





TO: GENERAL COMMITTEE

SUBJECT: CENTENNIAL PARK CONCEPTUAL DESIGN APPROVAL

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CHIEF ADMINISTRATIVE OFFICER APPROVAL: JON M. BABULIC, 
CHIEF ADMINISTRATIVE OFFICER

RECOMMENDED MOTION

1. That the Centennial Park Conceptual Design as outlined in Staff Report ENG037-11 be approved in principle.
2. That the Centennial Park Conceptual Design be used in the 2011 detailed design for Lakeshore Drive from Toronto Street south to Tiffin Street including associated park and parking lot elements.
3. That prior to tendering the Lakeshore Drive (Toronto Street – Tiffin Street) project, Council be advised of any design modifications resulting from recommendations in the Waterfront and Marina Master Plan.

PURPOSE AND BACKGROUND

4. In June 2004, Council adopted Motion #04-G-392 regarding the Waterfront/Downtown Transportation Improvement Needs Assessment Study. One of the recommendations in this Report indicated that separate bike and walking paths will be provided through the park as part of the Municipal Class EA for the transportation improvements required for both Simcoe Street and Lakeshore Drive.
5. As part of this Municipal Class EA Study, Lakeshore Drive was to shift westerly onto the alignment of the old railway corridor and to redistribute the existing parking in a more efficient manner to allow residents to park along the waterfront. This had an impact on the park's programming and layout of open spaces thus requiring a re-design of Centennial Park to accommodate the new park land being created with the westerly shift of Lakeshore Drive.
6. In Spring 2009, City Staff were directed to prepare the Terms of Reference for the hiring of a consultant to undertake the conceptual design of four (4) waterfront parks to revitalize and redevelop its waterfront. The outcome of this RFP was to resolve several issues that remained outstanding namely:
 - a) The programming needs for Bayview Park due to the future decommissioning of the underground water reservoir.
 - b) The design development for Memorial Square based on the principles generated from the October 2008 Design Charette identifying Memorial Square as "the gathering place".

- c) The programming needs and open space configuration of Centennial Park after the westerly relocation of Lakeshore Drive onto the former railway corridor. This relocation "opens up" approximately 10 additional acres of waterfront open space.
 - d) The conceptual design and programming development for the future Military Heritage Park, east of the Southshore Community Centre, within Allandale Station Park.
7. In early Summer 2009, The Planning Partnership was awarded the RFP to prepare the conceptual designs for the four (4) waterfront parks as noted above. The project title was rebranded as the "Waterfront Parks Initiative".
8. The Waterfront Parks Initiative held several stakeholder meetings and a public information centre in Spring 2010 to provide the public and a variety of special interest groups an opportunity to critique the concepts and ideas being created. From these sessions, the City received public input on what should occur within Centennial Park. A common theme was that the waterfront is the "crown jewel" for the City but needed to be updated or refreshed in order to respond to the current needs of the public. Appendix "B" contains a summary of results collected from the three displays that were posted in Summer 2010 in the East Bayfield, Holly and Allandale Recreation Centres including public responses to each question.
9. Staff are initiating the Waterfront and Marina Master Plan update as approved by Council in the 2011 Business Plan. As this project proceeds, there could be elements of the concept design that are impacted by decisions made in this Master Plan relating to the operations and park open space configurations around the marina, especially within the Spirit Catcher parking lot. As these changes are developed, General Committee and Council will be provided with an update.
10. Centennial Park is bounded by the City's marina to the north and the Tiffin Boat Launch to the south. The park is also the terminus of several of the City's creek systems with Dyment's Creek being opened up or "daylighted" as part of the road reconstruction and the Bunkers Creek Eco Park will connect to the marina via multiple culverts.

ANALYSIS

11. The proposed Centennial Park Conceptual Design will facilitate a number of positive outcomes including opportunities for enhanced pedestrian linkages. The opportunities related to the conceptual design development of Centennial Park can be broken down into the following categories and are illustrated in the concept plan shown in Appendix "A":

Existing Creek and Green Space Linkages to the Waterfront

12. One of the largest changes to Centennial Park will be the opening up or "daylighting" of Dyment's Creek. The creek currently travels through the Water Pollution Control Centre's (WPCC) property to the west of Lakeshore Drive, and connects to the lake south of the Rotary Fountain through a culvert. Daylighting this culvert will create an approximate 30 metre wide channel and will create two separate, but linked park areas.
13. Environmentally, opening up of Dyment's Creek will allow for the creek to increase its oxygen levels in the water, will increase areas of fish habitat with the overall objective to enhance the viability of the creek eco-system. These environmental enhancements can occur at substantially less cost than enclosing Dyment's Creek in a properly sized storm sewer system.
14. Plant material restoration of the creek embankments will reduce the potential for soil and sediment erosion into the creek and large deciduous trees will provide shade and a cooling effect on the water.

