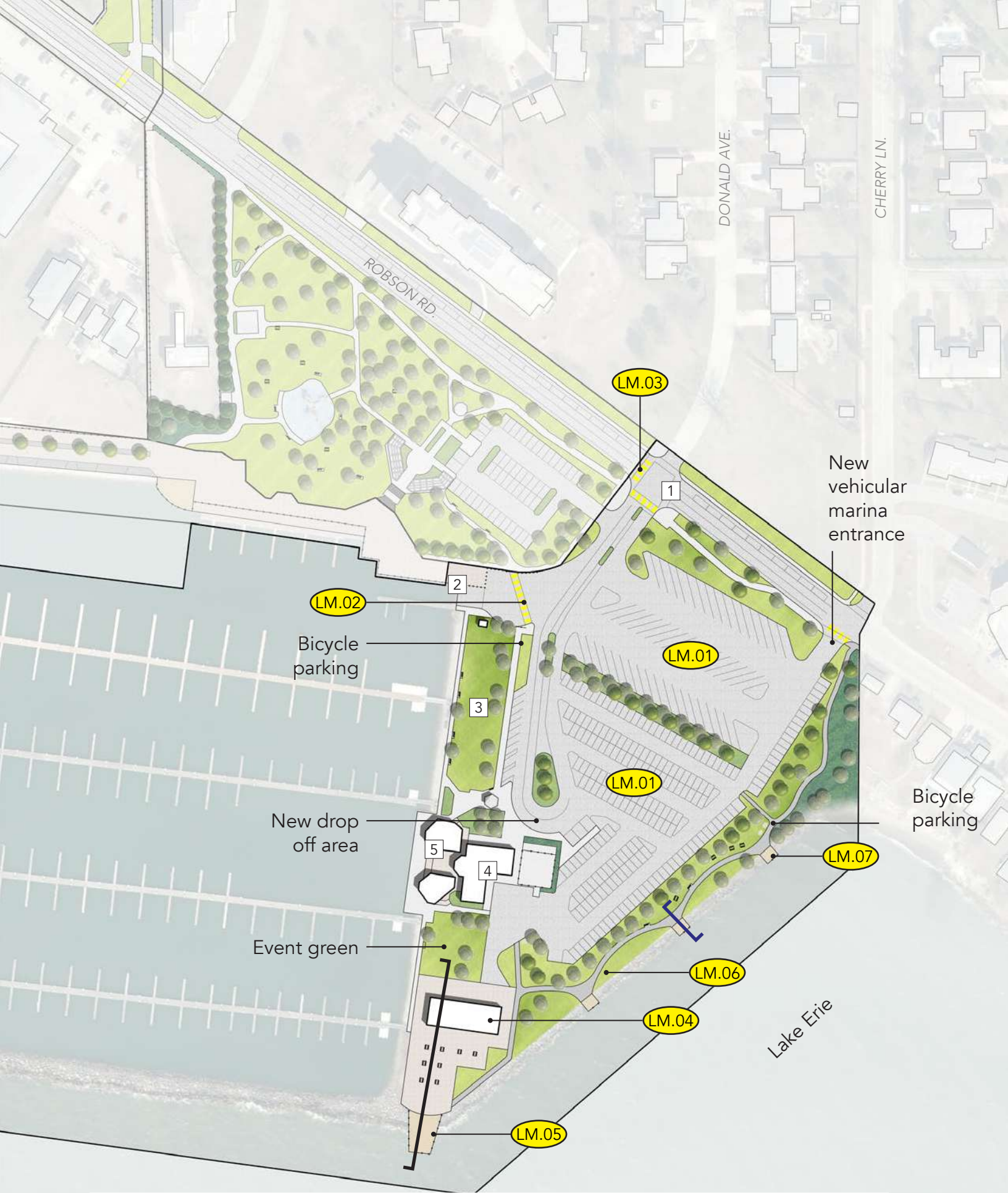
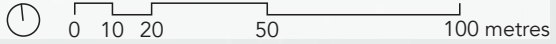


figure 143. Recommendations: Lakeside Marina



7. Lakeside Marina (LM)

Seven (7) improvements are recommended for the Lakeside Marina:

LM.01 - Parking Lot Reorganization

LM.02 - Pedestrian Crossing at Boat Launch

LM.03 - Explore New Crosswalk at Donald Avenue or Cherry Lane

LM.04 - Marina Pavilion

LM.05 - Lookout Platform

LM.06 - Linear Park

LM.07 - Fishing Platforms

- Reconfigure the parking lot and reduce the size and number of planted islands to provide an additional 22 parking stalls and one additional trailer stall
- Remove planted islands in strategic locations to eliminate obstructions for vehicles with trailers
- Provide a new entrance/exit across from Cherry Lane to help reduce congestion around boat launch
- Provide bicycle parking in safe, accessible locations to encourage people to cycle rather than drive to the waterfront
- Provide signage on Robson Road and in parking lot to help facilitate use of new parking lot entrance on Robson

LM.01 - Parking Lot Reorganization

Parking during the busy summer months is in short supply. The current parking lot of 195 vehicle stalls and 50 trailer stalls is typically inadequate. There are also often conflicts between parking marina patrons and boat launch users. To provide additional parking and reduce conflicts between users, the following improvements are proposed (subject to final design at the Marina) :

< Legend

 Section Line (figure 149)

 Section Line (figure 150)

 Existing Tree

 Proposed Tree

 Proposed Buffer Tree

 Existing Landmarks

1 Marina Entrance

2 Boat Launch

3 Green Space

4 Marina Building

5 Marina Patio Space

LM.02 - Pedestrian Crossing at Boat Launch

To improve pedestrian safety at the boat launch, the majority of pedestrian traffic will be encouraged to by-pass the parking lot and follow the main walkway north to Robson Road as described in recommendation RA.05.

For pedestrians looking for a more direct route to the Marina, a crosswalk should be provided. Key considerations include (subject to final design):

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



figure 144. Precedent Image: Ground floor patio event space at night



figure 145. Precedent Image: Drop off area



figure 146. Precedent Image: Ground floor patio event space



figure 147. Precedent Image: Fishing platforms



figure 148. Precedent Image: Event green

- Provide signage about the pedestrian crossing for boat launch users

LM.03 - Explore New Crosswalk at Donald Avenue or Cherry Lane

Access to Rick Atkin Park and the Lakeside Marina for residents and visitors north of Robson Road is limited. A new crosswalk is recommended at either Donald Avenue or Cherry Lane to ensure a safe route of travel for pedestrians, given the high volume of traffic related to the marina and boat launch. Key considerations include:

- Investigate the feasibility of providing a crosswalk across Robson Road
- Need for a walkway connection between the Rick Atkin Park and proposed crosswalk

LM.04 - Marina Pavilion

The existing pavilion building is used seasonally for special events and during the late fall, winter and early spring it is closed. Its design is uninspiring, and it blocks views of the waterfront.

A new, multi-functional structure is needed to accommodate special events and can be enjoyed by the public year round. Key considerations include:

- The creation of an iconic structure on the waterfront as it will be visible from both the shore and the lake
- Provide movable partitions/walls, a retractable cover for rain, and vertical heaters to allow for the structure to be usable during inclement weather
- Provide a flexible space to be used for a wide variety of event types and configurations
- Design plaza space surrounding structure to offer seamless connection from indoor to outdoor and spaces for tents for special events
- Power and water hookups

LM.05 - Lookout Platform

The south end of the marina offers an excellent opportunity to provide a viewing platform with unobstructed views of the lake. Considerations include:

- A cantilevered platform over the lake adjacent to the all-season event space

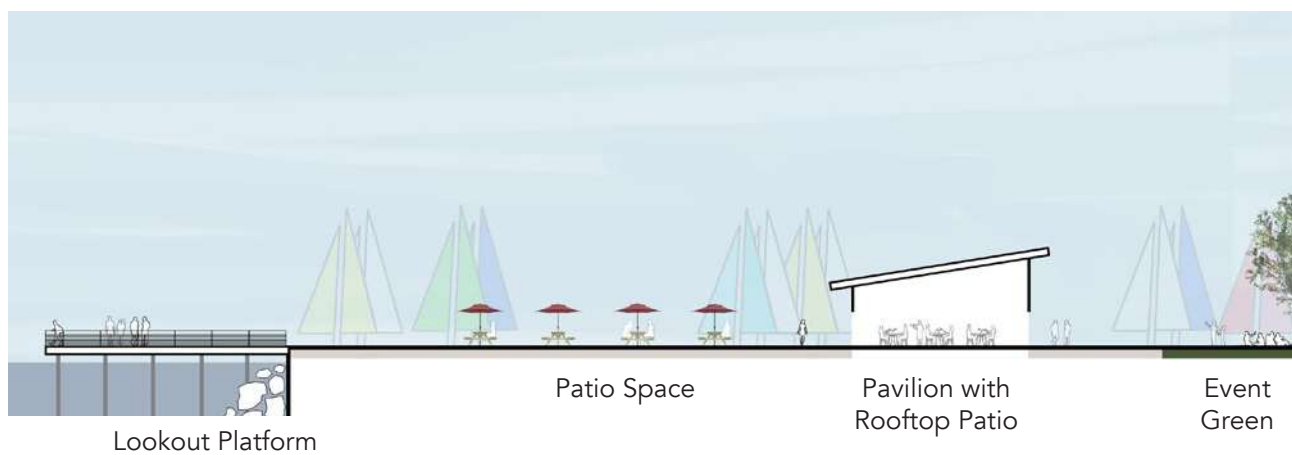


figure 149. Section through the new pavilion building, patio, and lookout structure

- The design and aesthetic should be consistent with other lookouts and features across the waterfront
- Materials could include wood, steel or a combination of both

LM.06 - Linear Park

The long, narrow strip of green space along the marina's east edge should be developed into a linear park. The area already contains grass with trees. Recommended improvements include:

- A paved trail to provide a separated multi-use connection to the marina and pavilion building from Robson Road
- Provide seating, picnic opportunities, and bicycle parking along the path
- Buffer planting between the green space and residential properties to the east
- Litter and recycling receptacles
- Access to new fishing platforms (LM.07)

LM.07 - Fishing Platforms

The linear park walkway will provide access to new fishing platforms. This area is already a popular destination for fishing and designated fishing platforms would support use and safety. Considerations include:

- Cantilevered structures over the water to provide better access for fishing
- Provide a railing for safety that still allows for anglers of different heights to easily place their rod in the water
- Railing should have a comfortable cap for leaning along the top
- A few rod holders should be mounted to the railings
- Provide fishing line disposal containers for monofilament recycling
- Coordinate design with recommendation EP.08 for the Pier fishing platforms

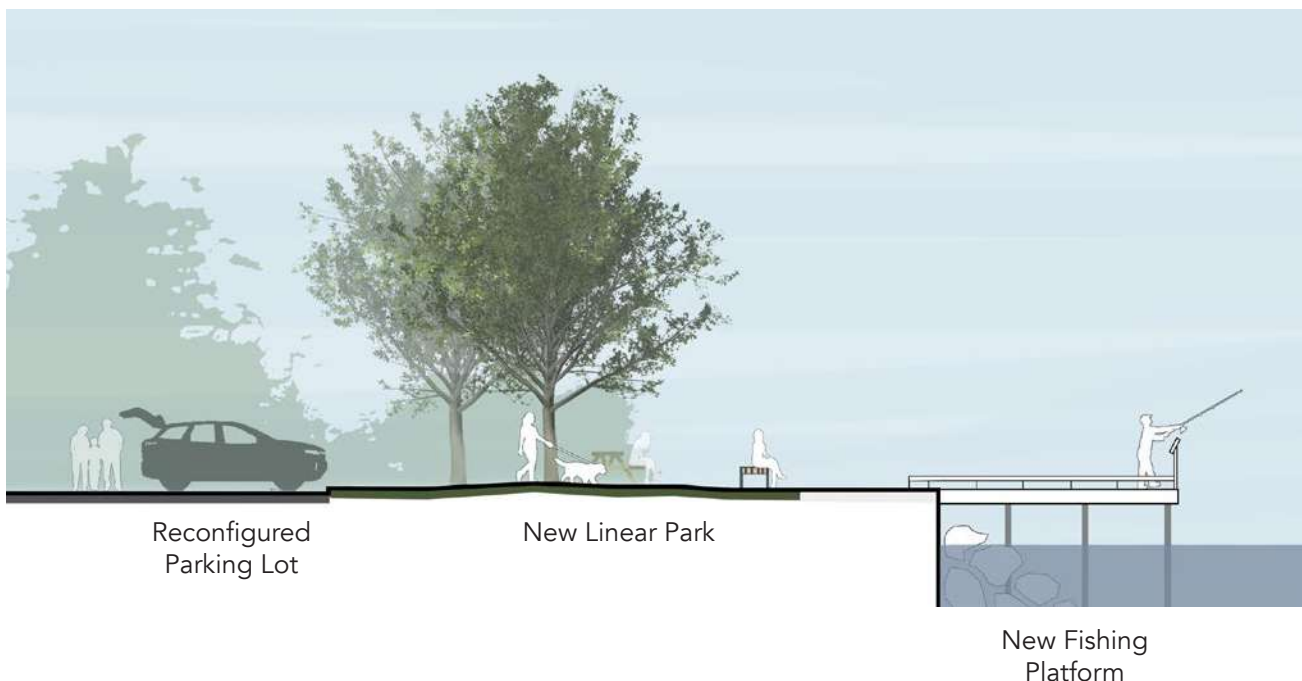


figure 150. Section through the new linear park and fishing platforms

SECTION 4: IMPLEMENTATION

**Municipality of Leamington
Waterfront Destination Master Plan
April 2022**

Implementation Strategy

A key component of any master plan is the identification of the steps required to realize the vision. As described in the previous section, sixty-six (66) recommendations have been identified for Leamington's waterfront, falling into the following 8 areas:

1. Overall Waterfront (8)
2. Seacliff Park (11)
3. Gold Coast Road (9)
4. Erie Street and Pier (9)
5. Robson Road Connection (8)
6. Waterfront Promenade (7)
7. Rick Atkin Park (7)
8. Lakeside Marina (7)

These 66 recommendations provide the community with a road map to creating a safe, vibrant and sustainable waterfront to be implemented over a 15-year period.

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

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

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

- Community engagement, including consultation with First Nations, user groups, and the general public
- Site inventory and analyses and site specific studies, a stage 1 archaeological assessment (if appropriate – which may identify the need for future archaeological work), topographic and/or legal surveys, ownership and property boundary clarifications, geotechnical investigations, and environmental impact assessments
- Design work, including the development of design options, detailed design, and construction documents

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

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

Implementation Sequence

The proposed implementation sequence for the 66 recommendations, is based on the following factors:

- i. Priority Matrix Results
- ii. Studies and Strategy Development
- iii. Project Efficiencies
- iv. Advancement of Projects
- v. Delay of Projects
- vi. Budget Considerations

i. Priority matrix results

A matrix was used to help organize and prioritize 52 of the 67 recommendations. The applied matrix uses criteria to help evaluate each recommendation and is one of a number of factors used in determining the roll-out sequence of projects. Other factors to be considered in determining the sequence include budget considerations, dependencies/efficiencies, and immediate need as described below.

Using the pre-developed criteria determined below, a score of 0, 5 or 10 was applied to each recommendation. The eight (8) criteria with associated weighting are as follows:

1. Level of Community Support (20%)
2. Improves Connectivity Across the Waterfront (20%)
3. Contributes to Growth in Tourism (20%)
4. Supports Health Fitness and Wellness (10%)
5. Improvements to Safety, Security, and Environmental Concerns (10%)
6. Supports Arts, Cultural Events and Heritage (10%)
7. Provides Multi-Season Benefit (5%)

8. Ease of Implementation (5%)

Proposed Criteria and Percentage Weighting

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

1. Level of Community Support (20%)

This criterion incorporates the community's selection of priority recommendations out of the 52 presented on the community engagement platform at www.learmingtonwfmp.ca. This was determined through a survey which was completed by forty-three (43) respondents. Respondents were asked to rank the recommendations they would most like to see prioritized for each focus area (with the highest possible ranking being 1). The resulting average ranking was converted to a percentage and then assigned a score of 0, 5 or 10 accordingly. Results greater than 65% received a score of 10; results greater than 50% and less than or equal to 65% received a score of 5; and, results less than 50% received a score of 0.

The percentages were calculated using the following formula:

$100\% - ([\text{average priority ranking} / \text{number of recommendations for the focus area listed in survey question}] \times 100\%)$

When ranking items, the lower the rank the higher priority the item is given. If an item is ranked first it has a higher ranking than an

item ranked fifth (even though the number 5 is higher than the number 1).

