

SECTION 14 – LAKE HURON WATERFRONT ACCESS STUDY

LAKE HURON WATERFRONT ACCESS
REPORT OF THE
PLANNING ADVISORY WATERFRONT ACCESS COMMITTEE
OF THE CITY OF SARNIA
November 30, 2004

Executive Summary

A study of the Lake Huron waterfront from the eastern boundary of Canatara Park to Mandaumin Road, to determine the best use of funding to improve beach access and use.

Future access and funding possibilities are also identified, with the recommendation that the City establish a Land Reserve Account for future acquisitions

The report identifies numerous opportunities for lakefront facility improvement, and prioritizes the improvements for staged implementation

LAKE HURON WATERFRONT ACCESS STUDY

Planning Advisory Waterfront Access Committee of the City of Sarnia

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14.1 PART ONE

14.1.1 Introduction

The Planning Advisory Waterfront Access Committee is a Committee of 9 citizens appointed by the Council of the City of Sarnia to study the Lake Huron waterfront. Committee members toured the subject areas, attended many meetings during the year, and reviewed a number of issues, bearing in mind the public's right to walk the beach.

14.1.2 Mandate

1. Study the Lake Huron Waterfront from the eastern boundary of Canatara Park to Mandaumin Road
2. Identify City-owned lands that allow public access to Lake Huron
3. Review each of the road ends, municipal parks and other City-owned waterfront property located in the study area to determine existing facilities and make recommendations
4. Identify areas where new accesses can be gained to Lake Huron, analyse and prioritize opportunities for procurement
5. Investigate all funding opportunities that may be available to improve and/or gain access to the waterfront and where to best spend available funds, if land for access becomes available.

14.1.3 History of Sarnia's Lake Huron Waterfront

The Township of Sarnia (now the City of Sarnia) was surveyed in April, 1829. The survey provided for a road allowance along the Lake Huron shore, from the eastern boundary (Mandaumin Road) to the western end of what is now Canatara Park, intersected by eight, north-south road allowances, now known as Mandaumin, Waterworks, Brigden, Telfer, Modeland, Murphy and Colborne Roads.

The Ninth, or Front Concession, was established as a strip of land extending up to 6,000 feet south from the lake, which in the Murphy / Modeland Road area was to Michigan Avenue. The concession was divided into sixty-nine 700 foot wide lots, nine between each road allowance, and six west of Colborne Road.

Over the years new roads were established south of the lake - i.e., the New Lakeshore Road which eventually went from Christina Street to Mandaumin Road. Many of the properties north of this new road were eventually sub-divided into residential lots.

The original road allowance along the lake was gradually consumed by the lake. During the high lake levels of the 1950-s era, the portion of the original ANew Lakeshore Road® between Telfer Road and Centre Street was threatened and another ANew® Lakeshore Road was established from Telfer Road to Mandaumin Road. The storm of March 17, 1973, finally destroyed large portions of the road between Telfer Road and Bright-s Grove. There is no record of the original lake front road allowance on the current City of Sarnia assessment maps.

14.1.4 Lake Level History

The Canadian Hydrographic Service has published monthly mean water level reports since 1918. The level of Lake Huron has periodic low water levels and high water levels. Extreme low levels were recorded in the winters of 1934, 1959 and 1964. Extreme high levels were recorded in the summers of 1952, 1973, 1974, 1986 and 1997. The difference between the record high level and the record low level was 1.62m.

In recent times rogue storms have caused serious erosion on many lakeshore properties - the storm in March 17, 1973, and the storms in February and April, 1987.

The lake level has been relatively low since 2001, gradually rising to its current level (2004) about 0.6m above the record low of 1934. This is about 1m lower than the record high of 1986.

The physical area of a sand beach does not always increase with a low lake level, or decrease with a high lake level - wave action, depending on wind direction, can add or remove sand from the beach .

14.1.5 Lakeshore Erosion Protection

Wooden groynes and retaining walls started to appear in the 1950 era, with rock filled gabion baskets and rubble being employed in some areas. Later, steel sheet pile was the preferred material for groynes and retaining walls. After the collapse of parts of the road east of Telfer Road during the 1973 storm, there were large scale steel sheet pile installations by the Municipality in 1974/1975, with assistance from the Province.

Over the years sand abrasion and storms have eroded many of these installations. Rubble, concrete blocks and rocks have been dumped to support and supplement the retaining walls on some sections between Telfer Road and Helen Avenue. Others sections in this area are threatened and may also require support, or replacement, as lake levels continue to rise.

During the past decade, on the City-owned beach property from Helen Avenue to a point east of Bay Street, the old installations have been replaced with a sloped armour stone revetment and armour stone groynes. The financing for part of these installations was shared by the Province, the balance by the City.

