



**TOWN OF AMHERSTBURG  
SPECIAL COUNCIL MEETING  
AGENDA**

**Monday, May 6, 2019**

**5:00 PM**

**Council Chambers**

**271 Sandwich Street South, Amherstburg, ON, N9V 2A5**

For information pertaining to this agenda or to arrange for any additional accessibility needs please contact Tammy Fowkes, Deputy Clerk at [tfowkes@amherstburg.ca](mailto:tfowkes@amherstburg.ca)

Information will be gathered in accordance with the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA). All comments and communications received will become part of the public record unless you expressly request the Town to remove it. If you want to learn more about why and how the Town collects your information, write to the Town Clerk's Office, 271 Sandwich Street South, Amherstburg, ON N9V 2A5 or call 519-736-0012.

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**Pages**

- 1. CALL TO ORDER**
- 2. DISCLOSURE OF PECUNIARY INTEREST & GENERAL NATURE THEREOF**
- 3. PRESENTATIONS**
  - 3.1 Amherstburg Riverfront Festival Plaza and Marina Class Environmental Assessment - Dan Krutsch and Liz Michaud, Landmark Engineers Inc.**

That the presentation **BE RECEIVED**.

#### 4. SPECIAL COUNCIL MEETING REPORT

##### 4.1 Amherstburg Riverfront Festival Plaza and Marina (296 Dalhousie St.) – Class Environmental Assessment

3

It is recommended that:

1. The report from the Chief Administrative Officer and Director of Planning, Development and Legislative Services, dated April 22, 2019 regarding the Amherstburg Riverfront Festival Plaza and Marina (296 Dalhousie St.) – Class Environmental Assessment, **BE RECEIVED**;
2. Council **ENDORSE** the completed Amherstburg Riverfront Festival Plaza and Marina – Class Environmental Assessment as a planning document with recommendations supporting the Preferred Solution identified by Landmark Engineers; and,
3. Administration **BE DIRECTED** to **ISSUE** the Notice of Study Completion for the Amherstburg Riverfront Festival Plaza and Marina – Class Environmental Assessment as per the Municipal Class Environmental Assessment Planning Process to commence the 30-day review period immediately following finalizing the Environmental Assessment.

#### 5. ADJOURNMENT

That Council rise and adjourn at     p.m.



## THE CORPORATION OF THE TOWN OF AMHERSTBURG

### OFFICE OF THE CAO

*MISSION STATEMENT: Committed to delivering cost-effective and efficient services for the residents of the Town of Amherstburg with a view to improve and enhance their quality of life.*

Author's Name: Giovanni (John) Miceli & Mark Galvin	Report Date: April 22, 2019
Author's Phone: 519 736-5408 ext. 2137	Date to Council: May 6, 2019
Author's E-mail: <a href="mailto:jmiceli@amherstburg.ca">jmiceli@amherstburg.ca</a> <a href="mailto:mgalvin@amherstburg.ca">mgalvin@amherstburg.ca</a>	Resolution #: N/A

To: Mayor and Members of Town Council

Subject: Amherstburg Riverfront Festival Plaza and Marina (296 Dalhousie St.)  
– Class Environmental Assessment

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#### 1. RECOMMENDATION:

It is recommended that:

1. The report from the Chief Administrative Officer and Director of Planning, Development and Legislative Services, dated April 22, 2019 regarding the Amherstburg Riverfront Festival Plaza and Marina (296 Dalhousie St.) – Class Environmental Assessment, **BE RECEIVED**;
2. Council **ENDORSE** the completed Amherstburg Riverfront Festival Plaza and Marina – Class Environmental Assessment as a planning document with recommendations supporting the Preferred Solution identified by Landmark Engineers; and,
3. Administration **BE DIRECTED to ISSUE** the Notice of Study Completion for the Amherstburg Riverfront Festival Plaza and Marina – Class Environmental Assessment as per the Municipal Class Environmental Assessment Planning Process to commence the 30-day review period immediately following finalizing the Environmental Assessment.

#### 2. BACKGROUND:

In 2016, Landmark Engineers Inc. ('Landmark') was retained to provide assistance to the Town to examine potential development options for the former Duffy's Motor Inn prior to the Town purchasing the property. As part of this due diligence exercise

preliminary concept plans were developed by Landmark illustrating to Town Council the potential of the site. Supported by the Town's Community Based Strategic Plan and the due diligence exercise, the Town subsequently purchased the property in February of 2017.

An informational Open House was conducted in June of 2017 to show residents and stakeholders the preliminary site concepts to elicit feedback. The results of the informational Open House were positive. Due to the nature of the work required and the potential environmental impacts the redevelopment may have, an environmental assessment ('EA') would need to be completed before the site could be redeveloped. In January 2018, Landmark was retained by the Town to undertake the EA for the former Duffy's Motor Inn property.

