

Municipality of Kincardine

Waterfront Master Plan

Final Report

01 June 2023



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Kincardine Waterfront Master Plan

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The Municipality of Kincardine

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LAND ACKNOWLEDGMENT

We would like to begin this report by acknowledging that we are referring to an area on the traditional lands and treaty territory of the Saugeen Ojibway Nation, which includes the Chippewas of Nawash Unceded First Nation and the Chippewas of Saugeen First Nation whose ancestors were the first to inhabit, care for and live on this land.

We recognize and deeply appreciate the contributions that Indigenous Peoples have made, both in caring for this land and shaping and strengthening this community, our province, and our country.

As a public service organization, we are dedicated to learning and acknowledging Indigenous history and culture and are committed to actions that move us towards a journey of truth, healing and reconciliation with the Saugeen Ojibway Nation (SON), the Métis Nation of Ontario (MNO) and the Historic Saugeen Métis (HSM).

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SECTION ONE

Overview & Summary

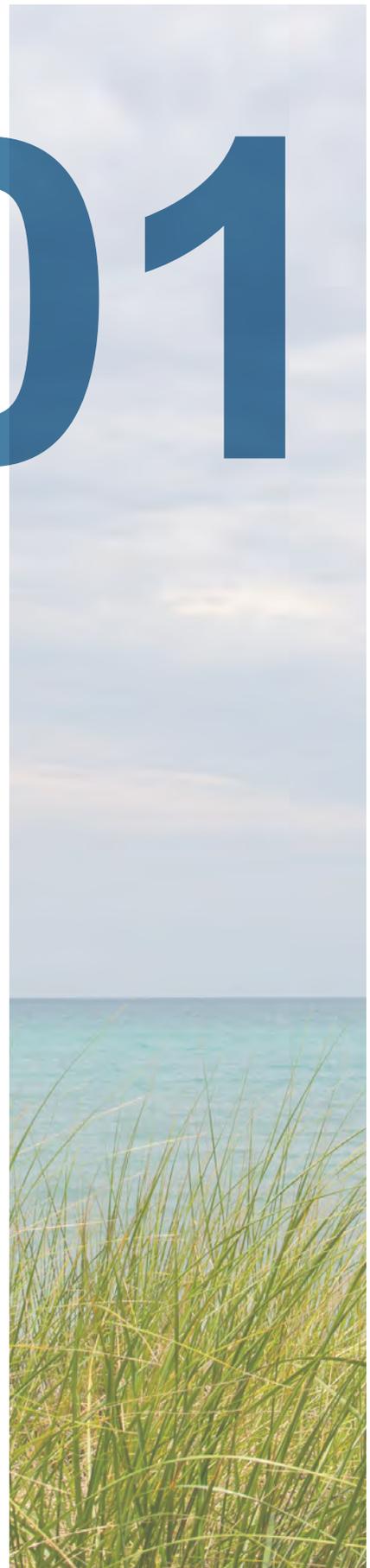
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OVERVIEW & SUMMARY

The Waterfront Master Plan is a Set of Strategies

It is a common belief that a municipality anticipating the magnitude of change facing its waterfront, over the next few decades, requires a master plan to shape that change, so that the constituent projects work together to form a cohesive whole. While popular, it is a common misunderstanding that it is desirable and somehow possible to firmly fix the shape of years, likely decades, of future upgrades and development through a single plan. Plans that try to pre-define in this way usually form a rigidity to the needs of the constituent projects (and its community members) and typically, many become abandoned. This leads to an opposite feeling about master plans: that they should be as vague as possible to allow for future flexibility, minimize constraints on municipal and community advisory committees and councils, and allow recreational open space planning creativity to flourish.

The Kincardine Waterfront Master Plan takes neither of the above approaches. Its central theme is that the waterfront's whole is greater than its parts, and that this whole can be beneficially designed, or at least directed, but not in the same way that other elements (e.g., community facilities, buildings, etc) are designed. The essential difference between facility design and waterfront/open space design is that the Kincardine Waterfront Master Plan must be sufficiently flexible to respond to its own evolution. The Plan, is therefore in essence, a set of strategies, that will last well into time, and that are clearly definitive as to intent but not as to final form. The demonstration plans included in the Kincardine Waterfront Master Plan illustrate only one set of many possible sets of built form for its waterfront. The strategies dictate principle; the demonstration plans suggest form.

Implementation through Communal and Constituent Projects

The waterfront whole is made up of projects themes of two types: the communal and the constituent. Communal projects are what might be termed "public works". They deal with linkages: the integrating landscape, the connecting framework of roads and paths, and the utility systems. Constituent projects are those undertaken by various municipal departments, focus groups, and support units: recreation and sport, environmental consideration, economic development, etc. They meet their own "private needs" but they should also implement the waterfront's "public needs" in two ways: first, by being sited and distributed as defined in the Kincardine Waterfront Master Plan, and second, by meeting the Planning Strategies set out in Section Three of this report. This Plan also focuses specifically on a 1.5km segment of Kincardine's vast waterfront, as requested in the project's terms of reference. However, the intent of many of the strategies and project themes are suitable to other parts of Kincardine's waterfront outside of the project scope area.

Reinforcing the Best, Heal the Rest

The Plan is founded on the existing condition and a quickly evolving context, which in turn is a result of its development history, physical relationships with neighbouring properties, natural features, changing climate, and genius loci – spirit of the place. Perhaps ninety percent of the Plan is either a reaffirmation of what now exists, an attempt to enhance currently identifiable characteristics, or a healing of unsatisfactory aspects of the waterfront. Most of this healing is to bring to the fore, the potential already inherent. Only a small percentage of the Plan deals with new ideas. Making the waterfront whole and resilient is a bigger idea than trying to be “new”.

Leadership in Environmental Responsibility

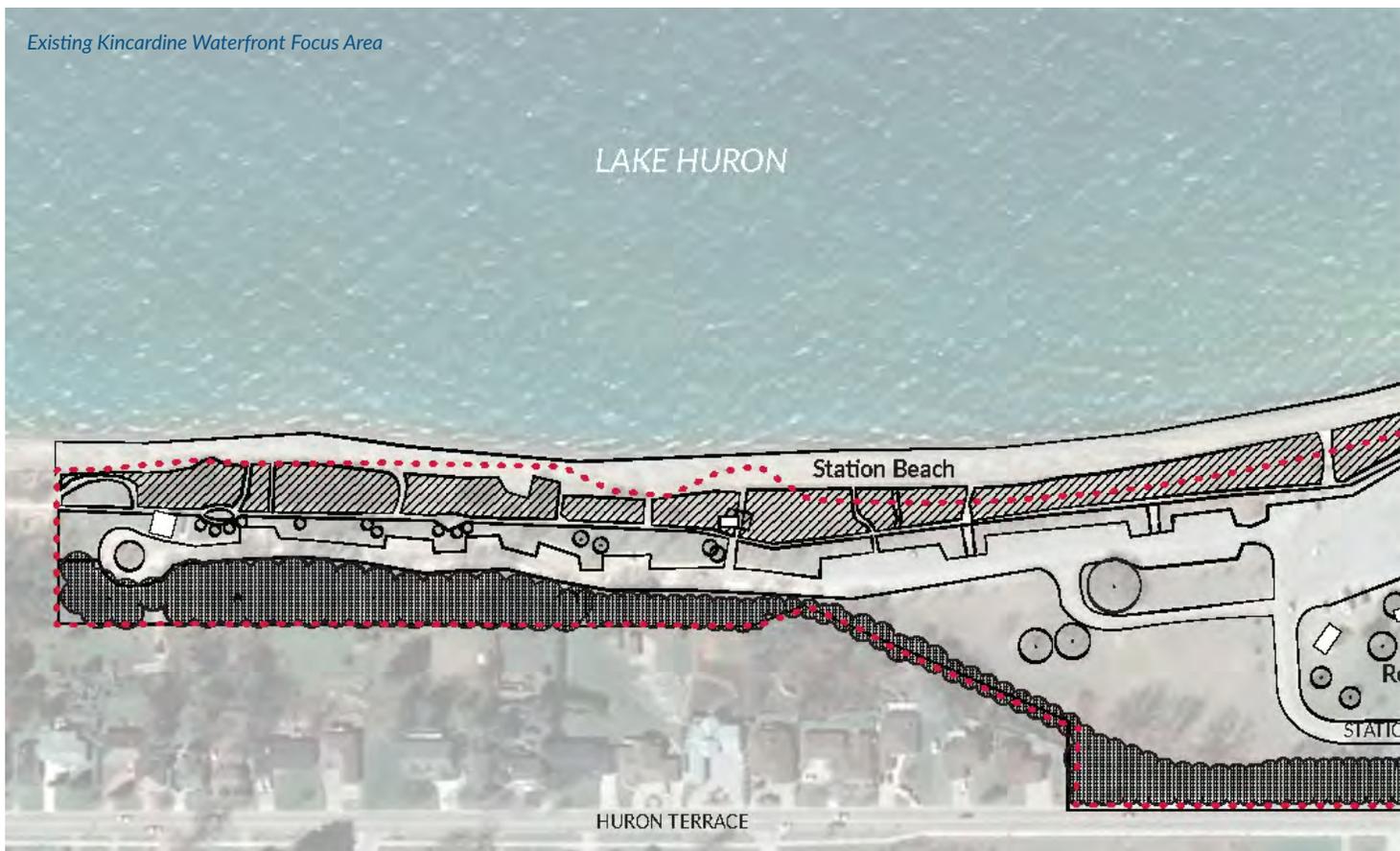
Serving educational opportunities and championing environmental initiatives for its residents, guests, and visitors, Kincardine will, through example, point the way to improvements that demonstrates high respect for the environment. By establishing and implementing explicit improvement strategies, and by cueing awareness of its communities to environmental concerns, Kincardine will be providing leadership in responsible and effective environmental action.

The Waterfront Landscape

The greatest physical asset of the waterfront is its landscape. The best features are those which recognize and exploit this, such as the beach area, the boardwalk, adjacent parklands, vantage points (views), and its physical connections to the community. The memorable features of the landscape include lake, beach, dunes, and integrated community gardens. And of these the gardens/boardwalk/dune corridor are unique to Kincardine, a truly identifying feature. But while it is certainly the spine of the waterfront landscape, its condition does not live up to its potential; it may provide a degree of coastal protection, thus limited, it is becoming increasingly problematic as an efficiently maintained promenade. The amenity (boardwalk, seating, lighting, plantings, etc.) are priceless, yet declining assets, and the natural elements of the waterfront are becoming compromised through climate impacts and undesirable human behaviour. Enormous benefits of aesthetics, orientation, identity, function and resiliency will accrue to the community if the potential of the corridor is released in a simple and direct way, and in a way which brings together the arrivals sequence, staging areas, public spaces and environmental features of the lakefront. This potential as a waterfront destination and organizing feature is illustrated in principle throughout the Plan.

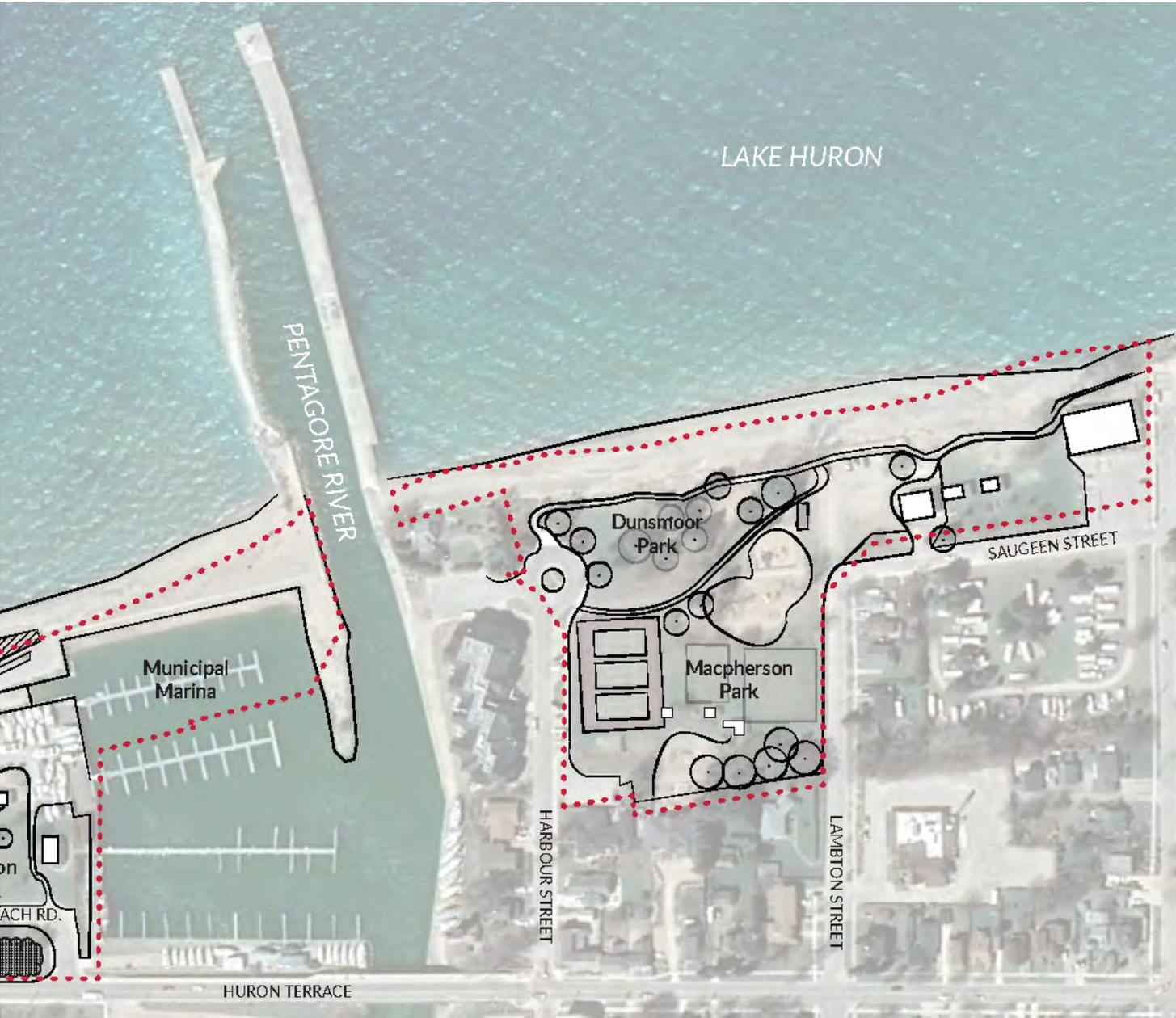
Mid-Range and Long Range Horizons

The Demonstration Plans postulate a “mature state” which represents an idealized condition – a condition in which the strategies expressed in Section Two have been implemented. It is realistic in the sense that few of the proposals are overly ambitious, and many of the constituent projects (but not the communal projects) have already been anticipated. The communal projects – such as the rehabilitation of the boardwalk, roads and utility infrastructure – are large and expensive projects but they are necessary for the health of the waterfront and the realization of the municipality’s mission. Care has been taken to build on what exists, and not to make them unduly elaborate or extravagant. It would be desirable to bring all the projects illustrated forward as fast as the municipality is physically capable of constructing them. Present expectations, which hopefully are overly conservative, is that the Mid-Range Plan would take up to ten years to implement and the Long Range Plan could take up to twenty years. However, there are many project proposals that could be considered in a much shorter time frame.



Legend

-  Waterfront Focus Area
-  Buildings & Pavilions



SITE PLAN FRAMEWORK

The following four drawings and associated text summarize the fundamental proposals of the movement and siting rationale (both pedestrian and vehicular), priorities for project locations, and the broad themes that project design should follow in different areas of the waterfront.

1. The boardwalk and associated open spaces act as the primary unifying structure or spine of the waterfront. The secondary structure is the rib system of pedestrian paths between arrival (access and parking) and natural (beach and lake) environments. The tertiary structure is the system of community connections.



2. The access road network is redesigned to be more flexible, more understandable and having more long-term resiliency. The road is rationalized as a continuous and multi-purpose corridor, all accommodating pedestrians and accessible mobility on western edge (lake side), two-way vehicular traffic, cyclists, and service vehicles. Turn-around and drop-off zones are suggested.



3. Priority is given to groups of projects which combine to reinforce the waterfront structure and bring activity and interest to the main connective open space structure. The north end acts as a lakeside park and active recreation/sport hub to the waterfront and an interface with the adjacent and larger community. Market Garden become the service/convenience hub, the place for appropriate small-scale retail, public washrooms, and for arrivals 'drop-offs'. At the south end, a logical terminus, public washrooms, dune establishment, linkages to the beach and associated parking.



4. The genius loci of the site is clarified, and each project contributes to the particular character area in which it is located: Beach/Lake, Boardwalk, Eastern Ridge, Dunsmoor/Macpherson, and Market Garden.



DEMONSTRATION PLANS

More detail on each demonstration plan is provided in Section Four: Demonstration Plans, beginning on page 105 of this document.

Demonstration 1: Status Quo



Demonstration 2: Environmental



Demonstration 3: Hybrid



SUMMARY OF PLANNING STRATEGIES

More detail on each strategy is provided in Section Three: Planning Strategies, beginning on page 82 of this document.

ENVIRONMENTAL QUALITY

1. Quality, Permanence & Economy

The municipality will be committed to quality, permanence, and life-cycle economy in all its projects, street and landscape construction, maintenance and renewals. All design and product decisions will be based on life-cycle as well as first capital costs.

2. Environmental Responsibility

Based upon the unique and picturesque natural heritage of the Lake Huron shoreline, the waterfront is, and will continue to be a focal point of Kincardine. The municipality should provide community leadership in responsible and effective environmental action through promotions, events, and developments that are land, energy, and waste efficient.

3. The Spirit of the Place

The design of new projects will reinforce the character defining elements, that reflect the historical development of the Kincardine waterfront and are fundamental to its established image.

4. Waterfront Safety

Highly desirable natural qualities and unique environmental character are responsible for drawing residents and visitors to the waterfront. Conversely, some of the associated natural processes can pose hazard to personal safety. Waterfront conditions must be continually monitored and managed to promote personal safety.

5. Transitional Landscapes

A physical and cultural shift is underway in waterfront communities, where naturalized plantings and processes are being restored, supported, and celebrated. The municipality should identify and take advantage of areas conducive to supporting transitional landscapes amongst the waterfront.

6. Valued Places: Preserve, Adapt, Integrate

The municipality will advocate the development and protection of places of values, so that the traditional roots of the waterfront and its setting are clearly apparent within the context of a vital and current commercial environment.

7. A Beautiful Shoreline

The landscape will be designed to unify the waterfront, stimulate social interaction, offer comfort and security, and reflect the natural heritage of the area. Landscape design and maintenance procedures should be coordinated within the municipality.

8. Commemoration, Public Art, Display

The history, values, and activities of the Kincardine Waterfront will be revealed through artifacts and presentations located throughout the environment. Installations must be integrated with their settings to reinforce the spatial structure and character of the waterfront.

9. Respecting Waterfront Neighbours

The municipality will seek to maintain positive relationships with waterfront neighbours by identifying and addressing common issues and by mitigating the impact of waterfront life and development on adjacent land uses.

SPATIAL STRUCTURE & COMPOSITION

10. Identifying Nature, Integrating Use

Waterfront development should remain focused on enhancing nature, consolidating facilities, and integrating connections to the downtown core.

11. Structures as Space Makers

The placement, massing, and uses of structures must work together to frame and animate waterfront open space and reinforce its spacial structure.

12. Landscape Structure

The landscape will reinforce the spatial structure of the waterfront, emphasizing the framework of roads, walkways, multi-use paths, and open spaces.

13. Focal Spaces

The Reunion Station 'greenspace', signifying the entrance to Station Beach, and the beach itself should be maintained and enhanced as the primary focal spaces of the waterfront.

PROJECT DESIGN

14. Preserve the Best, Repair the Rest

Projects will be identified to preserve the waterfront assets, favor the repair of problem sites, and avoid compromising good quality structures, buildings, and landscapes.

15. Designing Safe Spaces

Landscapes, built forms, furnishings, fixtures, and lighting throughout the waterfront must be designed and managed to promote personal safety.

16. Barrier Free Environment

The municipality is committed to creating a barrier free environment. Where this is not possible, the municipality will seek and provide specific services in order to accommodate people with disabilities.

17. Constituent and Communal Needs

Generally, projects should focus on the communal needs of the community as a whole - even projects established to meet the needs of a particular user group, will contribute to the communal needs of the community accordingly.

IDENTITY AND MOVEMENT WITHIN THE WATERFRONT

18. Entry, Orientation and Wayfinding

The municipality will seek ways to give the waterfront a stronger sense of identity, well-defined entrances, and an easy sense of orientation.

19. Pedestrian Paths

The pedestrian zone of the waterfront - the boardwalk, walkways, multi-use trails, and open spaces - is a defining feature of the waterfront. It should be strategically positioned and expanded upon through the realignment and retrofitting of vehicular thoroughfares that can be made secondary to pedestrian movement.

20. Bicycles

The increased use of bicycles, both for access to and for moving around the waterfront, will be encouraged and accommodated in future development.

21. Parking

The municipality will adopt a two-pronged approach to parking: reduce the demand for parking at the waterfront, and advocate for parking within comfortable walking distance to the waterfront and supporting facilities and amenities.

22. Underground utilities

The municipality will plan ahead to ensure necessary upgrades to underground utilities are made before, or during, waterfront development projects, to avoid costly duplications and extended site disruption at the waterfront.

23. Waterfront Lighting

Exterior lighting will increase user safety and comfort, and subtly reveal the character of the waterfront at night.

24. Waterfront Site Furnishings

The municipality intends to develop an economical and comprehensive system of visually coordinated and comfortable outdoor furnishings. Durability in function and attractive appearance under low maintenance conditions are essential.

25. Natural Processes

Naturally occurring waterfront processes - sand migration, changing water levels, and successive vegetation - will be encouraged and accommodated in future planning and development.

IMPLEMENTATION

26. Plan Continuity

The Waterfront Master Plan will be promoted and be approved as Municipal Policy and maintained as an effective development directive through continuity of responsibility, consistent application, and regular updating and review.

27. Project Design Checklist

As designers (landscape architects, planners, engineers, etc.) of projects at the waterfront must respond to the following criteria and present evidence as to how they have been addressed at each major step of the design process.

28. Campaign Establishment

Campaigns should be established to raise awareness and funds for major waterfront infrastructure projects (i.e., walkways, landscape, roads, etc.).

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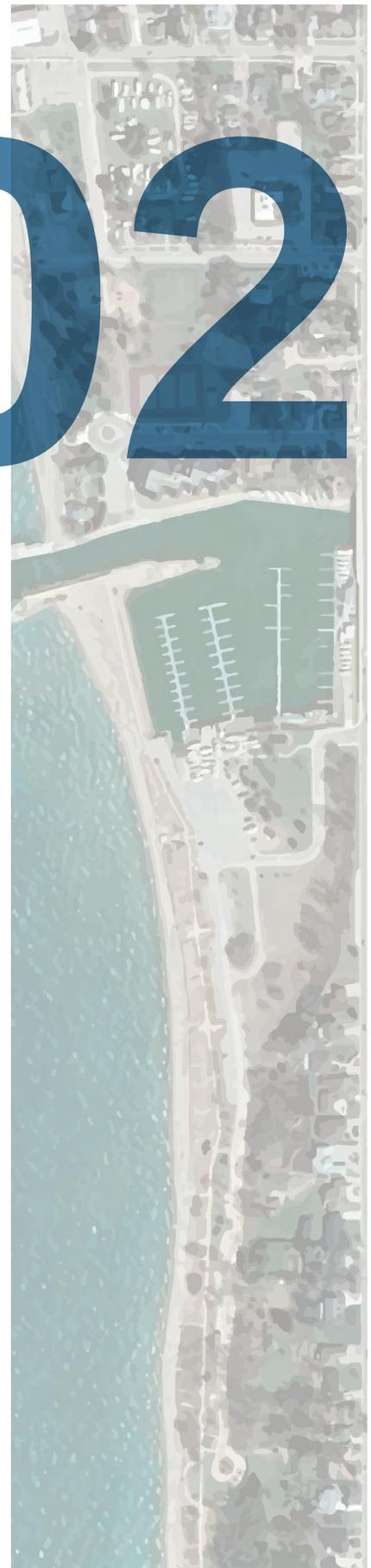
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Foundations

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An introduction to our master planning process, the Foundations section captures an inventory of the tangible elements and intangible qualities of the Kincardine Waterfront. Identifying strengths and weaknesses, followed by an analysis will result in opportunities and constraints that will directly influence our recommendations.

The information found in this section is provided to demonstrate a current snap shot of current existing conditions, of otherwise fluid elements. Please note these conditions are not static and will shift over time.



INTRODUCTION

ORIGIN

In 2022, the Municipality of Kincardine identified a need for a Waterfront Master Plan. With an expansive 49 km of waterfront within the Municipality, the Plan would focus on the 1.5 km of waterfront adjacent to the Downtown Core. As specified by the Municipality, this Waterfront Focus Area was to encompass five key spaces: Reunion South, Reunion Station, Station Beach, Macpherson Park, and Dunsmoor Park.

If you don't know where you want to go, you will never get there.

Without a formal plan to direct actions and projects amongst the waterfront, the Municipality saw a need for a long-range vision. With aging infrastructure and assets, and hazardous conditions emerging, a need for development concepts for public lands would also need to be composed. Not dissimilar to other waterfront communities in Ontario, the waterfront had also experienced increased development pressures in recent years, intensifying the need for such a plan.

In working with the Municipal Council, community stakeholders, waterfront landowners, and Municipal Staff, the Plan would need to establish a long-range vision, development concepts for public lands, and recommendations for how the Municipality should respond to development pressures. Ultimately, a tool used by the Community Services Department, the waterfront Master Plan would support Staff in determining how to allocate resources and while preparing their annual budget.

KINCARDINE'S MISSION & VISION

A unified mission and vision were identified by Municipal Council and Staff, in the preparation of the Municipality of Kincardine Corporate Strategic Plan 2020-2025:

The Municipality of Kincardine provides quality services that address the needs of our citizens, provide long-term sustainability, and improve the well-being of the community.

Energy. Opportunity. Balanced Lifestyle.

KINCARDINE'S GUIDING PRINCIPLES

- Sustainability
- Customer Service
- Informed Decision-Making
- Communication & Transparency
- Reflect the Entire Municipality
- Inclusive

ROLE & SCOPE

The Kincardine Waterfront Master Plan is aimed at ensuring that the physical environment, both built and natural, meets the needs and aspirations of its inhabitants and the community around it, and enables Municipal goals and decisions to be realized.

The Plan will be the vehicle for implementing new development and renovation projects, and for maintaining and preserving existing facilities and infrastructure. It will also provide a means for articulating a common purpose across the Kincardine Waterfront Focus Area, and for communicating it to the Municipality and the community at large. While the development concepts contained within will be aimed towards the Focus Area itself, the Plan will contain insight and ideas applicable to the extended waterfront.

The form of the waterfront cannot be determined by a single designer, or even by a single team, as is the case when designing a building, civic space, or other identifiable project. The waterfront is a family of projects and therefore a fixed blueprint representing a construction scenario at a single point in time is inappropriate. The Plan must be firm about the essentials, but flexible about the details, particularly those which can only be defined by future project programs developed to meet the needs which cannot at present be foreseen except in broad outline.

Legend

-  Waterfront Focus Area
-  Parcels



Communal Action

The Plan directs action so that the physical environment suits the community's needs, meets Municipal goals, and is a joy to be a part of. Its existence and content is a clear message that the waterfront is an invaluable asset.

Community Plan

Kincardine is host to a community of permanent homeowners, second-homeowners, seasonal residents, repeat long-term visitors, and more. An important component in the development of the Plan is comprehensive public engagement that permits the community to shape the Plan, ensuring a realistic vision and appropriate development concepts are realized.

Plan Interaction

The Plan is one piece of a planning process. In response to rapid growth, the Municipality has updated and added to its roster of planning documents in recent years. Adopted planning documentation includes, but is not limited to:

- Official Plan of the Municipality of Kincardine (2021)
- Corporate Strategic Plan 2020-2025
- Economic Development Strategy 2020-2025
- Integrated Strategy 2020-2025

While each document focuses on a different topic, they are highly interdependent. The decisions of one exercise influence, and/or respond to the conclusions of another, as they are developed and implemented. The exceptional characteristic of the Plan is that its subjects, landscapes and built forms, will usually outlive and need to serve a series of Municipal planning documents.

Fiscal Reality

In order to be successfully implemented, the Plan needs to consider current fiscal realities. The Plan is a vision, but not a fantasy. It sets realistic policies that can be achieved over time through creative implementation practices and sound long-term planning.

Principal Audiences

The Plan is targeted towards two principal audiences, the first being the Municipality of Kincardine, represented by Municipal Council, Municipal Staff, and residents alike. The Municipality is meant to use the Plan as a manual for the physical development of the waterfront.

Included in this target audience is the Municipality's Community Services, Development Services, Operations, and Strategic Initiatives Departments, Business Improvement Area Board, Community Economic Development

Committee, and Kincardine Trails Association, among others in the Municipality who participate in initiating, guiding and executing projects.

The second principal audience is comprised of the various partners that help to fund and support, or cooperate with the Municipality. This may include, but is not limited to, the Provincial and Federal Governments, corporations, and friends. The Plan illustrates the Municipality's intentions and provides guidance for regulation and funding actions.

Strategies

The Plan does not describe future built or landscape projects in great detail. Instead, it contains a set of planning strategies that define intent, but not final form. The planning strategies guide physical change to ensure that general objective are met but are flexible enough to accommodate specific needs as they arise in the future.

Demonstrations included in this plan only illustrate one of several possible ways the planning strategies might be implemented.

Communal & Constituent Projects

The Plan will be implemented through two types of projects: communal and constituent. Communal projects are the public works: the connections that tie the waterfront together. These may include, but are not limited to landscapes, streets, walkways, utilities, and facilities that serve the community. Constituent projects are those specifically undertaken by Municipal Committees, commercial services and shops, private developers, focus groups, and other allies of the Municipality. While these projects should meet their own needs, they should also consider and contribute to the public good of the community.

Reinforce & Repair

The Plan identifies the parts of the waterfront that are successful and make it a special place. Likewise, the Plan identifies areas that detract from the waterfront, and could benefit from improvement. It is understood that much of the existing infrastructure at the waterfront has been incrementally developed over time. The Plan seeks to preserve and enhance the positive aspects, while repairing the challenging aspects of the waterfront.

Planning Horizons

The Plan is projected to two planning horizons, to respond to the diminishing clarity of more distant futures.

The Short Range Horizon represents a vision of a desirable and reasonable foreseeable future. It is based on current goals and aspirations, and on the existing constraints and opportunities of the waterfront. It includes established projects which are in programming, design, or implementation phases. It also includes contemplated projects which reflect current and

projected needs, but which have not as yet been defined. The short range framework is firmly based on present realities, but extended far enough into the future to provide a comprehensive context for upcoming planning decisions (up to 10 years).

The Long Range Horizon suggests a future based on goals and growth expectations, which can be articulated only in general terms. The thrust of this horizon is to identify options for future development and suggest measures for their protection beyond the 10 year period.

Primacy of the waterfront

The current role of the waterfront is not expected to diminish in the foreseeable future. It will continue to accommodate residents, their guests, and visitors alike, facilitate an abundance of recreation opportunities, and host an array of events. In incredibly close proximity to the Downtown Core and surrounding community, and its unique natural composition, it will continue to be an invaluable asset to the Municipality. Future development will, therefore, occur through either renovation, replacement, or infilling of existing built forms and landscapes, or through expansion at the waterfront periphery, where possible.

CONTEXT

INTRODUCTION

The Town of Kincardine was incorporated in 1858. In 1999, the current Municipality was created by the amalgamation of the Municipality of Kincardine, the Township of Kincardine, the Township of Bruce, and the Village of Tiverton. The Municipality of Kincardine is composed of approximately 578 square kilometres of land and features approximately 49 km of Lake Huron waterfront.

POPULATION

According to the Municipality of Kincardine (2022), Kincardine has a full-time population of approximately 12,300 people. Of this figure, approximately 62 percent are a part of the working-age population (between the ages of 15 to 64 years old), while approximately 17 percent make up the younger population. At present, 3,490 people are expected to retire in the coming years.

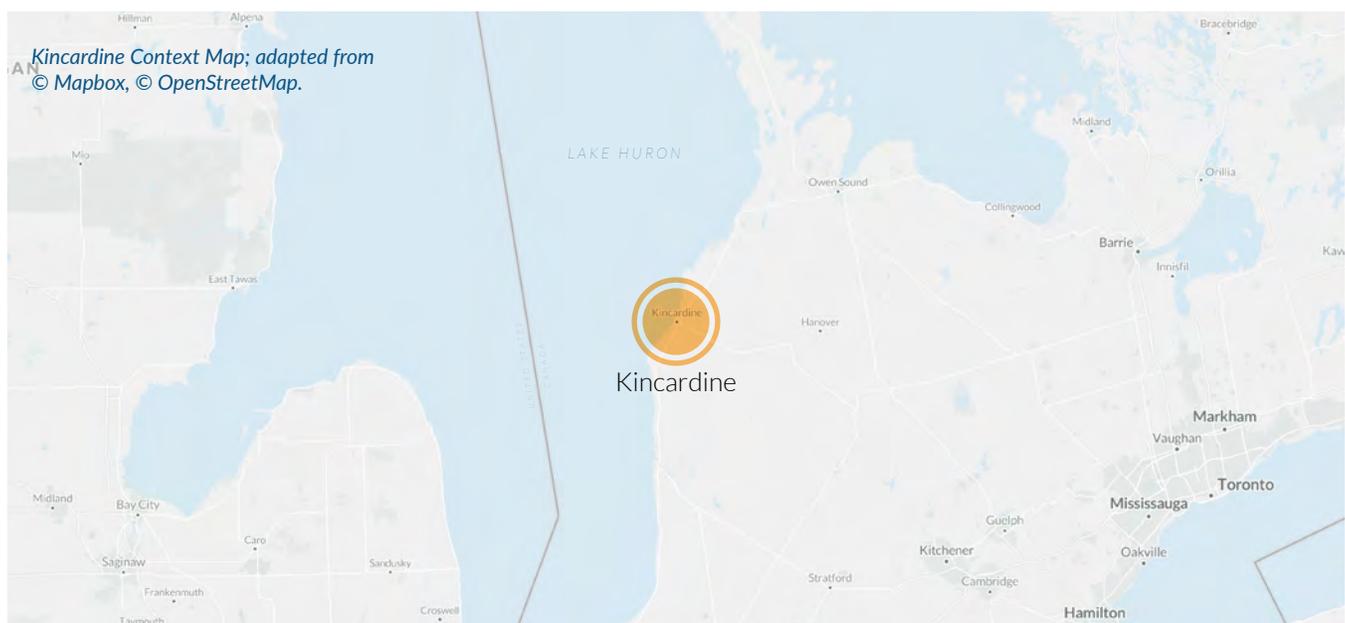
The seasonal population of Kincardine is approximately 20,000 people. Additionally, the Municipality reported hosting 105,000 tourists annually (2012).