Lakefront properties west of Telfer Road suffered considerable erosion to unprotected shore and bluff during the storm of February, 1987. There was a rush of sheet steel groyne and retaining wall installations by the property owners that year. A few of the original wooden groynes survive in the area west of Murphy Road.

14.1.6 Beach Ownership

In 1849, a Crown Patent for 63 of the 69 lots in Concession 9 was issued to Samuel Street. The north boundaries of these lots were described as *Along the water-s edge of Lake Huron, reserving the allowance for roads together with the free access to the shores of Lake Huron for vessels, boats and persons.*[@] A Provincial Court judge, in a 1988 trespassing appeal, supported this ownership, and defined the reservation as the *Aright to go across and upon, but not to remain on the shores.*[@]

14.1.7 Waterfront Ownership

There are two distinct ownership characteristics of Sarnia-s Lake Huron waterfront properties which determine public access:

Private Ownership

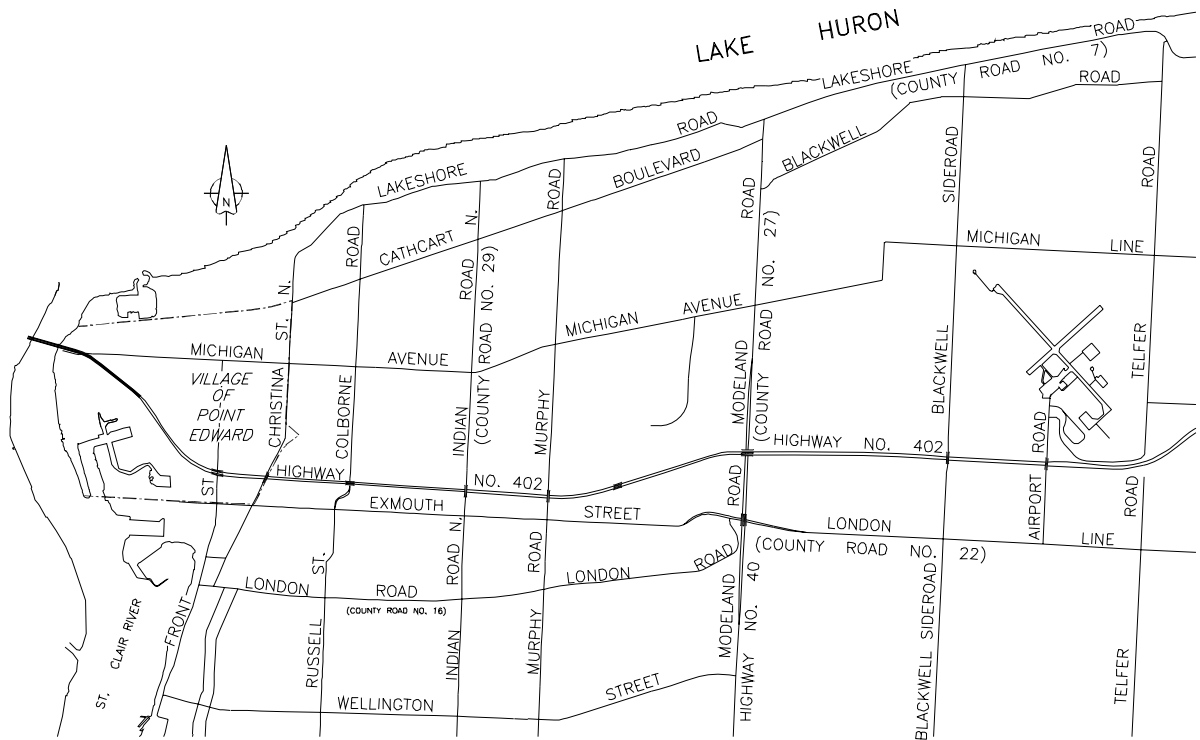
The 8km area between Canatara Park and Telfer Road is under private ownership, with provision for six public road allowances. Residential dwellings occupy most, if not all properties. The 1km area between Remo Drive and Mandaumin Road is also under private ownership

A Combination of Private Ownership and Public Ownership

Along the 4.5km area between Telfer Road and Remo Drive, the land is under a combination of public and private ownership due to the right-of-way of the Old Lakeshore Road allowance (trails, roadways, unimproved right-of-way that runs parallel to the shore. No land suitable for buildings exists north of this right-of-way.

Note: This report will refer to the area between *Canatara Park and Telfer Road* as Lake Front West, and the area between *Telfer Road and Mandaumin Road* as Lake Front East.

