



**North Grenville**  
Waterfront Access Strategy

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Draft

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## Appendix A - What We Heard Summaries

**Burritt's Rapids Lock Station 17 of Rideau Canal**



1.0

## 1.0 Introduction

The Municipality of North Grenville (North Grenville), located about 50 kilometres south of Ottawa, is one of the fastest growing municipalities in Eastern Ontario with a population of approximately 16,000. Its rural character, downtown Kemptville, Ferguson and Limerick forests, Kemptville Campus, shoreline and access to the Rideau River and the Lock Station, networks of multi use and multi-seasonal trails and access to Kemptville Creek provide a quick glimpse of the natural features and public spaces that provide a conduit for an all seasons outdoors lifestyle and a special place to live and visit.

Over the last two decades, the Municipality has faced rapid growth and pressures associated with the evolving needs of a larger community, such as the desired access and economic return through tourism along the two shorelines, as supported by the North Grenville Tourism Strategy (2020). The overall vision for an improved waterfront access and park system is supported by North Grenville's comprehensive framework through the official plan policies, tourism objectives, strategic plan, park and recreation plan, trails strategy and other community-led studies completed to date.

The **purpose** of the Waterfront Access Strategy (WAS) is to develop an overall long-term vision and implementation framework, in collaboration with the North Grenville community and its key stakeholders, to improve

community and tourist experience in accessing the shoreline and two waterways while balancing environmental conservation.

### 1.1 Report Structure

The WAS report is divided into seven sections, as follows:

- **Section 1.0 - Introduction**, provides a brief overview of the project background and purpose;
- **Section 2.0 - Background and Context**, summarizes the background document review and key takeaways for waterfront access planning, placemaking, and connectivity;
- **Section 3.0 - Community and Engagement**, highlights the feedback received from stakeholders and the public;
- **Section 4.0 - Study Area Analysis**, outlines key observations of waterfront features and locations, key opportunities and directions for the WAS;
- **Section 5.0 – Waterfront Access Vision**, details the long-term vision for North Grenville waterfront access, as well as waterfront design principles;
- **Section 6.0 – Waterfront Access Strategy**, presents the overall strategy, ranks access locations by priority and outlines approximate investment and funding mechanisms for improvements associated with each priority area.
- **Section 7.0 - Recommendations**, lists recommended action items to help direct the Municipality in improving overall access of North Grenville's waterfront.

Kemptville Creek, Downtown Kemptville



2.0

## 2.0 Background and Context

### 2.1 Document Review

To gain a fulsome understanding of North Grenville’s waterfront opportunities, challenges, strengths, and threats, a background review was completed on the following documents:

- Municipality of North Grenville Official Plan, 2018;
- North Grenville Tourism Strategy, 2020;
- Parks, Recreation, and Culture Master Plan, 2020
- Public Open House slide deck for the Proposed Waterfront Trails and Pedestrian Bridge on the South Branch of the Rideau River Environmental Assessment, 2015;
- 10-Year Community Strategic Plan, 2022;
- 10-Year Community Strategic Plan – 2023 Update, 2023;
- A Review of Kemptville Waterfront: Terra-Marine Walkway Project Feasibility Study, 2018; and
- North Grenville Integrated Community Trails Strategy, 2011.

Key takeaways for waterfront access planning, placemaking, and connectivity are provided in the following section.

### 2.2 Key Takeaways for Waterfront Access Planning, Placemaking, and Connectivity

There is a community benefit to enhancing public waterfront access, whether it is for increased passive and active recreation, or simply for appreciating its natural beauty.

It was recommended in the Parks, Recreation, and Culture Master Plan (2020) that increased promotion and use of these waterways should be explored, such as attracting users to downtown Kemptville by improving waterfront access (e.g., connected and extensive trails system from the downtown to the Waterfront Trail and others) and attracting boaters. Further, opportunities to promote all parks, recreation and culture assets and events to tourists should be considered.

In North Grenville’s Tourism Strategy (2020), North Grenville’s waterfront is noted as a valuable tourism asset, although underutilized, and the strategy recommends its celebration. Year-round waterfront activation is recommended through physical enhancements (e.g., lighting effects, floral plantings, public art, etc.), programming to draw locals and visitors (e.g., festival, restaurants, etc.) and increased use of motorized leisure

crafts on the waterfront, including exploring the feasibility of Le Boat<sup>1</sup> operations into North Grenville.

There is public support for the Municipality to enhance North Grenville’s parks, recreation, culture and waterfront, and improving waterfront access.

A survey was distributed among the public to gather feedback on a North Grenville Community Strategic Plan (2022), which was used as input to inform North Grenville’s Parks, Recreation, and Culture Master Plan (2020). According to the results of this survey, the public indicated that the most notable gap was public access to the waterfront: 42% of survey respondents felt that their expectations are not being met, and 34% of respondents also indicated that their value of tax dollars spent towards parks, recreation and culture is below expectations.

The Municipality’s Tourism Strategy (2020) notes that an aspiration for North Grenville is to be recognized as a wonderful place to visit, with an interconnected and high-quality trail network. In support of this aspiration, the strategy indicates objectives of: increasing boating access to the water, lengthening the waterfront trail network, and

increasing recreational amenities in parks (e.g., benches, barbeque areas, etc.).

There is strong interest in enhancing the Municipality’s green network of trails and parks to enhance the waterfront experience overall.

A key objective of the Municipality of North Grenville Official Plan (2018) is to establish more parks along the waterfront, which would help the Municipality to meet its targets for parkland provision; Section 14.2 iv) mentions “the dedication or provision of open space, recreation facilities, waterfront lands, or open space trails”, and 12.8.2 i) indicates that existing lots of record and new lots as a minimum must retain “all natural vegetation 30 metres from the shoreline in its natural state and allow only 25 percent of the shoreline or 8 metres, whichever is less, to be developed for access to and use of the waterfront”.

With respect to recreational trails, Section 12.16 of the Official Plan indicates that the Municipality may consider preparing a comprehensive approach or plan for a recreation trail system, including a framework to acquire lands for it. Such trails could provide opportunities for

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<sup>1</sup> Le Boat is the largest self-drive houseboating operator in Europe and North America.



“public waterfront access, outdoor leisure and recreational activities, interpretation of the natural environment and historic context of the community, and diversity of tourism activities”.

There is support for year-round activation of the waterfront, particularly the Rideau Canal, and increased tourism activities through public-private partnerships to expand the waterfront’s various amenities.

According to the vision for North Grenville’s economic development in the Official Plan, “...Visitors delight in [Kemptonville’s] heritage, its retail, food, and entertainment offerings, all of which are anchored by its waterfront – the star attraction” (Section 2.3.1). With the Rideau Canal being designated as a United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Site, North Grenville presents itself as a major international tourism destination; this highlighting feature contributes “to the economic health and well-being of the community and its expanding tourism economy” (Section 2.4.4 d). Section 12.8 outlines that the World Heritage Site is the premiere cultural heritage and natural feature in North Grenville, creating an opportunity to educate locals and visitors on North Grenville’s local heritage. As a local feature with international pull, the Rideau Canal World Heritage Site demonstrates that North Grenville’s waterfront is a place for recreational pursuit, as well as one in which to live, work, and play.

Activating the waterfront and increasing tourism activity may be accomplished by collaborating with business operators and others to develop “tourism draws” that are reliable and unique. Tourism draws may include seasonal and year-round restaurants and shops; interactive public art displays; and seasonal festivals and events along Kemptonville Creek, tied to shops and restaurants in downtown Kemptonville, and with a focus on local food, culture, and history.

Rotary Park



3.0

### 3.0 Community and Engagement

To inform North Grenville's WAS and the long-term vision for its waterways, the project team engaged members of the public, key stakeholders, rights holders, municipal staff, and Council in the first of two phases of engagement: Listen and Learn (Phase 1), and Draft Waterfront Access Strategy (Phase 2). Types of engagement activities in Phase 1 included: informant interviews, visioning workshops, and site visits with key stakeholders; in-person information sessions with the public; and outreach and engagement with the Indigenous Advisory Circle (for a full summary of what we heard during engagement activities, refer to **Appendix A**).

Phase 1 key themes that emerged from engagement sessions and email comments include:

1. **A need to prioritize environmental stewardship and sustainability**, including:

- environmental stewardship, protection, vitality, and climate resiliency;
- shoreline protection and erosion mitigation;
- water quality and clarity, and managing and/or mitigating the impacts; and,
- learning and adopting Indigenous perspectives and practices around waterfront health and longevity;

2. **A need to improve waterfront access sites and supporting facilities**, including:

- clarifying roles, responsibilities, and stewardship opportunities around water and shoreline maintenance;
- understanding investment costs to improve access;
- methods of improving waterway safety and navigability;
- improving waterfront access from the downtown; and,
- parking for boat trailers.

3. **A need to expand waterfront access opportunities for recreation, amenities, and placemaking**, including:

- providing full accessibility for people of all ages and abilities;
- celebrating waterfront heritage and incorporating Indigenous culture into uses along the waterfront;
- identifying opportunities for integrated placemaking, including public art, boardwalks, gathering areas, and seating;
- both improving existing and creating new parks, trails, and shared spaces;
- both improving existing and creating new facilities for both passive and active recreational uses (e.g., all-terrain vehicle trails, beaches for swimming, fishing areas, paddle boating, etc.); and,

- identifying safe areas for fishing, including shoreline and ice fishing, and fishing as a food source.

4. **A need to explore tourism and economic growth,** including:

- municipal support and funding towards promoting tourism and facilitating economic development;
- identifying the types of tourists to attract to the waterfront, as well as tourism draws to parks along the waterfront (e.g., overnight municipal trailer parks);
- collaborating with local businesses and attracting new businesses to the waterfront;
- establishing connections between local accommodations (bed-and-breakfasts, hotels, motels, campgrounds, etc.) and the waterfront; and,
- encouraging all users, both residents and visitors alike, to use and visit the waterfront through advertising, branding, and attractive signage.

Phase 2 key themes that emerged from engagement sessions and email comments include: TBD post Phase 2 engagement session

The vision, design principles, strategy and recommendations for waterfront access in North Grenville are directly shaped by the key themes outlined above.





4.0

## 4.0 Study Area Analysis

To better understand North Grenville’s current waterfront assets, an inventory and site visit confirmed the existing and potential access points for boats and kayaks, the waterfront trail network, and recreational amenities in and around waterfront parks. The overall vision for an improved waterfront access and park system is supported by the Municipality’s comprehensive framework through the policies of the Municipality of North Grenville Official Plan (2018), tourism objectives, strategic plan, parks and recreation plan, trails strategy and other important design work completed to date.