GEOGRAPHY

Kincardine is situated in Southern Ontario, on the eastern shoreline of Lake Huron. A part of Bruce County, the municipality is within a 4-hour drive of the Greater Toronto Area, the United States, and six international airports.

WORTH NOTING

Kincardine welcomes more than 105,000 tourists annually, and is easily accessible to millions that call the GTA home, and many more when considering nearby air and rail transportation.





Kincardine Lighthouse

HERITAGE

The community's recorded history began in 1848 with the arrival of a group of Scottish immigrants who built a dam and sawmill on the Penetangore River. Kincardine was originally named after a British diplomat in the mid 1800's and became home to many European families and settlers. This European and specifically Scottish lineage would entrench deep roots into Kincardine's community identity and become the pride of Kincardine.

Heritage Conservation District

In 2021, the Municipality of Kincardine worked with consultants to explore a Heritage Conservation District (HCD) within Kincardine. The Kincardine Heritage Conservation District Plan was composed, with a goal to provide policies and guidelines to manage change by designating the area under Part V of the Ontario Heritage Act.

On October 13, 2021, Council deferred the decision to adopt a by-law to designate the area a HCD under the Ontario Heritage Act.

Notable to the Kincardine Waterfront Master Plan, the Kincardine Lighthouse and Walker House properties were included in the recommended boundary for the Kincardine HCD. While no additional property west of Huron Terrace was identified as part of the recommended boundary, the document states: "It is the understanding of the Project Team that there are historic views from within the proposed HCD boundary to Lake Huron. It should be noted that these views have not been included as heritage attribute for the proposed HCD, as the views extend beyond the boundary of the area to be designated". It continues, "The harbour and lake shore were not included in a proposed HCD boundary as the historical integrity of the area relating to the former port town no longer remains" (Kincardine Heritage Conservation District Plan, 2021).

Kincardine Lighthouse

Built in 1880, the Kincardine Lighthouse is a long-standing landmark of the Kincardine Waterfront. Located at 236 Harbour Street, the lighthouse rests on the bank of the Penetangore River. Overlooking the Marina, the lighthouse stands 24.4 metres tall, built above a two-storey light keeper's house. Once servicing the local fishing and salt shipping industries, the lighthouse has been retrofitted over the years to be electrically powered, and house a 500-watt bulb. It is the only 'downtown' lighthouse on the Bruce Coast.

Beyond a visual landmark, the lighthouse is also known for the lasting Phantom Piper tradition, in which local Pipe Band members play atop the lighthouse at sunset during the summer months.

Shipwrecks

On October 7, 1902, strong northwesterly winds were blowing high onto the Kincardine pier. That evening, the Anna Maria, a large schooner, ran aground near the south pier. Rescue efforts were compromised amid unruly conditions, with only five of the ten individuals involved (crew and rescuers) surviving. From this tragedy came the recognition of the need for a lifesaving service by the Town of Kincardine. A notch was cut into the east dock, and a ramp was built, to service a new building where the lifeboat would be housed. A life saving crew, made up of volunteers performed drills and regular practices for several years afterwards.

The remnants of the ship, the wooden spine and iron nails, rest on the shoreline of the Kincardine Waterfront, just south of the south pier. Dependant on water levels, the artifacts can be seen protruding out from, or just below, the water.

Nearly two decades earlier, the Erie Belle, a Great Lakes steam ship met it's fate close by. In an attempt to free the schooner J. N. Carter, which had been blown ashore two miles south of town, the ship's boiler exploded, killing four and sending the remaining eight overboard. While scattered remnants, including a rusting boiler protruding from the water, are located nearly 3 km south, the tragic event is an important part of Kincardine's nautical history, and artifacts remain a landmark.

WORTH NOTING

While the artifacts are popular amongst local historians, curious public, and divers alike, they do pose considerable risk to swimmers and surfers in the area.

Legend

-  Waterfront Focus Area
-  Parcels
-  Anna Maria Shipwreck



**WORTH NOTING**

The Municipality must take care to ensure all actions related to the waterfront are made in compliance with municipal and provincial framework.

REGULATORY FRAMEWORK

REGULATORY

The Kincardine Waterfront is subject to regulations as outlined by the Municipality of Kincardine, the Province of Ontario, and other regulatory agencies, such as the Saugeen Valley Conservation Authority. Documents outlining this framework include:

Official Plan of the Municipality of Kincardine (Municipality of Kincardine, January 2021)

The Corporation of the Municipality of Kincardine By-law Number 2003-25 (Municipality of Kincardine, June 2012)

The Planning Act (Ontario, 1990)

Saugeen Valley Conservation Authority Environmental Planning and Regulations Policies Manual (Saugeen Valley Conservation Authority, October 2018).

OTHER GUIDANCE & ADVOCACY

Several additional planning documents have been composed to help to guide municipal actions pertaining to the future of the Kincardine Waterfront, including:

Kincardine Asset Management Plan (Municipality of Kincardine, 2022)

Spruce the Bruce Kincardine Toolkit (County of Bruce, 2013)

Kincardine Coastal Stewardship Plan (Lake Huron Coastal Centre, 2011)

Municipality of Kincardine Economic Development Strategy 2020-2025 (Municipality of Kincardine, March 2020)

Surfing Tourism Destination Feasibility Study, Kincardine, Ontario (Regional Tourism Organization 7 and the Municipality of Kincardine, 2014)

**WORTH NOTING**

Incremental development has led to an inconsistent 'look and feel' throughout the municipality. Coordinating with concurrent and upcoming projects will be a crucial step in building a more cohesive Kincardine.

CONCURRENT & UPCOMING PROJECTS

The Municipality of Kincardine is currently pursuing several other projects, that will be developed in tandem with the Kincardine Waterfront Master Plan, including:

Kincardine Community Improvement Plan Update (ongoing)

Kincardine Downtown Streetscape Redevelopment (ongoing)

Kincardine Smart Beach Project (ongoing)

Zoning By-law Amendments (planned)

LAND USE PLAN

According to the Municipality of Kincardine Official Plan (January 2021), the Kincardine Waterfront is composed primarily of land designated as Open Space: including natural areas, parks, playgrounds, tennis courts, community centres, community trails and similar recreational uses and buildings and structures accessory to such recreational and open spaces uses. Only those used which do not impair the ecological processes and the environmental features so identified will be permitted.

Other land use designations within the Kincardine Waterfront include Natural Environment, Resort Commercial, and Residential.

*Development and site alteration, including filling and/or grading within some portions of the Natural Environment designation may require a permit from Saugeen Valley Conservation Authority (SVCA) prior to carrying out the work in accordance with Ontario Regulation 169/06.

Legend

-  Waterfront Focus Area
-  Settlement Area
-  Parcels
-  Collector Road
-  Unopened Road Allowance
-  Area Specific Policy
-  Residential
-  Core Commercial
-  Resort Commercial
-  Open Space
-  Natural Environment*



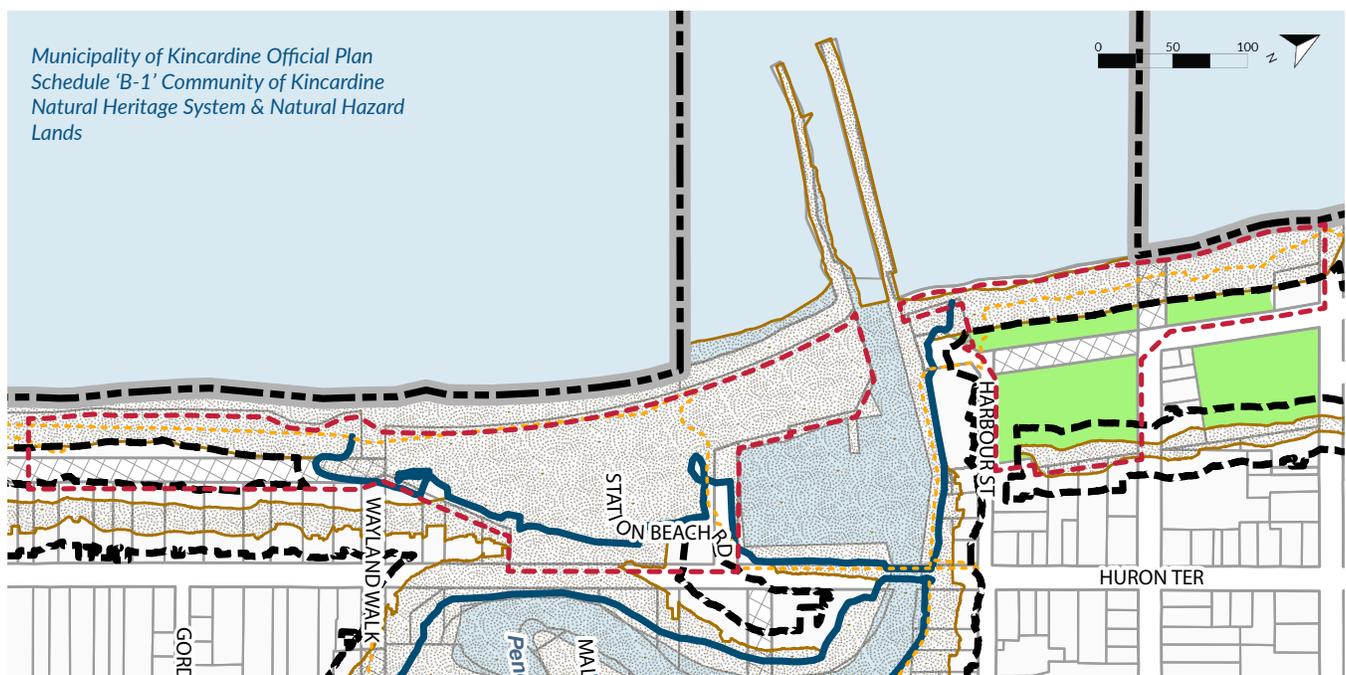
NATURAL HAZARD

According to the Municipality of Kincardine Official Plan (January 2021), the Kincardine Waterfront is located within the SVCA Regulated / Screening Area, and is designated as Natural Hazard. Designated Parks & Open Space, Trails, and Unopened Road Allowances can also be found throughout the area, often intersecting the designations listed earlier.

*The approximate regulated area/screening area is shown for information purposes and is updated periodically by the SVCA. For more information and for accurate location of SVCA's regulated area, refer to the SVCA.

Legend

-  Waterfront Focus Area
-  Settlement Areas
-  Parcels
-  Unopened Road Allowance
-  Trails
-  Regulatory Flood Line (SVCA)
-  SVCA Approximate Screening Area*
-  Natural Hazards (SVCA)
-  Parks & Open Space



THE CONSERVATION AREA AUTHORITIES ACT

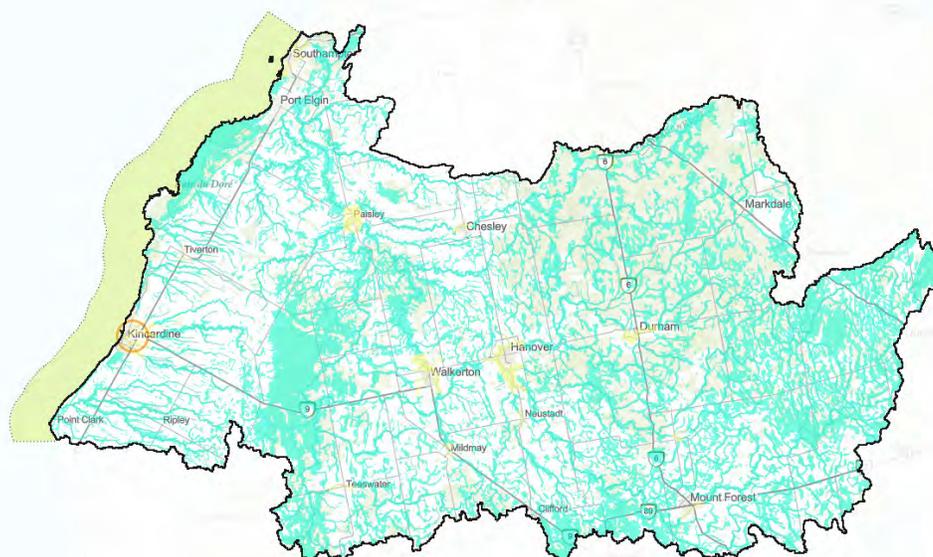
The waterfront is under the regulation of the Saugeen Valley Conservation Authority (SVCA):

O. Reg. 169/06: Saugeen Valley Conservation Authority: regulation of development, interference with wetlands and alterations to shorelines and watercourses under Conservation Authorities Act, R.S.O. 1990, c. C.27

Legend

-  Kincardine
-  Saugeen Valley Conservation Authority
-  Outside of SVCA Jurisdiction
-  SVCA Approximate Regulated Area
-  SVCA Approximate Screening Area

SVCA Boundary



SVCA MAPPING

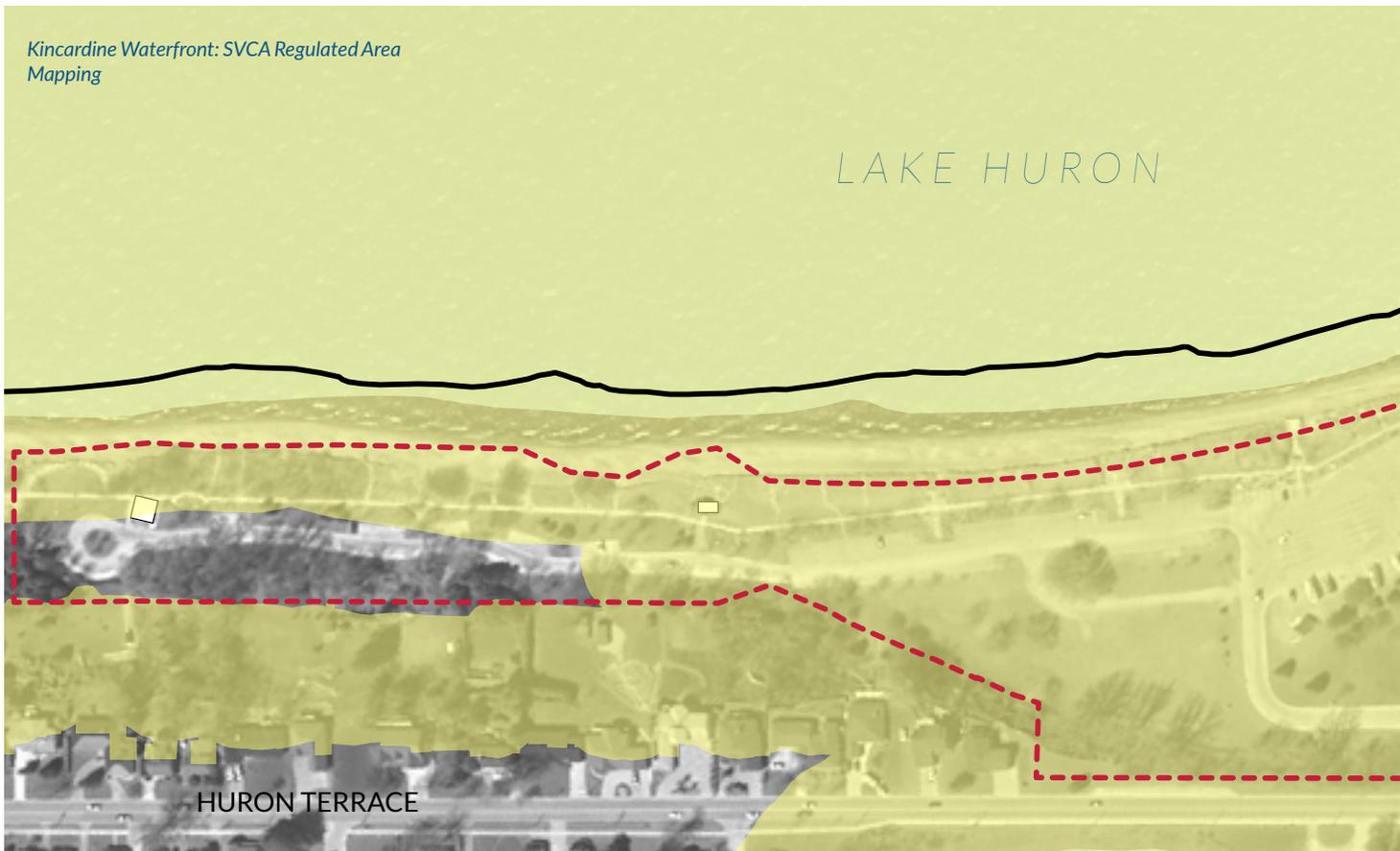
According to the Saugeen Valley Conservation Authority, if a Development or Alteration project is within an approximate regulated area or an approximate screening area, permission from the SVCA is likely required prior to those works beginning. Regardless of the mapping, if works are proposed in or near a Hazardous Land (floodplains, erosion prone lands, unstable soils), watercourse (including inland lakes), wetland, valley, steep slope, or the Lake Huron Shoreline, permission from the SVCA is likely required prior to that development or alteration beginning, as defined by Ontario Regulation 169/06.

WORTH NOTING

The majority of the Kincardine Waterfront is within the SVCA Approximate Regulated Area; which identifies the natural hazard features, including dynamic beach hazard, and an offset distance from the natural hazard features.

Development is defined as:

- a) the construction, reconstruction, erection or placing of a building or structure of any kind,
- b) any change to a building or structure that would have the effect of altering the use or potential use of the building or structure, increasing the size of the building or structure or increasing the number of dwelling units in the building or structure,
- c) site grading, or,



d) the temporary or permanent placing, dumping or removal of any material, originating on the site or elsewhere.

Alteration is defined as:

the straightening, diverting or interference in any way with the existing channel of a river, creek, stream or watercourse, or the changing or interfering in any way with a wetland.

The approximate regulated area indicated on this map is a compilation of various information sources. Floodplain mapping and shoreline hazard mapping were previously prepared for the SVCA by engineering consultants in select areas. SVCA applied the approximate regulated area, and offsets, to areas where such mapping is available. Slope and erosion hazards, and their associated offsets, were determined by the SVCA using the detailed topographical data contained in the shoreline or floodplain mapping.

Legend

-  Waterfront Focus Area
-  Parcels
-  Buildings & Pavilions
-  Saugeen Valley Conservation Authority
-  SVCA Approximate Regulated Area



DYNAMIC BEACH HAZARD

Under Provincial Policy, the waterfront is under the regulation of the Saugeen Valley Conservation Authority (SVCA):

O. Reg. 169/06: Saugeen Valley Conservation Authority: regulation of development, interference with wetlands and alterations to shorelines and watercourses under Conservation Authorities Act, R.S.O. 1990, c. C.27

SVCA hazard mapping for the area captures the Dynamic Beach Hazard. The Dynamic Beach Hazard consists of two components, the Flood Hazard Setback, plus the Dynamic Beach Setback as follows:

100-year Water Level = 177.6 100m GSC'28

Flood Hazard Allowance/Setback = 100-year Water Level + Wave Uprush, Overtopping and Other Water Related Hazards (15 m)

The Dynamic Beach Hazard = Flood Hazard Allowance/Setback + Dynamic Beach Allowance/Setback (30 m)

Therefore, the Total Allowance/Setback for the Dynamic Beach Hazard

= Flood Hazard/100-year Water Level + Wave Uprush, Overtopping and Other Water Related Hazards + Dynamic Beach Allowance/Setbacks

= 177.6 100m GSC'28 + 15m + 30m

=177.6 100m GSC'28 + 45m

Considerations

- Any proposed structures, parking lots, paved walkways, etc. should stay out of the Dynamic Beach Hazard wherever possible.
- Hard paved pathways should not be installed within the Dynamic Beach, especially those providing access to the water along the Dynamic Beach.
- The Dynamic Beach Hazard is not the only hazard area at the waterfront; flooding and erosion hazard limits, and slope stability should also be considered.
- Beach and dune systems should be permitted to carry on their natural processes, where sediments can build up and move freely.
- The Lake Huron Coastal Centre (LHCC) is very knowledgeable and active in the area, and will be an invaluable resource when planning, implementing, and maintaining waterfront related work.

KINCARDINE COASTAL STEWARDSHIP PLAN

The Kincardine Coastal Stewardship Plan was prepared for the municipality of Kincardine and its residents. According to the document, it aims to:

- Help provide science-based recommendations for addressing current and emerging issues related to its coastal shorelands;
- Enhance and restore coastal processes, biodiversity, water quality and build resiliency towards climate change;
- Adopt practices that minimize our impacts and respects the needs of Kincardine’s remarkable coastal ecosystems.

ECONOMIC DEVELOPMENT STRATEGY 2020-2025

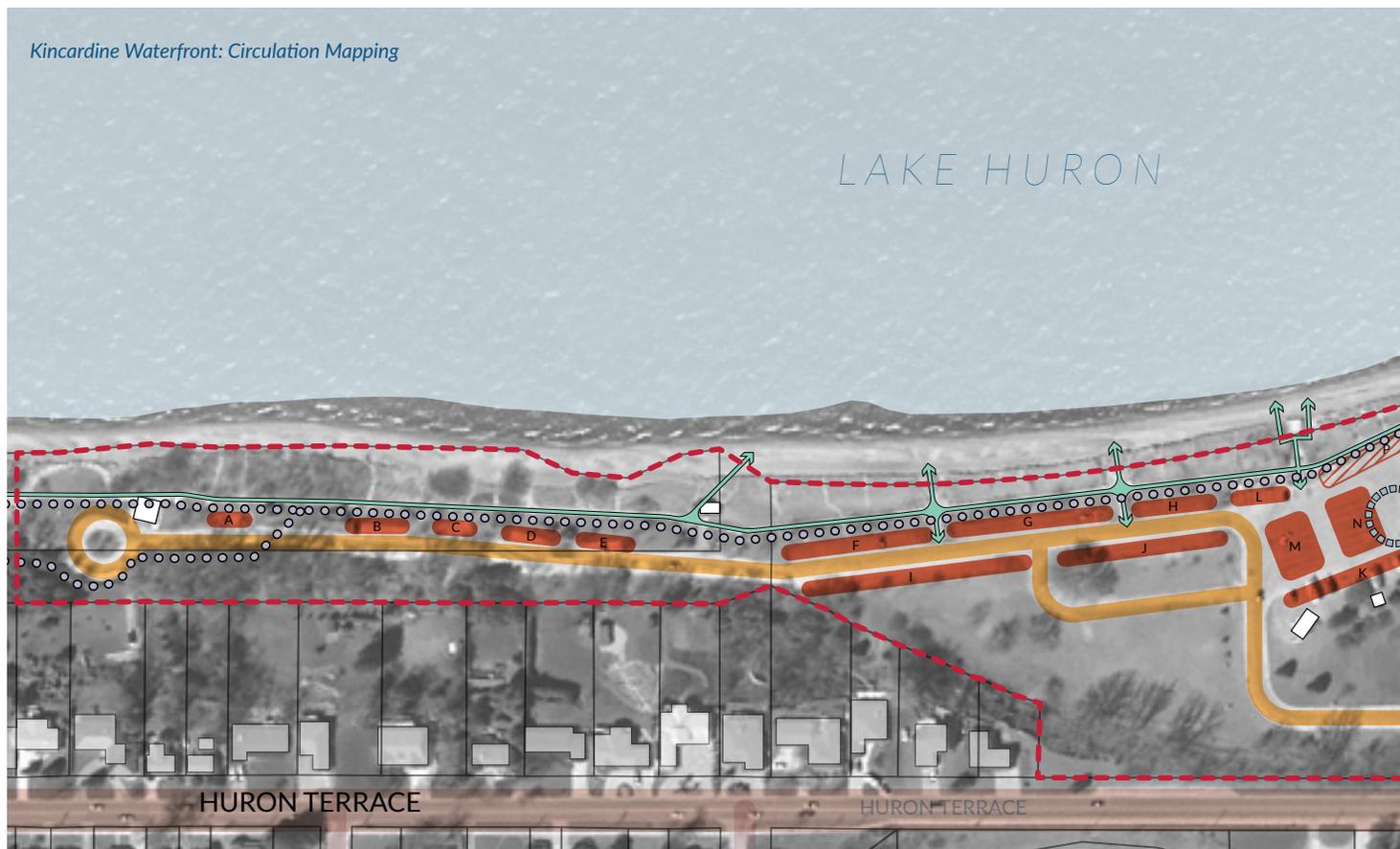
The Economic Development Strategy mentions the Kincardine Waterfront in several instances, suggesting that the municipality should develop the waterfront to unlock tourism potential. It should be noted however, that one of five aspirations outlined in the document is Environmental Sustainability, under which “stakeholders expressed a strong desire to ensure the development that occurs in Kincardine is sustainable and protects natural features of the municipality. Development of the waterfront and infrastructure must not be undertaken at the expense of the future enjoyment of Kincardine’s natural assets and environment”.

INVENTORY

CIRCULATION

The circulation system contained within the waterfront focus area is relatively simple, consisting of a single road, Station Beach Road, that intersects Huron Terrace, south of the Penetangore River. The road has two significant bends, then runs south nearly to the end of the waterfront Focus Area, where it ends with a roundabout. The road services the boat launch, parking, recreational vehicle (i.e., boat trailers) parking, and beach access points. Other vehicular access points are available via Lambton Street and Saugeen Street.

These access points, in addition to another off of Harbour Street also serve pedestrians, with connectivity to Municipal sidewalks. The main pedestrian thoroughfare, also known as the Kincardine Trails Association 'Pink' Trail enters the focus area from the south, cuts up to Huron Terrace, moves back towards the water, and exits to the north, and includes each of the boardwalk segments. There is concern for cyclists, as there is currently no designated bike lanes adjacent to, or within the area. Visitors may



also arrive by motorized or non-motorized boat via Lake Huron and the Penetangore River.

Parking

There are currently more than 18 formalized areas, consisting of more than 285 (plus 12 accessible) parking spaces, designated to vehicular parking, with additional 'recreation vehicle' (i.e., boat trailers) parking occurring on adjacent lawn spaces:

A. 5 spaces	I. 29	Q. 6 (on-street; perpendicular)
B. 8 spaces	J. 19	R. 30 + 2 Accessible
C. 5	K. 18	S. 21 + 4 Accessible
D. 6	L. 8 + 2 Accessible	T. 6 (on-street; perpendicular)
E. 7	M. 10	U. 22 (on-street; perpendicular)
F. 18 + 1 Accessible	N. 11	
G. 20 + 1 Accessible	O. 27 + 2 Accessible	
H. 9	P. Emergency Lane	

It is important to note, 29 are not utilized (i.e., used for storage, cannot be accessed, etc.) and approx. 48 lend to unsafe conditions (i.e., lend to unsafe pedestrian crossing, impair sightlines, etc.).

Legend

- Waterfront Focus Area
- Parcels
- Buildings & Pavilions
- Municipal Collector Road
- Municipal Road
- Vehicular Access/Egress
- Vehicular Route
- Vehicular Parking
- Emergency Access Route
- Pedestrian Access/Egress
- Major Pedestrian Routes
- Kincardine Trails Association 'Pink' Trail



Challenges

Incremental development and conflicting programming at the waterfront has led to several challenges in regard to circulation and parking, including, but not limited to:

- Emergency vehicles have trouble accessing the waterfront and navigating the unruly parking environment; parking spaces limit turning radius, and 'no parking' marking are not effective in preventing prohibited parking.
- Pedestrian safety is at risk; volleyball courts, washrooms, and a snack bar, among other facilities draw pedestrians through the heart of the parking lot and boat launch, without any designated crossing points.
- Parking is competitive; with a concentration of programming (i.e., beach access, boat launch, marina, volleyball courts, snack bar, etc.) happening at the entrance to Station Beach, parking and thoroughfares are often heavily congested.
- There is little/no infrastructure to support cyclists; there are currently no designated bike routes or paths, nor are there bicycle racks available.



Emergency Access Route at Station Beach



Pedestrian Crossing at Dunsmoor Park



No Parking Symbol; Emergency Access Route



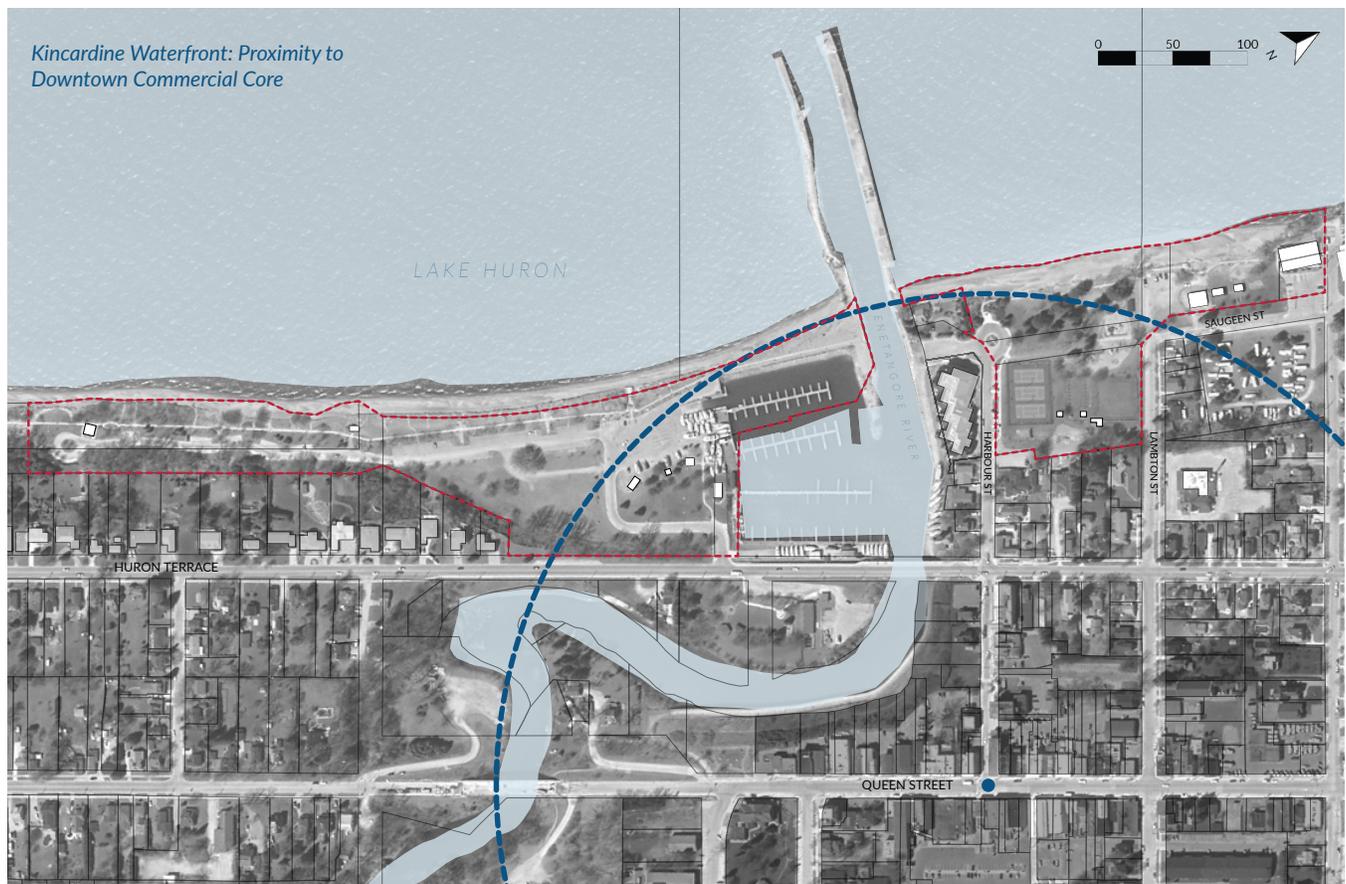
Boat Launch and Marina Parking

Proximity to Downtown

The Kincardine Waterfront is unique in that it is located in close proximity to Kincardine's downtown core. The mapping below illustrates the comfortable walking distance (i.e., the distance visitors are willing to walk) radius around the main intersection of Queen Street and Harbour Street. Comfortable walking distance is typically considered to be 400 metres. Both entrances, north and south of the Penetangore River are well within this radius, suggesting visitors, if supported with adequate infrastructure, would be willing to walk between the two areas.

Legend

-  Waterfront Focus Area
-  Parcels
-  Buildings & Pavilions
-  Buildings & Pavilions
-  Assumed Comfortable Walking Distance; 400m



BEACH ACCESS

According to GIS mapping compiled by the Municipality of Kincardine, the Kincardine Waterfront features 43 beach access points (July 2022). Of those recorded, only 10 are considered maintained, while the remaining 33 are considered not maintained/unofficial.

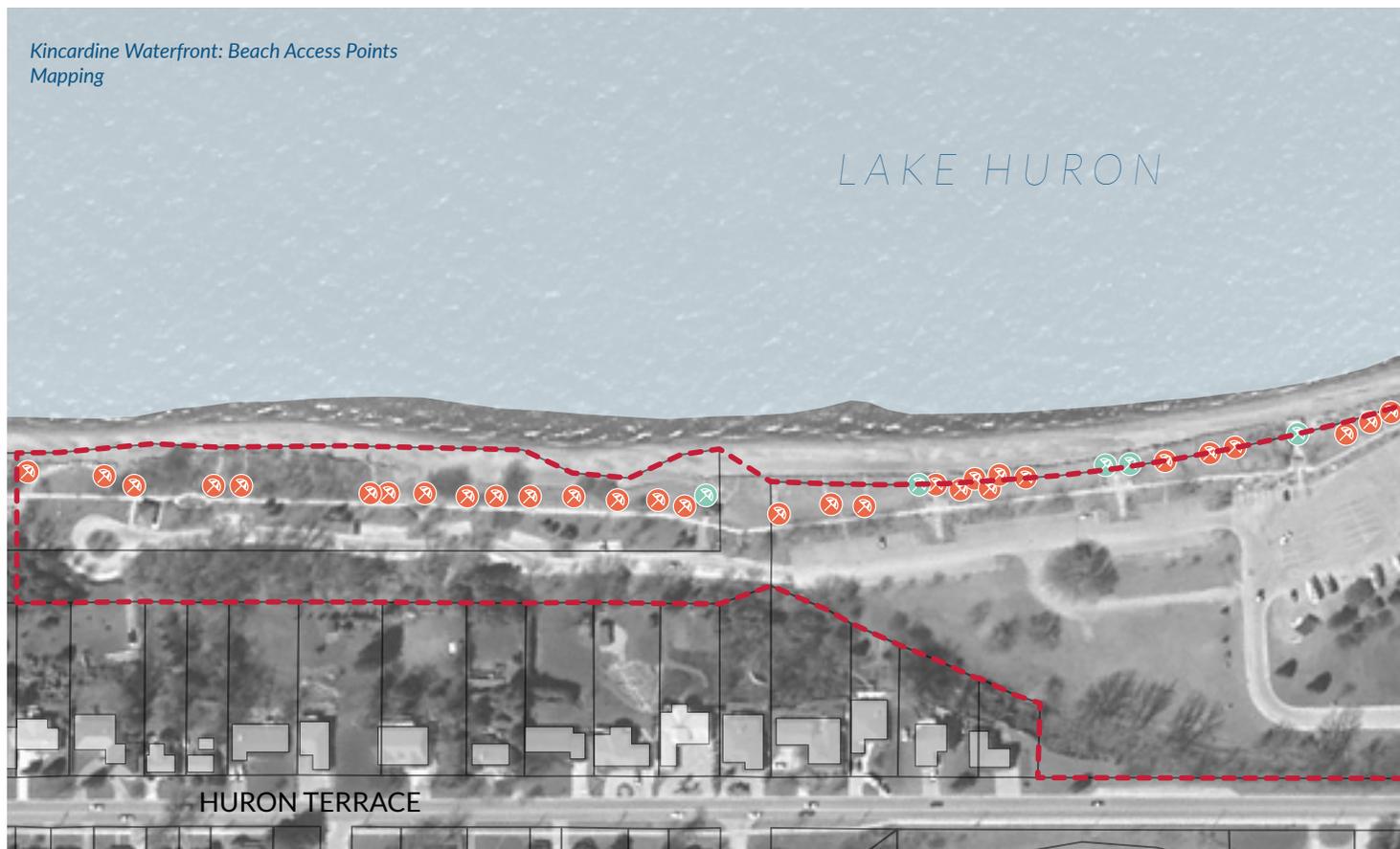
Official access points are generally difficult to locate, lack a sense of arrival, and are not intuitive (i.e., cannot see the beach, no signage, etc.). This leads to confusion amongst visitors, encouraging the use of unofficial access points.