The Project Summary Report dated April 15, 2019 and the presentation to Council by Landmark are attached as Appendices A and B to this report.

### **3. DISCUSSION:**

The Town's Community Based Strategic Plan had identified investment in the waterfront and the development of a municipal marina in the downtown waterfront as priorities through the public consultation process. To that end, the Town purchased the former Duffy's Motor Inn property and embarked on the requisite EA process for the site.

#### Study Parameters

As with any EA process, the problem/opportunity is stated at the outset. For the Riverfront Plaza EA, the following was the guiding problem/opportunity statement:

*"The study intends to achieve a design for a public festival plaza and transient marina that will improve the existing vacant land, enhance the connection to King's Navy Yard Park and restore the existing dilapidated marina."*

Accordingly, the EA included the following components:

- An assessment of the condition of the existing marina and shore protection;
- Preparation of a site plan that incorporated a park with an amphitheatre;
- The development of a more functional marina layout; and
- The preliminary design of a breakwater to mitigate the wave action within the marina basin.

#### Public Consultation

A hallmark of the EA process is public consultation. In addition to the informational Open House, which was not specifically part of the EA process, two Public Drop-In Open Houses were held at the Libro Centre on the following dates:

- Drop-In Centre No.1 – July 8, 2018 (afternoon and evening sessions)
- Drop-In Centre No.2 – October 18, 2018 (afternoon and evening sessions)

At the first Drop-In Centre the information focused on the environmental inventory including the physical, natural, social and economic environment of the Study Area. Three alternative solutions were presented with the 'Active Park' option presented as the Preliminary Recommended Solution by the Study Team (comprised of Landmark, the CAO, and the Director Planning, Development and Legislative Services).

The second Drop-In Centre presented an updated Preferred Solution, which had been modified based on feedback obtained from the public and stakeholders from the first Drop-In Centre. A scaled down version of the amphitheatre and rotation toward the water instead of Dalhousie Street were key changes. Changes to the layout of the marina were also made to accommodate a longer breakwater which was now aligned parallel to the shoreline.

Public commentary was received via comment sheets and through e-mails. While the public commentary received was generally positive, a large contingent of comments requested that a boat ramp be included as part of the project. The Study Team investigated this possibility and concluded that including a boat ramp at the site would be problematic for the following reasons:

- Overflow parking associated with the boat ramp would cause significant adverse impacts to the downtown area; and
- For a boat ramp to be designed into the site, the majority of the site itself would be taken up for parking to accommodate tow vehicle/trailer combinations.

Administration concurs with the conclusions of the Project Team with respect to a boat ramp at this location. If a boat ramp were to be included, the parking required would essentially make this location a parking lot for a boat ramp and preclude provision of any other significant park amenities at the site as a result. In assessing the availability of boat ramps in the vicinity, the materials from Drop-In Centre No.2 noted that there are currently three private boat ramps located within the municipal boundary of Amherstburg.

The Project Team noted that they received several instances of positive feedback from surrounding businesses and local property owners.

### Preferred Solution

The Preferred Solution incorporates the following elements:

- A significant open plaza area;
- A performance area/amphitheatre;
- Shoreline improvements;
- Angled on-road parking along Dalhousie Street;
- Transient marina and supporting amenities; and
- Marina breakwater/fishing pier.

Administration concurs and supports the selection of the Preferred Solution by the Project Team.

The Preferred Solution outlines the items that should be included in the final site plan but does not limit the Town to the exact location or size of the features shown.

### Next Steps

Should Council endorse the Preferred Solution a Notice of Completion will be sent to all project stakeholders and a 30-day review period will commence. The Notice will be placed on the Town's website and advertised in the Rivertown Times. Two copies of the complete project file will be available for review, one at Town Hall and the other at the Libro Centre.

The Project File will be updated to include the Notice of Completion and any comments received during the review period.

## **4. RISK ANALYSIS:**

The Town has embarked on a precedent setting development using purchased waterfront lands. The completion of the EA process is one step in moving toward the goal of having a world-class amenity for residents and visitors to enjoy.

Not endorsing the EA and allowing the process to come to completion could jeopardize the timing of the proposed development.

In order for the marina and breakwater to be constructed as depicted in the Preferred Solution Plan, approval to build on the riverbed outside of the Town's current property ownership will be required. During consultation with the Ministry of Natural Resources and Forestry (MNR) it was determined that this part of the Detroit River is controlled by the federal government.

The Department of Fisheries and Oceans Canada (DFO) controls this portion of the Detroit River on behalf of the Government of Canada under an agreement in the Harbours Act. Unfortunately, Federal agencies do not participate in Provincial EA's. Therefore, more meaningful input from DFO cannot be obtained until a final project design has been prepared and an application for approval is submitted. Approvals from a number of agencies and authorities will be required before construction is commenced.

