



**The Corporation of the Township of Brock
Committee of the Whole Revised Agenda**

Monday, February 26, 2024, 3:00 p.m.

Council Chambers - 1 Cameron St. E. Cannington and Electronically

Pages

1. Meeting Details

This link will take you directly to the livestream video.

<https://video.isilive.ca/brock/live.html>

Those wishing to attend the meeting in person or virtually to speak to Council on an item on this published agenda are asked to contact clerks@brock.ca prior to the start of the meeting and staff will provide the meeting details.

2. Call to Order & Moment of Silence - 3:00 P.M

3. Land Acknowledgement

It is important to begin each public gathering with a Land and Territorial Acknowledgement, to recognize the Indigenous people for being good stewards of the land and environment, here where we are meeting today. The Township of Brock has traditionally been a hunting and fishing ground for First Nations people. We reside on and benefit from the Williams Treaty Territories, on the land of the Mississaugas and Chippewas. May we share the land as long as the sun rises, the grass grows and river flows.

4. Disclosure of Pecuniary Interest and Nature thereof

5. Presentation(s)

6. Delegation(s) / Petition(s)

7. Sub-Committees

7.1 Finance Committee (Mayor Schummer - Chair)

7.1.1 Report 2024-FI-006, 2023 Council Remuneration and Expense Report
Director of Finance/Treasurer

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Recommendation:

BE IT RESOLVED THAT Report 2024-FI-006, 2023 Council Remuneration and Expense Report be received for information.

7.2 Operations Committee (Councillor Pettingill - Chair)

7.3	Parks, Recreation and Facilities Committee (Councillor Campbell - Chair)	
7.3.1	Report 2024-PRF-006, Public Ice Program Policy Recreation and Leisure Coordinator	7
	<p>Recommendation: BE IT RESOLVED THAT Report 2024-PRF-006, Public Ice Program Policy be received for information; and THAT Report 2024-PRF-006, Public Ice Program Policy be ratified at the February 26th, 2024 Council meeting; and THAT Public Ice Program Policy come into effect immediately.</p>	
7.4	Tourism & Economic Development Committee (Councillor Frank - Chair)	
7.5	Protection Services Committee (Councillor Canavan - Chair)	
7.6	Development Services Committee (Councillor Doble - Chair)	
7.6.1	Report 2024-DS-003, Waterfront Area and Open Space Plan – Final Report Director of Development Services	14
	<p>Recommendation: BE IT RESOLVED THAT Report 2024-DS-003, Waterfront Area and Open Space Plan Final Report, be received; and THAT Council endorse the Waterfront Area and Open Space Plan Report (Attachment 1); and THAT implementation of the Waterfront Area and Open Space Plan be considered and incorporated into the annual workplan and budget process.</p>	
7.7	General Government Committee (Regional Councillor Jubb - Chair)	
7.7.1	Report 2024-GG-001, 2022 and 2023 Status Report for the 2022-2026 Multi-Year Accessibility Plan Deputy Clerk and Clerk's Assistant	94
	<p>Recommendation: BE IT RESOLVED THAT Report 2024-GG-01, 2022 and 2023 Status Report for the 2022-2026 Multi-Year Accessibility Plan be received for information, and THAT the 2022 - 2023 Annual MYAP Status Report be posted to the Township of Brock website.</p>	
7.7.2	Memorandum 2024-GG-003, 2024 Holiday Closing Schedule CAO	100
	<p>Recommendation: BE IT RESOLVED THAT Report No. 2024-GG-003, 2024 Statutory Public Holiday Closing Schedule, be received for information.</p>	

7.8 Climate Committee (Councillor Pettingill - Chair)

8. Closed Session

New Board Appointments - Non-Profit Sector Advisory Committee, Brock Accessibility Advisory Committee, and Brock Township Public Library Board

Recommendation:

BE IT RESOLVED THAT Council or Committee of the Whole proceed into a Closed Meeting at ____ a.m. p.m. to discuss the following matters:

- personal matters about an identifiable individual, including municipal or local board employees pursuant to Section 239(2)(b) of the Municipal Act with respect to Committee Appointments
- a proposed or pending acquisition or disposition of land by the municipality or local board pursuant to Section 239(2)(c) of the Municipal Act
- litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board pursuant to Section 239(2)(e) of the Municipal Act

8.1 Advisory Committees Update - 2024 - Memorandum 2024-GG-002

8.2 Sale of Vacant Land

8.3 Beaverton Thorah Works Yard

9. Rise from Closed Session

Recommendation:

BE IT RESOLVED THAT Committee of the Whole rise & report from Closed Meeting at TIME p.m.; and,
THAT Committee endorse all direction provided to staff, at the Closed Meeting of Committee of the Whole, held on February 26, 2024; and
THAT Memorandum 2024-GG-002, Advisory Committees Update 2024 be received for information.

10. Other Business

11. Public Questions and Clarification

12. Adjournment

Recommendation:

BE IT RESOLVED THAT the Committee of the Whole meeting adjourn at this TIME p.m.



Corporation of the Township of Brock

Staff Report to the Mayor and Members of Council

From: Trena DeBruijn
Position: Director of Finance/Treasurer
Title / Subject: 2023 Council Remuneration and Expense Report
Date of Report: February 8, 2024
Date of Meeting: February 28, 2024
Report No: 2024-FI-006

1.0 Issue / Origin

Pursuant to Section 284(1) of the Municipal Act, S.O. 2001, the attached statement itemizes the remuneration and expenses paid to each Member of Council in respect of his/her duties as a Member of the Council of the Township of Brock for the year 2023 in accordance with By-law Number 2371-2011-AP.

2.0 Background

Under the Municipal Act, section 284 (1) states that:

"The treasurer of a municipality shall in each year on or before March 31 provide to the council of the municipality an itemized statement on remuneration and expenses paid in the previous year to,*

- (a) each member of council in respect of his or her services as a member of the council or any other body, including a local board, to which the member has been appointed by council or on which the member holds office by virtue of being a member of council;*
- (b) each member of council in respect of his or her services as an officer or employee of the municipality or other body described in clause (a); and*
- (c) each person, other than a member of council, appointed by the municipality to serve as a member of any body, including a local board, in respect of his or her services as a member of the body."*

Remuneration and expenses incurred on behalf of Regional Council are reported by the Region of Durham.

Expenses for Mayor Schummer and Regional Councillor Jubb have been netted against reimbursement received throughout the year from the Region of Durham.

3.0 Analysis

See Attachment 1 – Mayor & Councillors’ Remuneration and Expenses for the year ending December 31, 2023.

4.0 Related Policies / Procedures

Conference, Convention and Seminar Attendance – Administration & Personnel Policy -
Policy Number: AP38

5.0 Financial / Budget Assessment

Council remuneration and expenses are budgeted and monitored in accordance with budget and corporate operating procedures.

5.1 Asset Management

N/A

6.0 Climate Change Impacts

N/A

7.0 Communications

Report will be available to the public as part of Council minutes.

8.0 Conclusion

In accordance with Municipal Act requirements, this report is prepared on an annual basis and identifies the remuneration and expenses paid to or incurred on behalf of the Mayor and Councillors by the Township of Brock.

9.0 Recommendation

That the Committee receive report 2024-FI-006 for information.

Attachment 1 – Mayor & Councillors’ Remuneration and Expenses for the year ending December 31, 2023.

MAYOR & COUNCILLORS' REMUNERATION & EXPENSES
For the year ending December 31, 2023

Name	Basic Pay	Expense Allowance	RRSP	Severance	Optional Benefits	Gross Pay	Mileage	Conferences & Education	Phone	Total
Mayor W. Schummer	39,001.57	4,000.10	1,950.08		6,680.60	51,632.35			434.06	52,066.41
Regional Councillor M. Jubb	26,552.55	2,499.90	1,327.63	-	285.92	30,666.00	228.92	585.45		31,480.37
Ward 1 Councillor P. Frank	24,736.91	2,499.90	1,236.85	-	7,138.90	35,612.56		2,727.15		38,339.71
Ward 2 Councillor C. Doble	24,736.91	2,499.90	1,236.85	-	6,651.92	35,125.58		625.82		35,751.40
Ward 3 Councillor A. Canavan	24,736.91	2,499.90	1,236.85	-	2,701.04	31,174.70				31,174.70
Ward 4 Councillor C. Pettingill	24,736.91	2,499.90	1,236.85	-	6,651.92	35,125.58	109.86	3,321.59		38,557.03
Ward 5 Councillor L. Campbell	24,736.91	2,499.90	1,236.85	-	6,651.92	35,125.58				35,125.58
J. Grant	-	-	-	5,140.99	-	5,140.99				5,140.99
W. E. Smith	-	-	-	31,437.30	-	31,437.30				31,437.30
						-				
						291,040.64	338.78	7,260.01	434.06	299,073.49

Notes:

Conferences Include payment made by the Township for registration fee and/or accommodation, as well as direct reimbursement of expenses.

Other Includes cell phone.

Expenses Excludes G.S.T. or recoverable H.S.T.



Corporation of the Township of Brock

Staff Report to the Mayor and Members of Council

From: Alicia Bagshaw
Position: Recreation and Leisure Coordinator
Title / Subject: Public Ice Program Policy
Date of Report: February 13, 2024
Date of Meeting: February 26, 2024
Report No: 2024-PRF-006

1.0 Issue / Origin

To develop guidelines and expectations for Township Public Ice Programs including, but not limited to: Senior Skate, Parent & Tot & Senior, Stick & Puck, Public Skating, Shinny, Drop in Figure Skating.

2.0 Background

The Township of Brock has never had a formal policy to determine the guidelines and expectations for public ice programs.

3.0 Analysis

Staff reviewed similar policies from other municipalities and worked with the Arena Managers and Manager of Facilities and IT to develop a policy specific to Brock.

4.0 Related Policies / Procedures

Public Ice Program Policy

5.0 Financial / Budget Assessment

There is no financial or budget impact.

5.1 Asset Management

N/A

6.0 Climate Change Impacts

N/A

7.0 Communications

Staff communicated with other municipalities as well as internal staff to develop the policy. Once the policy is adopted by Council, staff will work with the Communications Coordinator to ensure this information is provided to the public.

8.0 Conclusion

The Public Ice Program policy will provide set guidelines and expectations for participants in public programs. The policy will support staff in dealing with the public and advising the requirements and expectations for public programs.

9.0 Recommendation

BE IT RESOLVED that Council receive this report for information.

AND that Council adopt the “Public Ice Program Policy”.

Township of Brock Corporate Policy



Policy Name: Public Ice Program Policy

Policy Type: Parks and Recreation

Policy Number: PR10

Reference: None

Date Approved:

Date Revised:

Approval By: Council

Point of Contact: Manager Facilities

Policy Statement

Public Skating is defined as a regularly scheduled skating program, which is offered to the public with or without an admission being charged for the admittance. It may or may not be a program completely sponsored by the Township directly, or through another community sponsor. Public Skating is governed by the procedures set out in this policy.

Purpose

This policy reflects the Township of Brock's commitment to providing and maintaining a healthy and safe environment for all its employees, residents, visitors and stakeholders. It provides guidelines for enforcement, clarity of permitted activities and practices that will ensure a pleasant experience for all.

1. Procedures

All patrons who participate in public skating programs must respect the following rules:

- Children 12 years and younger must be accompanied and supervised by a guardian 14 years or older in the building
- Skaters should be in a constant flow during public skating and travel in the same direction as all skaters;
- All participants must be wearing skates while on the ice surface;
- The use of CSA approved helmets designed for ice skating are strongly recommended;
- The use of approved skating aids will be permitted on the ice during applicable general public skating programs;
- Wheelchairs are permitted on the ice surface once the wheels have been cleaned;
- Strollers are permitted on the ice surface once the wheels have been cleaned, at the discretion of the Arena staff person;
- Persons accompanying those in wheelchairs or ice sledges must wear skates and be skilled skaters;

- Township Staff are to be respected and are responsible for enforcement of rules at all times; and
- Rules of Conduct will be posted within the Public Skating Facility.

Prohibited:

- Food/Drink on the Ice
- Horseplay/Games
- Skating backwards
- Erratic/excessive speed skating
- Figure Skating maneuvers
- Balls/pucks/chairs/sticks or any other item which may interfere with the safety of any skater while on the ice surface
- Headsets, cell phones or handheld electronic devices are not to be used while skating
- Carrying of Children
- Sitting on the boards
- Shoes on the Ice

2. Township Staff Supervision

General public skating programs will always be supervised by Staff who are trained in First Aid and CPR. Ice patrol must be at least 16 years of age, and directly supervised by a staff person over the age of 18. One-ice supervisors, when assigned, are always required to wear CSA approved hockey helmet and safety vest.

The following on ice supervision is recommended:

Ice Patrol to Skater Ratio:

- 1 Skate Patrol 1-59 skaters
- 2 Skate Patrol 60-119 skaters
- 3 skate Patrol 120-150 skaters

The Occupational Health and Safety Act require that all employees will be provided with adequate training. It is recommended that each skate patrol will have First Aid training; the Township will only be responsible to provide WHMIS and Emergency Evacuation training and may be responsible to provide other identified training as required.

3. Unruly Patrons

All acts of vandalism, unruliness, violence, injury or general concerns must be recorded. The Zero Tolerance Policy in the Township of Brock will govern all acts of vandalism and violence.

The following will govern Unruly Patrons during Public Skating; incidents will be recorded in a logbook. Any persons causing a disturbance at Public Skating by not adhering to the rules of safe skating, not obeying staff or by jeopardizing the safety of others will be subject to the following:

1. On the first offense, a verbal warning regarding their behaviour and the consequences of any further infractions explained;
2. On the second offense, a denial of public skating privileges for a one-week period will be imposed. Parents or guardians must contact the Arena Manager or designate before re-admittance is allowed; and

3. If the third infraction of the rules takes place a six-month suspension of all privileges of the arena will be imposed. A letter of cancellation of privileges will be sent by registered mail from the Manager of Parks, Recreation and Facilities.

Skate Patrols are not to physically remove skaters who are misbehaving. If a skater must be removed, the Skate Patrol will summon assistance.

When the parent or guardian returns to pick up the misbehaved skater, the Skate Patrol and the Arena Manager and/or designate staff should ask to speak to the parent or guardian. Outline the occurrence and the ramification of future incidents. At all times employees will remain calm, firm and respectful.

4. Persons with a Disability

Section 1 of the Human Rights Code Act, Chapter H. 19, R.S.O 1990, reads as follows:

“Every persona has a right to equal treatment with respect to services, goods and facilities without discrimination because of race, ancestry, place of origin, colour ethnic origin, citizenship, creed, sex, sexual orientation, age, marital status, same sex partnership status, family status or disability.”

For the safety of all involved it is permissible to designate a specific area for wheelchair use during public skating i.e. close to the boards. Wheelchairs must not interfere with the flow of the skaters;

Persons with a disability who wish to participate in public skating programs, by using their wheelchair or an ice sledge should be permitted to do so. However, persons accompanying persons with a disability onto the ice must do so on ice skates (being a skilled skater). For the safety of all skaters a wheelchair will have their wheels cleaned prior to entering onto the ice.

5. Music

The music being played as background effect will be chosen and approved by Township Staff. Any music brought by the public with no cover or list of songs will not be played for public events. It is not acceptable for any person to wear headphones or listen to a personal music source while public skating.

6. Skating Aids

Skating aids approved by Township Staff may be used. Any persons assisting skaters using skating aids must be wearing skates. Street shoes are not permitted on any ice surface.

7. Illumination Levels

All surface lighting will be operated to its full capacity during public skating events.

8. Ice Load Capacity

Ice capacities are calculated using Ontario Recreation Facilities Association guidelines based on ice surface area. The capacities differ for each arena and are posted in a conspicuous location in each facility.

9. Admission Fees

Any public skating program that charges an admission must submit HST on these fees. Admission charges for public skating will be established as part of the Fees By-law for the Township of Brock. Recommendations for these fees are submitted to Council for approval.

10. Alcohol & Illicit Substances

Any person under the influence of drugs or alcohol is not permitted to enter any of the arenas within the Township of Brock.

11. Ice Resurfacing

The ice surface will be resurfaced at the discretion of arena staff, based on usage patterns, participant numbers, ice conditions and safety considerations. In general, the ice will be flooded every 50 minutes. No person will be permitted on the ice during resurfacing.

Township Staff will:

- Ensure no persons are on the ice prior to, during or until the ice resurface is off the ice and the access door is closed;
- Ensure all ice surface doors are closed;
- Ensure that no foreign matter is on the ice surface before or after the flooding process;
- Evaluate ice conditions; and
- Evaluate the boards, glass and any other area that the public has access to for poor or dangerous conditions.

12. Leisure Skating Session Descriptions

Skating sessions that are specific to one group or organization may include exceptions to specific sections of the Skaters Rules of Conduct and other guidelines listed within the Public Skating Policy. Not all leisure skating programs may appear on the schedule on a regular basis but are provided in the case of schedule changes.

Public Skate

Public skate is a general Public Skating session designed for all ages to participate in a leisurely skate. Skaters' Rules of Conduct will apply.

Senior Skate

Senior Skate is designed for participants ages 50+ to participate in a leisurely skate in a seniors-only environment. This skate is not supervised. Helmets are strongly recommended.

Youth Stick & Puck

Youth Stick and Puck is a program that allows the use of pucks/rings and sticks only. Sessions will be divided by age categories.

- Pucks will not be raised above the knee and shooting the puck with excessive force will not be permitted (slap shots);
- There are no goalies or nets on the ice during Stick & Puck; and
- CSA approved hockey helmets are required.

Pick Up Hockey (Shinny)

Non-contact scrimmage session.

- Shooting the puck with excessive force will not be permitted;
- Physical contact will not be permitted;
- CSA approved hockey helmets will be required;
- Full hockey equipment must be worn at all times while on the ice surface.

Parent & Tot & Seniors

Program for young children and a supervising adult to skate together, as well as drop in skating for Seniors.

- Children must be 6 years of age or younger to participate in this program;
- Children must be accompanied by an adult on the ice surface;
- Adults must be at a ratio of no more than 3 children to each adult; and
- No carrying of children is to be permitted.

Drop in Figure Skating

Drop in Figure Skating is a pay as you go program designed for figure skaters.

- Participants must be a Skate Canada member before participating; and
- Proof of membership is required at sign-in.

13. Emergency Evacuation Planning

Should there be a toxic leak, fire, hydro interruption etc. Skate Patrollers, along with all other arena staff must be provided with adequate emergency evacuation techniques/training. Skate patrol must be prepared to provide guidance to all patrons during emergency situations. They must know their responsibilities and limitations under extreme circumstances.

Training should be done regularly so that arena staff have been properly prepared for all situations. All staff must be provided with adequate emergency evacuation techniques/training. Skate Patrol must be equipped with flashlights and be trained in basic emergency situation(s) protocol.

14. Application

Enforcement of this policy is at the discretion of the Manager of Parks, Recreation and Facilities, or their designate, and staff on duty at the time of the skate. This policy should be reviewed on an as needed basis.