14.2 PART TWO - Lake Front West, between Canatara Park and Telfer Road



14.2.1 City-owned land that allows public access to Lake Huron

The extensions of the following roads, being the area of the road allowance extending north from the end of the pavement, is the only City-owned land that allows public access to Lake Huron, (hereafter known as >beaches=)

- Christina Street 16m wide
- Colborne Road 29m wide
- Murphy Road, 20m wide
- Modeland Road, 20m wide
- Blackwell Sideroad, 20m wide

14.2.2 Access to Public Beaches

Access to the beaches at Christina Street, Colborne Road (Baxter Beach), Murphy Road and Modeland Road is by a low, sloping sand bluff which allows for easy passage for persons and small water craft (canoe, wind surfer, etc.) From aerial mapping photography it appears that these beaches are protected by private groynes installed immediately west of each area.

At Blackwell Sideroad there is a steep grass bluff protected by a sheet-steel retaining wall (presently 1.5m high). It appears that access is by a sand trail down the eroded bluff of the private property to the east.

14.2.3 General facility Review and Recommendations -Lake Front West

The following recommendations refer to all beach areas in Sarnia West, followed by specific recommendations for each beach:

1. Enact a new by-law designating the foregoing road extensions as >Public Beaches@ with the proviso that *dogs on leashes be allowed*. This would effectively differentiate these beaches from those in Public Parks where dogs are forbidden on the beach.
2. Provide bicycle stands at each beach
3. Provide standard fences/barriers at each beach entrance
4. Provide waste cans, one near the beach and one at the end of the roadway
5. Provide seasonal portable toilets at each beach (except Christina Beach)
6. Provide regular maintenance, including removal of excess undergrowth

7. Develop a brochure which would list all public beaches, including the road end beaches, to be included on the City website, bulletin boards and in local tourist bureaus
8. Post standard signs at each beach - i.e.:

NAME of BEACH
Dogs must be leashed
Fires Prohibited
Closed daily between midnight and 5:00 AM
PLEASE, NO LITTERING

14.2.4 Christina Beach

There is excellent accessibility by a concrete sidewalk which extends 15m from the end of the roadway to the top of the bank, then through a gap in the staggered sand-barrier fence. Parking is available on both sides of Christina Street, from Lakeshore Road to Beacon Court. There is no appropriate space for a toilet facility.

Recommendation

Re-align the eastern portion of the sand barrier fence to deflect the prevailing north-west winds.

14.2.5 Baxter Beach

The beach area is an extension of Colborne Road, together with a small City-owned lot. There is excellent access to the beach by a sand pathway that extends from the gated access at the end of Colborne Road.

Along the path is a very pleasant park. Parking is available on the parking lot in the northwest corner of Baxter Park with access from Colborne Road. Toilet facilities are only available at the Kinsmen Centre during posted hours. Outside of these hours toilet facilities are not available.

Recommendations

- Phase 1
- 1 - Replace old bicycle stand
 - 2 - Provide additional garbage cans
 - 3 - Provide seasonal portable toilets
 - 4 - Upgrade parking lot in Baxter Park (fill in low area to eliminate standing water)
 - 5 - Remove the present >beach= sign from the west fence, and the pole from beach area.

- Phase 2
- 1 - Provide benches and picnic tables on the grass area

- Phase 3
- 1 - Replace the seasonal portable toilets with a permanent washroom facility for the beach and Baxter Park
 - 2 - Install a sand barrier fence to control drifting sand

14.2.6 Murphy Beach



View looking north



View looking south

Murphy Beach is a very popular beach that is in need of upgrading. Accessibility is by a narrow sand path, flanked by drifts of sand. The entrance gate is in poor repair and the sand has built up to the extent that it drifts onto the roadway. A raised manhole cover, poison ivy and makeshift plastic covered snow fences are examples of areas requiring upgrades.

Parking is on the east side of Murphy Road from Lakeshore Road to Haight Lane. The parking is also used until early evening by the customers and staff of the commercial area on Lakeshore Road, with resulting traffic congestion on warm summer days. The only possible location for additional parking is on the vacant lot south of the townhouse complex.

Recommendations

- Phase 1
- 1 - Eradicate poison ivy
 - 2 - Eliminate the manhole hazard
 - 3 - Remove chunks of concrete from the base of the east retaining wall
 - 4 - Replace snow fences with a staggered sand barrier fence closer to the beach
 - 5 - Clear unwanted vegetation and grade area
 - 6 - Repair/paint entrance fence and gate
 - 7 - Provide seasonal portable toilets

- Phase 2
- 1 - Provide a bicycle stand
 - 2 - Replace west retaining wall
 - 3- Seek an engineered solution to the beach erosion problem

- Phase 3
- 1 - Implement engineered erosion solution
 - 2 - Replace entrance barrier with standard park barrier

14.2.7 Modeland Beach

There is excellent accessibility, with a park-like grass area at the entrance which requires little development. There are eight designated angle parking spaces on the east boulevard of Modeland Road, just north of Lakeshore Road. Eight or ten additional parking spaces may be available using the boulevard on the east side of Modeland Road, south of the gated access.