For example, EP.02 Promenade to Beach Connection received an average ranking of 3.00, while EP.08 Fishing Platforms received an average ranking of 4.84. This means that EP.02 was ranked third more often while EP.08 was ranked between fourth and fifth most often. Since third is higher than fourth and fifth (even though three is lower than four and five, EP.02 received a higher priority ranking than EP.08.

The average ranking of EP.02 (3.00) was then divided by 9 and multiplied by 100 (=33.33). As explained above, since a low number represents a high score, the percentage was subtracted from 100%. The resulting percentage, 66.66% is greater than 65% and therefore this recommendation received a score of 10.

2. Improves Connectivity Across the Waterfront (20%)

Improving access across the waterfront is a key objective of this plan. This includes providing new connections and accessible routes along the waterfront, as well as new access opportunities. Recommendations where no accessible connection was previously available score highest, with 10 points. Recommendations where connection is enhanced through improvements score 5 points. Where there is no change in connectivity zero points were applied.

3. Contributes to Growth in Tourism (20%)

Supporting Leamington's local economy through waterfront tourism is a key objective of this plan. Recommendations that will provide opportunities to attract tourists and boaters are deemed to be a high priority. Recommendations with the greatest potential to enhance tourism

received 10; moderate potential 5; minimal potential 0.

4. Supports Health, Fitness and Wellness (10%)

Promoting healthy living for Leamington residents is an important consideration. Recommendations that encourage physical activity by providing infrastructure for biking, paddling and other active recreation pursuits are considered priority. Recommendations that will have the greatest impact on healthy, active living received a score of 10. Moderate impact recommendations received a 5, while those with minimal or no impact received a score of 0.

5. Improvements to Safety, Security, and Environmental Concerns (10%)

Ensuring a safe waterfront experience for all users is a primary concern. This includes upgrades or replacement of aging infrastructure, or improvements where there are issues pertaining to safe operation, use and enjoyment of the waterfront. Recommendations with the greatest potential to improve safety, security, and environmental concerns received 10; moderate potential 5; minimal potential 0.

6. Supports Arts, Cultural Events and Heritage (10%)

Residents of Leamington desire the waterfront to be a place where people can gather to enjoy local arts, cultural events and heritage. Recommendations such as performance areas, public art displays and interpretive signage are rated highly in this category.

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



7. Provides Multi-Season Benefit (5%)

Use of the waterfront by local residents and tourists peaks during the summer and declines throughout the rest of the year. Recommendations that will help attract users during the winter and shoulder seasons would help create a more sustainable tourism economy, while also providing residents with greater access to year-round waterfront activities. Recommendations that may encourage all season use were awarded 10 points. Multi-season recommendations were awarded 5 points. Summer season focused recommendations were awarded zero points.

8. Ease of Implementation (5%)

To help expedite and facilitate implementation of improvements, recommendations that are relatively quick and easy to implement should be prioritized. Based on this assumption the following scoring was applied to each recommendation:

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

Moderate/Average (3-5 years) = 5

Challenging/Slow (6+ years) = 0

The scoring system applied to the 52 project recommendations was based on the following considerations:

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

5 = Somewhat achieves (partially meets the criterion)

10 = Achieves (meets the criterion)

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

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

Projects Not Included in the Priority Matrix

Recommendations that are not considered capital improvements (such as proposed studies, regular maintenance, and land acquisition) were not included in the priority matrix as these projects are part of the planning stage and therefore need to be scheduled early in the process. The 17 recommendations that were not scored via the matrix fall into this category and are listed below:

- OW.01 Lighting Strategy
- OW.02 Additional Shade Options
- OW.03 Signage, Wayfinding, and Interpretation Strategy
- OW.04 Site Furnishings Strategy
- OW.05 Rescue Stations and Location Identifiers
- OW.06 Public Art Strategy
- OW.07 Tourism Strategy
- OW.08 Breakwall Improvements
- SP.08 Beach Restoration Study
- SP.10 Replace Sand in Volleyball Area
- SP.11 Long-Term Tree Planting Plan
- GC.01 Design Guidelines and Architectural Control
- GC.03 Acquire Private Lands South of Gold Coast Road
- GC.07 Beach Restoration Study
- WP.01 Promenade Wall
- RR.05 Explore Traffic Calming Measures
- LM.03 Explore New Crosswalk at Donald Avenue or Cherry Lane

Ranking	#	Recommendation Name	Matrix Score/100	Matrix Ranking (B)
1	EP.02	Promenade to Beach Connection	10	1
2	GC.05	Connect Beach to Pier	10	1
3	RR.01	Conrail Right-Of-Way (ROW)	10	3
4	WP.02	Walkway Improvements	10	3
5	SP.07	Connect Pier to Seacliff Park	5	5
6	GC.09	Canoe/Kayak Launch	10	6
7	GC.06	Expand Public Beach	5	7
8	RA.01	Park-Wide Accessibility Improvements	0	8
9	WP.06	Promenade Lighting	0	8
10	LM.02	Pedestrian Crossing at Boat Launch	0	10
11	RA.04	New Public Washrooms	5	10
12	EP.03	Erie Street Circulation	0	12
13	EP.06	Update Pedestrian Pier	5	12
14	RR.06	Urban Trail Enhancements	5	12
15	EP.01	Market Plaza	10	15
16	LM.06	Linear Park	0	15
17	RR.04	Extend Sidewalk on Robson Road (north side)	0	17
18	LM.05	Lookout Platform	5	18
19	RA.05	Widen Connection to Robson Road	0	18
20	RR.08	New Parking Lot	n/a	18
21	WP.03	New Seating and Amenities	5	18
22	WP.04	Update Signage	0	18
23	SP.04	Additional Bicycle Parking	0	23
24	GC.04	Develop Lands South of Gold Coast Road	0	24
25	GC.08	New Public Washroom	5	24
26	RR.07	Add On-Street Parking	n/a	24
27	GC.02	Development Opportunity for Parcel G1 and G2	0	27
28	RR.02	Future Development of Parcel R1	10	27
29	WP.05	Foster Avenue Connection	0	27
30	EP.05	Woonerf at Foster's West End	0	30
31	LM.01	Parking Lot Reorganization	0	30
32	EP.04	Municipal Parking	0	32
33	SP.06	Lookout Deck	5	32

table 5. Priority Matrix Results

Ranking	#	Recommendation Name	Matrix Score/100	Matrix Ranking (B)
34	EP.07	Servicing Hookups for Vendors	0	34
35	EP.08	Fishing Platforms	0	34
36	LM.04	Marina Pavilion	5	34
37	LM.07	Fishing Platforms	0	34
38	SP.05	Servicing Hookups for Vendors	0	34
39	RA.02	Additional Shaded Seating	5	39
40	SP.01	Additional Shaded Seating and Picnic Opportunities	5	39
41	EP.09	Raised Lookout	0	41
42	RA.07	Replace Play Structure	n/a	41
43	WP.07	Lookouts	0	41
44	SP.09	Performer Room and Storage Facility	n/a	44
45	RR.03	Future Development of Parcel R2 and R3	0	45
46	SP.02	New Basketball Courts	0	45
47	SP.03	Residential Planting Buffer	0	47
48	RA.06	Planting Buffer	0	48
49	RA.03	New Maintenance Shed	0	49

table 5. Priority Matrix Results (Continued)

ii. Studies and Strategy Development

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

Some of these recommendations are not forecasted and should take place as soon as possible. They are listed below in order of priority:

- OW.01 Lighting Strategy
- OW.03 Signage, Wayfinding, and Interpretation Strategy
- OW.04 Site Furnishing Strategy
- OW.05 Rescue Stations and Location Identifiers
- SP.11 Long-Term Tree Planting Plan
- OW.08 Breakwall Improvements Study
- OW.07 Tourism Strategy
- OW.06 Public Art Strategy
- GC.01 Design Guidelines and Architectural Control
- OW.02 Additional Shade Options

Other study and strategy recommendations are forecasted to take place at the beginning of a project. They are listed below:

- SP.08 Beach Restoration Study
- SP.10 Replace Sand in Volleyball Area
- GC.06 Beach Restoration Study
- RR.05 Explore Traffic Calming Measures
- WP.01 Promenade Wall
- LM.03 Explore New Crosswalk at Donald Avenue or Cherry Lane



iii. Project efficiencies

Some recommendations have been grouped together where there are efficiencies to be gained by undertaking them together as one project in a specific location. Additional Shade Options (OW.02) is to be implemented as a part of other projects when they occur. As noted below, recommendations SP.07, GC.04, and EP.02 should be coordinated. Projects to be grouped together include:

Seacliff Park Projects

Project Name	Recommendation	Budget
Seacliff Park Project #1	SP.02 - New Basketball Courts	\$ 115,000
Seacliff Park Project #2	SP.09 - Performer Room and Storage Facility	\$ 500,000
Seacliff Park Project #3	SP.07 - Connect Beach to Pier GC.05 - Connect Pier to Seacliff Park	\$ 715,000
Seacliff Park Project #4	SP.01 - Additional Shaded Seating and Picnic Opportunities SP.04 - Additional Bicycle Parking SP.05 - Servicing Hookups for Vendors SP.06 - Lookout Deck	\$ 630,000

table 6. Seacliff Park Project Groups

Gold Coast Road Projects

Project Name	Recommendation	Budget
Gold Coast Project #1	GC.03 - Acquire Private Lands South of Gold Coast Road	\$ 12,000,000
Gold Coast Project #2	GC.08 - New Public Washroom SP.03 - Residential Planting Buffer GC.04 - Develop Lands South of Gold Coast Road	\$ 2,525,000
Gold Coast Project #3	GC.09 - Canoe/Kayak Launch GC.07 - Beach Restoration Study SP.08 - Beach Restoration Study	\$ 95,000

table 7. Gold Coast Road Project Groups

Erie Street and Pier Projects

Project Name	Recommendation	Budget
Erie Street and Pier Project #1	EP.01 - Market Plaza EP.02 - Promenade to Beach Connection EP.03 - Erie Street Circulation EP.04 - Municipal Parking	\$ 190,000
Erie Street and Pier Project #2	RR.08 - New Parking Lot	\$ 1,550,000
Erie Street and Pier Project #3	EP.06 - Update Pedestrian Pier EP.07 - Servicing Hookups for Vendors EP.08 - Fishing Platforms EP.09 - Lookout	\$ 1,238,000

table 8. Erie Street and Pier Project Groups

Robson Road Projects

Project Name	Recommendation	Budget
Robson Road Project #1	RR.04 - Extend Sidewalk on Robson (north side) RR.05 - Explore Traffic Calming Measures RR.07 - Add On-Street Parking	\$ 190,000
Robson Road Project #2	RR.06 - Urban Trail Enhancements	\$ 225,000

table 9. Robson Road Project Groups

Waterfront Promenade Projects

Project Name	Recommendation	Budget
Waterfront Promenade Project #1	WP.01 - Promenade Wall WP.02 - Walkway Improvements WP.03 - Seating and Amenities WP.04 - Update Signage WP.05 - Foster Avenue Connection WP.06 - Promenade Lighting WP.07 - Lookouts	\$ 3,565,000

table 10. Waterfront Promenade Project Groups

Rick Atkin Park Projects

Project Name	Recommendation	Budget
Rick Atkin Park Project #1	RA.03 - New Maintenance Shed RA.04 - New Public Washrooms RA.07 - Replace Play Structure	\$ 1,290,000
Rick Atkin Park Project #2	RA.01 - Park-Wide Accessibility Improvements RA.02 - Additional Shaded Seating RA.05 - Widen Connection to Robson Road RA.06 - Planting Buffer	\$ 198,000

table 11. Rick Atkin Park Project Groups

Lakeside Marina Projects

Project Name	Recommendation	Budget
Lakeside Marina Project #1	LM.01 - Parking Lot Reorganization LM.02 - Pedestrian Crossing at Boat Launch LM.03 - Explore New Crosswalk at Donald Avenue or Cherry Lane	\$ 1,417,000
Lakeside Marina Project #2	LM.04 - Marina Pavilion LM.05 - Lookout Platform LM.06 - Linear Park LM.07 - Fishing Platforms	\$ 1,302,000

table 12. Lakeside Marina Project Groups

iv. Advancement of projects

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

Some of the advanced initiatives include:

- OW.01 Lighting Strategy
- OW.03 Signage, Wayfinding, and Interpretation Strategy
- OW.04 Site Furnishing Strategy
- SP.02 New Basketball Courts
- SP.09 Performer Room and Storage Facility
- GC.03 Acquire Private Lands South of Gold Coast Road
- LM.01 Parking Lot Reorganization
- LM.02 Pedestrian Crossing at Boat Launch
- LM.03 Explore New Crosswalk at Donald Avenue or Cherry Lane

v. Delay of projects

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

- GC.09 Canoe/Kayak Launch
- EP.06 Update Pedestrian Pier
- WP.02 Walkway Improvements
- WP.06 Promenade Lighting
- RR.01 Conrail Right-Of-Way (ROW)
- RR.06 Urban Trail Enhancements
- RA.01 Park-Wide Accessibility Improvements
- LM.05 Lookout Platform
- LM.06 Linear Park



vi. Budget considerations

The project sequence must also consider the distribution of design/planning and construction/implementation costs of projects over a 15 year timeframe as well as the total cost of all projects undertaken each year. The total cost of all projects over the projected 15-year schedule is approximately \$33,700,000 million or an average expenditure of under \$2,247,000 per year.

The 66 recommendations and their associated costs are listed on the following pages. For information on individual recommendations, please refer to the descriptions provided in the previous section. Project and estimated cost forecasting on a 15-year time line is provided at the end of this section.

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

- They are based on 2022 dollars
- They do not include the Municipality's internal/administrative costs
- More detailed design and planning would be required prior to establishing a more accurate construction budget
- Contingencies should be carried to address unforeseen issues/changes in scope
- Soft cost/design fees cover additional community consultation to confirm project scope, engineering studies, concept design, contract documents and contract administration
- The budget proposed is based on an amount that would support a design solution that addresses the key considerations in this plan. However, as new information becomes available, and the community's priorities change, these budget amounts may be higher or lower than those shown

here to achieve the community's final expectations

- Where possible, projects would be combined to maximize potential efficiencies regarding design and implementation

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

Recommendations Not Costed

Several recommendations are not costed on the following tables. This includes private development, ongoing maintenance, and wherever costs are expected to be covered by other projects.

	Recommendation	Soft Costs (\$)	Hard Costs (\$)	Total Costs (\$)
Overall Waterfront				
OW.01	Lighting Strategy	40,000	0	40,000
OW.02	Additional Shade Options	Costs covered by other recommendations		
OW.03	Signage, Wayfinding, and Interpretation Strategy	40,000	0	40,000
OW.04	Site Furnishings Strategy	40,000	0	40,000
OW.05	Rescue Stations and Location Identifiers	Costs covered by other recommendations		
OW.06	Public Art Strategy	40,000	0	40,000
OW.07	Tourism Strategy	80,000	0	80,000
OW.08	Breakwall Improvements	100,000	0	100,000
	TOTAL	340,000	0	340,000

table 13. Overall Waterfront Cost Summary

	Recommendation	Soft Costs (\$)	Hard Costs (\$)	Total Costs (\$)
Seacliff Park				
SP.01	Additional Shaded Seating and Picnic Opportunities	40,000	350,000	390,000
SP.02	New Basketball Courts	15,000	100,000	115,000
SP.03	Residential Planting Buffer	5,000	20,000	25,000
SP.04	Additional Bicycle Parking	10,000	45,000	55,000
SP.05	Servicing Hookups for Vendors	15,000	80,000	95,000
SP.06	Lookout Deck	10,000	80,000	90,000
SP.07	Connect Pier to Seacliff Park	20,000	200,000	220,000
SP.08	Beach Restoration Study	30,000	0	30,000
SP.09	Performer Room and Storage Facility	0	500,000	500,000
SP.10	Replace Sand in Volleyball Area	Ongoing Maintenance - Not Costed		
SP.11	Long-Term Tree Planting Plan	5,000	0	5,000
	TOTAL	150,000	1,375,000	1,525,000

table 14. Seacliff Park Cost Summary

	Recommendation	Soft Costs (\$)	Hard Costs (\$)	Total Costs (\$)
Gold Coast Road				
GC.01	Design Guidelines and Architectural Control	25,000	0	25,000
GC.02	Development Opportunity for Parcel G1 and G2	Private Development - Not Costed		
GC.03	Acquire Lands South of Gold Coast Road	0	12,000,000	12,000,000
GC.04	Develop Lands South of Gold Coast Road*	0	1,350,000	1,350,000
GC.05	Connect Beach to Pier**	45,000	450,000	495,000
GC.06	Expand Public Beach	Costs covered by other recommendations		
GC.07	Beach Restoration Study	30,000	0	30,000
GC.08	New Public Washroom	150,000	1,000,000	1,150,000
GC.09	Canoe/Kayak Launch	5,000	30,000	35,000
	TOTAL	255,000	14,830,000	15,085,000

table 15. Gold Coast Road Cost Summary

*Includes new parking lot and site preparation for new buildings.