Corporation of the Township of Brock

Staff Report to the Mayor and Members of Council

From: Robin Prentice, MCIP, RPP

Position: Director of Development Services

Title / Subject: Waterfront Area and Open Space Plan – Final Report

Date of Report: February 9, 2024

Date of Meeting: February 26, 2024

Report No: 2024-DS-003

1.0 Issue / Origin

The purpose of this report is to present the final Waterfront Area and Open Space Plan (Waterfront Plan) to Council.

2.0 Background

In December 2022, The Planning Partnership was retained to prepare a Waterfront Plan that provides a long-term vision for the waterfront on Lake Simcoe and the open space lands that connect Downtown Beaverton to the harbour on Lake Simcoe to capitalize on the many attributes of the community and its geographic location.

The Waterfront Plan project was based on a four-phase work program:

1. Review Background Information
2. Overarching Vision and Design Concepts for Key Areas
3. Design Guidelines, Costs and Phasing
4. Recommended Plan

As part of Phase 1, the project team reviewed the background information and analyzed the existing conditions, identified opportunities and challenges for change and conducted agency and public consultation.

As part of Phase 2, a public workshop was held on April 20, 2023. Approximately 80 residents participated in the workshop. They were invited to join a table group where designers from The Planning Partnership worked to create various concept options through discussion with residents and based on a number of variables for key components. Three concept options were then made available in June, along with an interactive online survey to help the team understand the preferred components and elements of each option.

The online survey was administrated through the Metroquest platform and hosted on the project web page. The survey was conducted from June 22, 2023 to July 14, 2023. In total, 448 people answered the survey, which was promoted by the Township through the newspaper, social media posts, emails and other communication tools.

[Staff Report 2023-DS-015](#) was received by Committee of the Whole Council on September 11, 2023 and provided a status update on the Waterfront Plan process to date and included 2 summary reports of what was head in Phase 1 and 2 of the project.

Based on the input received on the three concept options through the interactive survey, the project team compiled the preferred elements and prepared an emerging preferred concept plan. A public workshop was held on November 28, 2023 to present the emerging preferred concept and illustrations on key components and gather public feedback. Approximately 70 people participated in the workshop. The emerging preferred plan was also presented to Council on December 5, 2023 and posted on the project page for public review and comment.

3.0 Analysis

The preferred plan and Waterfront Area and Open Space Plan report (see Attachment 1) bring together the components and features from all three concept options and presents a sound framework for guiding detailed design of over 40 components.

The preferred plan was prepared considering the results of the online survey and other inputs from Township staff, the consultant team and other agency and public input. The plan is described according to five focus areas: the Harbour, fairgrounds, railway parcels, Mill Gateway Park and downtown Beaverton.

The Harbour

The Harbour will continue to be the destination for residents and visitors to enjoy the waterfront year-round. The intent is to enhance the visual appeal through greening and built form guidelines and to improve public space at the water's edge. This area will continue to provide access for ice fishing. The boat launch remains in its current location with trailer parking accommodated in the fairgrounds parking lot.

The preferred plan maintains the boat houses on leased land and recommends rezoning the area to allow commercial/retail uses on the ground floor to allow for bait shops, canoe or kayak rental, coffee shops, ice cream stores, etc. This would create a new attraction for residents and visitors and provide an economic development initiative. Ongoing discussions will be required with the Lake Simcoe Region Conservation Authority.

Fairgrounds

The fairgrounds bring a balance of space for active and passive recreation, events, and walking. A children and youth focused activity zone is proposed in the central area. The opportunity for active sports is maintained with the two baseball diamonds and potential introduction of play courts depending on future use of the existing horse ring area or potential relocation of this ring. New washrooms and shelters can be designed as jewels in the landscape providing amenities for all park users.

Railway Parcels

The parcels on either side of the railway provide green spaces along Simcoe Street and a node when travelling between Downtown Beaverton and the Harbour.

The existing cleared area on the west parcel is an ideal location to provide parking within a short walk of the Harbour. Parking could be accommodated while maintaining a landscape buffer to the adjacent residence and the vegetated slope to the river. Selective clearing along the slope could open up views to the Beaver River.

The parcel on the east side of the railway is owned by the Beaverton and District Conservation Club and is the location of community gardens. The gardens could be expanded to provide a focus for urban agriculture as a way to grow more food promoting the well-being of residents.

Mill Gateway Park

Mill Gateway Park offers a range of recreation facilities geared to youth and children. The concept plan maintains these facilities, with some adjustments, and illustrates a number of new elements to enhance the function of the park.

A 'riverwalk' capitalizes on the existing trail located along the river and turns it into a feature of the area. The existing skateboard facility and basketball court are proposed to be maintained in this area, with recommended upgrades to the existing playground. Terraced seating is proposed to be built into the slope of the landscape, with terraces connecting the historical buildings in this area. A potential bandshell/pavilion located at the bottom of the terraced slope could be a focal point, and a place to stage events and small performances in the park.

Downtown Beaverton

Direction is provided to guide the long-term redevelopment of certain areas within the downtown, when and if private owners choose to consider redevelopment with buildings and uses that front onto the street. The concept plan includes possibilities for infill development and enhanced streetscaping and pedestrian amenities within the downtown core. The riverwalk component is also proposed to extend into the downtown to provide public access to the river edge through collaboration with private landowners in this area.

Implementation

Phasing of the key components within the Waterfront Plan have been identified, with projects, such as a new washroom facility proposed at the harbour within the next 5 years to replace the existing facility. Longer term projects include a bandshell / pavilion in the Fairgrounds or Mill Gateway Park, along with the enhanced river walk in Mill Gateway Park and the downtown.

Some projects will depend on the discussions with Federal Small Craft Harbours with respect to the ownership and improvements to the north and south piers at the harbour.

Other components will depend on further discussions with user groups, external agencies and community organizations, including, but not limited to, the boat house owners, the Beaverton Lions Club, Beaverton Agricultural Society, Lake Simcoe Region Conservation Authority and Beaverton and District Conservation Club.

There are two categories of economic benefit that will accrue through the types of development envisaged in this Waterfront Plan. Direct economic benefits will accrue as a result of parking revenue. Indirect economic benefits will result from enhancement of the waterfront and open space areas that will attract additional visitors to the shops and restaurants downtown. New businesses will be attracted to Beaverton given the highly attractive waterfront and market of residents and visitors.

Next Steps

The Waterfront Plan is the result of hundreds of inputs to the plan over the last 14 months. Township staff worked with the consultant team through the project to ensure that the Plan sets a framework for decisions on the waterfront and open space areas over the short, medium and long term.

Should Council endorse the Waterfront Plan, the preferred plan can be used as input into the Township's annual budget and workplan to help guide projects within the Waterfront and open space area.

4.0 Related Policies / Procedures

Related staff reports: [2022-PCA-014](#) and [2023-DS-015](#).

The [Parks, Recreation and Culture Master Plan](#) was recently adopted by Council on December 18, 2023 and aligns with the Waterfront Plan. The Parks, Recreation and Culture Master Plan included a recommendation to implement the Waterfront Plan.

The Brock Township Official Plan articulates several important key principles that are related to the Waterfront Plan. These include the following:

- To provide a long-term strategic policy framework that will balance population and economic growth with the need to protect the natural environment, by guiding the decisions affecting the use of land;
- To encourage economic development in appropriate locations;
- To maintain a high quality of life and secure the health, safety, convenience and well-being of the present and future residents of the area; and
- To encourage development that is environmentally and economically sustainable.

The Brock Township Official Plan speaks to the importance of the Lake Simcoe waterfront, the downtowns and other unique locations and indicates that these areas will be developed to support tourism development and improve recreational and cultural opportunities. [Official Plan - s.2.2.6]. Related objectives in the Official Plan include the following:

- To ensure that development along the Lake Simcoe shoreline will protect and restore the shoreline;
- To pursue a program to increase the opportunities for public access to the waterfronts of Lake Simcoe, Talbot River and the Trent-Severn System;
- To support and promote the continued focus of commercial activity in the downtown cores of Beaverton, Cannington and Sunderland; and
- To develop a trail system within and between the settlement areas and the key natural features.

5.0 Financial / Budget Assessment

The approved 2022 capital budget included \$100,000 for the Waterfront Plan (i.e. Harbour Master Plan) funded from development changes and the capital reserve fund.

Implementation of the Waterfront Plan will be taken in account as part of the annual budget and workplan process. Upon Council endorsement, Township staff can also explore external funding opportunities as they become available to help implement specific components within the plan.

5.1 Asset Management

The Waterfront Plan provides a range of recommendations with respect to the Township's assets within the study area, including:

- maintenance of existing assets (i.e. baseball diamonds, playgrounds, trails, etc);
- upgrades or replacement of existing assets (i.e. playgrounds, washroom facilities, etc.);
- new assets (i.e. bandshell / pavilion, parking lots, trails, etc.).

6.0 Climate Change Impacts

Sustainability and climate change impacts have been taken into consideration as part of this process, including the Lake Simcoe shoreline with respect to water levels and flooding, as well as drainage and environmental enhancement opportunities.

7.0 Communications

A comprehensive public consultation program was undertaken as part of the Waterfront Plan process, with a series of workshops, open houses and meetings to obtain input, along with social media platforms as outlined below:

- 2 Waterfront Advisory Committee meetings;
- One-on-one meetings with members of the public and Council;
- Dedicated Waterfront Plan project page on the Let's Talk Brock website;
- Workshop #1 was held on March 8, 2023 and approximately 70 people attended;
- Design Workshop #2 was held on April 20, 2023 and approximately 80 people attended;
- Interactive Survey from June 22-July 14, 2023 and 448 people participated;
- Workshop #3 was held on November 28, 2023 and approximately 70 people attended;
- Presentation to Council on December 5, 2023.

Notices of the public meetings, workshops and interactive survey were provided and advertised through the newspaper (when it was provided), website, social media, and via email to interested parties and community groups.

The community was invited to participate and share their thoughts at each phase in the process.

8.0 Conclusion

This report provides an overview of the process to date and presents the final Waterfront Area and Open Space Plan report for Council's endorsement.

9.0 Recommendation

Be it resolved that staff report 2024-DS-003 regarding the Waterfront Area and Open Space Plan Final Report, be received; and

That Council endorse the Waterfront Area and Open Space Plan Report (Attachment 1); and

That implementation of the Waterfront Area and Open Space Plan be considered and incorporated into the annual workplan and budget process.

Beaverton Waterfront Plan



Final Report

February, 2024

 **The Planning
Partnership**

TCI Management Consultants





Baird

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- 6 Implementation 60

Overall Concept Plan for Beaverton's Waterfront Area & Open Space

Legend

-  Traffic Calming / Safe Intersection
-  Bike Rental
-  Potential Public Art
-  Potential Pedestrian Connection

BEAVERTON HARBOUR

- H1 Maintain winter access (snowmobiles / ice fishing, etc.)
- H2 Maintain existing boat launch
- H3 Expand transient docks and additional boat slips (subject to coastal engineering / feasibility) and Township ownership of the pier
- H4 Re-organized parking (short term, permitted and paid parking)
- H5 Landscaped boardwalk and green space
- H6 New washroom building
- H7 Maintain existing playground/splash pad; add new path and stepped seating around play area
- H8 Maintain existing boat houses and restaurant; implement design and building standards
- H9 Commercial uses in the ground floor of boat houses (small boat rentals, bicycle rentals, food/beverage, etc.)
- H10 Swimming platforms (subject to Township securing ownership of pier)
- H11 Enhanced shoreline, sidewalk and seating
- H12 'Wishing Tower' sculpture
- H13 Shoreline Enhancement

BEAVERTON FAIRGROUNDS

- F1 Bandshell / pavilion
- F2 Activity zones (children's play, adult fitness, multi-use play court, pickle ball courts, tennis court, etc.) *
- F3 Walking trails
- F4 All season washroom pavilion
- F5 Future potential arena building located as a landmark on the site (include accessible washrooms)
- F6 Shade structure / picnic shelter
- F7 Expanded / reconfigured parking
- F8 Potential public path connection through water treatment plant site / adjacent private driveway (subject to Regional and private landowner approval)

* Feasibility subject to the long-term needs of the fairgrounds



SIMCOE STREET RAILWAY PARCELS

- R1 Waterfront parking
- R2 Community garden
- R3 Selective clearing to allow view to the River / pedestrian trail / seating

MILL GATEWAY PARK

- M1 'River Walk'
- M2 Maintain existing skate park / play court
- M3 Re-designed children's play area (walkways, seating, planting)
- M4 Terraced seating overlooking play area
- M5 Terraces connecting the existing historic buildings
- M6 New public washroom addition to existing historic building
- M7 Cultural landscape and potential arboretum
- M8 Bandshell / pavilion

DOWNTOWN

- D1 'River Walk' and seating nodes along river *
- D2 Public space / vista block connection to River Walk *
- D3 Allow temporary closure of street for farmers market
- D4 Traffic calming elements such as curb bump outs, pavement markings, textured roadway paving etc. combined with clearly delineated on-street parking
- D5 Combine Fire / Emergency services
- D6 Street trees and benches (implement a coordinated street furnishings program)
- D7 Bioswales / landscaping
- D8 Enhanced laneways to Simcoe Street Businesses (special paving, signage, lighting, planters etc.)
- D9 Enhanced gateway to Downtown
- D10 Opportunity for redevelopment **

* Subject to private landowners' approval

** Mixed-use development opportunities are to be sensitive to the scale and character (including heritage) of the Downtown, address the street, and have commercial uses on the ground floor

Vision for Beaverton Waterfront Area & Open Space

The Waterfront Area and Open Space Plan (Waterfront Plan) is centred on a vision that sees the Harbour and the Downtown as bookends to approximately 50 recommendations for public realm enhancements. Of these enhancements, these are some of the key highlights:

There is the potential for the Township to take ownership of both the **north and south piers**, with the latter potentially offering public access and views out to the lake and back to the Harbour.

The **Harbour** area will be updated with a focus on pedestrians and park users while ensuring that existing harbour functions continue compatibly. Harbour-supportive uses such as a small coffee and/or ice cream shop, canoe and kayak rental places will be encouraged. The character and quality of the boat houses will be improved through the implementation of design guidelines and property maintenance standards. The roadway along the south pier would be 'pedestrianized', meaning that it would be redesigned to allow seasonal and temporary closure of the street to vehicles. Green space would be carved out where Harbour Park Crescent meets Barney's Restaurant, creating a new jewel along the water's edge while ensuring that boats can still tie up and launch. Some parking is decanted to the land on the west side of the railway, a short walk to the Harbour. The Wishing Tower has found a home at the top of the hill beside a new beautifully designed washroom and interpretive panels to share the history and stories of the Harbour. Ice fishing can be maintained with access and parking at the beach. All of these features combine to provide a terrific destination where residents and visitors can enjoy all that the Harbour has to offer.

At the **Fairgrounds**, the baseball diamonds are maintained, a new centrally located activity zone is created with play courts, shade structures and a new bandshell/performance/events area. The existing walking circuit is expanded with the potential to link to the lake front by way of the Water Treatment Plant and adjacent properties.

Mill Gateway Park continues to be the focus for youth and children with the skateboard park and basketball court maintained and the children's playground updated and expanded. Terraced seating along the slope will provide a terrific overlook on the play area. A new centrally located washroom building will provide an essential amenity for the activities in the park and a new sidewalk along the north side of Simcoe Street will provide a safe route connecting the Downtown to the Harbour.

In the **Downtown**, a coordinated and unified family of street furnishings and pedestrian amenities, traffic calming, ongoing streetscape enhancements, and a redesign of the park behind the Library will improve the public realm and beautify the Downtown area. The addition of bio-swales to the main parking area sets a precedent for future greening and sustainability initiatives. The Riverwalk Promenade is an important element of placemaking that celebrates the presence of the river from the Harbour to the Downtown and underscores the community's connection to the water.





Airphoto map of the study area for the Beaverton Waterfront Plan

1 Introduction

The Beaverton Waterfront Area and Open Space Plan (Waterfront Plan) provides a long-term vision for the area that capitalizes on the many attributes of the community and its geographic location. The study area (outlined in red on the facing page) includes the Beaverton Harbour (excluding the marina), Beaverton Fairgrounds, two parcels on either side of the railway, Mill Gateway Park and Downtown Beaverton.

The Waterfront Plan is intended to strengthen the role of the waterfront as a community and recreation hub and to stimulate tourism and economic development.

As an early step in considering the possibilities for the Harbour, the Township established a Beaverton Harbour Advisory Committee of Council. The Committee met in 2020 and 2021 to review background information, survey residents and formulate recommendations to be considered through this waterfront study process. The Committee recommended:

- acquisition of the piers (considering cost for breakwall repairs);
- creation of a Harbour Master Plan;
- review of boat houses (considering the full spectrum of options from terminate the lease, revisions to the terms of the lease, to sell);
- leaving the Community Gardens until they are addressed within the context of the Master Plan; and,
- short term goals for boat parking, traffic flow, geese deterrent, portable washrooms, events, bike rental, improved walkways and cleanliness).

The Beaverton Harbour Advisory Committee also developed the project goal and objectives (see next page) that were approved by Council and formed the basis of the master plan process.

The Beaverton Waterfront Plan includes a summary of the work undertaken from the review of existing conditions, through the exploration of options for the waterfront and open space, to consideration of an emerging preferred plan, to recommendations for implementation.



Beaverton Harbour



Beach at the Harbour playground



Simcoe Street - Downtown

Goal

Develop a plan to improve the functionality and the benefits of the waterfront and Beaverton harbour. Connect to the Downtown. Attract Brock Township residents and visitors.

Objectives

The Township set out a number of objectives that form the foundation of this Plan

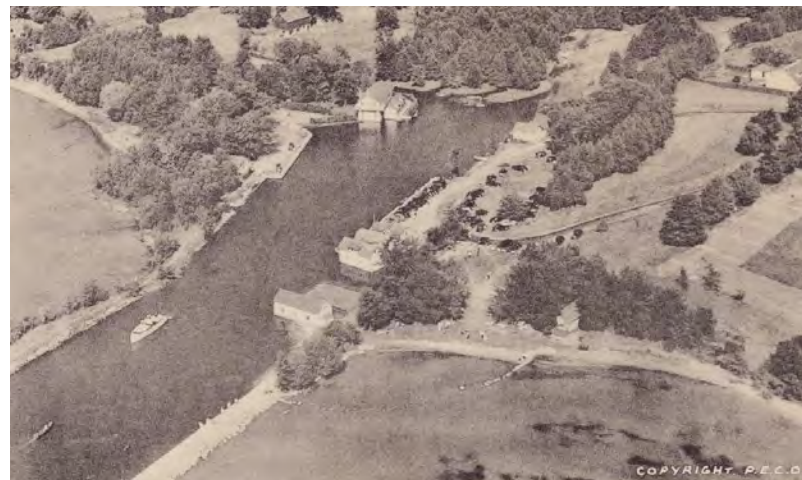
- Develop a **bold and broadly supported vision**; one that is innovative and leading edge but nimble and responsive to change;
- Build an even stronger **sense of place**; to build community and to improve the quality of life for Beaverton residents;
- Leverage opportunity through the Waterfront Plan to **support the business community** and create business growth and prosperity;
- Promote the **integration of passive and active recreation and commercial and tourism activities** in the adjoining areas;
- Explore opportunities for **new public art** to support local and Canadian talent;
- Create inviting outdoor **public spaces**;
- Provide spaces and places that are **flexible** in their use with the ability to change for events, and potentially on a seasonal basis;
- Improve **walkability and livability**;
- Promote **wellness and well-being** by connecting to and working with nature, healing the landscape and recognizing the inherent value of connecting with nature from a physical, emotional, mental and spiritual perspective;
- Consider **natural processes and solutions** that work with the ecology of the community in a way that promotes environment stewardship, ecological literacy, and green infrastructure;
- Build on the **unique assets and attributes** of Beaverton, including the fishery and recreational boating traffic;
- Integrate **environmental sustainability** into the design of the public realm;
- Ensure all public space is designed in a manner that promotes **accessibility and visibility** to ensure safety; and
- Reflect a **legacy** that Brock Township is proud of for the next generation to enjoy.