Recommendations:

- Phase 1
- 1 - Provide seasonal portable toilets
 - 2 - Remove graffiti from the west retaining wall
 - 3 - Paint entrance barrier
 - 4 - Provide benches on the grass area

- Phase 2
- 1 - Provide additional designated parking spaces as outlined above.

14.2.8 Blackwell Beach

Accessibility is by a park-like level grass area plus a sloped grass bank to a 1.5m high steel retaining wall at the edge of the beach. This area requires little development. Parking is available for up to 10 vehicles on a gravel area on the west side of Blackwell Sideroad, near Lakeshore Road.

Recommendations

- Phase 1
- 1 - Paint entrance barrier
 - 2 - Provide seasonal portable toilets
 - 3 - Provide permanent steps from the top of the retaining wall to the beach

- Phase 2
- 1 - Provide benches facing the lake at the top and at the bottom of the bank
 - 2 - Provide a secure picnic table on the level area
 - 3 - Improve appearance of existing parking area
- Phase 3
- 1 - Provide additional parking spaces

14.3 PART THREE - Lake Front East, between Telfer Road and Mandaumin Road

14.3.1 City-owned waterfront property

- Telfer Road extension, 20m
- Mike Weir Park, 150m
- Brigden Road extension, 20m
- Wildwood Park, only the western 2/3 (120m) includes beach property
- Isolated beach sections along the interconnecting road allowance that runs parallel to the lake between Telfer Road and Helen Avenue
- Old Lakeshore Road with the adjacent beach, from Helen Avenue to Marion Avenue
- An 18m lot (36m street frontage) along the west bank of Cow Creek,
- Mandaumin Road, shared with Plympton-Wyoming, occupied by the Farris Drain

14.3.2 Public access to the waterfront

Visual access to the waterfront from Telfer Road to Marion Avenue is available from the various sections of the Old Lakeshore Road. Where paved roads are available, access can be by motor vehicle. Paved trails are suitable for bicycles and pedestrians, but the unimproved section (Perch Creek to Mike Weir Park) would be restricted to pedestrians. Mike Weir Park and Wildwood Park are accessible for all of the above.

Access east of Marion Road is limited to the City-owned lot west of Cow Creek. Most roads in the subdivisions east of Cow Creek are privately owned. Mandaumin Road is occupied by the Ferris drain so is not a viable access.

14.3.3 Access to Public Beaches

The wide, sandy beach in Mike Weir Park is the only truly accessible beach east of Telfer Road. This beach is characterized by a long sloping bluff and a convenient parking area.

Depending on fluctuating lake levels, there are areas of City owned sand beach between Helen Avenue and Marion Avenue accessed by various stairways over the armour stone revetment.

Access to the lake is also available at the 18m lot by Cow Creek but accessibility is limited by overgrowth and uneven landscape.

14.3.4 Observed Deficiencies

- Migration of rubble (with exposed re-bar) onto beach areas along some areas between Telfer Road and Helen Avenue, creating a hazard and reducing the quality of the beach
- Deterioration of erosion protection between Telfer Road and Helen Avenue
- Insufficient safe access to beach areas over revetments and retaining walls
- Parking in front of the lunch vehicle by Kenwick Park is unsafe for pedestrians crossing to the beach
- Gravel path north of the roadway in the Kenwick Park area is unsuitable for young pedestrians
- No designated bicycle path along Old Lakeshore Road areas of bi-directional vehicle traffic
- The toilet facility in Mike Weir Park is too far from the beach
- No bicycle racks in many areas.

Facility Review and Recommendations: LAKEFRONT EAST

There are no general recommendations for Lakefront East due to the diversity of issues. Therefore the following recommendations are area specific.

- (c) The width of land suitable for a pleasant walk varies from the 20 metres at the Perch Creek bridge, to about 1.5 metres around some encroaching structures and large trees
- (d) Some trimming of a few shrub type trees and levelling of some areas by City staff may be necessary.

Access to the western approach is from the Telfer Road extension by a 120m trail, then by 360m of paved road which is accessed from Huron Shores Drive. Parking is prohibited along the road. Some property that exists north of the road allowance is privately owned

RECOMMENDATIONS

1. Post signs at the Perch Creek bridge and at the entrance in Mike Weir Park, to indicate this is a public right-of-way. This will ensure that the road allowance remains in the public domain for future generations

**UNIMPROVED RIGHT-of-WAY to
PERCH CREEK / MIKE WEIR PARK
NOT SUITABLE for WHEELED VEHICLES
CLOSED from DUSK to DAWN and
DURING PERIODS of HIGH WAVES
USE AT OWN RISK**

2. Send a registered letter to all adjacent property owners with the following:
 - a) To inform them of the City's plan to post signs (with a copy enclosed)
 - b) That the City declares any existing structures and fences located on the right-of-way as non-conforming encroachments, *but does not grant them permanency of occupation*
 - c) That there shall be no further encroachments unless authorized by a permit from the City
 - d) That they do not create any condition that may be a hazard to passing pedestrians, nor create any obstacle that would prevent passage of pedestrians
3. Widen and level the path where feasible
4. Provide designated parking spaces at the Telfer Road extension, and at the entrance to the Perch Creek Bridge.

