



The Town of Essex:

Colchester Centre Landscape Master Plan

April 2012

>> Final Report



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1: Origins

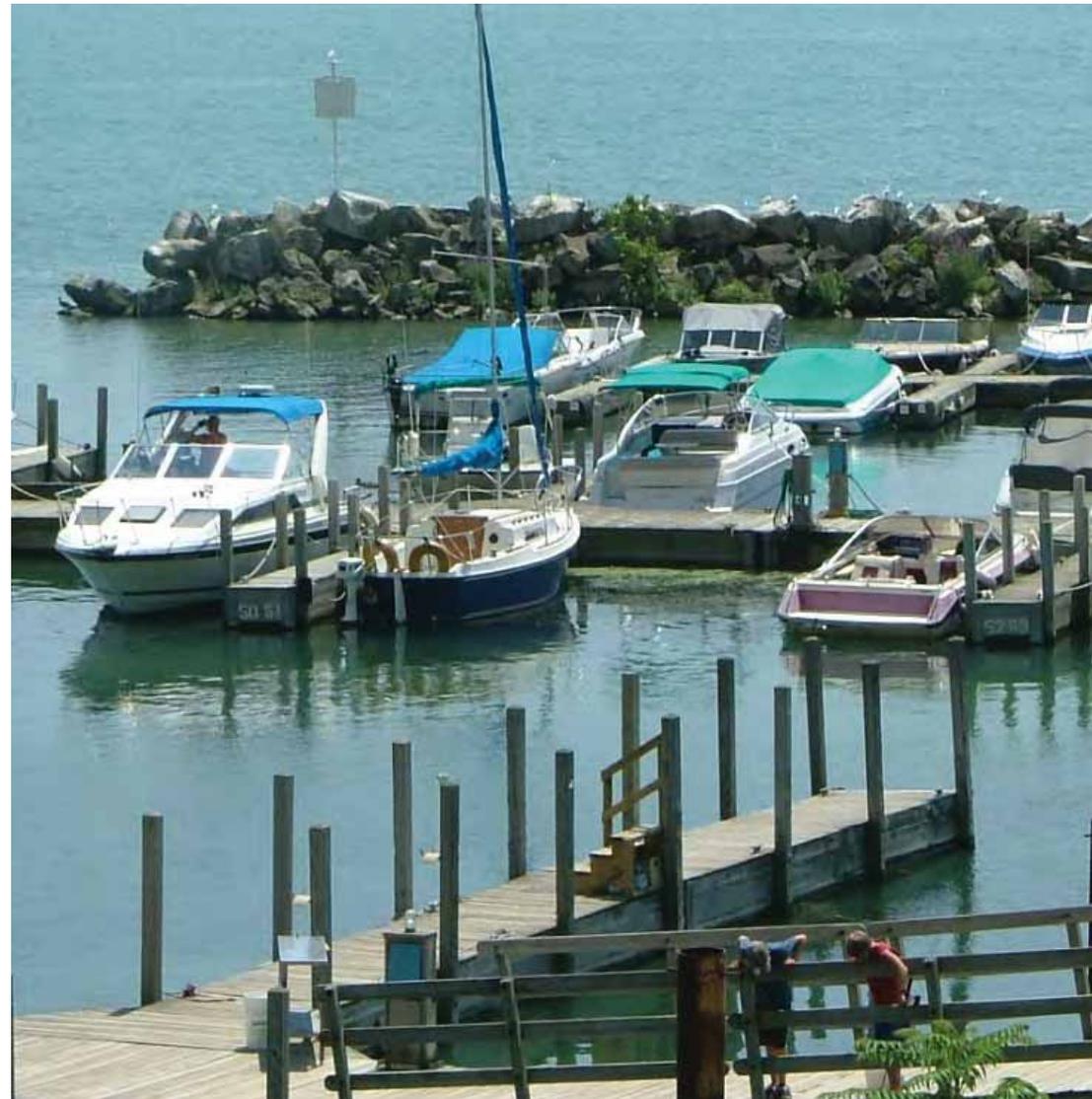
*It's not what you look at the matters,
it is what you see.*

- Henry David Thoreau

The community of Colchester Centre is unique, both in terms of its position as Canada's most southerly town and its waterfront gateway potential from Lake Erie into Essex County. Its picturesque location, proximity to an emerging wine-tourism route, growing potential as a desirable retirement location, intriguing history, and engaged population are only a few of many positive attributes that define the character of the Village. It is this rich culture and natural beauty upon which it is possible to build a strong civic identity and a vibrant and sustainable community.

Colchester Centre is also unique in the fact that it has one of the last federally controlled harbours. As the Town of Essex works through the divestiture process with the Department of Fisheries and Oceans (DFO), the opportunity to reconceptualize, revitalize, and reinvigorate the harbour is one that the Town must capitalize upon. Transitioning from a single purpose waterfront to a vibrant mixed-use waterfront is not an uncomplicated process, but the potential rewards are significant.

To address these issues, the Town of Essex initiated a broad scale master planning study to examine various land use implications directly or indirectly resulting from the harbour divestiture process. This future forward planning vision will address a number of issues, such as the pattern of vehicular circulation within the Town, the location and character of a commercial Main Street, gateway and entrance features, harbour and beach access, and open space design.





1.1 Colchester Beach

1.1 PROJECT INCEPTION

Colchester Centre requires a strategic approach to maximize the potential benefits afforded by the harbour divestiture process. The primary goal of the Colchester Centre Landscape Design project is to support the continued prosperity of the hamlet by creating a welcoming community with a well articulated planning vision, strategically directing public spending, and encouraging private development where appropriate.

All too often, communities are not proactive enough when it comes to the design and development of core areas such as the waterfront. Without undertaking a strategic visioning process, it is far too easy for 'lowest common denominator' development standards to be accepted and for design 'generica' to prevail. The waterfront in Colchester has the opportunity to evolve from the backdoor of the community to its very heart and soul, growing from a small community marina to a regional tourism and open space destination; transforming the vitality of the community in the process.

The study area for the Colchester Centre Landscape Design expanded during the master planning process, and includes the existing Marina and adjacent beach & park lands, the core area of Colchester (generally as defined by the square of County Road 50, Jackson Street, Sullivan Street, and Bagot Street), the entrance gateways to the Village, and several other Town-owned open space parcels. The marina is significant in that it is one of few along the North Shore of Lake Erie in the area, and has the potential to become a key stopping point for recreational boaters.

In 2012, the Town of Essex initiated a comprehensive master planning process for Colchester Centre. The intent of the master plan is to provide specific program elements, site composition and design, and long term costing and phasing, to enable a realistic implementation process. This master plan should be practical yet visionary, fiscally responsible, and responsive of the input provided by the stakeholders during the process.

1.2 STUDY PROCESS

This master plan was prepared by Ekistics Planning and Design, and is the culmination of a three month, multifaceted design and public engagement process. Originating in January 2012, this study followed a broadly based public engagement program that sought input into the plan from a variety of stakeholder groups and the public in a range of formats and opportunities.

The resulting Colchester Centre Landscape Design Master Plan is reflective of the ideas and community dialogue heard throughout this process. The vision for the master plan came into focus during a series of public workshops, where participants identified specific elements, ideas and attributes they wanted to see included in the Village Core. The need for the Town, the public, and key community and stakeholder groups to come together and work collectively towards similar goals and objectives is seen as the best way to successfully address the long term implementation of the various plan elements and projects.

This study was organized into four phases that were framed by a comprehensive public engagement program, and was designed to generate a new vision for Colchester Centre.

Phase One: Understanding

Phase one began with a project initiation meeting in January 2012, where the Consultant Team met with the steering committee and Town staff to review the timeline, deliverables, and protocol of the study. The Steering Committee was comprised of Town Staff, member of the Colchester Planning Advisory Council (CPAC), and Elected Officials. Policy information, past studies, and base maps were thoroughly reviewed to inform the study process.

At the end of phase one, an opportunities and constraints exercise was completed, as well as a best practices examination, looking at design standards for potential elements. A summary of the best practices review is included in subsequent sections of this document.



1.2 Splash Pad at Jackson Park



1.3 Colchester Marina



1.4 Playground at Jackson Park



1.5 Richardson Lane



1.6 View of Sullivan Street



1.7 Colchester School House

1.8 Study Area as defined by the RFP



1.9 Stakeholder Workshop

Phase Two: Engagement

Colchester Centre belongs to the Community, and as such it's facilities and open space must be reflective of the needs and wants of its citizens. In working to understand what those needs and wants are, a multifaceted community engagement process was completed. Consisting of a series of visioning workshops, an online survey, and social media outreach, the public was invited to provide direction and input to the design plan in a variety of forums.

Stakeholder Workshop

An invited stakeholder visioning workshop was on Wednesday, January 25th, 2012. The stakeholder groups were suggested by the Town, and included local wineries, community groups, business organizations, the Essex Region Conservation Authority (ERCA), and neighbours with a vested interest in the development of Colchester. Approximately 20 individuals were invited, and sixteen people attended the workshop. The stakeholder workshop divided participants into small groups, and asked the following questions:

- » what are the five best things about Colchester and the waterfront?
- » what are the five things that can be improved / are missing from the waterfront?
- » what are five sites / locations that need to be connected?

The discussion and ideas originating from the tables was varied and plentiful, with each table focusing on a slightly different aspect of the project. The result was a level of input and ideas that was rich and diverse. Key messages from the stakeholders included the environmental and cultural importance of the school site, the need to focus on the tourism connections along County Road 50 (with specific emphasis on the wineries), the importance of active transportation linkages, and diversity of existing waterfront and park uses (i.e. kayaking, scuba diving, swimming, boating, etc).

Public Workshop

The evening of the stakeholder workshop, a public visioning workshop was held. This event was attended by approximately 25 individuals. Following a similar format to the stakeholder workshop, participants were asked a series of broad, visioning questions. Again, the perspectives were varied, however strong themes once again emerged. Predominately featured elements included the desire to improve access to the water, the importance of marina services (i.e. bait and tackle shop & the restaurant), the popularity of the open space, and the overall intention to preserve the attractive character of Colchester.

Youth Workshops

Two different youth workshops were held on Thursday, January 26th. The first, at the Harrow High School, included a group of student members of the Principal's advisory committee. The students provided meaningful input into the project, including suggestions for desirable elements (beach volleyball, lockers, beach wi-fi).

The second youth workshop was held at the Harrow Youth Centre. Here, a group of younger children provided suggestions for park and waterfront elements, including a zip line, pool, and swimming dock. Both youth workshops provided the consulting team with a long list of design elements and inspiration, and were testament to level of engagement of the Town's youth population.

Online Survey

To compliment the ideas and input generated during the workshops, an online survey was launched on January 26th, 2012, and was active until March 2nd, 2012. During that time, 142 respondents provided input into the design and programming of Colchester Centre's open space. Full survey results may be found in **Appendix A**.

Of the 142 responses received, just over half were from women, predominantly in the age

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category 50-59. While the single largest response (53) indicated that two people live in their household, over 80 respondents have three or more individuals living at home, suggesting that many people are still in the process of raising a family.

Sixty three of the survey respondents (45%) indicated that they live actually in the Hamlet of Colchester, with another 45% living in the Town of Essex. Slightly less than thirty percent of respondents live less than one kilometre from the marina, and the majority of users (54%) drive to the waterfront.

In terms of desired activities or amenities for the park, the survey results largely supported the input provided during the workshops. A representation of the Colchester Reef lighthouse, nature trails, look-offs, picnic areas, and botanical gardens were all highly desired additions to Colchester's open space. Both an exercise circuit and dog park were seen to be of neutral importance in the overall open space context. Areas for improvement included the washroom / change room facilities, seating areas, walking paths, and beach access points, while the playground and splash pad were seen to require little or no improvement.

Along the waterfront, survey respondents indicated that they would like to see the development of more tourism-based retail and commercial, hotel or motel uses, trails and cycling connections, and community centre uses. A majority of responses were not in favour of residential or condominium development along the water.

Most waterfront users visit the marina or waterfront several times a week, even though they do not own boats. Over 60% felt that the marina is an essential component of the Town's overall recreation network, and 59% of respondents visit the marina even during the winter months. General marina improvements were supported by most, and these included the restaurant, boater services, and open space amenities.

Public Presentation of the Draft Plan

A draft of the master plan for Colchester Centre was presented to the public on Wednesday, March 7th. In the three following weeks, the general public, staff and Council, and the Colchester Planning Advisory Committee (CPAC) had the chance to review the draft plan and comment. Feedback received was reviewed with Staff, and integrated into the production of this final master plan document.

Phase Three: Master Plan Development

Based on the outcomes of the preceding phases, a functional conceptual option was developed, and this was shared with the steering committee for their review and comment. Building upon the input received from this interim milestone, a fully rationalized master plan was developed, and this was presented to the steering committee and the public in early March 2012.

The feedback from those sessions was incorporated into the final master plan for Colchester Centre.

THE TOWN OF ESSEX: COLCHESTER CENTRE LANDSCAPE MASTER PLAN

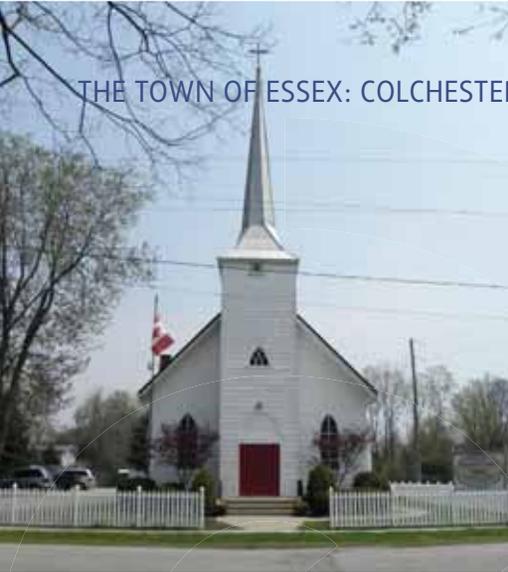


1.10 Stakeholder Workshop

A Shared Vision

During any community visioning process there will be competing interests and a level of 'acceptance for change' which make a **unanimous** shared vision for the future challenging to achieve. In the case of waterfronts, there is always the real challenge between adjacent residents and expanding waterfront uses. The steering committee and consultants have worked hard to find the proper balance between improving open spaces and public uses in the town, expanding commercial uses, improving transportation linkages (car, bike and walking), expanding harbour uses and experiences, and balancing economic and environmental/social trade-offs. In the end, every resident and business stand to benefit from these improvements, yet change, for many, is a daunting prospect. Without a road-map like this plan, change will inevitably come to Colchester; but, it will be undirected and unplanned. With a master plan, change can be guided and directed to achieve a shared common vision and maximize the benefits of change for the majority of residents.