UrbanMetric also completed a recreational boating analysis and evaluation (market sounding), which was summarized and presented to the community as part of the Phase 1 engagement activities. The evaluation determined that:

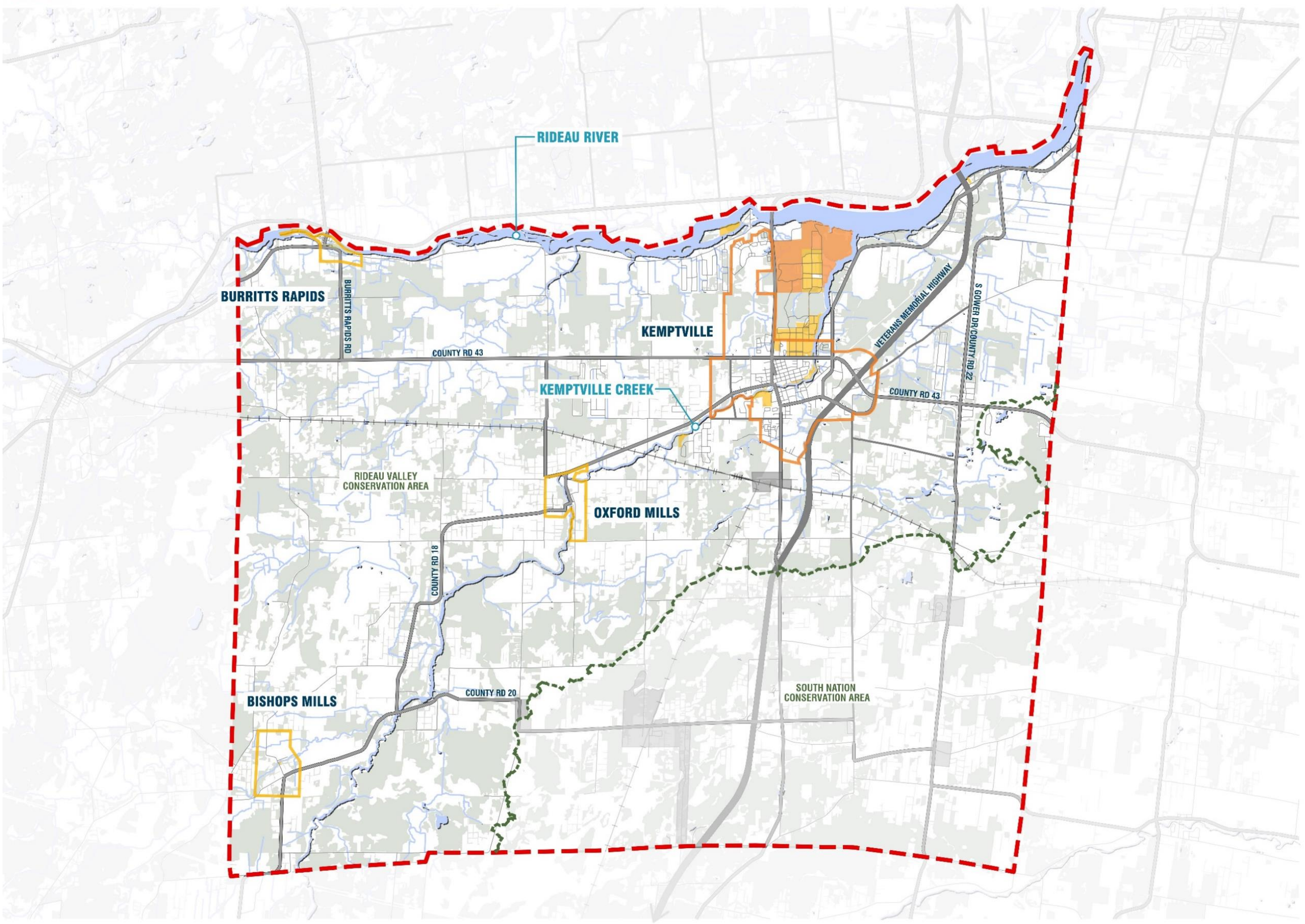
- Recreational boating is on the rise;
- Personal watercraft and outboard boats are key growth categories; and,
- Paddle sports are the fastest growing segment of the outdoor sporting market.

## 4.1 Summary Analysis Diagrams


Presented in this section is a series of diagrams that demonstrate the analysis of the study area and its settlements, specifically: Bishops Mills; Burritts Rapids; Kemptville; Oxford Mills; and North Grenville as a whole. The study area analysis was informed by a background review of municipal documents, community and stakeholder engagement, and site visit to better understand the waterfront assets on the ground.

**Figure 1** sets the context for the two waterways of North Grenville, with respect to: the adjacency and distribution of the Urban Settlement Area of Kemptville and key hamlets of Bishops Mills, Burritts Rapids, and Oxford Mills; major transportation corridors (e.g., Veterans Memorial Highway) and county roads; the Conservation Areas of Rideau Valley and South Nation, respectively; Municipally owned waterfront parcels and Provincially-owned lands; and wooded areas.

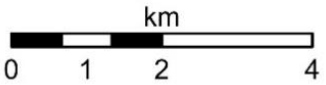
Figure 1: Context Map for the Municipality of North Grenville



- Legend**
- Municipality of North Grenville
  - Conservation Authority Boundary
  - Urban Settlement Area
  - Key Hamlets
  - Hamlets
  - Waterfront Parcels
  - Provincially Owned Lands
  - Wooded Area (MNRF)
  - Waterbodies
  - Watercourses (RVCA)
  - Freeway
  - Arterial Roads
  - Collector and Local Roads
  - Railways



**NORTH**  
Scale 1:105,000



0 1 2 4  
km


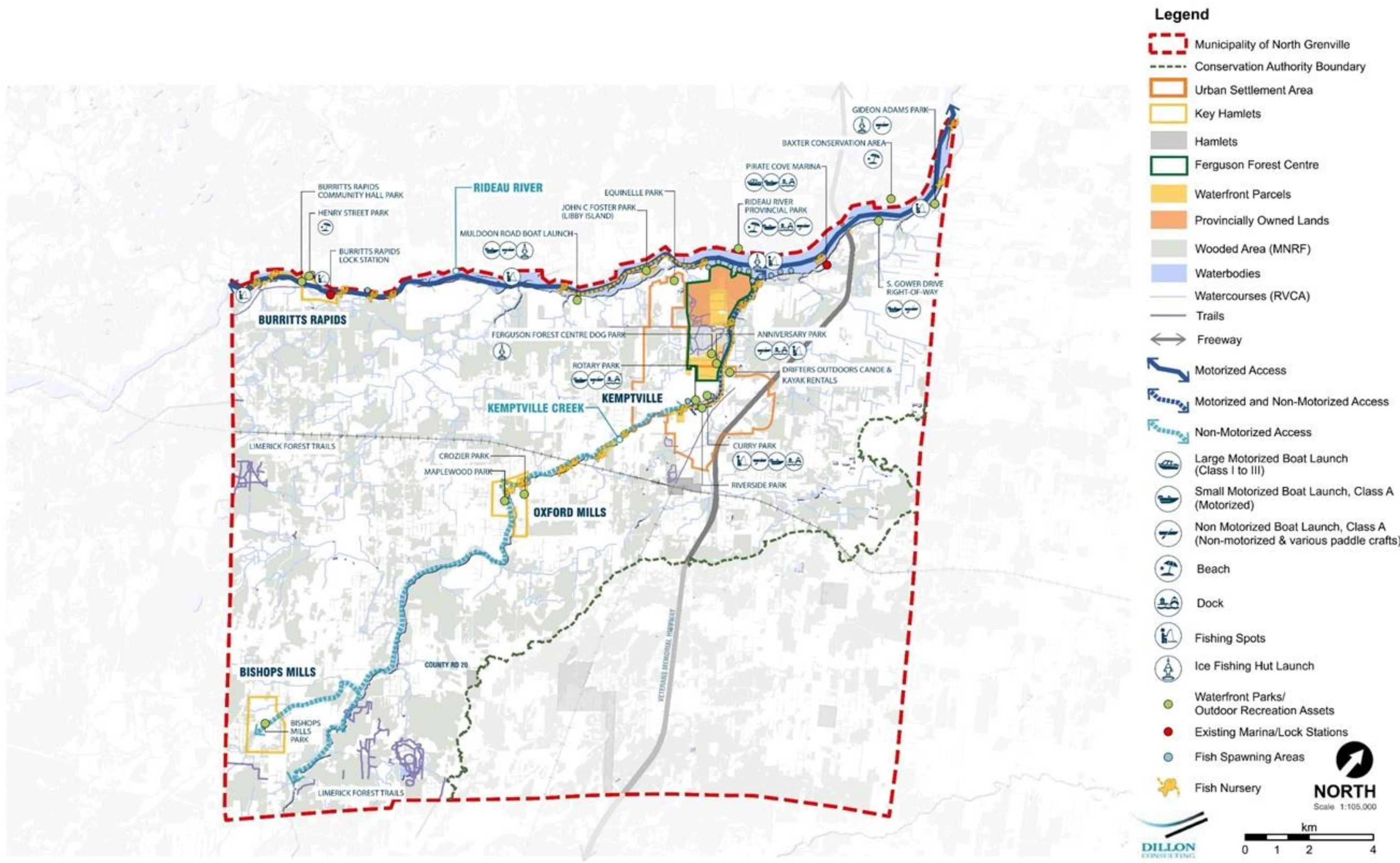


Figure 2: Municipality of North Grenville's Existing Waterfront Access and Activities





**Figure 2** illustrates the extensive trail networks, waterfront parks, outdoor recreation assets, marina, lock station, and identified fish spawning areas and fish nurseries. The amenities at each waterfront access point are also identified, including beach, docks and launches, fishing spot, and/or ice fishing hut.

The Rideau River is navigable by a larger boat mix (Classes I to III), as well as non-motorized/paddle boats, and supported by the Rideau Canal Burritts Rapids Lock Station 17 and swing bridge. Pirate Cove Marina is a full-service marina on Rideau River. The primary public motorized boat launch access to the river is on Muldoon Road. For detailed assessment per waterfront access location, refer to **Table 1**.