14.3.6 Mike Weir Park



PREPARED BY: CITY OF SARNIA PLANNING & BUILDING DEPARTMENT
AERIAL PHOTOGRAPHY DATED APRIL 2003.

Mike Weir Park has an excellent wide, sandy beach, with easy access from the nearby parking lot. However, the beach, playground equipment and the parking lot is about 250m from the toilet facility located in the former camp ground area. Drifting sand in the north east corner creates a problem for access to the pedestrian trail to the

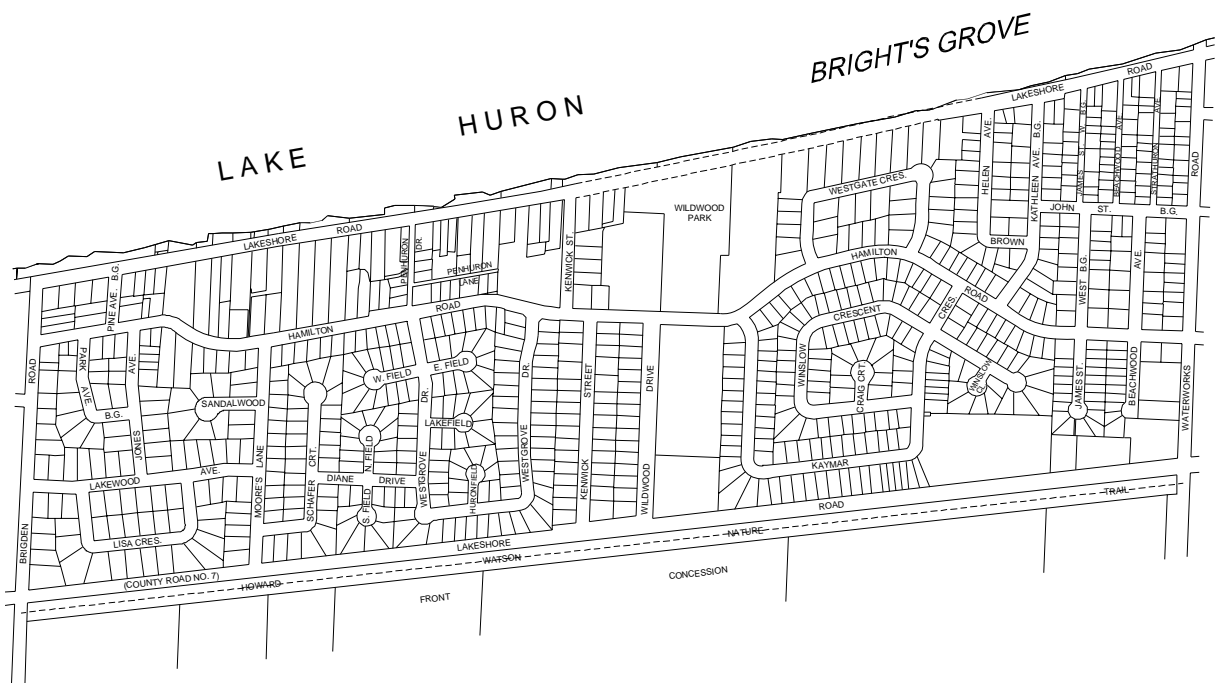
east. The park could be a link for a bicycle trail between the south end of Elprado Street and the east end of Passingham Drive.

RECOMMENDATIONS (Mike Weir Park):

- Phase 1
 - 1 - Place additional garbage containers at the top of the bank
 - 2 - Provide 2 seasonal portable toilets north of the parking lot
 - 3 - Plant additional shrubbery on the bank to control sand drifting
 - 4 - Improve access to the pedestrian trail in the north east corner
 - 5 - Provide a paved bicycle path from the south end of Elprado Street to the existing roadway, and from the roadway to the east end of Passingham Drive

- Phase 2
 - 1 - Replace the portable toilets with a permanent facility near the parking lot
 - 2 - Provide erosion control to protect the western area of the beach

14.3.7 Between Mike Weir Park and Waterworks Road



The features of this 2 km. part of the Lake Huron waterfront includes Wildwood Park, 2 sections of paved walkways and 2 paved sections for west to east one-way vehicle traffic. The walkways and the paved roads are what remains of Old Lakeshore Road, located along the top of the bank.