It is also worth noting that the economic feasibility of the open space and public improvements is intimately tied to expanding private commercial investment in the Town. Expanding the tax base makes public improvements possible. This plan recognizes the need for encouraging both to create a sustainable economic development strategy for the Town and waterfront.



OPPORTUNITIES & CONSTRAINTS

A number of opportunities and constraints have been identified that will impact any future development projects in the study area.

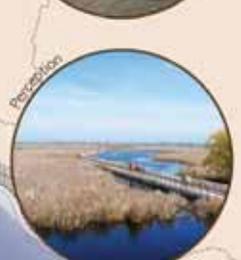
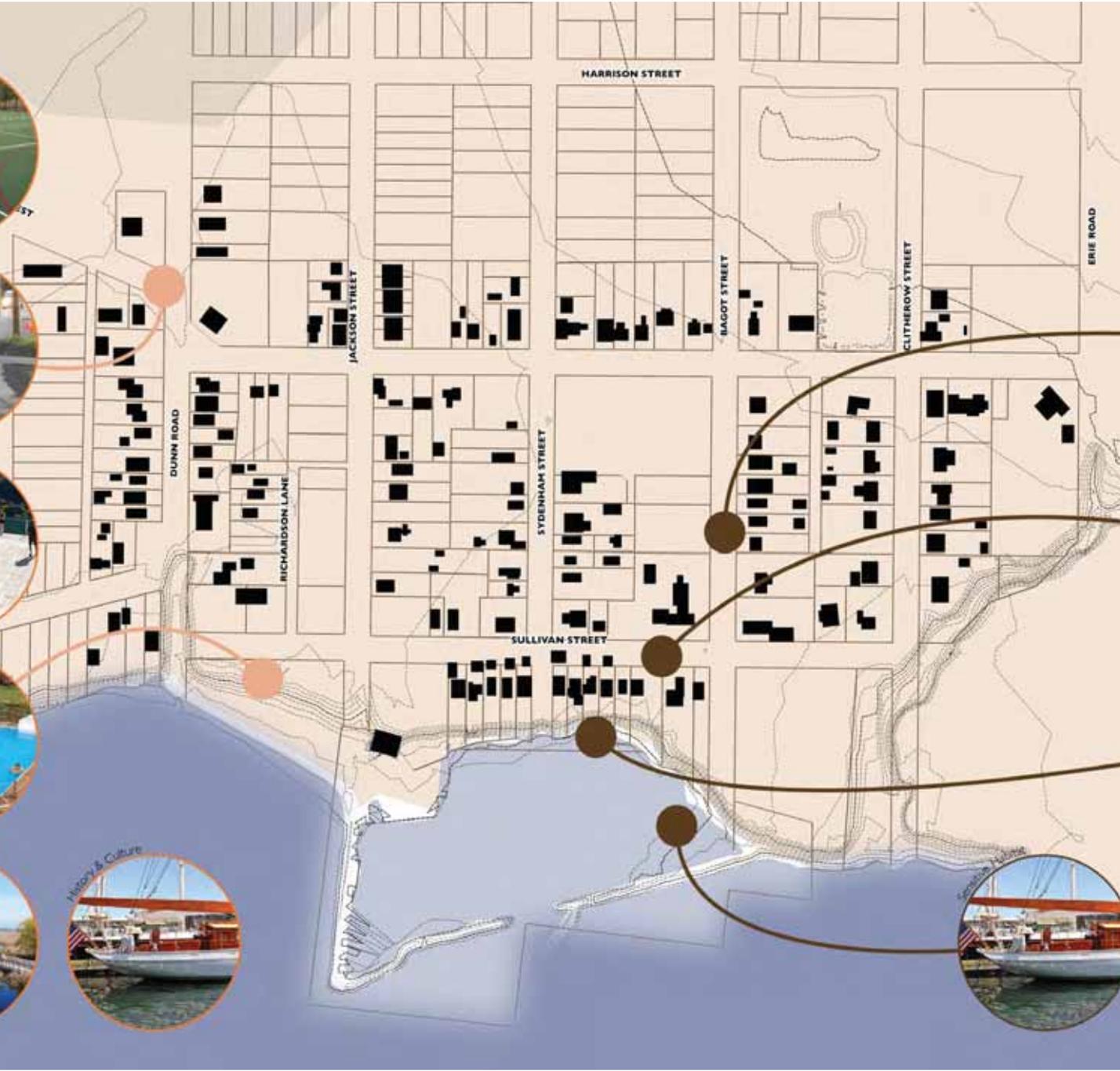
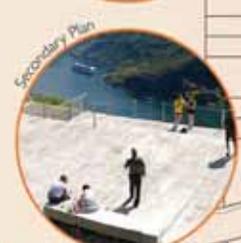
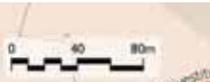
Opportunities:

- » Harbour Divestiture: The divestiture of the harbour from the Department of Fisheries and Oceans provides an opportunity for development and sustainable reinvestment in the Town's marina facilities.
- » Commercial Main Street: The previously completed Colchester Centre Secondary Plan outlines a number of applicable planning principles for the creation of a vibrant commercial Main Street in the Village.
- » Existing Nodes: A number of key gateways and nodes exist in the Village, and these provide a strong foundation for gateway, circulation, and open space improvements.
- » Adaptable Space: The open space and village core fabric in Colchester is still evolving, and as such provides a certain flexibility of design that facilitates broad scale design improvements.
- » County Road 50: The planned realignment of County Road 50 at the intersection of Dunn Road provides an ideal location for a new commercial development, and creates a strong and direct sight line for the new War of 1812 Peace Garden.
- » History and Culture: The Village has a number of interesting historic stories, sites, and cultural amenities, and these provide a strong conceptual foundation upon which to develop open space amenities.

Constraints:

- » Slope: The Village of Colchester is fairly flat, except for quite a steep slope leading down to the Lake. This slope acts as a significant barrier for access to the water.
- » Harbour Divestiture: The multiple levels of government involved in the harbour divestiture process create the need for transparency and seamless exchange of information, in order to coordinate long term vision for the marina.
- » Existing Residential Character: Colchester is presently a predominantly residential community with little commercial services. The creation of a commercial Main Street would be a major shift for the character of the community.
- » Sensitive Habitat: There are a number of wetland areas adjacent to the beach and the Lake that are home to rare and / or endangered species. Sensitivity, mitigation, and restoration of habitat must be considered when looking at the overall implications of the design.
- » Sullivan Street Encroachments: A number of private properties are currently encroaching into the public right of way, and in the short term, will limit the adaptability and evolution of the streetscape.
- » Perception of the Waterfront: A common impression of the waterfront is that it is the backdoor to the community and that access is difficult for boaters and visitors. With divestiture, the status quo is not realistic; the marina must change and adapt to an expanded business strategy.

OPPORTUNITIES



CONSTRAINTS





1.12 Colchester Marina



1.13 Colchester, England's Tudor Character

1.4 PLANNING POLICY CONTEXT

The Town of Essex Official Plan (2005)

The County of Essex Official plan implements provincial policy at the County level, and establishes a planning framework for the seven local municipalities. The Plan is intended to guide future development within the Town of Essex until the year 2021. Forecasts of growth related to land use requirements within the plan correspond to this planning period. The overarching purpose of the plan is to designate lands to accommodate future growth of population and employment opportunities while maintaining a desired land use pattern that ensures compatibility between and amongst the future and existing land uses within the Town. In addition, the Official Plan outlines specific strategies to further enhance the Town as a desirable place to live, work, and recreate, while preserving the largely rural character of the region.

The Town of Essex Official Plan (2009)

The Town of Essex Official Plan outlines the goals, objectives and policies to develop and direct growth of the Town. Working in concert with the County of Essex Official Plan, the Town Official Plan supports the ideals outlined in the Ontario Planning Act's Provincial Policy Statement, and empowers the Town to make locally based land use decisions. The official plan's purpose is to, above all, describe the general vision and structure for future growth and development within the Municipality, in keeping with a number of principles, including sustainability, smart growth, accessibility, and fiscal responsibility. The official plan addresses a number of land uses relevant to this study, including waterfront, residential, commercial, and open space.

The Colchester Hamlet Secondary Plan is an appendix to the Town Official Plan, and provides specific guidelines for the development of Colchester Centre.

The Town of Essex Zoning ByLaw (2010)

The Town of Essex Zoning Bylaw outlines the specific planning provisions to guide the overall tone and intent of the design and development of Town lands. Within the hamlet of Colchester, areas of interest to this study are currently zoned residential (R1.1), commercial (C2.4), and green space (G1.2 / G1.3). The currently zoning plan does not align with the principles outlined in the Colchester Secondary Plan, and would require updating and / or zoning changes to fulfil some of the elements of the master plan.

Colchester Hamlet Secondary Plan (2008)

The Colchester Hamlet Guideline Plan is an addendum to the Town of Essex Official Plan which establishes a cohesive vision and overall planning framework for Colchester Hamlet. The Guideline Plan recognizes the unique attributes of the Hamlet's natural features, and describes a unified vision and planning framework for the balanced and sustainable growth of the community.

Based on a comprehensive public consultation process, the secondary plan outlined a number of design, planning, and policy directions to achieve an overall vision for the community. Key physical improvements arising from this study include the need to improve the functionality and physical form of the harbour and marina, the desire for overall civic beautification, the intent to establish a village commercial core with a vibrant streetscape, and improved active transportation connections from key Village destinations out into the broader Town community.

Pedestrians First

The long-term success of any waterfront space is heavily reliant upon pedestrian comfort. By creating a compelling, diverse urban form, the public realm becomes a hospitable, friendly and interesting space for people to occupy and explore. Enabling a pedestrian-first design approach promotes a sense of community and space amongst residents and visitors. It ingrains a deep rooted appreciation for the space that creates a towns identity.

Creating a pedestrian-first environment requires that every component of the public realm, from sidewalks, benches, walls and hydrants to be installed with the purpose of a pedestrian's comfort. A coherent public realm fosters an identity within a space and compels people to linger in public settings, meet others, share news and their lives with one another.

Place-Making

All successful cities, towns, neighbourhoods and districts include vibrant places with a strong sense of identity. These places are integral to community life and the quality of the public realm. Density and diversity allow for the creation of a variety of spaces. By creating spaces pedestrian first, place-making will occur almost inadvertently. Place-making includes conserving, enhancing, and creating strong, vibrant places, reflective of an areas identity. Place-making is not only the construction grand public spaces or attractive streetscapes; it is promoting and preserving the innumerable nooks and crannies that make a space engaging, special and unique.



1.15 Vibrant Southern Ontario Streetscape

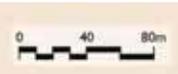
Place-making promotes an appreciation for the unique character of a town, park or sight. No two places are the same, and so fostering an appreciation for the quality and character of a place is fundamental. Towns, cities and districts can become absorbed in a seeking to reflect another regions style, while unintentionally neglecting or disregarding the qualities that make their place unique. Often coupled with best intentions for community improvement and progress, these motivations can prove to be contrary to the principles of place-making, which foster an appreciation for local spaces, from parks, to leisurely main streets, and a grouping of trees. In this way, spaces are created as a celebration of the community, with a clear and palpable impact to visitors and residents alike.

Integrated Natural Systems

Good site design integrates nature and the built environment together as a singular and seamless entity. Samples of nature are appropriate in any urban setting, and are often the most appealing components of a space. Integrating natural systems into the built form promotes the natural processes of an area, preserving biological and ecological diversity, while selectively balancing unity and complexity in site design. Integrating natural systems creates a resilient form that turns density and smallness into an advantage by reducing the impact to and maintaining the quality of the natural environment.

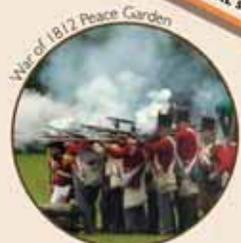


1.16 Integrated Natural Infiltration



Reconfiguration of RR 50 and Dunn Road creates two high profile commercial lots and focuses attention on the War of 1812 Peace Garden

Active transportation connections and sidewalks improve the safety and character of this main route.



- LEGEND**
- ACTIVETRANSPORTATION LINK
 - PEDESTRIAN CONNECTION
 - EXISTING PLAY ZONE TO REMAIN
 - ACTION ZONE
 - PARK / GREEN SPACE
 - CULTURAL / COMMUNITY
 - COMMERCIAL
 - HARBOUR IMPROVEMENT ZONE
 - LOOK OFF / WATER ACCESS

A defined swimming zone with floating docks enhances the beach. Additional access is provided through a new wetland boardwalk with adjacent climbing wall.