Beaverton Harbour has been a focus for water and land based recreation since its early days. The north and south piers create a safe harbour for Lake Simcoe boaters resulting in a popular destination. The Harbour also provides an essential point of access for Thorah Island residents.

Several documents were reviewed to provide background and context for this Waterfront Plan. Key recommendations related to the waterfront include:

- The **Brock Tourism Business Retention and Expansion** report recommends enhancing public washrooms and signage to parking to create a positive visitor experience;
- The **Brock Tourism Plan** also supports enhancing public amenities and signage; and,
- The **Parks, Recreation and Culture Master Plan** (recently approved by Council) supports retaining the existing baseball diamonds in the Fairgrounds until use (to 2033) can be verified based on a review of existing and planned facilities.

Historic images of Beaverton Harbour showing its evolution



Focus Areas

The study area is made up of five areas to focus the discussion and exploration of possibilities.

Harbour

The Harbour (outlined in red below) includes the north beach, both piers, the boat houses, waterfront park, beach, parking, roads and the existing washroom. There are several considerations in this area including:

- swimming;
- additional commercial activities;
- additional transient slips;
- condition, access and use of the piers;
- boat houses;
- condition of the North Beach;
- vehicle and pedestrian routes;
- parking;
- condition and location of the washroom;
- location of public art;
- enhanced greening/landscape;
- location of the boat launch; and,
- access for ice fishing.

There are 21 boat houses that line the south shore of the Harbour. Most (17) exist on public land leased from the Township. The current 20 year leases have an option to extend and a clause that allows the Township to terminate the lease with at least 5 years notice. The boat house owners pay property tax, utilities, insurance and are required to maintain their building in good repair. There is a nominal yearly payment to the Township permitting one vehicle to be parked, and residential use only.

Another key consideration in this area is the location of a public art installation. The renowned artist, Ron Baird, gifted the Township the “Wishing Tower” a public art piece. The Beaverton Special Events Committee identified a location for the “Wishing Tower” as a gateway marker to the Harbour. Council directed staff to confirm a location for the “Wishing Tower” as part of this master plan process.



Detailed airphoto map of the Beaverton Harbour focus area

Beaverton Fairgrounds

The Beaverton Fairgrounds is a tremendous asset of 7.5 ha of public land adjacent to the Harbour. The Fairgrounds provide a range of sports facilities, is home to the Foster Hewitt Memorial Community Centre and Arena, the Curling Club and provides a key location in the Township for baseball, events and celebrations. The table provides a summary of the events in the Fairgrounds.

There is a well developed walking circuit around this focus area providing a very popular amenity. There are several considerations in this area including:

- the amount and location of parking;
- signage and wayfinding;
- other uses, especially off season;
- additional support facilities; and,
- additional pedestrian access routes to the lake.

Event	Date/Time of Year	Location	Hosted by
Winter Carnival	Beginning of February	Mill Gateway Park/ Fairgrounds	Beaverton Lions Club
Youth baseball	Weeknights and weekends in the summer	Fairgrounds	Beaverton Minor Baseball Association
Adult baseball	Weeknights and weekends in the summer	Fairgrounds	
Canada Day (includes parade through the downtown)	July 1	Mill Gateway Park/ Fairgrounds	Beaverton Lions Club – Canada Day Committee
Horse Barrel Racing	Weekends in the summertime	Fairgrounds	Beaverton Barrel Racing Club (BBRC)
Beaverton Fall Fair (includes parade through the downtown)	September – the 2nd weekend after Labour Day	Fairgrounds	Beaverton Agricultural Society



Detailed airphoto map of the Beaverton Fairgrounds focus area

Railway Parcels

There are two parcels of land on either side of the railway, on the north side of Simcoe Street that are included in the study area. The parcel on the west is owned by the Township and is green space. The parcel on the east is owned by the Conservation Club and is used and maintained as community gardens.

The railway's right-of-way limits opportunities for construction of structures that could provide amenities in the open space.

Initially opportunities to access the river were considered for trails and canoe or kayak launching. However, the bank is very steep and the vegetation is too dense to enable access.

Through the exploration of options, consideration of some parking, trails, passive recreation, a river overlook with seating was explored.

Mill Gateway Park

Mill Gateway Park is a 2.2 ha park owned by the Township and the Lake Simcoe Region Conservation Authority. The river forms the northern edge of the park and Simcoe Street forms the southern edge. The Simcoe Street frontage is home to four historic buildings operated by the Beaverton Thorah Eldon Historical Society: the log house, the William Brain Brick house, the old jail and the meeting place (with office and a meeting hall).

The park is well used with a skateboard park, basketball nets, play structures and a picnic pavilion. The Park has also been used for the Winter Carnival and Canada Day Celebrations. Considerations for this area included sidewalks on Simcoe Street, amenities for additional activities/events, enhanced landscape, enhanced signage, on street parking and river access for canoes/kayaks.



Detailed airphoto map of the Railway Parcels and Mill Gateway Park focus areas

Downtown

The fifth focus area is Downtown Beaverton, an area from John Street to Mill Street, along both sides of Simcoe and Osborne Streets. This area includes lands on the north side of the river. The Township owns the lands in the triangle formed by Osborne, John and Simcoe Streets. The area is home to several commercial and retail businesses, banks, as well as the Township's fire department, the Brock Community Service Hub and the library. Both on street and off street (public and private) parking is provided. The Township is currently updating its Community Improvement Plan which will include incentives to private businesses for property improvements.

A key consideration in this area is the opportunity to make a stronger connection to the river with pedestrian connections in collaboration with private property owners. As well, exploration of opportunities for infill development, greening of off street parking, continued streetscape enhancement and signage and wayfinding was considered.



Detailed airphoto map of the Downtown focus area

2 Engagement

The Beaverton Waterfront Plan was prepared within the context of broad based community input during each phase of the work. This chapter summarizes the engagement activities and the key metrics regarding participation.

15 One on One Conversations:

Members of the community were invited to register for a one-on-one conversation with the team's project manager to discuss ideas for the waterfront. During February and early March 2023, 15 conversations were held with residents, councillors and the Mayor.

Dedicated Web page

The Township set up a dedicated webpage on the Let's Talk Brock site. The webpage hosted information on the background to the Master Plan, the team's work in progress, opportunities for public engagement, the project schedule and provided a link to submit comments by email

2 Waterfront Advisory Group Meetings

An Advisory Group was organized to provide targeted input at key stages in the work. Meetings with the Waterfront Plan Advisory Group were held on February 8th and November 1st, 2023. The Waterfront Advisory Group included representatives from various community groups and agencies including:

- Harbour Committee
- Beaverton Fair Board
- Brock Board of Trade
- Thorah Island Ratepayers Association
- Beaverton Horticultural Society
- Boat House Group
- Beaverton Special Events
- Beaverton Lions Club
- Yacht Club
- Beaverton Historical Society

2023



Timeline of the Beaverton Waterfront Plan engagement process

- Beaverton Conservation Club
- Beaverton Curling Club
- Friends of Beaverton Parks
- Brock Tourism Committee
- Region of Durham Planning, Development Approvals, Economic Development and Works
- Lake Simcoe Region Conservation Authority
- Department of Fisheries and Oceans

What we heard at the outset

The following is a summary of what we heard during conversations, from emails, and a review of earlier workshop proceedings and summaries from the Beaverton Harbour Advisory Committee. The summary is organized by topic and illustrates the broad spectrum of opinion on the area.

1 Sculpture

people like it, people don't like it, not on the waterfront, on the pier, needs to be installed this year, needs to be considered in the context of the Harbour/Open Space Plan

2 Pedestrian bridge

yes, no, use floating docks, will be too expensive, need it in case there's a train derailment, will be an attraction for people to walk the waterfront

3 Business opportunities

kayak rental, bike rental, lessons, tourist focused retail seasonal/pop up retail, restaurant, invite downtown businesses to open waterfront pop up, ice cream, something open in the evening, more events/markets

4 Sports fields

better location elsewhere, lots going on providing activity on the waterfront, redevelop the fields for another use, leave as is because it's well used

5 Parking

pay for parking, do not support paying for parking will keep people from staying longer, have enough parking, not enough parking, don't provide dedicated parking for particular groups

6 Boat Houses

sell the land to boat house owners, remove the boat houses, boat house owners have spent money upgrading buildings; Conservation Authority may not permit new uses if no boat houses, retail uses

7 Beach

poor water quality causes beach closure, huge attraction, must have swimming, close swimming and build boardwalk with swimming platforms in lake

8 Boating

need more transient docking, need a breakwater to protect docks, better management of launch, don't charge enough money to launch, harbour dredging

9 Pedestrians

better walkway to connect downtown to harbour, better signage, more seating

10 Washroom

improve washroom, need changerooms, perhaps tourist information, accessible

70 Community Information Session -Opportunities for the Waterfront and Open Space

The first Community Information Session was held on March 8, 2023 at the Foster Hewitt Memorial Community Centre. Approximately 70 people attended the workshop that included an introductory presentation to summarize the five focus areas, existing conditions, what we've heard so far and key opportunities for change.

Participants were invited to sit with others in table groups to share input on each of the five focus areas with respect to the biggest opportunities for change and the key issues or concerns that team should be made aware of.

80 Design Workshop - Options to Consider

A public design workshop was held on April 20, 2023. Residents were invited to pre-register to attend one of two design sessions where they would join a table group and work with a member of The Planning Partnership team. Approximately 80 residents participated in the workshop, with 40 people in each of the two design sessions. Participants were invited to join a table group where designers from The Planning Partnership worked to create various concept options through discussion with residents and based on a number of variables for key components. Ideas were represented in drawings and using precedent images from other communities that represented ideas that may be appropriate for Beaverton.

The six concept options generated at the workshop were then synthesized by The Planning Partnership into three options that represented the results of the workshop and used as the basis for an online survey.



First public workshop in March 2023



Design workshop in April 2023

448 Online Survey Respondents

An on-line survey was prepared to seek input on the various components of each of the three options. The survey was posted from June 22, 2023 to July 14, 2023.

The survey enabled the team to track who we were hearing from:

Age

- 18 and under — 1%
- 19-30 years old — 8%
- 31-45 years old — 38%
- 45-60 years old — 25%
- over 60 years old - 28%

Household Structure

- Family with young children — 29%
- Family with teenagers/young adults living at home — 23%
- Couple, no children living at home — 39%
- Single — 9%

Do you keep a boat in the harbour?

- yes — 13%
- no — 87%

Do you own a business in the study area?

- Yes — 9%
- No — 91%

How long have you lived in Beaverton?

less than 5 years - 19%

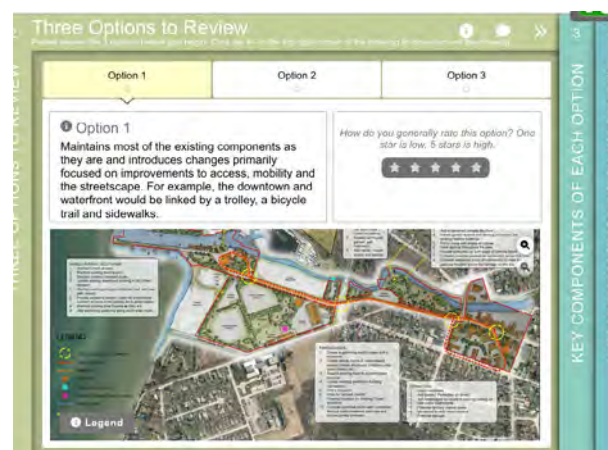
6-10 years - 18%

10-20 years - 24%

more than 21 years - 39%

The first part of the survey asked respondents to indicate how they would generally rate each of three options on a five star rating, with five stars being the highest. The second part of the survey asked respondents to indicate their support by choosing thumbs up (agree) or thumbs down (disagree) to the key components of the concept options.

The results of the survey and other input received through email, helped the team shape an emerging preferred concept that was shared with the community at the third in-person public engagement session.



Pages from the online survey

30 Community Information Session- Emerging Preferred Plan

The final Community Information Session was held on November 28, 2023 at the Foster Hewitt Memorial Community Centre. Approximately 30 people attended the workshop that included a presentation on the concepts, the inputs to evaluation and a description of the emerging preferred plan. Participants were invited to sit with others in table groups to provide comments on the plan and the illustrations on Harbour and the Downtown river walk.



Design Workshop

Thursday, April 20, 2023, 3:00 pm OR 6:00 pm
Foster Hewitt Memorial Community Centre (Beaverton arena)
176 Main Street, Beaverton

The Township is working on a Waterfront Plan that will provide a long-term vision for the waterfront on Lake Simcoe and the open space lands that connect Downtown Beaverton to the harbour on Lake Simcoe. The Waterfront Plan will make recommendations for the short, medium and long term to strengthen the role of the waterfront as a community and recreation hub; stimulate tourism and economic development; increase connections to Downtown Beaverton; and ensure its continued vitality for future generations.

The community is invited to a **design workshop** where you will work with members of design team to develop concepts for the waterfront in five areas of focus: the Beaverton Harbour, the fairgrounds, lands along Simcoe Street, Mill Gateway Park and downtown Beaverton.

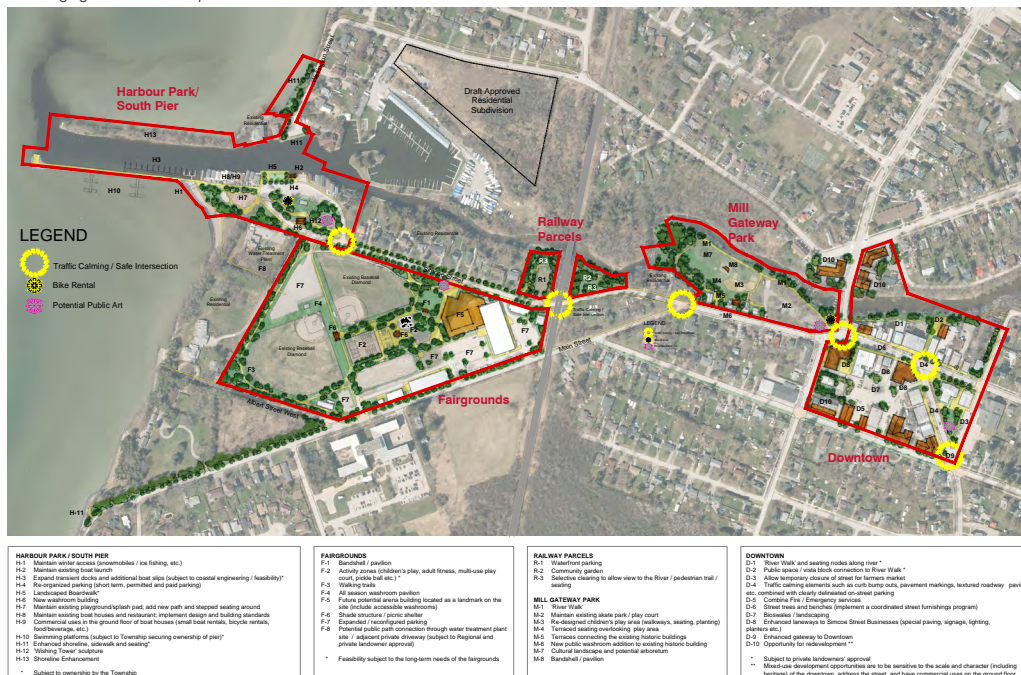
As a participant in the design workshop, you will work at one of three table groups along with a member of The Planning Partnership design team. Please choose the time that best suits your schedule (at 3:00 pm or 6:00 pm) and register to participate in the workshop:

[Beaverton-Waterfront-Workshop.eventbrite.ca](https://beaverton-waterfront-workshop.eventbrite.ca)

For more information, check out talkbrock.ca/waterfront-plan or contact Robin Prentice at the Township of Brock (robin.prentice@brock.ca).



Emerging Preferred Concept



1 Harbour Park/South Pier

Comments

2 Fairgrounds

Comments

3 Railway Parcels

Comments

4 Mill Gateway Park

Comments

5 Downtown

Comments

Comments were received on the emerging preferred plan at the Community Information Session, from the Waterfront Advisory Committee and through email. Suggestions are summarized below:

Access

- more traffic calming in Downtown;
- a foot bridge from Mill Gateway Park to Victoria Avenue;
- a trolley from Downtown to the Harbour;
- need more parking in the Fairgrounds;
- lighting along the walkway in Mill Gateway Park;
- lighting along the Downtown river walk;
- a pedestrian bridge over the river in the area between the two railway parcels;
- ensure parking for boathouse owners when the road is converted to a pedestrian only space?
- ensure all park spaces are accessible to people with all abilities;
- ensure boaters can access new boat slips (H3) when road is pedestrian only;
- pedestrian access to the north pier;
- incorporate a pedestrian only space on the south side of the boathouses; and,
- ensure the trees planted close to parking at the Fairgrounds are protected.

Redevelopment

- combine the fire hall/EMS/police into one building to enable possible intensification;
- sell land to boathouse owners to enable conversion to commercial uses on ground floor; and,
- maintain the boat house leases, do not sell the boat houses.