As per Government of Canada’s Chart 1512 (Ottawa to Smiths Falls) and other guides state that Kemptville Creek is generally shallow and navigable for shallow draft boats only, although it is unclear where it starts and stops and the biggest constraints are the bridges for overhead clearance and the water depth. For instance, background documentation suggest it is deeper between County Road 43 bridge (less than 1.8 metre of vertical clearance) and the Rideau River and there are no additional overhead constraints in between. Local charts show a depth of five feet; however, local knowledge suggests you can draw more than three feet or have an overhead clearance of 5

feet or more. Bridge Street and Prescott Street bridges clearances are unknown.

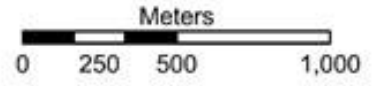
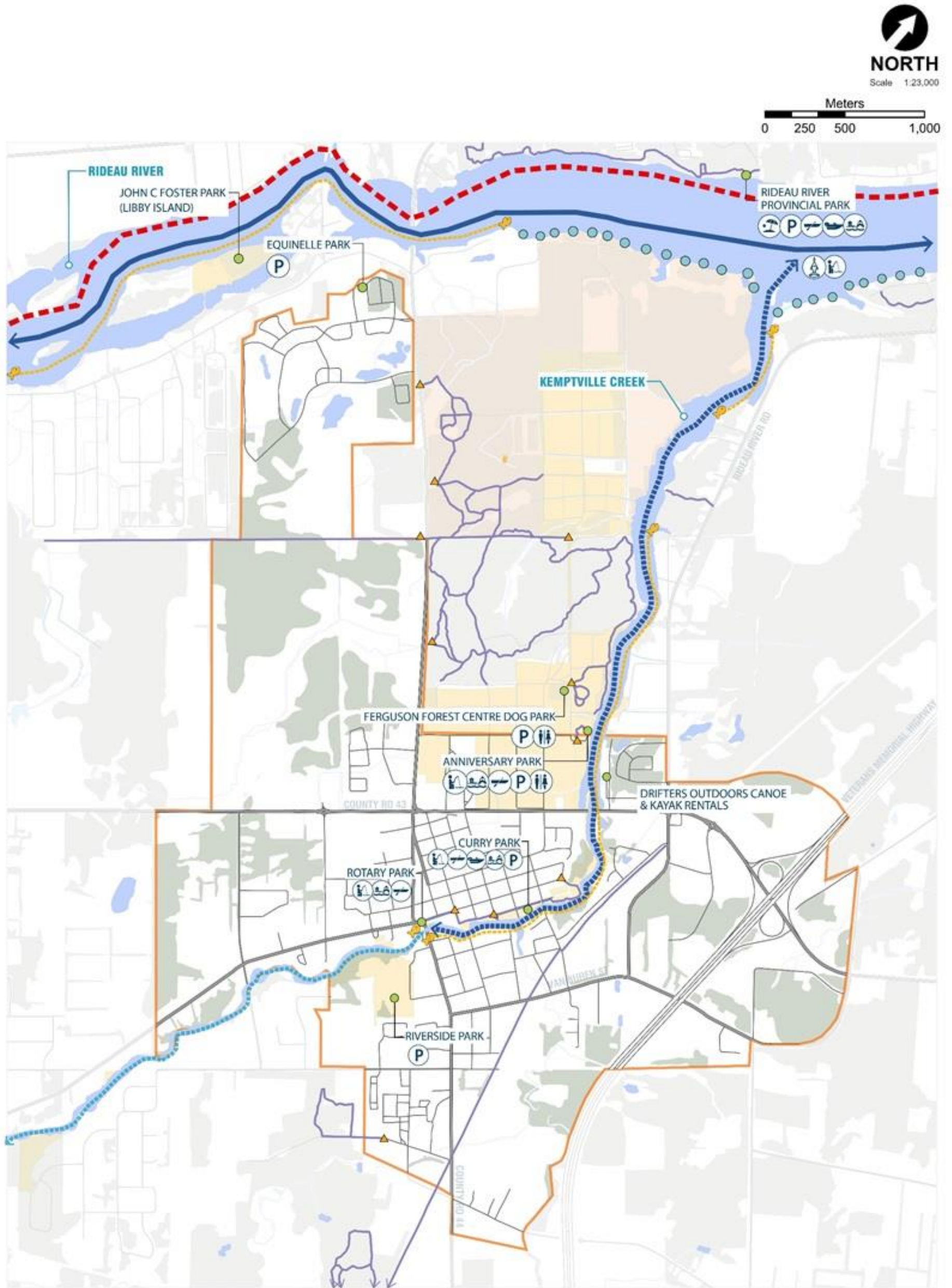
To improve navigability of the creek to the downtown, County Road 43 bridge would need to be constructed as a lift bridge and would likely require additional dredging to deepen the current shallow water channel. At a high-level review of the existing conditions, it is unfeasible to provide this type of access for recreational boating purpose.

Kemptville Creek, with reaches very heavy with aquatic weeds, is likely more suitable for small fishing boats and recreational paddle boating. South of Rotary Park, the creek is navigable for non-motorized boats during high water season only.

The Municipality has also just launched its new NGtransit Service with municipal-wide transit available to anyone traveling within North Grenville. It will provide service seven days a week with on-demand booking and ability to schedule trips in advance.



Figure 3: Municipal Amenities in Kemptville



**Legend**

- |                                |                                    |                        |   |
|--------------------------------|------------------------------------|------------------------|---|
| Municipal Boundary             | Waterfront Parcels                 | Washroom Facilities    | Large Motorized Boat Launch (Class I to III)                                  |
| Urban Settlement Area Boundary | Provincially Owned Lands           | Parking                | Small Motorized Boat Launch (Class A - Motorized)                             |
| Wooded Area                    | Trails                             | Beach                  | Non Motorized Boat Launch (Class A - Non-motorized and various paddle crafts) |
| Waterbody                      | Trail Access Points                | Ice Fishing Hut Launch | Docking Station   |
| Watercourses                   | Motorized Access                   | Fishing Spots          |   |
| Freeway                        | Motorized and Non-Motorized Access | Fish Nursery           |   |
| Arterial Roads                 | Non-Motorized Access               | Fish Spawning Areas    |   |
| Collector Roads                |                                    |                        |   |
| Local Roads                    |                                    |                        |   |

**Figure 3** provides a closer look at Kemptville, the Urban Settlement Area of North Grenville. There are four municipal parks that front Kemptville Creek and offer the following range of amenities: washroom facilities; trails, parking; beaches; fishing spots, including ice fishing huts; traditional park programs, motorized boat launches, non-motorized boat launches; and docking stations. A new dock was just placed at the Prescott Street Bridge, near Rotary Park.

With respect to transportation and access, the area has good vehicular connections for waterfront users from nearby communities or the wider region to visit to Kemptville's waterfront, including the parks that are on or near Kemptville Creek.; Ferguson Forest Centre, while not located within the Urban Settlement Area boundary, also offers an extensive trail network that helps to connect waterfront users in the northern area of Kemptville to Kemptville Creek by foot, bicycle, snow-mobiles, and other forms of active travel. John C. Foster Park is outside of the settlement boundary, and fronting Rideau River.

For detailed assessment per waterfront access location, refer to **Table 1**.

**Figure 4** provides a closer look at Oxford Mills, a key hamlet that lies southwest of Kemptville and along Kemptville Creek. There are two parks, Maplewood Park and Crozier Park, both of which only have parking facilities. Oxford Mills also has the Oxford Mills Dam, which is located where County Road 18 crosses Kemptville Creek.

With respect to transportation, County Road 18 is the main access road for the hamlet. This road connects to County Road 43 (refer to **Figure 1**) which connects the hamlet to Burritts Rapids and Kemptville in the northeast and northwest, respectively, and to Bishops Mills in the southwest. There are no recreational trails nearby.

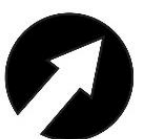
For detailed assessment per waterfront access location, refer to **Table 1**.

Figure 4: Municipal Amenities in Oxford Mills



**Legend**

- Arterial Roads
- Collector and Local Roads
- Waterbodies
- Wooded Area (MNRF)
- Watercourses (RVCA)
- Hamlet Boundary
- Non Motorized Access
- Oxford Mills Dam
- Parking



**NORTH**  
Scale 1:8,000

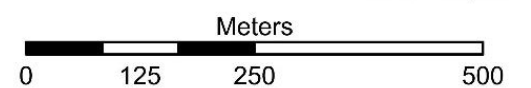
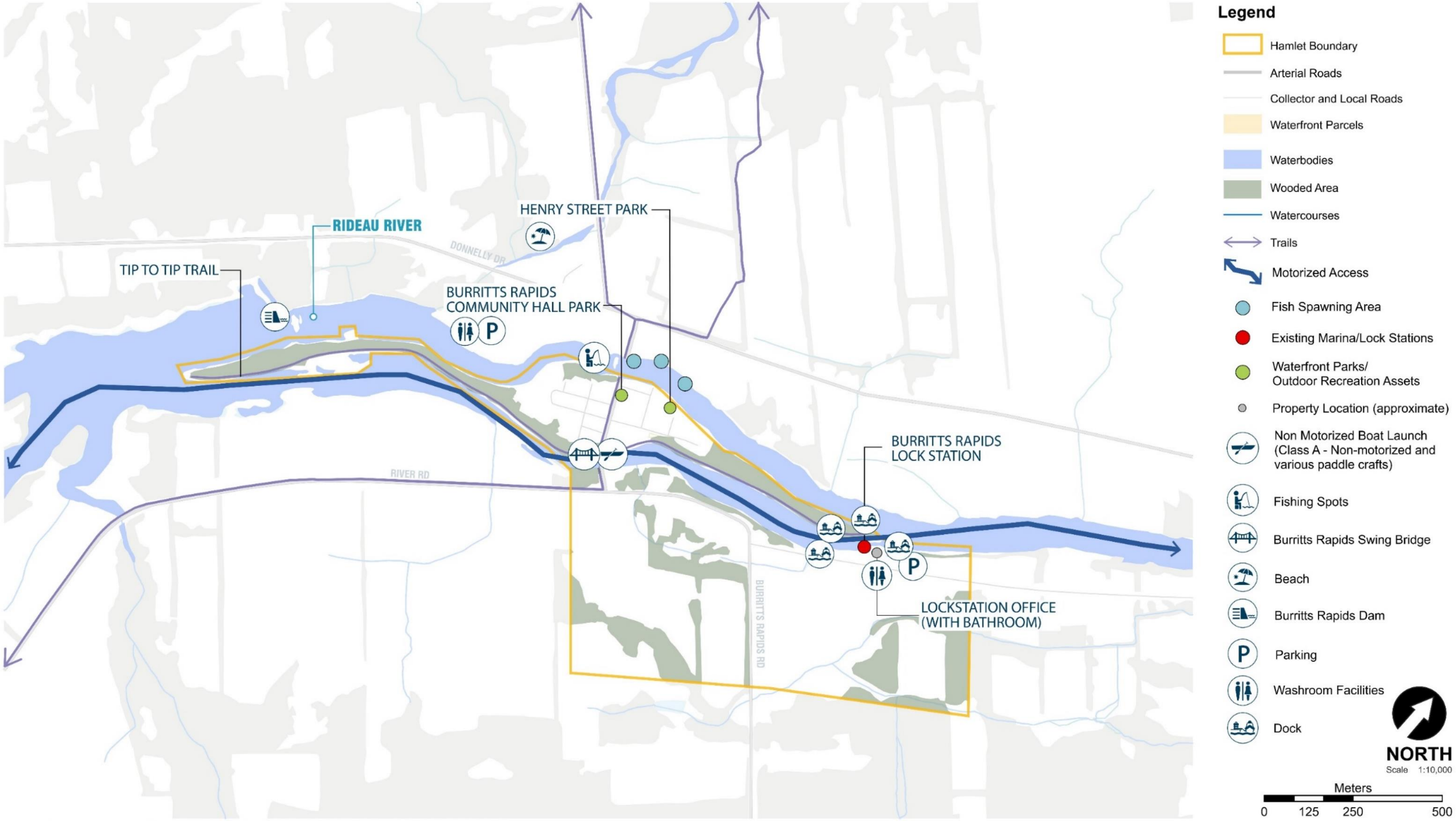