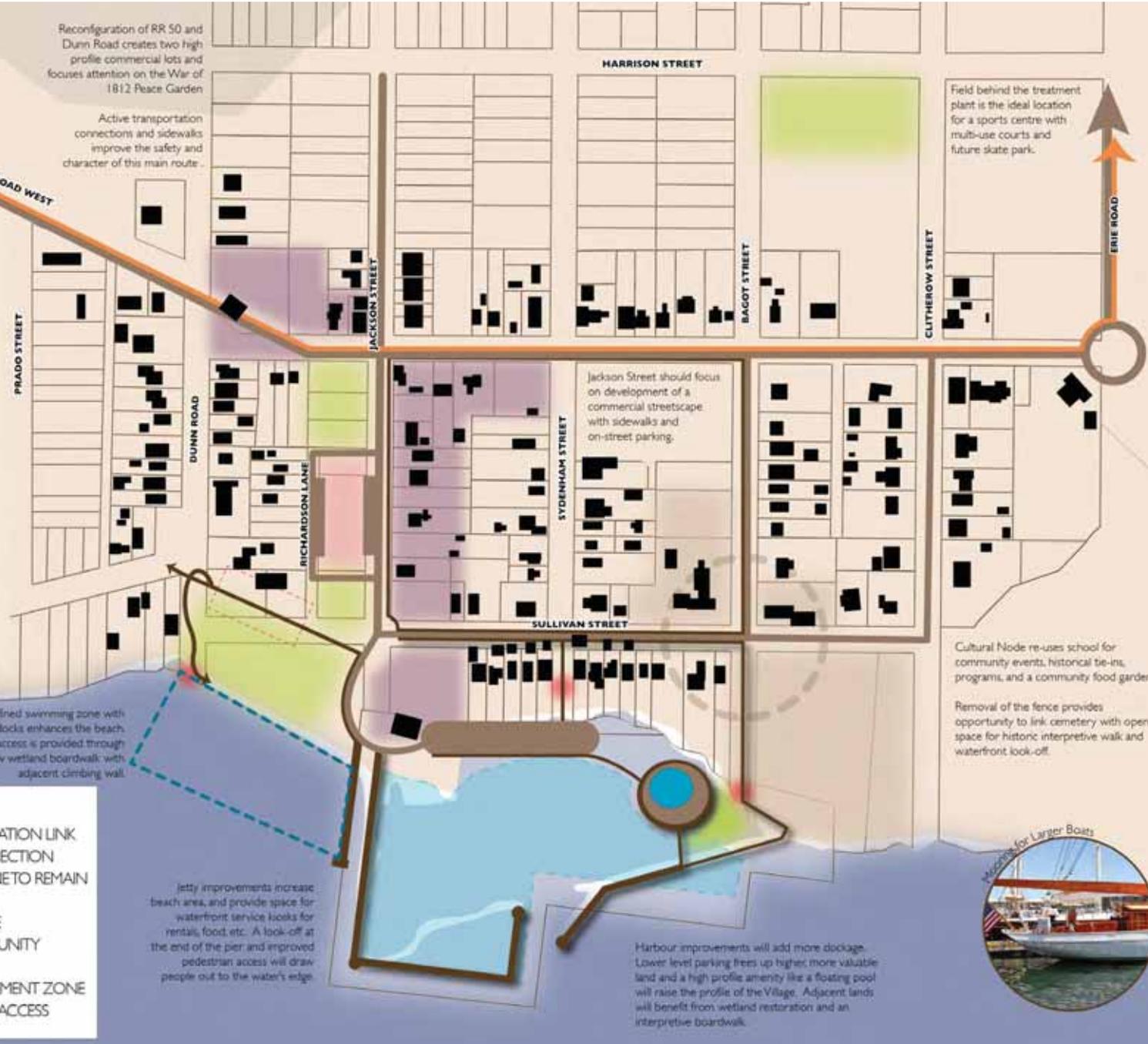
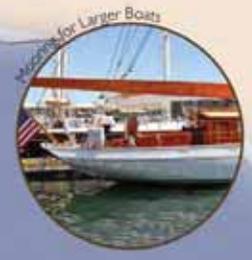
Letty improvements increase beach area, and provide space for waterfront service looks for rentals, food, etc. A look-off at the end of the pier and improved pedestrian access will draw people out to the water's edge.

Jackson Street should focus on development of a commercial streetscape with sidewalks and on-street parking.

Field behind the treatment plant is the ideal location for a sports centre with multi-use courts and future skate park.

Cultural Node re-uses school for community events, historical tie-ins, programs, and a community food garden. Removal of the fence provides opportunity to link cemetery with open space for historic interpretive walk and waterfront look-off.

Harbour improvements will add more dockage. Lower level parking frees up higher, more valuable land and a high profile amenity like a floating pool will raise the profile of the Village. Adjacent lands will benefit from wetland restoration and an interpretive boardwalk.





2: The Plan

People places mean public places where all are welcome. Waterfronts, by definition, are people places.
- Stanton Eckstut, AIA

This chapter describes the physical layout, content, and components of the landscape design master plan for Colchester Centre. The physical plan arose from a combination of factors; the public consultation outcomes, site opportunities and constraints, and other economic, environmental, and aesthetic considerations.

The intent of this plan is to balance cost with revenue, public good with private investment, and innovative design and landscape architecture with the preservation of sensitive shoreline ecology and traditional Village character. The plan is presented in terms of its overall vision, key areas and elements, and overarching site components through detailed graphics, illustrations and text.



2.1 PLAN VISION

Historically, the waterfront was the backdoor of a community. Home to the industrial backbone, Villages built upon a working wharf often find that once that backbone dissipates, the hole left is hard to fill. It becomes important to consider the evolution of the waterfront as an opportunity to restructure the very fabric of the community. Moving from a working wharf to a tourism & recreationally based waterfront is a significant step in urban planning, but one that has the power to transform an entire community.

That is the very essence of the vision for Colchester's waterfront. The cultivation of an ambitious and innovative waterfront open space design that will become the catalyst for community revitalization and development. Linking together a series of integrated design projects through strategic investment of public funds, leveraging private investment in Colchester. Moving from a sleepy hamlet to one of Lake Erie's most desirable waterfront communities, full of vibrant energy, activity, and resources, Colchester has built upon its history as a small fishing village and emerged as THE preeminent destination.



2.2 PLAN THEME

The history of Colchester is interesting and varied, with many unique stories and characters to acknowledge and celebrate. The existing Colchester Hamlet Secondary Plan refers to the conceptual alignment of the Village with the character of Colchester, England. This overarching vision, in concert with the bicentennial of the War of 1812, provides a strong inspiration for the theming of this master plan. Building on the idea of a traditional English town, the existing layout of residential and open spaces follows classic British urban planning. The redevelopment of Jackson Street, the Colchester Common, and the waterfront support this design model, playing up the historic character of the Village while supporting the development of enhanced commercial and open space uses. Interpretive signage, streetscape banners, and new flags for the existing play structure turn the streetscape and park into richly themed and visually interesting spaces.

The Battle of Lake Erie provides the secondary inspiration. One of the most significant battles of the War of 1812 in terms of delineating a distinct shift in the momentum of the war, the Battle of Lake Erie took place directly south of Colchester, in Put-in-Bay, Ohio. The potential to commemorate this battle ties in with the history of the Town, and links into its traditional British Town layout. The epic tale of the Battle of Lake Erie provides a counterpoint to the concept of Colchester Common, and is the foundation for the theming and development of a destination-calibre Peace Garden.

2.3 FRAMEWORK PLAN

The framework plan outlines the big ideas behind the master plan. These big ideas include:

1. **Connecting Route 50 to the waterfront.** Many people passing through Colchester would bypass the nearby waterfront without even knowing it. One of the big ideas of the plan is to remake Jackson Street as a new Town Square with significant streetscape improvements to direct people to the waterfront.
2. **Realign the Route 50 at Dunn Road.** While this S-curve on route 50 helps to slow traffic, an independent traffic evaluation by SNC Lavalin shows that it is extremely dangerous. The new realignment could either be a simple road straightening or could include a small roundabout to slow traffic and create a gateway. The road should make provisions for on-street bike lanes.
3. **Gateway roundabouts.** At the east and west entry to the town, gateway roundabouts would help slow and direct traffic through the town. The centre's could be used for signage or public art.
4. **Create a new Town Square Park.** In the British tradition, the Town Square would be built between Jackson Street and Richardson Lane (which would be extended to Route 50). The new Town Square would be flanked with commercial development linking the waterfront with route 50. A traditional Town Square would have many uses.
5. **The Peace-Park hinge.** At the north end of the Town Square, the Peace Park would be built at the corner of Route 50 and Jackson Street, acting as a hinge to the waterfront.
6. **Marina Improvements.** With the divestiture, the waterfront will have to be managed by the



town or a dedicated authority to ensure economic sustainability. This will require the marina to be expanded, dredged, mooring for larger and varied vessels like mega yachts and tall ships, and better commercial facilities. Part of the improvement strategy includes improving the steep entry road and enlarging the parking lot which is now overflowing and parking is extending further away from the marina and into residential areas. The wetlands will also be rehabilitated.

7. **A Waterfront Hotel Development.** The current marina parking lot at the top of the hill overlooking the lake is clearly NOT the highest and best use for this important property. Part of the marina redevelopment should include a new 5-star hotel and restaurant development. It is possible that the hotel could incorporate the design of the historic lighthouse. With the expansion of the parking lot down at the marina, this idea should provide significant revenue (\$1 million+) of revenue for harbour improvements with providing services that would improve the marina experience.
8. **Cultural Core Improvements.** The cultural core (church, graveyards, schoolhouse) conveys the rich history of Colchester. This district should be improved with interpretive/wayfinding signage, traditional picket fence like the one at the church, community gardens, waterfront trail and other varied improvements.

2.3 PLAN COMPONENTS

The Colchester Centre Master Plan is described in terms of the various physical spaces and design elements.

Jackson Streetscape

Outlined as a key principle in Colchester's Secondary Plan was the creation of a vibrant urban streetscape. Colchester currently lacks a 'traditional' Main Street, and visitors to the community typically seek commercial and retail services elsewhere; a lost opportunity for economic development. While County Road 50 is the logical arterial connection through the Hamlet, the presence of the historic cemeteries and sewage treatment plant isn't conducive to a rhythmic

streetscape, and does not encourage visits to the waterfront. Jackson Street is the most logical location for the development of a commercial streetscape since it fronts on the new Town Square AND connects the waterfront to Route 50.

Building upon the traditional British planning model of the 'common', Jackson Street evolves into a vibrant Main Street, with more of an urban character, and supporting commercial enterprises. The streetscape itself is designed to direct visitors to the waterfront, and frames a significant green space, Colchester Common. The plan proposes onstreet parking, a wide sidewalk on the east side of the street and parking lots in the rear of the development. In keeping with natural development evolution over the next 5 years, two or three storey development eventually takes the place of the existing residential, although residential can remain for as long as the home-owners prefer to stay. This character-style development will provide street related retail and commercial services and upper level office or residential space. Parallel parking and bike lanes flank the street, and wide sidewalks and street trees create a sense of rhythm and balance.

The proposed architectural character is derived from the approved Secondary Plan for Colchester. Moving from the existing residential streetscape to more dense, 'Main Street' will occur over time. Key principles for the Town to consider when evaluating development applications for Jackson Street include the setback of the development from the street itself (which should be zero-lot line or a very small setback), the height of the proposed building, and the provision of parking in the rear. Buildings should be close to the street, providing an active pedestrian zone between the face of curb and edge of building. No surface parking will be allowed between Jackson Street and the building itself.

The first step in the physical transformation of the streetscape is to rezone the properties commercial, in keeping with the recommendations of the Secondary Plan. That way, IF and when private landowners chose, the policy structure will already exist to support conversion of the property.



2.3 Hydrastone Market Halifax; a model for Jackson Street





2.4 Concept Plan for Jackson Park & Colchester Common



2.5 Proposed Typical Development for Jackson Street



2.6 Proposed Typical Development for Jackson Street

Colchester Common

Colchester Common is a new name for an existing and well-used open space that will become the new Town Square. As the grassy lawn is quite often used for overflow parking, the open and flexible nature of the space will be preserved. Edge improvements such as sidewalk and street furnishings will help to define the space without compromising the occasional overflow parking capacity. The retention of the lawn also ensures this space can be used for passive and active recreation all the days when it does not need to provide functional parking space. The mature trees should be retained, and new plantings clustered rhythmically along the sidewalk, providing shade and visual interest. A new sidewalk crosses the Common space, creating a visual and functional connection between the War of 1812 Peace Garden and Jackson Park.

Jackson Park & Colchester Common

Jackson Park is already one of Colchester's most popular destinations. A new playground and splash pad have created a vibrant and exciting destination for young families in Essex. Expanding upon this success, continued development of this park space will enhance the overall waterfront zone.

The Battle of Lake Erie Playground

In the context of the theme for the waterfront, the existing pirate ship play structure could be retrofitted to fly Union Jack flags, playing the role of the British during the Battle of Lake Erie. The nautical theme of the play equipment is a natural tie-in to the overall character of the Village. As has been previously discussed, low 1.2 metre fencing could be installed immediately surrounding the playground area, if requested by the community. This fencing should follow the perimeter of the safety surfacing for the playground, to ensure access to the top of slope is not visually blocked. The concrete apron surrounding the splash pad should be finished, creating a continuous hard surface link from the washroom building to the play structure.

The installation of additional benches around the play area and splash pad will encourage parents to linger while their children are playing. Additional amenities such as doggie bag dispensers and recycling stations would also be useful site elements.

Jackson Park Pavilion & Concert Lawn

A wide concert green provides day to day space for picnics, tossing a frisbee, or just stretching out on the lawn. This open space is large enough for special event space, without compromising the flexibility of the park.

As requested by the public, a multi- purpose shade structure fulfils a variety of needs. Constructed of donated tubular steel and canvas or sails, this pavilion is an ideal place



2.7 Jackson Park Pavilion & Concert Green



2.8 Colchester Common Plan



2.9 Jackson Park Playground



2.10 Waterfront Benches



for a picnic lunch or to escape from the hot summer sun. The vertical supports carry the capacity for lighting and sound equipment, bringing the pavilion to life as Essex's premier waterfront concert and event venue, and replacing the need for a temporary stage. The adjacent lawn area will accommodate a large audience and the pavilion's airy architecture won't block the view. The canvas shade sails can be taken down in the winter, leaving the tubular steel supports in place as public art. The floating nature of the sails compliments the adjacent marina, while celebrating the locally available steel product and craftsmanship.

A newly constructed look-off takes advantage of the elevation of the park to encourage visitors to get right out to the edge. It is here that view-scopes could be installed to perhaps catch a glimpse of Pelee Island or Put-in-Bay.

Top of slope custom benches provide places to site and relax, and the contemporary style provides a modern counterpoint to the historical character of the site. The existing stairs are removed, and beach access is provided by either a mobility restricted pathway along the extension of Jackson Street, or newly constructed stairs to the east of the beach.



Example of Jackson Park Pavilion Construction

Wetland Trail and Boardwalk

A new crusher dust trail links the existing Jackson Park playground across the gully to the Dunn Road neighbourhood and provides additional site access. A new trail bridge connects the spaces, gracefully arching over the gully while providing an excellent vantage point of Lake Erie. Beyond the bridge, the trail spur winds down the slope, connecting to a new boardwalk trail at the base. Within the gully itself, slope stabilization and wetland restoration efforts improve the ecological functionality of this space. The raised natural of the boardwalk provides access to the wetland area while keeping visitors up above the sensitive habitat, minimizing the risk of destructive activities. The restoration and slope stabilization efforts can be explained to trail users through the installation of interpretive signage. The endangered Hop Tree should be protected in a no-go zone with limited or no easy access, and educational panels explain its significance. The wetland trail boardwalk connects through to the beach, providing a secondary access point to the Lake.