Recreation/Amenities

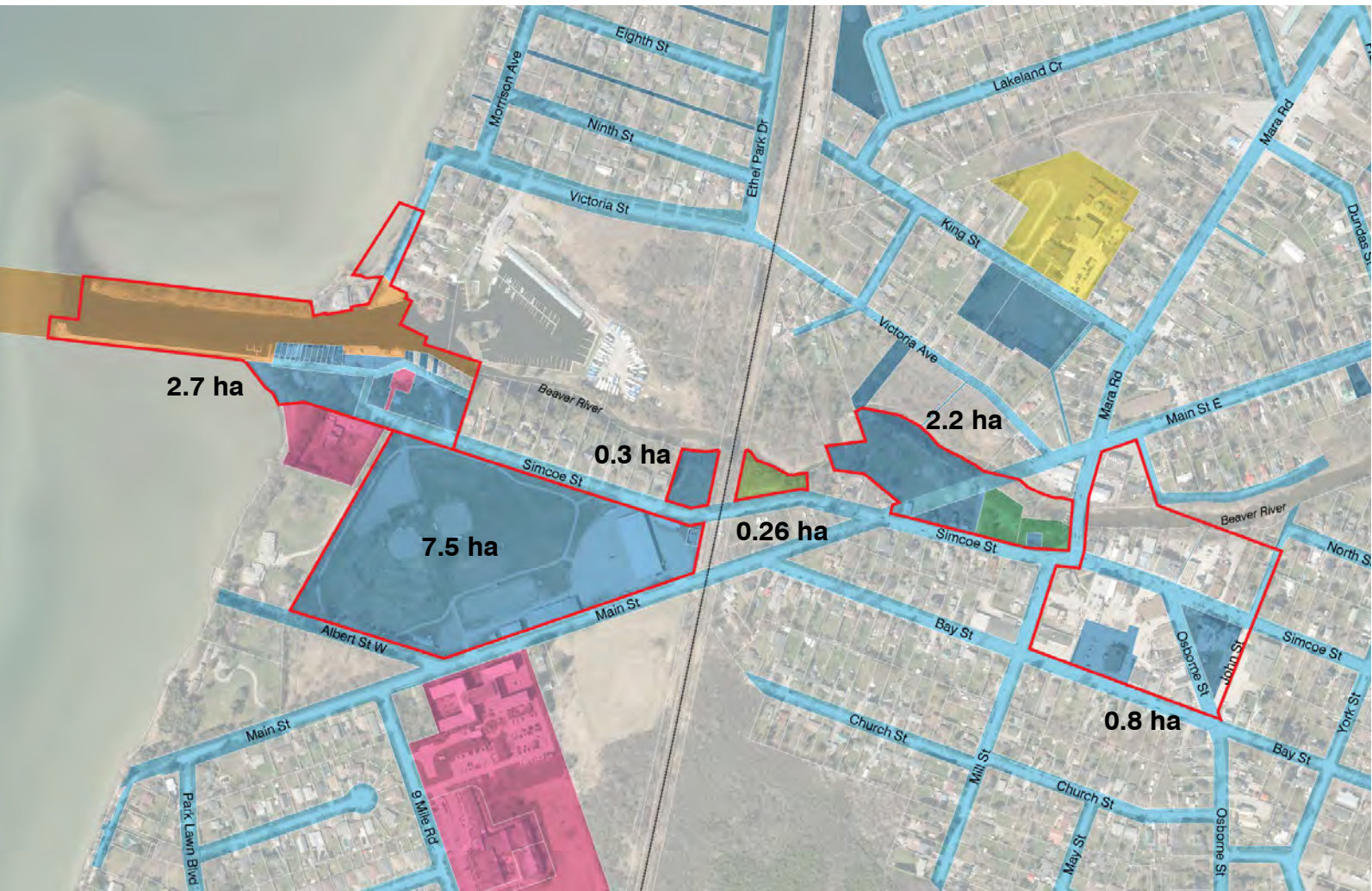
- reorient the bandshell (F1) away from houses on Simcoe Street;
- a washroom at the lower level in the Harbour;
- create a riverside feature north side of the river Downtown;
- a bandshell in Mill Gateway Park;
- add cricket and soccer to the Fairgrounds in place of baseball as it's rarely used;
- remove the fencing; and,
- maintain the toboggan hill in Mill Gateway Park



3 Existing Conditions

This chapter provides an overview of existing conditions in the study area.

Land Ownership



Legend

- Brock Township ROW
- Brock Township Property
- School Board
- Durham Region
- Lake Simcoe Region Conservation Authority
- Fisheries & Oceans Canada
- Conservation Club

The study area includes lands owned by the Township, Durham Region, Lake Simcoe Region Conservation Authority (LSRCA) and the Federal Department of Fisheries and Oceans. The map indicates the approximate size of the various land parcels. Lands not coloured is in private ownership.

Facilities, Public Parking



Legend

- Public Parking
- Information Kiosk
- Marina/Boat Slips/Tie Up
- Boat Launch
- Picnic Area
- Swimming Area
- Playground
- Skateboard Park
- Baseball Diamond
- Basketball Court
- Skating Rink/Arena
- Curling Rink

There is an array of amenities in the study area that include sports and play facilities, a boat launch, boat tie up. Public parking is shown in solid blue on the map.

Natural Heritage Review

Vegetation

Vegetation communities present in the study area include:

- Deciduous forest
- Coniferous forest
- Deciduous swamp
- Thicket swamp
- Marsh
- Cultural thicket
- Cultural meadow
- Hedgerows and tree clusters

Intake Protection Zones

Source water Intake Protection Zone 1 and Zone 2 are located within the study area. See purple toned area of the map below.

Species at Risk

Species at risk previously recorded in the study area include:

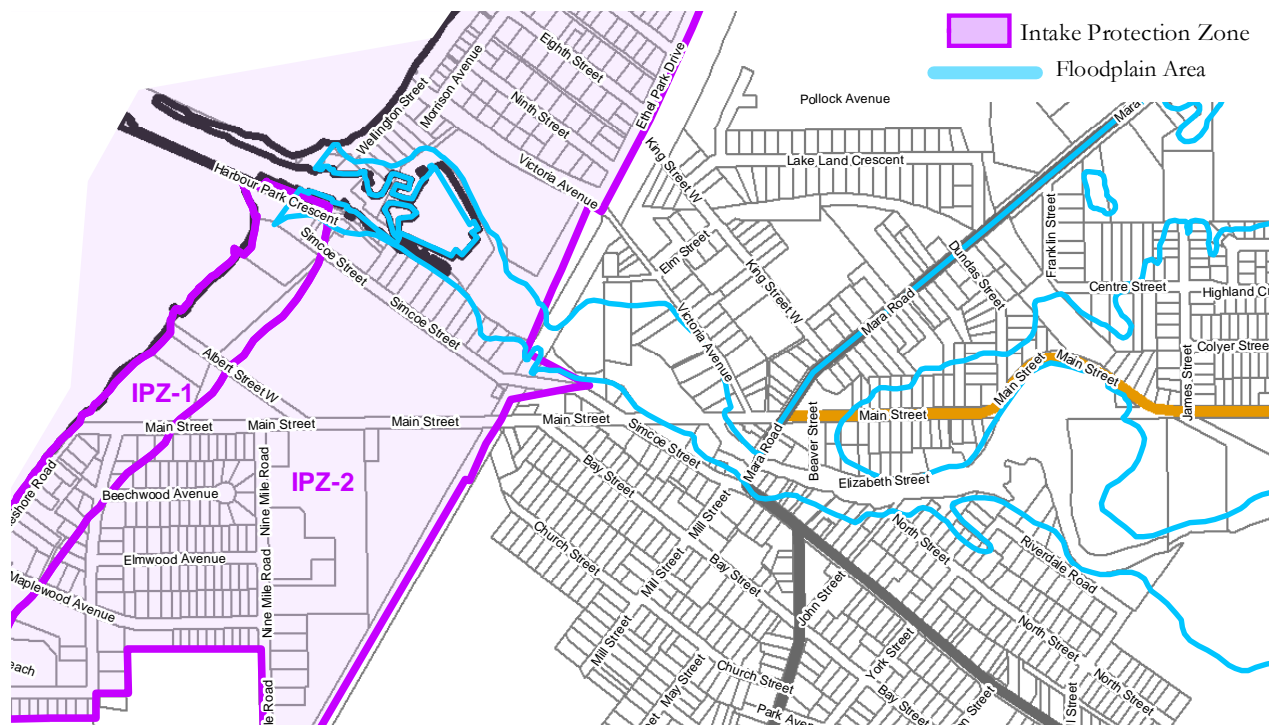
- Butternut (Threatened) – riparian forest
- Bobolink (Endangered) – meadow/grassland
- Northern Map Turtle (Special Concern) - wetlands
- Snapping Turtle (Special Concern) - wetlands

Environmental Policy Features

Environmental policy features within the study area include the following key natural heritage and hydrologic features:

- Woodland (Ministry of Natural Resources and Forestry/Durham Region)
- Unevaluated wetland (MNRF)
- Lake Simcoe (warmwater fish habitat) and shoreline
- Beaver River (warmwater fish habitat)
- Floodplain (Beaver River)

The floodplain is indicated by the blue line on the map below.



Portion of Brock Official Plan Map 1-D - Beaverton Intake Protection Zones

Wetlands and Wooded Areas



Legend

- Wetland, Unevaluated (OMNRF)
- Wetland 30m Setback (LSRCA)
- Wooded Area (Durham Region)

Beaver River Outlet into Lake Simcoe

According to the *Beaver River Subwatershed Plan* (Conservation Authority 2012), the outlet of the Beaver River into Lake Simcoe is important for migratory and baitfish species, as it provides spawning and nursery habitat.

Corridors & Linkages

The Lake Simcoe shoreline and the Beaver River provide an important corridor function for species dispersal. The CN railway corridor provides a local linkage connection between natural areas to the north and south of the Beaver River.

Conservation Authority's Natural Heritage System, Regulatory Limit



Legend

- LSRCA NHS Core
- LSRCA NHS Buffer
- LSRCA NHS Corridor Restoration
- LSRCA NHS Enhancement in Floodplain
- LSRCA NHS Local Linkages
- LSRCA Regulatory Limit

Natural Heritage System

The natural heritage features (plus buffer) are part of the Conservation Authority's Natural Heritage System, the Region of Durham Greenlands System, and the Township of Brock Open Space System.

Corridor Restoration Opportunity

The Conservation Authority's Natural Heritage System Corridor Restoration Opportunity is identified along the Beaver River floodplain and riparian zone (north of Simcoe Street).

Coastal Review

The Harbour is currently under the jurisdiction of Small Craft Harbours, however the Federal Department of Fisheries and Oceans wishes to divest the Harbour before 2026.

The Harbour provides a focal point and shelter, with boat slips and space to tie up. There are opportunities to improve/increase docking slips. The north pier provides shelter to the harbour, and is a sediment barrier, however it is not accessible to the public due to private land ownership.

An inspection report was prepared for Small Craft Harbours in 2018 based on a 2017 inspection. In 2018, recommendations were made for immediate repairs, repairs within 1 to 5 years and repairs within 5 to 10 years.

No repairs have been undertaken by Small Craft Harbours over the past 5 years. Some recommended repairs provide only short term remediation, for example, injecting epoxy in concrete cracks that does not address the cause of the cracks.

It is recommended that before accepting ownership, the Township conduct an independent detailed inspection, including:

- above and underwater inspections including tip penetration for timber, boring and other testing;
- estimated remaining life of the structures; and,
- estimated costs for rehabilitation as well as long term maintenance costs.

The Township should consider negotiating with Small Craft Harbours only with an accurate understanding of rehabilitation requirements, costs and long term maintenance costs.



4 Options

Three options were prepared for the study area to explore variables for a number of key components. The exploration of options enabled an understanding of the possibilities that may be revealed through purposefully different options.

The public was invited to participate in a Design Workshop (April 2023) to work with a The Planning Partnership team to develop the framework for the three options.

The following table indicates the variables for a number of key elements to be considered in each option. Each group was preassigned the variables as indicated on the table. Participants were not preassigned to a group and were welcome to join the group of their choice. The drawings that were generated during the Design Workshop were used as the basis for the team to synthesize three options that were used to explore variations for key components.

Key Variable	Group 1	Group 2	Group 3
Washroom	In current location	Closer to beach	Fairgrounds
Sports fields	Leave both	Remove one	Remove both
Boathouses	Leave as is	Consider how seasonal or year round retail uses may be incorporated	Remove over the long term
Boating	Leave slips as is	More slips	More slips
Connections	Connect 5 areas	Connect some	Leave as 5 distinct areas
Downtown	Streetscape enhancement	Streetscape Some infill development	Streetscape Infill development

The three options provided the content for an online survey where respondents were asked to rate each option on a scale of 1-5 and to respond whether the key components of each option were suitable for Beaverton. The options are illustrated on the following pages.

Option 1 maintains most of the existing components as they are and introduces changes primarily focused on improvements to access, mobility and the streetscape. For example, the Downtown and Harbour would be linked by a trolley, a bicycle trail and sidewalks.

Option 2 maintains some of the components, with a focus on a range of passive, active, social and cultural uses. For example, this option includes a bandshell in the fairgrounds, a small park beside the boat launch and a riverwalk in Mill Gateway Park.

Option 3 introduces the highest degree of change with enhancements. The waterfront is re-imagined and the Fairgrounds are conceptualized as a natural park. The Downtown is pedestrian-focused with intensification of more housing to create a vibrant mixed-use village.

The three options are included on the following pages with a list of recommendations.



Design Workshop: drawings generated and photos of participation

Option 1









NORTH PIER

10. Repair and rehabilitate north pier. Repair south pier
11. Naturalized landscape / no pedestrian access
12. Add trail and covered seating areas
13. Potential pedestrian bridge with clearance for sailboats

HARBOUR PARK / SOUTH PIER

1. Maintain winter access
2. Maintain existing boat launch
3. Maintain existing transient docks
4. Update existing washroom building in its current location
5. Maintain existing playground/splash pad; add new path around
6. Provide access to beach / water for wheelchairs
7. Convert an area of the parking lot to green space
8. Maintain existing boat houses as they are
9. Add swimming platforms along south side of pier

LEGEND

-  Traffic Calming / Safe Intersection
-  Trolley Car Route
-  Bike Lane
-  Bike Rental
-  Canoe / Kayak Launch
-  Public Art (Wishing Tower) Location
-  Winter Access
-  Potential Pedestrian Connection / Bridge

FAIRGROUNDS

1. Create a gathering events space with a bandshell
2. Create activity zones in underutilized spaces (shade structures, children's play, adult fitness, etc.)
3. Expand existing trails to accommodate bicycles
4. Update existing washroom building (all-season)
5. Add a dog park
6. Area for farmers' market
7. Potential location for 'Wishing Tower' sculpture
8. Consider potential public path connection through water treatment plant site and across private driveway



RAILWAY PARCELS

1. Potential to connect the 'River Walk' under the railway
2. Expand community garden; add walkways
3. Add canoe / kayak launch and parking

MILL GATEWAY PARK

1. Expand / re-design the existing trail as a 'River Walk'
2. Re-organize/re-design children's play area with walkways, seating, planting
3. Add a bandshell / shade structure
4. Create garden spaces with seating to connect the existing historic buildings
5. Picnic areas with shade structures
6. Solar lighting throughout the park
7. Provide sidewalks on both sides of Simcoe Street
8. Consider potential pedestrian connection across the river
9. Consider additional public art element(s) to mark the gateway location and/or the heritage on the site

DOWNTOWN

1. Widen sidewalks
2. Add patios / 'Parkettes' on street
3. Add landscaped bio-swale in existing parking lot
4. Add public washrooms
5. Potential farmers' market space
6. Implement facade improvements
7. Potential pop-ups

Option 2

NORTH PIER

10. Repair and rehabilitate north pier. Repair south pier
11. Provide pedestrian access / floating boardwalk
12. Pedestrian trail/sidewalk along Wellington St.

HARBOUR PARK / SOUTH PIER

1. Maintain winter access
2. Maintain existing boat launch
3. Expand transient docks and additional boat slips (subject to coastal engineering)
4. Add new washroom building near playground; may include a seasonal concession building
5. Maintain existing playground/splash pad; add new path around
6. Convert an area of the parking lot to green space
7. Allow boat houses to accommodate commercial uses (small boat rentals, bicycle rentals, food/beverage, etc.)
8. Potential location for 'Wishing Tower' sculpture

LEGEND



Traffic Calming / Safe Intersection



Bike Rental



Canoe / Kayak Launch



Public Art (Wishing Tower) Location



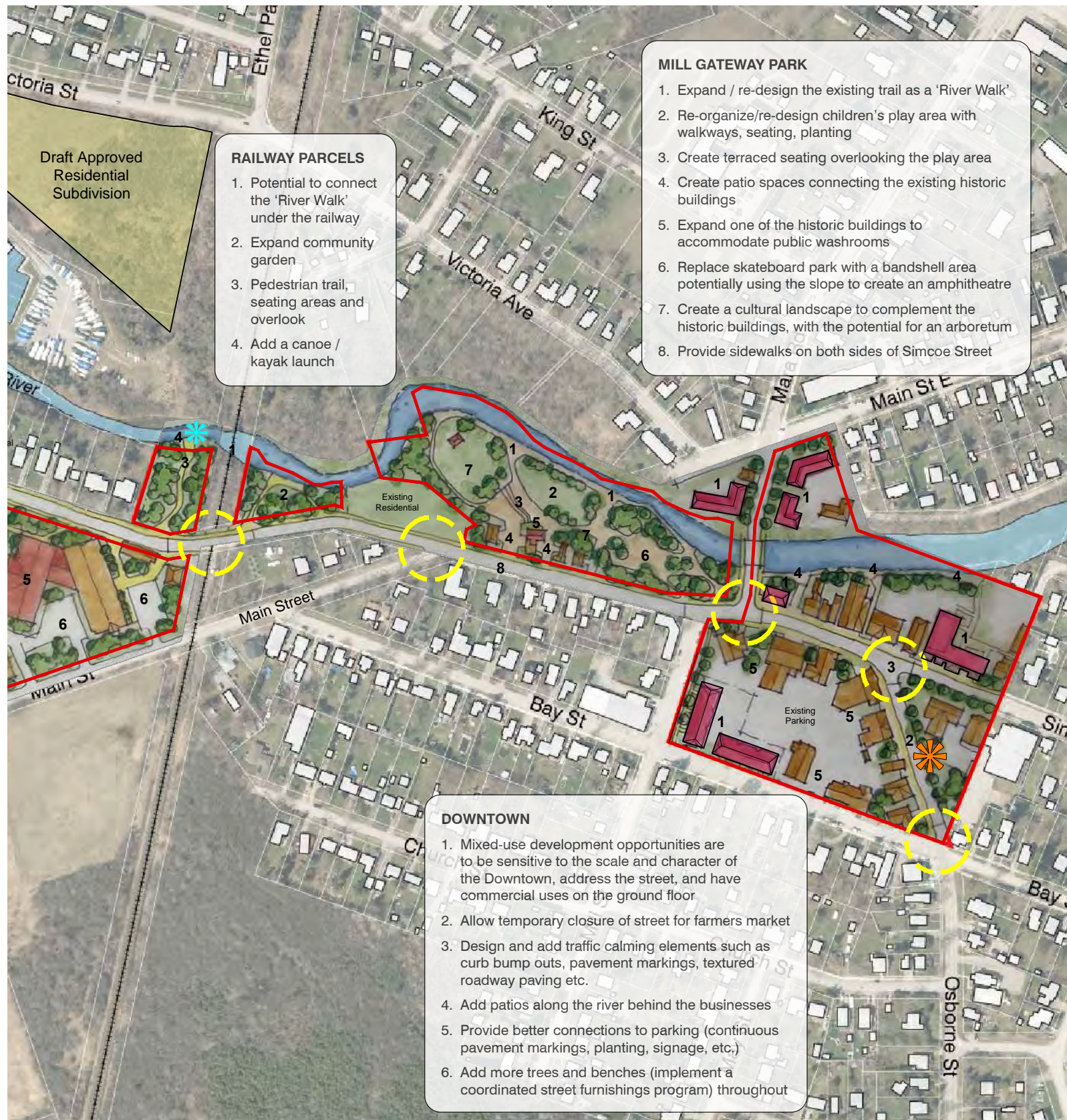
Winter Access



Potential Pedestrian Connection / Bridge

FAIRGROUNDS

1. Relocate 1 baseball diamond; add a pavilion bandshell / multi-purpose play field in this space
2. Create activity zones around the new play field (children's play, adult fitness, etc.)
3. Expand and add trails
4. New all season washroom pavilion centrally located
5. Orient future potential arena building as a landmark on the site and backdrop to 'The Lawn' (include accessible washrooms)
6. Expand / reconfigure parking
7. Consider potential public path connection through water treatment plant site



Option 3

NORTH PIER

10. Repair and rehabilitate north pier. Repair south pier
11. Provide pedestrian access / floating boardwalk
12. Pedestrian trail in open space along Wellington St.