Unofficial access points are consistent in character, with most being straight, narrow footpaths, cutting through the dunes that lie between the parking/boardwalk areas and the beaches. Some are more treacherous than others, passing over small fences, through vegetation, over rocks, and up or down steep hills. Not only inefficient, this creates significant risk and liability.

Repeated trampling has led to dramatic vegetation loss in these areas. Subsequently, wind gusts and pedestrians carry sand out of the dune systems and onto the boardwalk with ease. This sand movement weakens the dune ecosystems, created hazardous conditions on the boardwalk, and increases demand for maintenance.

WORTH NOTING

Inadequate official beach access points have led to the creation of more than 33 unofficial access points. A risk to the sensitive dune ecosystems, visitor safety, and nearby infrastructure, these unofficial access points are detrimental to the waterfront.





Vegetation Loss Due to Informal Access



Sand Migration Due to Informal Access

Legend

- Waterfront Focus Area
- Parcels
- Buildings & Pavilions
- ⓧ Official Beach Access Point
- ⓧ Unofficial Beach Access Point



Distribution

With 10 official beach access points, there is roughly one for every 150m stretch. As the access points are not evenly distributed across the 1.5km span, some access points feature gaps of more than 250m between them.

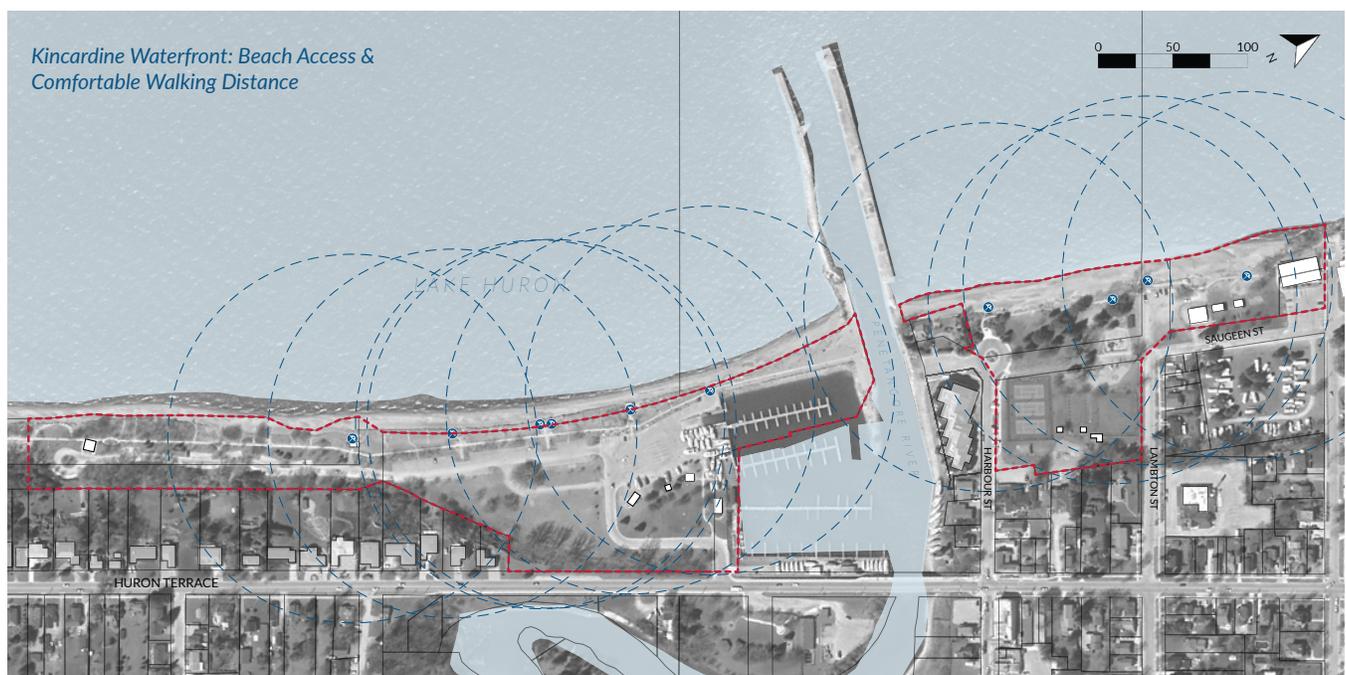
The mapping below illustrates the comfortable walking distance (i.e., the distance visitors are willing to walk) radius around each of the official access points. Comfortable walking distance is typically considered to be 400 metres. Assuming that this distance will be greatly reduced due to additional effort required to cross sand, elevation associated with the dune environments, and the load (i.e., belongings, beach chairs, etc.) that visitors will likely carry, the estimated comfortable walking distance has been reduced to 150 metres.

Despite a reduced comfortable walking distance threshold, this mapping demonstrates that the majority of the beach is adequately services by the existing official beach access points, on either side of the Penetangore River. Based on this observation, it can be assumed that poor configuration, circulation, and signage are significant contributing factors to unofficial beach access point development.

The exception lies to the south, where there is a significantly under serviced area, spanning closer to 250m. Notably, this area features parking facilities, and a washroom/changeroom and outdoor shower facility. Without nearby beach access points, these facilities are likely to be underutilized. Further, nearby dune environments likely experience copious amounts of undesirable foot traffic in this area.

Legend

- Waterfront Focus Area
- Parcels
- Buildings & Pavilions
- Ⓜ Official Beach Access Point
- Assumed Comfortable Walking Distance; 150m



A Case Study: Station Beach Gazebo

The Station Beach Gazebo and its surroundings, is just one of many areas along the Kincardine Waterfront that has been subject to significant unofficial beach access development. As illustrated below, despite there being an official beach access point in the vicinity, there are an additional eight unofficial segments, that trail off either the boardwalk, the gazebo deck, or the official path itself.

Reasoning for this development may include visitors seeking a more direct route, or path of least resistance, and better walking conditions (i.e., firmer ground, less elevation, wider footpaths, etc.). Additionally, despite the gazebo drawing many visitors, it is not clear that there is an official access point located from the deck. Visitors who cannot see beyond the gazebo have attempted to access the route straight from the boardwalk, while others enter the gazebo, only to exit on the north side.

A similar series of unofficial access routes can be observed further North, near the foot of Station Beach Road. Though considered by many to be the 'main' beach access point, odd configuration, indirect official access routes, and lack of signage, among other factors, have led to similar development in the vicinity.

WORTH NOTING

Official beach access points, especially those featuring built forms, such as gazebos and lookouts, have been surrounded by webs of unofficial beach access routes.

Legend

-  Station Beach Gazebo
-  Boardwalk
-  Official Beach Access Route
-  Unofficial Beach Access Route



FACILITIES

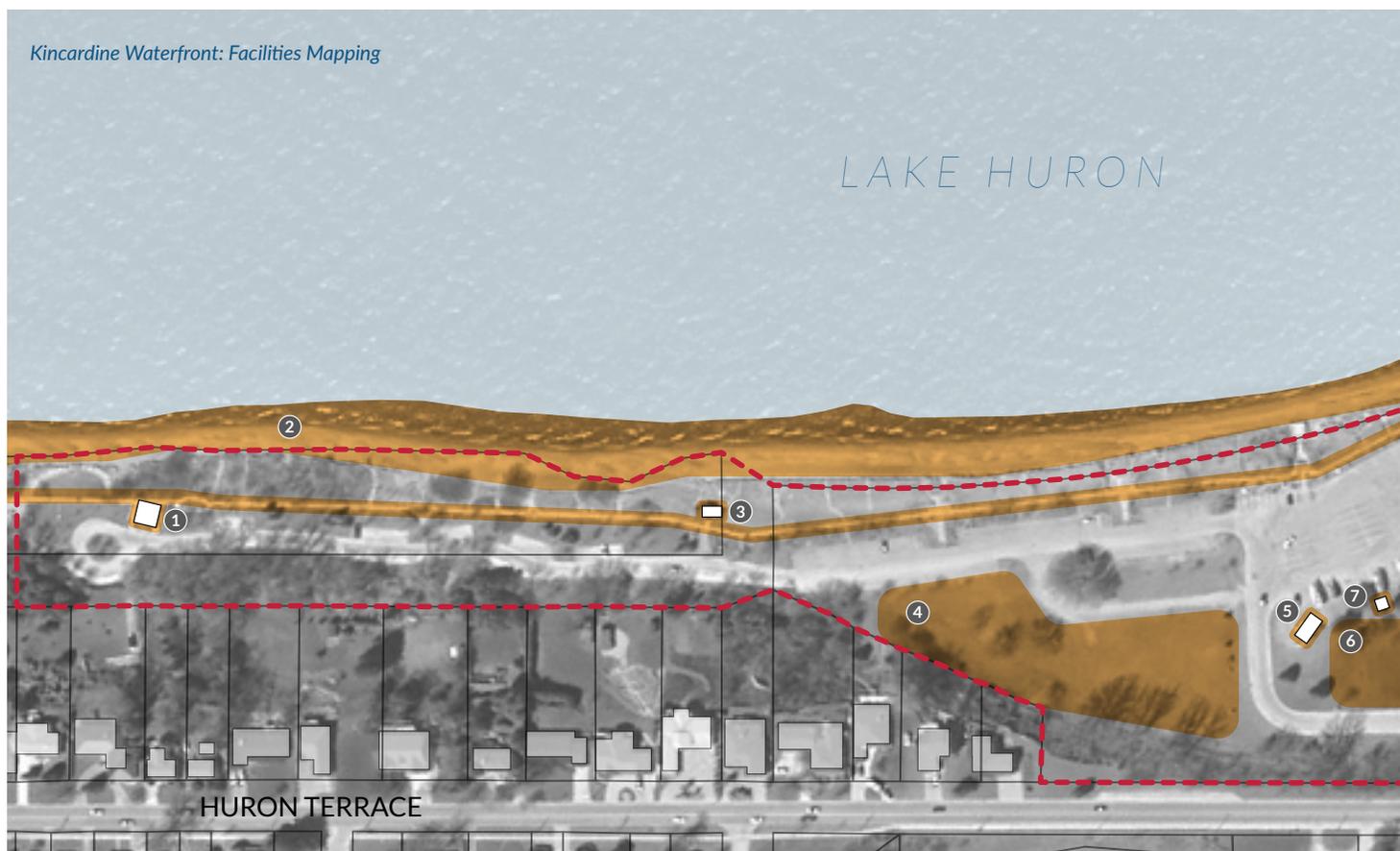
The Kincardine Waterfront features a plethora of facilities to support visitors. From passive recreation spaces, such as beaches and open green spaces, to active recreation opportunities, such as tennis courts, playgrounds, and lawn bowling, there is something for everyone. Washrooms, outdoor showers, picnic shelters, and pavilions can also be found dotted throughout the waterfront.

Facilities vary in age and condition. Generally, many of the facilities at the waterfront are beyond their life expectancy, and have fallen into disrepair. Other operational facilities are experiencing challenges due to incremental development and poor placement. These instances include, but are not limited to:

- New washrooms at Station Beach missing signage,
- Station Beach Gazebo showing signs of wear,
- Prime open space at Station Beach devoted to trailer parking and informal pop-up vendors/rentals,
- Snack Booth showing signs of wear and located far from beach goers,
- Access/user conflicts at Volleyball Courts at Reunion Park,

WORTH NOTING

Incremental development has led to a wide assortment of facilities at the waterfront. Understanding existing infrastructure, examining current conditions, and identifying needs and gaps will inform a more cohesive, safe, and supportive space for visitors.



- Washrooms at Reunion Park are out of order; temporary port-o-potties on site,
- Access/user conflict at boat launch at Kincardine Municipal Marina,
- Beach at Macpherson & Dunsmoor Park underutilized,
- Excess of small maintenance sheds throughout tennis court/lawn bowling area,
- Playgrounds showing signs of wear and are a growing safety concern,
- Washrooms at Dunsmoor Park are far from beach goers and difficult for accessibility-users to access, and
- Dunsmoor Park features an eclectic collection of aging shelters.

Legend

-  Waterfront Focus Area
-  Parcels
-  Buildings & Pavilions
-  Facilities



SECTION TWO
Foundations



1. Washrooms at Station Beach



2. Station Beach



3. Station Beach Gazebo



4. Open Space / RV Parking Area



5. Rotary Club Snack Booth



6. Volleyball Courts at Reunion Park



7. Shade Structure at Volleyball Courts



8. Emergency Phone at Reunion Park



9. Kincardine Municipal Marina Boat Launch



10. Washrooms at Reunion Park



11. Kincardine Municipal Marina Transient Slips



12. Beach at Macpherson & Dunsmoor Park



13. Municipal Tennis Courts

Image Coming

14. Maintenance / Storage at Courts & Bowling



15. Kincardine Lawn Bowling & Horseshoe Pits



16. Macpherson Park & Tiny Tots Playground



17. Washrooms at Dunsmoor Park



18. Picnic Shelter at Dunsmoor Park



19. Dunsmoor Park Gazebo



20. Kincardine Beach Pavilion

Boardwalks

There are two main sections of boardwalk, located on either side of the Penetangore River. Considered the main pedestrian thoroughfare amongst the waterfront, the boardwalk is a focal point of the Kincardine Waterfront.

As the long-standing main thoroughfare, the boardwalk has been a hot spot for incremental development over the decades. An assortment of signage and plaques, site furnishings, waste receptacles, add-ons (e.g., fencing, railings, curbs, ramps, etc.), donor recognition etching, and more have crowded the space. Aesthetic aside, this has made accessing and navigating the feature a challenge for all.

Both sections of boardwalk have also exceeded their life expectancy and despite upkeep efforts, are falling into disrepair. Current conditions include rotting and decaying boards, uneven surfaces, eroding access points, and sand deposition. These conditions further lend to access challenges, especially for those with disabilities and elderly populations, and could be hazardous to all visitors, causing slips, trips and falls.



21. South Boardwalk



22. North Boardwalk



Community Sentiments on North Boardwalk



Accessibility Ramp 'Add-on' to North Boardwalk

LANDSCAPE & NATURAL HERITAGE

The Kincardine Waterfront is widely recognized for its picturesque white sand beaches and the vibrant blue water of Lake Huron. This is thanks to the naturally occurring dune systems that line the shoreline, specifically south of the Penetangore River at Station Beach.

Dune Significance

As noted in the Kincardine Coastal Stewardship Plan (Lake Huron Coastal Centre, 2011), Station Beach is an exemplary beach in dune system restoration. Once degraded to a gravelly textured beach with no dunes, the shoreline was restored to be a self-sustaining dune system. Dunes are left to respond to changing conditions, and through sustained low water levels on Lake Huron, dune building has naturally occurred. Marram grass (*Ammophila breviligulata*), also referred to as American Beachgrass, has expanded lakeward, permitting further dune growth, maintaining shorter dunes (growing out, not up), and refining overall sand quality, while reducing sand migration. The municipality does not participate in beach ‘raking’, which would inhibit these natural processes to occur.

Allowing these natural process to occur is beneficial to the health and resiliency the lake, nearby flora and fauna, and residents and visitors alike:

- They build shoreline resiliency; important as lake levels fluctuate, and inevitably rise,
- They support shoreline biodiversity; allowing a wider range of plant species to establish and thrive,
- They maintain access and view sheds; supporting dune growth outwards, rather than upwards,
- And, they enhance the quality of the beach; as climate change threatens higher lake levels and temperatures, and human influences degrade water quality, these processes help to maintain suitable water and beach quality.

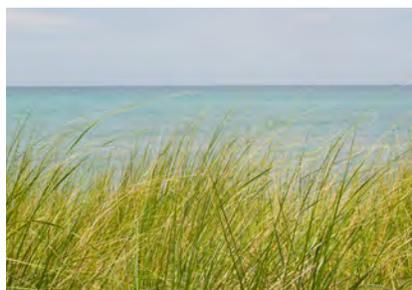
This information, and more, is outlined in greater detail in the Kincardine Coastal Stewardship Plan (Lake Huron Coastal Centre, 2011)

WORTH NOTING

Kincardine’s Station Beach has been celebrated for the success of its dune restoration, into a self-sufficient dune system.



Dune Vegetation Reaching onto Boardwalk



Dune Vegetation



Station Beach

Community Gardens

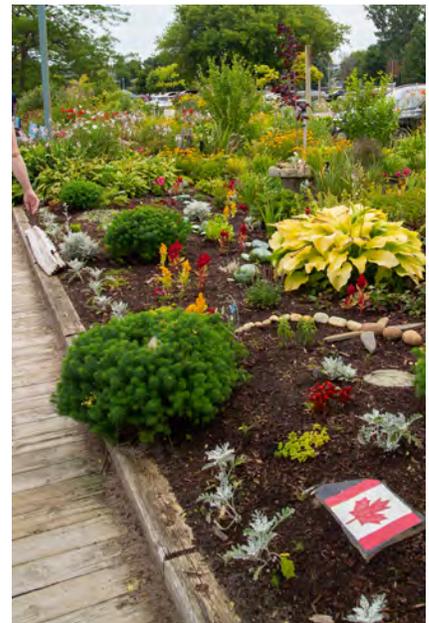
Merely separated from the dune system by a boardwalk, community garden plots begin at the foot of Station Beach Road, and extend more than half of the length of the Station Beach dune system. A juxtaposition to the naturalized grasses, characteristic of the neighbouring dune system, the gardens are filled with a collection of colourful perennials and annuals. They are cared for by the Kincardine & District Horticulture Society, which although formalized in 1980, has been in existence for more than 100 years. Despite its longstanding history, membership has dwindled in recent years, and interest in tending to the elaborate gardens has declined.



Boardwalk Separating Dunes and Gardens



Garden at Macpherson Park



Community Garden Plot at Station Beach

Trees & Shrubs

Ecological succession in beach and dune environments leads to more complex vegetation communities. As you travel away from the beach, plant composition will shift from grasses and flowering plants, to more complex plants, like shrubs and trees (Lake Huron Coastal Centre, 2011). These trees and shrubs contribute to the overall vegetation cover, responsible for dune stabilization. An added benefit to native trees and shrubs in these areas, is their natural tendency to deter geese populations, through disrupting take-off and landing opportunities; assisting the municipality in controlling these abundant waterfowl populations.

Beyond their ecological benefit, trees also offer visitors shade and shelter from the elements. In the summer months, you can observe visitors setup beneath the large canopies the mature trees dotted throughout the waterfront. Dense trees and shrubs that line the private residences adjacent to the waterfront also act as a natural buffer, reducing harsh winds, sand migration, and increasing privacy.

Identifying the quantity, composition, and condition of the trees at the waterfront is a project in and of itself. As a high-level overview, there are a moderate number of trees adjacent to the dune systems, though additional space for trees and shrubs is limited by existing the boardwalk, community gardens, and parking lots. Open lawn spaces also feature some mature trees, though recent development (e.g., beach volleyball courts) has led to the removal of some of these trees. There is a higher concentration of trees lining Huron Terrace, and following along the rear property lines of adjacent private residences.



New and Mature Trees at Station Beach



Mature Trees Along Boardwalk

CHARACTER

The character of the waterfront is being defined by incremental development over time. Most of it is typical to Lake Huron shoreline communities, with lack lustre food stands, shelters, and furnishings dotted throughout. Notable features that lend to the unique character of the Kincardine Waterfront include the natural dune systems (i.e., white sand beaches, rolling dunes, grasses), the boardwalk, and the historic Kincardine Lighthouse.

While the latter features lend positively to the overall character, the pattern of development has resulted in a series of challenges including, but not limited to:

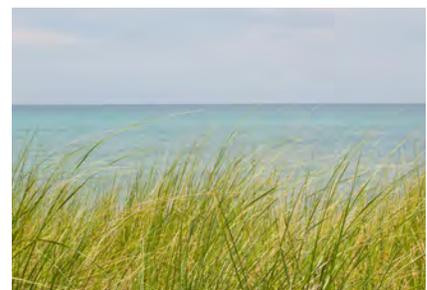
- Difficulties in maintenance and operations; leading to the decline of facilities, with many looking 'run down' or 'tired'.
- Limitations in shoreline stewardship; placement of some facilities without careful intention has created physical limitations on the shoreline (i.e., despite a healthy dune system, there is only so much room for natural processes and growth, due to the abutting boardwalk and community gardens).
- Inability to respond to environmental change; configuration lacks adaptability despite inevitable changing water levels and climactic conditions.
- Varied representation of municipal assets and community pride.



Kincardine Lighthouse



Station Beach Gazebo



View of Lake Huron Over Dune Grasses



Kincardine Marina



Community Garden Plot



Sculpture at Dunsmoor Park



Deteriorating Fencing



Snack Bar at Reunion Park



Sitting Area on South Boardwalk



Incremental Development at Dunsmoor Park

FURNISHINGS

An assortment of colours and styles can be observed amongst the benches, tables, light standards, bollards, waste receptacles, planters, bike racks, and other fixtures that furnish the Kincardine Waterfront. Differences amongst furnishings include, but are not limited to:

- Form and Style
- Colour and Materiality
- Scale and Placement
- Permanence
- Age and Condition
- Functionality and Safety
- Manufacturer/Supplier
- Champion/Sponsor

The current collection of site furnishings, funded and placed by various stakeholders, donors, and the Municipality, in fragmented efforts over the years is a growing cause for concern. Concerns include, but are not limited to:

- Lack of consistent style and character; varied form, style, colour, materiality, and scale are a missed opportunity to strengthen sense of place,
- Aging furnishings; many fixtures are nearing, or have surpassed their life expectancy and have fallen into disrepair, resulting in unsightly and unsafe conditions,
- Good intention, poor execution; some fixtures have been placed to add visual interest (e.g., decorative benches in community gardens, large blue chairs on Station Beach, etc.) however, they pose serious safety concerns (e.g., not stable, not level, falling risk) adding unnecessary risk and liability,
- Poor placement; some furnishings, despite adequate condition, are located in undesirable locations, are not accessible, or draw visitors into unsafe areas to reach them (e.g., encouraging beach goers to cross parking lots for use of picnic tables).



WORTH NOTING

Site furnishings lack consistent style and those in poor condition, or placed in undesirable locations pose as a safety risk for visitors.

A Case Study: Benches

A sweeping inventory of benches is telling of the disparity amongst site furnishings. As photographed on the adjacent page, more than six unique styles of bench can be observed in the short span.



Blue Bench at Station Beach Entrance



Wood Bench with Blue Detailing on Boardwalk

WORTH NOTING

A 15 minute stroll along the waterfront will reveal more than six unique styles of bench.



Driftwood Bench in Community Garden



Simple Wood & Steel Bench in Dunsmoor Park



Simple Wood Post Bench in Lawn Bowling Area



Simple Wood Bench in Macpherson Park



Teal Light Standard with Nautical Luminaire



Picnic Table in Reunion Park



Oversized Blue Chairs on Station Beach



Waste Receptacle Painted to Resemble Tartan

INFORMATION & WAYFINDING

Signage is plentiful amongst the Kincardine Waterfront. Varying in graphics, scale, information, and purpose, some sort of signage can be seen from nearly any location, whether in a parking lot, on the boardwalk, or along the beach. Place identification signage offers the names of beach areas, parks, and playgrounds. Directional signage guides visitors towards facilities, and regulatory signage mitigates unsafe or undesired behaviours. Interpretive signage, primarily found along the boardwalk, offers historical facts and imagery of founding figures, nearby shipwrecks, and more.

Without a formalized graphic standard, or signage system plan, dedicated to the waterfront in place, signage development has been fragmented over the years. Concerns related to waterfront signage includes, but are not limited to:

- Lack of consistent graphics; varied colours, fonts, and symbols are a missed opportunity to strengthen sense of place and enhance effectiveness,
- Sign clutter; fragmented development has led to signage overlap (physically and in regard to information),
- Lack of information hierarchy; varied scales, colours, and fonts make it difficult to decipher which information to prioritize, and can discourage users from engaging with it at all,
- Incomplete routes; some locations appear on directional signage, though without consistent signage at subsequent intersections, visitors experience difficulty reaching the final 'destination',
- Lack of identification signage; many facilities and waterfront 'destinations' do not have identification signage to indicate their name, purpose, and indicate arrival, and
- Inconsistent mapping; mapping is not widely available, and where present, features varied information, scope, graphics, and orientation.



WORTH NOTING

Sign clutter, inconsistent graphics, and lack of information hierarchy, among other factors is causing confusion amongst visitors.



Rip Current Safety Signage at Station Beach



Heritage Plaque at Station Beach



Boardwalk Sponsorship Plaque



Interpretive Panel at Station Beach



Regulatory Signage at Municipal Boat Launch



Interpretive Panel at Station Beach



Identification Signage at Park & Beach Entry



Zone & No Swimming Signage at Station Beach



Identification and Mapping at Station Beach



Trail Mapping at Station Beach

EQUIPMENT

The Kincardine Waterfront is equipped with an assortment of gear and tools to support municipal staff and the public alike, in the maintenance, upkeep, enjoyment, and access to the waterfront. The Municipality is responsible for the storage of the following equipment, at the waterfront:

Accessibility

- (1) Beach Wheelchair
- (2) Mobi-Mats

Recreation

- () Volleyball Nets

Maintenance

- () Grading Equipment

Miscellaneous

- () Lifesaving Equipment

WORTH NOTING

Equipment that is easily accessible, organized, and well-kept will best serve the Municipality and the community.



Seasonal Mobi-Mat Installation at Waterfront

EVENTS

The Kincardine Waterfront is a venue for many local and regional events throughout the year. Each year, the waterfront typically hosts the following events:

Event Name	Season	Draw/ Attendance	Considerations
Fish Kincardine Derby	Spring	Regional; 1500+ people	Additional demand for trailer parking, boat launching, and temporary weigh station setup
Kincardine Scottish Festival and Games	Summer	Provincial; 10,000+ people	Additional demand for parking, event spaces and snack bars/vendors
Lighthouse Blues Festival	Summer	Provincial; 4000+ people	Additional demand for parking, event spaces and snack bars/vendors
Kincardine Womens Triathlon	Summer	Regional; 1000+ people	Additional demand for washrooms/changerooms, and temporary bike corral
Kincardine Cruise Nights Classic Car Show	Summer	Regional; 1000+ people	Additional demand for parking space and snack bars/vendors
Chantry Chinook Classic Fishing Derby	Spring	Provincial; 1500+ people	Additional demand for trailer parking, boat launching, and temporary weigh station setup
Marine Heritage Festival	Summer	Provincial; 300,000+ people	Additional demand for parking spaces and gathering spaces
West Shore Huron Classic Surf Competition	Fall	International; draws surfers from around the world; 1000+ people	Additional demand for parking space, event/gathering space, food/snack vendors
Kincardine Community Fund (KCF) Cardboard Boat Regatta	Summer	Local; 100+ people	Additional demand for parking space, event/gathering space, food/snack vendors



Bike Corral at Annual Kincardine Women's Triathlon



Crowd at Annual Lighthouse Blues Festival

B

WORTH NOTING

Understanding what events take place at the waterfront, and considering potential new events, will allow consultants to plan for adequate space and infrastructure to support organizers and guests alike.

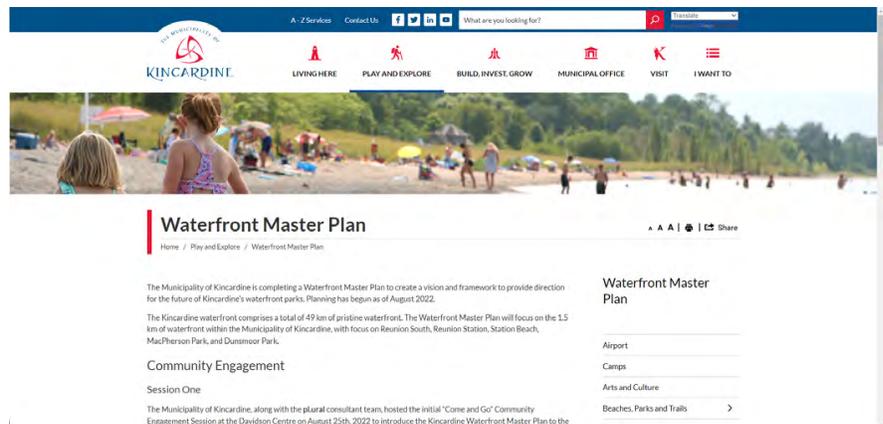
COMMUNITY ENGAGEMENT

OVERVIEW

Since commencing the project, there has been a significant effort to actively engage the Kincardine community. Building upon meetings with municipal staff, on site observations, and ongoing research, these efforts contribute to a comprehensive understanding of the users of the area, and their needs, now and into the future.

Between announcements on social media, a dedicated project landing page on the municipal website, several newspaper ads, radio interviews, and direct invitations to select stakeholders, the community has been encouraged to participate in a collection of engagement opportunities, including, but not limited to:

- Community Open House
- Public Engagement Survey
- Stakeholder Workshop
- Council Interviews
- Community Workshop



Project Outreach on Municipal Website



Project Outreach on Municipal Social Media



Project Outreach on Municipal Social Media

COMMUNITY OPEN HOUSE

On August 25, 2022, the Community Open House welcomed more than 40 members of the community, to the Davidson Centre. Primarily intended to introduce the project to the community, participants were invited to learn about the project process. The come-and-go session featured several informational panels, municipal project team staff, and members of the consulting team readily available to answer questions, as needed. Further, the session provided attendees the opportunity to complete a physical copy of the Public Engagement Survey, rather than online, if preferred.

STAKEHOLDER WORKSHOP

On September 15, 2022, a group of stakeholders were invited to participate in an online workshop, to discuss the project. With ten opting to participate, there were representatives from a diverse selection of stakeholder groups, including, but not limited to, the Lake Huron Coastal Centre, the Accessibility Advisory Committee, first responders, the Chamber of Commerce, and various recreation groups. Discussion touched on history and legacy, beach development, and crime prevention through environmental design, as well as individual interests from each of the constituents.

COUNCIL INTERVIEWS

On September 19 and 20, 2022, a series of phone interviews were conducted, to gather input from members of Council. All councillors were invited and four opted to participate in the one-on-one calls. Feedback generally aligned with that heard from other community engagement initiatives, with public safety and environmental resiliency at the forefront of conversation. Additional topics included consideration for community and stakeholder groups, and their past efforts at the waterfront, facility upgrades (i.e., addressing the boardwalk, washrooms, shelters, etc.), and improving the overall look and feel of the space (e.g., updated furnishings, a consolidated aesthetic, etc.). It was hoped that there would be subsequent projects within a 1-3 year time frame.

OTHERS

Throughout the engagement process, further opportunities to engage with key stakeholders were identified. Notably, meetings and correspondence with representatives from the Saugeen Valley Conservation Authority (SVCA) and the Lake Huron Coastal Centre (LHCC) occurred. Representatives offered additional insight and suggested edits to guide report development and refinement.



WORTH NOTING

The Kincardine Community was eager to get involved, with excellent turnout to each engagement opportunity.

PUBLIC ENGAGEMENT SURVEY

From August 25, 2022 through to September 9, 2022, the Public Engagement Survey was available to the public. Offered in print (at the Community Open House) and online, the survey solicited 526 responses in total.

What We Heard

In total, we received 526 responses. Of these, 497 responses were collected via the online survey tool, while the remaining 29 responses were completed in-person.

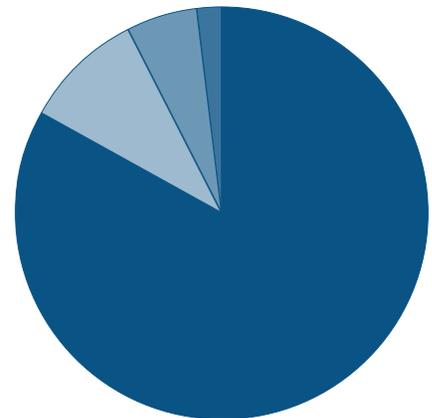
The majority of respondents identified as permanent residents, and reported being frequent users of the waterfront, with most visiting daily or weekly. Among them, most reported visiting with their family, though many also opt to visit alone, or with a friend(s). Station Beach was reported to be the most frequented area at the waterfront.

WORTH NOTING

Station Beach is a highlight of the waterfront, with more than 43 percent of respondents identifying it as their most frequented area.