**Includes vehicular connection between Seacliff Park and Gold Coast Road.

	Recommendation	Soft Costs (\$)	Hard Costs (\$)	Total Costs (\$)
Erie Street & Pier				
EP.01	Market Plaza	200,000	2,000,000	2,200,000
EP.02	Promenade to Beach Connection	300,000	2,000,000	2,300,000
EP.03	Erie Street Circulation	60,000	500,000	560,000
EP.04	Municipal Parking	50,000	500,000	550,000
EP.05	Woonerf at Foster's West End	40,000	300,000	340,000
EP.06	Update Pedestrian Pier	80,000	750,000	830,000
EP.07	Servicing Hookups for Vendors	8,000	50,000	58,000
EP.08	Fishing Platforms	40,000	80,000	120,000
EP.09	Raised Lookout	30,000	200,000	230,000
	TOTAL	808,000	6,380,000	7,188,000

table 16. Erie Street and Pier Cost Summary

	Recommendation	Soft Costs (\$)	Hard Costs (\$)	Total Costs (\$)
Robson Road Connection				
RR.01	Conrail Right-Of-Way (ROW)	20,000	130,000	150,000
RR.02	Future Development of Parcel R1	Private Development - Not Costed		
RR.03	Future Development of Parcel R2 and R3	Private Development - Not Costed		
RR.04	Extend Sidewalk on Robson Road (north side)	10,000	70,000	80,000
RR.05	Explore Traffic Calming Measures	40,000	0	40,000
RR.06	Urban Trail Enhancements	25,000	200,000	225,000
RR.07	Add On-Street Parking	0	70,000	70,000
RR.08	New Parking Lot*	850,000	700,000	1,550,000
	TOTAL	945,000	1,170,000	2,115,000

table 17. Robson Road Connection Cost Summary

*Includes land acquisition.

	Recommendation	Soft Costs (\$)	Hard Costs (\$)	Total Costs (\$)
Waterfront Promenade				
WP.01	Promenade Wall	80,000	0	80,000
WP.02	Walkway Improvements	200,000	2,000,000	2,200,000
WP.03	New Seating and Amenities	30,000	150,000	180,000
WP.04	Update Signage	15,000	50,000	65,000
WP.05	Foster Avenue Connection	20,000	80,000	100,000
WP.06	Promenade Lighting	80,000	500,000	580,000
WP.07	Lookouts	60,000	300,000	360,000
	TOTAL	485,000	3,080,000	3,565,000

table 18. Waterfront Promenade Cost Summary

	Recommendation	Soft Costs (\$)	Hard Costs (\$)	Total Costs (\$)
Rick Atkin Park				
RA.01	Park-Wide Accessibility Improvements	15,000	60,000	75,000
RA.02	Additional Shaded Seating	8,000	30,000	38,000
RA.03	New Maintenance Shed	10,000	150,000	160,000
RA.04	New Public Washrooms	150,000	850,000	1,000,000
RA.05	Widen Connection to Robson Road	15,000	50,000	65,000
RA.06	Planting Buffer	5,000	15,000	20,000
RA.07	Replace Play Structure	0	130,000	130,000
	TOTAL	203,000	1,285,000	1,488,000

table 19. Rick Atkin Park Cost Summary

	Recommendation	Soft Costs (\$)	Hard Costs (\$)	Total Costs (\$)
Lakeside Marina				
LM.01	Parking Lot Reorganization	100,000	1,200,000	1,300,000
LM.02	Pedestrian Crossing at Boat Launch	7,000	70,000	77,000
LM.03	Explore New Crosswalk at Donald Avenue or Cherry Lane	40,000	0	40,000
LM.04	Marina Pavilion	50,000	500,000	550,000
LM.05	Lookout Platform	60,000	150,000	210,000
LM.06	Linear Park	12,000	80,000	92,000
LM.07	Fishing Platforms	50,000	400,000	450,000
	TOTAL	319,000	2,400,000	2,719,000

table 20. Lakeside Marina Cost Summary

Project and Estimated Cost Forecasting

The schedule on the following pages illustrates the proposed roll-out of the project recommendations over the next 15 years, totaling approximately \$33.7 million dollars including both planning/design and construction fees. The table tallies the estimated budget allocation for each year (table 22-24). This table can be used by staff to help establish budgets and to track progress of this plan's implementation.

However, this schedule should be used as a guide only. External factors may impact the sequence and timing of projects, which may advance or delay implementation. As other priorities emerge, or efficiencies emerge and/or funding becomes available, it might facilitate one project's advancement over another. Table 21 summarizes the soft and hard costs by year over the 15 year period.

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

- GC.02 Development Opportunity for Parcel G1 and G2
- GC.04 Develop Lands South of Gold Coast Road
- RR.02 Future Development of Parcel R1
- RR.03 Future Development of Parcel R2 and R3

Forecast Years 1-5

The first five years of the plan will lay the foundation for future waterfront improvements [figure 151]. This includes:

- Improved connections between the Seacliff Park, the beach, the pier and the waterfront promenade
- An accessible connection between the beach and the Waterfront Promenade, across the pier
- Upgrades to Erie Street circulation and municipal parking lot
- Improvements to Rick Atkin Park, the Lakeside Marina, and Seacliff Park
- New shaded seating areas, basketball courts, and bicycle parking in Seacliff Park
- A new market plaza near Erie Street
- Improvements to Robson Road
- A study regarding traffic calming along Robson Road
- Extensive updates to the Lakeside Marina such as parking lot reorganization and a pedestrian crossing at boat launch

Forecast Years 6-10

Years six to ten will focus primarily on developing the lands south of Gold Coast road. Other improvements to the Waterfront Promenade, Rick Atkin Park, and Seacliff Park. Other improvements include those to Erie Street and Pier, as well as continuing improvements to Rick Atkin Park and the Lakeside Marina [figure 152]. This includes:

- Lands below Gold Coast Road to be developed into shops, restaurants, beach rentals, etc



- Public washroom near Gold Coast Road
- Servicing hookups for vendors and a lookout deck at Seacliff Park
- Additional bicycle parking and shade at Seacliff Park
- Connections from the Waterfront Promenade to Foster Avenue
- Updates to the Waterfront Promenade including walkway improvements, signage, seating, lighting, and lookouts
- Major upgrades to Rick Atkin Park such as accessibility improvements, shade, and planting

Forecast Years 11-15

This final phase of waterfront improvements includes extensive updates to the Pedestrian Pier, as well as updates for the Lakeside Marina, Gold Coast Road, and Robson Road [figure 153]. This includes:

- The marina pavilion and viewing platform
- Updates to the Pedestrian Pier, servicing hookups for vendors, fishing platforms, and raised lookout on the Pedestrian Pier
- Servicing hookups for vendors and a lookout deck at Seacliff Park
- Urban Trail enhancements and a sidewalk extension along the north side of Robson Road
- A canoe/kayak launch
- A beach restoration study below Seacliff Park and Gold Coast Road
- A new connection along the Conrail Right-Of-Way
- A linear park and fishing platforms at the Marina

#	Year	Soft Costs by Year (\$)	Hard Costs by Year (\$)	Total Costs by Year (\$)
Year 1	2022	147,000	13,270,000	13,417,000
Year 2	2023	175,000	1,230,000	1,405,000
Year 3	2024	50,000	640,000	690,000
Year 4	2025	675,000	650,000	1,325,000
Year 5	2026	0	5,000,000	5,000,000
Year 6	2027	850,000	700,000	1,550,000
Year 7	2028	155,000	2,370,000	2,525,000
Year 8	2029	43,000	155,000	198,000
Year 9	2030	485,000	3,080,000	3,565,000
Year 10	2031	75,000	555,000	630,000
Year 11	2032	158,000	1,080,000	1,238,000
Year 12	2033	65,000	30,000	95,000
Year 13	2034	25,000	200,000	225,000
Year 14	2035	172,000	1,130,000	1,302,000
Year 15	2036	60,000	430,000	490,000
	TOTAL	3,135,000	30,520,000	33,655,000

table 21. Forecast cost summary by year

Project and Estimated Cost Forecast Years 1-5

				Year 1	Year 2	Year 3	Year 4	Year 5
				2022	2023	2024	2025	2026
GC.03	Acquire Lands South of Gold Coast Road	Land Acquisition	12,000,000					
LM.01	Parking Lot Reorganization	Design & Construction	1,300,000					
LM.02	Pedestrian Crossing at Boat Launch	Design & Construction	77,000					
LM.03	Explore New Crosswalk at Donald Avenue or Cherry Lane	Study	40,000					
SP.02	New Basketball Courts	Design & Construction	115,000					
RA.04	New Maintenance Shed	Design & Construction	160,000					
RA.03	New Public Washrooms	Design & Construction	1,000,000					
RA.07	Replace Play Structure	Design & Construction	130,000					
SP.09	Performer Room and Storage Facility	Design & Construction	500,000					
RR.04	Extend Sidewalk on Robson Road (north side)	Design & Construction	80,000					
RR.05	Explore Traffic Calming Measures	Study	40,000					
RR.07	Add On-Street Parking	Design & Construction	70,000					
SP.07	Connect Pier to Seacliff Park	Design & Construction	220,000					
GC.05	Connect Beach to Pier	Design & Construction	495,000					
EP.01	Market Plaza	Design	200,000					
EP.02	Promenade to Beach Connection	Design	300,000					
EP.03	Erie Street Circulation	Design	60,000					
EP.04	Municipal Parking	Design	50,000					
EP.01	Market Plaza	Construction	2,000,000					
EP.02	Promenade to Beach Connection	Construction	2,000,000					
EP.03	Erie Street Circulation	Construction	500,000					
EP.04	Municipal Parking	Construction	500,000					
Year Total				13,417,000	1,405,000	690,000	1,325,000	5,000,000

Study Area Legend

- Seacliff Park
- Gold Coast Road
- Erie Street and Pier
- Robson Road Connection
- Rick Atkin Park
- Lakeside Marina

figure 151. Project forecast Years 1-5

Project and Estimated Cost Forecast Years 6-10

			Year 6	Year 7	Year 8	Year 9	Year 10
			2027	2028	2029	2030	2031
RR.08	New Parking Lot	Land Acquisition & Construction	1,550,000				
SP.03	Residential Planting Buffer	Design & Construction		25,000			
GC.04	Develop Lands South of Gold Coast Road	Construction		1,350,000			
GC.08	New Public Washroom	Design & Construction		1,150,000			
RA.01	Park-Wide Accessibility Improvements	Design & Construction		75,000			
RA.02	Additional Shaded Seating	Design & Construction		38,000			
RA.05	Widen Connection to Robson Road	Design & Construction		65,000			
RA.06	Planting Buffer	Design & Construction		20,000			
WP.01	Promenade Wall	Study		80,000			
WP.02	Walkway Improvements	Design & Construction		2,200,000			
WP.03	New Seating and Amenities	Design & Construction		180,000			
WP.04	Update Signage	Design & Construction		65,000			
WP.05	Foster Avenue Connection	Design & Construction		100,000			
WP.06	Promenade Lighting	Design & Construction		580,000			
WP.07	Lookouts	Design & Construction		360,000			
SP.01	Additional Shaded Seating and Picnic Opportunities	Design & Construction				390,000	
SP.04	Additional Bicycle Parking	Design & Construction				55,000	
SP.05	Servicing Hookups for Vendors	Design & Construction				95,000	
SP.06	Lookout Deck	Design & Construction				90,000	
Year Total			1,550,000	2,525,000	198,000	3,565,000	630,000

Study Area Legend

- Seacliff Park
- Gold Coast Road
- Robson Road Connection
- Waterfront Promenade
- Rick Atkin Park

figure 152. Project forecast Years 6-10

Project and Estimated Cost Forecast Years 11-15

				Year 11 2032	Year 12 2033	Year 13 2034	Year 14 2035	Year 15 2036
EP.06	Update Pedestrian Pier	Design & Construction		830,000				
EP.07	Servicing Hookups for Vendors	Design & Construction		58,000				
EP.08	Fishing Platforms	Design & Construction		120,000				
EP.09	Raised Lookout	Design & Construction		230,000				
SP.08	Beach Restoration Study	Study			30,000			
GC.07	Beach Restoration Study	Study			30,000			
GC.09	Canoe/Kayak Launch	Design & Construction			35,000			
RR.06	Urban Trail Enhancements	Design & Construction				225,000		
LM.04	Marina Pavilion	Design & Construction					550,000	
LM.05	Lookout Platform	Design & Construction					210,000	
LM.06	Linear Park	Design & Construction					92,000	
LM.07	Fishing Platforms	Design & Construction					450,000	
EP.05	Woonerf at Foster's West End	Design & Construction						340,000
RR.01	Conrail Right-Of-Way (ROW)	Design & Construction						150,000
Year Total				1,238,000	95,000	225,000	1,302,000	490,000

Study Area Legend

- Seacliff Park
- Gold Coast Road
- Erie Street and Pier
- Robson Road Connection
- Lakeside Marina

figure 153. Project forecast Years 11-15



○ Years 1-5
○ Years 6-10
○ Years 11-15
○ Not Scheduled
 (Ongoing Maintenance or Private Development)

List of Recommendations

- SP.01 - Additional Shaded Seating and Picnic Opportunities
- SP.02 - New Basketball Courts
- SP.03 - Residential Planting Buffer
- SP.04 - Additional Bicycle Parking
- SP.05 - Servicing Hookups for Vendors
- SP.06 - Lookout Deck
- SP.07 - Connect Beach to the Pier
- SP.08 - Beach Restoration Study
- SP.09 - Performer Room and Storage Facility
- SP.10 - Replace Sand in Volleyball Area*
- GC.02 - Development Opportunity for Parcel G1 and G2*
- GC.03 - Acquire Private Lands South of Gold Coast Road
- GC.04 - Develop Lands South of Gold Coast Road*
- GC.05 - Connect Beach to Pier
- GC.07 - Beach Restoration Study
- GC.08 - New Public Washroom
- GC.09 - Canoe/Kayak Launch
- EP.01 - Market Plaza
- EP.02 - Promenade to Beach Connection
- EP.03 - Erie Street Circulation
- EP.04 - Municipal Parking
- EP.05 - Woonerf at Foster's West End
- EP.06 - Update Pedestrian Pier
- EP.07 - Servicing Hookups for Vendors
- EP.08 - Fishing Platforms
- EP.09 - Lookout
- RR.01 - Conrail Right-Of-Way (ROW)
- RR.02 - Future Development of Parcel R1*
- RR.03 - Future Development of Parcels R2 and R3*
- RR.04 - Extend Sidewalk on Robson (north side)
- RR.05 - Explore Traffic Calming Measures
- RR.06 - Urban Trail Enhancements
- RR.07 - Add On-Street Parking
- RR.08 - New Parking Lot
- WP.01 - Promenade Wall
- WP.02 - Walkway Improvements
- WP.03 - Seating and Amenities
- WP.05 - Foster Avenue Connection
- WP.06 - Promenade Lighting
- WP.07 - Lookouts
- RA.01 - Park-wide Accessibility Improvements
- RA.02 - Additional Shaded Seating
- RA.03 - New Maintenance Shed
- RA.04 - New Public Washrooms
- RA.05 - Widen Connection to Robson Road
- RA.06 - Planting Buffer
- RA.07 - Replace Play Structure
- LM.01 - Parking Lot Reorganization
- LM.02 - Pedestrian Crossing at Boat Launch
- LM.03 - Explore New Crosswalk at Donald Avenue or Cherry Lane
- LM.04 - Marina Pavilion
- LM.05 - Lookout Platform
- LM.06 - Linear Park
- LM.07 - Fishing Platforms

Recommendations Not Mapped

- OW.01 - Lighting Strategy
- OW.02 - Additional Shade Options**
- OW.03 - Signage, Wayfinding, and Interpretation Strategy
- OW.04 - Site Furnishings Strategy
- OW.05 - Rescue Stations and Location Identifiers**
- OW.06 - Public Art Strategy
- OW.07 - Tourism Strategy
- OW.08 - Breakwall Improvements
- SP.11 - Long-Term Tree Planting Plan
- GC.01 - Design Guidelines and Architectural Control
- GC.06 - Expand Public Beach**
- WP.04 - Update Signage

*Private development - not scheduled

**Costs covered by other recommendations

figure 154. Implementation Map

APPENDIX A: PAST STUDIES

**Municipality of Leamington
Waterfront Destination Master Plan
April 2022**

Background Documents

List of Documents and Background Information

The following is a list of plans, studies and guidelines that were considered in directing the framework and overall vision for the Leamington waterfront. Critical points and objectives from key documents, as they relate to the waterfront, are also summarized in this section.