Shoreline erosion protection between Mike Weir Park and Helen Street is steel sheet pile groynes and retaining walls, with rubble and dumped rock revetments complementing the steel retaining walls. The groynes and steel retaining walls are in questionable condition. In some areas, rubble and rocks are migrating onto, and compromising, the quality of the beach area. An armour stone revetment protects the area west of Helen Street.

Access to the beach is possible in a few areas where there are stairways, but difficult west of Helen Avenue due to the rubble and stone revetments along the high bank.

“Sunset decks” located at the top of the bank at street ends appear to be popular locations for neighbourhood gatherings to watch our famous Lake Huron sunsets. Requests for additional decks could be partly funded by donations from local residents.

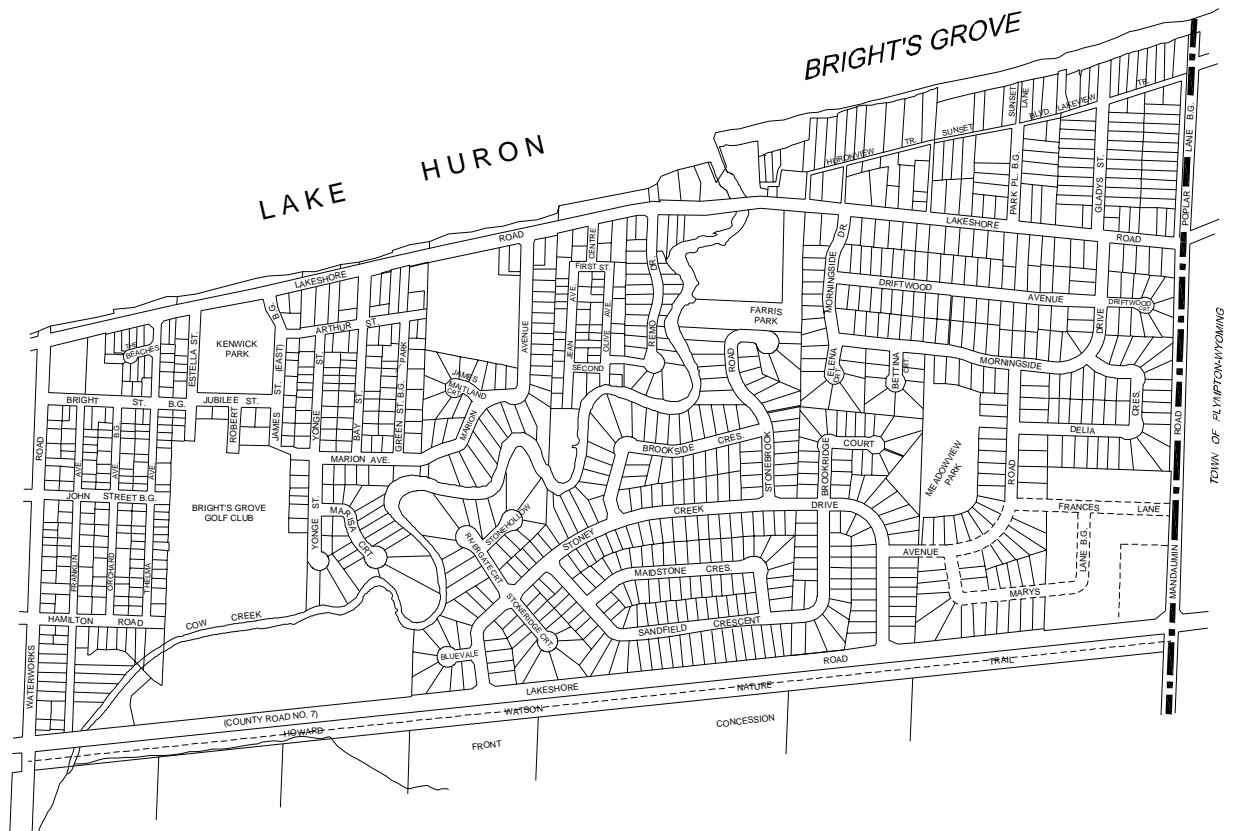
The park, trails and the roadway are well maintained and offer to pedestrians and motorists a pleasant view of the lake.

RECOMMENDATIONS - (Between Mike Weir Park and Waterworks Road)

- Phase 1
- 1 - Install additional decks at the top of the bank in selected locations where streets intersect with Old Lakeshore Road, with the opportunity of co-funding from area residents
 - 2 - Install additional stairways at groyne locations where significant City owned beach exists
 - 3 - Install additional benches along trails
 - 4 - In co-operation with the St. Clair Conservation Authority, establish a semi-annual (spring and fall) inspection schedule of lakeshore retaining walls and repair as needed
 - 5 - Take an inventory of hazards on the beach and in the water
 - 6 - Install security lights in Wildwood Park, one along the beach trail and one in the centre of the park

- Phase 2**
- 1 - Remove hazardous rubble etc. from areas of sand beach
 - 2 - Reinforce or replace retaining walls and groynes west of Helen Street

14.3.8 Bright-s Grove - Waterworks Road to Cow Creek



This area of the Lake Huron waterfront is the most easterly part and so is the most accessible area for the Bright-s Grove area as well as for the 400 to 500 homes southeast of Cow Creek.