Figure 5: Municipal Amenities in Rapids



File Location: C:\Users\10\p\Documents\Offline Projects\236284 North Grenville Waterfront\Product\Internal\20230705 Base Map\Burritts Rapids.mxd

**Figure 5** provides a closer look at Burritts Rapids, a key hamlet that is located on the Rideau River in the northwest of North Grenville. The hamlet has Henry Street Park, a community hall and is adjacent to the UNESCO designated World Heritage Rideau Canal Burritts Rapids Lock Station owned and operated by Parks Canada. The Parks Canada site has parking, washrooms, docking areas, non-motorized boat launch, and a trail.

With respect to transportation, Burritts Rapids is accessed: south of the Rideau River by River Road and Donnelly Drive, which connect the hamlet to Ottawa, Smiths Falls, and other communities in the region; and south of the river by Burritts Rapids Road, which connects the hamlet to the rest of North Grenville. The island is accessed from the south by Grenville Street along the Burritts Rapids Swing Bridge, where the community launch non-motorized boats, and accessed from the north by Burritts Avenue, which turns into Grenville Street.

With respect to active transportation, the island of Burritts Rapids has the Tip-to-Tip trail which is owned and maintained by Parks Canada, and runs along the island's southern perimeter. The Tip-to-Tip Trail connects to a nearby Rideau Trail that travels northward of Donnelly Road, as well as a trail that runs east-west and southbound along River Road.

For detailed assessment per waterfront access location, refer to **Table 1**.

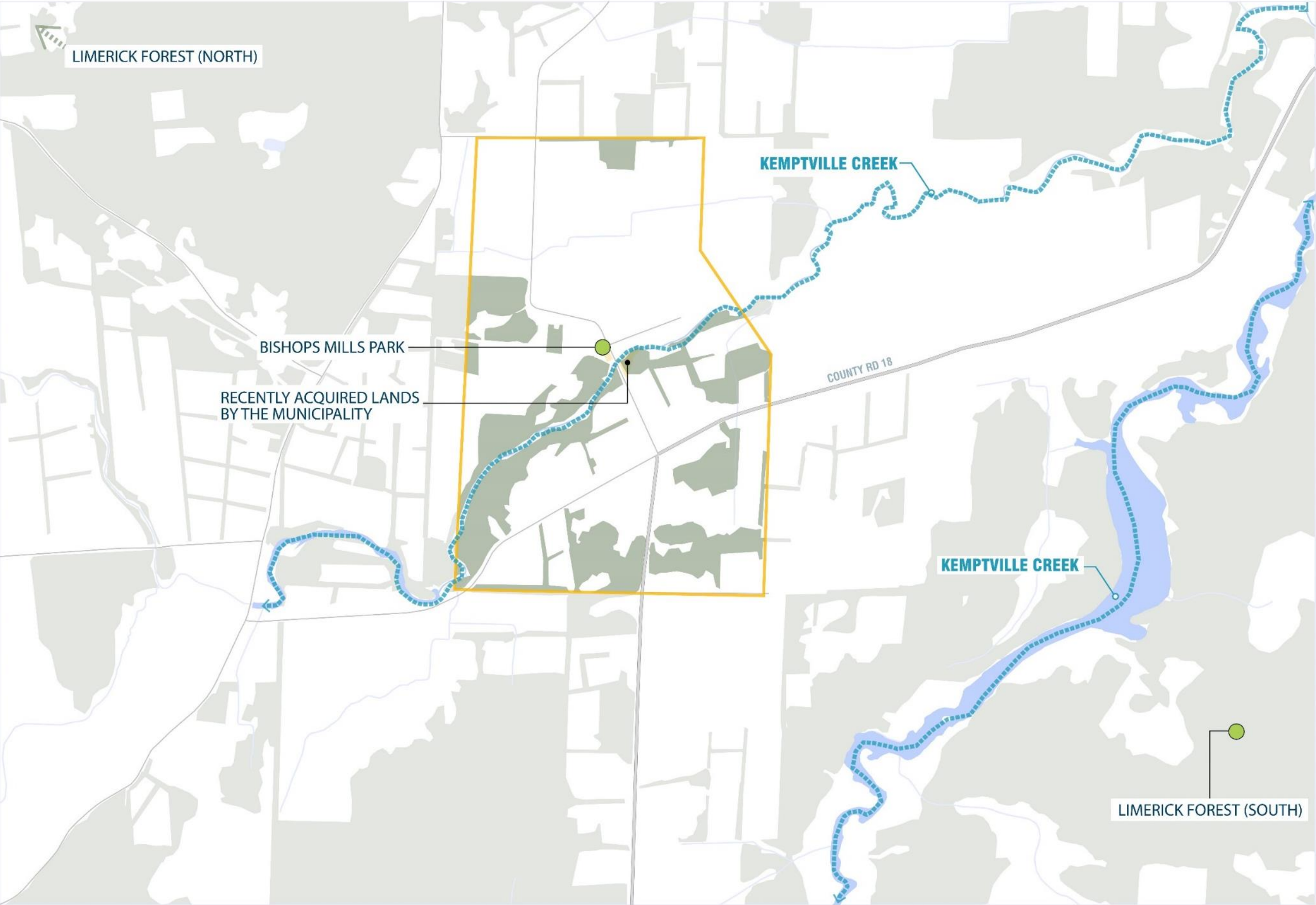
**Figure 6** illustrates features of Bishops Mills, a key hamlet that is in the southwest of North Grenville and is located on a narrow tributary of Kemptville Creek. The hamlet has one park, Bishops Mills Park, in close proximity to lands that were recently acquired by the Municipality.

With respect to transportation, Bishops Mills is accessed by County Roads 18 and 20, where County Road 18 connects the hamlet to the rest of North Grenville.

With respect to active transportation opportunities, the hamlet has no trails, however it is in proximity of Limerick Forest (southern portion), which has an extensive trail network.

For detailed assessment per waterfront access location, refer to **Table 1**.

Figure 6: Municipal Amenities in Bishops Mills

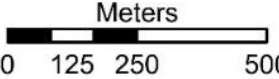


**Legend**

- Hamlet Boundary
- Waterfront Parcels
- Wooded Area (MNRF)
- Waterbodies
- Watercourses (RVCA)
- Arterial Roads
- Collector and Local Roads
- Non Motorized Access
- Waterfront Parks/  
Outdoor Recreation Assets



**NORTH**  
Scale 1:15,000



## 4.2 Key Opportunities and WAS Direction

Key opportunities and WAS directions were identified through the study area analysis and community engagement inform the North Grenville WAS, and are as follows:

- To celebrate and protect North Grenville’s natural beauty through sustainable and climate resilient actions and tourism goals.
- To advance Indigenous perspectives and practices along the waterfronts, as well as honour Indigenous heritage and history.
- To leverage the high visitation along the UNESCO World Heritage Site Rideau River.
- To establish destination and community boating nodes along the Rideau River and Kemptville Creek.
- To establish destination and community park nodes within North Grenville’s communities.
- To promote year-round use of our waterfronts with site improvements, placemaking, wayfinding, and additional programming.
- To promote Kemptville Creek as the pride of the community and a key tributary of the Rideau River.
- To improve connections of downtown, parks, amenities, and trails along the waterways through placemaking and wayfinding.

**Table 1** documents an assessment of each waterfront access location’s land ownership, existing amenities, alignment with the North Grenville’s Tourism Strategy (2020), opportunities and challenges.



**Table 1: North Grenville Waterfront Access Assessment by Location**

Waterfront Access Location	Assessment				
	Land Ownership	Existing Amenities	Existing Tourism & Tourism Strategy	Opportunities	Challenges
<b>Burritts Rapids – Large Boat Mix (Class I to III)</b>					
<b>1 Henry Street Park</b>	Municipal (North Grenville)	Swings, benches, trash receptacle		Upgrade playground structure, create gravel path to beach, restore sandy beach and water access – placemaking	Narrow road right-of-way limiting parking
<b>2 Burritts Rapids Bridge Boat Launch</b>	Federal (Parks Canada)	gravel parking, non-motorized boat launch	Supports tourism strategy through development of best-in-class public realm projects, public Wi-Fi internet, outdoor monetised recreation, and partnering with Parks Canada	Improve site as a landing/arrival plaza that loops back to the Lock Station, with river and street facing gateways, formalized paddle boat launch, security lighting, seating areas and wayfinding signage to Burritts Rapids attractions - placemaking. Formalized landing/arrival for paddlers from the bridge to the Lock Station and portaging to the north side of river.	Not a municipal property, unknown future plans for the site by Parks Canada, proximity to lift bridge
<b>3 Burritts Rapids Lock Station</b>	Federal (Parks Canada)	Hiking, cycling, snowshoeing, cross-country skiing and birding along the Tip to Tip trail, Rideau Lock Station 17, washrooms, parking	High Priority - Top 10 (UNESCO World Heritage Rideau Canal, and Trail)	Improve accessibility for paddle boat launching below the Lock Station, improve wayfinding and signage to North Grenville destinations	Not a municipal property
<b>Kemptville – Small Motorized Boats to Rotary Park and Paddle Boats</b>					
<b>4 eQuinelle Park River Trail</b>	Private	Parking, trails (private)		Open up vistas along the trail, and designate areas for seating and shoreline fishing - placemaking	Not a municipal facility