- Marshall Macklin Monaghan Limited proposal for the Town of Leamington Waterfront Study (1986)
- Waterfront Study by Marshall Macklin Monaghan Limited (1987)
- By-law to adopt a Community Improvement Plan for the Waterfront Improvement Area (1988)
- Waterfront Traffic Operations and Planning Study by Dillon (1989)
- Community Waterfront Improvement Plan - Phase I (1989)
- Community Waterfront Improvement Plan - Phase II (1991)
- Leamington Marina Offshore Breakwater Removal Summary Impacts on Municipal Infrastructure (2015)

Marshall Macklin Monaghan Limited proposal for the Town of Leamington Waterfront Study (1986)

Submitted on July 10th, 1986, this document is Marshall Macklin Monaghan Limited's (MMM) proposal to be hired as the consultant to prepare a Waterfront Study and Master Plan for the Town of Leamington.

Waterfront Study by Marshall Macklin Monaghan Limited (1987)

Based on their proposal discussed above, MMM was hired by the Town of Leamington to prepare the Waterfront Study. It was completed in March 1987. The study's background report summarizes existing site conditions, land uses, zoning, environmental servicing and quality, visual quality, transportation and parking considerations, parks and open space, and historical overviews.

Some of the outstanding objective outcomes identified in the report include:

- Create a visually distinctive waterfront
- Create an activity place on the waterfront
- Provide a public right-of-way along the waterfront
- Concentrate retail activity in a pedestrian zone along Erie Street
- Utilize the Conrail Right-Of-Way for park purposes
- Improve visibility and organization of parking
- Provide directional signage

By-law to adopt a Community Improvement Plan for the Waterfront Improvement Area (1988)

The by-law to adopt the Community Improvement Plan for the Waterfront Improvement Area, identified in the Town of Leamington Official Plan, was certified in December, 1988. The Waterfront

Improvement Area is very similar to the study area of this report.

The purpose of the Community Improvement Plan was to describe the projects and improvements within the improvement area as part of a revitalization and redevelopment of the entire waterfront area. The goals and objectives of the plan include but are not limited to:

- Eliminate the possibility of poor water quality due to lack of sewer capacity
- Create a visually distinctive waterfront and gateway to the waterfront
- Improve facilities, parks, and open space at the marina
- Improve waterfront facilities to create an activity place
- Connect all parts of the waterfront with a public right-of-way (ROW)
- Utilize the Conrail ROW as a park, linking Robson Road to Erie Street
- Improve parking with physical and signage improvements

Waterfront Traffic Operations and Planning Study by Dillon (1989)

This traffic study was completed in May, 1989. Dillon collected field data to determine existing conditions and problem areas. The study predicted an increase in traffic along the waterfront based on the proposed developments from MMM's Waterfront Study. The study suggests improvements to existing traffic control devices, improvements to the Erie-Seacliff intersection, the extension of Forest Avenue to the Erie-Robson intersection, and continued traffic monitoring.

Community Waterfront Improvement Plan - Phase I (1989)

The Community Waterfront Improvement Plan was part of an application to Ontario's Community Waterfront Program in December, 1989. The plan area is the same Waterfront Improvement Area as in the other background documents.

The recommendations in this plan are based on the finding from a waterfront study prepared by Marshall Macklin Monaghan in 1987 [page 141]. Phase 1 of the plan focused on marina improvements, Robson Park and streetscape improvements, and land acquisition. The plan lists specific projects recommended for each of these focus areas and provides cost and schedule information.

Many of the recommendations described in this plan have since been implemented [see "SECTION 1: BACKGROUND"] or have been carried forward as recommendations in this report.

Community Waterfront Improvement Plan - Phase II (1991)

Phase 2 of the Community Waterfront Improvement Plan was a renewal of the Community Waterfront application from 1989. The plan summarizes the work already completed. The focus area is the same Waterfront Improvement Area as in the other background documents.

Recommendations in this document are also based on MMM's Waterfront Study from 1987. Phase 2 of the Community Waterfront Plan focused on marina improvements, Robson Park and streetscape improvements, Seacliff Park improvements, initial gateway development, and land acquisition.

Leamington Marina Offshore Breakwater Removal Summary Impacts on Municipal Infrastructure (2015)

Hired by the Ministry of Transportation, AECOM Canada Ltd. conducted the preliminary design, detailed design, and environmental assessment for the restoration or removal of the Leamington offshore breakwater.

Ongoing Projects and Studies

Ongoing projects and studies relevant to the Leamington Waterfront include:

- Southeast Leamington Graduated Risk Floodplain Mapping Project by Zuzek Inc, and SJL Engineering Inc and Foresight Management Consulting
- Traffic Study for Erie Street South, Oak Street, Sherk Street, and Seacliff Drive by McIntosh Perry



APPENDIX B: ENGAGEMENT SUMMARY

**Municipality of Leamington
Waterfront Destination Master Plan
April 2022**

Introduction

The following consolidates and summarizes comments and questions received from the Waterfront Destination Master Plan community engagement process on www.leamingtonwfmp.ca from July 17, 2020 to October 7, 2021.

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

Community Engagement Phase 1: Start the Conversation

Phase 1 of the engagement process began on July 7, 2021 and involved gathering feedback about the existing condition of the waterfront and what people would like to see in the future. Contributors were encouraged to identify what they like about the waterfront, issues, and their ideas. Four (4) engagement tools were used in this phase:

- Ideas Tool
- Q&A Tool
- Map It Tool
- Survey Tool - Waterfront Master Plan

Other than the Waterfront Master Plan survey, which ended on November 15, 2020, the three other tools remained open for the duration of this study.

Community Engagement Phase 2: Stakeholder Interviews

Phase 2 of the engagement process involved scheduled interviews with key stakeholders within Leamington between November 5, 2020 to April 20, 2021.

Community Engagement Phase 3: Preliminary Ideas

Phase 3 of the engagement process began on February 11, 2021 and ended on April 14, 2021. It involved gathering feedback about the Preliminary Ideas panels. Feedback was gathered using two tools:

- Survey Tool - Preliminary Ideas
- Forum Tool - Preliminary Ideas

Community Engagement Phase 4: Recommendations

Phase 4 of the engagement process began on August 11, 2021 and ended on October 7, 2021. It involved gathering feedback about the Draft Recommendations. Similar to the Preliminary Ideas, feedback was gathered using two tools:

- Survey Tool - Recommendations
- Forum Tool - Recommendations



Community Engagement Phase 1: Start the Conversation

September 18, 2020 to November 15, 2020

Ideas Tool

Area	Contribution
Waterfront as a Whole	<p>More shops, tent market, store fronts, stands</p> <p>Create an all-season event space/restaurant with a lake view</p> <p>Food trucks</p> <p>Create more activity opportunities with facilities, such as:</p> <ul style="list-style-type: none"> • Basketball courts • Canoe/kayak launch • Botanical garden/butterfly conservatory • Water sport rentals • Outdoor pool (where beach is mud) • Boat tours (to shipwrecks, Amherstburg, Wheatley Provincial Park) • New lighthouse near water • Outdoor fitness area • Ice rink/skating area • Mini golf/Arcade <p>Wine bar with local wineries</p> <p>Don't overdevelop waterfront/ Limit development uses to those that serve the waterfront</p> <p>More public washrooms</p> <p>More garbage/recycling bins</p> <p>Water bottle fill stations/fountains</p> <p>Pet stations</p> <p>Souvenir shop</p> <p>More places to fish</p> <p>Connect the waterfront to Point Pelee</p>

table 22. Summary of the Ideas Tool

Area	Contribution
Seacliff Park	Add sand to the beach Clean up the water and beach (of garbage) Add picnic tables Widen board walk Turn intersections into four-way stops along Forest Avenue
Gold Coast Road	Cottage community should be removed
Erie Street Pier	Take inspiration from the Santa Monica Pier, Chicago Navy Pier, and Belle Isle Detroit Add speed bumps Create a CIP to spur development More bike lanes
Robson Road Connection	Add traffic calming measures Create a CIP to spur development
Lakeside Marina	Winter boat storage Private showers/washrooms for members Update parking lot Turn empty building into something useful (such as a tackle shop or snack bar)

table 15. Summary of the Ideas Tool (Continued)

Map It Tool

Area	What's working at the waterfront?	What problems do you see at the waterfront?	What needs to happen at the waterfront?
Waterfront as a Whole			More public water fountains Create incentives for development Farmers market Create dispersed parking model (like Moncton)
Seacliff Park	Splash pad Sledding hill Volleyball courts Amphitheatre Beach	Not enough seating Parking lots not used in winter No family change rooms at splash pad Not enough parking Exposed water table at Seacliff Beach Dirty/litter beach Board walk to low/close to water table Shoreline erosion	More seating around splash pad Plant dune grasses at beach Find alternative use for parking lots in winter Add more parking Adjust boardwalk Tree planting to keep canopy as trees age Winter market Space for staging Hogs For Hospice More large-scale concerts Outdoor fitness equipment More sand at beach Beach soccer Beach rentals (chairs and umbrellas) Install net to catch seaweed Dedicated swimming area, in ropes Restaurant/café on beach Break wall to protect beach

table 23. Summary of the Map It Tool

Area	What's working at the waterfront?	What problems do you see at the waterfront?	What needs to happen at the waterfront?
Gold Coast Road	<p>Park Street is picturesque and quiet</p> <p>Cottagers contribute to economy</p>	<p>Gold Coast community wants sewer hookup</p> <p>Municipality dumps beach debris here</p>	<p>Purchase land below Gold Coast cottages</p> <p>Add sanitary sewers for Gold Coast cottagers</p> <p>Purchase lot above Gold Coast Road</p>
Erie Street Pier	<p>Picnic tables and planting on pedestrian pier</p>	<p>People swimming off pier</p> <p>Plants in Erie Street loop are too tall, obstruct views</p> <p>Cars racing on pier</p>	<p>Add servicing/develop Pedestrian Pier</p> <p>Preventative signage for people swimming off the pier (no swimming)</p> <p>Remove plants on Erie Street loop that obstruct views</p> <p>Traffic calming measures</p> <p>Purchase and develop lots on Erie Street</p> <p>Shaded picnic tables</p> <p>Make more pedestrian friendly</p> <p>Add vendors, food trucks, shade trees, bar, shipping container market</p> <p>Market at Pedestrian Pier, vendors, shops, local breweries, washrooms</p> <p>Replace asphalt with concrete</p> <p>Dedicated fishing spot</p> <p>Add feature, new lighthouse/gazebo</p>
Robson Road Connection	<p>Convenient</p> <p>Connects retirement residents and condos</p>	<p>Not a lot of shade on path</p>	<p>Create shade, plant trees and native species</p> <p>Improve lighting</p> <p>Add parking near Former Conrail ROW</p>

table 16. Summary of the Map It Tool (Continued)

Area	What's working at the waterfront?	What problems do you see at the waterfront?	What needs to happen at the waterfront?
Waterfront Promenade	Shipwreck plaques Planting	No link to Seacliff Park from Waterfront Promenade Lighting too dim	More historical/information plaques Improved lighting Link to Seacliff Park Update surfacing/edge Small vendors Native plants Shaded seating Improved shape to planting beds
Rick Atkin Park		Paths not accessible for seniors/strollers	Improve washroom facilities Accessible pathways Lighting to match rest of waterfront Add café
Lakeside Marina		Crossing boat launch is dangerous and uncomfortable	Add boat/trailer parking north of Robson Road, across from the marina Add a dedicated fishing pier Improve boat launch crossing Canoe/kayak launch Food and drinks at the marina Create dedicated "boaters parking only" Add feature, new lighthouse/gazebo/viewing platform High-density residential/hotel with lake views north of Robson Road, across from the marina

table 16. Summary of the Map It Tool (Continued)

Q&A Tool

Question	Answer
<p>Will you be doing any work to the break walls? I am sure that this would bring more boating traffic. My cousin Sarah was killed in a boating accident when their boat struck a break wall. They need updates and better lighting for evening boaters.</p>	<p>Nothing has been decided at this early stage of the project regarding the break walls. During this first phase we will be receiving and sorting through all the suggestions we receive. Once we have a better understanding of all of the opportunities and challenges associated with the waterfront, we will be making recommendations which may include work associated with the break walls. We encourage you to provide further information on this or any other topic you think should be addressed in the master plan under the ideas tool to generate community discussion and suggested directions for planning and design.</p>
<p>What is the plan for the Gold Coast road area cottages?</p>	<p>As with the break walls (see also response below), the Gold Coast cottages will be considered as one of the range of topics that emerge through community input and discussion. We are eager to hear what you and other residents are interested in seeing happen along the waterfront, so please post your concerns and suggestions for improvements under the ideas tool. What would be your vision for the Gold Coast cottage area in the future?</p>
<p>Is the north side of Park Street being considered for commercial use? I think any commercial in that area would be a mistake. This street is already heavy with joggers, walkers and bikers. To put anything commercial would take away from the natural charm of Seacliff Park and area.</p>	<p>Nothing has been decided at this early stage of the project and there have been no discussions as part of the master plan process regarding commercial uses on Park Street.</p>
<p>Many cities, towns, and villages on the Great Lakes have had past problems with seasonal shacks on their waterfront. By condemning them, and other means, they were successful in having them torn down, and turn the lands to public use. So my question is will Leamington pursue an initiative to take control of this slum area, and redevelop it for the good of the public.</p>	<p>All lands identified in the study area of the Waterfront Destination Master Plan will be examined to determine the best long term use of the lands. If it is determined that, in the best interest of the community as a whole, private lands should be considered for public ownership or access, these instances will be noted in the Master Plan.</p>

table 24. Summary of the Q&A Tool

Survey Tool - Waterfront Master Plan

Respondent Profile

From September 18, 2020 to November 15, 2020, the Waterfront Master Plan survey recorded a total of seventy-nine (79) contributors. The original closing date was October 18, 2020, but the survey was extended twice to November 1, 2020 and again to November 15, 2020 to try to obtain more survey feedback.

Sixty (60) contributors reported Leamington postal codes coming from fifty-three (53) households. Ten contributors identified as seasonal residents. Nine (9), therefore, did not provide a postal code.

While the current restrictions around COVID-19 do not permit the same level of access and interaction in public spaces, respondents were asked to answer the questions based on their pre-COVID activities and experience. Similarly, for questions dealing with the future of the waterfront, they were asked to think ahead to the time when full access will resume. Please note that all questions have seventy-nine (79) responses unless otherwise indicated.

Survey Responses

Question 1: Do you or other members of your household use facilities, spaces or parks at Leamington's waterfront as participants in an organized program, to attend special events or for unstructured, leisure activities?

Out of seventy-nine (79) respondents, ninety-six percent (96%) use facilities, parks, and spaces at the waterfront. Four percent (4%) responded 'no' to this question.

The three users who responded 'no' to this question specified the following reasons for not using the waterfront:

- The waterfront is too far from our home
- Not interested in using the waterfront
- The waterfront is too crowded when we want to use it
- Lack of services (e.g. food/beverage, boat rentals, organized activities, etc.)
- There are not enough washrooms, places to site, shade, etc.
- The waterfront lacks vibrancy, excitement
- Would rather go to Point Pelee

Response	Number of responses	Percent of responses
Yes	76	96%
No	3	4%

table 25. Do you use the waterfront?

Question 2: Which of the following activities do you or other members of your household do at the waterfront? (Please check as many as apply). (76 respondents)

The most popular waterfront activities for respondents are shown in table 26. Popular passive activities include walking/dog walking, people watching/contemplating/reading, and nature/wildlife appreciation/bird watching. Popular active pursuits include structured programs, playing at the beach, cycling/running/hiking, and picnicking/family/social gatherings. Structured programs include events such as Hogs for Hospice, Summer Music Festival, Music on the Patio at the Marina, Arts at the Marina, etc.

The reason other activities did not score as high (such as fishing, paddle boarding, canoeing/kayaking) is likely because facilities are lacking at the waterfront. Fishing, for example, often takes place informally. There is also no designated place to launch non-motorized watercrafts.