2.13 Existing Wetland Gully



- slope stabilization & wetland restoration**
- Acer nigrum* 'Black Maple'
 - Carya ovata* 'Shagbark Hickory'
 - Cercis canadensis* 'Redbud'
 - Cornus sanguinea* 'Dogwood'
 - Liriodendron tulipifera* 'Tulip Tree'
 - Morus rubra* 'Red Mulberry'
 - Ptelea trifoliata* 'Hop Tree'
 - Quercus muehlenbergii* 'Chinkapin Oak'
 - Quercus palustris* 'Pin Oak'
 - Sassafras albidum* 'Sassafras'

2.12 Wetland Gully Trail Section

Boardwalk through restored wetland allows passage and exploration of unique ecological site. Footbridge material and construction blend in seamlessly with site to create memorable and ecologically sound experience.

Colchester Reef Lighthouse

The Colchester Reef Lighthouse was a historic lighthouse that marked a dangerous reef from 1885 until its removal in 1954. Designed by William Patrick Anderson, the original wooden, hexagonal tower was a four storey structure with a two-storey dwelling space, lantern room, and cellar.

Emerging from the public consultation was the desire to construct a full scale replica of the Colchester Reef Lighthouse. It may be that such an endeavour is too ambitious for the Town to contemplate, given the capital and operational resources required. However, there is clearly value in exploring other options to commemorate this important piece of Colchester maritime history.

In the short term, the design and development of interpretive kiosks based on the architecture of the lighthouse is a fairly non-demanding method of integrating the lighthouse into the Village character and open space design. The lighthouse kiosk would act in much the same fashion as the original lighthouse, guiding visitors to key destinations along Jackson Street and the waterfront. Integrating lighting elements or site interpretation will act visual interest, and provide an opportunity to tell the story of the original structure.

Looking forward, the construction of a half or quarter scale replica of the lighthouse would be a destination attraction for the end of the Colchester Harbour pier. As indicated by the results of the public consultation, many residents and visitors enjoy walking the pier. A destination at the end would further entice pedestrians to walk down to the edge. Such a building could be used for small storage, or could be operated as a waterfront retail kiosk. The scale of the structure will be important, it should encourage visitors to walk the pier without totally obstructing the view, and must be of a size that is feasible from an operational and maintenance point of view.

As an alternative to the end of pier replica, the architectural character of the lighthouse could be integrated into the design of the future boutique house site. The advantage of this option is that it alleviates the capital and operational costs from the Town of Essex. The lighthouse character could be an attractive addition to the hotel, and would be in keeping with a tourism-based usage for the site. This option is predicated on the involvement of the private sector.



2.14 Historic Colchester Reef Lighthouse



2.15 Example of Lighthouse Architecture

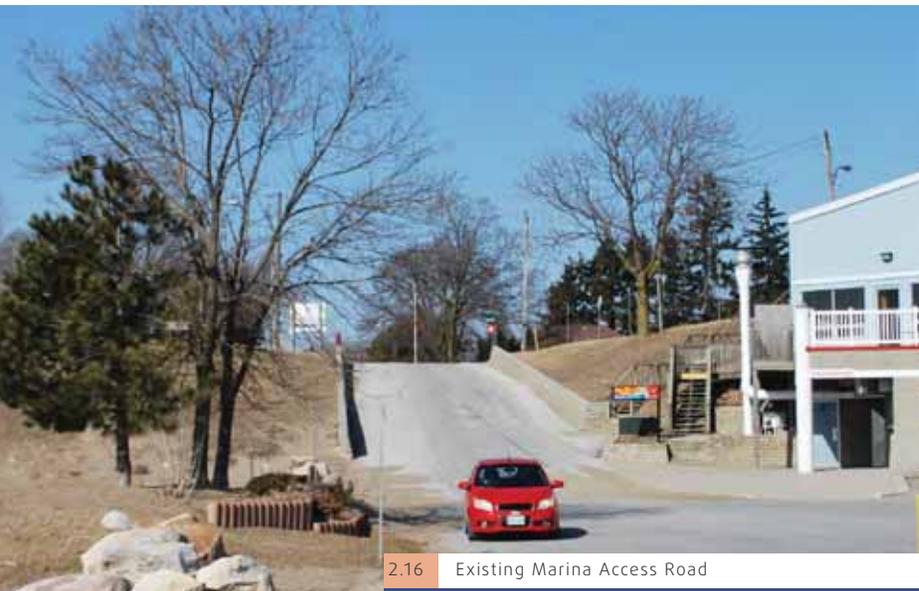


Colchester Marina & Beach

The divestiture of the Colchester Marina provides the Town of Essex with an incredible opportunity to revitalize the community of Colchester. Looking along the north shore of Lake Erie, places to stop and stay for recreational boaters are sparsely located, in contrast to the plentiful marina dockage located on the American side. Using the divestiture as a catalyst to create a destination marina will bring tourists and tourism dollars into the Town, but several key infrastructure improvements are required.

Reconfiguration of the Marina Access Road

Jackson Road continues down the slope to the marina, and acts as the main vehicular and pedestrian connection. The existing slope of over 12% is challenging for mobility restricted users, and creates a blind spot near the boat launch for vehicles. Curving the road into a long sweeping driveway flattens the road and improves safety for vehicular traffic. On the outside of the driveway a newly constructed sidewalk links Jackson Park to the Beach, and is more navigable for the mobility restricted. Additional space to the east of the new driveway expands the upper parking lot in the short term, and in the long term creates a highly desirable development site that would be ideal for a small hotel or bed and breakfast. The view corridor down Jackson Street is preserved, inviting pedestrians, cyclists, and vehicles to continue down the street to take in the amazing Lake Erie view.

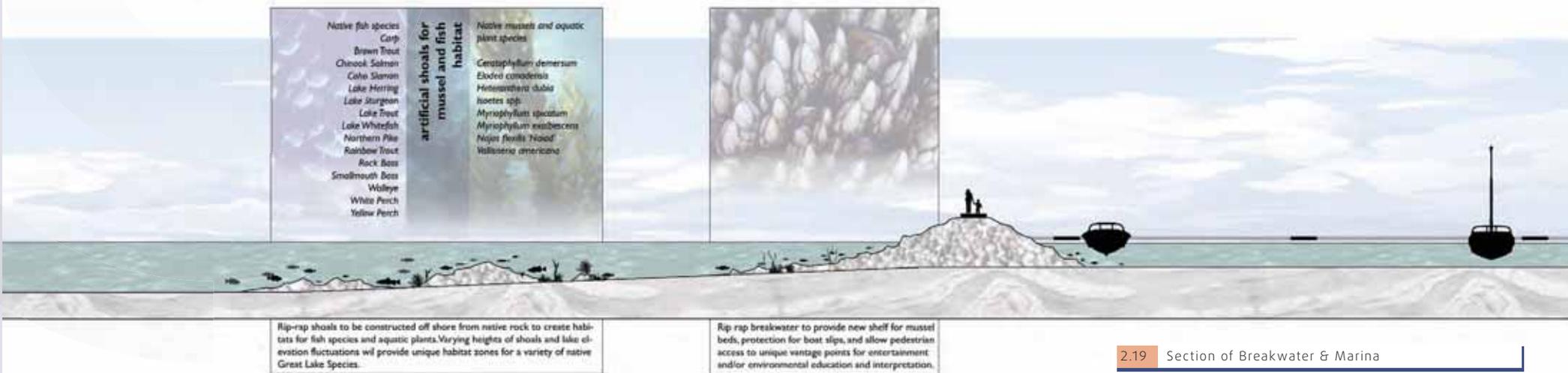
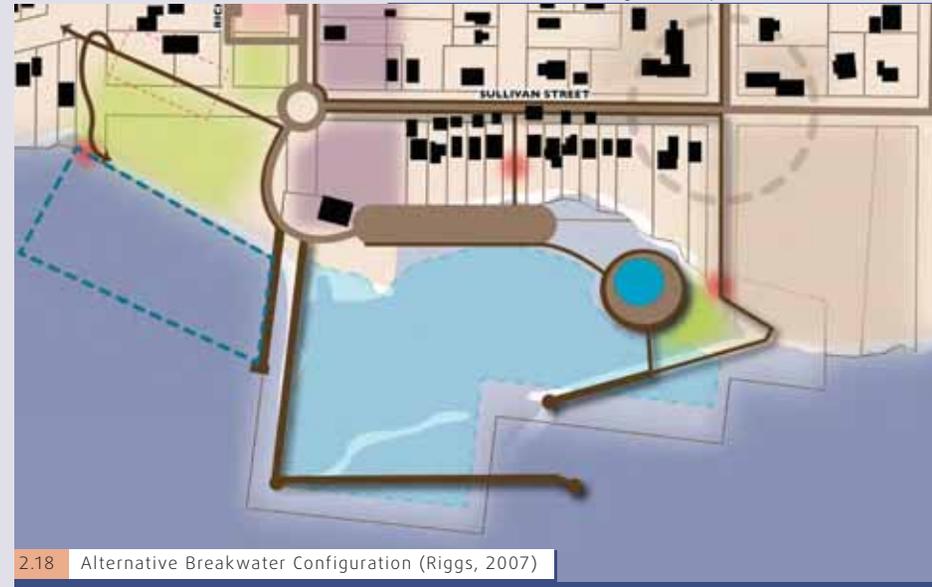


The Breakwater & Marina Expansion

The existing configuration of the harbour has a number of challenges, including the direction of sedimentation and littoral drift, currents at the mouth of the harbour, congestion at the boat launch site, and access to the waterfront itself. The proposed reconfiguration of the breakwater is a major infrastructure undertaking, but has significant potential benefits. The realignment of the southwest arm provides approximately a third more berths for either seasonal or transient boaters, as well as improving currents at the harbour access point.

The breakwater realignment could be strategically undertaken to create additional fish habitat through the use of a range of sized boulders. An offshore shoal would create additional habitat to address any required mitigation. Building literally upon the breakwater, pier improvements expand highly used public open space along the water's edge. The tip of the pier is an ideal location for a significant interpretive kiosk or public art element, such as a replica of the Colchester Reef lighthouse, and will encourage people to walk down to the end and look out over Lake Erie. Adjacent dockage is accessed by a series of floating wharves that can be controlled by the Marina manager.

The proposed realignment is a concept based on the 2007 Riggs Study of Colchester Harbour Improvements, however this option stays within the boundary of the existing water lot. The exact preferred concept as outlined by the Riggs study is shown as an alternative, with the caveat that the breakwater alignment exceeds the legal boundary of the Marina. Additional study will be needed to determine the final optimal configuration in concert with a marina feasibility study.

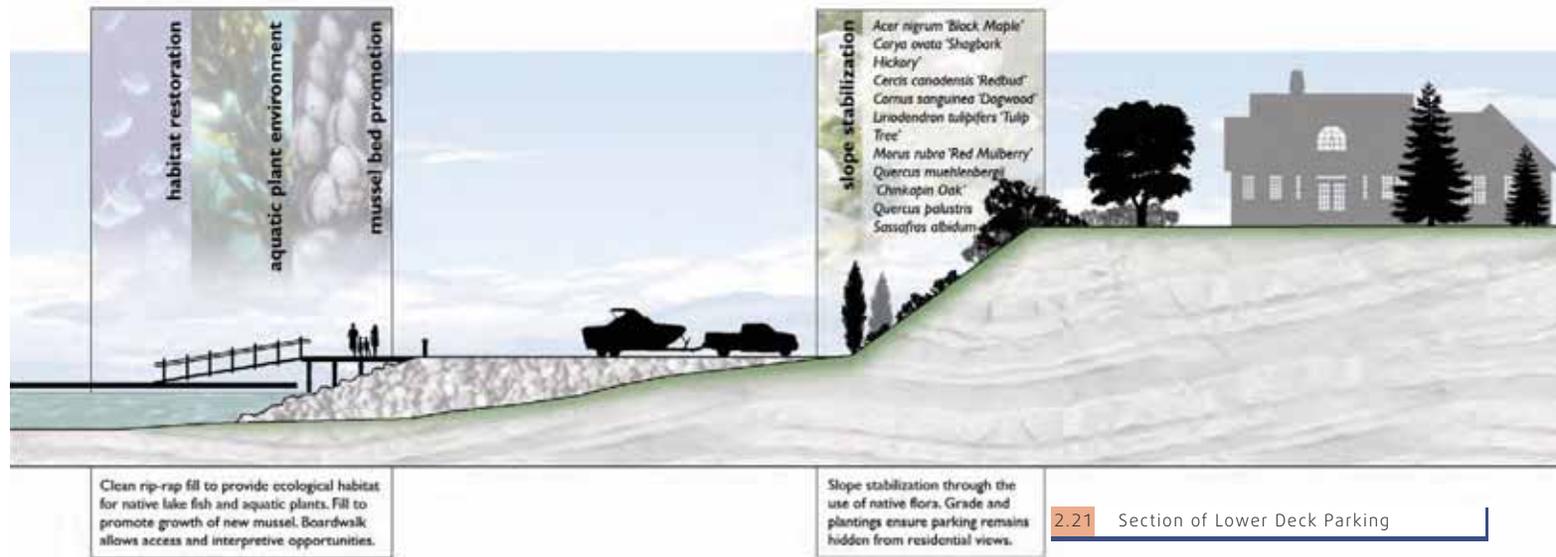
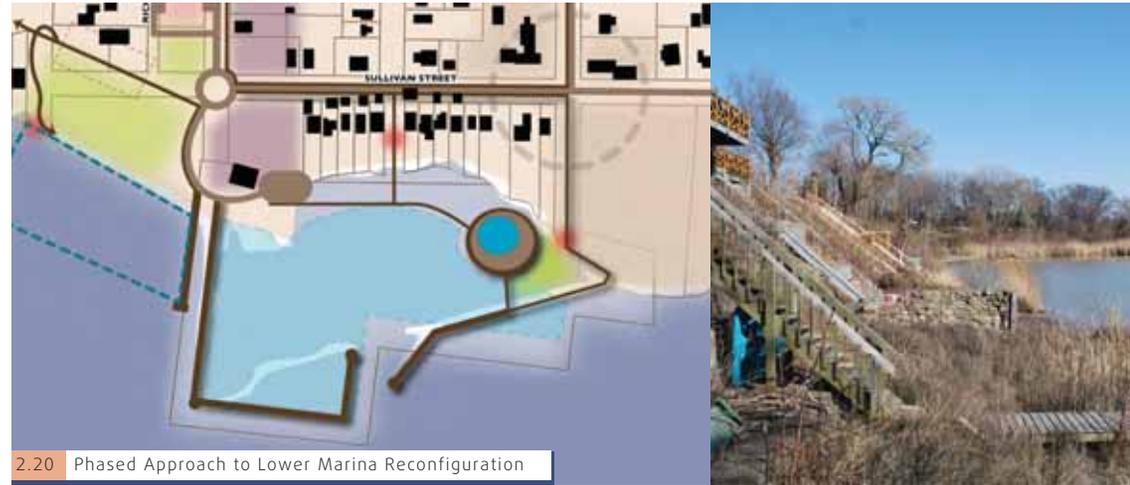


Lower Parking

Marina and waterfront parking is currently provided predominantly at the top of the slope in one of formal parking lots or informally within the green space between Jackson Street and Richardson Lane. As the village character evolves, parking in these key areas may not remain the best use of this space. To address this issue, and to provide improved circulation for boating, vehicular, and beach-based pedestrian traffic, a lower parking area has been proposed, within the legal property line of the marina. Constructed partially on fill relocated from shallow zones or areas of sedimentation and partially on piers, the parking area is narrow enough to avoid restricting marina space while providing for comfortable circulation for vehicles with boat trailers. The parking area permits water circulation underneath the boardwalk, and provides shaded littoral habitat for mussels and fish.