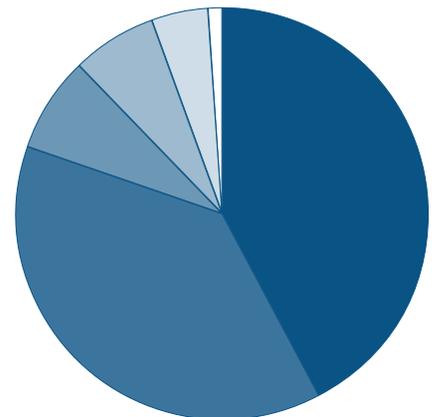
Residents vs. Visitors

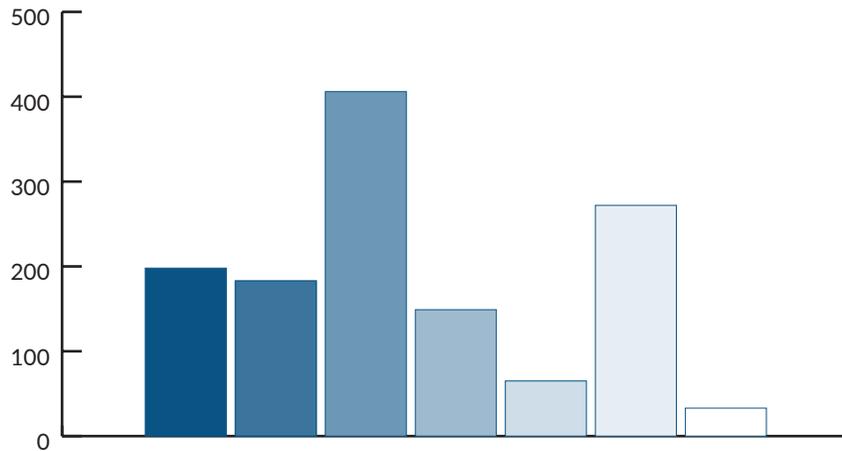
	Permanent Residents	(438)
	Seasonal Residents	(49)
	Neighboring Community	
	Visitors	(29)
	Seasonal Visitors	(10)



Frequency of Visits

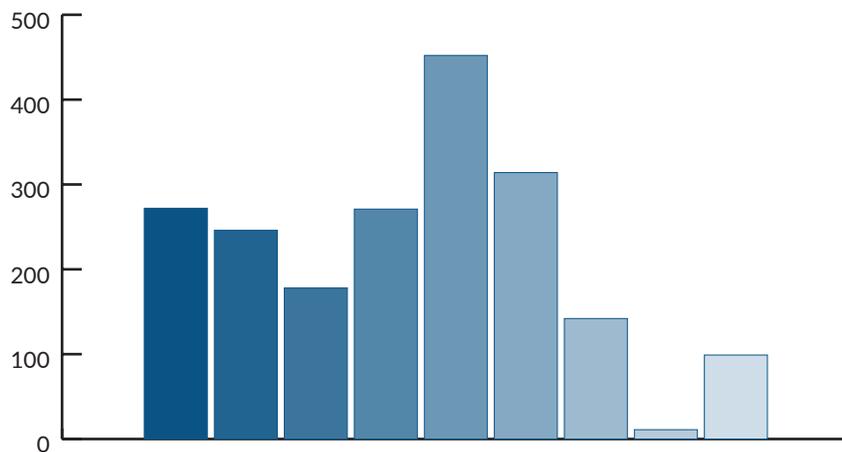
	Weekly	(223)
	Daily	(200)
	Monthly	(39)
	Seasonally	(35)
	Inconsistently	(24)
	Rarely/Never	(5)





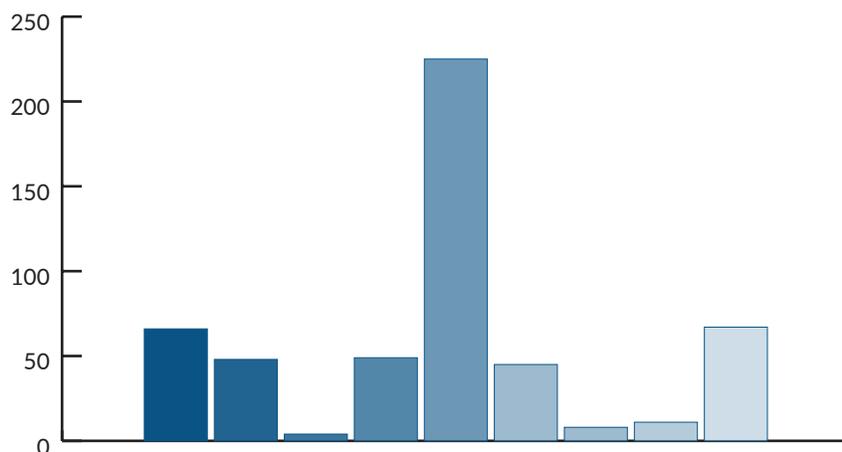
Who They Visit With

A friend	(198)
A group of friends	(183)
Family	(406)
Young Kids	(149)
Community Group or Gathering	(65)
By Myself	(272)
Other	(33)



What Areas They Visit

Dunsmoor Park	(272)
Macpherson Park	(246)
Reunion Park	(178)
Kincardine Marina	(271)
Station Beach	(452)
Kincardine Beach	(314)
Rotary Sand n' Slide Playground	(142)
Not Sure	(11)
Other	(99)



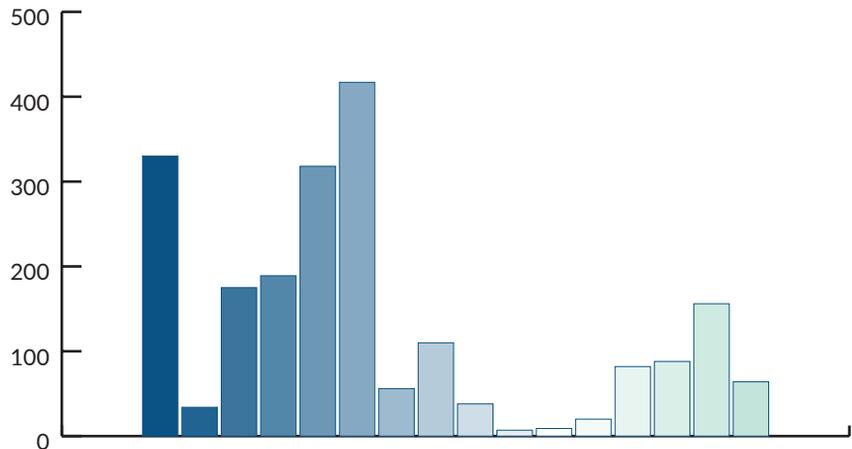
What Area They Visit Most

Dunsmoor Park	(66)
Macpherson Park	(48)
Reunion Park	(4)
Kincardine Marina	(49)
Station Beach	(225)
Kincardine Beach	(45)
Rotary Sand n' Slide Playground	(8)
Not Sure	(11)
Other	(67)

Foundations

Activity Participation

Swimming	(330)
Surfing	(34)
Picnic / Grab Food	(175)
People Watch	(189)
Relaxing (on the beach)	(318)
Walking	(417)
Jogging	(56)
Cycling	(110)
Tennis	(38)
Horseshoes	(7)
Lawn Bowling	(9)
Gardening	(20)
Volleyball	(82)
Boating	(88)
Attend Events	(156)
Other	(64)



Participants reported participating in a wide variety of activities at the waterfront. Walking, relaxing (on the beach), and swimming were among the most popular activities. Despite designated infrastructure to support them, lawn bowling and horseshoes were reported to have very low (less than 10) participants. Other activities identified by respondents included, but were not limited to, dog walking, yoga, stand up paddle boarding,

Winter Access

More than 300 respondents reported visiting the waterfront during the winter months. An additional 30 stated they sometimes visit during the winter months. Among those who answered 'no', many reported this was due to lack of access, poor winter conditions, and/or lack of facilities available during these months.

What Makes It Special

When asked what makes the waterfront special, popular responses included the natural environment (i.e., sand dunes, vegetation, lake, etc.), scenery and views, the lighthouse, and the boardwalk. Other notable responses included, but were not limited to:

- Natural beauty; a picturesque, natural landscape,
- Heritage; unique historical features, such as the lighthouse,
- Lack of development; little/no commercial activity,
- Proximity to downtown;
- Community gardens; and
- Boardwalk.

Sources of Inspiration

When asked to list up to three of their favourite waterfront destinations (other than Kincardine), participants reported the following (in order of preference, with the first being the most preferred):

- Goderich
- Sauble Beach
- Port Elgin
- Inverhuron
- Grand Bend
- Point Clark
- Boiler Beach
- Bayfield

WORTH NOTING

Health, safety, and environmental resiliency are community driven priorities at the waterfront.

Community Priorities

1. Safety; designating emergency access points and improving beach safety
2. Washrooms; improving/adding washroom/changeroom facilities
3. Environment; protecting sensitive shoreline ecosystems/increasing shoreline resiliency
4. Recreation; improving/adding recreation facilities/sports courts
5. Accessibility; improving/adding accessible design features
6. Vehicular Use; improving traffic flow and parking
7. Furnishings; investing in attractive and consistent furnishings and fixtures
8. Active Transportation; improving active transportation circulation, safety, and infrastructure
9. Entrance; establishing a welcoming point of entry

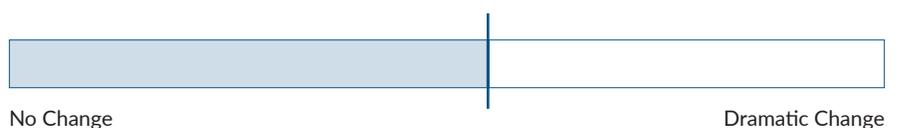
Satisfaction with Existing Conditions

Average response: 6.19



Willingness for Change

Average response: 5.47



COMMUNITY WORKSHOP

On November 2, 2022, the Kincardine Waterfront Master Plan Community Workshop welcomed more than 50 members of the community, to the Davidson Centre. The 1.5 hour session began with a brief synopsis of what had been heard to date, primarily through the online survey tool. The remainder of the session was dedicated to small group activities, intended to validate community priorities, provide opportunity for community input on programming, and to cultivate an understanding amongst the community on how priorities will inform planning recommendations.

 **WORTH NOTING**

Generally, the Community Workshop yielded results in alignment with the responses received via the Public Engagement Survey.

Activity 1: Health, Safety & Resiliency

Data collected through the online survey tool indicates health, safety, and resiliency are the top three priorities amongst the community, when it comes to planning for the future of the Kincardine Waterfront.

Working in groups of 4 to 6, participants were invited to mark up a large print of the waterfront Focus Area, outlining areas that they felt should be “no use”, “regulated use”, or “free use” zones.

No Use Zones; Red

Areas that should not allow any human activity (i.e., a threat to human health and/or safety, or harmful to the environment).

Regulated Use Zones; Blue

Areas that could permit regulated human activity (i.e., manageable risk to human health and/or safety, or harm to the environment).

Free Use Zones; No Colour

Areas that should permit human activity (i.e., no risk to human health and/or safety, and no harm to the environment).

Activity 2: Good Things in Great Places

Upon outlining areas that they felt should be “no use”, “regulated use”, or “free use” zones, participants were invited to start placing programmatic elements amongst the mapping. There was one catch: they were to comply with the boundaries as outlined in the first activity. After all, if health, safety and resiliency are their top three priorities, they should guide programming, planning and development at the waterfront.

Activity 3: At What Cost?

Each participant received three coloured dot stickers, to complete the next activity. As a group, participants were to distribute the stickers as if they were currency, demonstrating where they believe the municipality should direct funding.

Comment Opportunity

Before the session concluded, participants were given a comment card, to record any final thoughts or comments, if desired.

Activity 1 Results

Participants worked together to complete the activities, recording rationale, thoughts, and comments while doing so. A composite each of the 15 table group's mapping, imposed atop one another, can be seen on the following page spread.

Review and comparison of mapping materials revealed among those that participated, members of the Kincardine community are generally unified when it comes to identifying human and environmental risk at the waterfront.

In The Red

An overwhelming majority of participants indicated the dunes that line the waterfront south of the Penetangore River, should not be touched, as human activity could pose a serious threat to those invaluable and sensitive shoreline ecosystems.

Requiring Regulation

The immediate beach front, and adjacent submerged areas on either side of the piers, especially to the south, were of notable concern. A mix of red and blue delineated these areas, due to the dangerous conditions imposed by rip tides, variable conditions, and the protruding ship wreck in the area. Interestingly, while the areas were generally highlighted as 'off-limits' to swimmers, more participants indicated this area to be suited to regulated use, opposed to no use, as it facilitates surfing; an activity generally hard to come by in Ontario.

The community identified the majority of land between the dunes that line the waterfront south of the Penetangore River, and the east area boundary, should be regulated. Upon reading the rationale, it became apparent that this was less related to the positioning, and had more to do with the existing programming (i.e., parking) in this area instead.

Access to the beach, through existing portals amongst the dunes, and at the foot of the dunes near the marina, were also identified as areas requiring regulated use. This was commonly accompanied by a call to better support emergency access in these areas.

While not always tied to a specific area, desire to protect natural heritage and preserve existing vegetation throughout the waterfront was expressed by most.

Ready for Programming

Generally, the area to the north of the pier was not highlighted as a threat to human health and/or safety, or the well-being of the environment. Most participants left this area free to accept an abundance of programming. In instances where participants sought regulated use, this was due to existing programming (i.e., regulating tennis court use) opposed to risks posed by the position and context.

Additionally, the area between the dunes that line the waterfront south of the Penetangore River, and the east area boundary, received few comments beyond those related to parking.

Activity 2 Results

Working in the same table groups, stickers representative of programmatic elements were placed, to help identify what programming is desired at the waterfront, where it could occur, and what facilities may be sought after.

While some programming received nearly uniform input, others elicited inconsistent, or opposing views.

Despite an incredibly low participation rate as heard in the survey, workshop participants sought to keep the lawn bowling lanes, as they are.

Racket sports were popular amongst participants, with most indicating the tennis courts should remain in their existing location. Pickleball was frequently identified as a programmatic to add, with most suggesting it could be placed amongst the existing tennis courts, horseshoe pits, and lawn bowling lanes.

In alignment with the survey tool, dog walking was identified as programming that should occur along the waterfront. Participants tended to lean to the beach to the north of the pier, with some going as far to suggest a portion of this space could be dedicated to an off-leash area and/or dog beach.

Volleyball was popular amongst participants, however there was divide on whether or not volleyball courts should remain in their current location (at the entrance to Station Beach). On more than one occasion, participants who wanted to see the volleyball courts moved, suggested they could be placed on the beach, immediately south of the pier, where conditions are less desirable for swimming.

Performances, music and sing-a-longs, gatherings, and picnicking were often amalgamated by participants, with most indicating this collection occur in Dunsmoor Park, near the existing band shell and picnic shelter. Worth noting, this area was also highlighted by nearly half of participants, to watch sunsets.

Children's play was only identified by approximately half of participants, with the majority indicating it could continue to occur at the existing playground site, in Macpherson Park.

Participants were generally in favour of community gardens at the waterfront, with most indicating this could continue to be supported adjacent to the dune and parking environments, south of the pier. Despite the overwhelming majority of participants concerned with dune health and environmental resiliency, only a few groups proposed gardens be removed/relocated to inhibit non-native planting, and promote dune growth. Additionally, many comments indicated community gardens could be improved, despite exceptionally low participation in maintaining community gardens was reported in the earlier community engagement survey.

Additional Thoughts

A few additional comments pertaining to programming were recorded by participants, including:

- No residential development and/or further encroachment on the waterfront;
- Maintain a non-motorized beach front (i.e., no powered watercraft, no dirt bikes, etc.).

Activity 3 Results

The final step was to place stickers, representative of currency, upon mapping; providing an indication of the programming, and areas, that participants believed the Municipality should direct funding.

Changerooms, Bathroom, and Food/Beverage Facilities were grouped and received the most 'funding' - to improve existing, add additional, and consolidate where appropriate. Longer washroom seasons, longer outdoor shower seasons, etc. Improved food services, access to water (potable)

Parking was next - to improve parking organization, capacity, circulation, accommodate various user groups (marina users, trailers, day trippers, etc.) and regulate improper parking, and improve overall safety. Add bike racks. space/regulation to support emergency access.

Dune preservation and restoration was next; to supplement planting, prevent trampling and further destruction, support dune ecosystems, and establish new dune areas (i.e., on the north side of the pier) as appropriate. Tree planting.

The boardwalk was next; to improve/replace as needed, to increase safety, reduce wear, etc.

Beach safety; to improve beach safety through signage, design measures, regulation, funding projects like the safe beach initiative, etc. repair break wall, and pier as needed. safe, clean, swimming area. safety gate to close piers in bad weather. space/regulation to support emergency access.

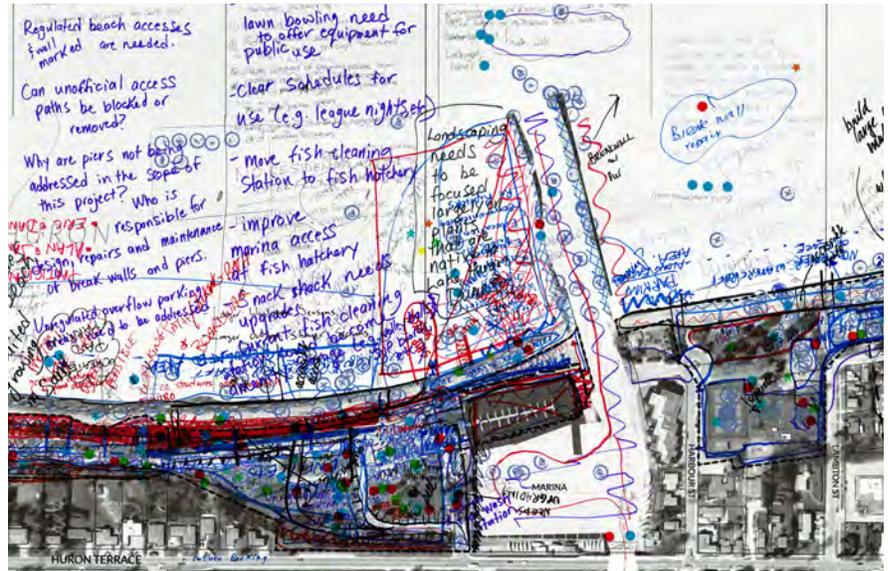
Performance/music/gathering; to create designated space to support performances, community events, gatherings and more. Improve/replace

Picnicking/gathering; to refurbish/replace existing picnic shelters, furnish open spaces to allow for picnicking, etc. Maintenance in these areas, garbage collection, cleanliness, planting trees.

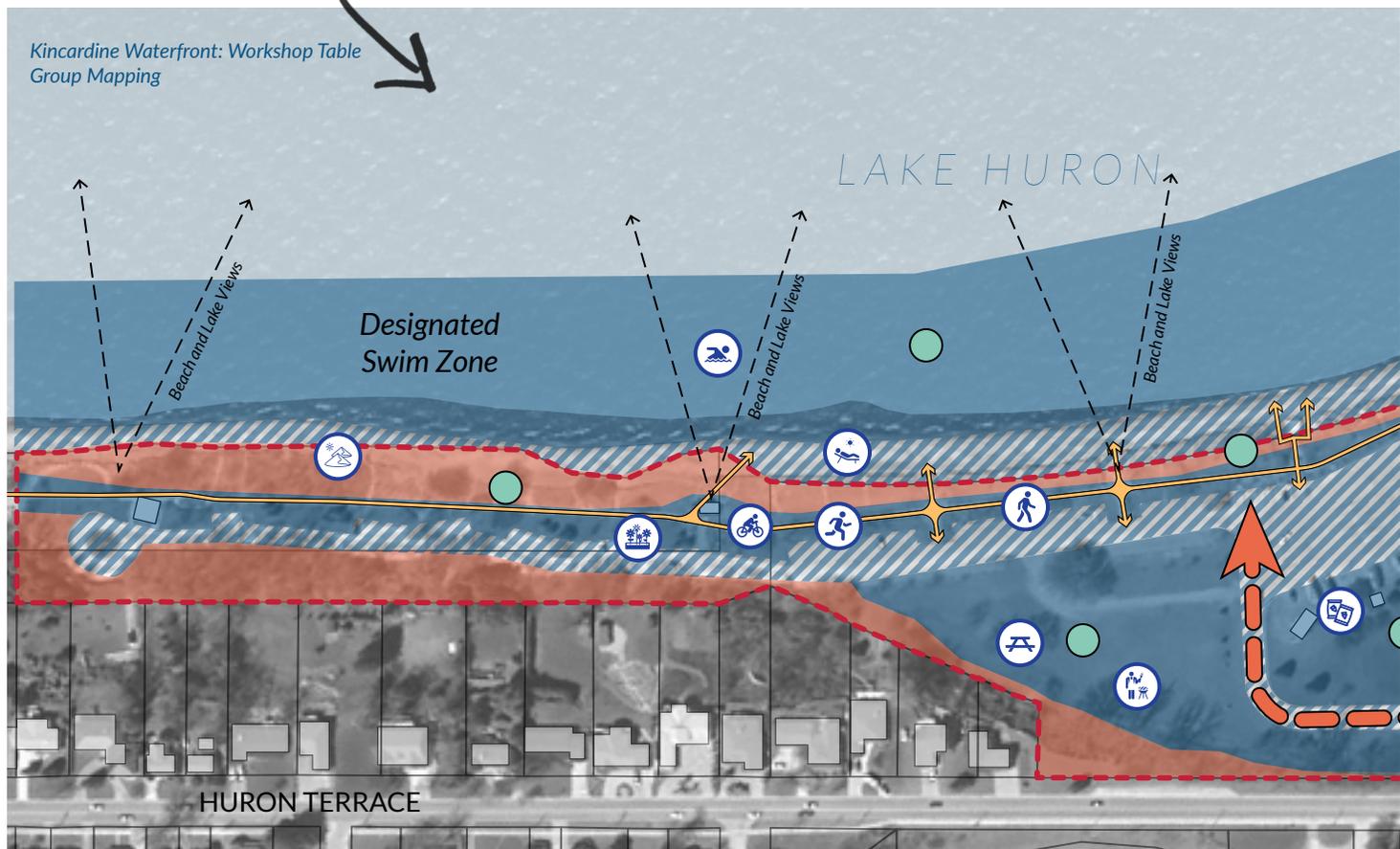
Other items that received funding, to a lesser degree, were garbage collection/facilities, community garden maintenance/improvement, pickleball, and volleyball courts.

Workshop Mapping

Based on workshop table group mapping, the following mapping has been composed to illustrate key findings and trends.



Workshop Table Group Mapping Superimposed

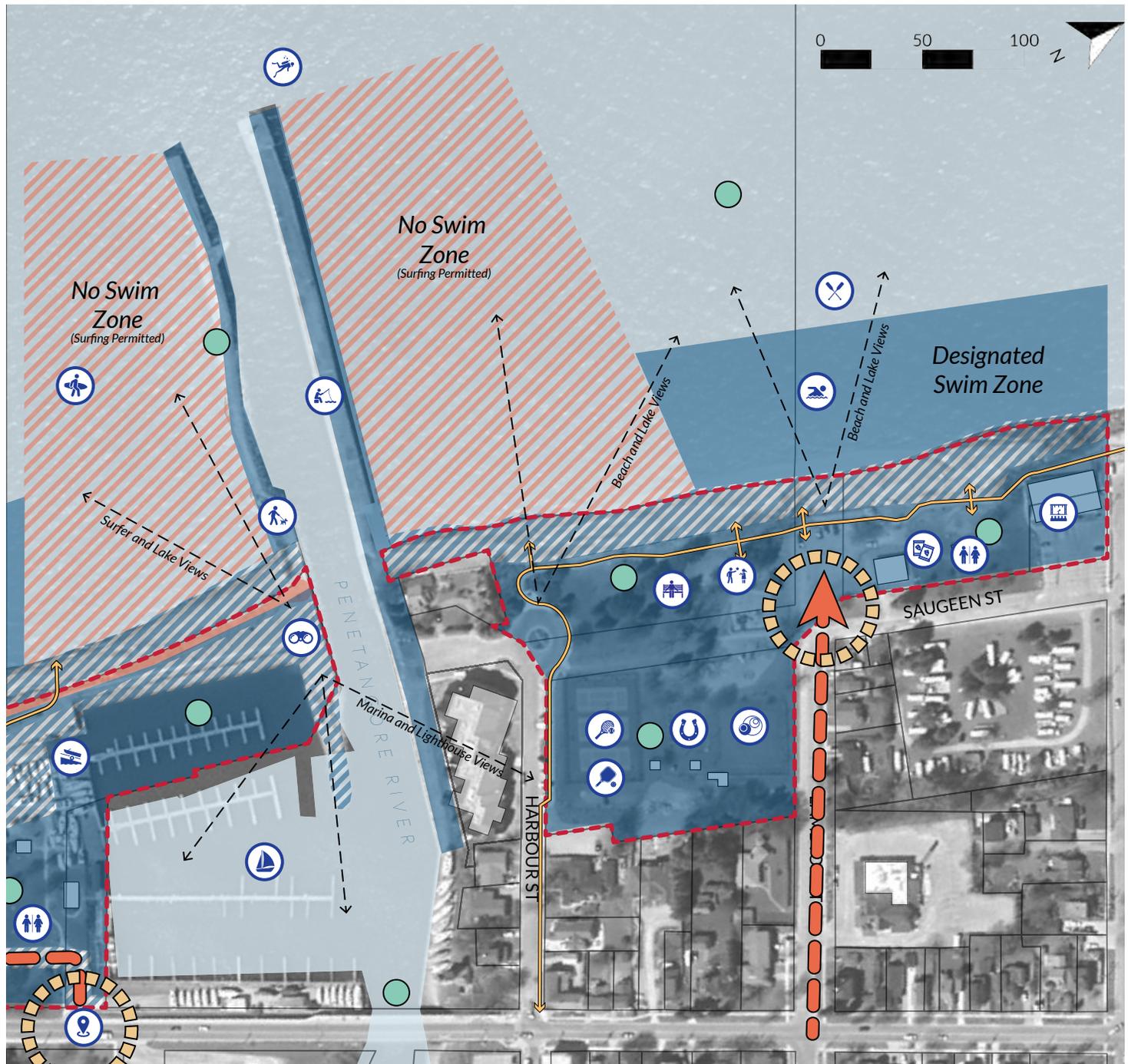


Legend

-  Waterfront Focus Area
-  Parcels
-  'No Use' Areas; with no exception

-  'No Use' Areas; with some exception
-  'Regulated Use' Areas; due to environment-based hazards

-  'Regulated Use' Areas; due to existing programming
-  Proposed Programming
-  Area to Receive Funding



WHAT IT MEANS

This chapter has outlined the context, regulatory framework, inventory, and an overview of community education and engagement, to establish a comprehensive understanding of the Kincardine Waterfront. From this information, a few key takeaways can be made:

Safety Could Be Improved Upon

The community has spoken, and many do not feel safe at the waterfront. With recent incidents, aging infrastructure (i.e., boardwalk, blue chairs, playgrounds, etc.) creating hazards, and an unruly parking environment, there is opportunity to greatly improve public safety at the waterfront.

Kincardine is a Model in Dune Restoration

Kincardine's Station Beach has been highlighted by the LHCC as an exemplary beach in dune restoration. The Municipality generally allows the dune system to naturally respond to changing conditions, greatly improving the environmental resiliency of the waterfront. The dune system should be protected at all costs, and enhanced where possible. Additionally, there is opportunity to match this high standard of environmental stewardship to the 'rest' of the waterfront (i.e., facilities, waste disposal, planting, etc.).

A Refresh is in Order

The waterfront has amassed a collection of eclectic furnishings, signage, plantings, and facilities through incremental development over the years. This has led to an inconsistent character amongst the waterfront, with some areas feeling 'run down' or 'tired'. There is significant opportunity to improve the overall quality, through informed and intention decision-making, and to create a positive image and brand for Kincardine's now and into the future.

It is Difficult to Care For

In it's current state, the waterfront is a budgetary and operational headache. Again, incremental development has led to a miss-match of furnishings, equipment, signage, and facilities, much of which is nearing or has exceeded its life expectancy. With so much variety, it is difficult to care for what is there, let alone replace it, when needed. There is opportunity to outfit the waterfront deliberately, in a consistent and purposeful fashion. Beyond a welcoming aesthetic, accessibility concerns could be addressed, and more durable finishes selected.

Connectivity is Key

The Kincardine Waterfront is unique in that it is located incredibly close to Kincardine's downtown core. Currently, infrastructure, or lack of, poses risk for active transportation users wanting to visit the waterfront. There is opportunity to connect these two vital areas, promoting small businesses, improving the visitor experience, and enhancing active transportation to encourage a healthy, active community.

Conflicting Land Uses

The waterfront is host to a multitude of active and passive recreation opportunities, special events, and other constituent uses. Members of the community are passionate about their favourite ways to spend time at the waterfront, and many have contributed personal resources and efforts to preserve or improve the landscape and facilities that support their personal interests. While well intentioned, this has expedited incremental development, and resulted in a lack of community oriented, and intentional planning and decision-making. Further, this has led to contention between various user groups, and constituents in some key areas of the waterfront.

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SECTION THREE

Planning Strategies

Environmental Quality	72
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Identity and Movement within the Waterfront	90
Implementation	99

This section contains the strategies which guide supportive design and placement of amenity, landscape, and infrastructure for the Kincardine Waterfront.

Each strategy is followed by an explanation, diagrams/illustrations, and/or precedents to assist in understanding the strategy and its application.



ENVIRONMENTAL QUALITY

The first series of strategies deal with the quality of renovations and new developments within the Kincardine waterfront, as well as the preservation of the existing character and quality.

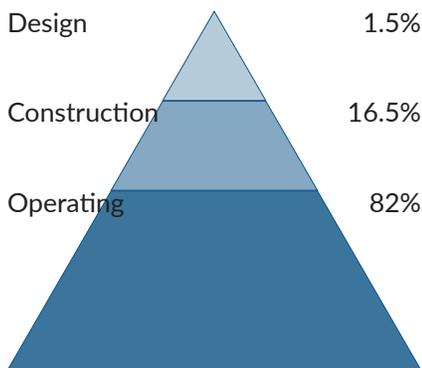
Strategy 1

QUALITY, PERMANENCE & ECONOMY

The municipality will be committed to quality, permanence, and life-cycle economy in all its projects, street and landscape construction, maintenance and renewals. All design and product decisions will be based on life-cycle as well as first capital costs.

Comprehensive life-cycle costing is one of the essential tools used for the planning and design of new furnishing and fixture purchases, landscapes, and structures - a tool that helps ensure long-lasting, superior streets, walkways, and public spaces are constructed and maintenance costs are reduced.

The municipality should adopt the philosophy that, within the constraints of fiscal reality, quantity should not compromise quality, and that design cost decisions should be measured against the full life of the product, space or landscape rather than its construction alone. This implies a three-part commitment: first to high quality design/finish, construction/installation and maintenance; second to the eventual replacement of temporary and facilities; and third to the renewal of aging and inadequate facilities.



Typical Costs over a 35 Year Life Cycle: the smaller, earlier costs greatly influence larger, later costs.

ENVIRONMENTAL RESPONSIBILITY

Strategy 2

Based upon the unique and picturesque natural heritage of the Lake Huron shoreline, the waterfront is, and will continue to be a focal point of Kincardine. The municipality should provide community leadership in responsible and effective environmental action through promotions, events, and developments that are land, energy, and waste efficient.

Kincardine is perceived to have a strong connection to its place on Lake Huron, as well as the Penetangore River. The waterfront, based upon Lake Huron, and bisected by the Penetangore is a focal point of the community, municipality, and greater area. The importance this area has could, and should be more strongly reflected in ongoing and future landscape efforts and projects.

Means of achieving greater connection to natural heritage for the community at the waterfront could include a wider use of native, biodiversity, low maintenance planting, and the use of environmentally friendly construction materials.

Maintaining positive working relationships with regulatory agencies, environmental groups, and stakeholders (i.e., the Saugeen Valley Conservation Authority, the Lake Huron Coastal Centre, etc.) will be a critical component to all future development at the waterfront. Collaborating with these groups, and seeking approvals where necessary, will encourage responsible environmental action and continued compliance with legislation (i.e., the Planning Act) at the waterfront.

Strategy 3

THE SPIRIT OF THE PLACE

The design of new projects will reinforce the character defining elements, that reflect the historical development of the Kincardine waterfront and are fundamental to its established image.

The Kincardine community and its visitors highly value and want to preserve the natural qualities that lend to the fundamental character of the waterfront; pristine shorelines, vibrant blue water, white sand beaches, naturalized dune systems, unencumbered views, and picturesque sunsets.

Otherwise, much of the character of the waterfront is the result of previous siting and design decisions, or lack thereof. Incremental development over many decades has led to a space lacking cohesion, intention, and a sense of purpose, among other challenges and limitations.

The key character-defining elements of the waterfront can be reinforced by preserving, adapting, and integrating places of value, protecting and improving the overall landscape, reinforcing the landscape structure, endorsing the locating of built forms to emphasize existing spatial structure, and by designing spaces that are, in appearance and scale, both progressive and inspired by the best of the existing waterfront, and greater community architecture and landscapes. Furthermore, seeking to clean up, coordinate, and consolidate built forms and site furnishings, should be a priority.

WATERFRONT SAFETY

Strategy 4

Highly desirable natural qualities and unique environmental character are responsible for drawing residents and visitors to the waterfront. Conversely, some of the associated natural processes can pose hazard to personal safety. Waterfront conditions must be continually monitored and managed to promote personal safety.

Maintaining an environment which is safe for all users must be a high priority at the waterfront. Due to the complex nature of waterfront environments, certain areas present greater risk to users than others. In Kincardine, the dynamic beach hazard poses a significant risk to users, and supporting infrastructure. Other natural hazards, including erosion, particularly on the western bank and flooding are also possible. Rip currents and wave up rush, specifically near to the south extent of the pier, are yet another area in which care should be exercised, specifically by those who recreate in or near the water.

The municipality must seek ways to promote personal safety of all users throughout the waterfront, through continued monitoring, preventative infrastructure, and strategic design interventions to influence user behaviour.

Continually monitoring existing and forecast conditions (i.e., rising lake levels) at the waterfront is the first step in the development of a safe waterfront for all. Recognizing areas of concern and understanding the risks should influence infrastructure placement and programming.

Some risks may also be mitigated through the provision of supporting infrastructure, such as retaining walls to stabilize slopes. Other physical design interventions could include limiting access to certain areas through erecting 'typical' barriers (e.g., fencing and gates) or creating undesirable conditions between staging areas and these areas of heightened risk (e.g., locating beach access points nearest to the 'safer' swimming areas, and further from those that experience rip currents). A benefit to latter approach is that those areas are still available to permit specialized use (e.g., surfing), while discouraging the average user (e.g., families and beach goers) from accessing those spaces, unbeknownst to them.

Continuing to educate the public on the risks associated with the waterfront, safe use practices, and erecting regulatory and educational signage should also occur.

Strategy 5 TRANSITIONAL LANDSCAPES

A physical and cultural shift is underway in waterfront communities, where naturalized plantings and processes are being restored, supported, and celebrated. The municipality should identify and take advantage of areas conducive to supporting transitional landscapes amongst the waterfront.

The municipality intends to enhance the natural biodiversity and shoreline resiliency of the waterfront. With existing infrastructure, such as the boardwalk, drawing a stark 'line' in the sand, opportunities to soften the transition to the shoreline, and increase the naturally occurring buffer should be taken.

Community Gardens

Community gardens have been a long-standing tradition at the waterfront, and members of the local horticultural society have been tending to them for decades. As the current community garden keepers and enthusiasts step away, there is a lack of community interest to continue the tradition, causing maintenance challenges.