Response	Number of responses	Percent of responses
Walking/dog walking	68	89%
Structured programs (Hogs for Hospice, Summer Music Festival, Music on the Patio at the Marina, Arts at the Marina etc.)	59	78%
People watching/contemplating/reading	45	57%
Picnicking, family/social gatherings	42	53%
Cycling, running, hiking	41	52%
Playing at the beach	41	52%
Swimming	38	48%
Nature/wildlife appreciation/bird watching	38	48%
Using the splash pad	31	39%
Fishing	22	28%
Painting, sketching, photography	21	27%
Motorized recreational boating/ watercraft use (e.g. power boating, seadoo/jet ski, etc.)	18	23%
Non-motorized recreational boating/ watercraft use (e.g. canoe, kayak, sail, etc.)	18	23%
Beach volleyball	15	19%
Non-motorized in-water sports (e.g. paddle boarding, surfing)	11	14%
Surfing, kite boarding, stand up paddle boarding	9	11%
Motorized in-water sports (e.g. waterskiing, parasailing, wakeboarding, etc.)	5	6%
Other (please specify): - Enjoying the view (1) - Using the cottage (2) - Flying kites (1) - Eating food (1)	5	6%

table 26. Popular activities at the waterfront

Question 3: Which of the following waterfront facilities and spaces do you or other members of your household use when participating in programs, unstructured activities or attending shows/events? (Please check all that apply). (75 respondents)

The most popular waterfront facilities and spaces are Seacliff Park, Seacliff Beach, the Waterfront Promenade, and the Lakeside Marina. The amphitheatre in Seacliff Park is also popular. Parking here is well used.

Response	Number of responses	Percent of responses
Seacliff Park	70	93%
Waterfront Promenade	61	81%
Seacliff Beach	60	80%
Lakeside Marina	59	79%
Sunset Stadium/Seacliff Park Amphitheatre	52	69%
Parking	45	60%
Erie Street Pier	44	59%
Rick Atkin Park	31	41%
Ferry to Pelee Island	28	37%
Other (please specify):	2	3%
- Our cottage (1)		
- Mersea Park (1)		

table 27. Popular spaces/locations at the waterfront

Question 4: Which age groups in your household use the waterfront for structured and/or unstructured programs and activities? (Please check all that apply). (76 respondents)

According to the survey, the age groups that most frequently use the waterfront are above nineteen years old. Those nineteen (19) and under use the waterfront much less. Families and households together also frequently use the waterfront.

Response	Number of responses	Percent of responses
Adults (40 to 64 years old)	39	51%
Adults (20 to 39 years old)	27	36%
Adults (65+ years old)	23	30%
Family/household together (all ages)	23	30%
Children (4 to 12 years old)	18	24%
Youth (13 to 19 years old)	14	18%
Preschool (3 years of age or under)	12	16%

table 28. Ages of waterfront users

Question 5: Would you consider your household to be frequent, occasional, or infrequent users of the waterfront? (Please select one only). (76 respondents)

Of the seventy-six (76) respondents that use the waterfront, seventy-one percent (71%) use it frequently, about one time per week or more. Twenty-five percent (25%) use it occasionally, about one time per month. Three percent (3%) use it infrequently, about two to three times per year, and one percent (1%) does not know or is unsure.

Response	Number of responses	Percent of responses
Frequent users (about 1 time per week or more)	54	71%
Occasional users (about 1 time per month)	19	25%
Infrequent users (2-3 times per year)	2	3%
Don't know/uncertain	1	1%

table 29. Frequency of waterfront use

Question 6: Are there improvements that could be made at the waterfront that would encourage you to begin using or to increase your household's use of the Leamington waterfront?

Out of seventy-nine (79) respondents, eighty percent (80%) think there are improvements to be made to the waterfront that would encourage them to use it more. Six percent (6%) disagreed with this statement, while fourteen percent (14%) were uncertain.

The five users who responded 'no' to this question specified the following reasons the waterfront does not need improvements:

- Additional waterfront infrastructure would be too expensive to build and/or operate
- There are no other facilities or amenities that I/we would use if they were provided
- Providing additional waterfront infrastructure may cause property taxes to increase
- The Town needs to focus on other spending priorities.
- More development on the waterfront will put too much stress on existing lake and shore-based ecosystems
- Don't want to lose cottage
- The waterfront is already great

Response	Number of responses	Percent of responses
Yes	63	80%
Uncertain	11	14%
No	5	6%

table 30. Are improvements needed?

Question 7: Please indicate which of the following statements best reflects your opinion on needed improvements to the waterfront. (63 respondents)

Of the respondents that indicated improvements could be made, sixty percent (60%) think major improvements are required to enhance connections and functioning of spaces at the waterfront and between the waterfront and downtown, and to improve access for various uses and users (such as better connections between Seacliff and Rick Atkin Parks).

Thirty-five percent (35%) think minor improvements are required to restore/upgrade existing infrastructure and make it more usable (such as more shade structures, services to support special events, additional wash/change rooms, improved signage, etc).

Five percent (5%) think that other than basic repairs and regular maintenance to existing infrastructure, no improvements to the waterfront are required.

Response	Number of responses	Percent of responses
MINOR IMPROVEMENTS are required to restore/upgrade existing infrastructure and make it more usable (e.g., more shade structures, services to support special events, additional wash/change rooms, improved signage, etc.)	22	60%
MAJOR IMPROVEMENTS are required to enhance connections and functioning of spaces at the waterfront and between the waterfront and downtown, and to improve access for various uses and users (e.g., better connections between Seacliff and Rick Atkins Parks)	38	35%
Other than BASIC REPAIRS AND REGULAR MAINTENANCE to existing infrastructure, no improvements to the waterfront are required	3	5%

table 31. What kinds of improvements are needed?

Question 8: Please describe the three most important improvements you think should be made to the waterfront. (58 respondents)

The fifty-eight (58) responders indicated the following as the most important improvements to be made to the waterfront:

- Improve beach at Seacliff Park (improve sand; clean up garbage and weeds; clean water)
- Create an all-season waterfront (plow parking lots in the winter; convert parking lots into skating rinks)
- Add restaurants and bars near/along the waterfront
- Add food trucks and food vendors (allow vendors along the waterfront promenade; add markets and pop-up shops)
- Improved walkability/connections (connect Seacliff Park to the pier; create a walkable connection across the waterfront)
- More facilities/amenities (public washrooms; trash/recycling receptacles)
- Watercraft and beach rentals and small watercraft launch area
- Redevelop Gold Coast Cottages

Question 9: Do you think the Municipality should pursue projects geared to attracting visitors/tourists to the waterfront (e.g., hosting Great Lakes cruise ships, Ontario Beach Volleyball Championships, invitational triathlons, etc.)?

Eighty percent (80%) of respondents think the Municipality should do more to attract visitors and tourists to the waterfront.

Response	Number of responses	Percent of responses
Yes	63	80%
No	9	11%
Don't know/Uncertain	7	9%

table 32. Should tourists and visitors be targeted?

Question 10: Are you a full-time or seasonal resident of Leamington?

Out of seventy-nine (79) respondents, ninety percent (90%) are full-time residents of Leamington, while ten percent (10%) are seasonal residents. Most of the seasonal residents visit Leamington in the summer, with some staying in the spring and fall. The majority stay in cottages.

Response	Number of responses	Percent of responses
Full-time	71	90%
Seasonal	8	10%

table 33. Where do respondents live?

Community Engagement Phase 2: Stakeholder Interviews

Community Engagement Phase 2: Stakeholder Interviews

November 5, 2020 to April 20, 2021

Participating Council Members (November 5 to 23, 2020)

- Bill Dunn
- John Hammond
- John Jacobs
- Mayor Hilda MacDonald
- Paul Tiessen
- Deputy Mayor Larry Verbeke
- Tim Wilkinson

Municipal Services / Government (January 20, 2021)

- Lakeside Marina Staff (2)
- Municipal Public Works (3)

Ministry of Transportation

- Zsolt Katzirz

Cottage Communities (March 31 to April 15, 2021)

- Lighthouse Club
- Gold Coast Club

Local Businesses (April 20, 2021)

- Burgess Refreshments

*Brackets show number of people in attendance, if more than one

Community Engagement Phase 3: Preliminary Ideas

February 11, 2021 to April 14, 2021

Forum Tool - Preliminary Ideas

Respondent Profile

From February to April 2021, the Preliminary Ideas Forum was open for feedback and discussion regarding the preliminary ideas panels. A total of twenty-nine (29) contributors contributed thirty-one (31) comments on the page.

Based on the postal codes provided, five contributors (5) identified as residents of Leamington and one (1) contributor identifies as a resident of London. Postal codes were not provided for the other twenty-five (25) contributors.

Contributors were asked to comment on the preliminary ideas panels containing three options for Gold Coast Road, Erie Street, and the Lakeside Marina and provide their reasoning. Responses are documented on the following pages, as provided by participants.



Forum Comment
I'd like to add a public outdoor skating rink, a public toboggan hill, and as much naturalized area as possible.
Would like a kayak launch built along with fishing dock. Also, the promenade walkway looks amazing too! Yes, more outdoor items skating, designated picnic areas and benches!
How about not doing anything and lowering my taxes. You have made a mess of many of the roads in town.
I like the idea of a pedestrian bridge that parking lot can be quite dangerous to cross...and the fishing platform. Those two things would get the most use.
Best idea there is the restaurant with patio. Please do not remove the event building at the marina. Container market?...yes to a market area but surely it doesn't have to look that cheesy
My 'big idea' is to have a prominent and centrally located community themed attraction capitalizing on our location at 42 degrees north latitude. This theme is starting to be used in community branding and marketing campaigns and could be expanded upon at the waterfront. For discussion, let's call it the 'Institute of Latitude', it could be a museum-type of facility featuring many aspects of 'latitude', with academic, scientific, and /or special interest displays, things for all ages, for example trace the 42nd parallel around the world and feature places that it passes through (e.g. Portugal, Spain, Italy, China, Japan etc.) There could also be displays about the importance of latitude in navigation, especially voyages from Europe in the years of exploration. I think it would be a unique attraction to help Leamington capitalize on its location; I am not aware of any similar facilities anywhere in the world.
All designs are very nice and I will itemize my favourites on the survey. I just want to mention separately that I really like the fishing platforms (Option 1) for the Lakeside Marina as well as the expanded and enhanced patio (Option 3) for the Lakeside Marina so it is hard to pick one. Furthermore, I think that input from boat owners/users would be more valuable than mine given the area in question. Re the Gold Coast Road options, I am wondering if the "lighthouse" which sits in the middle of the existing private cottages is a structure worth keeping. Finally, in the Erie Street options, I really like the garden space in option C. All options in all of the areas are so well done that it makes a decision for each difficult.
No traffic calming on Robson. All the other streets where this has been done are a disaster, i.e. Danforth, Mill Street. This town is getting more difficult to drive around as it is. Replies: I certainly agree.
No traffic calming on Robson. All the other streets where this has been done are a disaster, i.e. Danforth, Mill Street.

table 34. Comments and replies from the Forum Tool

Forum Comment
<p>Please, no traffic calming on Robson. It is not needed. It would be a huge a mistake, you want to put all that in front of the marina, think about people coming in to put boats in the water, they might have trouble driving through that, without ending up on the sidewalk, or hitting it or any signs with their boats. You would end up with traffic problems, because of people with boats coming through, and having to take time maneuvering through, and taking both lanes to do so . All the other areas in town where you put "traffic calming" in were not generally good ideas. My own grandmother won't drive down those roads anymore, because she is scared to drive down them, and she lives on Robson. You are wasting money on things that are not needed and making driving more difficult for everyone. Seriously, I have to almost stop before I go through your "traffic calming" neighborhoods, because the people coming from the other way have trouble driving through without using BOTH lanes.</p>
<p>I agree with family friendly areas so that energetic -and some times not very well behaved- kids can burn all their energy, they need it and deserve it. And also those of us who prefer our peace and quiet deserve a place where there are no energetic kids running around chaotically, but instead are walking peacefully and respectfully among seniors who also deserve to have a more relaxed area. I hope both these groups, with very different needs, are taken into consideration. Thanks.</p>
<p>For Lakeside Marina in particular, I think that the Municipality should consider removing the pavilion and replacing it with a large capacity all-glass rentable event venue for weddings etc. to capitalize on the views the area has to offer. I also think that the promenade should be configured to incorporate more gardens including butterfly-attracting bushes.</p>
<p>As a resident of Park Street the only acceptable option is 1. I know of none of my neighbours who object to the cottages and their residents. To replace them with a parking lot with the attendant noise, exhaust, litter is unacceptable. I also really can't see the need for a park in that spot. The park down in this area in virtually unregulated and there is no reason to believe this will change. Increased traffic is also something that would be a problem. We have racing vehicles all year long along with cars going the wrong way down a one way road. Will increased traffic help this problem, not likely. I also object to the removal of Burgess's. This is a very popular, historic place in Leamington. It is popular with tourists and residents alike. Why get rid of a business that on paper is the very idea of what you are looking to put down here? Perhaps when coming to a conclusion on changes, the residents of the area in question, should have their opinions count for more since we already know what works and what doesn't work in our area. Plus we have more at stake with what happens to our neighbourhoods. Change is good, but not just to change for the sake of changing.</p> <p>Replies:</p> <p>I would also like to add in regards to what I wrote above that there are many old growth trees in the cottage area which a parking lot or buffer would eliminate. These were trees that managed to stand through the tornado when many others were downed. The residents around here love the birds and nature that exist because of this area not being any more developed than it already is. I also object to the traffic calming on Robson and turning the end of Foster into a woonerf. This is also a detriment to those who live in that area. I do like the plan for Seacliff park including food trucks.</p>

table 27. Comments and replies from the Forum Tool (Continued)

Forum Comment

We need to come up with ideas to slow the traffic on Robson road. Robson road from Erie Street to the round about has become a speed way. I believe the speed limit is 50KM but no one seems to do it. In the summer all you can hear day and night are speeding cars going by. This is not safe. Some one is going to be injured or die from this. Many people have complained to the city and police to no avail. There are parks and a nursing home along with several houses on Robson and the traffic needs to be calmed down .

These are spectacular proposals. I really like the idea of the shipping container market, food trucks, fishing sites on the east side of the marina property, and the concept of turning the area between Erie Street and Seacliff Park into an area for pedestrians to enjoy with more beach area, parks and parking availability. Thank you to the many people who designed the proposals. Whatever is chosen will benefit our community. For Gold Coast Road, B and C are my favorites. My choices for Erie Street and Lakeside Marina are A and B.

Responding to Gold Coast designs. As a relative newcomer/resident to the area, I find it hard to believe there are almost no restaurants or dining areas on the miles of water frontage in Essex County! (For that, I am grateful to the casual and affordable golf club restaurant as being the only one in Leamington). The burger stand by the ferry fulfills the casual on-the-go clientele so no need to replicate that. Incorporating Option B and C, is there room for a restaurant and some retail slightly closer towards the beach, while keeping a slice of green space between them and the beach? I appreciate the Mayor and Council for all you have been doing to beautify beautiful Leamington! Whatever the final design, it will be welcomed.

Regarding Lakeside Marina, it is laid out well as it is with good traffic flow, therefore I lean towards Option A. Re event space, perhaps open it up, with roll-down walls for events making the space people-accessible when not in use. Add a little cosmetic upgrading to freshen up the area while keeping major cost changes down. I like the fishing and raised viewing platform ideas!

I agree with a setups on both the Marina and Erie Street but with the Gold Coast I have a fear that the old light house which is private right now and a historic marker will be lost like the light marker (light House of Kingsville was and now they are putting it back to where it should be, this is part of our history and likely needs a lot of repair or at least have some sort of structure to replace it with it's history. There are getting less and less of these buildings and people still love them and want to walking to the top to get that little extra view. I am amateur radio operator and every year there is a radio day marking light houses through out North America just because people want to know where they are to visit them and after the event they publish the list for the public to know where they are, so there is a want to keep them as part of history and tourism. The over all plans look good and make sense to increase the tourism and the use of our lake front

I'm just wondering what happens with all of the privately owned cottages. I have live in Leamington 10 years, but I guess I don't know the history of this area. Does the town own the property? Are their land leases and if all of those leases are canceled how will that go over.