HARBOUR PARK / SOUTH PIER

1. Maintain winter access / no parking on lake
2. Update existing boat launch (implement pay per use program)
3. Expand transient docks (subject to coastal engineering)
4. Naturalize the north side of the south pier. Requires fill, new structures to retain fill, could provide some shelter for transient docks. (needs coastal analysis)
5. Remove existing boat houses on leased lands (over time)
6. Add new buildings to accommodate a mix of permanent and seasonal uses
7. Add new washroom building near playground; may be combined with a restaurant building
8. Maintain existing playground/splash pad; add new path and planting around
9. Loop the existing driveway; seasonal / limited access to pier
10. Create green space on the river's edge

LEGEND



Traffic Calming / Safe Intersection



Public Art (Wishing Tower) Location



Winter Access

FAIRGROUNDS

1. Relocate 2 baseball diamonds
2. Add a pavilion bandshell / multi-purpose play field
3. Create a eco-park with naturalized landscapes and passive / educational programming
4. Create a series of activity zones (children's play, adult fitness, basketball, pickle ball, etc.) linked by walkways
5. Expand and add trails
6. New all season washroom pavilion centrally located
7. Combine potential arena building (and publicly accessible year round washrooms) with existing community centre
8. Expand / reconfigure parking (implement pay and display program)
9. Add on-street parking along Simcoe Street
10. Consider potential public path connection through water treatment plant site



RAILWAY PARCELS

1. Add trails connected to sidewalk
2. Create seating areas and overlook onto river
3. Naturalize both parcels

MILL GATEWAY PARK

1. Update the existing river edge trail and connect to new walkways
2. Re-organize/re-design children's play area with walkways, seating, planting
3. Create terraced seating overlooking the play area and lawn / gathering space
4. Create a promenade connecting the existing historic buildings along a new sidewalk on Simcoe
5. Expand one of the historic buildings to accommodate public washrooms and meeting/event space overlooking the park
6. Add terraced seating overlooking the skateboard park
7. Create a naturalized landscape along the river edge
8. Potential location for 'Wishing Tower' sculpture (or public

DOWNTOWN

1. Mixed-use development opportunities are to be sensitive to the scale and character of the Downtown, address the street, and have commercial uses on the ground floor
2. Combine EMS on Fire Station site; develop existing EMS site for residential uses
3. Design and add traffic calming elements such as curb bump outs, pavement markings, textured roadway paving etc.
4. Provide better connections to parking (continuous pavement markings, planting, signage, etc.)
5. Add more trees and benches (implement a coordinated street furnishings program) throughout

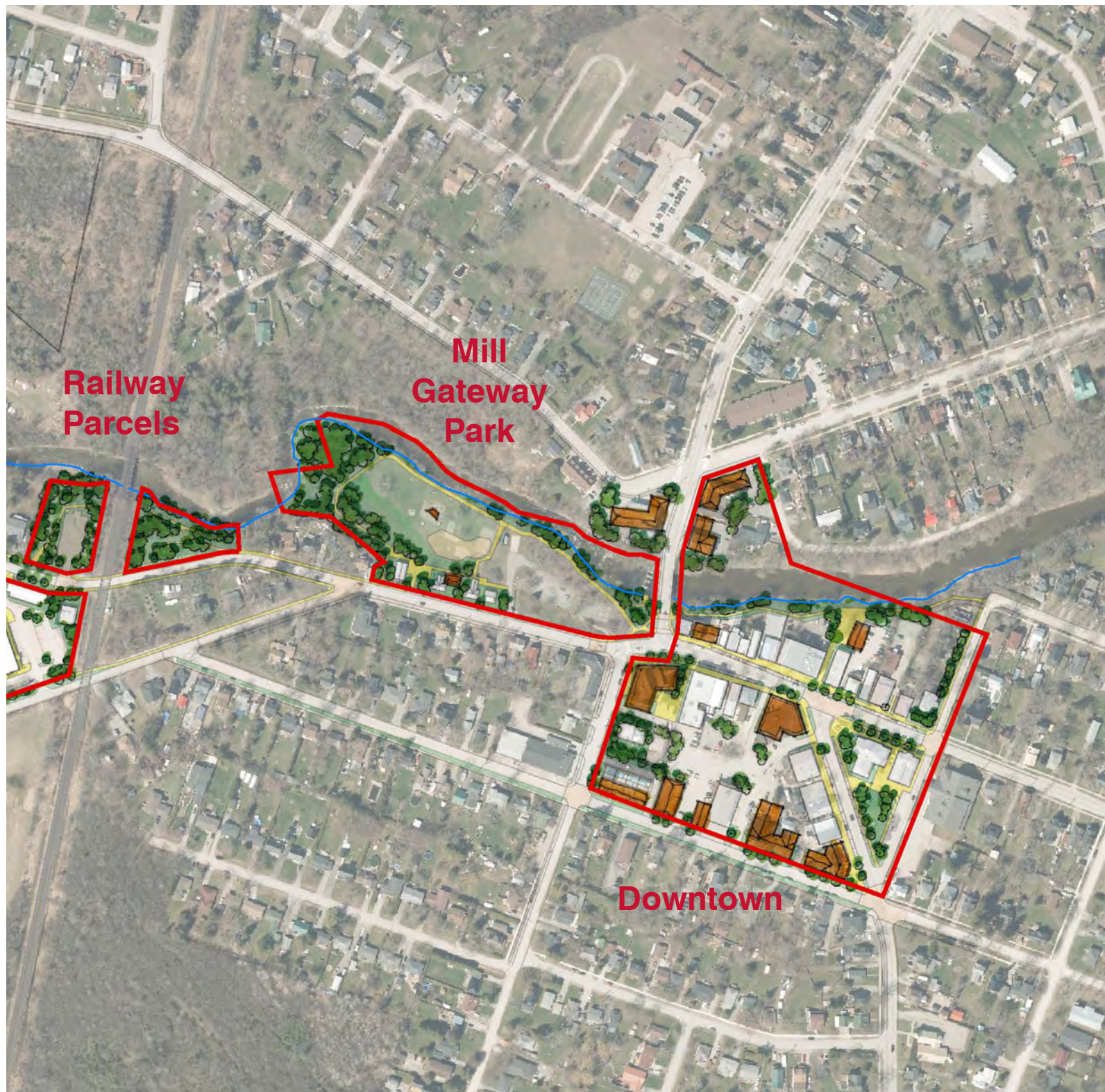
5 Waterfront Concept

This chapter describes the concept for the waterfront and open space lands along the Beaver River from the Harbour to Downtown Beaverton. The concept plan was prepared considering the results of the online survey and other inputs from Township

staff, the team and emails. The concept plan is described according to five focus areas: Harbour, Fairgrounds, Railway Parcels, Mill Gateway Park and Downtown. Recommendations that apply to all five areas are included at the end of this chapter.

Overall Waterfront Area and Open Space Concept Plan





Beaverton Harbour

Beaverton Harbour Concept Plan



LEGEND

-  Traffic Calming / Safe Intersection
-  Bike Rental
-  Potential Public Art

- H1 Maintain winter access (snowmobiles / ice fishing, etc.)
- H2 Maintain existing boat launch
- H3 Expand transient docks and additional boat slips (subject to coastal engineering / feasibility) and Township ownership of the pier
- H4 Re-organized parking (short term, permitted and paid parking)
- H5 Landscaped boardwalk and green space
- H6 New washroom building
- H7 Maintain existing playground/splash pad; add new path and stepped seating around play area
- H8 Maintain existing boat houses and restaurant; implement design and building standards
- H9 Commercial uses in the ground floor of boat houses (small boat rentals, bicycle rentals, food/beverage, etc.)
- H10 Swimming platforms (subject to Township securing ownership of pier)
- H11 Enhanced shoreline, sidewalk and seating
- H12 'Wishing Tower' sculpture
- H13 Shoreline Enhancement (subject to Township securing ownership of the pier)

The Harbour will continue to be the destination for residents and visitors to enjoy the waterfront year round. The intent is to enhance the visual appeal through greening and built form guidelines and to improve public space at the water's edge. This area will continue to provide access for ice fishing (H1). The boat launch remains in its current location with trailer parking accommodated in the Fairgrounds parking lot.

The north and south piers are currently under the jurisdiction of the Federal Small Craft Harbours who are interested in their divestiture. Prior to assuming the piers, it is recommended that Township conduct an independent detailed inspection, including:

- Above and underwater inspections including tip penetration for timber, boring and other testing.
- Estimated remaining life of the structures.
- Estimated costs for rehabilitation as well as long term maintenance costs.

The Township will be negotiating with Small Craft Harbours based on a good understanding of rehabilitation requirements, costs and the long term maintenance costs of both piers.

H3 and H10 - If the Township secures ownership of the south pier there are opportunities to provide additional transient docks and slips on the inside edge and swimming platforms on the outside edge. The south pier should continue to provide a walkway along its length to the promontory at the Harbour entrance. Seating, an overhead pavilion and interpretive signage should be added.

H6 - The green space at the entrance to the Harbour offers a terrific vantage of the waterfront. A trail, picnic tables, seating, interpretive panels and a washroom provide essential amenities. The current washroom is adjacent to a steep slope with trees and shrubs. The washroom is well located with its proximity to the beach, playground and waterfront. However, it is in poor condition with shear cracks in the block.

During exploration of the options (Chapter 4) an option was considered to move the washroom to a location closer to the playground at the beach. However it is recommended that a new washroom be designed and located in this area. A beautifully designed building will help to identify the Beaverton waterfront and through site and landscape design will enhance the appeal of the green space. Location and design of the washroom should be informed by and integrated into the broader ambitions for the Master Plan and be part of a set of amenities that will help to “brand” the waterfront. Design of the building should ensure natural light, with durable fixtures, finishes and materials.

H7 - Considerable investment has already been made in the park, playground and splash pad at the beach. A new path around the play area and stepped seating using large flat boulders is suggested for the slope to create places to sit and an overlook.

H11 - Additional seating and picnic tables are suggested for the north beach. Parking can only be accommodated in the parking lot as the right of way for Wellington Street is too narrow.

H12 - Construction for the “Wishing Tower” is underway in this location that was confirmed through the master plan process. The public art

installation will act as a marker and gateway to the Harbour, visible from a distance.

No change is suggested for traffic circulation in the one way loop around the green space at the top of the hill. Traffic calming through special paving should be added where the dashed yellow circle is to ensure vehicles are travelling slowly through this area.

H13 - If the Township secures ownership of the north pier, rehabilitation of the pier will be required to ensure its long term viability and function, sheltering the harbour. While this feature is not accessible to the public due to property ownership, there are opportunities to provide ecological enhancement which will also enhance the visual appeal.

Survey Result



Survey result: provide swimming platforms (#9 on drawing) along the south side of the pier (78% thumbs up)

Survey Result



Survey result: upgrade washroom in its current location (84% thumbs up)

Survey Result



Survey result: maintain vehicle access to harbour as is with one way travel route (86% thumbs up)



View looking west along the Harbour, transforming a portion of the parking lot to a pedestrian space at the water's edge.

H4 and H5 - The parking area in the Harbour offers the biggest opportunity to green the area and create a pedestrian place. This public land at the water is too precious to devote exclusively to cars and is the only location where a new public green space can be created. The boat launch remains in its existing location.

The illustration shows some parking removed in favour of creating a pedestrian space with lawn, planting, canopy trees, seating and a continuous walkway. Some parking along the south edge of the area is maintained.

The boat houses are unique to the Beaverton Harbour and have been the subject of much conversation over the years. Options for the continued use of this public land for private use were explored as part of this process.

The team explored options to:

- **Keep boat houses (on Township of Brock owned land) but increase lease to market rates:** retain as residential but gear lease renewals to commercial market rates as they come due. Prepare and enforce design guidelines to ensure building exterior and sites are in good repair
- **Conversions:** allow/encourage commercial uses on ground floors to create a boutique/artisan area for increased appeal to residents and visitors
- **Parkland:** do not renew leases as they come due or buy out leases at fair market rates; provide fair compensation for costs to boat house owners; remove boat houses on leased land as they become vacant and convert the water's edge land to parkland

One of the inputs to determining a preferred concept was the online survey that revealed support for maintaining the boat houses (on leased land), but allowing commercial uses on the ground floor. Through discussion with the LSRCA, it was clear that regulations would not allow new structures built at the water's edge.

The concept plan maintains the boat houses on leased land and recommends rezoning the area to allow commercial/retail uses on the ground floor to allow for bait shops, canoe or kayak rental, coffee shops, ice cream stores, etc. This would create a new attraction for residents and visitors and provide an economic development initiative. Ongoing discussions will be required with the LSRCA.

Survey Result



Survey result: allow boat houses on leased land to accommodate commercial uses such as small boat rentals, bicycle rentals, food and beverage (80% thumbs up)



Boat houses along the Harbour on Township of Brock owned land in dark blue

The leases should be restructured to encourage artisan businesses on the ground floor while allowing residential above. The leases should increase rental rates to market levels over a sufficient period of time to enable tenant adjustment (e.g. 10 years), recognizing that rental rates are hugely subsidized at present with no commensurate benefit to the municipality.

The lease rates may be adjusted downwards from full market rents at the discretion of the Township for artisan businesses that agree to use ground floors for commercial uses and thus create the desired artisan environment.

Existing View



Proposed view looking east along the boat houses in the Harbour illustrating the possibilities allowing commercial uses on the ground floor and residential above; pedestrian only space in the summer.

In a view looking east from the south pier towards the parking lot, the image above illustrates the possibilities of converting the existing road to a pedestrian promenade, transforming this important connection to the water as an appealing destination.

The numbers on the illustration on the facing page are described as follows:

1. Paved promenade to accommodate vehicles and/or pedestrians. This could be entirely closed to vehicles during the summer (peak season). In this scenario, residents would park in nearby parking lots.
2. Commercial uses (supporting the harbour use, and tourism), which may include boat rentals, a cafe, or an ice-cream shop, for example. Residential uses would be maintained in the upper floors.
3. Create flexible, spill out space in front of the boat houses to allow for small patios.
4. Establish building design guidelines that:
 - establish a coordinated palette of building materials, elements and colours, including defined roof lines, windows, doors, etc.
 - define balcony and porch projections.
 - establish requirement for building elevation upgrades on elevations that are exposed to public view (water and land side).
 - limit building height to be in keeping with the existing massing of the boathouses.
5. Establish property maintenance standards to address outdoor storage, landscaping, parking, etc.
6. Create a seamless, barrier free transition from the promenade to the children's playground area. Traffic bollards could be used to separate children from cars when vehicle access is accommodated, and removed when the promenade is for pedestrians only.
7. Create a coordinated and consistent public realm along the land side of the boat houses, including: accessible entrances, landscaping, paved walkways, etc.



Beaverton Fairgrounds



- F1 Bandshell / pavilion
 - F2 Activity zones (children's play, adult fitness, multi-use play court, pickle ball courts, tennis court, etc.) *
 - F3 Walking trails
 - F4 All season washroom pavilion
 - F5 Future potential arena building located as a landmark on the site (include accessible washrooms)
 - F6 Shade structure / picnic shelter
 - F7 Expanded / reconfigured parking
 - F8 Potential public path connection through water treatment plant site / adjacent private driveway (subject to Regional and private landowner approval)
- * Feasibility subject to the long-term needs of the fairgrounds

F1 - Bandshell/pavilion is a performance and shade structure that anchors a large formal lawn located in front of the community centre and visible from Simcoe Street. It forms part of a cluster of activity areas that benefit from proximity to one another and to parking areas. The lawn itself measures approximately 700 square metres and would potentially accommodate:

- 1,400 persons standing at an outdoor concert (2 persons per square metre)
- 900 persons seated in rows for performances / outdoor movies (1.3 persons per square metre)
- 560 persons seating at long tables for outdoor dining (0.8 persons per square metre)
- 350 persons picnicking on the grass (0.5 persons per square metre)

F2 - Activity zones are incorporated in the areas between the Curling Club, the Community Centre and the baseball diamonds. This could include a children's playground, a multi use play court, pickle ball courts and a tennis court. Some of the court activities would be subject to the potential relocation of the horse pen.

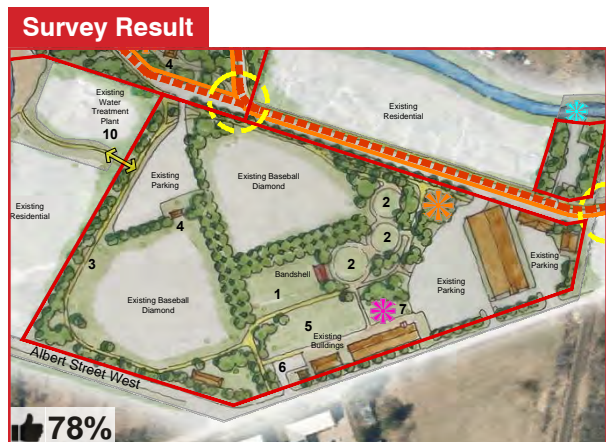
F3 - The existing walking trails are maintained where they exist or modified to align with the activity zones and parking areas. They would be augmented by new trails that enhance connectivity through the park and offer additional walking experiences for park users. A minimum of 50% of the trails should be shaded with canopy trees. Trails should be a minimum of 3.0m wide to accommodate 2 persons walking side-by-side and a person pushing a stroller or walking a dog to pass.

F4 - A new year-round washroom is recommended for convenience access from the existing baseball diamonds and the new activity zones. As with all park structures, it should be with a coordinated and similar architectural expression. Whether traditional or contemporary or a blend of characteristics, the structures and buildings should create a family of elements within the landscape.