Rather than expropriate these community plots entirely, these areas could be made into transitional landscapes, that will maintain cherished 'garden' qualities, while also supporting more naturalized, low maintenance species. In better alignment with the values of the younger population, there may be more interest from the soon to mature generation. Rather than 'gardeners', they could be positioned as stewards of their waterfront, committed to caring for the transitional landscape plots, dune systems, and waterfront as a whole.

VALUED PLACES: PRESERVE, ADAPT, INTEGRATE

Strategy 6

The municipality will advocate the development and protection of places of values, so that the traditional roots of the waterfront and its setting are clearly apparent within the context of a vital and current commercial environment.

The municipality identified five key spaces encompassed by the waterfront focus area: Reunion South, Reunion Station, Station Beach, Macpherson Park, and Dunsmoor Park. Though there are no formal boundaries that delineate these spaces, these were identified as places of value at the waterfront for contextual, programmatic, and aesthetic purposes. Further, the natural environment, that exists throughout each of these spaces, was identified as a highly valuable asset.

Typically, when asked, most visitors express their regard for particular structures and landscape chiefly for their beauty and the sense of tradition and heritage they evoke. People value the landscape and many older structures at the waterfront, such as the dunes, the boardwalk, the lighthouse, and the lake itself. Conversely, there are several structures and spaces that were valued, yet criticized for the unsightliness or current condition having fallen into disrepair (i.e., the boardwalk, the snack bar, etc.).

Landscape

Landscapes are valued for their beauty, function, ecology, and history. The beach front is highly valued as an open space and place of beauty; while Reunion Station 'greenspace' is valued for its function as a place for gathering, events, and outdoor communal space. However, most agree that this area, and the entrance to Station Beach as a whole needs substantial improvements to fulfill its potential. The dune systems and surrounding vegetated areas are examples of landscapes with ecological value.

Buildings

While buildings can have enormous functional value, most of the highly regarded buildings are valued for their aesthetic and historic qualities. The continued admiration, community lore, and events tied to the Kincardine Lighthouse is a testament to the appreciation of Kincardine's historic places.

The reasons why places are valued will determine how they are maintained and protected. Preservation, and perhaps improvement, should be the first priority for places of historic, ecological, or aesthetic value. If preservation is not feasible, the building or landscape should be sensitively adapted to meet the specific needs of the project and particular care should be taken to successfully integrate old and new elements. Places valued purely for their function can be more easily altered or replaced, as long as the function is still properly accommodated. The Reunion Station 'greenspace' is an example of a supporting landscape that could perform its current function in an improved physical form. The Kincardine Lighthouse building is an example of a successful maintenance of a building valued for its aesthetics.

Strategy 7

A BEAUTIFUL SHORELINE

The landscape will be designed to unify the waterfront, stimulate social interaction, offer comfort and security, and reflect the natural heritage of the area. Landscape design and maintenance procedures should be coordinated within the municipality.

The importance of the landscape to the Kincardine community and community as an attraction and retention device for recruiting visitors, tourists, new businesses, employees, and residents should not be underestimated. Typically, people love to live, visit and work in beautiful places - an appreciation of landscape and its importance to the special quality of the community is paramount. New projects should aim to preserve the quality and amount of existing landscaped spaces.

Landscape Design & Cohesive Character

Landforms, paving, plants, and furnishings are the primary landscape components and materials that will give the public areas of the waterfront its sense of order, cohesion and finish. Individual landscape projects should be planned and designed to contribute to the sense of a whole waterfront as well as meeting particular site and program requirements. A 'Kincardine' palette of materials, furnishings, planting and design details should be established through the provision of a style guide, and be consistently applied to ensure that individual development or replacement projects are successively integrated. This will be particularly important on large capital projects.

Landscape Maintenance

The design of landscapes should take into account the kind and extent of maintenance they will receive. Some landscapes may justify intense maintenance by virtue of their special purpose or value, but these should be the exception. In general, landscape architects should be required to demonstrate that their solutions can be maintained economically and with procedures normally employed within the municipality. All installations should be of a high quality.

Opportunities for reducing maintenance in existing locations should be explored. For example, the composition of existing planting beds could transition from 'garden-like' to more naturalized, drought-tolerant, and low-maintenance species. These replacements would require less pruning, overall care, and create a more cohesive aesthetic with less maintenance. Further, the use of native species could mitigate the risk of invasive species introduction in the area, which could wreak havoc on the sensitive dune systems, and require extensive labour to rectify.

All programs, including turf management, plant replacement, paving repair, and exterior furnishing maintenance should be periodically reviewed to ensure that they support the waterfront needs and that they reflect best practices.

COMMEMORATION, PUBLIC ART, DISPLAY

Strategy 8

The history, values, and activities of the Kincardine Waterfront will be revealed through artifacts and presentations located throughout the environment. Installations must be integrated with their settings to reinforce the spatial structure and character of the waterfront.

Kincardine, and the waterfront, have a rich and diverse cultural life which should be celebrated through display of its activities, the commemoration of its notable constituents, and public art. This will add a layer of meaning to the waterfront, reaffirming the value of people's efforts and communicating Kincardine's past achievements and future goals.

The expression of Kincardine culture should be integrated with the organizational structure of the municipality in a mutually supportive relationship. Cultural artifacts, displays, and public art acquire energy and relevance when they are associated with important public places. In return, they reinforce the identity and meaning of those places.

Constituent Expression and Display

The basic diversity of the waterfront community is a strength in itself. Waterfront constituents should include well-developed and prominent presentations of their activities, products, and symbols of past achievements, explicitly designed to present their offerings to the community at large. An establishment's presentation could include exhibits, all highly integrated with an architectural and landscape design that expresses an establishment's identity.

Waterfront/Municipal Expression and Display

The physical recognition of unique and special contributions to the waterfront, and the commemoration of ideas and events involving the whole waterfront, and municipality, should continue.

A correspondence between subject matter and the physical location and space should be established. Major ideas, individuals, or events of great significance to the whole community should be commemorated within spaces of appropriate importance and prominence. The primary places for these are at major intersections and within major spaces.

Named Places

Very few communities have a set policy for naming a space or entity. However, when named, spaces tend to be identifiable and act as a destination. The municipality should strive to create destinations that are well signed and have a story to tell. Destinations tend to be harder to let fall into disrepair when they are named.

Public Art

The municipality has had on occasion a number of pieces of public art. It is recommended that more public art (permanent and temporary) should be added to the waterfront, distributed in various spaces. Budgets for capital improvements should allow for a provision of public art, within fiscal realities. Areas for temporary installations could be designated.

RESPECTING WATERFRONT NEIGHBOURS

Strategy 9

The municipality will seek to maintain positive relationships with waterfront neighbours by identifying and addressing common issues and by mitigating the impact of waterfront life and development on adjacent land uses.

As a community within a community, the waterfront affects and is affected by neighbouring communities and land uses. Key issues include the potential impact of tourist populations on municipal services, traffic, parking, and planning interfaces and in turn how development relating to these issues affects the waterfront.

Over time, waterfront expansion should aim to absorb 'transitional' areas or adjacent residential properties through the amiable practice of self-directed disposition. This means that most interfaces with neighbouring areas will remain essentially the same for the life of the plan. In addition, consolidating the waterfront focus area should be a priority before peripheral expansion. Though with changing shoreline conditions, inevitable expansion of the 'waterfront' and gradual 'retreat' should be sensitive to the existing traffic patterns, protection from shoreline conditions, views, and potential "noise/outdoor" nuisance conditions for surrounding properties.

SPATIAL STRUCTURE & COMPOSITION

This series of strategies deal with the composition of spaces and landscape to form an organized, legible, and convenient waterfront structure.

Strategy 10

IDENTIFYING NATURE, INTEGRATING USE

Waterfront development should remain focused on enhancing nature, consolidating facilities, and integrating connections to the downtown core.

Future development should lead to the emergence of a nature-focused, cohesive and vibrant waterfront, and of edges that identify the waterfront area while integrating it with the community fabric beyond, specifically to the downtown core.

Waterfront facilities should be consolidated and centrally-located, wherever possible within identifiable zones, so that the comfortable walking distance is maintained, regardless of where users access the waterfront focus area. A compact, central consolidation of facilities permits patrons to move with ease from one to another; shortens distances for people with mobility issues; and encourages social contact and image consistency. It also focuses new development within the waterfront ensuring that land is used more efficiently, and naturalized spaces have adequate space to flourish.

STRUCTURES AS SPACE MAKERS

Strategy 11

The placement, massing, and uses of structures must work together to frame and animate waterfront open space and reinforce its spacial structure.

The waterfront is more than structures and facilities, or the sum of those parts. It is more recognized as the spaces between them. A memorable waterfront relies on well-designed landscapes hosting facilities and supporting infrastructure; organized to create a clear spatial structure. The primary spatial structure of the waterfront has been established by the shoreline of Lake Huron (i.e., historic water levels), the development of Station Beach Road, and incremental development throughout. This structure provides an enduring image, one with many layers of meaning and function cherished by many.

Due to incremental development, there are functional, safety, and aesthetic aspects that could be improved upon through changes to the existing spatial structure. Understanding future lake levels, exploring road and boardwalk realignment, shifting open spaces, and using landscape features to frame waterfront views will be crucial in improving the spatial composition of the waterfront.

Each spatial change within the waterfront must contribute toward this larger spatial structure. Structures and facilities should be placed and designed more than to simply occupy space; they provide opportunities to create usable and memorable open space. Conversely the open space structure and existing plantings should shape the footprints and massing of new buildings.

New structures should be designed to express their role as 'waterfront' structures, to make evident the activities they support, to support the larger structural patterns of the waterfront, and to welcome and accommodate those who use them. Structure design should contribute to the waterfront cohesion by supporting the predominant nautical motifs, textures and materiality. Every development project at the waterfront should ensure that its own building and related open space contributes to the larger open space structure within the waterfront. A style guide, providing direction on materiality and building facades should be developed for the waterfront, complementary to site furnishing and lighting fixture efforts.

Strategy 12

LANDSCAPE STRUCTURE

The landscape will reinforce the spatial structure of the waterfront, emphasizing the framework of roads, walkways, multi-use paths, and open spaces.

The greatest physical asset of the waterfront is its landscape. The best features are those which recognize and exploit this, such as the beach area, the boardwalk, adjacent parklands, vantage points (views), and its physical connections to the community. The memorable features of the landscape include lake, beach, dunes, and integrated community gardens. And of these the gardens/boardwalk/dune corridor are unique to Kincardine, a truly identifying feature. But while it is certainly the spine of the waterfront landscape, its condition does not live up to its potential; it may provide a degree of coastal protection, thus limited, it is becoming increasingly problematic as an efficiently maintained promenade.

The landscape is an important structuring element of the waterfront. Landscape design should reinforce the existing physical structure; the end result should be a legible order of outdoor spaces which tie the waterfront area together, provide distinguishably different public spaces, imbue a sense of quality to the waterfront, and act in concert with the buildings that they surround.

A Green Plan including a 'master' tree planting plan should be prepared and used as a design guide. This plan would offer direction on the replacements of ageing and/or damaged trees, the linking of significant green lands elements both within and adjacent to the waterfront focus area, and as mentioned above, reinforce the waterfront spatial structure and movement within it.

FOCAL SPACES

Strategy 13

The Reunion Station 'greenspace', signifying the entrance to Station Beach, and the beach itself should be maintained and enhanced as the primary focal spaces of the waterfront.

The waterfront's natural heritage, cultural heritage, and programmable opportunities in the Reunion Station 'greenspace', at the entrance to Station Beach, and the beach front itself, make these the two primary areas within the waterfront focus area. They are both highly valued by the municipality, the local community, and tourists alike.

Reunion Station 'Greenspace'

Situated at the 'front door' of the waterfront, the Reunion Station 'greenspace' offers vantage points of Lake Huron, the boardwalk and dunes, and the marina. Historically a place of gathering, hosting events, and welcoming tourists to the community's most valuable asset, the waterfront, this is a primary focal space of the waterfront. Despite its significance to the community, and opportune characteristics, the Reunion Station 'greenspace' has been overwhelmed by incremental development (e.g., the provision of volleyball courts, an aging snack bar, etc.), and has been fragmented by vehicular thoroughfares. The current condition of this focal space, and primary entrance, communicates a negative message about the waterfront's (and municipality's) condition. This should be addressed as soon as possible.

This space should be stripped of uses that are not conducive to welcoming visitors. Further, it should receive landscaping and paving treatments, along with a modest collection of consolidated facilities and amenities that can service users on their way to the main attraction, the beach front.

Beach Front

The beach front should be a beautiful, functional, and meaningful landscape, characterized by the naturally occurring dune systems, successive vegetation, and pristine water that sweeps the shore. While the beach front is in generally good condition, care should still be taken to ensure these qualities are maintained and preserved as the primary focal space of the waterfront.

PROJECT DESIGN

This series of strategies provide guidance for the design of new and renovation projects as they arise within the waterfront focus area.

Strategy 14

PRESERVE THE BEST, REPAIR THE REST

Projects will be identified to preserve the waterfront assets, favor the repair of problem sites, and avoid compromising good quality structures, buildings, and landscapes.

In defining new projects, the municipality should place priority on the repair or enhancement of problem sites and facilities rather than to the modification of high quality ones: the waterfront's physical assets should be enhanced, rather than diminished, through redevelopment.

Potential projects include enhancing existing open programmable spaces, facilities, parking environments, walking networks, planted areas, street trees, etc., as outlined in Section Four. A growing trend for municipalities and rural communities is the development of 'image committees' which are mandated to identify and prioritize image problems as a means to developing a 'game plan' for engaging participation and funding for community physical improvements.

DESIGNING SAFE SPACES

Strategy 15

Landscapes, built forms, furnishings, fixtures, and lighting throughout the waterfront must be designed and managed to promote personal safety.

The development of an environment which is safe for all users must be a high priority for all waterfront development. A waterfront which is perceived to be safe, will be used by more people and for longer, enhancing the vitality of the waterfront and extending the effective utilization of facilities.

Personal safety is not a single dimension issue. It requires an environment that has clarity, legibility, vitality, and fosters community life. As more people use the waterfront, especially at night, the safer it will be.

The design of the public domain, in its structure and details, is critical to ensuring personal safety at the waterfront. A clear spatial structure with a legible hierarchy of clearly identified routes and spaces provides users with the orientation and clarity necessary to move through the waterfront with comfort. Appropriate lighting and well-designed planting are essential for maintaining visibility during both the day and night. There should be no provision of high berms, dense shrubs, dead-end paths or hiding places.

The circulation network that supports vehicular traffic, pedestrians, and other modes of active transportation is an essential component of the waterfront, that is not currently optimized to promote personal safety. Unsafe intersections, poor sight lines, and disconnected land use lend to conflict between these user groups and increased liability for the municipality. This network should support safe movement of vehicles and pedestrians and limit crossings and intersections where possible. Further, the current circulation network inhibits emergency access directly to the waterfront, which should be addressed immediately.

Buildings and facilities, such as washrooms, food service, rentals, etc. are also essential components of the waterfront safety network. As destinations, structures and their entrances should be clearly identified and illuminated. Structure should define important public spaces, and have windows or openings to demonstrate to people in the surrounding area that they are occupied, and that provides casual surveillance of otherwise 'open' spaces and adjacent facilities. The municipality has a role in identifying and rectifying 'unsafe' situations in their jurisdiction and endorsing principles of CPTED - crime prevention through environmental design.

Strategy 16

BARRIER FREE ENVIRONMENT

The municipality is committed to creating a barrier free environment. Where this is not possible, the municipality will seek and provide specific services in order to accommodate people with disabilities.

The impact of the physical environment on persons with mobility, visual, hearing, and other impairments is so great that the municipality is encouraged to make the accommodation of those with special needs a first priority. The effective accommodation of the physically challenged is a basic responsibility of the municipality, but will also benefit the community in two major ways: first, those who might otherwise be restricted from the waterfront will be able to more fully participate in and contribute to community life, and second, the measures necessary to accommodate disabled people usually create an environment which is better for all people - more 'legible', more accessible, more comfortable and more efficient.

Although some specialized measures will be required, the development of an accessible environment in a new project need not involve exorbitant costs. What is required is an attitude toward building and landscape design founded on awareness and sensitivity from the start of the design process. A solution which ignores the needs of the disabled may reduce mobility and comfort for many, and risk incurring very high costs for retrofitting at a later date. The greater challenge is in converting earlier projects so that the whole waterfront incrementally achieves the objective. Fortunately, with many structures, amenities and facilities nearing or passed their anticipated lifespan, there is ample opportunity to invest in accessible design through new development, rather than retrofitting, at the waterfront.

There is often a strong coincidence between environments that are universally accessible and those that meet the requirements of other strategies in this Plan. Advocating for intentional space use planning, comfortable walking distances, and designated beach access points will reduce distances between waterfront access, recreation opportunities and service functions, distances that are magnified for those with disabilities or mobility challenges. A clear spatial structure with commodious pedestrian and vehicular routes will help clarify movement and improve orientation.

Among the more important Plan strategies for waterfront structure and landscape design are entrances that are clearly visible, surfaces which avoid the need for ramps at building or structure entrances, and parking and drop-off areas close to and visible from entrances. Exterior lighting, signage, and walkway surfaces should be designed to incorporate the needs of the visually impaired.

CONSTITUENT AND COMMUNAL NEEDS

Strategy 17

Generally, projects should focus on the communal needs of the community as a whole - even projects established to meet the needs of a particular user group, will contribute to the communal needs of the community accordingly.

Waterfront development projects meet two kinds of needs: the communal (of benefit to all) and the constituent (to benefit to specific groups). Currently, a large portion of the waterfront is consumed by facilities and services to meet the needs of constituent user groups. Yet many of the best things about the waterfront are a result of providing for the community's communal needs. And most of the development mistakes made at the waterfront appear to have resulted from the ascendancy of constituent project requirements over communal needs.

From the very outset, all projects must seek to appease communal needs, above those of the constituent. The program and design of new projects should meet the needs of the user group, but with limited land and under municipal ownership have an obligation to make a positive contribution to the larger waterfront environment, to serve the whole community.

IDENTITY AND MOVEMENT WITHIN THE WATERFRONT

This series of strategies deal with access and movement through the waterfront, services and utilities.

Strategy 18

ENTRY, ORIENTATION AND WAYFINDING

The municipality will seek ways to give the waterfront a stronger sense of identity, well-defined entrances, and an easy sense of orientation.

The waterfront lacks a satisfactory sense of entry and orientation, particularly to visitors travelling along Huron Terrace.

A Primary Entrance

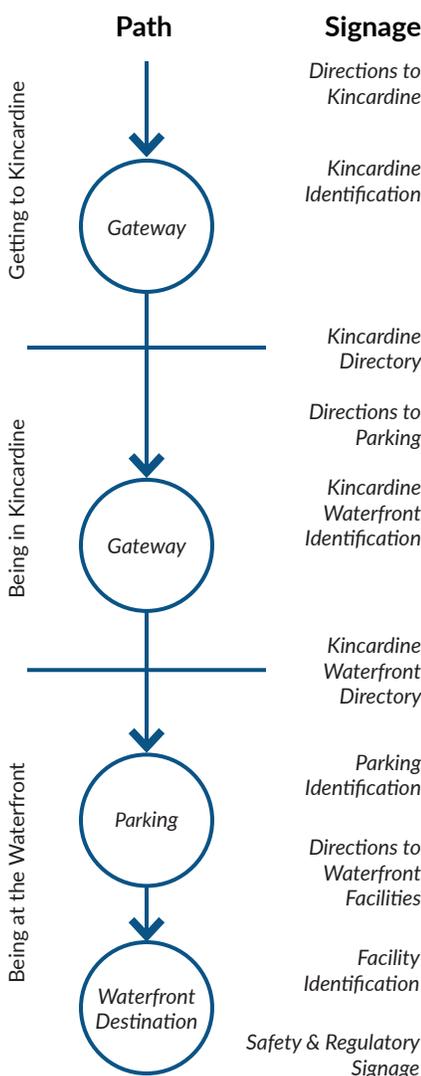
With the waterfront landscape improved, the entry sequence within it needs improvement. While there are many points of interest, facilities and amenities amongst the waterfront, it is distinguished by the Station Beach Road thoroughfare. Paradoxically, the routes to the waterfront now travel through the very part of the community that has little identity promotion for the waterfront. To the uninitiated, the routes to one of Kincardine's greatest assets, the waterfront are ambiguous.

First, the primary entrance should be off the main road, Huron Terrace. An enhanced Durham Street, Queen Street, Lambton Street and/or Harbour Street sequence offers this opportunity. An urban design device for naturally drawing travellers into this sequence is needed. Through capturing the downtown core in this sequence, there is also opportunity for increased activity between the core areas, and opportunity to promote a multi-modal approach to reach the waterfront.

Secondary entrances with quality treatments should be developed in support of the primary entrances. These additional access points should include access via Lambton Street, access through trail extensions to the north and south extents of the waterfront focus area, as well as access approaching the mouth of the Penetangore River by watercraft via Lake Huron.

Wayfinding

A coordinated signage system should be developed following the component sequence in the diagram opposite. Waterfront directories should be located at main points of arrival, and they should be both prominent, legible and 'user friendly'. Adjacent streets, thoroughfares, primary walkways (i.e., the boardwalk), and major open spaces should also be identified. The names of facilities and amenities, services, and buildings should be clearly presented and associated with building approaches and entrances. The design of signage and lighting systems should be coordinated to ensure adequate orientation after dark.



Basic Components of a Waterfront Signage System

Consistent Naming & Identifiers

Throughout the process, we have come to appreciate various names for the same spaces, found throughout the waterfront. The Municipality should prioritize the selection of a single naming convention for each space, that can be rationalized and used indefinitely. A process should be developed to outline this decision-making process, that also considers stakeholder consultation to ensure naming is agreeable and adopted by the community.

Strategy 19

PEDESTRIAN PATHS

The pedestrian zone of the waterfront - the boardwalk, walkways, multi-use trails, and open spaces - is a defining feature of the waterfront. It should be strategically positioned and expanded upon through the realignment and retrofitting of vehicular thoroughfares that can be made secondary to pedestrian movement.

The wooden boardwalk and paved extensions are defining features of the waterfront experience. These and the associated pedestrian zone at the waterfront should be expanded by realignment of roads that can be made secondary to pedestrian movement, and encourage consolidation and connectivity between open spaces, free from vehicular traffic.

The only routes that require automobile access are those leading to parking lots. At all times, pedestrian movement should be given priority. Where vehicular crossings are required, sidewalks should be constructed to address the crossing - sidewalks should not be “paved over” giving vehicles priority. A very limiting and dangerous situation has been made with the current positioning of the reunion greenspace, volleyball courts, and other amenities across the ‘marina’ parking lot, where the boardwalk coincidentally also terminates. Resulting pedestrian movement is forced into the busy parking environment increasing the conflict of pedestrian and vehicles as they share the same surface. From a municipal perspective, this poses a significant liability and has led to a number of complaints for various user groups.

Pedestrian access to facilities, amenities, and the beach should, where feasible, reflect a balance between environmental preservation and the desired line of movement.

A pedestrian circulation system should be developed that facilitates convenient and comfortable movement around the waterfront and the larger community beyond, and that enhances wayfinding and user orientation. This should include pedestrian priority crossings at all intersections of roads within the waterfront, and those that connect the waterfront to the downtown core.

BICYCLES

Strategy 20

The increased use of bicycles, both for access to and for moving around the waterfront, will be encouraged and accommodated in future development.

Bicycle use offers many opportunities to the Kincardine community and the waterfront itself, from a lessened environmental impact and decreased demand for vehicular access and parking, to encouraging a healthy, active community, to providing visitors with another enriching activity in alignment with the existing network of eco and adventure tourism.

Bicycles are an extremely efficient means of local transport, but they present problems for planners precisely because they are fast and mobile. Not powered vehicles but not pedestrians either, bicycles are found on all reasonably level surfaces - roads, lanes, sidewalks, walkways, plazas and trails - and frequently come into conflict with vehicles and pedestrians alike. To create a separate, designated system for bicycles would be impossible given the complex web-like movement of vehicles and pedestrians at the waterfront now; to completely restrict bicycles from all pedestrian areas would (even if possible) defeat their value given the extent of the current pedestrian precinct and the number of destinations within it.

Major approach roads to the waterfront are broad and busy, and the continued provision of bicycle lanes both ways should be encouraged by the municipality (i.e., building on the network established as of 2022). At the waterfront, paths and travel ways should be identified and marked to aid in the clear and safe movement of bicycles within and around the waterfront. In some areas of the pedestrian precinct (i.e., the boardwalk) it may be necessary to discourage bicycle use.

The municipality should provide bicycle parking on the periphery of the pedestrian precinct, located conveniently and visible from facilities and amenities. If possible, sheltered bicycle parking should be provided - few communities offer this yet it has been proven to be a significant amenity in attracting cycling clubs and tours.



WORTH NOTING

The waterfront hosts a wide array of cyclists, from families with small children, to leisurely folks, to athletes. It is important to recognize that not all cyclists have the same needs, and additional infrastructure may be required to ensure safety and enjoyment for all.

Strategy 21

PARKING

The municipality will adopt a two-pronged approach to parking: reduce the demand for parking at the waterfront, and advocate for parking within comfortable walking distance to the waterfront and supporting facilities and amenities.

Reducing the demand for parking at the waterfront to which the vast majority are accustomed to drive may be difficult, but it must be done. The financial burden to the municipality can no longer be justified, there no longer exists extensive land holdings on which to put cars. Additionally, the environmental costs associated with private transport must be recognized and the shift toward other modes promoted. Strategies should be developed that will encourage the large auto-captive population to reduce their use of private automobiles and seek alternate means of transport. Possible strategies will include aggressive car-pooling incentives, improved routes and facilities for bicyclists, continued planning for improved public transport, and the revision of operating hours and activity schedules to improve the quantity and effectiveness of public transit.

Many waterfront visitors will remain to be auto-captive. Residents, visitors, and stakeholders have strong and divergent opinions about parking within the waterfront. Some would like to be able to park next to every facility and amenity while others would like to see most of the parking lots removed, and replaced with buildings and landscape. Users have been known to hold both views at once. The municipality will work towards a balance of limited parking within the heart of the waterfront, and surface lots close to and extending out from there.

Typically, most communities have a total number of parking stalls that exceed demand, although they are not as conveniently located as many drivers would like. Through future waterfront development projects, such as beach access realignment, improved downtown connectivity, and other associated projects, existing stalls totalling nearly 300 parking spaces can support the increased demand at the waterfront.

Maximize Efficiency of Existing Lots

Some of the existing lots can be redesigned to allow for more parking stalls. Ideally, landscaping within the lots should be incorporated to improve appeal, reduce heat gain and surface runoff. Each lot should be considered individually to determine the best operating, personal safety, and aesthetic design.

UNDERGROUND UTILITIES

Strategy 22

The municipality will plan ahead to ensure necessary upgrades to underground utilities are made before, or during, waterfront development projects, to avoid costly duplications and extended site disruption at the waterfront.

The waterfront utilities - water, gas, electricity, storm, sewage and communications - have been developed piece by piece over many decades. Many systems are now outmoded and overloaded, and require significant expenditures to maintain operational efficiencies. The capabilities of many systems are approaching their maximums or are limited in reach, and may be insufficient to support the future expansion of facilities and amenities envisioned for the waterfront.

The program for rationalization and rehabilitation should be coordinated with other development at the waterfront, including new buildings, road redevelopment and landscape projects in order to avoid costly duplications and extended site disruption.

Conversely, each project at the waterfront should give adequate consideration to its impact on the existing systems and potential contribution it might make to future utilities rationalization. The cost of upgrading engineering systems should in part be borne by the project budgets of new buildings and facilities which draw upon those systems, and in part by a utility infrastructure budget.

Strategy 23

WATERFRONT LIGHTING

Exterior lighting will increase user safety and comfort, and subtly reveal the character of the waterfront at night.

A cohesive lighting system should be developed that increases user safety and comfort at night, and reinforces the spatial structure and organization of the waterfront. Effective and well-designed artificial lighting is critical to comfort, personal safety, and orientation.

The waterfront changes at night. Activity diminishes. What were colourful gardens can become shadowed recesses. A sense of orientation, difficult as it is to maintain during the day, can be further reduced. But it does not need to be. Nighttime out of doors can and should be as pleasant as daytime

Good lighting must be adequate, but that does not mean a greater quantity. Glare and extreme contrast are just as great a problem as too little light. It is a great mistake to try to provide daytime-like intensities because those areas not brightly lit become seemingly more dark, purely by contrast and the inability for the eye to adapt. The lighting strategy, therefore is to limit light levels to no more than what is required to see at night (which is not much more than full moon light) and to distribute light more evenly, with smooth transitions between illuminated buildings, roads, walkways, and open spaces. This allows the eye to comfortably adapt and thus be able to see into shadows.

Lighting can add immeasurably to the night aesthetic of the waterfront as well, by subtly illuminating key features. This will assist orientation and engender a sense of comfort and satisfaction. All building entrances and alcoves or 'dark corners' should be softly lit. Overly bright lighting which may disturb adjacent residential areas, watercraft navigation and sensitive wildlife must be avoided. All lighting should be 'dark sky' compliant allowing the visibility of the night sky to be preserved as a community asset.

Lighting fixtures are an important part of the furniture that embellishes the open space network; they are as important during the day as they are at night. All lighting should coordinate with waterfront site furnishings.

**WORTH NOTING**

Excessive lighting can also pose challenges for some users, notably wildlife, neighbouring residents, and boaters. In addition to light intensity and distribution, necessity, placement and direction should be considered in order to mitigate conflict and navigational challenges amongst these users.

WATERFRONT SITE FURNISHINGS

Strategy 24

The municipality intends to develop an economical and comprehensive system of visually coordinated and comfortable outdoor furnishings. Durability in function and attractive appearance under low maintenance conditions are essential.

To be conducive to use and social interaction, an environment must be well endowed with a range of furnishings, including seating, waste receptacles, bicycle racks, banners, and other elements of convenience. These components should be designed as a visually coordinated system that works well with other elements like signage and paving to enhance the identity of the waterfront as a place with special purposes and roles. The landscape and its furnishings are primary integrating features of the community.

Furnishings play a key role in the 'branding' of the community through consistent visual reminders that the viewer is in Kincardine. Care should be taken to ensure consistency throughout the community, through establishing 'standards' (i.e., parks and recreation furnishing standard), or seeking furnishings that complement other municipal efforts (e.g., Queen St. Reconstruction, Community Improvement Plan, etc.).

Furnishings should also be comfortable, durable, vandal-resistant and attractive under low maintenance conditions, and should be located where they will be used. Materials should be comfortable and dry, and components should be designed to accommodate a range of needs with respect to posture and individual preference. Components should be located to take maximum benefit of seasonal climactic changes and characteristics.

Strategy 25

NATURAL PROCESSES

Naturally occurring waterfront processes - sand migration, changing water levels, and successive vegetation - will be encouraged and accommodated in future planning and development.

**WORTH NOTING**

The Lake Huron Coastal Centre (LHCC) is very knowledgeable and active in the area, and will be an invaluable resource when planning, implementing, and maintaining waterfront related work.

The waterfront environment is characterized by the natural processes that occur there - constantly moving, changing and evolving in response to the influence of natural forces. As outlined by the Lake Huron Coastal Centre, the coast provides important benefits to the Kincardine community, including improved water quality, flood reduction and shoreline protection, recreational use, landscape diversity and carbon storage, among many others. These provisional, regulating, cultural, and supporting services are invaluable to the community and should be protected - beach and dune systems should be permitted to carry on their natural processes, where sediments can build up and move freely.

Planning and developing solely in response to existing conditions (i.e., current dune positioning, existing water levels, etc.) is irresponsible, as it threatens the natural processes that occur at the waterfront and therefore threaten the many services that these processes directly, and indirectly provide the community. Further, as experienced at the waterfront over the last decade, lack of adequate planning can lead to conflict between natural processes and development efforts.

An example of conflict can be observed south of the Penetangore River, where the boardwalk abuts the dune systems. Sand deposition on the boardwalk, related to natural process and increased problematic usership (i.e., trampling of dunes systems), is causing an ongoing operational and fiscal headache for the municipality, as well as posing threats to personal safety for boardwalk users. Likewise, boardwalk design and positioning has led to increased problematic usership and appears to encroach upon the natural process of the dune systems.

While this example illustrates one instance of natural processes influencing waterfront development, there is much more to consider. The dynamic beach hazard, flooding and erosion hazard limits, and slope stability, as explained in Section Two of this report, should be an important part of the decision-making process moving forward. Recognizing, monitoring, and planning for the future conditions of the waterfront will be critical in preserving the supporting services, municipal investments, and personal safety of users at the waterfront.

IMPLEMENTATION

Strategy 26

This series of strategies deal with plan management and project delivery.

PLAN CONTINUITY

The Waterfront Master Plan will be promoted and be approved as Municipal Policy and maintained as an effective development directive through continuity of responsibility, consistent application, and regular updating and review.

To ensure that the Waterfront Master Plan remains an effective basis for development, the Municipality should establish administrative structures for its approval, application, and updating.

An Approved Waterfront Master Plan

The Waterfront Master Plan, particularly the strategies and its implementation and review mechanisms, should be received by Municipal Council.

Applying the Waterfront Master Plan

The Waterfront Master Plan strategies should be applied in all development projects, regardless of scale or type. The prime responsibility for this should be assigned to a municipal department (i.e., planning, community services, public works, etc.) whose job it will be to ensure that the Plan is brought forward at all stages of the waterfront development process.

This Plan represents the institutional “intention and memory” of the municipality, and will be a source of reference for many people, staff and departments. The Plan will require consistency in interpretation, for which the continued leadership of a municipal planner is necessary as well as the continuity of those associates with the task, both at the planning and project levels.

Updating the Waterfront Master Plan

The Waterfront Master Plan should be capable of responding to changing needs over time. Implemented in projects, each defined by the conditions of the current time, once completed, each project will influence subsequent projects (i.e., the completion of a short-term project will serve to inform the design planning of subsequent projects). It therefore requires periodic updating. Plan amendments should be made explicitly not implicitly, following formal amending procedures.

Plan Amendment

An amendment is made when a proposed project would contradict the Plan in some way, but seems otherwise to be desirable. The first method of updating is a “Plan Amendment” which is triggered if it is found that a project is desirable but does not comply with the Plan. The second method is a Formal Review, conducted at five year intervals, by which the Plan’s policy status is confirmed. This review will include a re-examination of the Plan strategies, and the incorporation of Plan Amendments made in the preceding period. A ‘working group’ including municipal planning and community services staff, should review and advise as to whether a proposed project is consistent with the Plan, and be responsible for requesting that Council decide whether amendment should be made.

PROJECT DESIGN CHECKLIST

Strategy 27

As designers (landscape architects, planners, engineers, etc.) of projects at the waterfront must respond to the following criteria and present evidence as to how they have been addressed at each major step of the design process.