Waterfront Access Location	Assessment				
	Land Ownership	Existing Amenities	Existing Tourism & Tourism Strategy	Opportunities	Challenges
5 Curry Park	Municipal (North Grenville)	Parking, picnic tables, trails, green space, boat dock and launch, outdoor skating rink (creek)	High Priority - Top 10 (Kemptville Community Skateway); Supports tourism strategy through development of best-in-class public realm projects, public Wi-Fi internet, outdoor monetised recreation	Improve site for accessible paddle boat launch and docking and site accessibility, including parking, site lighting, beach, seating, gathering space, shoreline fishing and public washrooms - placemaking. Restore parts of the park to function as naturalized flood protection/ resilience, assess water quality for swimming.	Seasonal flooding, and redirecting motorized boat users to other facilities
6 Waterfront Trail	Municipal (North Grenville)	Hiking, biking, cross-country skiing, snowshoeing, birding	High Priority - Top 10 (Old Town Kemptville); Supports tourism strategy through development of best-in-class public realm projects	Develop a place-making and environmentally focused waterfront trail system from Clothier St entrance to Curry Park and Barnes St trail reaches, featuring an accessible on-land promenade (with accent boardwalk locations) that bollard path lighting, lookouts, public art, shoreline planting, seating, shoreline fishing, directional and interpretive signage, and gateway entrances	
7 Rotary Park and Prescott Street Dock	Municipal (North Grenville)	Green space, dock and non-motorized boat launch	High Priority - Top 10 (Old Town Kemptville); Supports tourism strategy through development of best-in-class public realm projects, public Wi-Fi internet, outdoor monetised recreation	Improve wayfinding signage, access to dock from Rotary Park, and placemaking as a key hug to downtown businesses (e.g., lighting, wall art/mural, water features, gardens, seating, and public art)	

Waterfront Access Location	Assessment				
	Land Ownership	Existing Amenities	Existing Tourism & Tourism Strategy	Opportunities	Challenges
<b>8 Riverside Park</b>	Municipal (North Grenville)	Parking, playground, picnic tables, trails, green space, outdoor pool, tennis courts, pickleball courts, skateboard parks, baseball diamonds, soccer fields		Improve Creekside Nature Trail (700 metres) with accessibility and signage and Waterfront Trail connection by wayfinding signage	
<b>Oxford Mills – Paddle Boats</b>					
<b>9 Beach Road Right-of-Way</b>	Municipal (North Grenville)	Road allowance to creek		Provide natural paddle boat launch, parking, security lighting, trash receptacle, signage, and wayfinding	Shallow creek depth for over 15 metres from shoreline.
<b>Bishops Mills – Paddle Boats</b>					
<b>10 Mussell Road Abandoned Bridge Creek Crossing</b>	Municipal (North Grenville)	Abandoned road access to abandoned bridge		Improve access to location, parking, shoreline fishing, security lighting, paddle boat launch	Unknown creek depth and safe access under bridge. Unknown condition assessment of existing bridge infrastructure.
<b>11 County Road 20 Bridge Creek Crossing</b>	Private	Road right-of-way access to creek, used informally for fishing and paddle boat launch		Improve access to location, parking, security lighting, paddle boat launch	Not a municipal property, unknown creek depth and safe access under bridge. Unknown condition assessment of existing bridge infrastructure.
<b>12 Limerick Road Bridge Creek Crossing</b>	Municipal (North Grenville)	Road right-of-way access to creek, used informally for fishing and paddle boat launch		Improve access to location, parking, shoreline fishing, and paddle boat launch	Unknown creek depth and safe access under bridge. Proximity to bridge for safety, clearance and driveway setbacks.

Waterfront Access Location	Assessment				
	Land Ownership	Existing Amenities	Existing Tourism & Tourism Strategy	Opportunities	Challenges
<b>13 Bishops Mills Cheese Factory</b>	Municipal (North Grenville)	Site acquired by municipality in 2017, with historic plaque.	Supports tourism strategy through development of best-in-class public realm projects	Develop trails, parking, security lighting, and paddle boat launch. Connect site through a historic walking tour of Bishops Mills	
<b>Other – Large Boat Mix (Class 1 to III) Along Rideau River and Small Boats to Anniversary Park</b>					
<b>14 Muldoon Road Boat Launch</b>	Municipal (North Grenville)	Gravel access and shoreline opening to river	Supports tourism strategy through development of best-in-class public realm projects, outdoor monetised recreation, and destination along Rideau River	Improve site as motorized large boat launch facility, with permanent mat/ramp and supporting dock, lighting, trash receptacle, seating, and tourism/wayfinding signage - potential opportunity for land acquisition of land for improved circulation and parking	
<b>15 John C Foster Park (Libby Island)</b>	Municipal/Private	Trails, green space, parking	Supports tourism strategy through development of best-in-class public realm projects and destination along Rideau River	Conserve and protect natural area, improve signage and wayfinding into park, road access, parking and look out	Narrow road right-of-way into park with shared access with private property on the west end of the island, seasonal flooding of access route
<b>16 Sheppard Close Property</b>	Municipal (North Grenville)	Inaccessible 4 acres of land	Supports tourism strategy through development of best-in-class public realm projects, outdoor monetised recreation, and destination along Rideau River	Develop new large site as motorized boat launch facility, with permanent mat/ramp and supporting dock, lighting, trash receptacle, seating, and tourism/wayfinding signage. Direct access to Highway 416, supporting tourism strategy.	Unknown land and water site conditions. Vegetation overgrowth.

Waterfront Access Location	Assessment				
	Land Ownership	Existing Amenities	Existing Tourism & Tourism Strategy	Opportunities	Challenges
17 S. Gower Drive Right-of-Way	Municipal (North Grenville)	Boat launch on gravel surface, ice shack launch	Supports tourism strategy through development of best-in-class public realm projects, public Wi-Fi internet, outdoor monetised recreation, and destination along Rideau River	Improve as community motorized boat launch facility, with new permanent mat/ramp and supporting dock, lighting and trash receptacle	Narrow road right-of-way limiting parking, and in close proximity to neighbouring dwellings
18 Gideon Adams Park	Municipal (North Grenville)	Non-motorized boat launch, ice shack launch, parking, green space		Improve access for paddle boat launch and ice shack launch, lighting and trash receptacle	Vehicular circulation and access with boat trailer coming from the east
19 Ferguson Forest Centre - Rideau River Access	Municipal (North Grenville)	Area used for snowmobiles and ice shack launch, park amenities associated with the arboretum, disc golf course, dog park, tree nursery, giving garden, veterans way memorial park	High Priority - Top 10 (Ferguson Forest, and Paddling on Kemptville Creek); Supports tourism strategy through development of best-in-class public realm projects, public Wi-Fi internet, outdoor monetised recreation, and destination along Rideau River	Add new docking and rest area, new wayfinding, signage and trails to other Ferguson Forest Centre destinations and opportunity to market connection to Rideau River Provincial Park	Vehicular access for maintenance and emergency access to be established
20 Ferguson Forest Centre - Pump Station	Municipal (North Grenville)	Vehicular access to creek shoreline	High Priority - Top 10 (Ferguson Forest, Trails and Paddling on Kemptville Creek)	Add lookout and fishing dock, snowmobile access	Active intake infrastructure into creek, may have impacts on safety
21 Ferguson Forest Centre - Anniversary Park	Municipal (North Grenville)	Parking, picnic tables, pavilion, trails, green space, dock, canoe/kayak launch	High Priority - Top 10 (Ferguson Forest, Trails and Paddling on Kemptville Creek); Supports tourism strategy through development of best-in-class public realm projects, public Wi-Fi internet, outdoor monetised recreation, and destination along Rideau River	Improve road access, signage, wayfinding and secure boat docking as a docking destination off of Rideau River, public washrooms, placemaking improvements, connection to Waterfront Trail to access Downtown Kemptville	Shallow creek depth with rocky shoreline, not currently accessible by all motorized boats - dredging of the creek may be required

Rideau River, View from John C. Foster Park



5.0

## 5.0 Waterfront Access Vision

### 5.1 Vision

The vision for the North Grenville Waterfront Access Strategy is as follows:

North Grenville's waterfront is a thriving place all year round, with clean, biodiverse, safe, and navigable waterways that are recognized as the heartbeat and lifeline of our community. Waterfront access must be balanced with the protection, restoration, and enhancements to the rich natural and cultural heritage.

### 5.2 Waterfront Design Principles

To facilitate the critical waterfront planning and design, there are foundational principles and best practices to help guide the Municipality in the developing North Grenville's waterfront access locations. Presented below are nine Design Principles for North Grenville's waterfront access:

- 1. Environment First | Protect, restore, and enhance the natural heritage system.**

North Grenville's natural heritage system is a significant community asset that has local and regional importance. The shorelines of the river and creek provide a unique habitat for many

animals and bird species. The emerging shoreline ecology of riparian plants, including trees, shrubs, and grasses, also serve a function of shoreline protection from erosion and flooding. Natural heritage areas may not always be accessible, but they can be integrated with viewpoints and lookout areas. Protection, restoration, and enhancement are desirable to make the system stronger.

- 2. Sustainability and Flooding | Maintain natural shorelines for climate resiliency, and design with low impact.**

Sustainability is truly achieved when the needs of the natural environment are balanced with the desires of the community, both culturally and economically. Flooding is an overarching issue that has caused irreparable harm and threatens the community and facilities along the waterways. Climate resiliency should be at the forefront in the planning of waterfront access, as water levels fluctuate seasonally.

- 3. Safe, Secure, and Accessible | The waterfront must be safe and accessible for all.**

Public waterfront lands and access need to accommodate all ages, cultures, and physical

abilities, and have adequate capacity and design standards to support all users.

**4. Economic and Tourism Growth | Utilize underused assets and invest in the development of a 'destination' that is safe, secure, and accessible for all users.**

The Municipality's Tourism Strategy (2020) identifies actions towards utilizing underused assets, as well as aspirations for creating a 'home' and 'destination' that celebrates, invests, and develops opportunities around North Grenville's beautiful waterways.

**5. Finding a Balance | Assess cultural, economic, environmental, and recreational needs.**

Access to public waterfront lands needs a balanced approach that respects cultural heritage, economic, tourism, growth and recreation needs of the community.