## **5. FINANCIAL MATTERS:**

A preliminary cost estimate was presented for the preferred solution at the Public Drop-In Centre No. 2 in 2018, as follows:

- Plaza Site Works (\$2.5-\$3 million)
- Shoreline Improvements (\$400k - \$450k)
- Marina Works (\$2.5-\$3 million)
- Associated Structures (\$1.5-\$2.5 million)

With total costs estimated to range between \$7 million and \$9 million at that time including allowances for engineering, project administration and contingency; higher end finishes and materials were assumed when preparing the cost estimate.

It is noted that for projects of this size, it is not uncommon to complete them in phases to offset the financial impact. This project could be broken down into phases over time, and the consultant has suggested a strategy including up to eight such phases.

Subject to support by Council, updated costs estimates would be obtained in current dollars/economic environment and the project would be brought forward in future budgets for funding.

**6. CONSULTATIONS:**

As noted through the EA process.

**7. CONCLUSION:**

Administration concurs with the Project Team in the selection of the Preferred Solution and recommends to Council that they ENDORSE the completed Amherstburg Riverfront Festival Plaza and Marina – Class Environmental Assessment as a planning document with recommendations supporting the Preferred Solution identified by Landmark Engineers.



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Mark Galvin  
**Director of Planning, Development and Legislative Services**

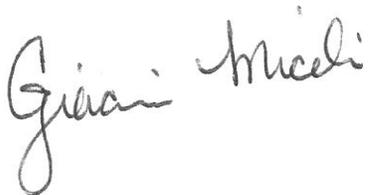
## Report Approval Details

Document Title:	Amherstburg Riverfront Festival Plaza and Marina - Class Environmental Assessment .docx
Attachments:	- 17-025 Amherstburg Festival Plaza EA - Summary Report (25April19).pdf - 17-025 Council Presentation (6May19).pdf
Final Approval Date:	Apr 30, 2019

This report and all of its attachments were approved and signed as outlined below:



**Cheryl Horrobin - Apr 29, 2019 - 2:02 PM**



**John Miceli - Apr 29, 2019 - 2:16 PM**



**Paula Parker - Apr 30, 2019 - 11:55 AM**



April 15, 2019

Project No.: 17-025

Town of Amherstburg  
271 Sandwich Street S.  
Amherstburg, Ontario  
N9V 2A5

Attention: Mr. Mark Galvin

**Re: Amherstburg Riverfront Festival Plaza and Marina –  
Class Environmental Assessment  
Project Summary Report**

Dear Mr. Galvin:

We are pleased to submit this project status report for the Amherstburg Festival Plaza and Marina Class Environmental Assessment Study. The study has progressed to the point where a Preferred Solution has been identified and the Environmental Study Report Project File is substantially complete. The final documentation can be completed with one week of our receiving your feedback and direction. After that, the Notice of Filing and be issued to initiate the final public review process.

In recognition of the new Council Members that may not be fully aware of the process that has been followed, we have included some discussion of relevant project background and process to date.

### **1.0 Background**

In 2016, Landmark Engineers Inc. (hereafter Landmark) prepared a preliminary development concept for the former Duffy's Motor Inn property, in order to demonstrate the development potential of the site to Town Council, prior the Town's purchase of the property. An informational Open House regarding the site and this concept was subsequently convened in June of 2017, aimed at soliciting initial feedback from the public and potential stakeholders. Due to the nature of the project and the potential environmental impacts it may have, it was determined that an environmental assessment would need to be completed before moving forward with the development of the site.

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[www.landmarkengineers.ca](http://www.landmarkengineers.ca)



Professional Engineers  
Ontario

In January of 2018, Landmark Engineers Inc. was retained by the Town to undertake this EA in preparation for the eventual redevelopment of the former Duffy's Motor Inn property.

## **2.0 Project Objectives**

The general intent of the assignment was to establish through the Class Environmental Assessment (EA) process, a proposed development plan for the site that would include the following components:

- An assessment the condition of the existing marina and shore protection;
- Preparation of a site plan that incorporates a park with an amphitheater;
- The development of a more functional marina layout, and;
- The preliminary design of a breakwater to mitigate the wave action within the marina basin.

At the onset of the EA process, the following problem/opportunity statement was developed:

*“This study intends to achieve a design for a public festival plaza and transient marina that will improve the existing vacant land, enhance the connection to King’s Navy Yard Park and restore the existing dilapidated marina.”*

This statement was used to guide and direct the study in preparing the Preferred Solution for the study site.

## **2.0 Public Consultations**

Over the course of the EA process, two (2) Public Drop-In Centres were held at the Libro Credit Centre.