A wider boat launch has been situated east of the existing location, and provides more space for launching, tie-ups, and kayaking staging. Continuous pedestrian access has been created circulating the harbour by a new boardwalk. Slips are accessed from floating docks, and locked gates provide security for boaters and maintain physical separation from the public areas of the marina.

An alternative concept is shown with a reconfigured lower deck and boat launch, but without the extended parking area. This may be a necessary interim step in the harbour redevelopment process.



2.23 Conceptual Floating Pool



The Floating Pool

The creation of a world class destination marina is not predicated on the inclusion of a big idea, but it never hurts to have one. The floating pool is just that - a show stopping, international destination-worthy attraction that will benefit local residents and draw in visitors. Throughout the public consultation, the desire for a community pool was expressed.

The floating pool would be constructed on a reclaimed barge, and has the flexibility to travel or be loaned out from the Colchester Harbour. As opposed to detracting from the desirability of the beach as a swimming destination, the pool is a complimentary feature that supports the overall waterfront zone. Functionally, the pool is straightforward to maintain and operate, and will provide a desired service to the community. Aesthetically and from a tourism standpoint, the pool is a unique element that will have widespread appeal, and will draw visitors to the Village.

The intent of the pool is that it will be large enough to facilitate lessons for small children or act as a key recreational amenity for the Town. Maintenance and operational support could be provided by the marina in the short term, or even contracted out to a private operator. In the longer term, a hotel operator could assume responsibility for the pool, and would derive benefit from it for private guests, in addition to maintaining public access. Either of these options alleviates the Municipality from operational or liability considerations.

2.24 Concept Plan of Floating Pool

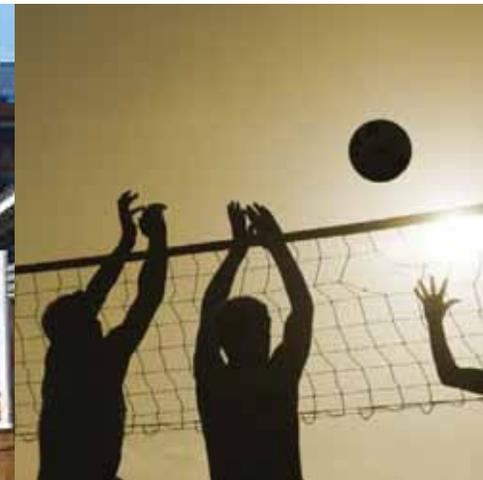




2.25 Proposed Beach Amenities



Waterfront Retail Kiosk



Colchester Beach

Colchester Beach is a popular destination for local residents and visitors alike. A new groin to the west of the main pier will capitalize on the existing littoral drift and expand the beach area. Pedestrian access to the beach is available either along the reconfigured marina road, or through the wetland gully boardwalk. Additional space facilities doubling of the beach volley ball space, and small infrastructure improvements such as the addition of a sound system, beach wi-fi internet, and a defined swimming area will support community use of this space.

An expanded pier area to the southeast of the turnaround creates public gathering space for events or casual congregation. New retail kiosks on the pier afford local entrepreneurs with the chance to provide a bait and tackle shop, food service, or rent beach toys, kayaks, bikes. The elevation change between the pier and the beach provide a physical separation that will block some of the sand drifting that currently collects at the bottom of the hill. There is also space for new beach showers and a foot wash, as well as tables, benches, and bike racks.

A new floating dock or water trampoline defines the boundary of the swimming area, and provides a destination for swimmers to reach, and a place to jump off into the Lake.



2.27 Concept Plan for Beach Improvements





Expanded wetland will create greater opportunities for mussel bed growth. Wetland plantings will attract native fauna.



Existing wetland expanded and populated with native wetland plant species. Floating boardwalk through the site allows for scenic experiences with minimal impact.



Slope stabilization through the use of native flora.

2.28 Section of Wetland Boardwalk Trail

Wetland & Habitat Restoration

Sedimentation in the inner harbour has accelerated the development of a wetland on the eastern shore of the marina. While the Leadley Environment Impact Study identifies numerous significant species that utilize this habitat, several undesirable or exotic species have also colonized the area. As a component of the marina improvements, the restoration and expansion of the wetland area would serve purposes. Providing for extended fish and mussel habitat is a desirable aspect of the marina, and could account for some of the mitigation that the infrastructure changes will doubtless require. At the time of a detailed marina design, consideration for culverts in the breakwater should be evaluated, to determine if there is ecological and functional benefit to having additional outlets for water circulation and turnover.

The connection of a contiguous pier boardwalk around the marina completes a pedestrian circuit, something strongly desired by the local community. This boardwalk should be integrated with ecological interpretation, educating visitors on the importance of the coastal wetland areas and on the restoration efforts ongoing in the marina.



2.29 Wetland Boardwalk Trail



War of 1812 Peace Garden

One of the turning points in the War of 1812 was the Battle of Lake Erie, also known as the Battle of Put-in-Bay. Although a relatively small conflict, the resulting loss by the British changed the trajectory of the War. Once the Americans regained control of Lake Erie the change in momentum sparked the recovery of the City of Detroit, and the epic win of Battle of the Thames, which led to the downfall of Tecumseh and his dream for an Indian confederacy.

To mark the significance of this battle, and the long standing peace that has existed in the two centuries since, the War of 1812 Peace Garden becomes the cornerstone of the Colchester Common. Located at the apex of the Common, the realignment of the County Road 50 / Dunn Road Intersection has created an impressive sight line of the park as visitors enter Colchester from the eastern edge of Town. It is here, amongst floral planting beds, that a commemorative markers acknowledges the importance of the Battle of Lake Erie. LED-lit stone blocks use contemporary interpretation to tell the Battle story, making specific reference to the four key players in the War of 1812, the British, the Americans, the Canadians, and the First Nations.

Through the use of natural materials such as local cut stone, natural pavers and retaining wall blocks, wood, and steel, the site's purpose is conveyed in a style that blends with the character of the Village. Abundant planting areas soften the edges of the plaza space. Sidewalk connections link the Peace Garden through Colchester Common down towards Jackson Park, encouraging visitors to continue on to the waterfront. Public art would provide an interesting enhancement to the space. Whether it be a collection of historic cannons from the Battle of Lake Erie, to a locally commissioned sculpture, art will bring vibrancy and character to the Garden.

At the corner of County Road 50 and Jackson Street, an interactive water feature brings life and energy to the site, and reinforces the nautical history of the Garden. This corner is one of the most significant spaces, both visually and functionally, with prominent visibility from both directions of travel. Elements such as the water feature, flag poles, and the plaza's gathering space will catch the eye of the casual passerby, inviting them to stop and check out the action.

While the Peace Garden tells the story of the Battle of Lake Erie, its key interpretive messaging celebrates the peace that has existed between two of the world's greatest allies. Using planting beds, changes in surfacing, textures, and colours, the Peace Garden is one of Colchester's most impressive open space destinations in its own right. Its position at the head of the Colchester

Common links it into the Village's overall open space system, and draws people down Jackson Street to enjoy the services of the vibrant streetscape, or to visit the waterfront and marina.

Cyclist-friendly amenities, including bike racks, a drinking fountain, and wayfinding / route signage make the Peace Garden an ideal spot to stop and have a break. Future paved shoulders on County Road 50 will make the Peace Garden a natural gathering space for cyclists, and the adjacent services on Jackson Street will benefit from this synergy. Adjacent on-street parking facilitates visits to the site from other wheeled users, and will satisfy the requirements of official Peace Garden designation.



2.29 War of 1812 Peace Garden







2.33 War of 1812 Peace Garden



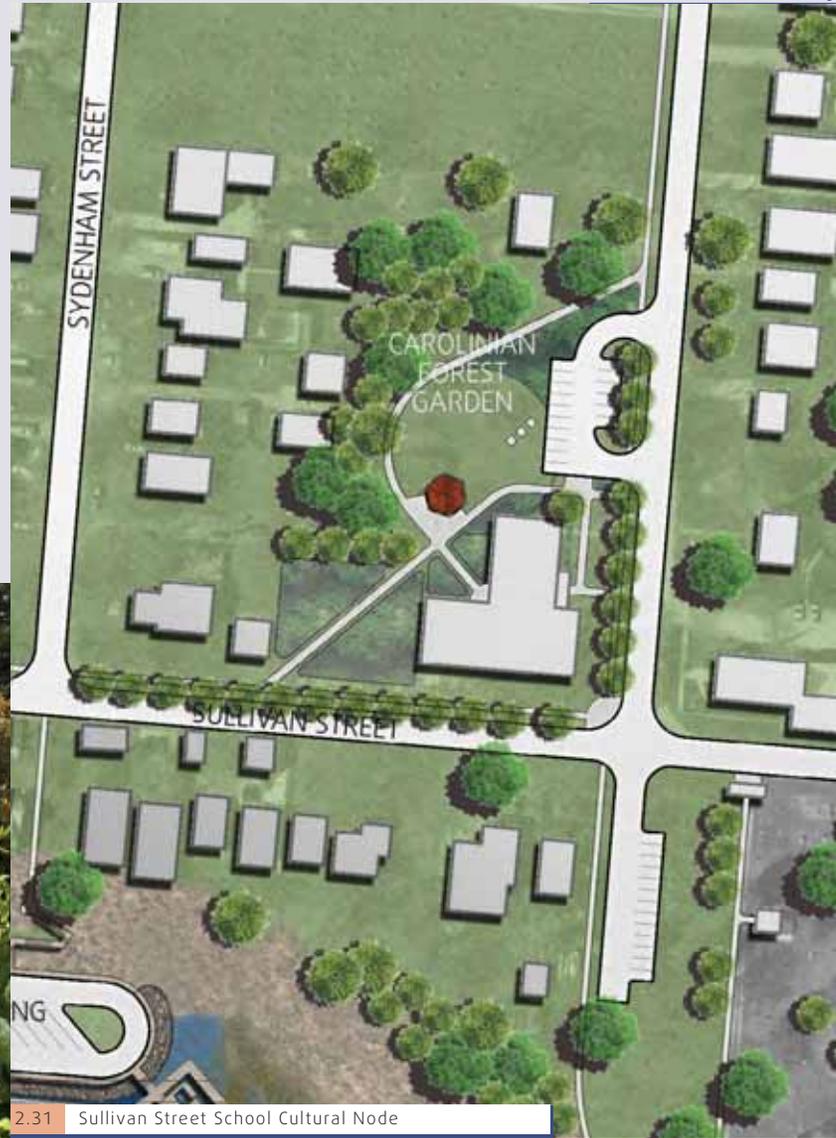
Sullivan Street School - Cultural Node of Colchester

The Sullivan Street School was historically one of the most important civic spaces in Colchester. Since the school closed, the site has evolved from a social centre to a natural space, home to a rare family of Chimney Sweeps. Adjacent to the United Church and one of Colchester's historic cemeteries, the school has the potential to become the keystone in a cultural core for the Community.

The school building itself will be restored to become a community and educational centre. Interior programming space could support environmental, cultural, and social activities such as community meetings, art classes, and site interpretation, and could link into Church events.

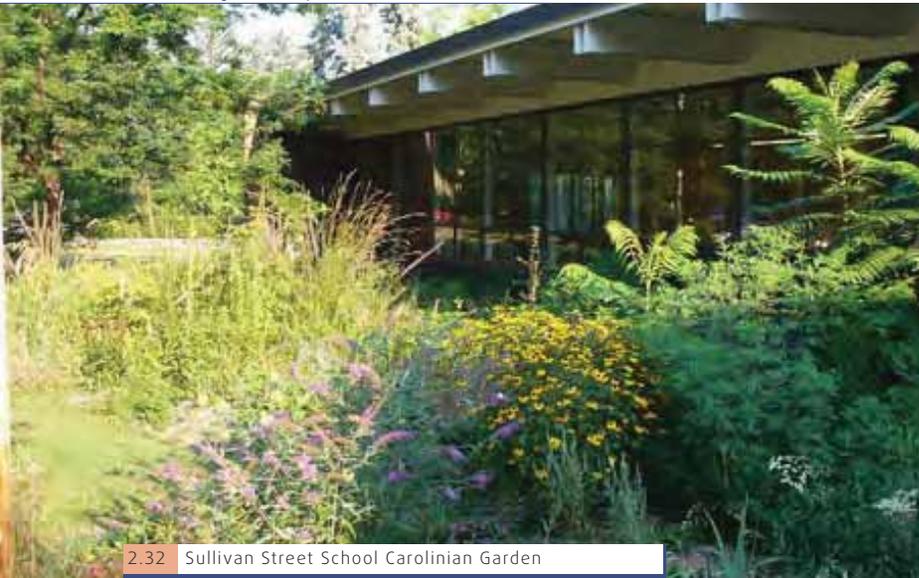
The exterior spaces would be developed in support of the cultural node intention for the site. A Settler's garden provides a range of garden spaces, including community-tended vegetable plots, a traditional Victorian kitchen garden, a butterfly garden, and a naturalized Carolinian forest garden. A newly constructed gazebo makes reference to the architecture of the historic Colchester Reef lighthouse, and creates flexible outdoor space for strawberry socials and church teas. Scattered throughout the site, interpretation tells the story of the school itself, its ecological evolution (i.e. the story of the Chimney swifts), and other Colchester tales.

Parking is accessed off of Bagot Street, and supports site uses as well as ancillary waterfront and look off visitors.



