



Corporation of the Township of Brock

Staff Report to the Mayor and Members of Council

**From: Fernando Lamanna, Clerk & Deputy CAO
Wayne Ward, Manager, Manager Parks, Recreation, Facilities & IT**

Title / Subject: Beaverton Harbour Permitted Parking Update

Date of Report: February 27, 2024

Date of Meeting: March 4, 2024

Report No: 2024-GG-005

1.0 Issue / Origin

The report is intended to update Council on the permitted parking process implemented in 2023, and make recommendations on the process for 2024 and beyond.

2.0 Background

Historically, the Township has only issued parking permits for the Beaverton Harbour area Lot A, Lot B and Lot C, see aerial map attached as Appendix "1". The parking in these three lots has served a number of clients; restaurant patrons, day trippers, beach/splash pad, fishing, boathouse owners, berthing rights, and residents of Thorah Island (TIRA).

With the introduction of permitted parking in Sunderland during the fall of 2022, the permit issuance and the type of parking permits has been updated to online forms and payments, eliminating the need for dashboard displays.

Each spring staff send out a letter to the list of Beaverton Harbour users (TIRA, boathouse owners and berthing right holders), to advise of the parking restrictions for the harbour. For the 2023 season, the biggest change for the typical users, was that only one (1) free parking permit was permitted. All other vehicles within the same household/family were required to pay for a parking permit.

The report will highlight the number of permits issued last season, and review areas of improvement as the Township heads into the 2024 season.

Lot A has a total of 36 parking spaces and is best served by day users visiting local restaurants, the harbour beach and splash pad. Staff recommend that signage in Lot A be renewed to reflect the temporary parking and that users are reminded that overnight parking is **only** permitted in Lot B and Lot C. Staff also recommend that Beaverton Harbour users receive only 1 free parking permit and that tracking, and enforcement be more prevalent on users attempting to gain more than one free parking permit.

Waterfront Area and Open Space Plan

Council recently approved the Waterfront and Open Space Plan, and in doing so endorsed the “Harbour” waterfront concepts and recommendations. Alignment to this report, would be recommendations H4 and H5, whereby parking area in Lot A would be reduced and replaced with a green pedestrian space along the water’s edge, see the artist rendition below.



Similarly, recommendations H8 and H9 in the Waterfront and Open Space Plan, outlines the rezoning of the boathouses to allow for commercial/retail uses on the ground floor to allow for bait shops, canoe or kayak rentals, coffee shops, ice cream stores, etc.

By encouraging artisan businesses on the ground floor of the boathouses, it would create a market atmosphere or boardwalk, where pedestrian only movement is optimized during warmer months, with patios and seating areas spilling out onto Harbour Park Cres (see photo below).



Staff acknowledge that the above noted Waterfront and Open Space Plan recommendations may be years prior to implementation, however, change in historic practice, with allowing parking within Lot A or in front of boathouses, will also take time and perseverance.

Parking Permit Modules

Staff have held discussions with neighbouring municipalities and a third-party web-based operators with respect to introducing paid parking mobile apps or pay and display options for all municipal parking lots and specifically regarding “lake access” municipal parking lots.

The resulting information is for Council’s consideration for any future consideration of installing permit parking modules with municipal parking lots:

1. Brock has 3 ‘public’ lake access points that would make sense to implement permitted day-use parking:
 - Port Bolster Park, which is paved but un-lined would have capacity for 20-25 permitted parking spaces.
 - Beaverton Harbour, Lot B is paved and lined with a capacity of 60 permitted parking spaces. Lot C has 158 parking spaces, however some of those spaces would need to be dedicated to permitted parking, in introduced.
 - Centennial Park is not paved and would have capacity for 30-35 permitted parking spaces.

2. Cost for implementing a third-party vendor for permitted day-use parking would need to be evaluated for the number of parking spots as outlined above. Staff have obtained some estimates as follows:
 - A third-party vendor of a mobile parking permit app has provided Brock with a preliminary estimate of between \$10,000-\$15,000 per year (depending on the modules acquired). This excludes start up costs and tech equipment.
 - A third-party vendor of a pay and display permit parking solution has provided an estimate to a neighbouring municipality for renting each meter at approximately \$1,000 per month. This also excludes start up costs, cellular data, and other soft costs.

With the limited 'public' lake access parking spots, the on-going free parking for specified users, the cost of signage and/or lining the parking spaces, as well as the cost for a third-party vendor, staff feel that implementing a permitted day-use parking system would not be advantageous at this time.

4.0 Related Policies / Procedures

There are no related policies, agreements or leases, that identify free parking for any of the users of the Beaverton Harbour.

The recently approved Waterfront Area and Open Space Plan is highlighted within the report as it relates to parking at the Beaverton Harbour.

5.0 Financial / Budget Assessment

There is no direct financial impact with this report, however with the increased focus on ensuring Beaverton Harbour users are limited to only one free parking, there may be an increase in parking revenue as well as an increase in parking ticket revenue. Any increase in parking revenue, would need to be evaluated in the 2025 budget, and adjusted accordingly.

There will be minimal cost for replacing existing signage within Lot A, which will be funded from the safety devices portion of the Roads operating budget.

5.1 Asset Management

This report has no direct impact on asset management for the Beaverton Harbour parking lots.

6.0 Climate Change Impacts

There is no direct impact on climate change.

7.0 Communications

This report is published on a public agenda. As well, in April, staff will be issuing letters all Beaverton Harbour users, outlining the parking restrictions and how to submit and pay for parking permits.

8.0 Conclusion

With the existing permitted parking online process, staff feel that the increase in monitoring the free parking requests and advising the Beaverton Harbour users in advance, will be sufficient for the 2024 season.

9.0 Recommendation

BE IT RESOLVED THAT report No. 2024-GG-005 “Beaverton Harbour Permitted Parking Update, be received; and

THAT Council endorses the parking restrictions for Lot A at the Beaverton Harbour and directs staff to update the signage within Lot A prior to the start of the 2024 season.