- Public Drop-In Centre No. 1 – July 8, 2018 (with afternoon and evening sessions)
- Public Drop-In Centre No. 2 – October 18, 2018 (with afternoon and evening sessions)

The information boards presented at the first Public Drop-In Centre focused mainly on the Environmental Inventory which included the physical, natural, social and economic environment of the Study Area. Three alternative solutions were presented. The Active Park option was presented as the Preliminary Recommended Solution by the Project Team.

The second Public Drop-In Centre presented an updated Preferred Solution plan, which had been modified based on feedback obtained from the public and from stakeholders after the first Public Drop-In Centre. The Preferred Solution reduced the size of the original amphitheatre and rotated the proposed performance area to face out toward the water, rather than toward Dalhousie Street. The marina layout was also updated to accommodate a longer breakwater that was aligned more parallel to the shoreline.

All of the information that was presented at both of the Drop-In Centres can be found on the Town's website.

### **3.0 Public Feedback**

At both Drop-In Centres, the public was encouraged to fill out comment sheets to provide feedback on the information presented. A blank comment sheet was also posted online for those who could not attend the Drop-In Centres. The Project Team also received comments and feedback via direct e-mails. Copies of all comments and correspondence received over the course of this assignment will be included in the Project File.

In general, the comments that were received were very supportive of the overall proposal. However, 70% of the comment sheets received requested that a boat ramp be included as part of the project. In addition, the Project Team was presented with a 500-signature petition requesting that the study site be used for a boat launch site. We understand that the petition signatures were collected prior to the first Public Drop-In Centre, where the potential impacts of including a boat launch were first presented to the public. Although the option of a boat ramp was thoroughly explored, the Project Team concluded that development of a boat ramp at the site would be problematic for the following principal reasons:

- overflow vehicle parking associated with the boat launch use would cause significant adverse impacts to the downtown area; and,
- inclusion of a boat ramp would necessitate using the majority of the site for parking to accommodate the tow vehicle and trailer combinations of ramp users.

Study evaluations, which made reference to similar boat launch facilities in the Windsor-Essex region, revealed that the incorporation of an appropriately-sized boat ramp and its associated parking facilities on this site would dominate the property and preclude the provision of any other significant park amenities.

The remaining 30% of comments received were supportive of the Preferred Solution. It is worth noting that the Project Team received positive feedback from property owners in proximity of the site and several local business owners.

### **4.0 First Nation Consultations**

At the onset of the project, invitations to attend the site for the Archaeological Assessment were sent to eight (8) of the local First Nations. Aamjiwnaang First Nation, Caldwell First Nation, and Chippewas of the Thames First Nation all sent representatives to the site to observe the Stage 1 – 2 Archaeological Assessment that was carried out on 4 July 2018.

Over the course of the project, multiple attempts were made to engage the local First Nations for consultation and feedback on the project. To date, only one request for consultation, (from Caldwell First Nation) has been received. We are in the process of coordinating a meeting with

their Chief and Council to discuss the project further and to document any interests or suggestions that they may have.

A detailed log of all communications sent and received with First Nations has been kept throughout the project and is presented in the Project File.

## **5.0 Preferred Solution**

### **5.1 Preferred Solution Plan**

Based on feedback from the public, stakeholders and approval agencies, as well as a thorough review of the environmental inventory, the Preferred Solution for the project was developed and refined.

The Preferred Solution incorporates of the following project elements:

- A significant open plaza area;
- Performance area / amphitheatre;
- Shoreline improvements;
- Angled on-road parking along Dalhousie Street;
- Transient marina and supporting amenities, and;
- Marina breakwater / fishing pier.

A copy of the Preferred Solution Plan is attached to this report for reference.

Information regarding each of the elements listed above can also be found on the Preferred Solution boards that were presented at the 2<sup>nd</sup> Public Drop-In Centre, which are available for review on the Town's website.

### **5.2 Approvals**

In order for the marina and breakwater to be constructed as depicted in the Preferred Solution Plan, approval to build on the riverbed outside of the Town's current property ownership will be required. During consultation with the Ministry of Natural Resources and Forestry (MNR) it was determined that this part of the Detroit River is controlled by the federal government.

We understand that the Department of Fisheries and Oceans Canada (DFO) controls this portion of the Detroit River on behalf of the Government of Canada under an agreement in the *Harbours Act*. Unfortunately, Federal agencies do not participate in Provincial EA's. Therefore, more meaningful input from DFO cannot be obtained until a final project design has been prepared and an application for approval is submitted.