2.31 Sullivan Street School Cultural Node





2.32 Sullivan Street School Carolinian Garden



Cemetery Look-Off and Trail Connection

The Cemeteries of Colchester are part of the Village's unique history. Building off of the adjacent cultural node of the Sullivan Street School and Church, the construction of a cemetery trail and look-off in the unopened road allowance serves a dual purpose. Firstly, it connects to the newly development marina boardwalk trail, completing a pedestrian look along the waterfront. Secondly, it provides a logical place for interpretative signage speaking to the history of the cemetery itself, and of some of Colchester's more notable or colourful residents. It also facilitates the development of historical and cultural programs such as haunted cemetery walks, historical tours, or bird watching, and formalizes the view from one of the Village's best natural look-offs. The construction of a viewing platform and stairway access should be up on piers, to reduce impact to the sensitive slope and minimize the need for clearing. An expanded parking zone provides secondary parking for the Church and school site, as well as for users of trail and look-off itself.

Community-supported planting beds would add colour and beauty to this space. A simple gazebo entry to the cemetery would be an ideal place for gathering for haunted walks, and would encourage visitors to wander through one of Colchester's truly historic spaces.



2.34 Cemetery Look-off Vantage Point



2.35 Cemetery Look-off and Waterfront Stairs

2.36 Colchester Active Transportation Linkages



Colchester Active Transportation

Trail and Cycling route connections were some of the most important elements requested during the public consultation process. While this master plan does not replace the need for a Town-wide active transportation master plan, key trail and cycling connections have been provided by this study. Along County Road 50, between the Dunn Road and Erie Road intersections, a more urbanized road cross section has been proposed. Upgrading the road to include concrete curb and gutter, sidewalk, and paved bike lanes will facilitate cycling traffic through the Village, and support the creation of a more urban character. Outside of the village core, paved shoulders along County Road 50 will connect towards local tourism destinations and neighbouring communities.

Within the Village Core, the road treatment of curb & gutter, sidewalk, and bike lane should be continued along the square of Jackson Street, Sullivan Street, County Road 50, and Bagot Street. This cross section accommodates both wheeled and walking users.

At the marina, a contiguous trail connection has been provided linking up into the open space at the top of the bluff. Expanded floating boardwalk connections from the existing pier to the east, where stairs travel up the slope to a new look-off and cemetery trail. To the west, a secondary beach access travels through the restored gully, stopping at a lakeside look-off before travelling down the wetland and up the slope to Jackson Park. Pedestrians now have a number of distinct, walkable loops connecting the waterfront, marina, and beach areas to the Village core.



Colchester Green Action Zone

Colchester Green is the action zone of the Village's open space. A counterpoint to the active recreational activities found in Jackson Park, Colchester Green takes advantage of its strategic location on the eastern edge of Town. In this location, the active uses will not detract from the more passive & cultural uses at the Sullivan Street School. A new dual multi-use court facilitates pick-up basketball, tennis, or ball hockey, and an optional sub-grade refrigeration system or synthetic surfacing allows for winter skating or hockey even if mother nature refuses to cooperate.

The adjacent skate park capitalizes on the visual accessibility of site, minimizing the potential for typical skate park concerns, and maximizes synergy between the two facilities. Additional parking supports use of this facility by a number of uses from across the Town, but its proximity to the active transportation linkages makes it easily accessible for non-motorized travellers.



2.38 Colchester Green Action Zone Plan

2.37 Multi-Purpose Court





2.43 Typical Gateway Roundabout with Public Art

Colchester Gateway

Travelling through into and out of Colchester on County Road 50, it is easy to miss the amazing waterfront open space. Reconfiguration of the two gateway intersections, with supporting entrance signage, will clearly announce not only the presence of a vibrant Village destination, but will direct visitors to key destinations such as Jackson Street, the Sullivan Street School, and the Marina.

The reconfiguration of Dunn Road improves what is broadly considered to be a difficult intersection. Maintaining a straight trajectory for County Road 50 makes sense in terms of volume of traffic, but also directs in-coming vehicle traffic to take notice of the War of 1812 Peace Garden, and the adjacent Jackson Street commercial district. The realignment also creates two highly suitable development sites for the Town of Essex, with easily vehicular access and high street presence. As an alternative to the 'straight shot, a roundabout would work in this location, although it would use more land, and is less desirable for the cycling traffic.

The creation of a roundabout intersection at County Road 50 and Erie Road has similar benefits. The additional time afforded drivers at the intersection facilitates their decision to enter the Town and head down to the waterfront. A roundabout also creates a strong and easily identifiable gateway to the Community, letting visitors from the east know that they have arrived.



2.44 Dunn Road Intersection Alternative

2.45 Preferred Dunn Road Intersection

Colchester Village Signage

A conceptual landmark and signage design has been developed for Colchester, based on the British theme. Intended to function as a district brand, it would not replace the official Town of Essex landmark, but would act as a complimentary program emphasizing the unique Village character. Colchester's new brand should play an instrumental role in helping the Village achieve its objectives to attract more tourism and new business, and improve its visual identity.

The new Colchester landmark employs the Loyalist colours of red and blue, but instead of the saturated primary colours, more modern hues were selected.

Signage

The following hierarchy of signage is recommended for Colchester:

- » Gateway Signage
- » Directional Signage
- » Street Blades
- » Wayfinding Sign & Event Kiosk
- » Interpretive Panels
- » Banners

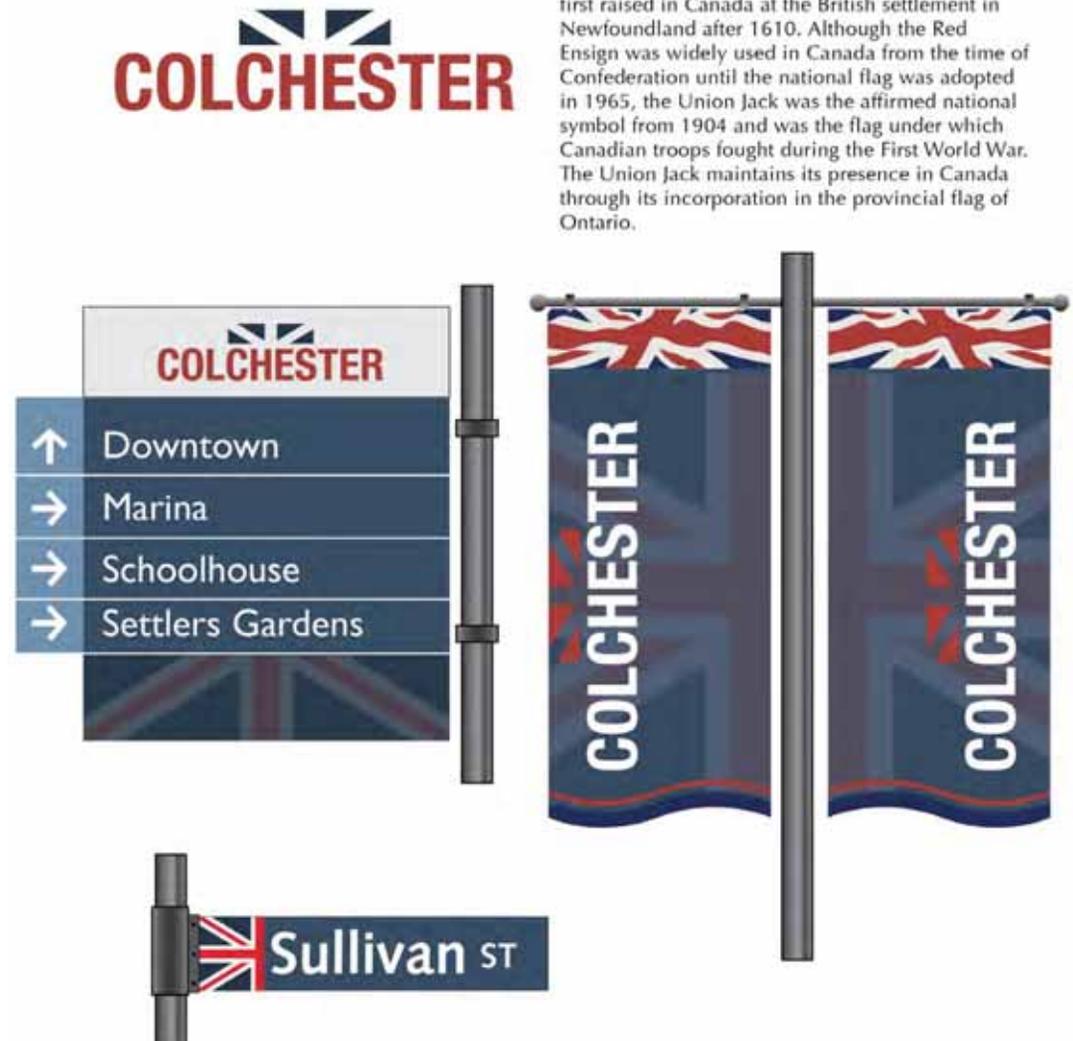
Wayfinding signage will also be important in denoting pedestrian walkways, trails and major routes. As previously mentioned, signage can also be used to highlight parking locations (high priority), parks & trails, museums, cultural centres, schools, waterfront, library, police etc.

Interpretive Panels

An interpretive program should be developed throughout the Village, to convey its rich cultural heritage. Each panel should address one particular topic of relevance with a maximum of 150 words in French and English. A more detailed interpretive strategy for Colchester should be developed following this report.

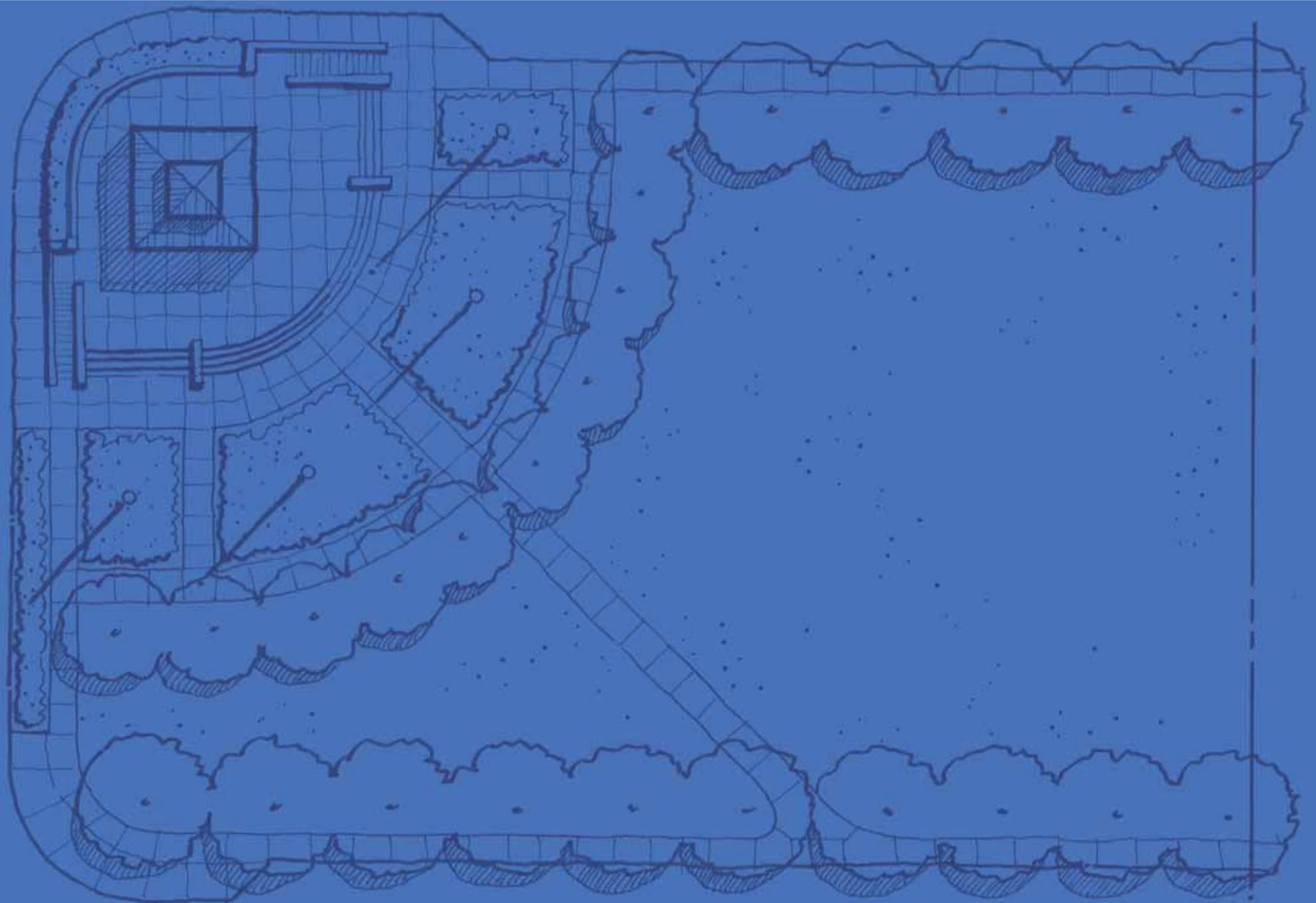
Banners

A banner program should be developed for future light standards along Jackson Street. Any future light standards should be a minimum of 4.2 metres high, to provide adequate height for banners. Ideally, banners should be created for various events, such as the Fishing Derby. Typical banners cost about \$150 each. It may be possible to encourage businesses to sponsor the banner in front of their establishment.



The original **Royal Union Flag**, or Union Jack, was first raised in Canada at the British settlement in Newfoundland after 1610. Although the Red Ensign was widely used in Canada from the time of Confederation until the national flag was adopted in 1965, the Union Jack was the affirmed national symbol from 1904 and was the flag under which Canadian troops fought during the First World War. The Union Jack maintains its presence in Canada through its incorporation in the provincial flag of Ontario.

2.46 Brandmark and Signage Concepts



3: Implementation

Begin with the end in mind.

- Lana Rigsby

This report describes the long term vision for the Colchester Waterfront, and an achievable phasing strategy to implement the components on an individual basis. The plan components and projects are consistent with the vision outlined during this master planning process, and will work together towards the fulfilment of the Community's vision.

When developing a prioritization and phasing strategy, initiatives with a high profile, high ease of implementation, or make sense in terms of basic construction feasibility should be given priority, especially when cost is not prohibitive. Larger and more complex elements could be deferred until funding becomes available, or community partners chose to adopt certain features.