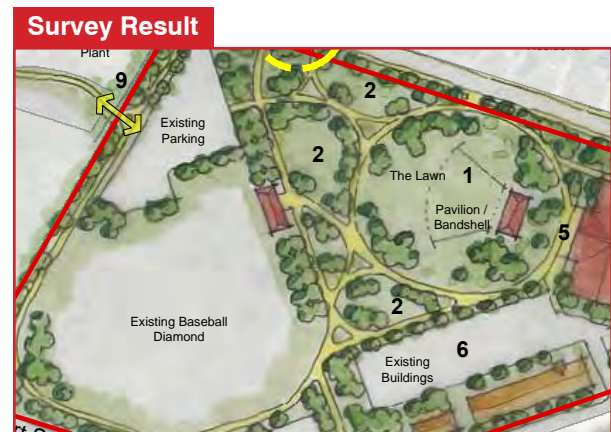
F5 - The Fairgrounds could incorporate an expansion to the Foster Hewitt Memorial Community Centre and arena. The drawing illustrates a possible footprint that is oriented towards Simcoe street and creates a significant building presence to frame the bandshell area.

F6 - A new shade/picnic shelter should be located centrally to the activity zones and serve as a focal point for the area. Similar to washroom buildings, it's design would be part of a coordinated and unified Harbour/Downtown architectural expression.

F7 - The existing parking areas are reconfigured for efficiency and expanded where space permits, with some dedicated boat trailer parking close to the Harbour.



Survey result: maintain two baseball diamonds in their current location (78% thumbs up)



Survey result: build a new all season washroom centrally located (83% thumbs up)

F8 - A potential new pedestrian connection from the Fairgrounds to the beach is subject to further discussions with the Region of Durham and the adjacent property owner.

The pink asterisk on the drawing indicates another location for public art in the future should the Township continue with a public art program. This location could mark the entrance to the Fairgrounds activity zone.

Simcoe Street Railway Parcels

Simcoe Street Railway Parcels Concept Plan



- R1 Waterfront parking
- R2 Community garden
- R3 Selective clearing to allow view to the River / pedestrian trail / seating

The parcels on either side of the railway provide green spaces along Simcoe Street and a node when travelling between Downtown Beaverton and the Harbour. The parcel on the west side is owned by the Township. There is little use of the space, although the Township regularly mows the grass.

R1 - The existing clear area on the west parcel is an ideal location to provide parking within a short walk of the Harbour. Parking could be accommodated while maintaining a landscape buffer to the adjacent residence and the vegetated slope to the river.

R2 - Selective clearing along the slope could open up views to the Beaver River. Early in the study process there was interest in the possibility of providing public access to the river to launch canoes or kayaks. However, the slope is very steep and vegetated making that opportunity not feasible.

R3 - The parcel on the east side of the railway is owned by the Conservation Club and is the location of community gardens. The gardens could be expanded to provide a focus for urban agriculture as a way to grow more food promoting the well-being of residents.

Interpretive signage located in this area could be upgraded as part of a larger wayfinding and signage strategy for the Harbour and river edge parks.



View of parcel on west side of railway. Possible site to provide parking



Top: view of parcel on east side of railway. Possibly expand community gardens. Bottom: Selective clearing of vegetation to open views



Upgrade and expand interpretive panels.



Mill Gateway Park

Mill Gateway Park Concept Plan



LEGEND

- Traffic Calming / Safe Intersection
- Bike Rental
- Potential Public Art
- Potential Pedestrian Connection

- M1 'River Walk'
- M2 Maintain existing skate park / play court
- M3 Re-designed children's play area (walkways, seating, planting)
- M4 Terraced seating overlooking play area
- M5 Terraces connecting the existing historic buildings
- M6 New public washroom addition to existing historic building
- M7 Cultural landscape and potential arboretum
- M8 Bandshell / pavilion

Mill Gateway Park is a gem in the Harbour/ Downtown area and offers a range of recreation facilities geared to youth and children. The concept plan maintains these facilities, with some adjustments, and illustrates a number of new elements to enhance the function of the park.

M1 - A 'riverwalk' capitalizes on the existing trail located along the river and turns it into a feature of the area, similar to the suggested promenade in

the Harbour. The Riverwalk Promenade should include a wide (minimum 3.0m) continuously paved surface that has pedestrian lighting, seating and naturalized landscaping along its extent. Wherever possible, existing vegetation should be carefully pruned to open views and access to the water's edge. As part of a broader wayfinding strategy, consideration should be given to providing interpretive signage along this walk.

M2 - Maintaining the existing skateboard facility and basketball court in this prominent location sends a clear message that youth are welcome in this location central to Downtown and the Harbour. The extension of the new riverwalk along this activity zone ensures that it is connected to other parts of the park.

M3 - The existing play elements should be updated and/or consolidated into a new larger playground located near a new washroom. The design of the children's play area should be inspired by the natural setting of the park, using natural themes and materials for all of the play elements and structures.

M4 - Terracing around the play area should be created to provide for informal seating and overlook. This may be done using natural stones set into the slope.

M5 - Terraces are to connect the existing buildings to one another, to the sidewalk along Simcoe Street and form a looped walkway with the riverwalk. A small courtyard may be created close to the street where space between buildings allow. Seating and gardens may be used to make this space a gateway forecourt to the park.

M6 - A new washroom building is illustrated as an addition to one of the existing buildings. In this location, it is both visible and accessible from the street and the park. Similar to the approach for all park structures, this would be designed with a coordinated and unified architectural expression.

M7 - New planting in the park will define and provide shade along walkways and around activity zones. Native and indigenous trees and shrubs will also offer opportunities for interpretation and education on the role of native plants in naturalizing landscapes.

M8 - A potential bandshell/pavilion located at the bottom of the terraced slope could be a focal point, and a place to stage events and small performances in the park.

The pink asterisk indicates another location for public art should the Township continue with a public art program across the municipality. This location could mark a gateway to Downtown and complement the existing pedestrian entry gate on the trail.

A sidewalk is illustrated on the north side of Simcoe Street to provide a safe pedestrian connection between Downtown and the Harbour on both sides of the street.

The yellow arrow on the drawing illustrates the possibility of a pedestrian bridge and path connecting to Victoria Avenue and the neighbourhood north of the river. The pedestrian bridge is not recommended as the anticipated costs of such a project would be high based on the detailed studies and design standards that would be required to implement this element. Should the Township wish to proceed with the pedestrian bridge, the yellow arrows on the drawing for Mill Gateway Park illustrate potential locations for a pedestrian bridge. The following key actions would be required:

- detailed investigation of environment and geotechnical conditions;
- discuss with LSRCA to confirm preliminary requirements for a bridge;
- preliminary design, ensuring access is AODA compliant;

- complete technical studies;
- prepare cost estimates; and,
- undertake detailed design, tendering and engineering.

Survey Result



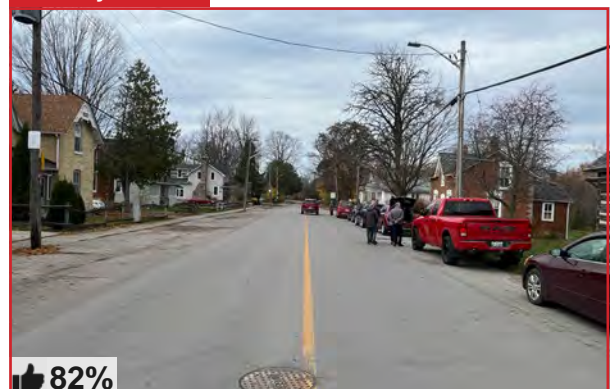
Survey result: maintain the play area/playground, however reorganize and redesign the area with walkways, seating, planting (90% thumbs up)

Survey Result



Survey result: create terraced seating to overlook the children's play area (81% thumbs up)

Survey Result



Survey result: provide a sidewalk on north side of the street (82% thumbs up)

Downtown



- D1 'River Walk' and seating nodes along river *
- D2 Public space / vista block connection to River Walk *
- D3 Allow temporary closure of street for farmers market
- D4 Traffic calming elements such as curb bump outs, pavement markings, textured roadway paving etc. combined with clearly delineated on-street parking
- D5 Combine Fire / Emergency services
- D6 Street trees and benches (implement a coordinated street furnishings program)
- D7 Bioswales / landscaping
- D8 Enhanced laneways to Simcoe Street Businesses (special paving, signage, lighting, planters etc.)
- D9 Enhanced gateway to Downtown
- D10 Opportunity for redevelopment **

* Subject to private landowners' approval

** Mixed-use development opportunities are to be sensitive to the scale and character (including heritage) of the Downtown, address the street, and have commercial uses on the ground floor

Downtown Beaverton is a quaint centre with a collection of independent and larger businesses. Many business operators have taken great care to upgrade their buildings. The Township has also initiated a new Community Improvement Plan that will identify incentive programs for business owners to continue to enhance their buildings.

As the Downtown continues to change and improve, it's important to ensure that both its built form and public realm are coordinated and together, express the character and identity that make it a beautiful and functional destination for residents and visitors.

The 10 directions that will help to achieve this are as follows:



View looking east along the river edge at the rear of businesses on Simcoe Street (generally behind the TD Bank). Organize parking, selective clearing to open views to the river and a pedestrian route provides a new destination for residents and visitors

D1 - The Riverwalk Promenade, which originates in Mill Gateway Park, should extend into the downtown area. Currently in the downtown, the river is hidden behind buildings where it flows alongside parking lots and areas devoted to waste collection and storage. The master plan sees a tremendous opportunity to provide public access along this portion of the river's edge through collaboration with the adjacent land owners.

If and when development of these adjacent properties occur, or when other opportunities arise, the Township should consider acquiring ownership and/or securing access to a swathe of land along the river to implement the extension of the Riverwalk Promenade.

The Riverwalk Promenade should be developed as a public trail / promenade with pedestrian amenities such as seating and wayfinding signage. In order to accommodate these features, including a 3m wide paved trail, seating and naturalized landscaping on both sides, the Promenade should generally be 8 to 12 metres wide.

D2 - The existing lane between TD Bank and ReMax Realty provides an opportunity to create a pedestrian connection the Riverwalk Promenade. The lane, which is currently used as a driveway, may be enhanced so that pedestrians and cars can share the space. This may include special paving as well as wall murals / public art on the adjacent building walls.

At the end of this lane, a public space should be created in conjunction with the Riverwalk Promenade. An expanded area of paving, site furnishings and landscaping should be arranged to create a sense of place. Any mature, healthy existing trees in this location should be incorporated into the design of this space.

D3 - As an extension of the newly envisioned 'Library Square', temporary closure of John Street would enhance the use of the downtown for markets and special events.

The redesign of the Library park as a public space will anchor the Downtown. With this, parking could be relocated to the surrounding streets, pathways and gathering areas should be created to enhance access, circulation and function, and special park elements should be employed to create a sense of place. This location already has a pavilion that could be relocated if the area is chosen for another public art installation (pink asterisk on the drawing) to mark a gateway to Downtown.

The design for Library Square and John Street should be coordinated and unified. This may consist of special, unifying paving extending across John Street, the parking spaces on the west side of the street, and walkways in the square.

D4 - The Township has implemented some streetscape enhancements with trees, benches, and lighting. Continuing with the enhancements is key to creating a visually appealing centre and making it more pedestrian-friendly. Traffic calming will be an important element that contributes to this goal. Three locations are identified for traffic calming consideration:

- Simcoe Street / Osborne Street
- Simcoe Street / Mara Road
- Bay Street / John Street / Osborne Street

The goal of traffic calming in these locations will be to slow traffic and to improve the pedestrian experience. In these locations consideration should be given to a combination of elements

such as widened sidewalks, enhanced planting, curb bump outs, and special paving.

D5 - The Emergency Services facility currently sits on a site close to residential uses. There is an opportunity to combine or co-locate this facility with Fire Services on the opposite side of the street. This would potentially free the Emergency Services site for other development opportunities.

D6 - Street trees and street furnishings are important to the appeal and function of the Downtown as a destination and place for pedestrians. An overarching street furnishings strategy is recommended as part of this Plan.

D7 - The Township will be constructing some landscaped bioswales in the existing parking lot. This will set a precedent in Downtown to promote greening and sustainable design.



Special, unified paving across the roadway and sidewalk



Curb bump out defines on street parking areas and provides traffic calming while landscaping elements animate the pedestrian zone



View looking south along a lane from Simcoe Street to the parking off of Bay Street. Lighting, colourful murals and signage provides a safe pedestrian connection.

D8 - Downtown has several pedestrian links between parking off of Bay Street and the main shopping street. The lanes present opportunities for enhancing the connections and providing appealing walks created by adding murals, lighting and directional signage.

D9 - At the convergence of Bay Street, Osborne Street, and John Street, and in addition to traffic calming considerations, there is an opportunity to create a gateway to enhance the sense of arrival to the Downtown. In this location a coordinated effort in regards to paving, landscaping and building design should be required.

The presence of Library Square in this location offers the opportunity to incorporate this space as part of the design of the gateway.

D10 - Having key community facilities and businesses helps to create a viable centre for residents and visitors. The concept plan illustrates possibilities for infill development (coloured in brown on the plan) for residential and commercial uses in mixed use buildings.

These potential new buildings are illustrated in locations intended to reinforce the street edge and define corners.

Downtown Urban Design Direction

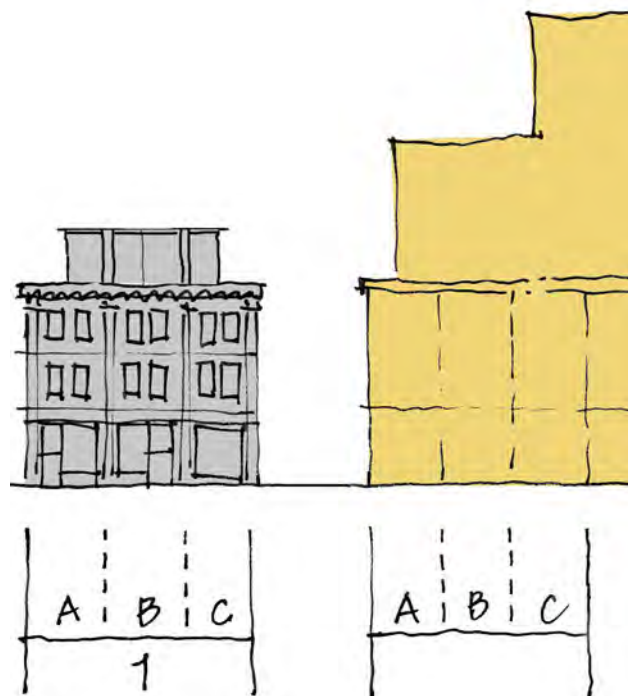
Across the municipality, there should be a focus on design excellence, high quality architecture and coordinated and attractive streetscapes. This is expressed in the recommendation for a coordinated family of street furnishings and a coordinated and unified architectural expression in park buildings and structures.

Downtown Beaverton is characterized by an intimate scale, and a mix of amenities and architectural styles unique in the Town. As the Town grows, the Downtown is likely to see a modest amount of intensification and the concept plan identifies redevelopment scenarios for a few sites that are intended to reinforce the street edge (public realm), to define corner / gateway locations and to 'infill' sites that appear underutilized.

Development and architectural expression should fit within and complement the character of the Downtown. As such, the following considerations should guide development in the Downtown.

- 1 New buildings should be compatible with the scale, massing and architectural expression of the character of the Downtown.
- 2 Transitions in height and massing should be provided between existing low-rise buildings to new taller buildings.
- 3 Buildings should have their main façade oriented to the public street frontage.
- 4 Where non-residential uses are located on the ground floor, they should be oriented to the street to animate the public realm.
- 5 The width of new buildings (main elevation) should be similar to those in the surrounding context.
- 6 The height of the building base should match the height of buildings and/or building bases of existing adjacent buildings or is a minimum of 2 to 3 storeys (7.5-10.5m) to reinforce a pedestrian scaled streetscape and maintain a consistent street wall.
- 7 For floors above the base, provide a step back of a minimum of 1.5m to 2.0m from the top of the base wall.

- 8 A consistent height of the ground floor and the attendant horizontal expression generated by the sign bands and the base materials should be generally maintained.



Consistent vertical / horizontal articulation



Consistent vertical / horizontal articulation

9 Façade articulation should be compatible with respect to the vertical and horizontal proportions and rhythm of adjacent buildings including:

- The height of the established streetwall.
- The scale and height of the building base.
- The rhythm of storefronts and sign bands.
- The rhythm and proportions of windows and doors.

10 New buildings and additions should utilize complementary colour and material palettes that prevail in the area.

Development in a Heritage Context

New development has the potential to reinforce and highlight heritage features where they exist and building designs should be sensitive to this context as well as the established character of an area. In general, new developments in a heritage context should consider the following:



Consistent storefronts and sign boards



Consistent ground floor height and materials

11 Re-purpose heritage buildings, including design that accommodates commercial (non-residential) uses in the ground floor space.

12 Encourage infill development on sites with historical buildings in the form of additional structures beside or above the original building.

13 Ensure new developments adjacent to historical buildings (on site or adjacent to it) are placed and designed to highlight the historical buildings and take cues from their scale, massing, height, proportions and materiality, while avoiding replication.

14 Building designs should provide a clear distinction between 'new' and 'old'.

15 Building design should 'relate' to rather than 'replicate' the characteristics of adjacent built heritage.

16 For additions on top of heritage buildings, provide a setback of at least 2m from the original building's main/front wall.

17 New buildings and renovations should use sympathetic colour and material palettes that prevail in the area.

18 Building signage should use classic signage styles (including but not limited to signs lit by goose neck lights, hanging signs, and arts and crafts style decorative signs with similar material, fonts, and art styles).

19 Select materials and colours for new buildings and additions to complement those of adjacent historical buildings while providing for a contrasting and distinctive appearance, including:

- Using a different material for the commercial / retail component of the base of the building.
- Incorporating traditional masonry and stone materials into contemporary building designs.
- Incorporating concrete, glass and steel materials in combination with traditional masonry and stone materials.

Six Overarching Strategies

Wayfinding/Signage

The Township should consider developing a wayfinding and signage strategy to enhance awareness of the Harbour and river edge open spaces, and to ensure clarity and ease of movement from Downtown Beaverton to the Harbour. The Strategy would determine a hierarchy, branding and location for maps, directional signs, identifier signs and interpretive panels.

An overall waterfront map is suggested to locate the parks and open spaces between the Harbour and Downtown, to let people know “you are here” and to broaden awareness of the context of the waterfront and open space network.

The Township has some interpretive maps/information in the parks already that could use upgrading. A broad interpretive strategy for the Harbour and river open spaces is needed to coordinate telling the story of Beaverton, its history, and its cultural and natural heritage.

The Strategy should include a hierarchy of Directional Signs, Information Kiosks, Destination Signs and Interpretive Signs.