The following is a list of the agencies and authorities from which approvals will be required before construction is commenced:

- Essex Region Conservation Authority
- Ministry of Natural Resources and Forestry
- Department of Fisheries and Oceans Canada (Fisheries Department and Land Department)
- Transport Canada – *Navigation Protection Act*
- First Nations (Claim to the Detroit River riverbed)

### 5.3 Final Project Coordination and Potential EA Amendments

The preferred solution has been created to fulfill the project objectives based on the land owned by the Town at this time. The preferred solution outlines the items that should be included in the final site plan but does not limit the Town to the exact location or size of the features shown.

In addition to expressing general satisfaction with the proposed project scope, the south abutting property owner has expressed their desire to examine ways to improve integration of the two developments. One suggestion entail altering the Town's south property boundary to create a more lineal boundary. We believe that such a site alteration has merit. If the Town were to acquire additional land to the south, the site plan could be amended to accommodate the acquired property while still maintaining the current project objectives. As well, if the south abutting property were to be developed in the future as proposed, the layout and location of the amenities along the south property line could be amended to better coordinate with the proposed development.

Additionally, based on the preliminary feedback that has been received from approval agencies during the design process, the alteration of the extent and alignment of the proposed breakwater may be beneficial during final design, to better integrate with a potential relocation of the Boblo Ferry Dock. Any alteration of the south boundary, and associated adjustments to the Preferred Solution would be best addressed through an EA Amendment.

## **6.0 Cost Estimate**

At Public Drop-In Centre No. 2, a preliminary budget estimate was presented for the Preferred Solution. The budget estimate was broken down into the four main site elements:

- Plaza Site Works: \$2.5-\$3 million
- Shoreline Improvements: \$400k - \$450k
- Marina: \$2.5 - \$3 million
- Structures: \$1.5 – 2.5 million

The total preliminary project budget estimate has been set at \$7 Million to \$8 Million. The preliminary budget includes allowances for engineering and project administration, as well as a \$750,000 contingency to account for current construction cost trends. Higher end finishes and materials were assumed when preparing the budget estimate. (The budget estimates do not include HST.)

If desired, this project could be completed in several phases of construction. We suggest the project could be broken down into the following phases:

1. Shoreline improvements;
2. Dalhousie Street widening for parking;
3. Site preparation work (including utilities, drainage, grading and retaining walls);
4. Site restoration work (including plazas, walkways and landscaping);
5. Breakwater;
6. Marina and marina office building;
7. Amenities building, and;
8. Amphitheatre.

The phasing would enable the Town to spread out the development costs over time as funds become available.

## **7.0 Next Steps**

It is anticipated that this report will be presented to Amherstburg Town Council. Should the Town elect to endorse the Preferred Solution and our recommendations, we would recommend the following series of next steps:

### *Task 1: Notice of Completion*

A Notice of Completion will be sent to all project stakeholders to notify them when the 30-day review period will begin. The Notice will also be advertised on the Town's website and in the River Town Times to inform the public of the review period. The Notice will offer stakeholders and the public an opportunity to review the Project File.

During the review period, interested persons may provide additional comments regarding the project and the Class EA process that was followed. If any outstanding concerns cannot be resolved, a person may request a Part II Order from the Minister of the Environment. If no Part II Order requests are received by the 30-day review period deadline, the Town may then proceed with final design and construction of the project.

### *Task 2: Finalize Project File*

The Project File will be updated to include the Notice of Completion and any comments received during the review period. A copy of the Project File will be provided to the Town (both hard copy and electronic copy) and the Environmental Assessment would be considered complete.

## **8.0 Closing Remarks**

Once the Environmental Assessment is complete, the Town would be in the position to proceed with the approvals and construction if desired.

Thank you for the opportunity to work with you on this project. If you have any questions or concerns regarding the contents of this report, please do not hesitate to call.

Yours truly,

**Landmark Engineers Inc.**

A handwritten signature in black ink, appearing to read 'Daniel M. Krutsch', written in a cursive style.

Daniel M. Krutsch P. Eng.



Town of Amherstburg Council Meeting

# Amherstburg Riverfront Festival Plaza and Marina Class Environmental Assessment



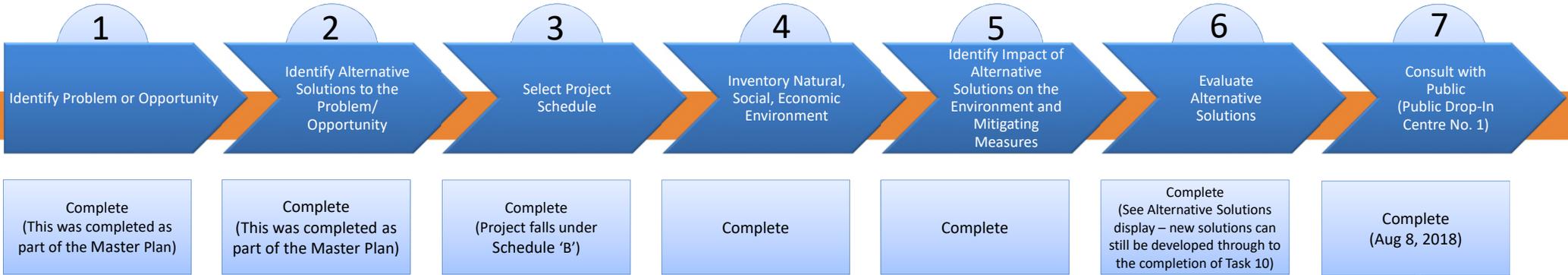
**Daniel M. Krutsch, P.Eng.**

Landmark Engineers Inc.