**6. Celebrating Waterfront Heritage | Integrate historic stories and ties to the waterfront.**

Indigenous knowledge and history on land and water needs to be integrated into the municipality's heritage, as well as historic settlement and growth in the region.

**7. Vibrancy | Catalyst to encourage community pride and tourism, including accommodations**

North Grenville's diverse assets serve as catalysts to encourage community pride and support compatible tourism uses. Waterfront access points and infrastructure should support the community's desired uses of the waterfront lands.

**8. Design Excellence and Innovation | Design a high-quality public realm.**

High quality design is a hallmark of successful waterfronts at all scales. The unique local natural and cultural heritage of North Grenville should be expressed through design, materiality, sustainable practices and low impact design.

**9. Best Management Practices | Protect investment in waterfront assets.**

The Municipality needs to utilize best practices to consistently maintain the quality that the public expects from the waterfront system. Improving maintenance operations, including allocating appropriate funding, is necessary to protect the investment in waterfront assets.



Fishing Huts



6.0

## 6.0 Draft Waterfront Access Strategy

Twenty access locations were identified as opportunities for improved waterfront access along the Rideau River and Kemptville Creek, as per **Table 1**. They can be categorized into strategic future waterfront access nodes, as illustrated in **Figure 7**, that represent two important distinctions:

### 6.1 Future Waterfront Access Role

A **'Destination Node'** (identified with a large circle in **Figure 7**) is a primary waterfront spot and future investment opportunity to expand the tourism base in North Grenville. Its function can be either a park or boating node.

A **'Community Node'** (identified with a small circle in **Figure 7**) is a future waterfront access location that improves the level of service for the local community. Its function can be either a park or boating node.

### 6.2 Future Waterfront Access Function

A **'Park Node'** (identified with a green circle in **Figure 7**) identifies a future waterfront access that is located within an existing park and enriched by other park programs. Its role can be either a destination or community node.

A **'Boating Node'** (identified with a yellow circle in **Figure 7**) is a location that focuses solely on future waterfront access and supporting amenities for motorized and/or non-motorized boats. Its role can be either a destination or community node.

As per **Figure 7**, the WAS identifies ten destination nodes, of which five are located along Rideau River and five along Kemptville Creek, and of which eight function as waterfront access via parks and two through designated boating locations on the Rideau River. The WAS also presents ten community nodes, which are also categorized as five waterfront access via parks and five through designated boating locations. Overall, four community nodes are strategically located along Rideau River and six along Kemptville Creek.

Under the access nodes, in **Figure 7**, are icons that indicate its key features/amenities and other opportunities for its improvement. These key features may include the following: new or improved docking station, a motorized or non-motorized boat launch, opportunity for placemaking, and improved connectivity.

Presented in **Figure 8** is the concept plan for North Grenville's Waterfront Access Strategy, featuring the geographic and numbered locations of the twenty-one

nodes, which correspond with those listed in **Table 2**. Each of the future waterfront access nodes is also prioritized for future implementation.

### 6.3 Costing

High level order of magnitude cost is presented in **Table 2** to illustrate the comparative level of investment per waterfront access location. It is based on current construction and supplier costs, and cost estimates for comparable access and park improvements in other Ontario municipalities. More detailed cost estimate will be needed upon further site investigations, including servicing, geotechnical, natural environment assessments, waterway bathymetry and fluvial geomorphology, topographic surveys, environmental assessments, confirmed park programs through community consultations, and additional master planning and detailed design per site.

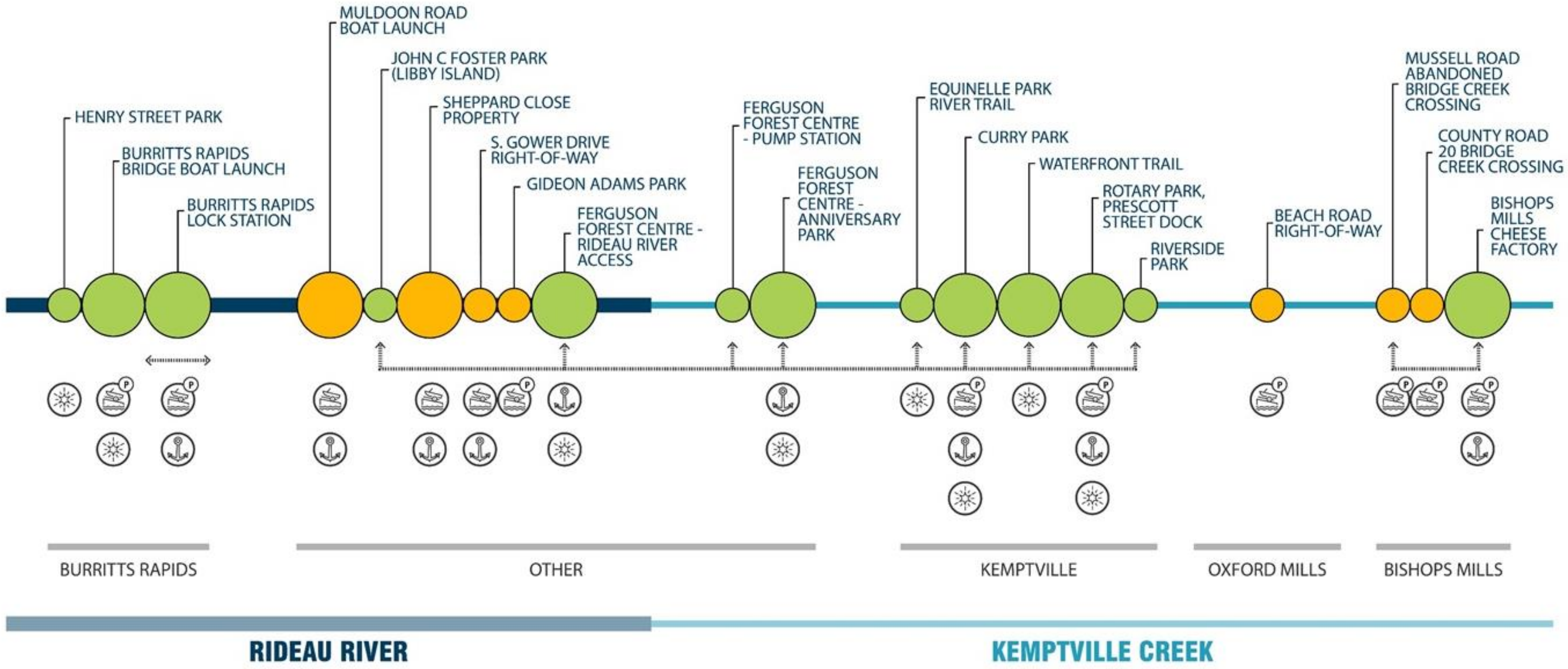
### 6.4 Wayfinding

TBD post Phase 2 engagement session

### 6.5 Implementation

TBD post Phase 2 engagement session

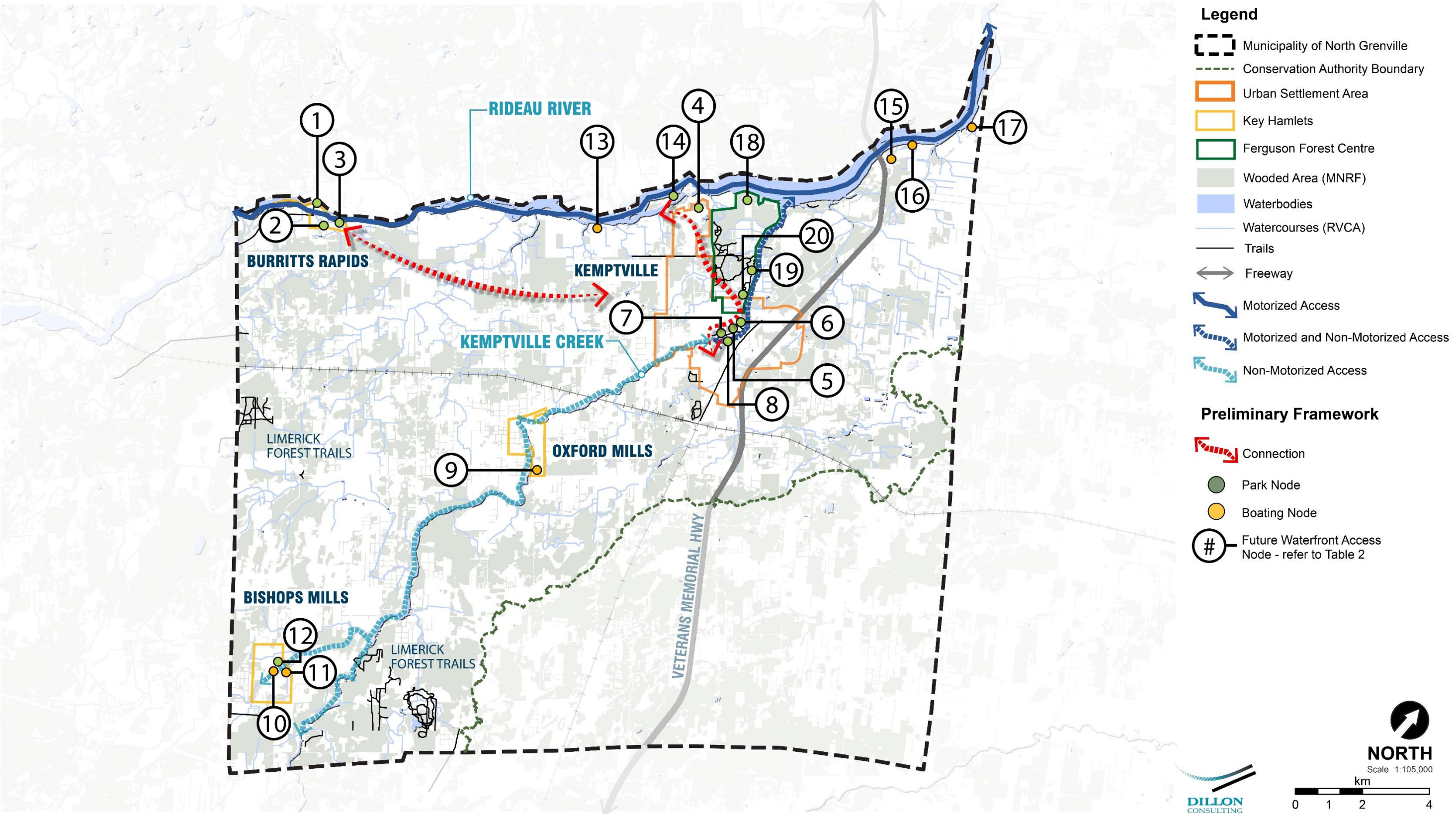
Figure 7: Municipality of North Grenville Draft Waterfront Access Strategy Concept Plan