Site Furnishings

Prepare a park standards or 'kit of parts' to establish a coordinated palette of site furnishings that should be used consistently and to help brand the Harbour, river open spaces and Downtown. Furnishings include seating, tables, waste/recycling receptacles and bike racks.



Washrooms, Changerooms, Park Pavilions

Washrooms, changerooms and park pavilions should be designed as “jewels in the landscape”. Each should be well designed within a landscape context and building location.

Whether traditional or contemporary or a blend of characteristics, the structures and buildings should create a family of elements within the landscape.



Pedestrian and Cycling Network

The study area is easily walkable. Downtown Beaverton to the Harbour is about 1 km. The challenge is the sidewalk along Simcoe Street is missing some key links, in particular along Mill Gateway Park. Elsewhere, the concept plan illustrates an opportunity to expand the existing trail network in the Fairgrounds and extend pedestrian links along the river.

There is also an opportunity to enhance the cycling network by providing a marked route along Simcoe Street connection Downtown to the Harbour. Through more detailed studies of Simcoe Street, the right-of-way should be recalibrated to accommodate on street parking and a shared/marked cycling lane. Bike sharing could be considered with locations in Downtown and the Harbour.



Environmental Management & Restoration

Natural heritage features within the study area are confined to the Lake Simcoe shoreline and the Beaver River floodplain and adjacent valley slopes. These natural heritage features form an integral component of the LSRCA Natural Heritage System, the Region of Durham Greenlands System, and the Township of Brock Open Space System. The LSRCA has identified a Natural Heritage System Corridor Restoration Opportunity along the Beaver River floodplain and riparian zone (north of Simcoe Street).

The outlet of the Beaver River into Lake Simcoe is important for migratory and baitfish species, as it provides spawning and nursery habitat (Beaver River Subwatershed Plan - LSRCA 2012).

Environmental management and restoration opportunities within the study area include the following:

- Riparian zone naturalization on public land (e.g. Mill Gateway Park) with locally indigenous plant species (thicket forming shrubs, trees). Naturalization in conjunction with proposed riverside walkways.
- Creation of bio-swales to treat runoff from parking areas that discharge to the Beaver River (e.g. Harbour parking lot and Fairgrounds).
- Creation of end-of-pipe bio-swales or constructed wetlands to improve water quality within the Beaver River.
- Promoting groundwater recharge on public lands (bio-swales) and through the review of stormwater management plans for private development applications.
- Encouraging private landowners through public outreach/education to plant native trees and shrubs along the river's edge and to reduce the use of lawn maintenance chemicals.
- Establishment of a "yellow fish road" program to discourage residents from dumping dangerous substances into road catch basins. The Yellow Fish Road Program (Trout Unlimited Canada) is a program that would educate residents that existing storm drains are a direct pathway to the Beaver River and Lake Simcoe, and the measures that need to be taken to protect water quality and the species that depend on these features for their life cycle needs.
- Creation of an environmental stewardship program that educates the public about the sensitivity and importance of the Beaver River and Lake Simcoe through interpretative signage and displays in public open spaces and along existing/proposed walkways.



Parking

Parking is always an issue near the waterfront in every community. Every community develops a strategy that addresses their needs and balances a variety of interests. The variables are always the number and location of on and off street parking, the price for parking and the distance of parking to the destination.

There are over 300 parking spaces in the parking lots at the Arena, Fairgrounds and Harbour. The Township has considered parking at and near the Harbour for years. Township staff assessed parking over the past few years resulting in reports in 2018 and 2019. Parking issues are related to overnight parking, boat trailer parking, high demand on summer weekends and during tournaments and events at the Fairgrounds and Arena, size of rigs used for ice fishing, overnight camping.

Staff prepared a Beaverton Harbour Parking report that was received by Council in 2020. The report included a number of recommendations:

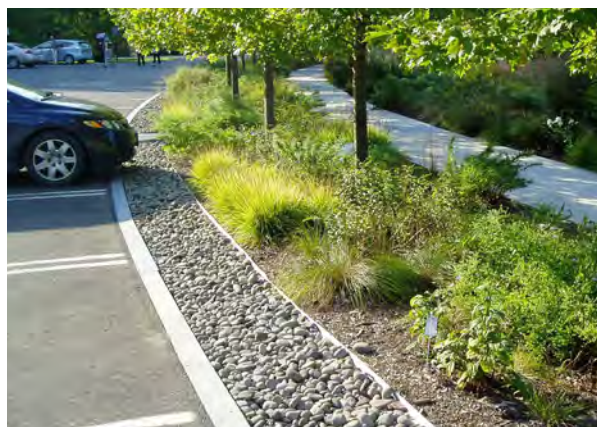
- provide one parking pass (May to October) to individuals who berth at the Beaverton;
- extend the west lot at the Fairgrounds to accommodate trailers;
- provide overflow trailer parking at the Arena parking lot from May to October;
- provide one free parking pass to boat house owners for the parking spot in front of their boat house.;
- purchase of a seasonal or monthly parking pass for the Beaverton Arena Parking and/or Fairgrounds by Township of Brock residents.
- develop a visitor short-term overnight parking permit process;
- explore charging non-residents/non-property owners to park; and,
- provide one free parking pass per household for Thorah Island residents in the Fairgrounds parking lot.

With respect to parking, the waterfront concept plan illustrates:

- removing parking in front of the boat houses south of the restaurant on some or all summer weekends to create pedestrian priority areas at the waterfront;
- reconfiguring the Harbour parking lot to accommodate a new waterfront green space;
- expanding/reconfiguring the parking lots in the Fairgrounds and at the Arena; and,
- adding a new parking area on public lands on the west side of the railway.

This Master Plan recommends to:

1. Remove a few parking spaces in the Harbour to provide an opportunity to create new green space at the water's edge.
2. Maintain some parking in the Harbour.
3. Create pedestrian focused space on the driveway to the south pier on busy summer weekends.
4. Allow on street paid parking on Simcoe Street from Downtown to the Harbour.
5. Charge visitors to park on or off street from May to October.
6. Create a new parking area on Township owned land on the west side of the railway.
7. Expand the parking lot in the Fairgrounds.
8. Green the parking lots.



6 Implementation

This chapter outlines the implementation strategy for the waterfront and open space concept plan. Phasing of the concept's key components, as well as actions, partners and an estimate of the order of magnitude capital cost is included.

The improvements recommended will not likely have a material effect on the municipal finances of the municipality overall. In addition to the capital improvements outlined on the concept plan, there will be some maintenance costs incurred. However, these will be minimal due to the economies of scale with other municipal operations (grounds and building maintenance, security, insurance, etc.) that will simply be 'extended' to cover the waterfront improvement area. These costs will be offset through parking revenue, and possibly licenses and fees for events, as the overall area will be a more attractive destination to visitors.

The larger financial benefit will accrue from the additional economic activity generated Downtown and if commercial uses are permitted on the ground floor of the boat houses. More people will visit the area, private businesses will benefit, enabling them to remain viable and possibly expand. Over time, this will increase the tax base of the Downtown and, ultimately, tax revenues to the municipality.

Project Phasing

Decisions on implementation of the projects outlined in the Waterfront Plan will depend on a whole host of variables that are difficult to anticipate. It's most important to be flexible to respond to opportunities as they may arise, such as piggy backing on other capital projects or to respond to funding programs. Variables for staff and Council to consider when deciding the sequence for implementation include:

- coordination of other capital works;
- Council priorities;
- available funding through grants;
- allocation in the Township's capital budget;
- coordination with development on adjacent lands;
- desire to focus on one type of improvement per year for efficiencies, for example, building washrooms;
- annual allocation of money in the capital budget for waterfront and park projects;
- visibility of improvements – a desire to create signature projects;
- immediate need; and,
- opportunity for economic development

	Immediate	Next 5 years	5 years – 15 years +
HARBOUR PARK / SOUTH PIER			
H-3 Expand transient docks and additional boat slips (subject to Township ownership and subsequent coastal engineering / feasibility)		✓	
H-4 Re-organize parking (short term, permitted and paid parking)		✓	
H-5 Landscaped Boardwalk*			✓
H-6 New washroom building		✓	
H-7 Maintain existing playground/splash pad; add new path around and terraced seating		✓	
H-8 Maintain existing boat houses; implement design and building standards;	✓		
H-9 Commercial uses on the ground floor of boat houses (small boat rentals, bicycle rentals, food/beverage, etc.) amend zoning		✓	
H-10 Swimming platforms (subject to Township securing ownership of pier)			✓
H-11 Enhanced shoreline, sidewalk and seating			✓
H-12 'Wishing Tower' sculpture	✓		
FAIRGROUNDS			
F-1 Bandshell / pavilion			✓
F-2 Activity zones (children's play, adult fitness, multi-use play court, pickle ball etc.)			✓
F-3 Walking trails (including F8 potential new connection)			✓
F-4 All season washroom			✓
F-6 Shade structure / picnic shelter		✓	
F-7 Expanded / reconfigured parking			✓
RAILWAY PARCELS			
R-1 Waterfront parking		✓	
R-2 Expand Community Gardens	✓		
R-3 Selective clearing to allow view to the River / pedestrian trail / seating		✓	
MILL GATEWAY PARK			
M-1 River Walk			✓
M-3 Re-designed children's play area (walkways, seating, planting)		✓	
M-4 Terraced seating overlooking play area			✓
M-5 Terraces connecting the existing historic buildings			✓
New sidewalk on Simcoe Street		✓	
M-6 New public washroom addition to existing historic building			✓
M-8 Bandshell / pavilion			✓
Downtown			
D-3 Allow temporary closure of street for farmers market	✓		
D-4 Traffic calming elements such as curb bump outs, pavement markings, textured roadway paving etc. combined with clearly delineated on-street parking		✓	
D-7 Bioswales / landscaping in the large parking lot	✓		
D-8 Enhanced laneways to Simcoe Street Businesses (special paving, signage, lighting, planters etc.)			✓
D-9 Enhanced gateway to Downtown and Library Square enhancements		✓	

D-1 and D-2 are contingent on conversations with landowners and consideration of redevelopment/expansion plans

Project Key Actions, Partners & Costs

The following table itemizes the key actions, partners, related projects and the order of magnitude construction costs for the key components of the waterfront and open space concept plan. The letter/number refers to the listed items on the concept plan included in Chapter 5.

There are many partners that will contribute to implementing the ideas explored in the concept plan. The Township, Region, LSRCA, boat house owners, business owners and community/stakeholder groups will all contribute to the success of the next steps in implementing the ideas coalesced on the concept plan.

The construction costs are high level for budget allocation purposes only. The costs are calculated based on unit costs gleaned from similar constructed public park projects. The costs will be carefully calculated based on subsequent detailed design, consideration of infrastructure servicing, detailed site investigations, supply of materials and labour at the time of construction. The order of magnitude costs will be shared by multiple partners, not solely the Township.

	Key Actions	Partners	Related Projects	Order of Magnitude Cost
HARBOUR PARK / SOUTH PIER				
H-3 Expand transient docks and additional boat slips (subject to Township ownership and subsequent coastal engineering / feasibility)	<p>Undertake an independent detailed inspection with:</p> <ul style="list-style-type: none"> Above and underwater inspections including tip penetration for timber, boring and other testing An estimate of remaining life of the structures. Estimated costs for rehabilitation as well as long term maintenance costs. <p>With transfer of ownership to the Township, undertake detailed design of transient slips</p>	Township of Brock Small Craft Harbours Lake Simcoe Region Conservation Authority (LSRCA)	Subject to negotiations with Small Craft Harbours and decision by the Township on the future of the south pier	\$550,000 (cost of transient docks and boat slips depends on results of detailed inspection and need to augment/add breakwall)
H-4 Re-organize parking (short term, permitted and paid parking) H-5 Landscaped Boardwalk and new green space	Detailed design of new public space in the Harbour, including redesign of parking	Township of Brock Small Craft Harbours LSRCA	New pedestrian focused area along boat houses to South Pier	\$200,000 \$350,000
H-6 New washroom building	<p>Confirm design parameters for washroom</p> <p>Detailed design of washroom</p>	Township of Brock	Landscape design	\$750,000
H-7 Maintain existing playground/splash pad; add new path around and terraced seating	Detailed design for path and terraced seating	Township of Brock LSRCA		\$320,000
H-8 Maintain existing boat houses; implement design and building standards; New pedestrian focused space along boat houses to south pier	<p>Update leases</p> <p>Prepare amendment to zoning</p> <p>Restructure leases to increase rental rates to market levels over a sufficient period of time to enable tenant adjustment (e.g. 10 years),</p>	Township of Brock Boat house owners LSRCA		\$280,000
H-9 Commercial uses on the ground floor of boat houses (small boat rentals, bicycle rentals, food/beverage, etc.) amend zoning	<p>Prepare amendment to rezone to accommodate commercial use</p> <p>Restructure leases to encourage artisan businesses on the ground floor while allowing residential above:</p>	Township of Brock Boat house owners LSRCA		
H-10 Swimming platforms (subject to Township securing ownership of pier)	Detailed design of swimming platforms	Township of Brock LSRCA	Subject to negotiations with Small Craft Harbours and decision by the Township on the future of the South Pier	\$240,000
H-11 Enhanced shoreline, sidewalk and seating	Detailed design of shoreline enhancement, sidewalk and seating	Township of Brock LSRCA		\$180,000

	Key Actions	Partners	Related Projects	Order of Magnitude Cost
FAIRGROUNDS				
F-1 Bandshell / pavilion	Detailed design of Fairgrounds to confirm location of shade structures, activity zones, reconfigure parking, landscape and trails (potential relocation of the horse pen) Detailed design of shade structure Detailed design of all season washroom	Township of Brock Community groups Curling Club	Possible Arena expansion	\$250,000
F-2 Activity zones (children's play, adult fitness, multi-use play court, pickle ball etc.)				\$670,000
F-3 Walking trails/paved areas including multi-use play court				\$1,000,000
F-4 All season washroom				\$750,000
F-6 Shade structure / picnic shelter				\$200,000
F-7 Expanded / reconfigured parking				\$750,000
F-8 Potential public path through Water Treatment Plant	Discussions with Region of Durham and adjacent property owner Pending successful outcome of discussions, detailed design of walkway, selective clearing of vegetation	Township of Brock Region of Durham LSRCA Adjacent private landowner	Region of Durham changes to the plant	\$90,000
RAILWAY PARCELS				
R-1 Waterfront parking	Detailed design of new parking, including landscape buffer and trail	Township of Brock LSRCA Adjacent private landowner Conservation Club	New public space in Harbour	\$140,000
R-2 Expansion of community garden	Additional planting beds and signage	Township of Brock Conservation Club		\$25,000
R-3 Selective clearing to allow view to the River / pedestrian trail / seating	Engagement with the Conservation Club Assistance with the detailed design of trail, selective clearing	Township of Brock LSRCA Conservation Club		\$50,000
MILL GATEWAY PARK				
M-1 River Walk	Detailed design of trail and selective clearing to open views to the river	Township of Brock LSRCA		\$200,000
M-3 Re-designed children's play area (walkways, seating, planting)	Community engagement to inform detailed design of play area Detailed design of play area	Township of Brock LSRCA	Terraces overlooking play area	\$300,000
M-4 Terraced seating overlooking play area	Detailed design of terraced seating	Township of Brock LSRCA	Terraces at historic buildings	\$360,000
M-5 Terraces connecting the existing historic buildings Sidewalk on Simcoe Street	Engagement with Beaverton Thorah Eldon Historical Society Detailed design of terraces	Township of Brock LSRCA Beaverton Thorah Eldon Historical Society	Terraces at play area	\$170,000 \$180,000
M-6 New public washroom addition to existing historic building	Engagement with Beaverton Thorah Eldon Historical Society Confirm parameters of building design	Township of Brock LSRCA Beaverton Thorah Eldon Historical Society	Children's play area, bandshell, terraces	\$750,000

	Key Actions	Partners	Related Projects	Order of Magnitude Cost
M-8 Bandshell / pavilion	Engagement with Beaverton Thorah Eldon Historical Society Confirm parameters of building design	Township of Brock LSRCA Beaverton Thorah Eldon Historical Society	Terraces on slope New Washroom Redesigned play area	\$250,000
New sidewalk on Simcoe Street	Detailed design/engineering	Township of Brock Durham Region Residents Beaverton Thorah Eldon Historical Society		\$180,000
DOWNTOWN				
D-1 and D-2 Riverwalk	Discussions with landowners/business operators Prepare detailed concept and cost estimates to illustrate possibilities	Township of Brock LSRCA Landowners/ business operators	Development applications by property owners	\$210,000
D-4 Traffic calming elements such as curb bump outs, pavement markings, textured roadway paving etc. combined with clearly delineated on-street parking	Detailed streetscape design	Township of Brock Region of Durham		\$500,000
D-7 Bioswales / landscaping in the large parking lot	Detailed design of landscape	Township of Brock LSRCA Community groups		
D-8 Enhanced laneways to Simcoe Street Businesses (special paving, signage, lighting, planters etc.)	Detailed design	Township of Brock Business owners		\$60,000
D-9 Enhanced gateway to Downtown and Library Square enhancements	Detailed design to reconfigure parking, enhance landscape and identify a location for a possible public art installation	Township of Brock Region of Durham Business owners Community groups	Streetscape enhancements	\$600,000
General Streetscaping	enhanced tree planting, special paving			\$75,000

Economic and Social Benefits of the Beaverton Waterfront Plan

As the previous section has demonstrated the cost of the waterfront development plan is significant, running into the millions of dollars. However, it is important to recognize that this expenditure represents an investment in community betterment, and that there will be significant tangible and intangible benefits resulting from this investment.

On the economic (tangible) side the benefits will include:

- greater attractiveness of the Downtown and waterfront areas, resulting in increased use by local residents, visitors and tourists – this will be evident in terms of not just greater numbers of people, but greater amounts of time spent in these areas – and greater time translates into greater expenditure on local businesses, and thus their increased profitability
- greater tax revenues for the Township – property values as well will increase as a result of the greater range of amenities, and thus so too will the tax revenues accruing to the municipality over time

These two positive impacts can be measured explicitly through an economic impact analysis (which would examine the positive impacts of both the construction as well as the operation of the various projects contained in the plan, in terms of addition expenditure and taxes). An economic impact analysis is a next step that could be considered to examine the return-on-investment to the community for the expected outlay of the Plan.