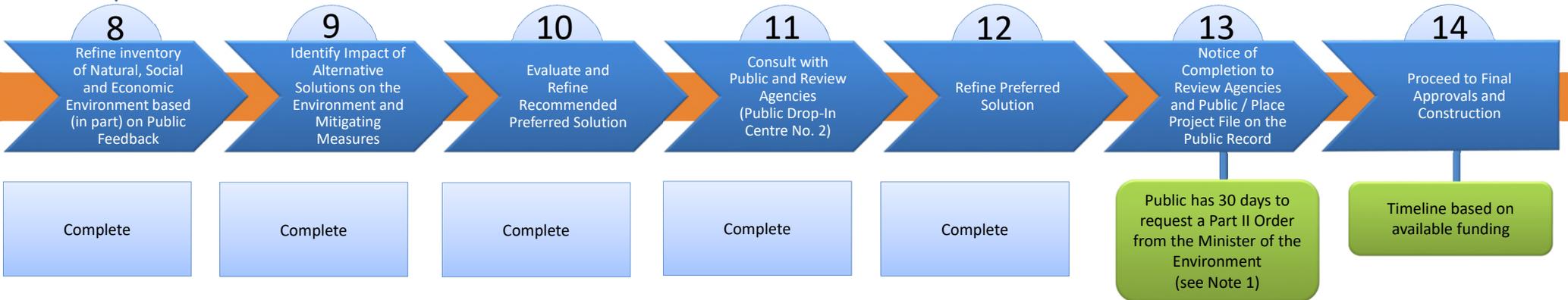
May 6<sup>th</sup>, 2019

# Environmental Assessment Process

Where we have been:



Where we are going:



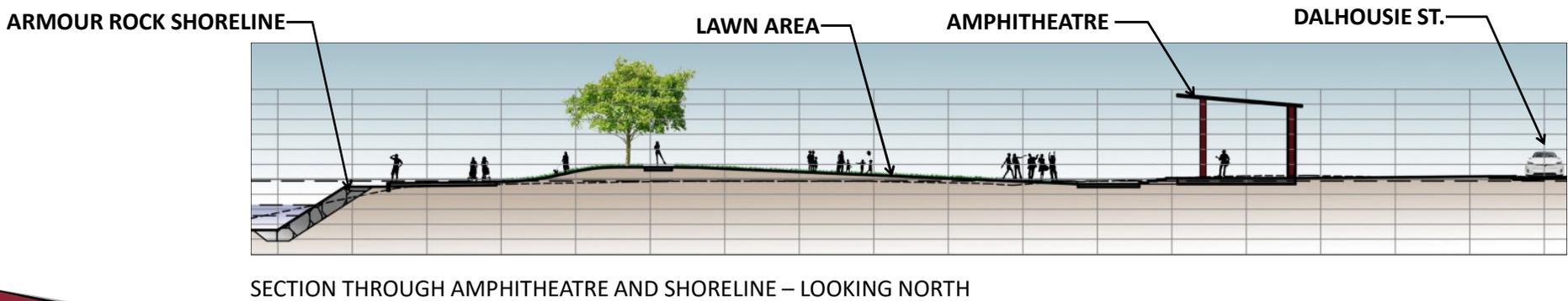
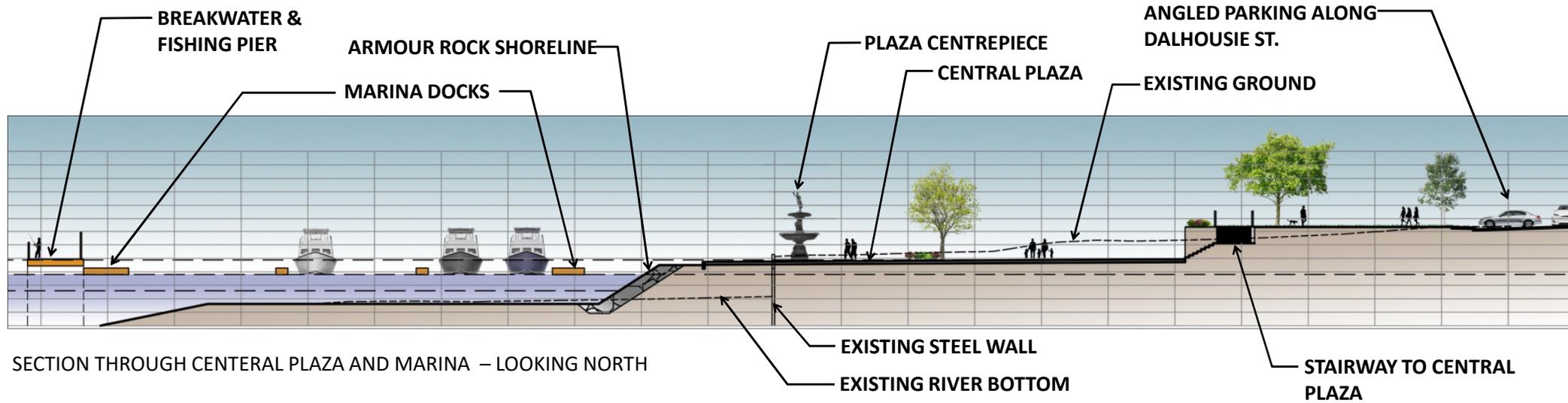
We Are Here