Replies:

The town doesn't own the property the cottage owners do and they bring a lot of tourism to Leamington

Never allow private beach amid public beach area. I like the idea of garden space and markets. A viewing platform is a great idea. If there is a concert area in Erie St proposal, don't need more in Marina proposal. Please avoid traffic calming for the marina, with large vehicles, boats and trailers trying to maneuver, it will just cause headaches

table 27. Comments and replies from the Forum Tool (Continued)

Forum Comment
<p>Great first draft! I'm not sure what the deal is on acquiring the cottages east of Seacliff Park, and when, but my suggestion if this is in the cards, have a 2-phase redevelopment. This can be the second phase, 5-10 years out, with phase one being the development for the actual waterfront.</p> <p>There are good features in all three Erie Street plans, but the major concern has to be parking. The shipping-container market is a great idea (it has worked in Detroit). but it would be ideal to compliment with a year-round high-end restaurant. Option A is not good. Multi-use lawn is a waste of valuable land and winter skating is good for Manitoba—not here!</p> <p>My recommendation. "Future mixed-use development" west and north of Seacliff Inn, use for parking now. No city parking south of Robson—land too valuable. Pedestrians only. Shared use parking with ferry is not logical—off season for ferry is off-season for waterfront. No large open parkland; no multi-use. Use some for covered picnic areas; expand the eastern "buffer area" to 2x the width and turn it into a stroll garden. Think bigger!</p> <p>For Marina area, get rid of little-used pavilion. Replace with an enhanced patio/viewing area (maybe with a sculpture). You don't want to reduce any parking. New fishing platforms are a good idea—no fishing from viewing areas.</p> <p>Do a 2nd draft. This could be the best waterfront in small-town Ontario. More imagination! THINK BIGGER!</p>
<p>I would just like the powers to be in Leamington to quit spending all our tax dollars on town projects that really do nothing for the average citizen . We don't even have any nice sit down restaurants.</p> <p>When we have out of the area visitors they all just prefer to go to kingsville or Amherstburg.</p> <p>Lastly , myself I am tired of paying \$5,600 in house tax for an average home and would much prefer natural gas service too re-doing the lakefront.</p>
<p>Leave the cottages alone. Many owners are not from the area and spend their summers there. They help bring money into the area through local shopping and whatnot. The land has been privately owned for over 70 years. For many of the families the cottages have been passed down through generations and so many memories have been made there.</p>

table 27. Comments and replies from the Forum Tool (Continued)

Forum Comment

Option B ,the cottages are old ,run down and do not meet the code, that area detracts from the overall concept of a modern park and beach. A restaurant anchored with the existing lighthouse overlooking the beach would make the Leamington project the premium park and beach area in southern Ontario.

Replies:

Unfortunately you are misinformed the cottages and the grounds are well maintained , the owners take great pride in what they have.

Replies:

That may be, but aesthetically they are derelict looking and the land could be much better served with a restaurant overlooking the beach... or anything else...

Replies:

There are much worse looking things in Leamington than those cottages. If those people are coming to the area from out of town, they're bringing in tourism. They're using the waterfront as much or more than people living in Leamington will. How many Windsorites actually regularly visit their waterfront and restaurants and facilities?

What they need is more of a police presence on the streets there, where people are drag racing all hours of the day. You can't safely walk across the street from Burgess' to the parking lot without risking your life. Maybe a pedestrian only street would be more beneficial?

Or what about the amount of crime and drugs that are so prevalent in Leamington anymore? Shouldn't that be a priority over putting boxes on top of each other and calling them stores?

Replies:

The cottage lands are privately owned and the lighthouse is a piece of history for the area. Families have owned the cottages since the 1940's, so ya the cabins look old because they are old. The residents maintain the land and it keeps things in the area quiet. It's not a good place for a restaurant anyways. If you want a restaurant it would be best placed on the main drag by the ferry. Lastly, I believe that area is probably zoned residential/recreation and not meant for commercial. Why waist tax money just to make another parking lot or empty field. May as well leave the cottages be.

table 27. Comments and replies from the Forum Tool (Continued)

Survey Tool - Preliminary Ideas

Respondent Profile

From February 11 to April 14, 2021, the Preliminary Ideas survey recorded a total of sixty-four (64) responses.

Thirty-eight (38) reported Leamington postal codes. Other postal codes provided were Windsor three (3), Wheatley two (2), and one (1) each from London, Kingsville, Amherstburg and Chatham.

Respondents were asked to indicate their preferred concept from the three options posted online for Gold Coast Road, Erie Street, and the Lakeside Marina and to explain why it was their preferred concept. Many respondents had difficulty choosing between the options and often liked various elements from two or all three of the options. Responses are documented on the following pages, as provided by participants.



Question 1: For Gold Coast Road, which design option do you prefer? (64 respondents)

The majority of respondents preferred Option C for Gold Coast Road.

Response	Number of responses	Percent of responses
Option A	12	19%
Option B	15	23%
Option C	37	58%

table 35. Option preferences for Gold Coast Road

Option A



Option B



Option C

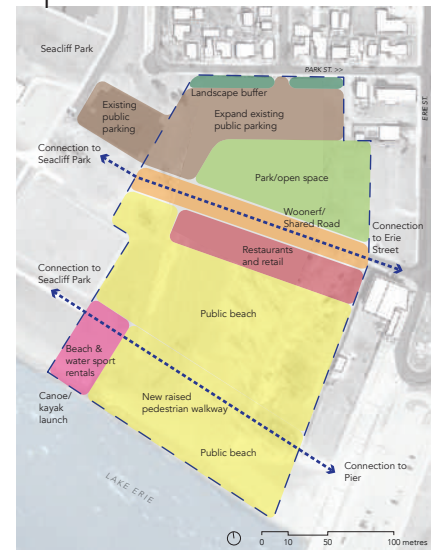


figure 155. Preliminary Ideas: Gold Coast Road Options

Question 2: Why do you prefer this option for Gold Coast Road? (59 respondents)

The majority of respondents preferred Option C for Gold Coast Road.

Preferred Option for Gold Coast Road	Reason for Choosing
Option C	Attractive shops along the beach would give a very "Florida" feel. Paddle sports rental shop not right by peir. If it were right along the peir, there would be fewer safe paddling days since even lighter winds from the sw would cause rebounding waves and dangerous currents right along the peir.
Option A	Living on Park Street directly across from the cottages, the only option that benefits me is number one. This is a fairly quiet neighborhood most of the time. We already have to put up with the noise and on street parking, crowding and trouble associated with every event at the park. Getting rid of the cottages is not taking the residents of Park Street into consideration. If it were between options 2 and 3 I would pick 2. Option 3 absolutely should not be approved. Having a parking lot across from my house with the inevitable partying, smell and noise is wrong. I also notice that the parking lot driveway empties out right at the intersection of Bayview and Park which would cause more congestion and noise, possibly accidents since we already have a problem with cars speeding and going the wrong way down the road. Option 3 clearly is not thought out at all. I will move if that option is passed.
Option C	I like the idea of beach & water sport rentals and the restaurants and retail
Option A	Keeping cottages for rentals
Option C	Gold Coast cottages and their crappy attitudes gone. Some commercial development is needed but must be tasteful and accessible.
Option C	bigger beach, canoe rental
Option A	More green space is needed.
Option C	Beach and water sports rentals, as well as restaurants and retail space. This will be a touristic anchor.
Option A	The cottages should remain and retain a portion of the beach. The light house is historical and should be preserved.
Option C	I like that the cottages are gone, there is a spot for rental sports equipment volleyball/big open public beach, connection to seacliff and a walkway
Option B	I really like the pedestrian promenade
Option C	Additional shops and rentals creates a more attraction to the area.
Option C	More things to do, rentals, shops etc.

table 36. Reasons for choosing Options for Gold Coast Road

Preferred Option for Gold Coast Road	Reason for Choosing
Option B	Turning the private beach into a public beach would make the entire beach area so much more wide open and accessible. Visually, it would also be so much more appealing. The private cottages are, in my opinion, too much of an eye sore. Removing them and replacing them with more open space would surely provide more areas to relax, enjoy the environment and the new view would be very awesome!
Option A	Don't you think you should contact the land owners of the beach, before you decide that you are taking over their property?
Option C	This is a prime area of Leamington, and its use should be for the residents and visitors to the area. Waterfront sports - great. Shops and restaurants - fantastic. Lots more parking, green space, and accessible beaches. Keep in mind, this winter, many have enjoyed the toboggan hill, so keep it open and in your plans.
Option C	sports rental/kayak area... walkway with cute shops on way to the park. Expanded parking and a small park area
Option A	None of these options are a good idea!! It seems very unnecessary to force a community that supports our city and pays taxes out of their land so you can put up more parking lots. The city should be focusing on developing the downtown area which has become a mess. Not to mention, the little bit of work you have done on our Seacliff public beach has completely ruined it!
Option A	The thoughtlessness of the possible elimination of hundreds of community members and seasonal residents that have hand built their gold coast area cottages does not sit well with me. Actually makes me sick.
Option C	The added water sport rental and the restaurant and retail option.
Option C	I feel more things for teenagers, water sport rentals. We need things for our teens. We don't need another park with our beautiful Seacliff Park already near by.
Option C	I think the parking is much more convenient that way and Love all of the public beach area
Option C	Sport.rentals and restaurants/retail in the area. Great for buying sunscreen or necessities for the beach, or souvenirs.
Option A	Best serves the public and private interest.
Option C	More things to entertain people, nicer clear walk ways to get to the park and extra parking
Option B	pedestrian friendly, more environmentally friendly
Option C	Lots of beach and open space

table 28. Reasons for choosing Options for Gold Coast Road (Continued)

Preferred Option for Gold Coast Road	Reason for Choosing
Option C	I feel option 3 provides the most opportunities for small businesses to be a part of the waterfront along with continuing the atmosphere of Seacliff Park to the east.
Option B	2 reasons: 1)The promenade idea was appealing (although adding some eateries along that route might be even better). 2)More park and picnic space
Option C	I like the location of the rental place and love the idea for the restaurant/retail area.
Option C	Optimize public beach space for tourist attraction as well as adding in beach rentals.
Option A	it does not displace the long time cottage residents.
Option C	The retail outlets close to the beach will be a big tourism draw card
Option C	expanded public beach, beach rentals removal of current cottages as they are an eye sore
Option B	Expansion of beach and natural areas. I like the water sport area from Option C but I don't like the road and restaurant/retail. My preference would be Option B with the addition of a water sports rental/launch area.
Option B	I like the larger beach and restaurant and retail space
Option C	1. Would be sad to waste the top area on parking. Prime Park Area. Think more of that area should be left natural. View for everyone to enjoy. 2. Restaurants / stores could be cut into cliff side and share road could be in front. To give it a beach look and keep some of the history. Friend suggested to use cottages along that area. I think that would be great with patio area in front. Everyone could walk by enjoy beach on one side. Rent kayak or and buy T-shirt / ice cream/ on the 42 Leamington souvenirs/ local art on the other. Don't like containers/box Idea. Believe there's 10 cottages on that side that could be used. (Believe cliff area is in need of repairs also) 3. Parking like option A and extend down to beach. More convenient for people with lots of stuff to take to the beach.
Option A	I don't want the town to take away people's private property. I like the beach connection to the pier.
Option B	I feel it has a good balance of natural landscape and beach.

table 28. Reasons for choosing Options for Gold Coast Road (Continued)

Preferred Option for Gold Coast Road	Reason for Choosing
Option C	I'm in favour of the removal of the cottages, added shops, water sport rentals & kayak launch
Option C	I think that income for Leamington will be generated from the restaurants, retail and rentals. I like having more parking, too.
Option B	It opens up the area with fewer obstructions and better use of the beach area
Option B	the private beach is an eye sore and needs to go... If any of the waterfront redevelopment is going to be successful then all the private cottages and beach need to go. Option B or C will both work although I wouldnt want town kayak rentals etc to compete with locally owned Kayak places unless the local guys are the ones able to set up at the gold cost location, but only if any applicable rent the town may charge is minimal to none to make it viable... the plan for this redevelopment is to bring people in and that wont happen if vendors are charged too much... its because of the vendors that people will visit leamington and spend money. Sorry... got off track a bit :) would also like to see a designated spot for downhill tobogganing in the winter
Option C	More options for economic growth with restaurants and rental facilities. Creates jobs.
Option C	Two east to west access points over to Seacliff Beach.
Option C	The beach seems crowded during the summer and I like the rentals shop on the beach
Option B	Do not like restaurant and retail. Rental area is also not needed.
Option C	I feel like it offers the most options that would benefit a large portion of the population
Option B	no private beach, lots of green space
Option B	The additional parking would be helpful and the picnic green space would be great for families!
Option C	I am a big fan of water sports and I love the idea of having a canoe/ kayak launch point. Being from Thunder Bay, they just recently revitalized their waterfront and I also see the value in having retail and restaurants on the water. I think this options provides a variety of opportunities for a variety of people to be attracted to the area.
Option C	Love to see rentals
Option C	More public access
Option C	The cottages there are an eyesore. We need to have more beach area, and the restaurant/retail would be good.
Option A	Most pleasing to our community

table 28. Reasons for choosing Options for Gold Coast Road (Continued)

Preferred Option for Gold Coast Road	Reason for Choosing
Option A	I am not sure why the private beach can't be made into a public beach and they retain the existing private cottages? It can be separated by a nice fence and the cottage owners can keep their property but also use the public beach like everyone else. I think this would keep residential density to keep the beach area more lively with people. (I also don't understand why there can't also be a beach and water sports rental here- the same as option C?)
Option C	It provides people with activities to do as well as a place to leisure if they so choose. Having a place to sell food as a part of the recreational area is a great idea as well. This could make it a nice spot for people to hang out and relax as well as have some fun.
Option B	I like The Pedestrian Promenade, raised pedestrian walkway, extra parking and also the public beach I don't like the idea of private beach in a public area... as there is in option A
Option B	Prefer the pedestrian walkway along gold coast road, as opposed the the woonerf/shared road. Traffic entering on and off Erie would be difficult, especially during the Ferry Season. Gold coast road is not currently a road open to public traffic, so the traffic calming of woonerf/ shared roads is not needed. Simply keep traffic off it.

table 28. Reasons for choosing Options for Gold Coast Road (Continued)

Question 3: For Erie Street and Pier, which design option do you prefer? (64 respondents)

The majority of respondents preferred Option A for Erie Street and Pier.

Response	Number of responses	Percent of responses
Option A	24	37%
Option B	21	33%
Option C	19	30%

table 37. Option preferences for Erie Street and Pier

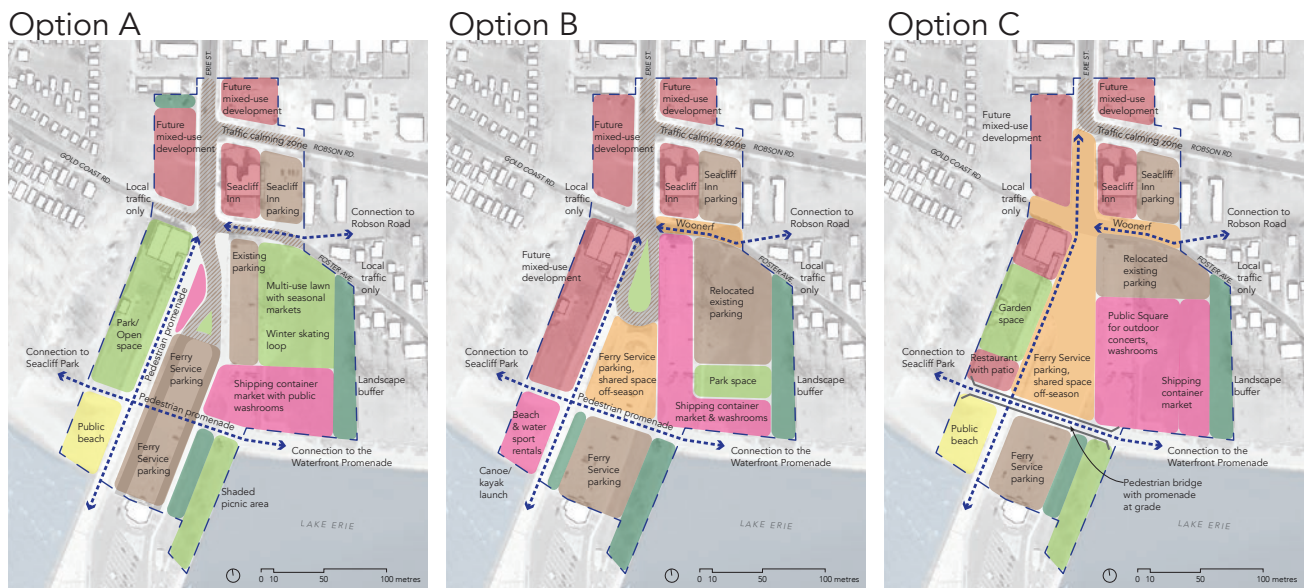


figure 156. Preliminary Ideas: Erie Street and Pier Options

Question 4: Why do you prefer this option for Erie Street and Pier? (57 respondents)

The majority of respondents preferred Option C for Gold Coast Road.