During the design of new and renovated spaces, structures/amenity, the project team – users, administrators, managers, and designers – will have three areas of responsibility: the first towards particular project needs, the second towards communal needs, and the third towards outdoor space and circulation.

1. Site Use and Organization

Land use efficiency should be maximized.

Sites should be selected to assist the rationalization of movement and of utility infrastructure.

Built forms should be located on those parts of the site which are in the worst condition, rather than the best.

2. Responding to Waterfront Context

Open spaces and associated structures should be designed to enhance the larger compositions created by groups of facilities, amenity, and landscapes; these should also preserve and increase physical and visual connections to Kincardine's downtown and residential areas.

New uses should be considered as opportunities to 'repair' holes and discontinuities in the waterfront structure.

Spaces and associated infrastructure should be organized on the site to make new function and circulation routes compatible with those of adjacent uses and open spaces.

Open spaces and associated structures should reinforce the predominant development patterns that distinguish various parts of the waterfront.

3. Structure/Waterfront Open Space Relationships

Open spaces and associated structures (i.e., washroom, food, rentals, concession, etc) at the waterfront should establish a mutually supportive relationship in which spaces are animated and are connected to each other.

Uses and associated amenity should define open spaces as distinct spatial volumes with a strong sense of identity and place.

Uses and amenity should enhance the clarity, safety, and efficiency of waterfront access road, parking and pedestrian routes.

Existing high quality open spaces should be protected and enhanced.

New open spaces should form part of a continuous network.

Structures (i.e., washroom, food, rentals, concession, etc.) adjacent to open spaces and thoroughfares should be treated as fronts and should activate the waterfront environment.

All uses should relate directly to grade for ease of access and continued/increased accessibility.

4. Response to Kincardine Climate

Important to waterfront spaces, both outdoor and indoor (i.e., washroom, food, rental, concession, etc.), should benefit from the sun, yet also consider protection for excessive solar radiation.

Sun, rain and snow shelter should be provided in high use areas, and where frequently travelled pedestrian routes.

Boardwalk, walkway, and plaza gradients should be minimized and/or skid-resistant to reduce slipping when wet, icy and/or snow-covered.

5. Circulation

Waterfront open spaces and associated structures/amenity should be universally accessible.

6. Barrier Free Access

New open spaces, associated structures, and amenity improvements should be barrier free, including clear unobstructed direct paths for the visually and mobility impaired. Create logical, intuitive guides to major destinations in the waterfront.

7. Safety at the Waterfront

New projects and renovations should be designed to provide actual personal safety as well as impart a sense of comfort and well-being in waterfront users.

Personal safety is a broad-spectrum requirement that is basic to all aspects of the environment, including spatial clarity and legibility, signage and orientation, lighting and visibility, planting, paving materials, and winter walkability-mobility, as well as ramp gradients, traffic controls, and safety alert devices.

8. Long Life/Loose Fit

New spaces, structures, and amenity should be capable of being adapted to new uses and expansion as the needs and the priorities of the community change.

9. Expression

New landscapes, amenity and structures within the waterfront must reconcile many diverse and often contradictory issues in terms of their expression – the “messages” they give about their role in or the quality of the municipality.

Kincardine’s landscapes should express a sense of permanence, resiliency and respect, a sense of Kincardine’s traditional roots and its historical continuity, and a sense of its connectedness to these.

Further, Kincardine’s waterfront landscape and associated amenity should express the municipality’s commitment to serving the community, their guests, and its visitors, and its responsibility to treat leisure and recreational activity as a public resource. To express this, landscapes and amenity should be open, safe, accessible, welcoming, and familiar.

Finally, waterfront landscapes and amenity should express a sympathy with the climate, vegetation, and topography of lakeside Kincardine, and reflect the traditions that are apparent in the municipality today, taking inspiration from the original waterfront spaces and infrastructure and the best of predominant existing cultural and natural heritage.

10. Scale

The scale of spaces and amenity at the waterfront should relate to the scale and size of the human body, to make approaching and using of the space/amenity a comfortable experience.

The scale of elements and massing should correspond to the various distances from which it is viewed.

11. Materials, Finishes and Products at the Waterfront

Materials, finishes and products should reinforce the cohesion of related groups of uses, ie, beach front, access & parking, recreation zones, etc.

Materials, finishes and products should reflect the waterfront’s role as a landmark landscape for Kincardine.

12. Waterfront Landscape Quality

Landscape should be treated as critical to establishing visual cohesion throughout the waterfront.

Landscape design should receive the same level of attention and budget stability afforded to buildings and infrastructure, elsewhere in the municipality.

Landscapes, should be designed to communicate ‘messages’ about the goals and roles of the waterfront/community/municipality.

Landscapes should be designed to ensure personal safety.

13. Servicing

Service areas should be located and designed to efficiently support waterfront functions and operator requirements.

Service areas should in general be located away from public open spaces and thoroughfares.

Where service areas are integrated with pedestrian use, design treatments should reflect the pedestrian use.

14. Technical Performance

Projects should be subjected to life-cycle costing to determine the best fit between capital costs, operating costs and ongoing maintenance costs. Projects should be designed to reduce maintenance costs.

All design efforts should reduce energy and resource consumption and environmental impact.

15. Environmental Quality

Improvements and new use development should demonstrate high respect for the environment and should not compromise the existing natural features necessary in supporting resilience.

Amenity and structures should not be permitted to emit unacceptable noxious or otherwise unpleasant run-off, fumes/gases, etc., to the waterfront thoroughfares or open spaces.

Noise-generating activities should be located within facilities designed or strategically situated to protect other waterfront users from noise intrusion, where possible.

CAMPAIGN ESTABLISHMENT

Strategy 28

Campaigns should be established to raise awareness and funds for major waterfront infrastructure projects (i.e., walkways, landscape, roads, etc.).

The campaigns should identify independent projects with specific budgets to be financed by the municipality and municipal funding partners.

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SECTION FOUR

Demonstration Plans

Waterfront Demonstration Plans 108

Project Themes 110

Demonstration & Project Themes..... 120

This section presents three images of the waterfront, that could result from the implementation of the planning strategies described in Section Three: Planning Strategies.

Projects implementing the strategies will incrementally shape the physical form of the waterfront - these projects have been captured as 'themes' for the municipality and its partners to engage with. The demonstration plans provide a general impression of what that form could look like, in the mid- to long-range.

04



WATERFRONT DEMONSTRATION PLANS

This section presents three images of the waterfront, that could result from the implementation of the planning strategies described in Section Three: Strategies & Demonstrations.

Project implementing the planning strategies will incrementally shape the physical form of the waterfront over time. While they will guide intentional decision-making and projects in support of municipal and community values, the mature state of the waterfront is limitless (cannot be predicted). With variables in leadership, changing councils, funding, willingness for collective change, and unforeseen circumstances, and varied consultants and design preference/expression.

The demonstration plans provide a general impression of what that form could look like, in the mid- to long-range. While these demonstrations may assist in guiding projects at the waterfront, it is expected that each project engage a team of consultants with the appropriate expertise.

A complete listing of project themes can be found following the demonstrations plans.

Legend

-  Waterfront Focus Area
-  Parcels





PROJECT THEMES



1
Beach Access
Realignment



2
Dune
Supplementation



3
Transitional
Gardens



4
Road
Realignment &
Improvements



5
Station Beach
Entrance
Enhancements



6
Marina Parking
Reorganization



7
Vegetation
Buffer Expansion



8
Self-Directed
Disposition

Project Theme Details

Influenced by foundational work and the prescribed planning strategies, a series of project themes specific to the waterfront focus area was identified. These 17 'themes' provide a framework from which all future waterfront projects in the short-, mid-, and long-range can be determined.

Entries include rationale (i.e., the why), the project focus (i.e., what we are working towards), and considerations/action items (i.e., the how). Intentionally versatile, each theme will allow for the provision of projects, or project phasing, as fiscal and operational realities allow.

1. Beach Access Realignment

Aimed at promoting dune health, reducing maintenance related to sand deposition, and enhancing visitor safety, this project will focus on defining an official set of beach access points, the re-naturalization of the others, and implementing measures to prevent unofficial access into the future.

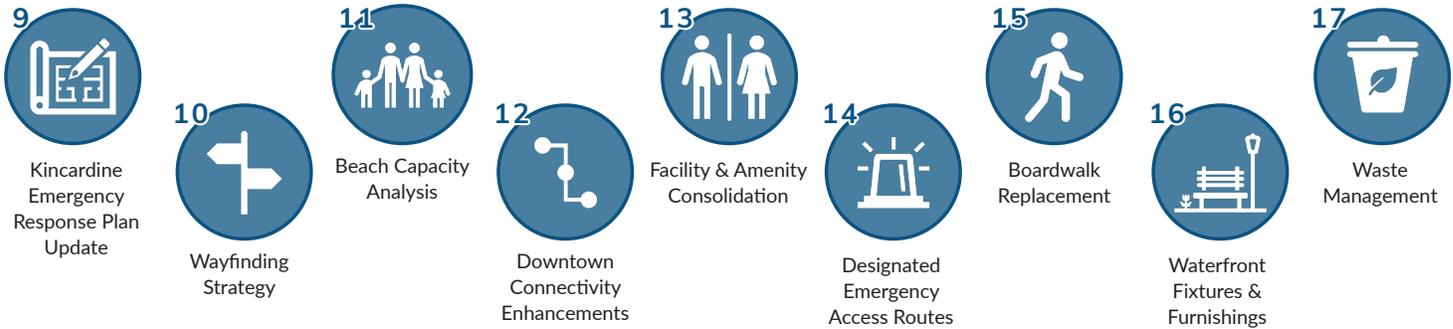
Considerations may include, but are not limited to:

- Acknowledging comfortable walking distance from staging area(s) and nearby points of interest (i.e., downtown) when determining placement/spacing.
- Aligning access routes with adjacent pedestrian circulation routes (i.e., boardwalks, pathways, etc.) to provide a seamless transition and prevent short-cuts.
- Designing the physical form of access routes to mitigate sand migration (i.e., such as adding 's' bends, as recommended in the Kincardine Management Plan published by the LHCC).
- Situating beach access routes to provide access to safe spaces (e.g., away from rip currents and areas prone to harsh conditions).



WORTH NOTING

A suggested project listing, containing more information on proposed projects, phasing, and budget estimates can be found in Appendix G - Suggested Project Listing, in the Appendices Section.



2. Dune Supplementation

Aimed at promoting dune health and reducing maintenance related to sand deposition, this project will focus on the continued establishment, supplementation and protection of dune ecosystems on either side of the pier.

Considerations may include, but are not limited to:

- Allowing the existing dune footprint to grow, through the removal or relocation of impeding infrastructure (i.e., the boardwalk).
- Supporting dune health through supplementary planting of native species, installing seasonal sand fencing, implementing low fences and signage to inhibit trampling, etc.
- Reestablishing dune systems to the north of the pier.
- Collaborating with the LHCC to develop a plan to support continued dune health.

3. Transitional Gardens

Aimed at promoting dune health, fostering community pride, and preventing assumed responsibility of garden maintenance, this project will focus on facilitating a gradual transition away from 'horticulture' gardens, and towards naturalized, low maintenance plantings. As the current community garden keepers and enthusiasts step away, the next generation will be empowered to continue their legacy, while also supporting shoreline health and resiliency.

Considerations may include, but are not limited to:

- Collaborating with the LHCC to develop a plan to support continued dune health.
- Identifying suitable species and planting recommendations for use by municipality, community groups, and neighbouring residents.
- As current community garden keepers and enthusiasts step away, seek new opportunities to engage the next generation in community 'planting' events and initiatives.

4. Road Realignment & Improvements

Aimed at enhancing visitor safety and the enhancing visitor experience, this project will focus on the realignment of Station Beach Road to improve vehicular circulation, limit pedestrian crossings, and creating a welcoming point of entry to the waterfront. Using the existing access from Huron Terrace, road realignment could allow more space for consolidated amenities and natural processes (i.e., dune establishment) and encourage visitors to seek underutilized parking spaces to the south.

Considerations may include, but are not limited to:

- Moving Station Beach Road eastward, to consolidate programmable space on west 'beach side'.
- Investigating and assess the need for a retaining wall adjacent to Huron Terrace and seek opportunities to consolidate construction works.
- Incorporating roundabouts (or other circulation interventions) to enhance safety and mitigate 'traffic jams'.
- Ensuring road infrastructure is built to accommodate vehicles, boat trailers, emergency vehicles, and active transportation users, among others.
- Ensuring utility infrastructure (i.e., water, electrical, etc.) required for other facilities is addressed during road realignment.

5. Station Beach Entrance Enhancements

Aimed at enhancing the visitor experience, better serving existing user groups, and fostering community pride, this project will focus on creating a welcoming point of entry to the waterfront, through Station Beach. Through facility relocation, volleyball users will benefit from an intentionally situated site with access to adequate parking, supporting amenities, and reduced conflict (i.e., access will not compete with marina users, boat launch, and beach goers). Furthermore, a more welcoming point of entry, complete with flexible programmable space can be established in its absence.

Considerations may include, but are not limited to:

- Identifying more suitable locations at the waterfront (or elsewhere in the municipality) to accept the volleyball courts.
- Consulting community and local volleyball group(s) to better understand what facilities, supporting amenities, and space will be required.
- Identifying where users are coming from, usage, frequency and types of events, and projected future use, to plan for a facility that will accommodate the volleyball community for years to come.

6. Marina Parking Reorganization

Aimed at alleviating tension surrounding the crowded parking environment, and enhancing visitor safety, this project will focus on the reorganization of parking stalls and thoroughfares adjacent to the marina and boat launch.

Considerations may include, but are not limited to:

- Maximizing parking spaces in the allotted area.
- Providing unencumbered access to boat launch, with adequate space for loading/unloading.
- Identifying the amount and scale of parking required in this area (i.e., extended stalls for trailer parking).
- Coordinating with marina team to understand regular usage, usage during peak times and during events (i.e., fishing competitions) and seasonal storage expectations.

7. Vegetation Buffer Expansion

Aimed at stabilizing adjacent slopes, protecting neighbouring properties, and maintaining positive relationships with neighbouring landowners, this project will focus on supplementing the existing vegetation buffer that delineates the eastern limit of the waterfront.

Considerations may include, but are not limited to:

- Removing invasive species and potentially problematic vegetation.
- Collaborating with the SVCA to develop a plan to support slope stabilization.
- Supporting adjacent dune health and vegetation succession through supplementary planting of native species.
- Seeking species that will provide appropriate levels of protection against physical conditions, undesired sight lines, and excessive noise, in alignment with CPTED principles.
- Identifying suitable species and planting recommendations for use by municipality, community groups, and neighbouring residents.

8. Self-Directed Disposition

Aimed at increasing preparedness for future flooding and enhancing visitor and neighbouring resident safety, this project will focus on the long-term acquisition of lands on and adjacent to the waterfront. As properties are voluntarily put up for sale, the municipality should consider purchasing those within natural hazardous areas (i.e., flooding, erosion, dynamic beach hazard, or unstable slope areas), to increase influence over waterfront planning efforts, control ingress/egress to the area, establish and strengthen the waterfront 'buffer', and reduce risk of natural hazardous areas.

Considerations may include, but are not limited to:

- Continuing to monitor natural hazardous areas (i.e., flooding, erosion, dynamic beach hazard, or unstable slopes) to understand which areas are at heightened risk.
- Ensuring the process is 'property-owner' driven, where property owners are empowered to take the opportunity to avoid the personal and property risks that currently exist.
- Collaborating with the SVCA to ensure continued compliance with legislation (i.e., the Planning Act).

9. Kincardine Emergency Response Plan Update

Aimed at maintaining continued compliance with legislation and enhancing visitor and resident safety, this project will focus on updating existing municipal emergency planning documents to include waterfront hazards (i.e., flooding, erosion, dynamic beach hazard, and unstable slope areas), as necessary.

Considerations may include, but are not limited to:

- Collaborating with the SVCA to ensure continued compliance with legislation (i.e., the Planning Act).
- Continuing to monitor natural hazard areas throughout the waterfront, to ensure understanding of risks.
- Looking to other Ontario waterfront communities who have developed plans to address similar hazards (i.e., the Municipality of Clarington Emergency Plan: Annex W - Clarington Response Plan).

10. Wayfinding Strategy

Aimed at enhancing the visitor experience, enhancing visitor safety, and creating a desirable waterfront aesthetic, this project will focus on developing a wayfinding and signage strategy specific to the waterfront. Unique to the waterfront, the strategy should extend beyond general wayfinding signage to address specific needs of the waterfront

Considerations may include, but are not limited to:

- Identifying each user group that may rely on signage (e.g., vehicular traffic, cyclists, pedestrians, watercraft, emergency response teams, etc.).
- Identifying signage needs specific to the waterfront (e.g., beach access point identification, rip current and swimming safety, regulatory information, emergency information, temporary signage to promote vegetation regeneration, etc.).
- Coordinating with other municipally-recognized signage strategies (i.e., RTO7 Wayfinding Signage Standards and Specifications) to avoid sign conflict and clutter.
- Ensuring the removal of existing signage is captured in planning efforts.

11. Beach Capacity Analysis

Aimed at ensuring appropriate resource distribution amongst waterfront areas and facilities, this project will focus on quantifying usage of the main attraction: the beach. Recognizing the beach is a unique and invaluable asset to the municipality, conducting a beach capacity analysis will help to guide programming, provision of parking spaces, facility development and more. Furthermore, this analysis will ensure facilities supporting beach use are balanced, affording a cost effective operation for the municipality and positive experience for the user.

Considerations may include, but are not limited to:

- Quantifying how many visitors are drawn to the beach itself.
- Understanding how visitors travel to the beach (i.e., by car, by bus, in groups, alone, etc.).
- Identifying standard usage versus peak usage times.
- Calculating visitor towel space (i.e., how much space each visitor requires).

12. Downtown Connectivity Enhancements

Aimed at contributing to the economic development of the downtown core and diversifying access to the beach, this project will focus on improving circulation between the waterfront and the downtown core. Oriented towards active transportation, improvements could lead to less 'traffic jams' at the waterfront, and encourage more visitors to seek nearby local businesses, shops and eateries.

Considerations may include, but are not limited to:

- Implementing safer and more desirable active transportation routes between the waterfront and downtown core (i.e., improved pedestrian crossings, designated bike lanes, etc.).
- Promoting walking and cycling between the areas (i.e., placing pedestrian-oriented information kiosks with comfortable walking distances and active transportation routes identified).
- Placing fixtures, furnishings, and signage that is scale appropriately, not exclusive to vehicular traffic.
- Encouraging active transportation through placement of supporting infrastructure (e.g., bike racks in convenient and highly visible areas, bike repair stations, benches and rest stops along walking routes, etc.).

13. Facility & Amenity Consolidation

Aimed at more efficient space use, reducing costs and maintenance, and developing intentional spaces to support visitors, this collection of projects will focus on consolidating facilities and amenities. As existing infrastructure (i.e., buildings, pavilions, band shelters, sports courts, etc.) reaches the end of its lifespan, plans should be made to develop facilities that host compatible programming, support 'multi-use' and offer flexibility, that are strategically located throughout the waterfront. Opportunities for facility consolidation may include, but are not limited to:

- Station Beach Plaza & Reunion Park; situated west of the entrance to Station Beach Road, this space could provide a formalized entrance to the waterfront. Complete with a large, flexible events lawn, space for vendors (i.e., snack shack, equipment rentals), washrooms/changerooms, and positioned to take advantage of key sight lines (i.e., views of the beach, marina, pier, etc.), this space would act as both an attraction, and staging area for the rest of the waterfront.
- Dunsmoor Park Event & Performance Space; situated to the north of the pier, this space could offer a stage (or band shell) and events lawn to support community events and performances. Flexible seating, spaced for pop-up vendors, and temporary controlled access may be considered.
- Macpherson Recreation & Sport Courts; building upon the existing recreation facilities to the north of the pier (i.e., tennis courts, horseshoe pits, lawn bowling lanes, playground, etc.), this space could be reconfigured to cater to additional or alternative sports and play structures. This space could also be considered for the relocation of the beach volleyball courts.

Considerations may include, but are not limited to:

- Selecting 'temporary' or 'flexible' infrastructure (i.e., shipping container market, that can be moved over time to accommodate gradual retreat as lake levels rise.
- Collaborating with the SVCA and LHCC to understand the future of the waterfront (i.e., future lake levels) to ensure permanent infrastructure built responsibly, ethically, and legally.
- Conducting a recreation needs assessment, to determine which sports should take priority at the waterfront, and which can be accommodated elsewhere.

14. Designated Emergency Access Routes

Aimed at enhancing visitor safety at the waterfront, this project will focus on designating emergency access routes to the waterfront to ensure emergency response teams have appropriate access in case of emergency.

Considerations may include, but are not limited to:

- Collaborating with local emergency response teams to understand their needs and challenges.
- Using permeable pavers, ground 'grids', or other interventions to allow emergency vehicles to access softscaped or sandy areas.
- Identifying emergency access routes with appropriate signage.

15. Boardwalk Replacement

Aimed at enhancing visitor safety, and reducing municipal liability, costs, and maintenance, this project focuses on addressing the rapidly declining condition of the existing boardwalk. A beloved feature of the waterfront, the boardwalk should be replaced on either side of the pier.

Considerations may include, but are not limited to:

- Exploring materiality options, to ensure the new boardwalk is durable, long-lasting, and suitable for the waterfront and its users (i.e., aesthetically pleasing, does not pose hazards to children or the elderly, accessible, etc.).
- Planning for routine maintenance and repairs ahead of time, to prevent the need for premature replacement.
- Moving the boardwalk eastward, to allow the adjacent dune system to grow.

16. Waterfront Fixtures & Furnishings

Aimed at enhancing the aesthetic of waterfront, reducing costs and required maintenance, and encouraging community pride, this project will focus on preparing a 'style' guide specific to the waterfront. This guide will inform purchasing of all fixtures and furnishings (i.e., lighting, seating, waste receptacles, planters, pageantry, etc.) moving forward, as existing fixtures reach the end of their lifespan.

Considerations may include, but are not limited to:

- Exploring fixtures and furnishings that complement one another, and the natural environment.
- Seeking opportunities to complement other major development projects in Kincardine (i.e., downtown revitalization/big dig, etc.).
- Ensuring the removal of existing fixtures and furnishings is captured in planning efforts.

17. Waste Management

Aimed at reducing costs and required maintenance, and encouraging community pride, this project will focus on the placement of new waste management infrastructure (i.e., waste receptacles), throughout the waterfront.

Considerations may include, but are not limited to:

- Exploring 'deep-waste' receptacles (e.g., Moloks, or similar products).
- Acknowledging comfortable walking distance from staging area(s) and nearby points of interest (i.e., downtown) when determining placement/spacing.

DEMONSTRATION & PROJECT THEMES

DEMONSTRATION 1: STATUS QUO

This scheme is very close to what is found at the waterfront today, with a focus on maintaining, and improving, existing circulation, programming, and dune ecosystems, and consolidating facilities as they reach the end of their lifespan.

Highlights:

- Utilizes existing road alignment.
- Reclaims 'reunion park greenspace'.
- Consolidates amenities and facilities into flexible 'guest service plaza'.
- This demonstration yields approx. 125 parking spaces
- Widely applicable project themes:



Legend

- | | |
|--|---------------------------------|
| 1 Existing Washroom Facility | 11 Event Lawn |
| 2 Supplemented Tree Planting Along Existing Road | 12 Official Pedestrian Crossing |
| 3 Maintain Existing Parking | 13 Road Realignment |
| 4 Maintain Dune Gardens | 14 New Retaining Wall |
| 5 Maintain Boardwalk | 15 Dune Restoration |
| 6 Roundabout | 16 Existing Courts |
| 7 Shipping Container Market Vendors and Plaza | 17 New Playground |
| 8 Native Garden Bed | 18 Existing Parking |
| 9 Curved Beach Access Paths | 19 Existing Washroom Facility |
| 10 Marina Parking | 20 Bandshell Performance Stage |

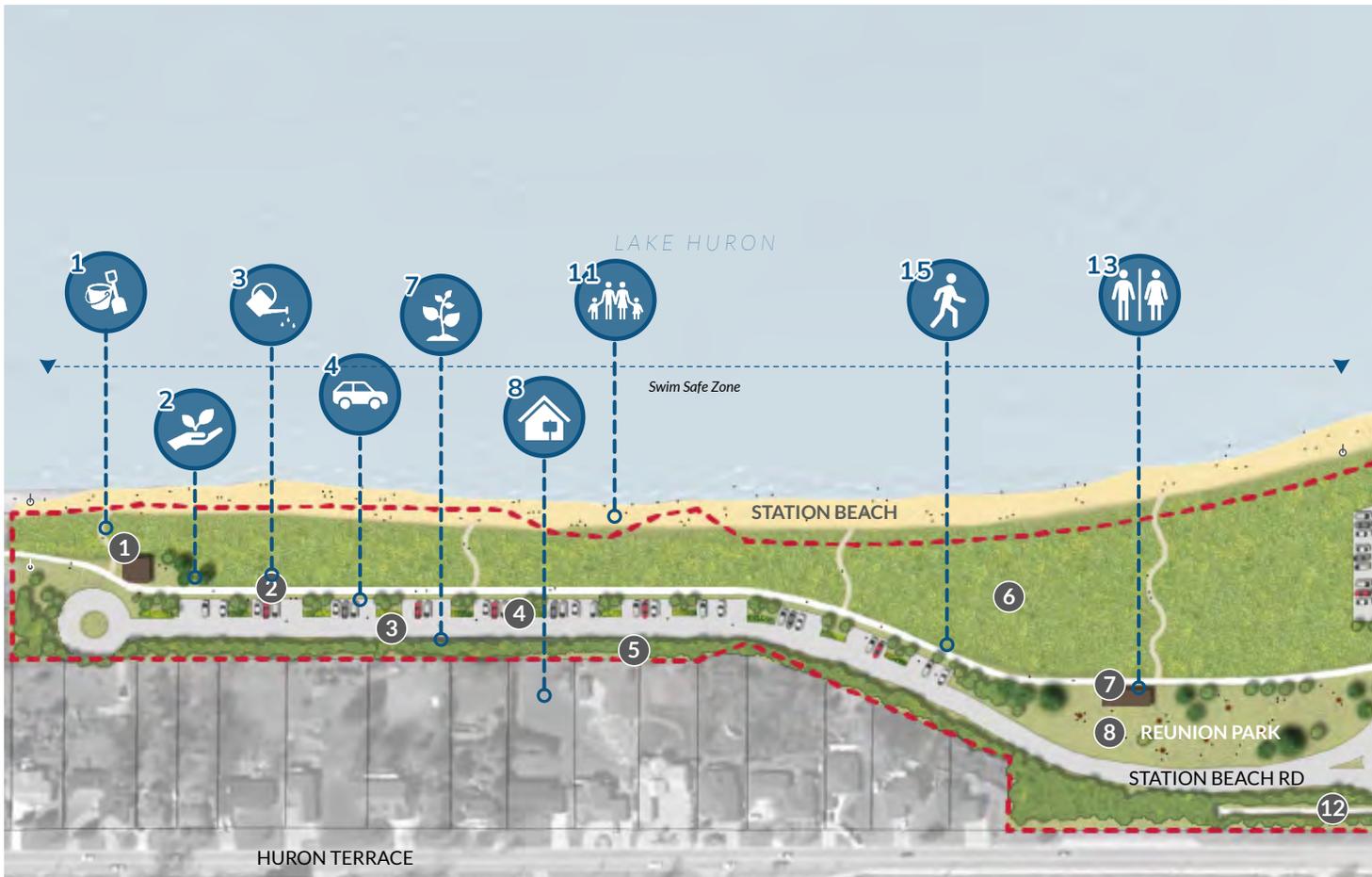


DEMONSTRATION 2: ENVIRONMENTAL

A drastic change to current conditions at the waterfront, this scheme positions the natural environment at the forefront and focuses on promoting dune establishment and providing ample room for successive vegetation growth.

Highlights:

- Maximizes dune space.
- Positions facilities and road infrastructure inland, further from waterfront conditions.
- This demonstration yields approx. 119 parking spaces
- Widely applicable project themes:



Legend

- ① Existing Washroom Facility
- ② Shift Boardwalk Back
- ③ Road Realignment
- ④ New Parking Arrangement
- ⑤ Supplemented Tree Planting
- ⑥ Dune & Succession Zone
- ⑦ Washroom Facility
- ⑧ Lawn Event Space
- ⑨ Parking & Boat Launch
- ⑩ Official Pedestrian Crossing
- ⑪ Roundabout
- ⑫ New Retaining Wall
- ⑬ Curved Beach Access Paths
- ⑭ Existing Tennis Courts
- ⑮ Beach Volleyball Courts
- ⑯ New Parking Arrangement
- ⑰ Existing Washroom Facility
- ⑱ New Pathway



DEMONSTRATION 3: HYBRID

A balance between the two, this scheme will see significant changes throughout the waterfront to improve the visitor experience and safety, circulation, environmental quality, and overall character of the waterfront.

Highlights:

- Positions facilities and road infrastructure inland, further from waterfront conditions.
- Reclaims 'reunion park greenspace'.
- Consolidates amenities and facilities into flexible 'guest service plaza'.
- This demonstration yields approx. 129 parking spaces
- Widely applicable project themes:

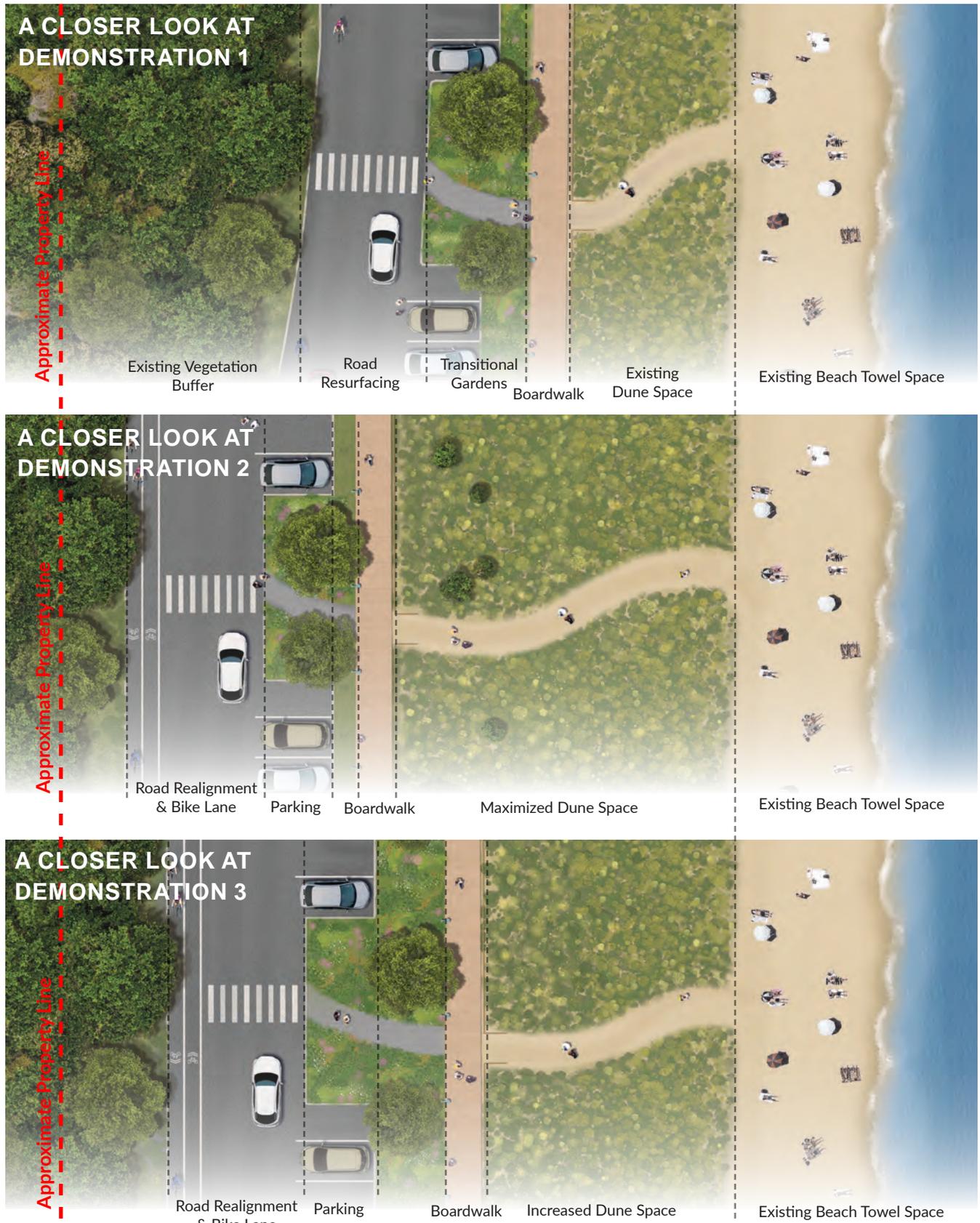


Legend

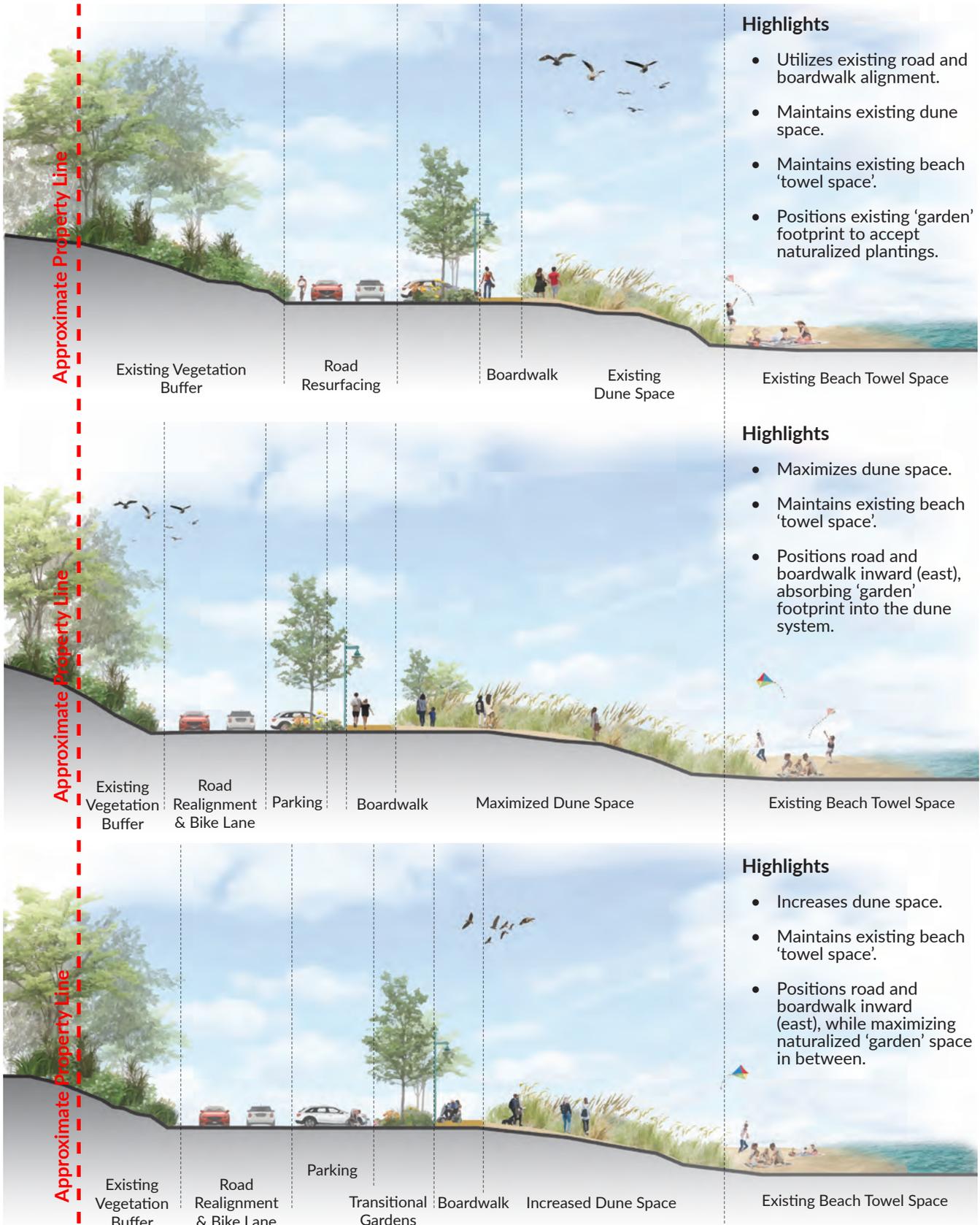
- | | |
|---|---|
| ① Realign Boardwalk | ⑫ New Retaining Wall |
| ② Existing Washroom Facility | ⑬ Marina Parking & Boat Launch |
| ③ Road Realignment | ⑭ Dune Restoration |
| ④ Transitional Gardens | ⑮ Open Park Space |
| ⑤ New Parking Arrangement | ⑯ Existing Tennis Courts |
| ⑥ Dune Restoration | ⑰ New Playground |
| ⑦ Roundabout | ⑱ Beach Volleyball Courts |
| ⑧ Supplemented Tree Planting | ⑲ Existing Parking |
| ⑨ Shipping Container Market Vendors and Plaza | ⑳ Existing Washroom Facility |
| ⑩ Official Pedestrian Crossing | ㉑ Open Lawn & Bandshell Performance Stage |
| ⑪ Event Lawn | |



Demonstration Plans



Demonstration Plans



Highlights

- Utilizes existing road and boardwalk alignment.
- Maintains existing dune space.
- Maintains existing beach 'towel space'.
- Positions existing 'garden' footprint to accept naturalized plantings.