# Preferred Solution - Site Plan



# Preferred Solution - Cross Sections



# Preferred Solution - Site Programming



**MUSIC EVENTS**



**WINTER MARKET**



**TALL SHIP MOORING**



**SEASONAL ICE RINK**



**GRADUATION CEREMONY**



**OUTDOOR MOVIE NIGHT**



**FISHING DERBY**



**RIVER LIGHTS**



**FARMERS MARKET**



**STREET PERFORMERS / BUSKERS**



**FOOD FESTIVALS / FOOD TRUCKS**



# Preferred Solution - Amphitheatre & Plaza Centrepiece

## Amphitheatre Features:

- Covered stage
- Approx. 20 ft by 40ft size stage
- Baffle walls along sides and back
- Architecture to reflect historical nature of the town
- Accessible access to the stage
- Power and water services



EXAMPLE IMAGES



## Plaza Centrepiece Examples:

- Sculpture
- Fountain
- Cenotaph Monument
- First nations Monument
- Trellis or Gazebo



SCULPTURE



FOUNTAIN



TRELLIS



GAZEBO



CENOTAPH



FIRST NATION MONUMENT



## Preferred Solution - Transient Marina

### Marina Features:

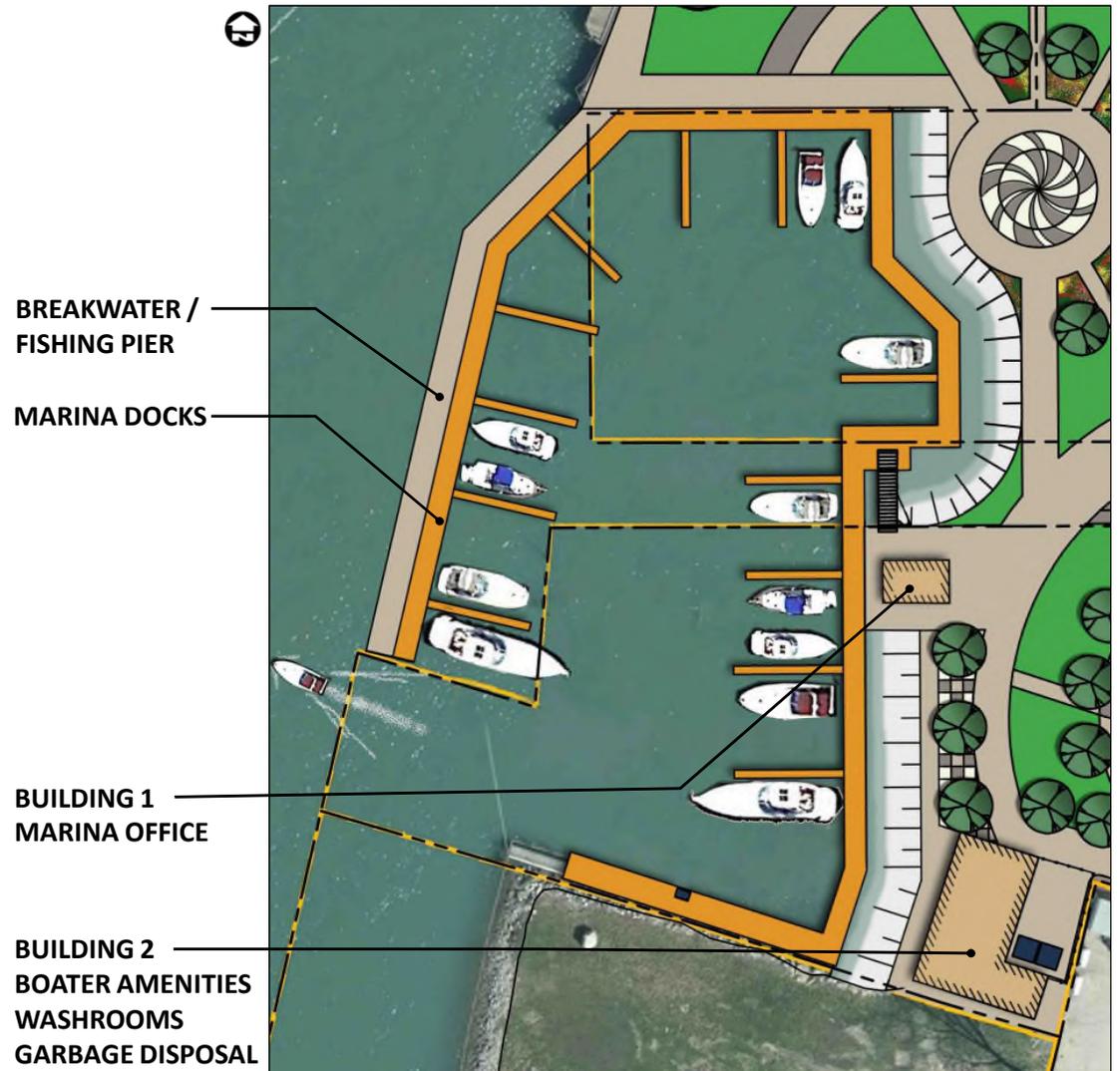
- 24 Berths
- 2.4m wide main docks
- 0.9m wide finger docks
- Security gate with restricted dock access
- Floating docks
- Pump out station
- Power and water services at each berth