The shore is protected by an armour stone revetment to about 70m east of Bay Street, then by sheet steel pile to Marion Avenue.

A popular, safe sand beach currently exists on the City-owned lakeside property between Waterworks Road and Marion Avenue, accessed by 2 sets of steps incorporated in the armour stone revetment and 2 regular sets of steps. Two >sunset decks< (viewing platforms) are located at the top of the bank.

Old Lakeshore Road east of Waterworks Road allows two way vehicular traffic. A gravel walkway between Waterworks Road and Bay Street is located between the paved roadway and the top of the bank.

Kenwick Park is located on the south side of Old Lakeshore Road. A seasonal lunch vehicle is parked in Kenwick Park near the roadway which attracts parking along the north side of the park. With the roadway separating the park from the beach there is a concern as adults and children cross the road to the beach. There are some designated parking areas along the west and east sides of Kenwick Park. The issue of safety in this area should be addressed.

Kenwick Park



PREPARED BY: CITY OF SARNIA PLANNING & BUILDING DEPARTMENT
AERIAL PHOTOGRAPHY DATED APRIL 2003.

The City-owned Cow Creek Lot, located on the west bank of Cow Creek, has a small parking area and is used by people fishing from the creek retaining wall. The entrance/exit to the parking area is dangerously close to the Cow Creek bridge. The parking area and access to the beach area is restricted by overgrowth.

The Cow Creek property could provide a much needed location to launch small water craft (canoes, wind surfers, etc.,) for residents of Bright-s Grove. Removal/trimming of vegetation, major grading and levelling and relocation of the entrance would be required.

RECOMMENDATIONS: (Waterworks Road to Cow Creek)

- PHASE 1
1. Convene a public meeting to inform area residents of a pilot project, which would involve the temporary closing of Old Lakeshore Road from Estella Street to James Street for the summer months of 2005. A survey of the residents of Bright-s Grove at the end of the summer should be undertaken to gauge their reaction
 2. Increase the designated angle parking area on the west side of James Street
 3. Prohibit parking, with suitable barriers, in the vicinity of the seasonal lunch vehicle
 4. Build an additional »sunset deck« across from Kenwick Park
 5. Provide additional decks and/or benches with the opportunity of co-funding, in Kenwick Park and where Bay Street, Marion Avenue and Centre Street intersect with Old Lakeshore Road
 6. Replace the gravel pedestrian walkway with pavement or a board walk.
 7. Provide for parking and easy access for small water craft to the beach area on the Cow Creek lot. Include the lot in the new Aroad ends@ bylaw
 8. Provide a seasonal portable toilet when the Cow Creek lot is developed
- PHASE 2
1. Provide a bicycle path from Waterworks Road to the Cow Creek bridge
 2. Investigate the possibility of providing a boat launch ramp in the Cow Creek area

Right of Way between Perch Creek and Mike Weir Park



14.4 PART FOUR - Recommendations in order of priority

The following recommendations, which apply to all areas in **Lakefront West** and **Lakefront East**, have been prioritized for implementation

14.4.1 Near Future: (as soon as possible)

1. Take an inventory of hazards on the beach and in the water
2. Post signs to indicate the existence of the Old Lakeshore Road right-of-way between Perch Creek and Mike Weir Park, with notices to be sent to adjacent property owners.
3. Where feasible, widen and level the pathway along the above right-of-way
4. Road ends in Lakefront West to be designated as Abeaches@ in a separate by-law, with provision for Adogs to be on leash@, Aclosed, midnight to 5:00 AM@, etc.
5. At road end beaches, update signs, perform maintenance items, remove hazards.
6. In co-operation with the St. Clair Region Conservation Authority establish a schedule for a semi-annual (spring and fall) inspection of lake shore retaining walls and groynes.