Highlights

- Maximizes dune space.
- Maintains existing beach 'towel space'.
- Positions road and boardwalk inward (east), absorbing 'garden' footprint into the dune system.

Highlights

- Increases dune space.
- Maintains existing beach 'towel space'.
- Positions road and boardwalk inward (east), while maximizing naturalized 'garden' space in between.

SECTION FOUR
Demonstration Plans



A STROLL DOWN A NEW BOARDWALK





A WARMER WELCOME TO STATION BEACH

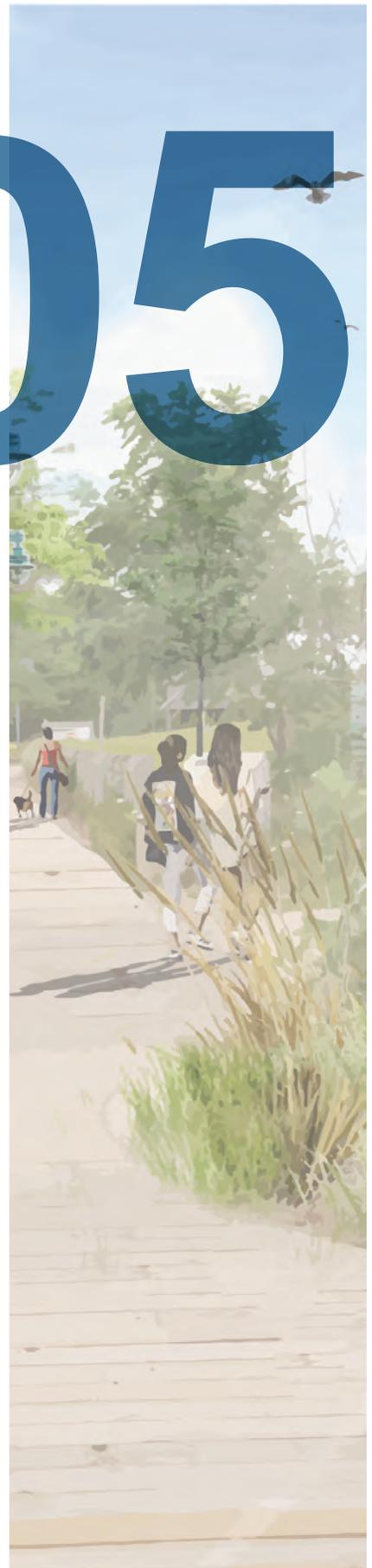


ACCESSING AMENITIES & FACILITIES ON ROUTE TO THE BEACH

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SECTION FIVE
Appendices

05



APPENDIX A: COMMUNITY POP UP DAY

Community Pop-up Day
Panels - August 25th, 2022

KINCARDINE WATERFRONT MASTER PLAN

Welcome!

Welcome to the first community engagement session! We're happy you're here. Please check out our panels, chat with the team and share your feedback with us. The QR code below links to more info and access to a quick survey.

Waterfront Master Plan Study Area, 1.5km of Kincardine Waterfront encompassing five key areas...

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Prepared by plural on behalf of the Municipality of Kincardine

KINCARDINE WATERFRONT MASTER PLAN

Biophysical Features and Ecology



The Municipality of Kincardine is situated on over 30km of Lake Huron shoreline. The Kincardine Waterfront Master Plan will focus on the designated study area encompassing 1.5km of beachfront. Composed of both built and natural features, and bisected by the Penetangore River, the area is host to a diverse collection of flora and fauna.

The Dynamic Nature of Beaches

Beaches are complex environments that are subject to constant change. In fact, there are three sets of natural hazard categories:

- Flooding
- Erosion
- Dynamic Beach Hazards

There are also numerous technical requirements for development on the Great Lakes, which are set by the province, that municipalities such as Kincardine, must be consistent with.

It is important to assess the site-specific natural hazards that are occurring along the Lake Huron shoreline, as these hazards can set physical parameters and ultimately effect the future development recommendations for waterfront use.










Sand Dunes

According to the Lake Huron Coastal Centre, only 2-3 percent of Lake Huron's shoreline is sand beach and dunes. Furthermore, a mature dune is valued at \$3000 per linear metre for its services of shore protection, water filtration, and sand drifting prevention. The sand dunes located along the Kincardine Waterfront, which offer far more than informal beach access to visitors, are an invaluable asset that will require careful consideration in master planning efforts.



Did You Know?

While the municipality recognizes 16 maintained beach access points, a recent inventory shows there are more than 60 additional user assumed access points – many of which encroach on sand dune ecosystems.



Is protecting sensitive shoreline ecosystems and building shoreline resiliency important to you?

Prepared by pl.ural on behalf of the Municipality of Kincardine

Please share your thoughts and answers with us. Find a pl.ural team member to take the survey, or scan this QR code and complete it online!






KINCARDINE WATERFRONT MASTER PLAN

Human Use and Behaviours



Kincardine is home to more than 11000 full-time residents and more than 20000 when you consider seasonal residents. Additionally, an estimated 105000 tourists visit the municipality each year. The Kincardine Waterfront draws residents and visitors alike, for its picturesque beaches, community events, recreation opportunities, and more.

Multi-Season Use

With an influx of seasonal residents and visitors, the municipality could benefit from increased use outside of the summer months. Identifying what deters visitors from winter visits, addressing seasonal safety concerns, and exploring infrastructure that could support multi-season use will be considered throughout master planning discussions.



Programming

The Kincardine Waterfront is host to a diverse user group, who utilise the space in many ways. Existing infrastructure currently supports

	Boating		Cycling
	Jogging		Relaxing
	Swimming		Surfing
	Walking		Volleyball
	Horse Shows		Gardening
	Picnicking		Paddle Sports
	Special Events		Lawn Bowling

Understanding community demographics, current use of the space, and identifying new opportunities for use, will help to guide master planning efforts.

Did You Know?

Kincardine is host to more than 17 annual events, many of which happen at the waterfront.



Is designating emergency access points and improving beach safety important to you?

Is improving/adding accessible design features important to you?

Please share your thoughts and answers with us. Find a plural team member to take the survey, or scan this QR code and complete it online!

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KINCARDINE WATERFRONT MASTER PLAN

Beach Development Over Time



From the incorporation of the Town of Kincardine in 1858, to the amalgamation of the Municipality of Kincardine in 1999, to present day, the Kincardine Waterfront has experienced its share of development throughout the years. Infrastructure projects ranging in scale and purpose, from the beachfront boardwalk to the vibrant blue beach chairs, have transformed the waterfront into a quintessential Ontario summer destination.

Aging Infrastructure

Built forms have a lifespan and the Kincardine Waterfront is beginning to see certain facilities and amenities ready for repair or replacement. Since their conception, standards for many of these assets have evolved to be safer, more inclusive, longer lasting, and in many cases less labour intensive in regard to upkeep. Completing a waterfront master plan at this time will ensure municipal funding is used effectively, development pressures handled accordingly, and that the waterfront continues to grow in a productive and meaningful way.



Facilities

Residents and visitors of the Kincardine Waterfront currently have access to:

-  Beach Volleyball Courts
-  Marina and Boat Launch
-  Benches
-  Parking
-  Boardwalks
-  Picnic Tables
-  Community Garden
-  Play Structures
-  Hiking Trails
-  Sand Beaches
-  Horseshoe Pits
-  Snack Bar
-  Lawn Bowling Lanes
-  Washrooms

Compiling a comprehensive inventory of existing assets, current conditions, and anticipated lifespans will provide insight to guide infrastructure related master planning directives. Master planning work will also aim to identify where gaps exist and how the waterfront can be better serviced.

Did You Know?

Located along Lake Huron, Station Beach is a hot spot for surfing the great lakes and named as one of Canada's Top 9 Destinations for surfing.



Is improving active transportation circulation, safety, and infrastructure important to you?

Is improving/adding recreation facilities/sports courts important to you?

Is improving/adding washroom/changeroom facilities important to you?

Is improving traffic flow and parking important to you?

Please share your thoughts and answers with us. Find a plural team member to take the survey, or scan this QR code and complete it online!



KINCARDINE WATERFRONT MASTER PLAN

History and Legacy



The Municipality of Kincardine proudly acknowledges that its history is a living, breathing part of the community. Celebrating its strong Scottish heritage at the annual Kincardine Scottish Festival and Highland Games, Kincardine welcomes visitors from across North America. Historical charm can also be found throughout local landmarks, notably the Kincardine Lighthouse, built in 1880 at the Kincardine Waterfront.



Living Legacy

History is a key component to community pride and can have a large role in fostering a strong sense of place, an important characteristic of any destination community. The Kincardine Waterfront currently contributes to the Kincardine legacy through historic architecture, displays of tartan, plaques, and historical interpretive panels.

Understanding the rich history of Kincardine and the people who reside here will inspire informed design decisions. On a large scale, crucial viewsheds of key landmarks may need to be preserved. More subtly, paving finishes and boardwalk furnishings could be prime opportunities to incorporate textures, colours, or other visual cues that nod to Kincardine's past. History, legacy, and progress will all be considerations made to help form the vision that guides the master plan.



Did You Know?

The Kincardine Lighthouse, built in 1880, is the only 'downtown' lighthouse on the Bruce Coast.



Is establishing a welcoming point of entry important to you?

Is investing in attractive and consistent furnishings and fixtures important to you?

Please share your thoughts and answers with us. Find a plural team member to take the survey, or scan this QR code and complete it online!

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 THE MUNICIPALITY OF
KINCARDINE

KINCARDINE WATERFRONT MASTER PLAN

Our Process



Our approach is simple, yet effective:

1. Collect and Analyze
2. Educate and Engage
3. Design and Plan
4. Share and Revise
5. Finalize

This process will allow our team to produce a fiscally responsible Waterfront Master Plan document, that is tailored to best fit your community.

PHASE ONE: Background and Information

The ultimate outcome for this phase is a current conditions "snap shot", in a report format, of the biophysical, circulatory, and social conditions of the Kincardine Waterfront. It will also include the current, and anticipate the future, limitations, and challenges, facing the municipality, in terms of waterfront development pressures.



PHASE FOUR: Implementation and Budget

Implementation planning addresses plan management and its component project delivery. Our goal is to ensure the needs of the waterfront and the local community are met, and that the master plan remains an effective tool for preservation, development, and improvement. This phase will address administrative structure, approval procedures, continuity of responsibility, and means for updating to ensure success.



PHASE TWO: Community Communication, Messaging & Engagement

This phase will aim to provide information and actively engage the community. This phase will aim to provide information and actively engage the community, contributing to a comprehensive understanding of the users of the area and their needs, now and into the future.



PHASE FIVE: Report Consolidation

This phase is dedicated to pulling everything together and delivering a complete Waterfront Master Plan to your community – time to celebrate!



PHASE THREE: Kincardine Waterfront Master Plan

A master plan is a tool for directing the physical change that will continue to occur along Kincardine's Waterfront. Responding to the continually evolving collection of uses, the Waterfront Master Plan will ensure waterfront priorities are given appropriate attention and physical expression. The preparation of strategies and demonstration through illustration will occur throughout this phase.



Do you have any questions?
Is there anything you would like to share?

Please share your thoughts and answers with us. Find a plural team member to take the survey, or scan this QR code and complete it online!





Community Pop-up Day
Post Card - August 25th,
2022



KINCARDINE WATERFRONT MASTER PLAN

We want to hear from you!

Scan the QR code to fill out a survey!



#myKincardine www.kincardine.ca/Waterfront-Master-Plan



We're collaborating with Kincardine to create a Waterfront Master Plan. We're looking to the future at what's enjoyable and safe for residents and visitors alike. We'd like to hear from you!

Sincerely,
The **pl.ural** Team



Kincardine Waterfront Master Plan

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APPENDIX B: PUBLIC ENGAGEMENT SURVEY

Print Survey

KINCARDINE WATERFRONT MASTER PLAN SURVEY

The Municipality of Kincardine is completing a Waterfront Master Plan to create a vision and framework to provide direction for the future of Kincardine's waterfront parks and beaches.

YOU are an important part of the process as we gather feedback from the Kincardine Community. Please take this opportunity to share your voice.

The survey should take approximately 10 minutes to complete with a total of 16 short questions. An online version of this survey will be open until August 31st. Thank you for your time and valuable input!

Q1 - How did you learn about the Kincardine Waterfront Master Plan? (Check one)

- Community Engagement at the Beach (Aug 25th)
- Social Media
- Municipality of Kincardine Website
- Word of Mouth
- News Article
- Other:

Q2 - Are you a resident or visitor of Kincardine? (Check one)

- Permanent Resident
- Seasonal Resident (Second homeowner, trailer camper, cottage renter)
- Neighbouring Community Visitor
- Seasonal Visitor (out of town)

Q3 - How often do you frequent the waterfront? (Check one)

- Daily
- Weekly
- Monthly
- Seasonally
- Inconsistently
- Rarely/Never

Q4 - Who do you visit the waterfront with? (Check all that apply)

- A friend
- A group of friends
- Family
- Young kids
- Community group or gathering
- By myself
- Other:

Q5 - What areas of the waterfront do you visit? (Check all that apply)

- Dunsmoor Park
- Macpherson Park
- Reunion Park
- Kincardine Marina
- Station Beach
- Kincardine Beach
- Rotary Sand n' Slide Playground
- Not sure
- Other:

Q6 - What area of the waterfront do you visit most? (Check one)

- Dunsmoor Park
- Macpherson Park
- Reunion Park
- Kincardine Marina
- Station Beach
- Kincardine Beach
- Rotary Sand n' Slide Playground
- Not sure
- Other:

Q7 - What are your favourite things to do at the waterfront? (Check all that apply)

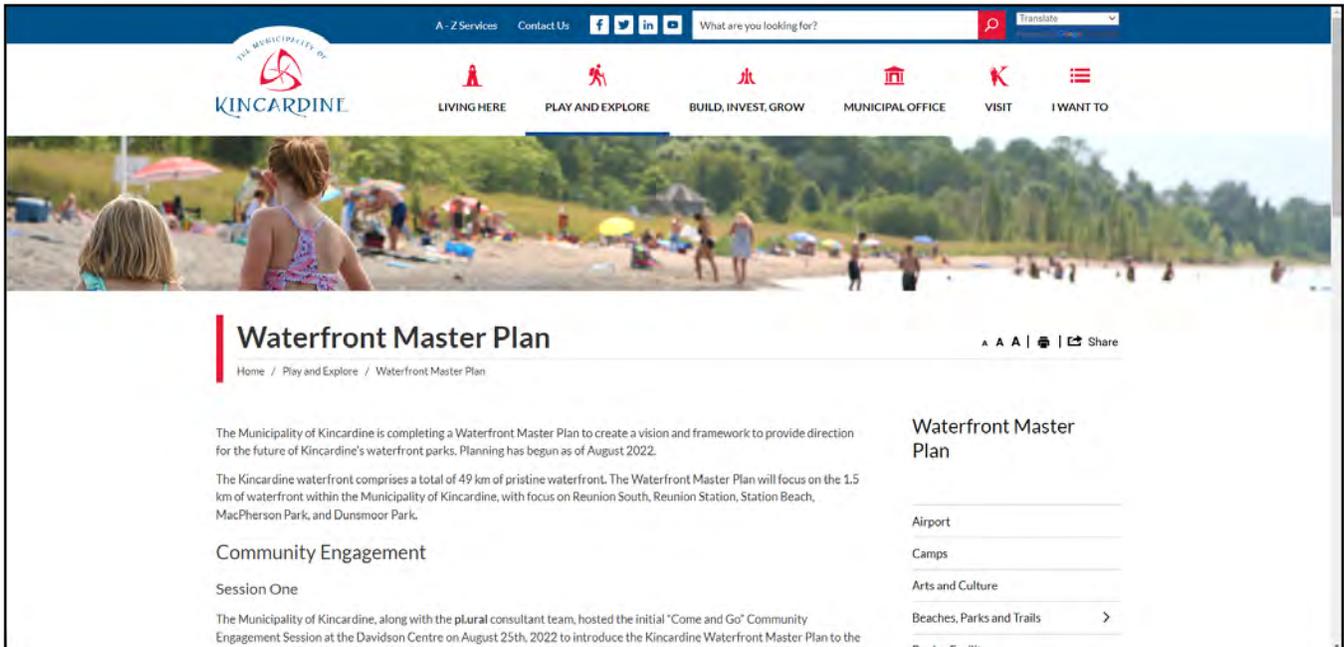
- Swimming
- Surfing
- Picnic/grab food
- People watch
- Relaxing (on the beach)
- Walking
- Jogging
- Cycling
- Tennis
- Horseshoes
- Lawn bowling
- Gardening
- Volleyball
- Boating
- Attend events
- Other:

Flip over for page 2 →

APPENDIX C: ENGAGEMENT INITIATIVES

Social Media Posts





APPENDIX D: COMMUNITY WORKSHOP

Community Workshop
Presentation - November
2nd, 2022



LAND ACKNOWLEDGMENT

We would like to begin by acknowledging that we are meeting on the traditional lands and treaty territory of the Saugeen Ojibway Nation, which includes the Chippewas of Nawash Unceded First Nation and the Chippewas of Saugeen First Nation whose ancestors were the first to inhabit, care for and live on this land.

We are dedicated to learning and acknowledging Indigenous history and culture and are committed to actions that move us towards a journey of truth, healing and reconciliation with the Saugeen Ojibway Nation, the Métis Nation of Ontario and the Historic Saugeen Métis.



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Kincardine Waterfront Master Plan

AGENDA

- Introductions
- About Us
- Project Overview
- Scope Review
- What We Have Heard
- What It Means
- Activities & Group Work
- Closing Remarks

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Kincardine Waterfront Master Plan

INTRODUCTIONS

pl.ural | Sean Kelly, Stasia Stempski, Jacklyn Short, Tatijana Vukovic,
Jiaqi Yi, & Kelsey Moore
Lead Consultant; Design Planners & Landscape Architects

Aqua Solutions | Judy Sullivan
5 Inc. | Sub-Consultant; Engineer Specializing in Lake and River Environment
Systems

Municipality of | Jayne Jagelewski
Kincardine | Director of Community Services

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Kincardine Waterfront Master Plan

ABOUT US

pl.ural is a professional landscape architecture, planning and design firm. It has been offering a unique mix of interdisciplinary services for over 20 years specifically to rural communities, destination environments, conservation areas, and residential developments. We offer our services to regions and municipalities, BIA's, community stakeholders, service/focus groups, governments/agencies, developers and allied consultants.



Dunville Waterfront



Ipperwash Community Beach Master Plan

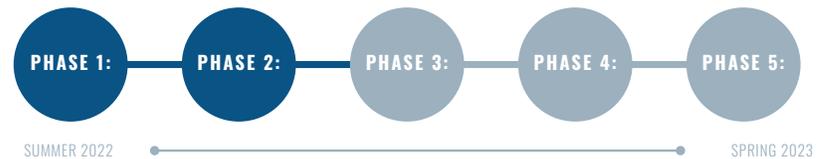


Grand River Access Points Standards Manual

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Kincardine Waterfront Master Plan

PROJECT OVERVIEW



Background & Information

Creating a current conditions "snap-shot", in a report format, of the biophysical, circulatory, and social conditions of the waterfront.

Community Engagement

Reaching out to the local community, to ensure a comprehensive understanding of the users of the area and their needs, now and into the future.

Preparing the Plan

Preparing a series of strategies which will guide supportive design and placement of amenity, landscape, and infrastructure for the waterfront.

Implementation & Budget

Addressing plan management and project delivery, to ensure the plan remains an effective basis for preservation, development and improvement.

Report Consolidation

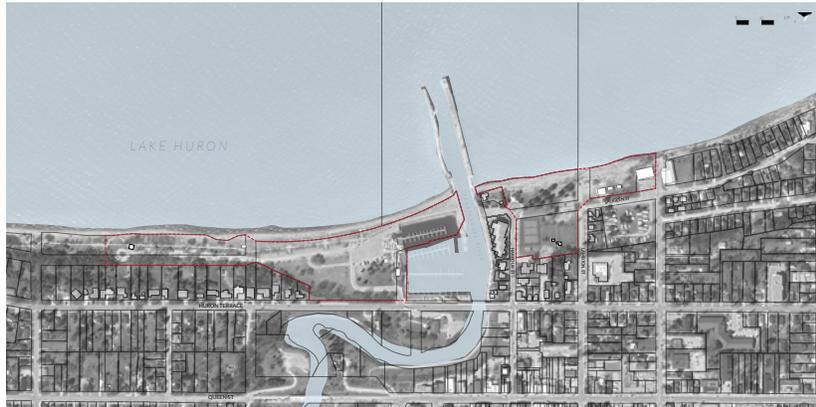
Packaging all work to date into a comprehensive planning document, reviewing with Municipal Staff, and revising as necessary.

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Kincardine Waterfront Master Plan

SCOPE REVIEW

The Kincardine waterfront comprises a total of 49 km pristine waterfront. The Waterfront Master Plan will focus on the 1.5 km pf waterfront within the Municipality of Kincardine, with focus on Reunion South, Reunion Station, Station Beach, MacPherson Park, and Dunsmoor Park.



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Kincardine Waterfront Master Plan

COMMUNITY ENGAGEMENT



Open House

On August 25, 2022 we hosted a Community Open House. Intended to spread word about the project and to provide an opportunity to complete a physical survey.

We welcomed more than **40** members of the community!



Survey Opportunity

From August 25 through to September 9, 2022 an online survey was available to collect community input.

We received **526** responses in total!



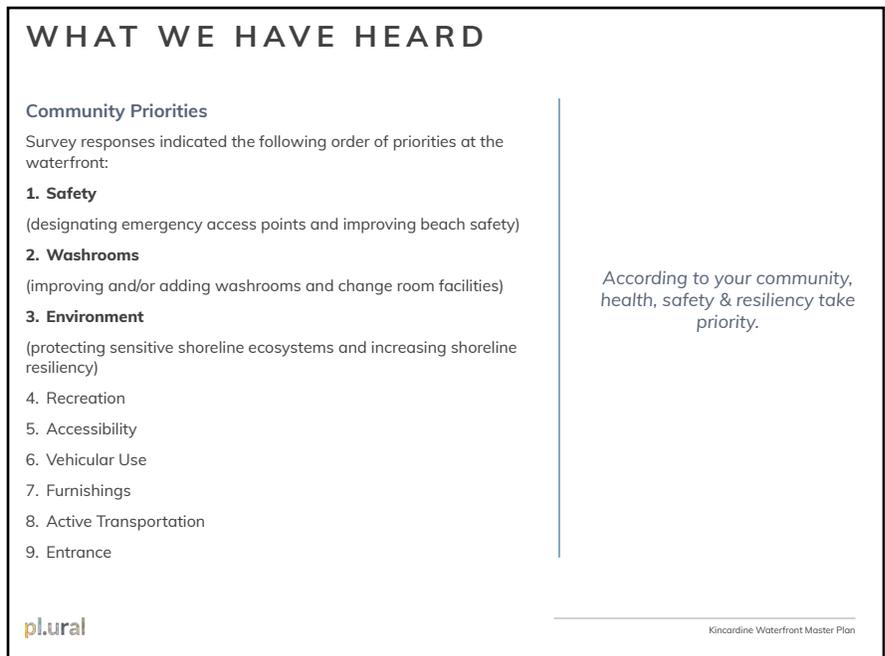
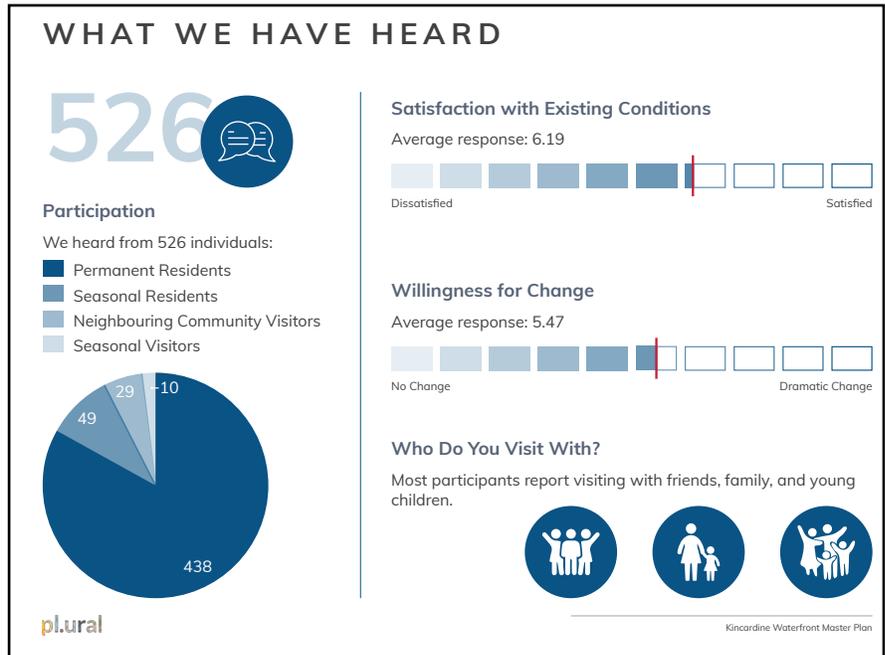
Community Workshop

Today, we will share what we have heard to date, explain how that will impact the project, and ask you to confirm this information.

A series of activities will allow you to provide further input, and ensure decisions are based on the needs and desires of **your community**.

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Kincardine Waterfront Master Plan





WHAT WE HAVE HEARD: Environment

<p>3  Ranked Third Protecting sensitive shoreline ecosystems and increasing shoreline resiliency was the community's next top priority.</p>	<p>!! %  Top Qualities Participants describe the waterfront as beautiful, scenic, picturesque, and natural.</p>
<p>!!  Comments Common concerns amongst participants included:</p> <ul style="list-style-type: none"> • Sand deposition on boardwalk creating a tripping hazard • Call for better maintenance, care, and garbage collection • Dunes making it difficult to reach the water 	<p>!!  What This Means We need to be:</p> <ul style="list-style-type: none"> • Preventing travel through dune ecosystems, to prevent vegetation loss and sand deposition • Protecting shoreline ecosystems to maintain desirable natural qualities • Sharing the importance of dune ecosystems, in preventing severe flooding and erosion events

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BEFORE WE BEGIN

<p>A  Ensure Groups of 4 to 6 You will be working together to complete the exercises. Please be kind and open minded.</p>	<p>B  Be Prepared Now is a good time to use the washroom, grab a drink, and get settled.</p>
<p>C  Record Your Ideas We recommend every group have a scribe. Be sure to note discussion points, rationale, ideas, and/or concerns, as you work through each activity.</p>	<p>D  Questions We will be walking around to answer questions, as needed. Give us a wave to get our attention and we are happy to help!</p>

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ACTIVITY 1: Health, Safety, & Resiliency

You have determined **health, safety** and **resiliency** as top priorities, that will guide planning efforts. On your table, there is a map delineating the Waterfront Focus Area. As a group, work together to outline areas that you believe should be "no use", "regulated use", or "free use" zones:

- No Use Zones**
Areas that should not allow any human activity (i.e., a threat to human health and/or safety, or harmful to the environment).
- Regulated Use Zones**
Areas that could permit regulated human activity (i.e., manageable risk to human health and/or safety, or harm to the environment).
- Free Use Zones**
Areas that should permit human activity (i.e., no risk to human health and/or safety, and no harm to the environment).

15 MINUTES

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Kincardine Waterfront Master Plan

ACTIVITY 2: Good Things in Great Places

Part 1:

On your table, there is a sticker page illustrating a collection of uses and programming elements. As a group, work together to choose which uses you would like to see, and place them amongst the waterfront.

Note: Don't take existing uses for granted. It's okay to replace, relocate, and/or remove uses that already exist!

Part 2:

Using a black marker, draw circulation routes between uses (i.e., roads, walkways, etc.).

Note: You must maintain existing entrance/egress points to the Waterfront Focus Area (i.e., Huron Terrace entrance).

20 MINUTES

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Kincardine Waterfront Master Plan

ACTIVITY 3: At What Cost?

On your table, there are a set of coloured stickers. As a group, work together to distribute the stickers as if they were currency, demonstrating where you believe the municipality should direct funding.

20 MINUTES

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Kincardine Waterfront Master Plan

BEFORE YOU GO

Voting:

On your table, there is a set of star stickers. Each person may use a star to vote on their favourite table scheme, on their way out.

Note: Place stickers on the white space on the right side of the mapping so we can see them!

Comments:

If you have additional comments, that you did not get an opportunity to share tonight, please use one of the comment cards on your table to record your thoughts.

Note: Comment cards must be submitted before you go!

Thank You!