### Breakwater Features:

- Protect the marina from waves.
- Fishing pier along west side
- Lighting for visibility and security
- Mooring for tall ships

### Breakwater Considerations:

- A fixed breakwater design anchored to the riverbottom is preferred.
- Approval from the Department of Fisheries and Oceans Canada (DFO) will be required to build on the riverbed outside of the Town's current property ownership.
- Floating breakwater design will be considered if approval from DFO is not granted.



# Preferred Solution - Marina Amenities

## Building 1 Features:

- Office space
- Border services
- Ice sales
- Site security

## Building 2 Features:

- Key card entry
- Boaters lounge
- Washrooms/Shower
- Laundry
- Garbage disposal

RAMP TO DOCKS  
WITH SECURE  
GATE

BUILDING 1

PATIO /  
PICNIC AREA

BUILDING 2



# Preferred Solution - Shoreline Improvements



ARMOUR ROCK SHORELINE EXAMPLE



STEEL SHEET PILE WALL EXAMPLE

ARMOUR ROCK SHORELINE

EXISTING STEEL SHEET PILE WALL TO BE CUT DOWN

NEW STEEL SHEET PILE WALL

ARMOUR ROCK SHORELINE



# Preferred Solution - Preliminary Budget Estimate

## Plaza Site Works:

- Site Preparation (Removals and Servicing)
- Retaining Walls
- Ramps and Stairs
- Concrete Flatwork
- Lighting
- Landscaping
- Dalhousie Street Widening

**Preliminary  
Budget Estimate  
\$2.5M – 3M**

## Shoreline Improvements:

- Cut down existing steel walls
- Armour Stone Shoreline
- Steel Sheet Pile Walls

**Preliminary  
Budget Estimate  
\$400K - \$450K**

## Marina:

- Breakwater
- Floating Docks
- Lighting
- Dredging
- Servicing

**Preliminary  
Budget Estimate  
\$2.5M - \$3M**

## Structures:

- Amphitheatre
- Marina Building 1
- Marina Building 2

**Preliminary  
Budget Estimate  
\$1.5M - \$2.5M**

**Total Preliminary Project  
Budget Estimate  
\$7 million - \$8 million**

**The project could be phased over time,  
as funding becomes available.**

## NOTES:

- The Budget Estimate provided does NOT include HST.
- The Budget Estimate includes allowances for engineering and project administration.
- The Budget numbers are subject to change during detailed design process.



Should Council elect to endorse the Preferred Solution, we recommend the following series of next steps:

1. File Notice of Completion

- This will inform all of the project stakeholders when the 30-day review period will begin.
- The Notice will offer stakeholders and the public an opportunity to review the Project File.
- If no Part II Orders requests are received by the 30-day review deadline, the Town may proceed with final design and construction of the project.

2. Finalize Project File

- The project file will be updated to include the Notice of Completion and any comments received during the review period.