Preferred Option for Erie Street and Pier	Reason for Choosing
Option B	Small market would drive tourism dollars. Outdoor concert area seems like a waste of space with our beautiful amphitheatre.
Option A	I really don't care for any of them. All of them propose to get rid of Burgess's which has been located near the beach for many years. Replacing it with a restaurant or higher priced options won't be popular. There is also a current problem with racing, kids congregating in the parking lots and throwing trash and drinking. More parking that is not constantly patrolled will only add to that.
Option B	I like it because it still has the round about so cars can get in and out easy along with the L shape land for the shipping container market and the lands available for protentional condo development.
Option B	Water rentals great idea
Option B	The other two don't have enough parking. Also you need to accommodate bicycles in whatever plan is final.
Option A	more park space
Option A	It has a variety of activities with a shopping element.
Option C	Love the restaurant patio idea as well as the woonerf.
Option B	the market should be on the main drag
Option C	Really like the public square, shipping container idea and the restaurant down by the water (patio) really changing what's currently there and making it more exciting
Option C	The waterfront restaurant
Option B	I like the area for boat rentals.
Option C	Restaurant with patio, large market and concert area.
Option C	The public square idea is awesome! It's the perfect spot for that type of thing. I also like the ideas of adding garden space which is very visually appealing and will add more beauty to that area in general. Lastly, you can't go wrong with the addition of park/open spaces.
Option A	Don't you think you should contact the land owners of the beach, before you decide that you are taking over their property?
Option B	Mainly because it has more parking. In this area in the summer, parking is very tight, so if the thought is to bring more people here, this will do it.
Option C	new restaurant close to the water. container marketplace. promenade or bridge for pedestrians

table 38. Reasons for choosing Options for Erie Street and Pier

Preferred Option for Erie Street and Pier	Reason for Choosing
Option A	Why are you forcing businesses out only to tear them down and put up parking lots?!
Option B	Future mixed use development needs to include the historic Burgess Refreshments.
Option C	Restaurant with the patio
Option B	Again water sport rental for our younger kids and tourists, however I like a waterfront restaurant but affordable
Option C	I love the shared walkways and the public square
Option B	Pedestrian bridge is excellent because it gets busy in the winter. Additional parking is an asset for the summer months.
Option A	Best serves public and private interest.
Option A	Better flow, little shops would be convenient for guests and we have little winter activities, a skating rink would be great for families
Option C	we're sadly lacking restaurants on the waterfront
Option C	There is garden space
Option B	I think option two provides the most for everyone. I like the additional parking as it will be surely needed with all that what will be eventually happening at the waterfront.
Option A	Winter skating loop and market.
Option A	Best use of space with popular addition of skating loop in the winter.
Option C	the beach front restaurant
Option A	It extends the park/beach space further and complements Gold Coast Option B well (by providing a commercial space separate from the parks space).
Option A	More green space and the skating loop
Option A	Because of winter skating
Option A	I think the parking is conveniently located in this plan. I also think a shared road is a bad idea since the dock is a popular location for cruising and there is a lot of road traffic. I like the shaded picnic area, multi-use space, and public washrooms. I do not like that this plan removes Burgess Restaurant.
Option A	I actually was torn between A and C. BUT would prefer A with the following modification - The park/open space in A is substituted by the Restaurant with Patio and Garden space in C
Option C	Love the space for the shopping container market & shopping
Option B	I like the shipping container market with restrooms, the expanded parking, and the kayak/canoe launch.

table 30. Reasons for choosing Options for Erie Street and Pier (Continued)

Preferred Option for Erie Street and Pier	Reason for Choosing
Option A	Need more parking area and room for a boat lift area for both power and sailboats
Option B	people like to cruise and the roundabout should stay for that
Option B	Better parking layout and more economic development
Option B	Provides a mix of shopping / craft / restaurant venues with green space and parking
Option A	I LOVE the outdoor skating!!
Option A	Skating loop is a good idea. Food truck area instead of shipping containers.
Option C	I think it will be the option with the most opportunity for retail growth
Option C	I like the garden space, markets and added concert area
Option C	I like the restaurant idea...I wish the skating loop was part of this plan! And also, I think food trucks would be better than the container market!
Option C	I was torn between A and C, but in the end I do like the idea of woonerf and I think the combination of a public square for concerts and chipping container market would be a cool gathering space. I did like the idea of a skating loop to get multi-seasonal use out of the area from option A as well though.
Option B	Nice to future development for shops, etc. Please do not put anything behind Rickway, leave as over flow parking
Option A	Seems natural selection according to what's there already. An outdoor venue for concerts, as in option C not necessarily as we already have an open air concert venue in Seacliff Park.
Option A	Shipping container markets are great ideas. Also, need to make sure there is enough parking.
Option A	It's a waste of money to relocate the parking lot when that parking is needed. A restaurant should be added to the dock.
Option A	Most pleasing to our community
Option B	I like that it includes a beach and water sports rental building. That there will be some shops/restaurants along the street- hopefully they are mandated to have a particular facade like photo Q- they all look "Beachy". A well-needed washroom is included with a strip of shipping container shops that you get to walk along. *Option C has a concert area which isn't needed now that the amphitheatre exists.
Option C	I like the idea of having a large open area for markets and vendors as well as live music and other forms of entertainment. This plan also has the option for a restaurant along the waterfront with some public beach space in front. I like the idea of it being a more European style.

table 30. Reasons for choosing Options for Erie Street and Pier (Continued)

Preferred Option for Erie Street and Pier	Reason for Choosing
Option B	It looks like Burgesses will be staying... the only thing I would like is If instead of the Green Space Between the parking lot and the shipping containers, it would be nice to have the skating rink there in option b as well.
Option C	<p>I like bits and pieces of all three, and also don't like bits and pieces of all three.</p> <p>I am not sure you want a woonerf with traffic coming in and out of parking areas in option B and C.</p> <p>In option C, there is expanded areas for outdoor concerts. There are a lot of existing areas for outdoor concerts and events, at the marina and Seacliff park.</p> <p>A skating loop in option A, is that a winter skating loop, a roller blading loop? Might be a pretty small loop.</p> <p>I like the restaurant option in C</p> <p>I like the green space in A and C, in the area where Burgess' is now</p> <p>If food trucks are allowed on the existing pedestrian pier, be prepared for seagulls!</p>

table 30. Reasons for choosing Options for Erie Street and Pier (Continued)

Question 5: For the Lakeside Marina, which design option do you prefer? (64 respondents)

The majority of respondents preferred Option A for the Lakeside Marina.

Response	Number of responses	Percent of responses
Option A	28	44%
Option B	20	31%
Option C	16	25%

table 39. Option preferences for the Lakeside Marina

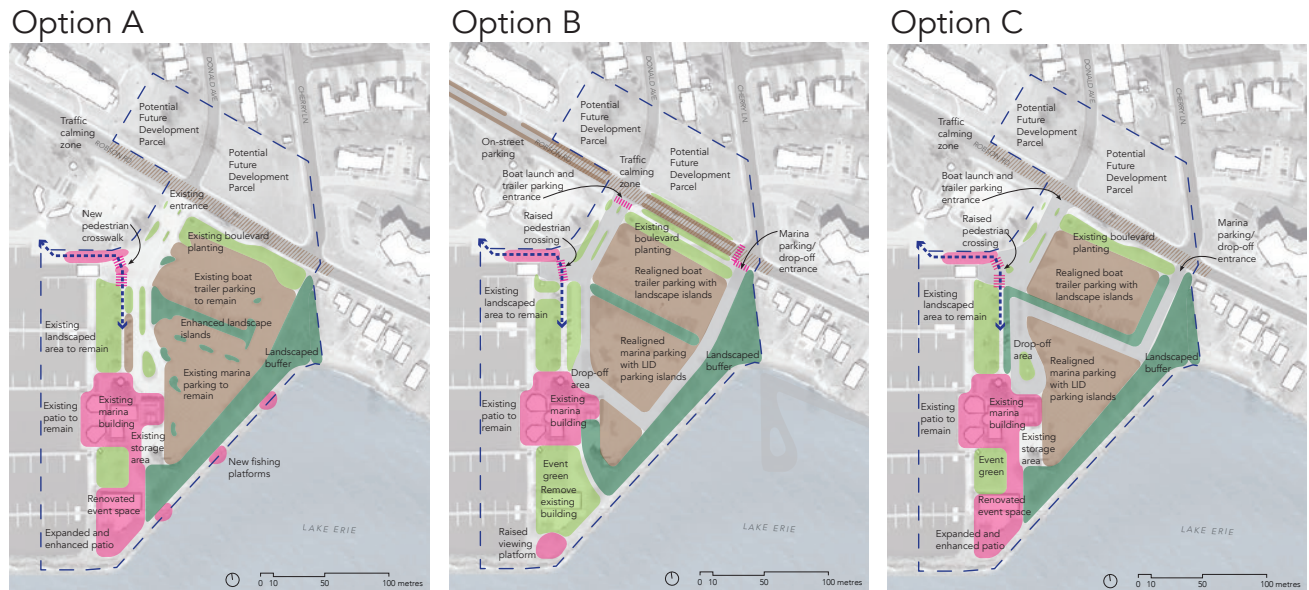


figure 157. Preliminary Ideas: Lakeside Marina Options

Question 6: Why do you prefer this option for the Lakeside Marina? (54 respondents)

The majority of respondents preferred Option C for Gold Coast Road.

Preferred Option for the Lakeside Marina	Reason for Choosing
Option B	Simple layout and raised lookout area would be very popular.
Option C	All options for the marina are good. In my opinion the only change there needs to have more parking for events, more handicapped parking would be nice. The Marina is good the way it is otherwise.
Option C	Design is more organized and efficient for trailers to get in and out
Option C	event space and patio
Option A	Fishing platforms are a must. But PLEASE lose the landscape islands. Those damned things are a nuisance and a waste of parking space.
Option A	more green space and fishing platforms
Option C	Renovated and expanded event space is nice.
Option B	Extra landscape and the raised patio viewing area
Option A	Because of the fishing platform and optimizing parking
Option B	Remove existing building and add the viewing area, The town should not compete with local business to hold events.
Option B	Not segregated parking, veiwing platform, love the 2 entrance off robson idea.
Option B	When you guys started with these plans, all I wanted to see somewhere, was a raised viewing platform and I'm really glad that it is included in Option B. Being a photographer, I understand the natural beauty that Leamington's shoreline provides and having a place where people can see this with their own eyes is a really great thing. I also really like the idea of having the event green right next to the raised viewing platform as well.
Option A	Don't you think you should contact the land owners of the beach, before you decide that you are taking over their property?
Option C	Love the second entrance, and the expanded event space.
Option A	fishing platforms, improved event space at the tip
Option A	You should be focusing on the downtown area instead.
Option B	Option B - Better flow and the additional green space is an improvement.
Option A	Fishing platforms
Option A	Fishing platforms for our kids/families
Option A	LOVE THE CROSSWALK AND NEW FISHING PLATFORMS!

table 40. Reasons for choosing Options for Lakeside Marina

Preferred Option for the Lakeside Marina	Reason for Choosing
Option A	The marina is a great venue for that additional rental space. Other than that, traffic and parking flow well in existing model.
Option A	Reflects best interest of public and private.
Option A	The fishing platforms would be a great addition to keep a safer environment for everyone. The raised viewing platform would be really cool as well in option b.
Option C	I really have no preference for the Lakeside Marina. They're all nice.
Option C	It's not that I prefer option C but it is the most favorable. You can't reduce the parking for boat trailers. It's only going to continue to grow as the walleye fishing is some of the best in the world and it's only going to get bigger. The pavilion needs to be refurbished and expanded with maybe the option of dividing it in two to accommodate two separate rentals at a time. This could be a huge venue for weddings which means a good source for revenue.
Option B	Entrance from Cherry Lane
Option C	Optimize structures already present but give them a needed face-lift.
Option C	These designs were the most difficult to make a choice from, however, the expanded and enhanced patio was our choice. We are still concerned over how the boats cross traffic and pedestrian flow to get to the launch. As well, you will often find the lot across the road filled with boat trailers and we do not see this addressed in any plan.
Option B	Better traffic flow around parking as well as viewing platform. I'd also like to see fishing platforms added.
Option A	Renovating and keeping the event space is a good idea. Could it be used year round? The fishing platforms would be great. It would also be nice to prevent fishing off the promenade. The smell of fish dumped in the trash cans is is nasty. The platforms would be a great alternative.
Option B	Because of viewing platform
Option B	I like the open, simplified parking lot and the viewing platform. It would be nice to have space for fishing.
Option B	Prefer option B! BUT add New Fishing platforms from A
Option A	Love the new fishing platforms
Option A	I like having the fishing platforms.

table 32. Reasons for choosing Options for Lakeside Marina (Continued)

Preferred Option for the Lakeside Marina	Reason for Choosing
Option A	Better use of pavilion, need to incorporate boat lift area and connect to parking lot! Lack of boat a lift is a big negative when looking at marina services. The marina needs an area on the hard for winter storage of both power and sailboats. Also, consider room for larger boats and winter heated storage, currently boats are going to other locations for this service such as Erieau and LaSalle
Option A	Option A because of the parking right at the marina building for elderly and for people who like to park there and have a coffee year round and look at the marina and get to the patio easily. Regarding the event space. this should be renovated and add a roof top patio area, also allow access to the south side at the water and build a concrete fishing pier or something on the east side.
Option B	Better parking structure but you should have the fishing platforms on all 3 designs and the should be all out piers.
Option A	I believe having a venue building onsite at the Marina would be useful
Option C	I find the indoor event space gets a lot use which brings money back into Leamington. I like the new road into the marina for boaters
Option A	No need to spend much on marina. Just update it.
Option B	I like that they would get rid of the existing event building
Option B	I really like the viewing platform, lots of green space near the platform. Do not like the traffic calming for a marina where large vehicles, boats and trailers are trying to enter
Option A	LOVE the fishing platforms! Long overdue!
Option A	I think option A provides the most options in terms of improving parking while offering diversity to the waterfront. I think adding the updated fishing platforms appeals to a wide variety of people and would cater to a different type of person. I think we want this space to be as inclusive as possible for all demographics and adding fishing certainly helps with that.
Option C	Need an events venue
Option A	Fishing platforms
Option B	There is more green spaces, room for seating overflow.
Option A	Love the fishing platforms
Option C	Best option
Option B	The raised viewing platform is key to showcase beautiful scenery. The existing marina building is not used to its potential- it requires a nice restaurant for boaters like most other marinas.

table 32. Reasons for choosing Options for Lakeside Marina (Continued)

Preferred Option for the Lakeside Marina	Reason for Choosing
Option B	I work at the lakeside marina during the summers. Although I am just an employee, I believe that the marina it self is in need of a remodelling. I believe that the pavilion that is already there is not worth keeping, that area could be more easily enjoyed if it was an open space with a platform to look over the lake. This would make it look more open and I believe that area would get more use than if the Advil lion was kept there and rented out every now and then. As a follow up I believe that the trailer parking is in dire need of a remodelling. It would be better if the trailer parking was renovated into a more open form of parking space rather than the segregated and existing parking that is available now.
Option A	I absolutely love the idea of fishing platforms more than one. It makes the Marina even more family-friendly
Option B	The separate entrance for boat launch and trailer is good.

table 32. Reasons for choosing Options for Lakeside Marina (Continued)

Community Engagement Phase 4: Recommendations

August 11, 2021 to October 7, 2021

Forum Tool - Recommendations

Respondent Profile

From August to October 2021, the Recommendations Forum was open for feedback and discussion regarding the draft recommendations. Contributors were asked to comment on the draft recommendations, a total of 67 recommendations broken down into eight study areas. This tool was not utilized by any participants.

Survey Tool - Recommendations

Respondent Profile

From August 11 to October 7, 2021, the Recommendations survey recorded a total of forty-three (43) responses.

Twenty-seven (27) reported Leamington postal codes. Other postal codes provided were Windsor three (3) and Port Elgin and LaSalle with one each. Eleven (11) did not report their postal codes.

Respondents were asked to review the draft recommendations and rank them in order of preferred priority for each study area. Responses are documented on the following pages, as provided by participants.

Ranking and Order of Priority

When ranking items, the lower the rank the higher priority the item is given. For

example, if an item is ranked first it has a higher ranking than an item ranked fifth (even though the number 5 is higher than the number 1). In Question 1, the Waterfront Promenade received an average ranking of 2.90, while Rick Atkin Park received an average ranking of 5.46. Therefore, the Waterfront Promenade was ranked between second and third more often, while Rick Atkin Park was ranked between fifth and sixth more often. Since second and third are higher than fifth and sixth, the Waterfront Promenade received a higher priority ranking than Rick Akin Park.

Question 1: As described in the draft recommendations, please rank in order of priority the areas you would like to see improvements on the waterfront. Please indicate the ranking number inside the box. (40 respondents)

The top five priority study areas are Erie Street and Pier, the Waterfront Promenade, Seacliff Park, Lakeside Marina, and Gold Coast Road.