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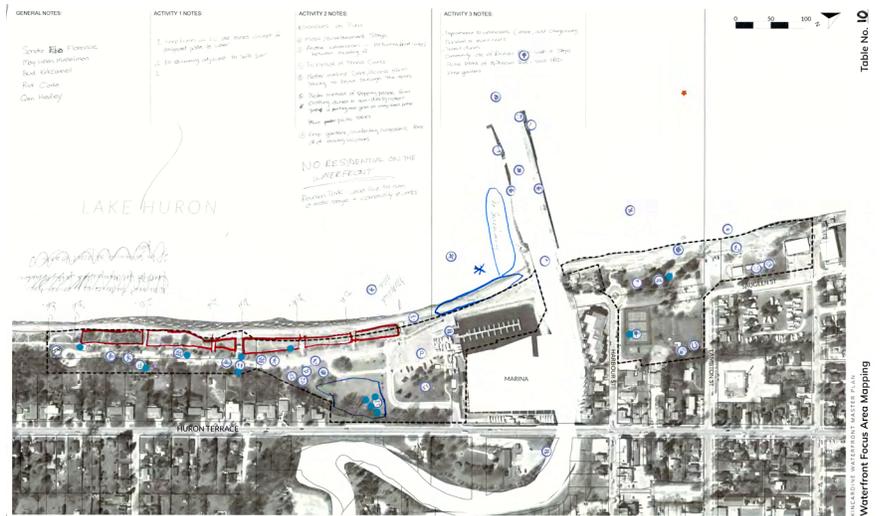
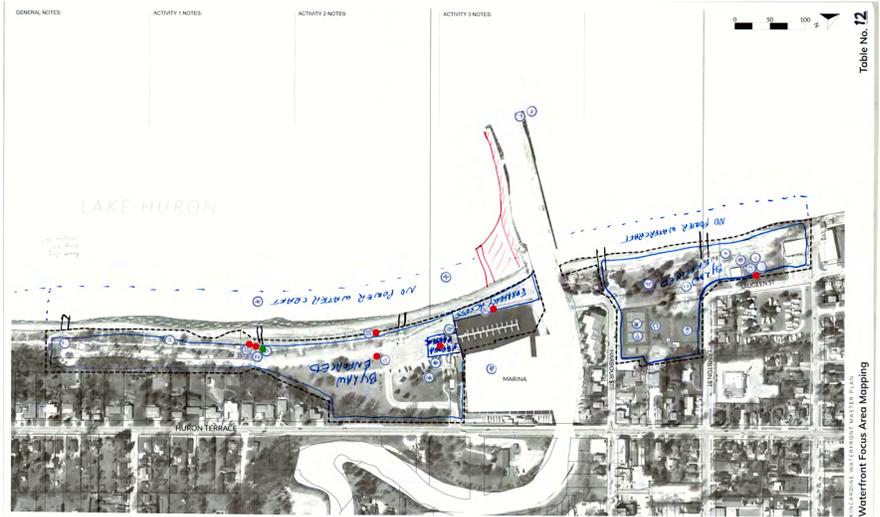
Kincardine Waterfront Master Plan

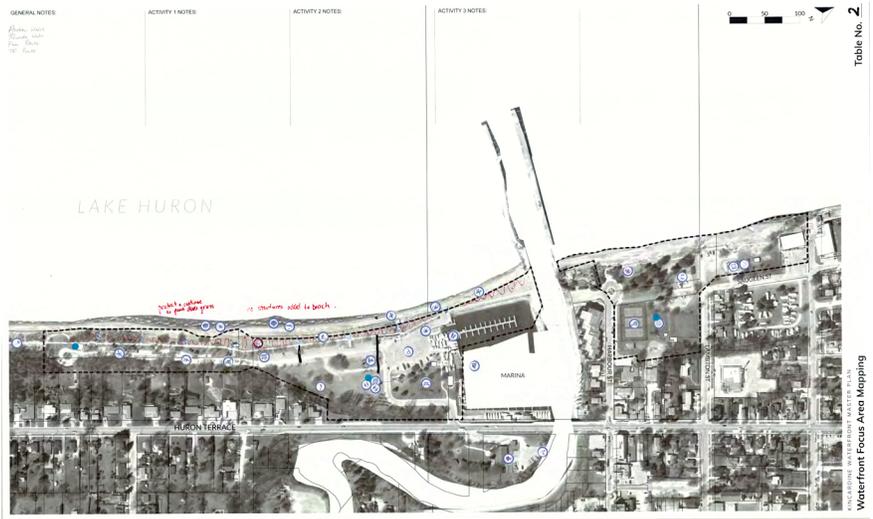
**Community Workshop
Post Cards - November
2nd, 2022**

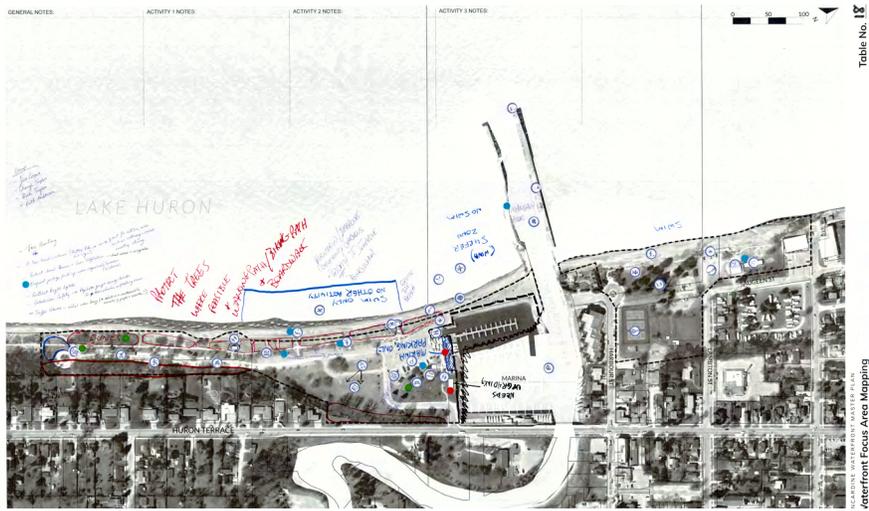


SECTION FIVE
 Appendices

Community Workshop
 Results - November 2nd,
 2022







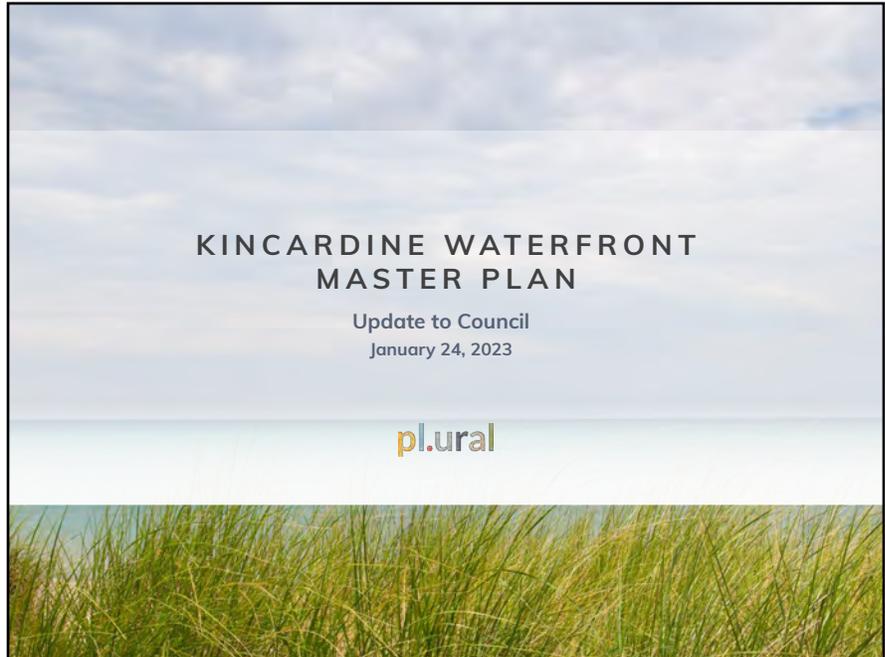
SECTION FIVE
Appendices



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APPENDIX E - PRESENTATION TO COUNCIL

Presentation to Council -
January 24th, 2023



PROJECT TEAM

pl.ural	Sean Kelly, Stasia Stempski, Jacklyn Short, Tatijana Vukovic, Jiaqi Yi, & Kelsey Moore Lead Consultant; Design Planners & Landscape Architects
Aqua Solutions 5 Inc.	Judy Sullivan Sub-Consultant; Engineer Specializing in Lake and River Environment Systems
Municipality of Kincardine	Jayne Jagelewski Director of Community Services

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Kincardine Waterfront Master Plan

ABOUT US

pl.ural is a professional landscape architecture, planning and design firm. It has been offering a unique mix of interdisciplinary services for over 20 years specifically to rural communities, destination environments, conservation areas, and residential developments. We offer our services to regions and municipalities, BIA's, community stakeholders, service/focus groups, governments/agencies, developers and allied consultants.



Dunville Waterfront



Ipperwash Community Beach Master Plan



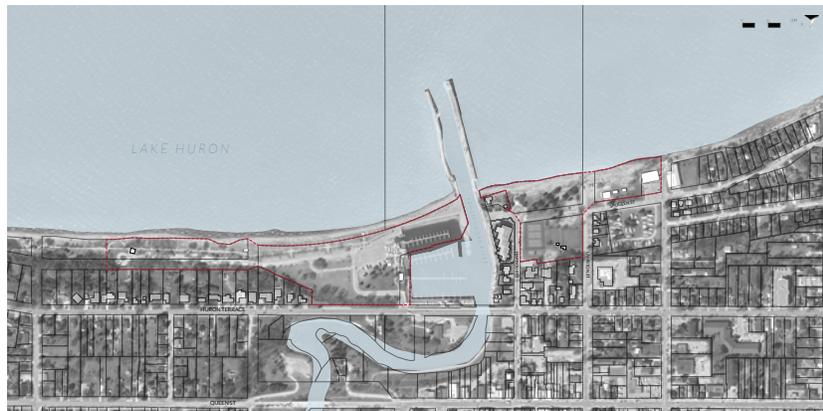
Grand River Access Points Standards Manual

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Kincardine Waterfront Master Plan

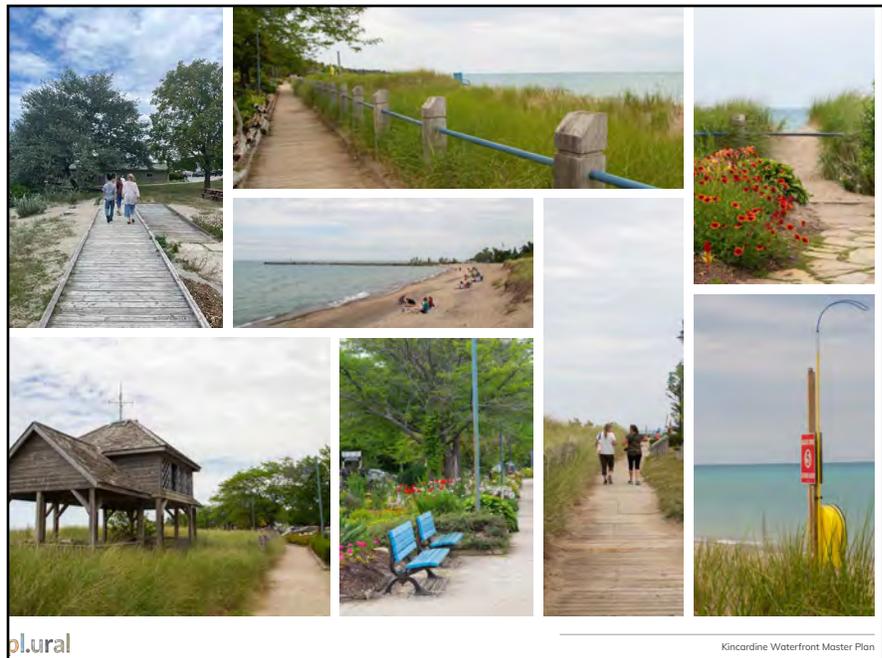
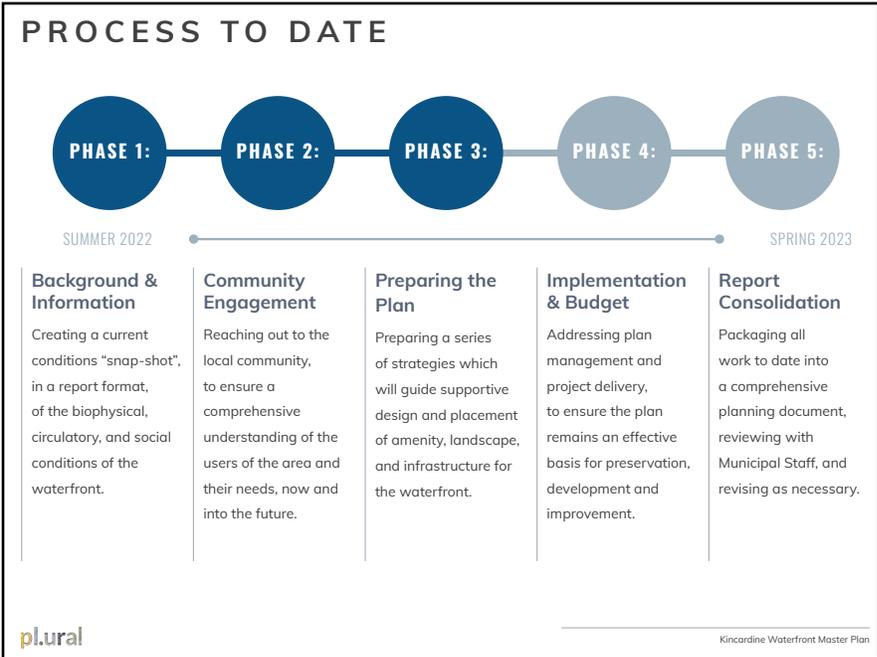
SCOPE REVIEW

The Waterfront Master Plan will focus on the 1.5 km pf waterfront within the Municipality of Kincardine, with focus on Reunion South, Reunion Station, Station Beach, MacPherson Park, and Dunsmoor Park, as provided in the terms of reference.

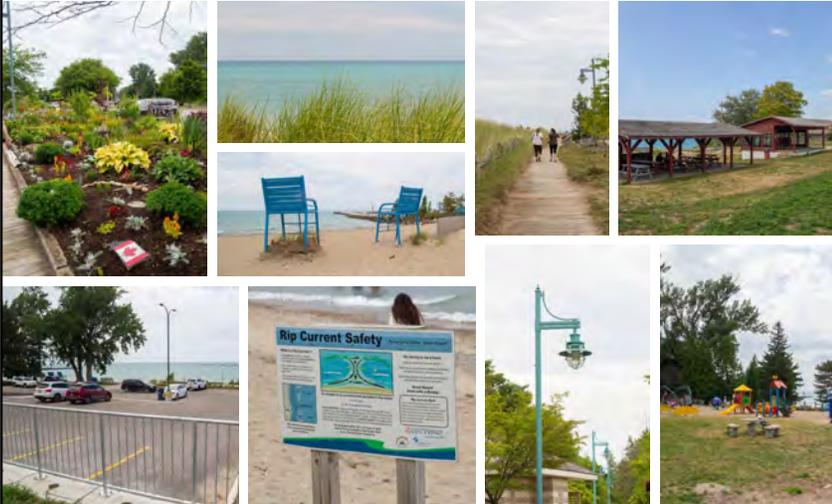


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Kincardine Waterfront Master Plan



We Inventoried



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Kincardine Waterfront Master Plan

We Invited



- The community
- Key stakeholders (e.g., LHCC, Accessibility Advisory Committee, first responders, chamber of commerce, recreation groups, and more)
- Members of past Council
- Neighbouring community residents and frequent visitors

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Kincardine Waterfront Master Plan

We Welcomed



40+ Community Members
to our Community Open House, on August 25, 2022.

526 Responses
to our Community Engagement Survey, available from August 25 through to September 9, 2022.

10 Key Stakeholders
to our Stakeholder Workshop, on September 15, 2022.

4 Councillors
to speak with us one on one, on September 19/20, 2022.

50+ Community Members
to our Community Workshop, on November 2, 2022.

pl.ural Kincardine Waterfront Master Plan

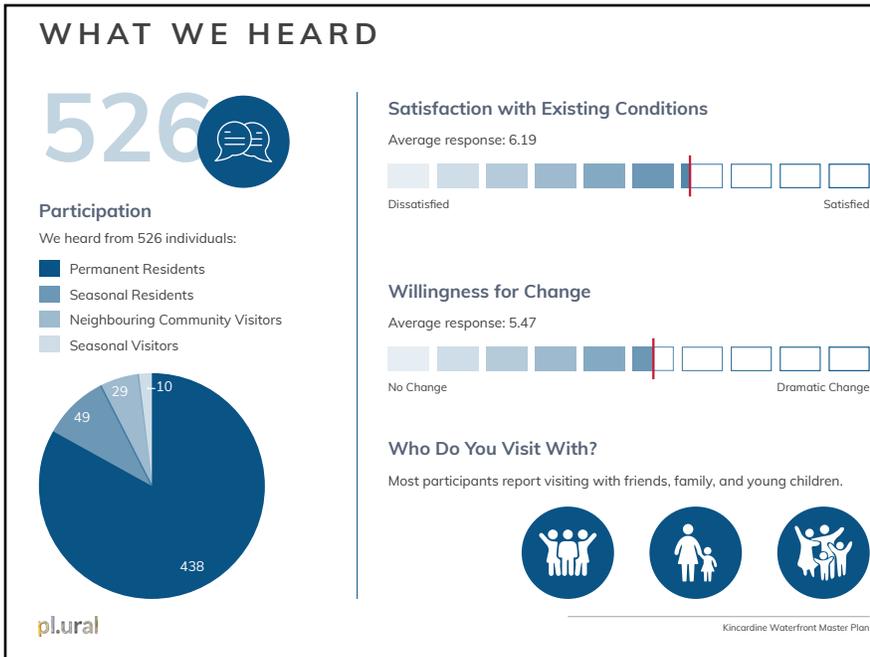
We Collaborated

With Judy Sullivan, an engineer specializing in river and shoreline environments,
to gain a better understanding of:

- the dynamic beach hazard
- shoreline positioning within the Saugeen Valley Conservation Authority
- responsibilities under the Planning Act
- key considerations related to current and anticipated environmental conditions, hazards, and threats to public safety



pl.ural Kincardine Waterfront Master Plan



Application Opportunities

Opportunities for potential applications could include:

<p>A Safety Could Be Improved Upon</p> <ul style="list-style-type: none"> • riptide zones and water safety • boardwalks • vehicular and pedestrian circulation 	<p>B Kincardine is a Model in Dune Restoration</p> <ul style="list-style-type: none"> • dune establishment • supplementing with native species • transitional landscape
<p>C A Refresh is in Order</p> <ul style="list-style-type: none"> • consolidating incremental development • repairing, replacing, or removing the old • establishing a desirable 'look and feel' 	<p>D It is Difficult to Care For</p> <ul style="list-style-type: none"> • consolidating incremental development • deliberate decision-making in regard to materiality, furnishings and finish
<p>E Connectivity is Key</p> <ul style="list-style-type: none"> • enhancing welcoming points of entry • encouraging pedestrians and cyclists to move freely to/from Downtown 	

pl.ural
Kincardine Waterfront Master Plan

Opportunities & Constraints

- Significant Slope**
 High constraint; low development potential
 Limited to naturalized area and/or erosion control infrastructure, due to risk of erosion and significant vegetation.
- Dune Systems**
 High constraint; low development potential
 Limited to naturalized area, due to sensitive and invaluable ecosystem. Designated access, with minimal infrastructure, permitted for beach use.
- Open Space**
 Low constraint; high development potential
 Best suited for vehicular access, open programmable space, and supporting facilities due to minimal slope, existing infrastructure, and subsequent low development costs.
- Mature Parkland**
 Moderate constraint; high development potential
 Best suited for open programmable space and pedestrian access, due to valuable tree canopy.

- Significant Infrastructure & Access**
 Moderate constraint; moderate development potential
 While changes could occur, these spaces contain significant infrastructure (i.e., boat launch) that are not near to end of lifespan.
- Rip Current Zone**
 High risk; low use potential
 A risk to human safety due to the presence of rip currents. Best to keep visitors away from this area, though surfers may be excepted.

pl.ural
Kincardine Waterfront Master Plan

What it Means

<p>A  Safety Could Be Improved Upon</p>	<p>B  Kincardine is a Model in Dune Restoration</p>
<p>C  A Refresh is in Order</p>	<p>D  It is Difficult to Care For</p>
<p>E  Connectivity is Key</p>	

pl.ural Kincardine Waterfront Master Plan

Plan Application

The Kincardine Waterfront comprises a total of 49 km of pristine waterfront.

More than a 'concept plan', the Waterfront Master Plan will outline a series of strategies and recommendations rooted in best practice, community values, environmental resiliency, and operational and fiscal realities.

While specific demonstrations will focus on the 'focus area', the strategies and recommendations will be widely applicable to the extended waterfront/other waterfronts found throughout the municipality.




pl.ural Kincardine Waterfront Master Plan

APPENDIX F - COMMUNITY OPEN HOUSE

Community Open House
Panels - March 14th, 2023

KINCARDINE WATERFRONT MASTER PLAN

WELCOME

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Welcome back to the Kincardine Waterfront Master Plan process:

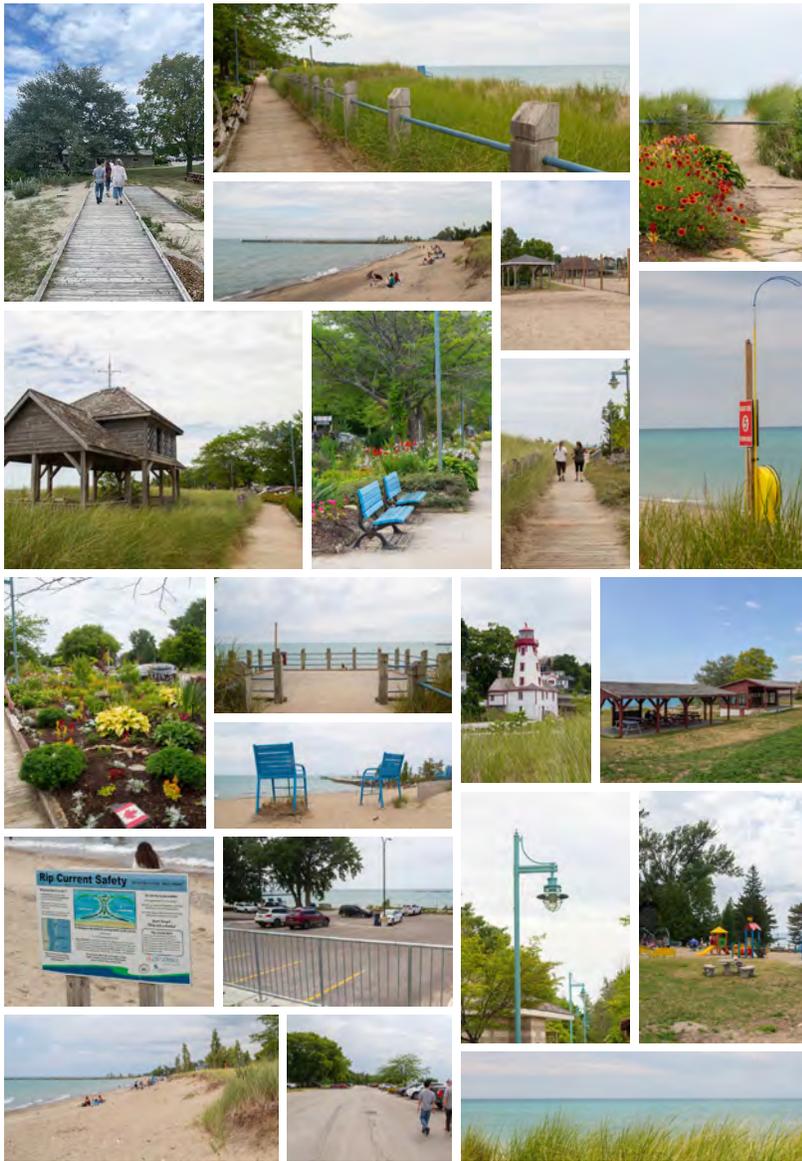
FINAL COMMUNITY OPEN HOUSE

This session is hosted by Kincardine's Community Development department, to aid in the development of a Waterfront Master Plan for the Municipality.

Davidson Centre, Kincardine
March 14, 2023



Community Open House | March 14, 2023

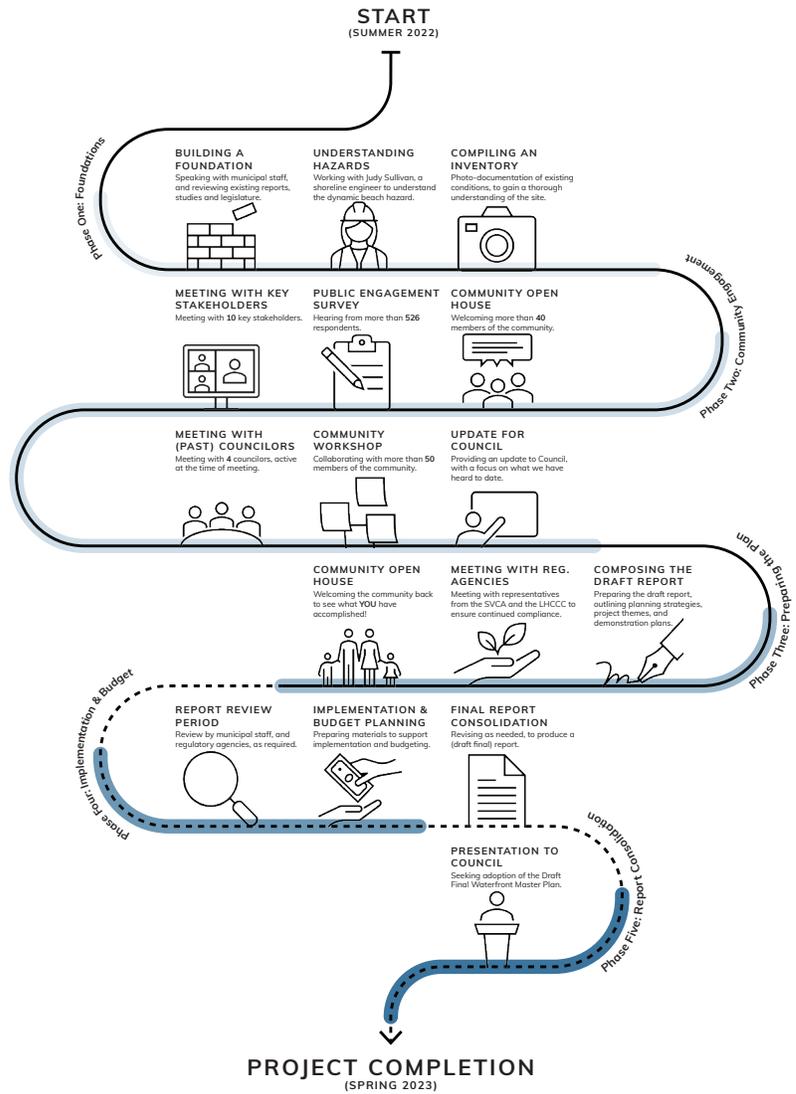


KINCARDINE WATERFRONT MASTER PLAN

WHERE WE STARTED



Community Open House | March 14, 2023



KINCARDINE WATERFRONT MASTER PLAN



WHAT WE'VE ACCOMPLISHED

Community Open House | March 14, 2023

The Master Plan is a set of strategies towards a welcoming, enjoyable, safe, manageable & resilient waterfront.

1. Environmental Quality
2. Spatial Structure & Composition
3. Project Design
4. Identity & Movement Within The Waterfront
5. Implementation

Strategies guide relevant themes and their projects to be considered and implemented at the waterfront, over the short-, mid-, to long-range.



These are contained in a Master Plan Report; a balance of text, graphics, and photographs capture existing conditions, community engagement, analysis, and recommendations and demonstrations on how to move forward.



Plans and visuals demonstrate what it could be like.



KINCARDINE WATERFRONT MASTER PLAN

BEFORE YOU DIVE IN



Community Open House | March 14, 2023

THE PLAN IS IN ESSENCE A SET OF STRATEGIES, THAT WILL LAST OVER TIME, AND THAT ARE CLEARLY DEFINITIVE AS TO INTENT BUT NOT AS TO FINAL FORM.

ENVIRONMENTAL QUALITY

- Quality, Permanence & Economy
- Environmental Responsibility
- The Spirit of the Place
- Transitional Landscapes
- Waterfront Safety
- Valued Places: Preserve Adapt, Integrate
- A Beautiful Shoreline
- Commemoration, Public Art, Display
- Respecting Waterfront Neighbours

SPATIAL STRUCTURE & COMPOSITION

- Identifying Core, Integrating Edges
- Structures as Space Makers
- Landscape Structure
- Focal Spaces

PROJECT DESIGN

- Preserve the Best, Remove or Repair the Rest
- Waterfront Safety
- Barrier Free Environment
- Constituent and Communal Needs

IDENTITY & MOVEMENT WITHIN THE WATERFRONT

- Entry, Orientation and Wayfinding
- Pedestrian Paths
- Bicycles
- Parking
- Waterfront Lighting
- Waterfront Site Furnishings
- Natural Processes

IMPLEMENTATION

- Plan Continuity
- Project Design Checklist
- Campaign Establishment
- Projects for the Short Term
- Projects for the Medium Term
- Projects for the Long Term

KINCARDINE WATERFRONT MASTER PLAN

PLANNING STRATEGIES



Community Open House | March 14, 2023



1
Beach Access
Realignment



2
Dune Supplementation



3
Transitional Gardens



4
Road Realignment &
Improvements



5
Station Beach Entrance
Enhancements



6
Marina Parking
Reorganization



7
Vegetation Buffer
Expansion



8
Self-Directed Disposition



9
Kincardine Emergency
Response Plan Update



10
Wayfinding Strategy



11
Beach Capacity Analysis



12
Downtown Connectivity
Enhancements



13
Facility & Amenity
Consolidation



14
Designated Emergency
Access Routes



15
Boardwalk Replacement



16
Waterfront Fixtures &
Furnishings



17
Waste Management

KINCARDINE WATERFRONT MASTER PLAN

PROJECT THEMES



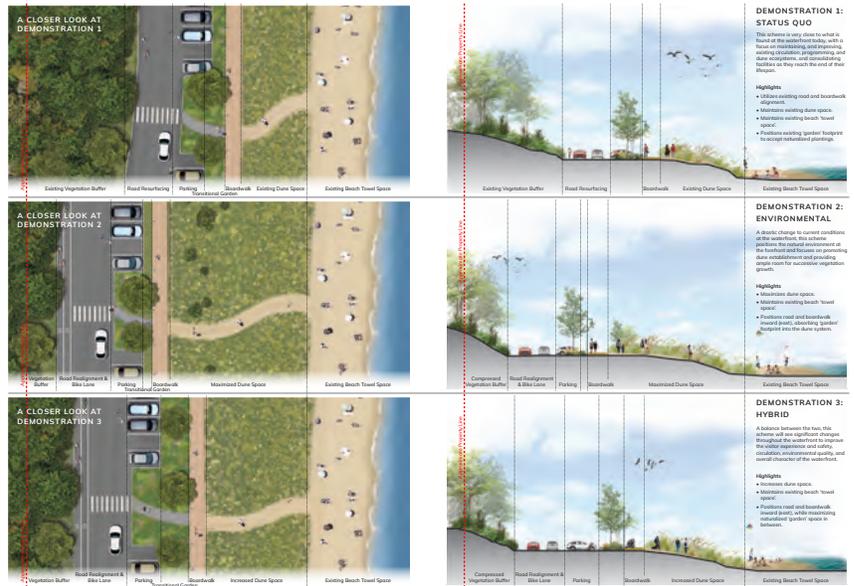
Community Open House | March 14, 2023

SECTION FIVE
Appendices



KINCAIRDINE WATERFRONT MASTER PLAN
WHAT IT COULD BE LIKE

CONCORINT plural
Community Open House | March 14, 2023



KINCAIRDINE WATERFRONT MASTER PLAN
HOW SPACE COULD BE USED

CONCORINT plural
Community Open House | March 14, 2023



KINCARDINE WATERFRONT MASTER PLAN

WHAT IT COULD FEEL LIKE

CH2MHILL plural
Community Open House (March 14, 2023)

pl.ural



KINCARDINE WATERFRONT MASTER PLAN



THANK YOU

We couldn't have done it without you!

FEEDBACK OPPORTUNITY

We'd love to hear what you think! If you would like to share your thoughts, please submit comments using the comment sheet provided before you leave.



Community Open House | March 14, 2023

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APPENDIX G - SUGGESTED PROJECT LISTING

	Capital Projects Listing	Planning Horizon (Range)			Partnership Opportunity	Sub-project Est Budget	Project Theme Budgets
		Short- 2-5yrs	Mid- 10yrs	Long- 20yr			
 1 Beach Access Realignment	1	Beach Access Realignment					\$ 170,000
	a.	Optimal Beach Access Plan	x			\$ 15,000	
	b.	Beach Access Establishment (construction)	x	x		\$ 40,000	
	c.	Dune Restoration -- Repair of Existing Unauthorized Access points	x	x	x	\$ 115,000	
 2 Dune Supplementation	2	Dune Supplementation					\$ 355,000
	a.	Preparing Dune Supplementation Plan	x		x	\$ 85,000	
	b.	Removal of Impeding Infrastructure		x	x	\$ 75,000	
	c.	Native Species Planting		x		\$ 75,000	
	d.	Dune Establishment (north of pier)		x	x	\$ 120,000	
 3 Transitional Gardens	3	Transitional Gardens					\$ 57,500
	a.	Transitional Garden Plan preparation	x	x	x	\$ 15,000	
	b.	Native Species Planting	x	x	x	\$ 35,000	
	c.	Transitional Garden Stewardship Guide	x			\$ 7,500	
 4 Road Realignment & Improvements	4	Road Realignment & Improvements					\$ 1,130,000
	a.	Road Realignment Planning/Engineering		x		\$ 70,000	
	b.	Retaining Wall Feasibility Study (Eng, Gotech, Hydrology)		x		\$ 75,000	
	c.	SUE Investigation and Futureproofing		x		\$ 50,000	
	d.	Road & Parking Construction		x	x	\$ 875,000	
	e.	Active Transportation Improvements (i.e., cyclist protection)		x	x	\$ 60,000	
 5 Station Beach Entrance Enhancements	5	Station Beach Entrance Enhancements					\$ 390,000
	a.	Recreation Master Plan Update	x			\$ 70,000	
	b.	Active Sport Relocation Strategy		x	x	\$ 15,000	
	c.	Entrance Plaza & Reunion Green Plan preparation	x		x	\$ 30,000	
	d.	Entrance Plaza & Reunion Green Construction		x	x	\$ 275,000	
 6 Marina Parking Reorganization	6	Marina Parking Organization					\$ 225,000
	a.	Boat Launch Relocation Feasibility Study		x		\$ 60,000	
	b.	Marina Parking Planning		x	x	\$ 40,000	
	c.	Marina Parking Construction		x	x	\$ 125,000	

 7 Vegetation Buffer Expansion	7	Vegetation Buffer Expansion (western bank)							\$	195,000
	a.	Invasive Species Removal		x					\$	75,000
	b.	Inventory Existing Trees	x						\$	20,000
	c.	Slope Stabilization Assessment	x	x					\$	30,000
	d.	Planting Plan & Implementation		x	x		x		\$	55,000
	e.	Planted Buffer Stewardship Guide		x			x		\$	15,000
 8 Self-Directed Disposition	8	Self-Directed Disposition							\$	30,000
	a.	Long-Term Land Acquisition Strategy			x		x		\$	30,000
	b.	Monitor Market and Identify Opportunities	x		x		x			tbd
 9 Kincardine Emergency Response Plan Update	9	Kincardine Emergency Response Plan Update							\$	25,000
	a.	Update Plan, as needed.	x						\$	25,000
	b.	Planned periodic updates, as waterfront conditions change.	x		x		x			tbd
 10 Wayfinding Strategy	10	Waterfront Wayfinding Strategy							\$	105,000
	a.	Waterfront Wayfinding Plan preparation	x		x				\$	20,000
	b.	Implement Wayfinding Strategy			x		x		\$	85,000
 11 Beach Capacity Analysis	11	Beach Capacity Analysis							\$	27,000
	a.	Beach Capacity Analysis	x						\$	12,000
	b.	Future Facility Needs Assessment preparation			x				\$	15,000

SECTION FIVE
Appendices



Downtown Connectivity Enhancements

12	Downtown Connectivity Enhancements					\$	180,000
a.	Implement Bike Lanes	x		x		\$	70,000
b.	Implement Pedestrian-Oriented Fixtures and Furnishings		x			\$	75,000
c.	Install Supporting Infrastructure (i.e., bike repair stations)					\$	35,000



Facility & Amenity Consolidation

13	Facility & Amenity Consolidation					\$	440,000
a.	Inventory Existing Facilities Condition and Lifespan Assessment		x			\$	20,000
b.	Conduct a Recreation Needs Assessment		x			\$	20,000
c.	Dunsmoor Park Event Space Planning & Construction			x	x	\$	140,000
d.	MacPherson Recreation & Sports Courts Planning & Construction			x	x	\$	260,000



Designated Emergency Access Routes

14	Designated Emergency Access Routes					\$	22,000
a.	Prepare Emergency Access Plan		x		x	\$	12,000
b.	Install Dedicated Emergency Access 'Portals'		x			\$	10,000



Boardwalk Replacement

15	Boardwalk Replacement					\$	300,000
a.	Boardwalk Improvement Strategy/Planning		x		x	\$	15,000
b.	Boardwalk Removal & Construction		x	x	x	\$	285,000



Waterfront Fixtures & Furnishings

16	Waterfront Fixtures & Furnishings					\$	170,000
a.	Waterfront 'Style Guide' preparation		x			\$	15,000
b.	Purchase and Install Fixtures and Furnishings		x	x		\$	140,000
c.	Remove Existing Fixtures and Furnishings		x	x		\$	15,000



Waste Management

17	Waste Management					\$	11,000
a.	Explore 'deep waste' receptacles		x			\$	3,500
b.	Prepare a 'waste management' plan		x			\$	7,500

\$ 3,832,500

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