**Legend**

- Destination Park Node
- Community Park Node
- Destination Boating Node
- Community Boating Node
- ⚓ Dock Station
- 🚤 Boat Launch
- 🚣 Paddle Boat Launch
- ☀️ Placemaking
- ↔️ Connectivity

Figure 8: Municipality of North Grenville Draft Waterfront Access Strategy Location Key



**Table 2: Municipality of North Grenville Waterfront Access Draft Strategy and Implementation**

Future Waterfront Access Location	Assessment	Draft Strategy		Draft Implementation	
	Recommendations	Future Access Node	Investment - Order of Magnitude	Priority	Funding Source(s)
<b>Burritys Rapids – Large Boat Mix (Class I to III)</b>					
1 Henry Street Park	Upgrade playground structure, create gravel path to beach, restore sandy beach and water access - placemaking	Community Park Node - Placemaking	Under \$100,000	High	
2 Burritys Rapids Bridge Boat Launch	Improve site as a landing/arrival plaza that loops back to the Lock Station, with river and street facing gateways, formalized paddle boat launch, security lighting, seating areas and wayfinding signage to Burritys Rapids attractions - placemaking. Formalized landing/arrival for paddlers from the bridge to the Lock Station and portaging to the north side of river.	Destination Park Node - Paddle Boat Launch, Placemaking	Under \$250,000	Low	
3 Burritys Rapids Lock Station	Improve accessibility for paddle boat launching below Lock Station, improve wayfinding and signage to North Grenville destinations	Destination Park Node – Lock Station, Paddle Boat Launch and Dock, Connectivity	Under \$100,000	High	
<b>Kemptville – Small Motorized Boats to Rotary Park and Paddle Boats</b>					
4 eQuinelle Park River Trail	Open up vistas along the trail, and designate areas for seating and shoreline fishing - placemaking	Community Park Node - Placemaking	Under \$100,000	Low	
5 Curry Park	Improve site for accessible paddle boat launch and docking, paddle boat rental and site accessibility, including parking, site lighting, beach, seating, gathering space, shoreline fishing and public washrooms - placemaking. Restore parts of the park to function as naturalized flood protection/ resilience, assess water quality for swimming.	Destination Park Node - Paddle Boat Launch and Dock, Placemaking	Over \$1,500,000	High	

Future Waterfront Access Location	Assessment	Draft Strategy		Draft Implementation	
	Recommendations	Future Access Node	Investment - Order of Magnitude	Priority	Funding Source(s)
6 Waterfront Trail	Develop a place-making and environmentally focused waterfront trail system from Clothier St entrance to Curry Park and Barnes St trail reaches, featuring an accessible on-land promenade (with accent boardwalk locations) that bollard path lighting, lookouts, public art, shoreline planting, seating, shoreline fishing, directional and interpretive signage, and gateway entrances	Destination Park Node - Connectivity, Placemaking	Under \$1,000,000	Medium	
7 Rotary Park and Prescott Street Dock	Improve wayfinding signage, access to dock from Rotary Park, and placemaking as a key hug to downtown businesses (e.g., lighting, wall art/mural, water features, gardens, seating, and public art)	Destination Park Node - Paddle Boat Launch and Dock, Connectivity, Placemaking	Under \$100,000	High	
8 Riverside Park	Improve Creekside Nature Trail (700 metres) with accessibility and signage and Waterfront Trail connection by wayfinding signage	Community Park Node - Connectivity	Under \$1,000,000	Medium	
<b>Oxford Mills – Paddle Boats</b>					
9 Beach Road Right-of-way	Provide natural paddle boat launch, parking, security lighting, trash receptacle, signage and wayfinding	Community Boating Node - Paddle Boat Launch	Under \$150,000	Medium	
<b>Bishops Mills – Paddle Boats</b>					
10 Mussell Road Abandoned Bridge Creek Crossing	Improve access to location, parking, shoreline fishing, security lighting, paddle boat launch	Community Boating Node - Paddle Boat Launch	Under \$150,000	Medium	
11 County Road 20 Bridge Creek Crossing	Improve access to location, parking, security lighting, paddle boat launch	Community Boating Node - Paddle Boat Launch	Under \$150,000	Low	
12 Bishops Mills Cheese Factory	Develop trails, parking, security lighting, and paddle boat launch. Connect site through a historic walking tour of Bishops Mills	Destination Park Node - Paddle Boat Launch and Dock	Under \$150,000	High	

Future Waterfront Access Location	Assessment	Draft Strategy		Draft Implementation	
	Recommendations	Future Access Node	Investment - Order of Magnitude	Priority	Funding Source(s)
<b>Other – Large Boat Mix (Class I to III) Along Rideau River and Small Boats to Anniversary Park</b>					
13 Muldoon Road Boat Launch	Improve site as motorized large boat launch facility, with permanent mat/ramp and supporting dock, lighting, trash receptacle, seating, and tourism/wayfinding signage - potential opportunity for land acquisition of land for improved circulation and parking	Destination Boating Node - Launch and Dock	Under \$300,000	High	
14 John C Foster Park (Libby Island)	Conserve and protect natural area, improve signage and wayfinding into park, road access, parking and look out	Community Park Node - Connectivity	Under \$250,000	Low	
15 Sheppard Close Property	Develop new large site as motorized boat launch facility, with permanent mat/ramp and supporting dock, lighting, trash receptacle, seating, and tourism/wayfinding signage. Direct access to Highway 416, supporting tourism strategy.	Destination Boating Node - Launch and Dock	Under \$1,000,000	Medium	
16 S. Gower Drive Right-of-Way	Improve as community motorized boat launch facility, with new permanent mat/ramp and supporting dock, lighting and trash receptacle	Community Boating Node - Launch and Dock	Under \$150,000	Medium	
17 Gideon Adams Park	Improve access for paddle boat launch and ice shack launch, lighting and trash receptacle	Community Boating Node - Paddle Boat Launch	Under \$150,000	Medium	
18 Ferguson Forest Centre - Rideau River Access	Add new docking and rest area, new wayfinding, signage and trails to other Ferguson Forest Centre destinations and opportunity to market connection to Rideau River Provincial Park	Destination Park Node - Dock and Placemaking	Over \$500,000	Low	
19 Ferguson Forest Centre - Pump Station	Add lookout and fishing dock, snowmobile access	Community Park Node	Under \$100,000	Medium	
20 Ferguson Forest Centre - Anniversary Park	Improve road access, signage, wayfinding and secure boat docking as a docking destination off of Rideau River, public washrooms, placemaking improvements, connection to Waterfront Trail to access Downtown Kemptville	Destination Park - Dock, Placemaking	Over \$1,500,000	High	



Kemptville Creek



7.0

## 7.0 Recommendations

As informed by all community engagement and analyses completed to date, recommended action items for the North Grenville WAS are provided below.

TBD post Phase 2 engagement session



# Appendix A

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What We Heard  
Summaries

# North Grenville Waterfront Access Strategy



## What We Heard

### Phase 1 Engagement

## Introduction

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The Municipality of North Grenville (the Municipality) is creating a Waterfront Access Strategy (WAS) to enhance public use of and access to the Rideau River and Kemptville Creek. Dillon Consulting Limited (Dillon) has been retained by the Municipality to support the development of the WAS and lead the community and stakeholder engagement.

The WAS will help to develop a long-term vision for the waterfront that reflects the needs of the growing North Grenville community. It will also serve as an important tool to meet objectives identified in the North Grenville Tourism Strategy (2020), which included increasing water access for boats and kayaks, lengthening the waterfront trail network, and creating new recreational amenities in and around waterfront parks. The project will be aligned with existing strategic tourism priorities, as well as the detailed guidance from the Parks, Recreation and Culture Master Plan (2020), which includes key components to be included in the WAS.

There are two phases to this project: **Phase 1 – Listen and Learn**, and **Phase 2 – Draft Waterfront Access Strategy**. Both phases involve public engagement with the community, Municipal staff and Council, as well as key stakeholders and rights holders. Phase 1 engagement occurred in summer and fall of 2023, and Phase 2 engagement will occur in winter of 2024, along with a presentation to Council in spring of 2024.

This document provides a summary of what we heard during Phase 1 engagement activities for the North Grenville WAS.

## Engagement Activities in Phase 1 – Listen and Learn

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In Phase 1, engagement activities included:

- Ten key stakeholder informant interviews conducted by the Municipality;
- Indigenous community outreach and engagement conducted by the Municipality;
- Two visioning workshops (virtual) with key stakeholders, conducted by Dillon on August 24, 2023; and
- One community engagement bus tour and in-person workshop conducted by Dillon on August 29, 2023.

The engagement activities of Phase 1 are described briefly below.

### Key Informant Interviews

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The Municipality conducted 10 pre-engagement interviews with several stakeholders to inform them of the WAS, and to understand how they wanted to be engaged over the course of the project. These interviews were conducted with individuals from the business sector, tourism industry, and community organizations.

Stakeholders who were unable to provide immediate comments during the pre-engagement interviews had the option to participate in either the virtual stakeholder meetings or in-person community workshop. Some members of the public also provided comments about the WAS via email.

### Indigenous Advisory Circle Engagement

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The Municipality led an engagement session with the Indigenous Advisory Circle on November 16, 2023 at 4:30 PM. The engagement session was held in person, and it involved a discussion on the topics presented at the Stakeholder Engagement sessions, including: waterfront principles and top priorities; access improvements; new waterfront access opportunities; and barriers.

## Stakeholder Engagement

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Two stakeholder engagement sessions for the WAS took place on Thursday, August 24, 2023. The two sessions were held from 1:00 to 3:00 PM and 5:30 to 7:30 PM, respectively, where stakeholders could attend either session to suit their schedule. A total of 30 people attended the session from 1:00 to 3:00 PM, and 17 people attended the session from 5:30 to 7:30 PM.