14.4.2 Before next summer (2005)

1. Remove serious hazards (rubble with re-bar, etc.) from beach areas
2. Place seasonal portable toilets at six locations
3. Improve parking in the Kenwick Park area
4. Develop a parking area and improve beach access on the City owned Cow Creek lot
5. Provide minor improvements to the Mike Weir Park beach area
6. Undertake a pilot project to determine feasibility of the temporary closure of Old Lakeshore Road by Kenwick Park

14.4.3 Within 2 years (2006-2007)

1. Repair/paint/provide bicycle racks at road end beaches, Mike Weir Park and Kenwick Park
2. Repair/paint road end barriers at selected road end locations, Lakefront West
3. Build additional »sunset decks= at selected areas in Bright=s Grove where streets intersect with Old Lakeshore Road
4. Build additional beach stairways at groyne locations where significant City owned sand beach exists
5. Provide additional benches along paved trails

6. Between Waterworks Road and Marion Avenue, replace the gravel pedestrian walkway with pavement or a board walk
7. Provide a bicycle path from Waterworks Road to the Cow Creek Bridge

14.4.4 Long term

1. In co-operation with the Saint Clair Conservation Authority:
 - (a) Repair/replace lake shore retaining walls when needed (before bank erodes further)
 - (b) Repair/ replace selected groynes
2. Near Baxter Beach, replace seasonal portable toilets with a permanent facility.
3. In Mike Weir Park, replace seasonal portable toilets with a permanent facility near the beach/playground area (the existing facility is about 250m from the beach)
4. Provide a boat launch facility in the Cow Creek Area
5. Purchase/exchange properties, if and when available, from a list of recommended sites.

14.5 PART FIVE - Future Access

As part of this study, a separate, confidential list of properties has been provided to the City of Sarnia which should be considered for acquisition by donation, purchase, or exchange with other property.

14.6 PART SIX - Funding

Land Acquisition Funding Management

It is commended that the City establish, and contribute to, a Land Reserve Account to allow for future land purchases along the waterfront.

Funding opportunities and partnerships

Encourage donations of land, as there are certain tax advantages available to companies and individuals when donating property to the City.

Trading of a property located in a flood zone with a City-owned property is an option.

Local industrial corporations, banks and commercial institutions have established Agreen® funds to invest in environmentally sensitive property.

Opportunities for funding may also be available from Provincial and Federal environmental funds (Fisheries and Oceans Canada may assist with acquisition of shore-line property).

The following is a list of charitable foundations from the Heritage Canada Foundation at 175 Bloor Street E., Toronto, ON M4W 3S4:

- Roy C. Hill Charitable Foundation
147 McClure Drive, King City, ON L7B 1C1
- The Foster Hewitt Foundation c/o Dixon Management Services
P. O. Box 1090, Niagara-on-the-Lake, ON L0S 1J0
- Good Foundation Inc...
R.R. 4, Braslau ON N0B 1M0
- The Richard Ivey Foundation
11 Church Street, Toronto, ON M5E 1W1
- The Tecolote Foundation
215 Ranleigh Avenue, Toronto, ON M4N 1X3
- McGeachy Charitable Foundation
R. R. 3, Chatham, ON N7M 5J3
- The W. P. Scott Charitable Foundation
1 First Canadian Place, Toronto, ON M5X 1K2
- The Ontario Trillium Foundation
45 Charles Street East, Toronto, ON M4Y 1S2
www.trilliumfoundation.org
- The Molson Donations Fund
175 Bloor Street East, Toronto, ON M4W 3S

14.7 PART SEVEN - References and Committee Membership

References

- (1) Survey by order from the Surveyor General's Office dated at York the 8th day of April, 1829, (copy of survey located in the County Library)
- (2) Water Levels, Great Lakes and Montreal Harbour, from Canadian Hydrographic Service, Department of Fisheries and Oceans
- (3) Brian McDougal, St. Clair Region Conservation Authority
- (4) Province of Canada grant # 163, dated Eightieth of August, 1849
- (5) R. V. Ruzicic, Ontario Judgments: [1988] O.J. no. 2571, 2 R.P.R. (2nd) 251.
- (6) City of Sarnia assessment maps, tax roll version;- Registered Plan #25R7653 (1998), defines the location of the Old Lakeshore Road allowance from Perch Creek to Mike Weir Park;
- Nesbit, Robertson survey S-91-1637-B, Part of lots 16, 17 & 18,
- (7) Beds of Navigable Waters Act, Revised Statutes of Ontario, 1980, Chapter 40
A...unless otherwise provided, a Crown Grant to be deemed to exclude the bed (of a navigable body of water), i.e.: land lost to the lake is land lost!
- (8) Ontario Base Mapping, 1988 Aerial Photography, superimposed on maps 2 to 4 of the City of Sarnia Assessment maps.

Members of the Planning Advisory Waterfront Access Committee of the City of Sarnia- 2004

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|-------------------------|------------|
| Donald van Goozen | Chair |
| Arthur Teasell | Vice Chair |
| Elizabeth McDonald | Secretary |
| Betty Eyre | |
| Debbie Krukowski | |
| James Mackenzie | |
| Alison Mahon | |
| Patricia McLean | |
| Ivan Mater | |
| Councillor John Vollmar | |