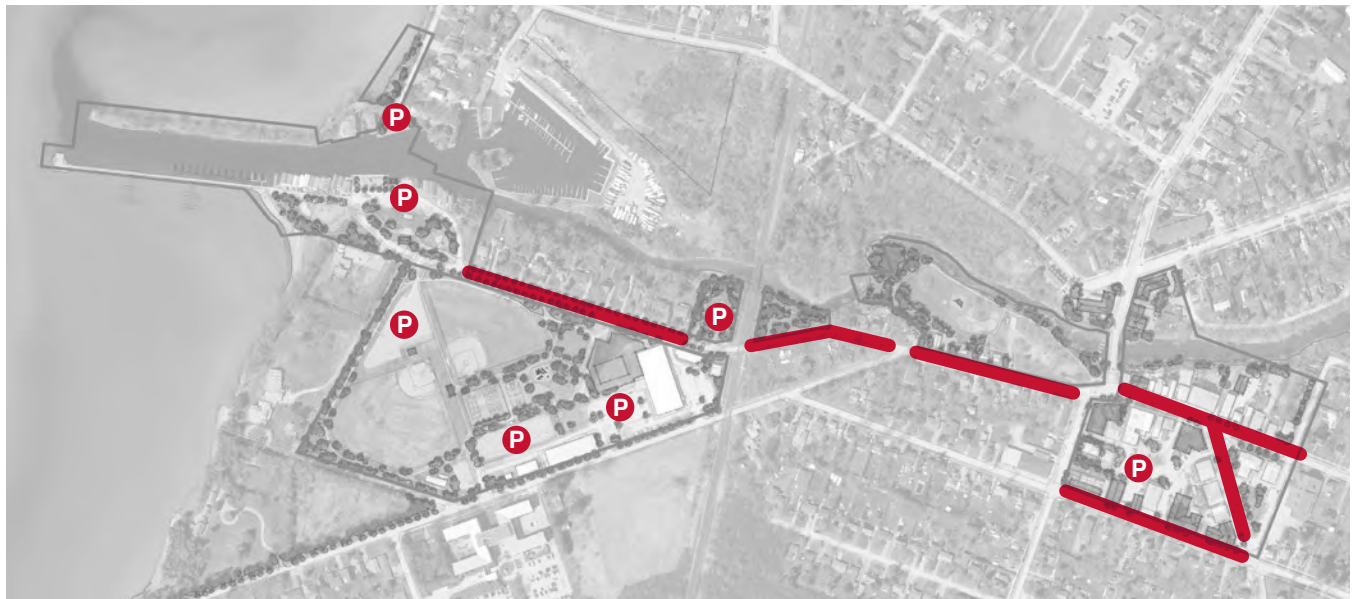
On the intangible side, there are several benefits that also should be recognized:

- an enhanced quality of life for the community overall, which over the long term will further cement Brock's position as a desirable place in which to raise a family, retire to, start a new business, etc. – all of which will eventually contribute to a growing tax base;
- an enhanced sense of community pride in having an extremely attractive waterfront area, well connected to a fully functional Downtown;
- a more useable waterfront and Downtown can contribute to physical and mental health benefits through encouraging greater physical activities as well as providing more opportunities for social connection; and,
- the basic provision of a greater range of opportunities to experience the waterfront and Downtown for the community overall, which just by itself has merit.

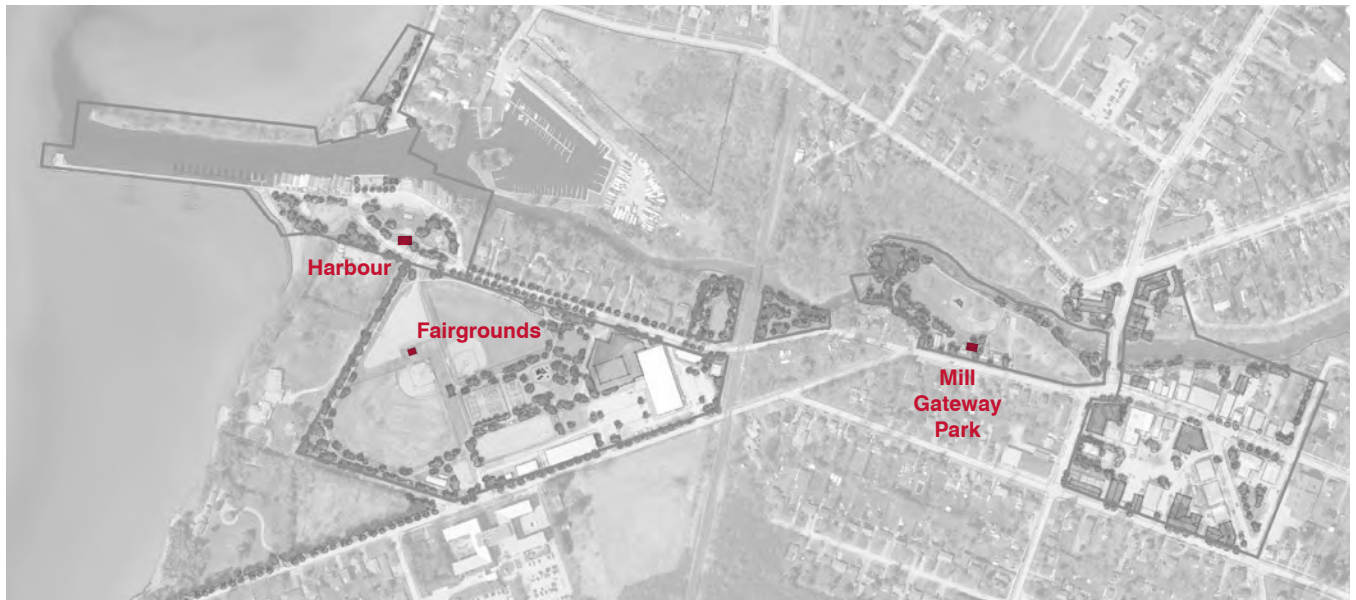
Nine Key Ingredients

The Waterfront Plan sets out 30 projects that can be phased working in collaboration with partners from the Federal government, Region, LSRCA, community groups and property owners. While phasing is suggested, it is important to be flexible to respond to opportunities as they may arise and changes in priority. The concept plan is the first step in a process where more detailed planning and design may result in changes to the illustration. While changes may result, detailed planning and design should maintain the nine ingredients that will help to create this broadly endorsed concept plan.

1 Well distributed on and off street parking



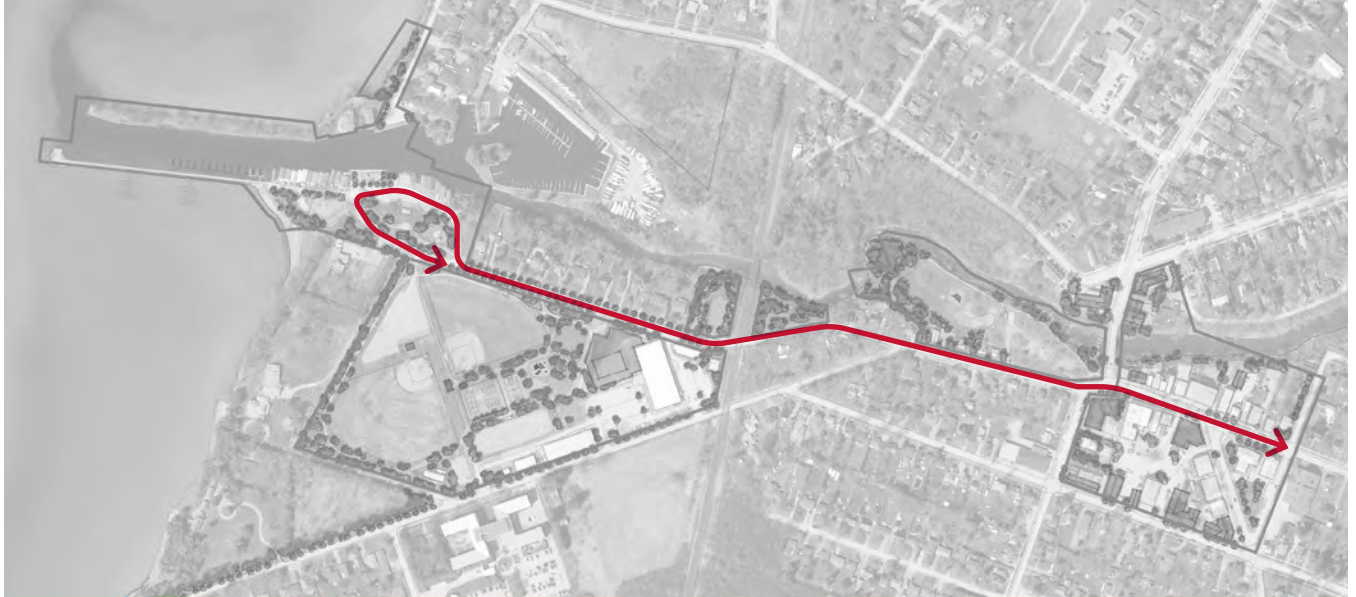
2 Public washrooms located in the Harbour, Fairgrounds and Mill Gateway Park



3 A network of green space from the Harbour to Downtown



4 A connected route for cyclists



5 A connected pedestrian route



6 Public art marking key public spaces



7 Active recreation distributed across the area



8 Hubs for commercial and retail activity



Beaverton Waterfront Plan





Corporation of the Township of Brock

Staff Report to the Mayor and Members of Council

From: Stefanie Stickwood and Maralee Drake

Position: Clerk's Assistant and Deputy Clerk

Title / Subject: 2022 and 2023 Status Report for the 2022-2026 Multi-Year Accessibility Plan

Date of Report: February 6, 2024

Date of Meeting: February 26, 2024

Report No: 2024-GG-001

1.0 Issue / Origin

The *Accessibility for Ontarians with Disabilities Act* (A.O.D.A) requires municipalities to have a Multi-Year Accessibility Plan and an annual status report on the progress of measures taken to implement the Township's Multi-Year Accessibility Plan, which must be published on the Township's website.

2.0 Background

The Township of Brock Multi-Year Accessibility Plan for 2022-2026 was adopted through By-law 3107-2022 by Council at their meeting on February 28, 2022. The Plan outlines the Township's planned initiatives to achieve compliance with the Province's accessibility legislation as well as its compliance activities to date. In particular, the Plan establishes projects for the next five (5) years to be addressed by staff and the Accessibility Advisory Committee pending budget priorities.

3.0 Analysis

As part of the Multi-Year Accessibility Plan, annual status reports on the progress of measures taken to implement the Township's Multi-Year Accessibility Plan must be prepared and published to the Township's website.

The Annual Status Report for the combined years of 2022 and 2023 is attached to this report.

Staff and the Brock Accessibility Advisory Committee (BAAC) were consulted in the development of this status report.

4.0 Related Policies / Procedures

[By-law 3107-2022](#)

[Township of Brock 2022-2026 Multi-Year Accessibility Plan](#)

5.0 Financial / Budget Assessment

None

5.1 Asset Management

None

6.0 Climate Change Impacts

None

7.0 Communications

The 2022 & 2023 Annual MYAP Status Report will be posted to the Township of Brock website.

8.0 Conclusion

Staff and the BAAC will continue work on the 2022-2026 Multi-Year Accessibility Plan and provide annual status reports for Council's review.

9.0 Recommendation

BE IT RESOLVED THAT Report 2024-GG-01, 2022 and 2023 Status Report for the 2022-2026 Multi-Year Accessibility Plan be received, and
THAT the 2022 - 2023 Annual MYAP Status Report be posted to the Township of Brock website.



Township of Brock

2022 & 2023 Annual Status Report

An update on the 2022 & 2023 progress towards meeting the goals of the Township's 2022-2026 Multi-Year Accessibility Plan.

January 2024

This document is available in alternative formats upon request.
Please contact the Clerk's Department at 705-432-2355.

2022-2026 Multi-Year Accessibility Plan

The Multi-Year Accessibility Plan for 2022-2026 was reviewed by the Brock Accessibility Advisory Committee as well as Township staff.

Brock Accessibility Advisory Committee

In 2022, the Brock Accessibility Advisory Committee was comprised of six members: five residents and one member of Council. The Committee, as per the Multi-Year Accessibility Plan, is responsible for a number of activities during its term. The following activities were completed by the Committee in 2022:

- Assisted with the development of the annual status report
- Awarded the 10th Annual Township of Brock Accessibility Award to McCaskill's Mills Public School nominated for the 2022 Township of Brock Accessibility Award for their Staff and volunteers for going above and beyond to ensure inclusion and an environment of accessibility for all students.
- Nominated Brock Libraries for the 2022 Durham Region Accessibility Award For their advancements in provisions of service during the COVID-19 pandemic, including the creation of online programming, curbside book pick-ups, provision of wifi-hubs for public use, and virtual children's story times.
- Virtually attend the Durham Region Joint-AAC Accessibility Forum
- Conducted an annual review of the MYAP and provided feedback
- Provided input for updated Terms of Reference for the Accessibility Advisory Committee
- Reviewed winter on street parking concerns and forwarded recommendations to the municipal and regional public works departments
- Gathered information to raise awareness of accessibility which was shared on Township social media channels for National Access Awareness Week

In 2023 the Brock Accessibility Advisory Committee was appointed following the October Municipal Election. The committee is comprised of four residents and one member of Council. The following activities were completed by the Committee in 2023:

- Awarded the 11th Annual Township of Brock Accessibility Award to Olga Kuzmich forgoing above and beyond to ensure an environment of accessibility for all patrons of the Brock Public Libraries, by providing tutoring support to students in need by creating, supportive and inclusive environment, as well as, advocating an inclusive and accessible community for all.
- Nominated St. Joseph's Parish for the 2023 Durham Region Accessibility Award for their recent renovations with a focus on greater accessibility for all, including an exterior elevator, accessible washrooms, accessible doors, and large meeting space
- Attended the Durham Region Joint-AAC Accessibility Forum

- Reviewed the workplan created by LEAD for the Township of Brock
- Reviewed the Township of Brock's Equity Diversity and Inclusion Commitment
- Reviewed the Multi-Year Accessibility Plan
- Reviewed and provided input on the Township Infrastructure Improvements List
- Provided input on future accessible playgrounds

A.O.D.A. Progress

The Township of Brock remains in compliance with the A.O.D.A. requirements. Staff training was provided to all new staff and volunteers on the A.O.D.A. requirements.

Accessibility Achievements

The Township of Brock continues to improve accessibility in the community through implementation of the 2022-2024 Multi-Year Accessibility Plan. The following achievements have occurred in 2022 and 2023:

2022

- Purchase and implementation of Equidox, a software to allow staff remediate third party documents and improve document accessibility before they are posted on agendas and websites
- Use of Bell Total Connect phone system. Staff are able to access the corporate phone system and be reached by the public who phone in to the corporation even while working remotely
- Online forms and payment options increased
- Program registration for recreational programs moved to online
- Ice booking and payment processed move to online
- Internal doors at the Beaverton Arena reconfigured to improve the path of travel
- New parking lot installed at the south side of Manilla hall with a direct path leading to the main doors of the building
- New accessible playground installed at Centennial Park in Beaverton
- Municipal Facilities Inventory List completed to identify areas of improvement, project status and connection to the municipal Asset Management Plan

2023

- Offering marriage ceremonies at the Municipal Administration Building as added customer service so that residents can obtain a marriage licence and be married at the same location
- Kitchen renovation completed in the auditorium of the Cannington arena – remove existing cabinets, replaced with new stainless-steel units
- Beaverton Town Hall doors replaced
- Path installed for at the Beaverton Harbour for a direct and barrier free path of travel connecting the splashpad to waterfront
- Completion of the Recreation Master Plan in which accessible planning was considered for all recreational spaces, existing and new
- Accessible picnic tables were installed in Beaverton, Cannington and Sunderland
 - Beaverton Harbour – additional accessible picnic table placed at the restaurant patio
- Retrofit of all lighting at the Municipal Administration Building
- Wayfinding signage installed in Beaverton, Cannington and Sunderland – accessible locations noted on the signs
- Closed captioning enabled for livestreamed meetings of Council and Committee of the Whole



Corporation of the Township of Brock

Staff Report to the Mayor and Members of Council

From: Michelle Willson

Position: CAO

Title / Subject: 2024 Holiday Closing Schedule

Date of Report: February 13, 2024

Date of Meeting: February 26, 2024

Report No: 2024-GG-003

1.0 Issue / Origin

The purpose of this report is to provide Council with information on the 2024 holiday closing schedule, including all statutory and non-statutory holidays.

2.0 Background

On an annual basis, the Administration reviews the statutory & non-statutory holidays to determine appropriate business hours for the Municipal Administration Building (MAB), including the holiday season closure.

3.0 Analysis

Setting the holiday schedule at this time allows Council and staff to proactively plan vacation time with knowledge and consideration for statutory and planned closures. It also allows for effective communication to the public of the planned business hours.

Table "A" identifies the 2024 statutory and non-statutory holidays when all non-essential services will be closed.

Holiday Name	Date of Observance
New Year's Day	Mon, January 01, 2024
Family Day	Mon, February 19, 2024
Good Friday	Fri, March 29, 2024

Easter Monday	Office Open *Observed on Mon, December 30, 2024*
Victoria Day	Mon, May 20, 2024
Canada Day	Mon, July 01, 2024
Civic Holiday	Mon, August 05, 2024
Labour Day	Mon, September 02, 2024
National Truth and Reconciliation Day	Mon, September 30, 2024
Thanksgiving Day	Mon, October 14, 2024
Remembrance Day	Mon, November 11, 2024
Christmas Day	Wed, December 25, 2024
Boxing Day	Thu, December 26, 2024
Floating Holiday	Fri, December 27, 2024
Easter Monday	Mon, December 30, 2024
Christmas Eve - 1/2 day	Tue, December 31, 2024
New Year's Eve - 1/2 day	Tue, December 31, 2024
New Year's Day	Wed, January 01, 2025

Non-Statutory holidays, are paid holidays included in the collective agreement and/or within By-law 2722-2017-AP, being a by-law to recognize benefits for employees not part of CUPE. Part time or contracted employees are not subject to these paid holidays and therefore, subject to taking those days as unpaid or using banked time.

The non-statutory holidays are: Easter Monday, Civic Holiday, National Truth and Reconciliation Day, Remembrance Day, ½ day Christmas Eve, ½ day New Years Eve and one corporate floating holiday.

With the Christmas and New Years holidays falling in the middle of the week, the Administration polled staff members on their preference of working on Christmas Eve Tuesday, December 24th, 2024, until noon, or closing MAB as of Friday, December 20th, 2024, at 4:30 p.m.

Most staff preferred to close as of Friday, December 20th, 2024, at 4:30 p.m.

As such, the MAB will be closed for the holiday season from Friday, December 20th, 2024, at 4:30 p.m. and reopen on Thursday, January 2nd, 2025 at 8:30 a.m. This will result in staff needing to use 2 days (Vacation/Lieu/Banked) to make up for the full closure.

4.0 Related Policies / Procedures

N/A

5.0 Financial / Budget Assessment

There is no additional financial cost to the Township related to this proposed schedule.

5.1 Asset Management

N/A

6.0 Climate Change Impacts

N/A

7.0 Communications

The dates of closure will be communicated to the public.

8.0 Conclusion

This proposal is consistent with past practice and with neighbouring municipalities.

Emergency Services and other essential Township services will continue to be provided as necessary throughout the Holiday Season Closure.

9.0 Recommendation

BE IT RESOLVED THAT Report No. 2024-GG-003 entitled "2024 Statutory Public Holiday Closing Schedule", be received for information.