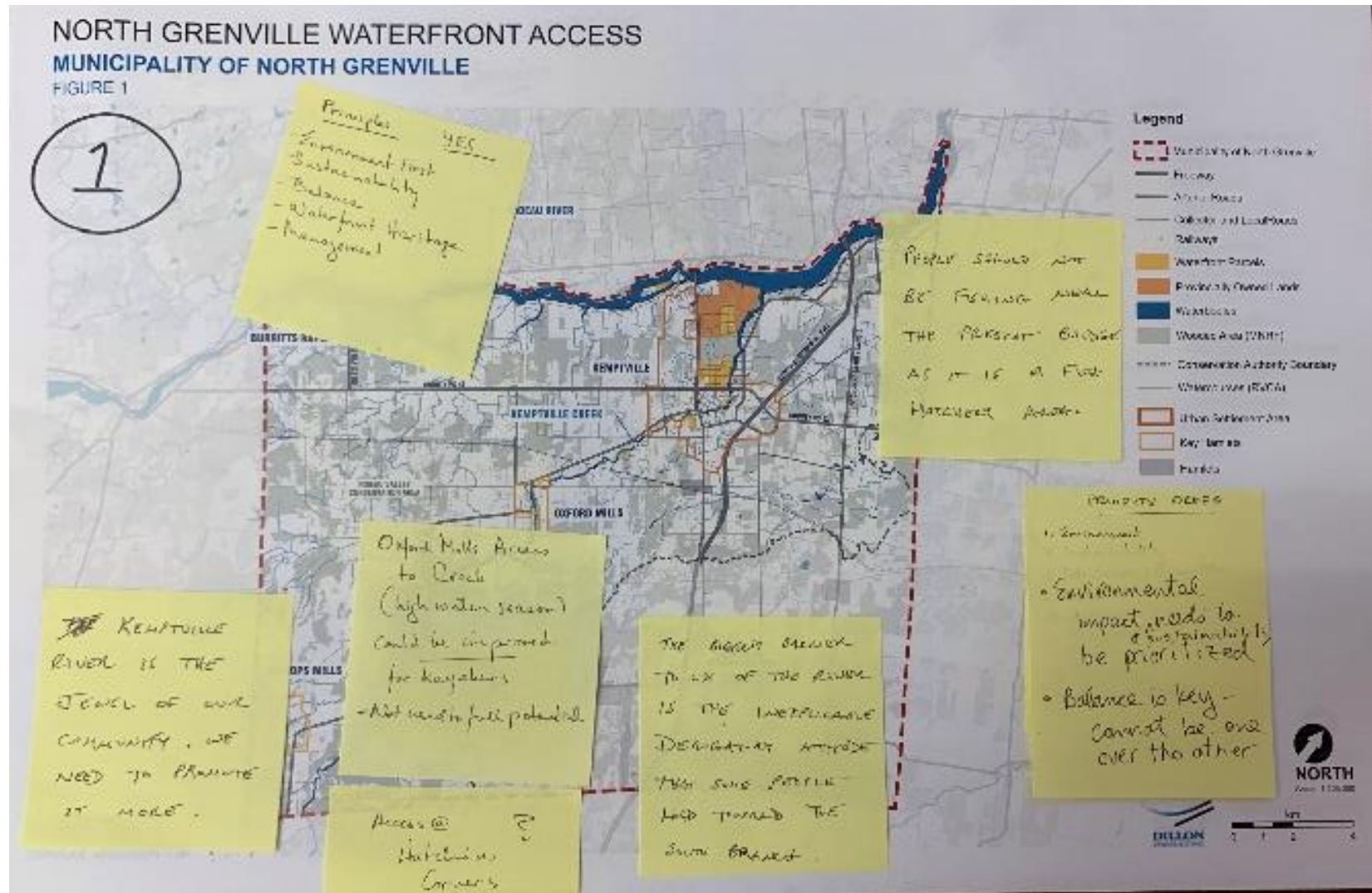
The virtual engagement session format was the same for both meetings. It consisted of a presentation by Municipal staff and members of the consultant team, and feedback was encouraged throughout the session. The meeting was designed to provide a better understanding of the WAS scope and collect participant feedback on key goals and principles, areas for improvement, and what existing conditions are currently working well. Interactive opportunities for engagement consisted of using Mentimeter live polling, followed by a visioning exercise and workshop facilitated using Mural, a virtual whiteboard.

Participants were asked the following questions:

- “Do the waterfront principles align with your needs and use of the waterfront?”
- “Are there any access points missing?”
- “What access points are working well along the waterfront?”
- “What access points are not used to their full potential, and/or could be improved?”
- “What locations along the waterfront do you think need new access points?”
- “What is the potential new access type (e.g., view, launch, dock, trail, waterway navigations, etc.)?”
- “What do you see as the barriers to maximizing the potential of the waterfront?”

There were also question-and-answer periods, where attendees could ask members of the project team for additional information on the WAS context, scope, timelines, and preliminary analysis of access points.

Figure 1: Example of the Visioning Exercise, with sticky notes of feedback provided



## **Community Engagement**

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A Municipal staff-led bus tour of waterfront sites was held from 2:00 to 3:30 PM on Tuesday, August 29, 2023, and was followed by an in-person workshop from 4:30 to 6:30 PM at the North Grenville Municipal Centre.

### **Bus Tour and In-Person Engagement Session**

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The bus tour hosted 21 participants, as a member of Municipal staff described the history and current condition of key sites included in the WAS. Participants were able to walk around several of the sites, where they were encouraged to provide feedback on current utilization and access of sites, as well as on ideas for future improvements or changes to inform the WAS. The tour included: the Muldoon Road Boat launch; the entrance to Libby Island; Ferguson Forest Centre (FFC) Anniversary Park; Riverview Lane; Pirate Cove Marina; the Municipality's Shepherd Close property; the Lannin Lane Boat launch; Rotary Park; the waterfront trail at Court Street; Curry Park; and a return to the Municipal Centre for refreshments.

Following the bus tour and refreshments, 26 individuals attended the workshop and were given a presentation by Municipal staff and Dillon, followed by a workshop exercise that encouraged participants to identify their concerns, ideas for solutions, and overall vision for the WAS. During the engagement session, participants were engaged on the following topics:

- The purpose and vision for the WAS;
- The draft Design Principles for the WAS, specifically: Environment First; Sustainability and Flooding; Safe, Secure and Accessible; Economic and Tourism Growth; Finding a Balance; Celebrating Waterfront Heritage; Vibrancy; Design Excellence and Innovation; and Best Management Practices;
- Constraints for/barriers to riverine access and boat mix (bridges, shallow water, existing facilities, etc.); and
- Opportunities for riverine access and boat mix.



**Figure 2: Bus Tour Stop at Ferguson Forest Park’s Anniversary Park and C. Gower Drive Right-of-Way**



Participants were also engaged interactively through the use of live polling with Mentimeter, where the following themes were discussed:

- Waterfront Activities and Utilization;
- Waterfront Accessibility;
- Means of Reaching the Waterfront;
- Frequency of Waterfront Visits;
- Aspirations for Activities along the Waterfront; and,
- Vision for the Future of the Waterfront.

A summary of what we heard during Phase 1 engagement activities is presented in the following section.

## Summary of What We Heard

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The major themes listed below are those that were most frequently expressed across all engagement sessions and through submitted email comments. They include:

### 1. Need to prioritize environmental stewardship and sustainability.

- prioritizing the long-term vision for North Grenville's waterfront around sustainable practices;
- providing environmental protection, vitality, and climate resiliency (i.e., flooding);
- advocating for no-emission boating types along the creek;
- investing in shoreline protection and minimizing shoreline erosion impacts;
- concern about water quality and clarity (algae, weeds, pollution/debris), and managing the impacts;
- learning Indigenous perspectives and practices around waterfront health and longevity;
- prioritizing environmental/habitat assessments;
- leading and providing opportunities for environmental stewardship; and,
- understanding the feasibility of tallgrass prairie and woodland restoration, where appropriate.

### 2. Need to improve waterfront access sites and supporting facilities.

- exploring land ownership and opportunities for purchase/development;
- identifying access points that are underutilized and/or could be improved;
- interest in new launch sites and improvements to existing launch sites for motorized boats, and larger boat docks;
- exploring costs and financial considerations for waterfront access improvements;
- maintaining waterfront access for fire department's water filling needs and water rescue purposes;
- feasibility of dredging in critical areas, where appropriate, to improve safety and navigability;
- clarifying roles, responsibilities, and stewardship opportunities around water and shoreline maintenance;
- improving access to the waterfront from the downtown;
- navigating along creek limited by bridge heights and water depths; and,
- providing parking for boat trailers.

### **3. Need to expand waterfront access opportunities for recreation, amenities, and placemaking.**

- providing facilities and services for electric boats;
- improving existing and expanding the number of parks, trails, and shared spaces, including opportunities for passive recreational uses;
- identifying suitable locations for ATV trails;
- providing full accessibility for people of all ages and abilities;
- providing facilities to encourage paddle sports;
- celebrating waterfront heritage and incorporating Indigenous culture into uses along the waterfront (i.e., historic portage, trail and canoe routes to commemorate Indigenous history);
- cleaning the waterway in the downtown, and identifying opportunities for integrated placemaking, including public art, boardwalks, gathering areas and seating;
- identifying areas (e.g., beaches) that could be designated for beach and swimming; and,
- identifying safe areas for fishing, including shoreline and ice fishing, and fishing as a food source.

### **4. Need to explore tourism and economic growth.**

- Improving waterway navigation signage and wayfinding for tourism destinations in the downtown, drawing in more visitors with improved access;
- identifying the types of tourists to attract to the waterfront;
- encouraging all users, both residents and visitors alike, to use and visit the waterfront through advertising, branding, and attractive signage;
- mapping historic, Indigenous cultural uses and highlighting them with informative signage;
- municipal support and funding towards promoting tourism and facilitating economic development;
- collaborating with local businesses of and attracting new businesses to the waterfront;
- establishing connections between local accommodations (bed-and-breakfasts, hotels, motels, campgrounds, etc.) and the waterfront;
- overnight municipal trailer parks that could be a tourism draw to parks along the waterfront;
- identifying more scenic lookout spots along the waterfront; and,
- growing tourism seems counterintuitive to sustainability and environment first principles.

## **Next Steps**

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As next steps in the North Grenville WAS project, feedback from this Phase of engagement alongside additional site analysis will help the project team to prepare the draft WAS and supporting waterfront access conceptual plan. The next Phase of engagement will focus on gathering feedback from the community, key stakeholders, and organizations through both an online survey and a community engagement session in the winter of 2024.

## **Please Keep in Touch**

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We encourage all interested citizens to follow the progress of the new Waterfront Access Strategy by visiting our website: [www.northgrenville.ca/council-government/projects/mng-projects/waterfront-access-strategy](http://www.northgrenville.ca/council-government/projects/mng-projects/waterfront-access-strategy). To stay in touch, please contact us at: [Tourism@northgrenville.on](mailto:Tourism@northgrenville.on).