Response	Average Ranking	Order of Priority
Erie Street and Pier	2.29	1
Waterfront Promenade	2.90	2
Seacliff Park	3.32	3
Lakeside Marina	4.03	4
Gold Coast Road	4.44	5
Robson Road Connection	5.38	6
Rick Atkin Park	5.46	7

table 41. Average ranking of Study Areas

Question 2: Would you support prioritizing accessibility and connectivity across the waterfront by creating new connections, improving accessibility, and providing additional seating opportunities? (42 respondents)

The majority of respondents would support prioritizing accessibility and connectivity across the waterfront.

Response	Number of responses	Percent of responses
Yes	36	86%
No	6	14%

table 42. Support for Prioritizing Accessibility and Connectivity

Question 3: As described in the draft recommendations, please rank the top five recommendations you would most like to see prioritized in Seacliff Park. Please indicate the ranking number inside the box. (40 respondents)

The top five recommendations for Seacliff Park are SP.08 Beach Restoration, SP.07 Connect Beach to Pier, SP.01 Additional Shaded Seating and Picnic Opportunities, SP.06 Lookout Deck, and SP.05 Servicing Hookups for Vendors.

Response	Average Ranking	Order of Priority
SP.08 - Beach Restoration	3.26	1
SP.07 - Connect Beach to the Pier	3.53	2
SP.01 - Additional Shaded Seating and Picnic Opportunities	4.19	3
SP.06 - Lookout Deck	4.68	4
SP.05 - Servicing Hookups for Vendors	5.00	5
SP.10 - Long-Term Tree Plan	5.03	6
SP.03 - Residential Planting Buffer	5.83	7
SP.04 - Additional Bicycle Parking	6.42	8
SP.02 - New Basketball Courts	6.62	9
SP.09 - Replace Sand in Volleyball Area	8.50	10

table 43. Average ranking of Recommendations for Seacliff Park

Question 4: As described in the draft recommendations, please rank the top five recommendations you would most like to see prioritized for Gold Coast Road. (34 respondents)

The top five recommendations for Gold Coast Road are GC.10 Connect Beach to Pier, GC.09 Canoe/Kayak Launch, GC.11 Beach Restoration, GC.07 New Public Washroom, and GC.14 Expand Public Beach.

Response	Average Ranking	Order of Priority
GC.10 - Connect Beach to Pier	3.34	1
GC.09 - Canoe/Kayak Launch	4.52	2
GC.11 - Beach Restoration	4.96	3
GC.07 - New Public Washroom	5.12	4
GC.14 - Expand Public Beach	5.70	5
GC.01 - Design Guidelines and Architectural Control	6.77	6
GC.04 - Public Parking	7.05	7
GC.08 - Demarcate Privately Owned Area	7.10	8
GC.05 - Gold Coast Development at G4	7.55	9
GC.06 - Develop Parcel G6	7.89	10
GC.03 - Development Opportunity for Parcel G2	7.9	11
GC.02 - Development Opportunity for Parcel G1	8.55	12
GC.13 - Public Access to the Leamington Lighthouse	8.64	13
GC.12 - Lighthouse Re-Development	8.76	14

table 44. Average ranking of Recommendations for Gold Coast Road

Question 5: As described in the draft recommendations, please rank the top five recommendations you would most like to see prioritized for Erie Street and Pier. (39 respondents)

The top five recommendations for Erie Street and Pier are EP.01 New Market Plaza, EP.02 Promenade to Beach Connection, EP.06 Update Pedestrian Pier, EP.07 New Servicing Hookups for Vendors, and EP.08 New Fishing Platforms.

Response	Average Ranking	Order of Priority
EP.01 - New Market Plaza	2.69	1
EP.02 - Promenade to Beach Connection	3.00	2
EP.06 - Update Pedestrian Pier	3.57	3
EP.07 - New Servicing Hookups for Vendors	4.60	4
EP.08 - New Fishing Platform	4.84	5
EP.09 - New Raised Lookout	4.97	6
EP.04 - Municipal Parking	5.55	7
EP.03 - Erie Street Circulation	5.79	8
EP.05 - New Woonerf at Foster's West End	6.19	9

table 45. Average ranking of Recommendations for Erie Street and Pier

Question 6: As described in the draft recommendations, please rank the top five recommendations you would most like to see prioritized for Robson Road Connection. (34 respondents)

The top five recommendations for Robson Road Connection are RR.06 Urban Trail Enhancements, RR.04 Extend Sidewalk to Robson Road, RR.05 Explore Traffic Calming Measures, RR.04 Future Development or Parcel R1, and RR.03 Future Development of Parcels R2 and R3.

Response	Average Ranking	Order of Priority
RR.06 - Urban Trail Enhancements	2.36	1
RR.04 - Extend Sidewalk on Robson (north side)	3.14	2
RR.05 - Explore Traffic Calming Measures	3.35	3
RR.02 - Future Development of Parcel R1	3.39	4
RR.03 - Future Development of Parcels R2 and R3	3.62	5
RR.01 - Conrail Right-Of-Way (ROW)	3.93	6

table 46. Average ranking of Recommendations for Robson Road Connection

Question 7: As described in the draft recommendations, please rank the top five recommendations you would most like to see prioritized for the Waterfront Promenade. (38 respondents)

The top five recommendations for the Waterfront Promenade are WP.02 Walkway Improvements, WP.03 New Seating and Amenities, WP.06 Promenade Lighting, WP.07 New Lookouts, and WP.01 Promenade Wall.

Response	Average Ranking	Order of Priority
WP.02 - Walkway Improvements	2.37	1
WP.03 - New Seating and Amenities	3.11	2
WP.06 - Promenade Lighting	3.55	3
WP.07 - New Lookouts	3.78	4
WP.01 - Promenade Wall	3.93	5
WP.05 - Foster Avenue Connection	4.20	6
WP.04 - Update Signage	4.72	7

table 47. Average ranking of Recommendations for the Waterfront Promenade

Question 8: As described in the draft recommendations, please rank the top five recommendations you would most like to see prioritized in Rick Atkin Park. (36 respondents)

The top five recommendations for the Waterfront Promenade re

Response	Average Ranking	Order of Priority
RA.04 - New Public Washrooms	2.14	1
RA.02 - Additional Shaded Seating	2.5	2
RA.01 - Park-Wide Accessibility Improvements	3.21	3
RA.06 - Planting Buffer	3.7	4
RA.05 - Widen Connection to Robson Road	4.04	5
RA.03 - New Maintenance Shed	4.57	6

table 48. Average ranking of Recommendations for Rick Atkin Park

Question 9: As described in the draft recommendations, please rank the top five recommendations you would most like to see prioritized for the Lakeside Marina. (37 respondents)

The top five recommendations for the Lakeside Marina are LM.04 Marina Pavilion, LM.05 New Lookout Viewing Platform, LM.06 New Linear Park, LM.07 New Fishing Platforms, and LM.02 Pedestrian Crossing at Boat Launch.

Response	Average Ranking	Order of Priority
LM.04 - Marina Pavilion	2.58	1
LM.05 - New Lookout Viewing Platform	3.03	2
LM.06 - New Linear Park	3.69	3
LM.07 - New Fishing Platforms	3.83	4
LM.02 - Pedestrian Crossing at Boat Launch	3.87	5
LM.03 - Explore New Crosswalk at Donald Avenue or Cherry Lane	3.96	6
LM.01 - Parking Lot Reorganization	4.50	7

table 49. Average ranking of Recommendations for the Lakeside Marina

APPENDIX C: PRIORITY MATRIX

**Municipality of Leamington
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Priority Matrix

		1	2	3	4	
	Level of Community Support (Survey Priority Ranking)		Improves Connectivity Across the Waterfront	Contributes to Growth in Tourism and Business Development	Supports Health, Fitness and Wellness	
	Criteria Weight	20%	20%	20%	10%	
	Avg Priority Ranking	65% to 100% = 10 50% to 65%=5 0% to 50% = 0	New access= 10 Improves access = 5 No change = 0	Major = 10 Moderate = 5 Minimal/NA = 0	Major = 10 Moderate = 5 Minimal/NA = 0	
2	Seacliff Park	Ranking out of 10				
SP.01	Additional Shaded Seating and Picnic Opportunities	4.19	5	0	5	10
SP.02	New Basketball Courts	6.62	0	0	5	10
SP.03	Residential Planting Buffer	5.83	0	0	0	5
SP.04	Additional Bicycle Parking	6.42	0	10	5	10
SP.05	Servicing Hookups for Vendors	5.00	0	5	10	0
SP.06	Lookout Deck	4.68	5	0	10	5
SP.07	Connect Pier to Seacliff Park	3.53	5	10	10	10
SP.09	Performer Room and Storage Facility	n/a	n/a	0	5	5
3	Gold Coast Road	Ranking out of 14				
GC.02	Development Opportunity for Parcel G1 and G2	8.55	0	10	10	0
GC.04	Develop Lands South of Gold Coast Road	7.55	0	10	10	5
GC.05	Connect Beach to Pier	3.34	10	10	10	10
GC.06	Expand Public Beach	5.70	5	10	10	10
GC.08	New Public Washroom	5.12	5	0	10	10
GC.09	Canoe/Kayak Launch	4.52	10	5	10	10
4	Erie Street & Pier	Ranking out of 11				
EP.01	Market Plaza	2.69	10	0	10	10
EP.02	Promenade to Beach Connection	3.00	10	10	10	10
EP.03	Erie Street Circulation	5.79	0	10	10	5
EP.04	Municipal Parking	5.55	0	5	10	0
EP.05	Woonerf at Foster's West End	6.19	0	10	5	5
EP.06	Update Pedestrian Pier	3.57	5	5	10	5
EP.07	Servicing Hookups for Vendors	4.60	0	5	10	0
EP.08	Fishing Platforms	4.84	0	0	10	5
EP.09	Raised Lookout	4.97	0	0	10	5
5	Robson Road Connection	Ranking out of 6				
RR.01	Conrail Right-Of-Way (ROW)	3.93	10	10	10	10
RR.02	Future Development of Parcel R1	3.39	10	0	10	5
RR.03	Future Development of Parcel R2 and R3	3.62	0	0	10	5
RR.04	Extend Sidewalk on Robson Road (north side)	3.14	0	10	5	10
RR.06	Urban Trail Enhancements	2.36	5	5	10	10
RR.07	Add On-Street Parking	n/a	n/a	10	10	0
RR.08	New Parking Lot	n/a	n/a	10	10	5
6	Waterfront Promenade	Ranking out of 07				
WP.02	Walkway Improvements	2.37	10	10	10	10
WP.03	New Seating and Amenities	3.11	5	0	10	10
WP.04	Update Signage	4.72	0	10	10	0
WP.05	Foster Avenue Connection	4.20	0	10	5	10
WP.06	Promenade Lighting	3.55	0	10	10	10
WP.07	Lookouts	3.78	0	0	10	5
7	Rick Atkin Park	Ranking out of 07				
RA.01	Park-Wide Accessibility Improvements	3.21	0	10	10	10
RA.02	Additional Shaded Seating	2.50	5	0	5	10
RA.03	New Maintenance Shed	4.57	0	0	0	0
RA.04	New Public Washrooms	2.14	5	5	10	10
RA.05	Widen Connection to Robson Road	4.04	0	10	5	10
RA.06	Planting Buffer	3.70	0	0	0	5
RA.07	Replace Play Structure	n/a	n/a	0	5	10
8	Lakeside Marina	Ranking out of 06				
LM.01	Parking Lot Reorganization	4.50	0	5	10	0
LM.02	Pedestrian Crossing at Boat Launch	3.87	0	10	10	10
LM.04	Marina Pavilion	2.58	5	0	10	0
LM.05	Lookout Platform	3.03	5	5	10	5
LM.06	Linear Park	3.69	0	10	10	10
LM.07	Fishing Platforms	3.83	0	0	10	5

Note 1: For column 1, "Level of Community Support", the average survey ranking of each recommendation was converted to a percentage. For instance, LM.01 Parking Lot Reorganization received an average ranking of 4.50 out of 6. The score of 4.50 was made into a percentage by dividing by the number of Marina recommendations (6) and multiplying by 100. In order to account for a low number representing a high score, the percentage was correct by subtracting it from 100.

Note 2: Some project are not included in the priority matrix due to project dependencies. See page "iii. Project efficiencies" on page 122

5	6	7	8			
Improvements to Safety, Security, and Environmental Concerns	Supports Arts, Culture, Events and Heritage	Provides Multi Season Benefit	Ease of Implementation	Total (unweighted)	Weighted Score	Priority Ranking
10%	10%	5%	5%	100%		
Major = 10 Moderate = 5 Minimal/NA = 0	Major = 10 Moderate = 5 Minimal/NA = 0	All Season = 10 Multi-Season = 5 Single Season = 0	Easy/Quick (approx. 1-2 years)= 10 Moderate/Average (3-5 years)= 5 Challenging/Slow (6+ years) = 0	out of 80	out of 100	out of 48 Projects
0	5	5	10	40	40	39
0	5	5	10	35	30	45
10	0	10	10	35	25	47
5	5	5	10	50	55	23
0	10	10	5	40	43	34
0	10	5	5	40	45	32
10	10	10	0	65	80	5
5	10	10	10	45	35	44
0	5	10	5	40	50	27
0	5	10	0	40	53	24
10	10	10	0	70	90	1
10	5	5	0	55	75	7
0	10	10	5	50	53	24
10	5	5	5	60	78	6
0	10	10	5	55	63	15
10	10	10	0	70	90	1
10	5	10	10	60	68	12
0	10	10	10	45	45	32
5	0	10	5	40	48	30
10	10	10	5	60	68	12
0	10	10	5	40	43	34
10	5	5	5	40	43	34
5	5	5	5	35	38	41
5	5	10	10	70	88	3
0	0	5	5	35	50	27
0	0	5	5	25	30	45
10	0	10	10	55	60	17
5	5	10	10	60	68	12
0	10	10	5	45	53	24
0	10	10	5	50	58	18
5	10	10	5	70	88	3
5	10	10	5	55	58	18
5	10	10	5	50	58	18
0	5	10	5	45	50	27
10	10	10	5	65	73	8
5	5	5	5	35	38	41
10	5	10	10	65	73	8
0	5	5	10	40	40	39
5	0	10	10	25	15	49
5	10	10	10	65	70	10
5	5	10	10	55	58	18
5	5	10	10	35	23	48
5	5	10	10	45	38	41
5	10	10	5	45	48	30
10	5	10	5	60	70	10
0	10	10	5	40	43	34
5	5	5	5	45	58	18
0	5	10	10	55	63	15
10	5	5	5	40	43	34

APPENDIX D: IMAGE SOURCES

**Municipality of Leamington
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Figure Sources

- Figure 11 <https://www.ebay.com/itm/pk44971-Postcard-Sea-Cliff-Park-Leamington-Ontario-/362702374058>
- Figure 23 <https://www.lighthousefriends.com/light.asp?ID=1086>
- Figure 24 https://www.geocaching.com/geocache/GC3GANJ_ghq-sittin-by-the-dock-of-the-bay?guid=c8773d94-835c-485c-aaca-a6001cec9d2e
- Figure 53 <https://www.churchofgod.net/leamington-on/>
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- Figure 101 <https://www.eraarch.ca/project/lawrence-orton/>
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- Figure 110 <https://www.cp24.com/news/all-changes-to-the-rules-in-ontario-s-grey-lockdown-zone-explained-1.5363952?cache=yes%2F7.314058>
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- Figure 126 <https://huaban.com/pins/1514309164/>
- Figure 127 <https://www.kplctv.com/2019/06/13/heart-louisiana-city-park-sculpture-garden/>
- Figure 128 <https://mpfp.com/portfolio/st-vincent-triangle-park/>
- Figure 130 <https://www.flickr.com/photos/25802865@N08/4755692929>
- Figure 131 <https://www.mynewsdesk.com/no/linkarkitektur/news/link-arkitektur-satser-paa-landskapsarkitektur-i-stavanger-166750>

- Figure 133 <https://kebony.com/be/projects/meubilair-voor-revitalisering-van-de-kustlijn>
- Figure 134 <https://thesomervillenewsweekly.blog/2017/04/28/portion-of-community-path-in-somerville-to-close-for-repaving-may-2-3-2017/>
- Figure 138 https://www.thesunchronicle.com/news/local_news/commission-on-disability-purchases-accessible-picnic-tables-for-foxboro-common/article_563361ca-fc64-53b9-9f2c-155f9c7fed7f.html
- Figure 141 <https://www.cbaland.com/washington-park>
- Figure 142 <https://www.accessible-japan.com/places/japan/kyoto/kyoto/attractions/kiyomizudera/>
- Figure 145 <http://www.gardenmagic.by/stili-v-landshafte/sady-regulyarnogo-stilya-3>
- Figure 146 <https://dailyhive.com/toronto/waterfront-patios-toronto-2017>
- Figure 147 <https://www.geograph.org.uk/photo/3047664>
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