Setting priorities for implementation should be based on the following criteria:

- » Public demand and / or support.
- » Opportunities for supportive synergies with adjacent facilities.
- » Ease of constructability.
- » Logical design and construction sequence.
- » Opportunity for partnerships with community groups.
- » Coordination with ongoing or future municipal objectives.
- » Timing of the harbour divestiture process.





3.1 PHASING

Implementation of the various components of this master plan will occur over a ten year build out period, and successful realization of this master plan is integrally linked to a comprehensive and realistic phasing strategy. A successful approach will address any challenges that may arise and will implement the various elements of the plan in a logical and cost efficient manner.

Forecasting a year-by-year strategy is difficult without a strong sense of annual municipal budgets. Priorities set by the steering committee and the public can be influenced by the opportunities that arise from unforeseen funding sources, new developments, and private sector / community service group initiatives.

Phasing Timeline

- » Phase 1a (Immediate Term): 0 -2 years
- » Phase 1 (Short Term): 0 -3 years
- » Phase 2 (Medium Term): 3 -6 years
- » Phase 3 (Long Term): 6+ Years

A phasing program has been suggested, based on several factors including:

- » Availability of capital funds
- » Community group support / initiative
- » Public support
- » Logical progression of development
- » Ongoing initiative

Phase One Recommended Projects

Phase One projects should be highly visible, highly requested projects with relatively easy implementation, or a timeliness to their realization. Starting with visible projects will help to instil confidence with the public that the plan is moving forward, and will build excitement and momentum. The implementation of a highly visible project will also provide the Town with a marketing tool to help raise private or external funding for subsequent projects.

Key Projects for Phase One:

- » Entry Signage & Streetscape Banners
- » Jackson Park Trail Linkage & Bridge
- » Marina access road reconfiguration
- » County Road 50 paved shoulders
- » War of 1812 Peace Garden
- » Colchester Green multi- purpose courts
- » Jackson Park Pavilion
- » Planning Policy Amendments

Phase Two Recommended Projects

Phase Two projects will begin to really move the project forward. These projects tend to be more complicated, require additional study or external approvals, or a more detailed public consultation process. For those projects that require supporting studies or approvals, that process may have to begin in phase one.

Key Projects for Phase Two:

- » Jackson Streetscape Improvements (many of which could be implemented by private developers through the Development Agreement Process)
- » Jackson Park Entrance Plaza
- » Colchester Marina breakwater reconfiguration

Phase Three Recommended Projects

Phase three projects should be revisited at the five year plan update mark, to determine if they are still consistent with the vision for the Community. Projects typically left to phase three are those with significant engineering or implementation challenges, high capital costs, or other impediments to development.

Phase Three Projects:

- » Colchester Marina lower parking deck
- » Reconfiguration of the Dunn Road / County Road 50 Intersection
- » Reconfiguration of the County Road 50 / Erie Road Intersection

Colchester Waterfront - Class D Estimate of Probable Cost					April 2012				Phasing					
Jackson Street Streetscape Improvement					Phase 1a (0-2 yrs)	Phase 1 (0-3 yrs)	Phase 2 (3-6 yrs)	Phase 3 (6+ yrs)						
units	quantity	unit cost	cost											
Sidewalk & Boulevard	m ²	1310	\$ 90.00	\$ 117,900.00				\$ 117,900.00						
Signage & Banners	lump	1	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00									
Street Lights	each	5	\$ 15,000.00	\$ 75,000.00				\$ 75,000.00						
Parking Area	m ²	3700	\$ 60.00	\$ 222,000.00				\$ 222,000.00						
Curb & Gutter	lin m.	930	\$ 150.00	\$ 139,500.00				\$ 139,500.00						
Subtotal				\$ 584,400.00	\$ 30,000.00	\$ -	\$ -	\$ 554,400.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Design & Consulting (10%)				\$ 58,440.00	\$ 3,000.00	\$ -	\$ -	\$ 55,440.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency (20%)				\$ 116,880.00	\$ 6,000.00	\$ -	\$ -	\$ 110,880.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
HST (15%)				\$ 87,660.00	\$ 4,500.00	\$ -	\$ -	\$ 83,160.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub-total				\$ 876,600.00	\$ 43,500.00	\$ -	\$ -	\$ 833,600.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Total				\$ 876,600.00	\$ 43,500.00	\$ -	\$ -	\$ 833,600.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Jackson Park					Phase 1a (0-2 yrs)	Phase 1 (0-3 yrs)	Phase 2 (3-6 yrs)	Phase 3 (6+ yrs)						
Crusher Dust Path	lin m.	350	\$ 35.00	\$ 12,250.00	\$ 12,250.00									
Road	m ²	1700	\$ 60.00	\$ 102,000.00				\$ 102,000.00						
Parking Area	m ²	450	\$ 60.00	\$ 27,000.00				\$ 27,000.00						
Paved Trail	lin m.	350	\$ 90.00	\$ 31,500.00	\$ 31,500.00									
Look Off	m ²	65	\$ 150.00	\$ 9,750.00				\$ 9,750.00						
Entrance Plaza	m ²	470	\$ 90.00	\$ 42,300.00				\$ 42,300.00						
Splash Pad Concrete Apron	m ²	190	\$ 90.00	\$ 17,100.00				\$ 17,100.00						
Benches	each	20	\$ 2,000.00	\$ 40,000.00	\$ 20,000.00			\$ 20,000.00						
Jackson Park Pavilion	lump	1	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00									
Timber Deck	m ²	175	\$ 100.00	\$ 17,500.00				\$ 17,500.00						
Subtotal				\$ 354,400.00	\$ 62,250.00	\$ 128,400.00	\$ 138,750.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Design & Consulting (10%)				\$ 35,440.00	\$ 6,225.00	\$ 12,840.00	\$ 13,875.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency (20%)				\$ 70,880.00	\$ 12,450.00	\$ 25,680.00	\$ 27,750.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
HST (15%)				\$ 53,160.00	\$ 9,337.50	\$ 19,260.00	\$ 20,812.50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub-total				\$ 513,880.00	\$ 90,262.50	\$ 186,180.00	\$ 201,187.50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Total				\$ 513,880.00	\$ 90,262.50	\$ 186,180.00	\$ 201,187.50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Colchester Marina					Phase 1a (0-2 yrs)	Phase 1 (0-3 yrs)	Phase 2 (3-6 yrs)	Phase 3 (6+ yrs)						
Breakwater Reconfiguration	lin m.	480	\$ 1,050.00	\$ 504,000.00			\$ 504,000.00							
Floating Dock	lin m.	1430	\$ 625.00	\$ 893,750.00			\$ 893,750.00							
Pier Boardwalk	lin m.	500	\$ 1,000.00	\$ 500,000.00			\$ 500,000.00							
New Groin	m ²	330	\$ 18.00	\$ 5,940.00			\$ 5,940.00							
Boat Launch	lump	1	\$ 6,000.00	\$ 6,000.00			\$ 6,000.00							
Parking Area	m ²	3270	\$ 60.00	\$ 196,200.00				\$ 196,200.00						
Parking Area Fill	m ²	3270	\$ 160.00	\$ 523,200.00				\$ 523,200.00						
Sidewalk from Top of Hill	lin m.	320	\$ 180.00	\$ 57,600.00			\$ 57,600.00							
Road	m ²	2000	\$ 300.00	\$ 600,000.00			\$ 600,000.00							
End of Pier Look Off (x2)	m ²	100	\$ 120.00	\$ 12,000.00			\$ 12,000.00							
Floating Post	lump	1	\$ 300,000.00	\$ 300,000.00			\$ 300,000.00							
Wetland Restoration	lump	1	\$ 50,000.00	\$ 50,000.00			\$ 50,000.00							
Subtotal				\$ 3,648,690.00	\$ -	\$ 969,600.00	\$ 1,959,600.00	\$ 719,400.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Design & Consulting (10%)				\$ 364,869.00	\$ -	\$ 96,960.00	\$ 195,960.00	\$ 71,940.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency (20%)				\$ 729,738.00	\$ -	\$ 193,920.00	\$ 391,938.00	\$ 143,880.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
HST (15%)				\$ 547,303.50	\$ -	\$ 145,440.00	\$ 293,953.50	\$ 107,910.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub-total				\$ 5,290,600.50	\$ -	\$ 1,405,920.00	\$ 2,841,550.50	\$ 1,043,130.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Total				\$ 5,290,600.50	\$ -	\$ 1,405,920.00	\$ 2,841,550.50	\$ 1,043,130.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Beach					Phase 1a (0-2 yrs)	Phase 1 (0-3 yrs)	Phase 2 (3-6 yrs)	Phase 3 (6+ yrs)						
MW & Sound System	lump	1	\$ 10,000.00	\$ 10,000.00			\$ 10,000.00							
Floating Dock	lin m.	5	\$ 1,000.00	\$ 5,000.00			\$ 5,000.00							
Beach Volleyball Nets	each	2	\$ 2,500.00	\$ 5,000.00			\$ 5,000.00							
Subtotal				\$ 20,000.00	\$ -	\$ -	\$ 20,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Design & Consulting (10%)				\$ 2,000.00	\$ -	\$ -	\$ 2,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency (20%)				\$ 4,000.00	\$ -	\$ -	\$ 4,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
HST (15%)				\$ 3,000.00	\$ -	\$ -	\$ 3,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub-total				\$ 27,000.00	\$ -	\$ -	\$ 27,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Total				\$ 27,000.00	\$ -	\$ -	\$ 27,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wetland / Gully Trail					Phase 1a (0-2 yrs)	Phase 1 (0-3 yrs)	Phase 2 (3-6 yrs)	Phase 3 (6+ yrs)						
Boardwalk	lin m.	160	\$ 625.00	\$ 100,000.00			\$ 100,000.00							
Look Off	lump	1	\$ 15,000.00	\$ 15,000.00			\$ 15,000.00							
Bridge	lin m.	34	\$ 1,200.00	\$ 40,800.00	\$ 40,800.00									
Slope Stabilization	m ²	1680	\$ 75.00	\$ 126,000.00			\$ 126,000.00							
Interpretive Signage	each	3	\$ 5,000.00	\$ 15,000.00			\$ 15,000.00							
Subtotal				\$ 296,800.00	\$ 40,800.00	\$ 256,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Design & Consulting (10%)				\$ 29,680.00	\$ 4,080.00	\$ 25,600.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency (20%)				\$ 59,360.00	\$ 8,160.00	\$ 51,200.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
HST (15%)				\$ 44,520.00	\$ 6,120.00	\$ 38,400.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub-total				\$ 430,360.00	\$ 59,160.00	\$ 371,200.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Total				\$ 430,360.00	\$ 59,160.00	\$ 371,200.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dum Road Intersection & County Road 50					Phase 1a (0-2 yrs)	Phase 1 (0-3 yrs)	Phase 2 (3-6 yrs)	Phase 3 (6+ yrs)						
Entry Signage	lump	1	\$ 20,000.00	\$ 20,000.00			\$ 20,000.00							
Paved Shoulders (AT)	lin m.	650	\$ 110.00	\$ 71,500.00	\$ 71,500.00									
Intersection Reconfiguration	lump	1	\$ 1,000,000.00	\$ 1,000,000.00			\$ 1,000,000.00							
Subtotal				\$ 1,091,500.00	\$ 91,500.00	\$ -	\$ -	\$ 1,000,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Design & Consulting (10%)				\$ 109,150.00	\$ 9,150.00	\$ -	\$ -	\$ 100,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency (20%)				\$ 218,300.00	\$ 18,300.00	\$ -	\$ -	\$ 200,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
HST (15%)				\$ 163,725.00	\$ 13,725.00	\$ -	\$ -	\$ 150,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub-total				\$ 1,582,675.00	\$ 132,675.00	\$ -	\$ -	\$ 1,450,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Total				\$ 1,582,675.00	\$ 132,675.00	\$ -	\$ -	\$ 1,450,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

3.2 Cost Estimate & Phasing Plan

Plaza					Phase 1a (0-2 yrs)	Phase 1 (0-3 yrs)	Phase 2 (3-6 yrs)	Phase 3 (6+ yrs)						
units	quantity	unit cost	cost											
Plaza	m ²	1200	\$ 90.00	\$ 108,000.00				\$ 108,000.00						
Crusher Dust Path	lin m.	230	\$ 35.00	\$ 8,050.00				\$ 8,050.00						
Interpretive Signage	each	4	\$ 5,000.00	\$ 20,000.00				\$ 20,000.00						
Trees Planting	each	10	\$ 800.00	\$ 8,000.00				\$ 8,000.00						
Shrub Planting	m ²	620	\$ 100.00	\$ 62,000.00				\$ 62,000.00						
Public Art	lump	1	\$ 50,000.00	\$ 50,000.00				\$ 50,000.00						
Benches	each	9	\$ 2,000.00	\$ 18,000.00				\$ 18,000.00						
Subtotal				\$ 274,050.00	\$ -	\$ -	\$ -	\$ 274,050.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Design & Consulting (10%)				\$ 27,405.00	\$ -	\$ -	\$ -	\$ 27,405.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency (20%)				\$ 54,810.00	\$ -	\$ -	\$ -	\$ 54,810.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
HST (15%)				\$ 41,107.50	\$ -	\$ -	\$ -	\$ 41,107.50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sub-total				\$ 397,372.50	\$ -	\$ -	\$ -	\$ 397,372.50	\$ -					

3.2 MASTER PLAN UPDATES

Moving forward, it is important to acknowledge that, as with any master plan, this is a living document. The plan must be adaptable as things change, both in terms of the physical plan elements but also with respect to development feasibility and planning policy. The plan should be revisited and updated at the five-year mark. At this time, the successes and limitations of the plan should be determined and evaluated, and the plan should be updated and revised accordingly.

3.3 HARBOUR DIVESTITURE PROCESS

Across Ontario, Federally-controlled harbours are being divested, and the benefits for the local government can be significant, if capitalised upon. Recently, communities such as Cobourg, Leamington, Collingwood, and Belleville have been derived significant tourism, economic, recreational, and health benefits by actively investing in the divestiture process.

Cobourg is a case study on the benefits of actively engaging with the federal government in the divestiture process. In the late 1980s, the Cobourg waterfront was literally the worst part of the community, a back alley of dilapidated buildings, brownfield sites, and industrial relicts. Today the waterfront has been transformed into vibrant public space with residential and recreational assets.

Other successful divestitures include:

- » Penetanguishene (2010) : The federal government will pay for repairs to the concrete pier and sheet wall. The dilapidated T-dock will be replaced with a floating dock and breakwater structure, creating a more recreationally-based waterfront.
- » Midland (2010). The Federal Government carried out \$750,000 of structural improvements to the harbour before the marina was transferred to the Municipality.
- » Municipality of Central Elgin. The divestiture deal included the transfer of 52.8 hectares of harbour bed, two breakwaters, two piers and a building, as well as approximately \$13.6 million to cover operational and maintenance requirements.

For Ontario's lower tier municipalities and local governments, gaining control of their waterfronts can provide a significant return on investment. The municipalities that have successfully gone through the process have had to allocate funding, commission visionary master plans, and cultivate public support (both fiscally and socially). However, since the divestiture program began in Ontario, the Federal Government has not had to recapture control of any small craft harbours, and many municipalities have seen a recoup on their investment.

3.4 NEXT STEPS

Adoption of the Master Plan

The first step towards implementation of the overall vision for Colchester Centre is for Town Council to adopt the master plan in principal. Adoption will formalize the development process, and will provide the foundation for various master plan elements to move forward.

Partnership Development

By undertaking a broad scale master planning process, the Town has wisely positioned themselves to be able to implement park elements and amenities in a phased approach. This strategy also facilitates the development of partnerships with community groups, private enterprises, or service clubs for the development of specific plan components. After adoption of the master plan, the Town should work with the community to develop partnerships for project implementation.

Marina Feasibility Plan & Business Study

Many of the ideas included in the marina design require significant infrastructure investment. The intent is to derive significant economic benefit from strategically directed public spending. In order to ensure that fiscal viability of the concept, a full business case and feasibility assessment should be undertaken prior to the detailed design of any major plan elements.



Schematic Design

The next step in the development of various plan elements or amenities is schematic design. Often, this step is just a 'check' stage that helps to confirm the vision articulated in the master plan, and allows for any necessary refinement in the thinking before detailed design proceeds. (i.e. have community priorities changed? Are there new trends or new technologies to consider?). Schematic design must identify key project components, materials, structural design, site furnishings, and will further a more broadly based vision into a more detailed design plan. This phase could take approximately six to eight weeks to complete.

Detailed Design and Construction Documentation

Once schematic design is complete, the various projects can move forward into the production of construction ready contract documents. This stage can be integrated into schematic design for efficiency of scale, or can follow schematic design separately. Design development and construction documentation could take up to twelve weeks, depending on the complexity, scale, and scope of works being undertaken.

3.5 WHY MAKE THE INVESTMENT?

The implementation of the Colchester Centre Master Plan will require a significant commitment from the Town and the community, not just in terms of capital and operational costs, but also in terms of personnel, time, and energy. However, there are a number of significant and quantifiable benefits that the Town and broader community at large will enjoy, and these reasons are why implementation is so critical.

Environmental Benefits

- » Restoration of valuable lakeshore wetlands
- » Slope Stabilization
- » Public education on the value of the Lake Erie ecosystem

Public Health Benefits

- » Decreased levels of inactivity-related health problems (such as obesity)
- » Stress reduction through recreation;
- » Improved liveability of the community;
- » Improved social interactions within the community;

Economic Benefits

- » Future residential development inspired by the waterfront as a desired amenity;
- » Potential revenues from the sale of lands & operation of facilities such as the pool;
- » Increased tax base due to densification and rising land values;
- » Direct and indirect tourism dollars Colchester will incur as a regional destination;
- » Employment creation through direct and indirect plan impacts;

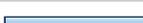


LANDSCAPE MASTER PLAN

Appendix A

ONLINE SURVEY RESULTS

1. Are you:			Response Percent	Response Count
Female			59.2%	58
Male			40.8%	40
answered question				98
skipped question				0

2. Which category below includes your age?			Response Percent	Response Count
17 or younger			1.0%	1
18-20			2.0%	2
21-29			7.1%	7
30-39			22.4%	22
40-49			26.5%	26
50-59			30.6%	30
60 or older			10.2%	10
answered question				98
skipped question				0

3. How many people live in your household?			
		Response Percent	Response Count
1		4.1%	4
2		38.1%	37
3		27.8%	27
4		22.7%	22
5 or more		7.2%	7
answered question			97
skipped question			1

4. Please describe where you reside:			
		Response Percent	Response Count
Colchester Centre		45.4%	44
Within the Town of Essex (but not in the Hamlet of Colchester Centre)		43.3%	42
Outside of the Town of Essex		11.3%	11
answered question			97
skipped question			1

5. Please prioritize the following statements, in terms of their importance to the design of the Colchester Center Landscape Design:							
	1st (highest priority)	2nd	3rd	4th	5th	6th (lowest priority)	Response Count
Safety and security	37.2% (32)	10.5% (9)	16.3% (14)	12.8% (11)	18.6% (16)	4.7% (4)	86
High quality design	25.9% (21)	24.7% (20)	13.6% (11)	13.6% (11)	9.9% (8)	12.3% (10)	81
Sustainable design	16.5% (13)	31.6% (25)	12.7% (10)	16.5% (13)	19.0% (15)	3.8% (3)	79
Native / natural materials	7.1% (6)	15.3% (13)	23.5% (20)	16.5% (14)	14.1% (12)	23.5% (20)	85
Durability / longevity of facilities	17.6% (15)	17.6% (15)	27.1% (23)	16.5% (14)	16.5% (14)	4.7% (4)	85
Low capital costs	6.6% (6)	8.8% (8)	7.7% (7)	23.1% (21)	15.4% (14)	38.5% (35)	91
answered question							94
skipped question							4

6. Please indicate your level of agreement with the inclusion of the following facilities in the Colchester Center Landscape Design:

	Would like to see included	Neutral	Would not like to see included	Response Count
Exercise circuit	37.1% (33)	46.1% (41)	16.9% (15)	89
Colchester Reef Lighthouse	61.5% (56)	35.2% (32)	3.3% (3)	91
Dog park / off leash area	29.5% (26)	42.0% (37)	28.4% (25)	88
Nature trail	74.2% (66)	19.1% (17)	6.7% (6)	89
Performance space / bandshell	56.2% (50)	32.6% (29)	11.2% (10)	89
Gazebo / pavillion	73.6% (64)	24.1% (21)	2.3% (2)	87
Scenic Look-Off	76.7% (69)	20.0% (18)	3.3% (3)	90
Interpretive Signage	43.5% (37)	49.4% (42)	7.1% (6)	85
Picnic areas	84.4% (76)	14.4% (13)	1.1% (1)	90
Community garden	47.7% (41)	44.2% (38)	8.1% (7)	86
Botanical / Indigenous Plant garden	50.6% (45)	39.3% (35)	10.1% (9)	89
Natural play area	62.8% (54)	34.9% (30)	2.3% (2)	86
Pond / water feature	36.4% (32)	34.1% (30)	29.5% (26)	88
answered question				93
skipped question				5

7. Please prioritize which existing aspects of the Colchester Harbour Park (Jackson Park) require improvements:

	1st (highest priority)	2nd	3rd	4th	5th	6th (lowest priority)	Response Count
Playground facilities	8.2% (7)	14.1% (12)	7.1% (6)	10.6% (9)	15.3% (13)	44.7% (38)	85
Splash pad	8.2% (6)	11.0% (8)	13.7% (10)	5.5% (4)	21.9% (16)	39.7% (29)	73
Washroom/changing facilities	27.2% (22)	17.3% (14)	9.9% (8)	12.3% (10)	11.1% (9)	22.2% (18)	81
Seating/benches	35.8% (29)	21.0% (17)	18.5% (15)	17.3% (14)	6.2% (5)	1.2% (1)	81
Walking paths	29.8% (25)	23.8% (20)	21.4% (18)	21.4% (18)	3.6% (3)	0.0% (0)	84
Vegetation	18.3% (15)	19.5% (16)	18.3% (15)	22.0% (18)	8.5% (7)	13.4% (11)	82
Stairs / Access points between upper and lower facilities	39.8% (33)	25.3% (21)	15.7% (13)	8.4% (7)	4.8% (4)	6.0% (5)	83
answered question							89
skipped question							9

THE TOWN OF ESSEX: COLCHESTER CENTRE LANDSCAPE MASTER PLAN
Final Report



8. What are three elements or activities you would like to see included along the waterfront in Colchester?

		Response Percent	Response Count
1.		100.0%	74
2.		94.6%	70
3.		87.8%	65
answered question			74
skipped question			24

10. Please indicate your level of agreement with considering the following active transportation facilities for County Road 50

	Would like to see included	Neutral	Would not like to see included	Response Count
Paved Shoulders	77.9% (67)	18.6% (16)	3.5% (3)	86
1.5m wide concrete sidewalk	65.5% (55)	22.6% (19)	11.9% (10)	84
Multi-use Trail	82.0% (73)	16.9% (15)	1.1% (1)	89
Shared Bike Lanes	66.3% (59)	21.3% (19)	12.4% (11)	89
answered question				91
skipped question				7

9. Please indicate your level of agreement with the inclusion of the following within the waterfront area of Colchester.

	Would like to see included	Neutral	Would not like to see included	Response Count
More Tourism-based Retail	71.9% (64)	19.1% (17)	9.0% (8)	89
Hotel / Motel Development	49.4% (44)	25.8% (23)	25.8% (23)	89
Residential Condominiums	22.0% (20)	35.2% (32)	44.0% (40)	91
Visitor Information Centre /Tourism Office	61.8% (55)	33.7% (30)	5.6% (5)	89
Community Centre	58.9% (53)	31.1% (28)	11.1% (10)	90
Trails / Cycling Routes	92.3% (84)	4.4% (4)	3.3% (3)	91
answered question				92
skipped question				6

11. Describe how often you access Colchester Marina:

		Response Percent	Response Count
Daily/Several times a week		26.4%	24
Weekly/Bi-weekly		26.4%	24
Monthly		6.6%	6
Seasonally		29.7%	27
Rarely/Never		11.0%	10
answered question			91
skipped question			7

12. How do you PRIMARILY access Colchester Marina?			
		Response Percent	Response Count
Walk		25.6%	23
Bicycle		10.0%	9
Automobile		56.7%	51
Boat via the Marina		7.8%	7
Other (please specify)			3
answered question			90
skipped question			8

13. How far do you live from Colchester Marina?			
		Response Percent	Response Count
0 - 1 km		27.8%	25
1 - 2 km		10.0%	9
2 - 5 km		28.9%	26
5 - 10 km		22.2%	20
10+ km		11.1%	10
answered question			90
skipped question			8

14. What kind of boat do you own?			
		Response Percent	Response Count
I do not own a boat		67.1%	55
Small Fishing Boat		8.5%	7
Day Cruiser		11.0%	9
Cabin Cruiser		8.5%	7
Yacht		4.9%	4
Other (please specify)			16
answered question			82
skipped question			16

15. How important are the Marina facilities in the overall context of the Town's recreation network?			
		Response Percent	Response Count
Essential		64.4%	58
Important		34.4%	31
Irrelevant		1.1%	1
answered question			90
skipped question			8

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16. Please describe your use of the Marina facilities (please check all that apply):

	Response Percent	Response Count
Seasonal (regular private moorage)	24.1%	21
Transient (occasional public moorage)	14.9%	13
Boat Launch	31.0%	27
Fuel Dock	10.3%	9
None	49.4%	43
answered question		87
skipped question		11

17. What activities do you PRIMARILY use the Marina for?

	Response Percent	Response Count
Recreational boating	23.8%	20
Sport fishing	21.4%	18
Commercial fishing	0.0%	0
Land based uses	35.7%	30
None	19.0%	16
Other (please specify)		12
answered question		84
skipped question		14

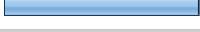
18. What additional services would you like to see included in any future modifications to the Marina:

	Would like to see included	Neutral	Would not like to see included	Response Count
The sale of boat parts, emergency equipment	17.9% (15)	65.5% (55)	17.9% (15)	84
More trash bins	75.3% (64)	24.7% (21)	0.0% (0)	85
More serviced docks	38.8% (33)	54.1% (46)	7.1% (6)	85
Improved dock quality	67.1% (57)	30.6% (26)	2.4% (2)	85
Wider fairways	25.9% (21)	64.2% (52)	9.9% (8)	81
Additional parking facilities	54.8% (46)	34.5% (29)	10.7% (9)	84
More manoeuvring room	34.1% (28)	58.5% (48)	7.3% (6)	82
Better access for transient boaters to areas in the town	48.2% (40)	47.0% (39)	4.8% (4)	83
Additional storage facilities	18.8% (15)	67.5% (54)	15.0% (12)	80
Expanded retail / restaurant facilities	78.2% (68)	18.4% (16)	4.6% (4)	87
answered question				87
skipped question				11

19. What are top three uses or services you would like to see added to the marina?

		Response Percent	Response Count
1.		100.0%	60
2.		88.3%	53
3.		76.7%	46
answered question			60
skipped question			38

20. Do you frequent the Park/Marina during the winter months?

		Response Percent	Response Count
Yes		57.3%	51
No		42.7%	38
answered question			89
skipped question			9

21. Which community activities would you like to see the old school house used for?

	Would like to see	Neutral	Would not like to see	Response Count
Public meetings	67.9% (57)	23.8% (20)	8.3% (7)	84
Church-related events	25.6% (21)	48.8% (40)	25.6% (21)	82
Extended education	46.9% (38)	42.0% (34)	11.1% (9)	81
Auditorium/performance space	68.2% (60)	26.1% (23)	5.7% (5)	88
Public computer access	39.8% (33)	34.9% (29)	25.3% (21)	83
Recreation	73.3% (63)	24.4% (21)	2.3% (2)	86
Senior citizen programs	65.5% (55)	29.8% (25)	4.8% (4)	84
Community dances	57.6% (49)	30.6% (26)	11.8% (10)	85
School related activities	34.5% (29)	48.8% (41)	16.7% (14)	84
Bingo	26.5% (22)	45.8% (38)	27.7% (23)	83
Public art	60.5% (52)	33.7% (29)	5.8% (5)	86
Community market	73.3% (66)	21.1% (19)	5.6% (5)	90
Youth programs	69.0% (60)	21.8% (19)	9.2% (8)	87
answered question				91
skipped question				7

>> Final Report



EKISTICS PLANNING & DESIGN

1 Starr Lane, Dartmouth, NS B2Y 4V7
t 902.461.2525 ext:102 f 902.465.3131