Park Trails, Pathways and Boardwalk

15. Two principles for the development of pathways in Centennial Park were evident from the public comments received. One is the lack of accessibility to the water and another is the congestion that exists on the current 3.0 metre wide trail. These issues are addressed in the proposed two systems: beach and waterfront boardwalk and a multi-use path.
16. Currently, Barrie's waterfront (beach area and water's edge) is not accessible by citizens with physical and mobility issues. In reviewing the success of the marina boardwalk as a pedestrian only trail system and how it allows users to be close to the water and boating activities, the concept of a continual waterfront boardwalk through Centennial Park would provide for universal accessibility to the water's edge while allowing for future opportunities to develop for those with physical disabilities, wheelchairs, walkers, etc such as an accessible beach area, future splash pad, access to concessions, etc.
17. The beach and waterfront boardwalk is being designed at a 4.0 metre width for its entire length through the park as illustrated in Appendix "A".
18. Although the marina boardwalk was originally designed as a wood plank system, different materials could be introduced to better integrate with existing or future park uses, access to buildings and recreational opportunities (accessible beach areas, playground and proposed splash pad). Textured concrete is another material for consideration as winter maintenance is not anticipated for this boardwalk path.
19. The second trail system is a 3.0 m wide (2 way) multi-use path that runs centrally through the park and connects the Tiffin Boat Launch to Heritage Park. Where the trail is located near the central building hub complex, the trail widens to a 7.0 metre width to allow for multiple smaller wheeled users (rollerblading, skateboards, strollers, etc) on the same trail. An asphalt surface is the preferred material.
20. The Municipal Class EA for the Lakeshore Drive reconstruction identified a multi-use path close to the road surface with a grass separation strip. Upon review of this cross-section it was concluded that the multi-use trail should be farther into the park. The reasons were:
 - a) A centralized path better serves the needs of the recreational cyclist who travel at lower speeds, and from observation, represent the majority of users within the park.
 - b) High speed users can use Lakeshore Drive as a by-pass around the park.
 - c) The trail was shown offset from the parallel parking and separated by grass. Users parking on Lakeshore Drive still have to cross a higher speed cycling path to enter the park. Safety issues have been expressed.
 - d) The trail could become an "impromptu" sidewalk for walkers and persons leaving their vehicles. This creates safety issues and additional conflicts.
21. For commuter or utilitarian cycling, Lakeshore Drive is being designed with a min 4.0 metre travel lane. As this is wider than our typical width of 3.5 metres, there is additional width to allow cyclists to use the road as a bicycle route. Under the Highway traffic Act, any cyclist is permitted to use the road for travel purposes. On-road dedicated bike lanes cannot be accommodated as parallel parking spaces are still being implemented, however, alternate methods of establishing a bicycle route along Lakeshore Drive could be explored in the detailed design for Lakeshore Drive.
22. For recreational cyclists that travel at slower speeds or children's bicycles, their preferred route will always be within the park. The wider multi-use path allows for a combination of different cyclists at slower recreational speeds. In addition, recreational cyclists have a tendency to slow down in a place where the level of activity is high so as to experience their environment through passive social interaction. Observing park activities and wanting to "see and be seen" can be very much a part of the excitement of a busy space.

23. As described previously, the design concept calls for a multi-use trail that is 7.0 metres wide surrounding the central building hub complex for cyclists, walkers and small wheeled users. To separate the users, a line delineation strip will be used to distinguish between the spaces: this can also be accommodated at certain points with a separated pedestrian trail to accommodate seating areas that face Kempenfelt Bay.
24. This multi-use path is also used year round and is the only trail in Barrie that is maintained in the winter. As such, the design of the path must be sufficient to accommodate Parks Operations vehicles that are used for plowing, sanding/salting, garbage pick-up and for several events throughout the year. The trail must accommodate heavier bucket trucks for winter light displays and vegetation maintenance issues. The trail must also be able to accommodate service vehicles required for the preparation and set-up for Barrie's various waterfront events and festivals.

Park Building Facilities

25. Dymont's Creek will create two separate park areas within Centennial Park, and in order to reduce the current amount of multiple underground servicing connections within the park, it is proposed that building structures be centralized into "hubs" within each section of the park. These hubs will focus around the existing structures (north area - washroom facility and south area - existing well pump building) so that new underground servicing infrastructure can be concentrated in one service corridor from Lakeshore Drive.
26. Building "hubs" can be developed to accommodate smaller building structures, like the existing ice cream building, so that these structures can be leased out to a variety of vendors (food, drink, services such as bike rentals, Tourism Kiosk, etc). These smaller buildings will allow multi-vendor locations to be properly planned in the park.

Park Lighting and Electrical Services

27. Pedestrian scale lighting is often described as a unifying element within the landscape. Lighting and its design within a park can create and reinforce a mood and provide a sense of place while making the park space an enjoyable place at all times of the day and night.
28. Council adopted Motion 08-G-367 Parks Lighting Policy that noted the current post top heritage light standards are to be replaced with a more efficient model and fixture system when the lighting system is being rebuilt. As with all lighting systems, dark sky compliance is required with any new system. Current LED technology will be investigated to reduce energy consumption.
29. Electrical servicing upgrades are required throughout the park not only for pedestrian lighting but for power services to the proposed building hubs and strategic locations throughout the park to service events and festivals. Requirements for these events focus on power pedestals locations placed in accessible locations for multiple vendor use. This will reduce the need to perform multiple utility stakeouts for each scheduled event or festival. Currently, the underground electrical supply is scattered throughout the park.

Park Furniture

30. One common request from the public during the public open houses and as part of the Recreation Centre displays were for additional benches and park furniture throughout the waterfront (picnic tables, water fountains, water for dogs, more garbage cans, etc). Each of these elements shall be placed at strategic locations where trails converge, near buildings and parking areas, adjacent to areas of high activity (volleyball courts, JC Morrison dive site, playground and future splash pad, marina, etc) and are to reflect current City standards for design and style.

31. Bicycle infrastructure has been implemented through the placement of post and ring bike stands at each major building facility along the waterfront. Additional units may be required to service new programming areas as they are implemented such as along the boardwalk, at the marina and adjacent to the new building hub locations.

Parking – Centennial Park North Lot

32. The Municipal Class EA for Lakeshore Drive identified expansion of the existing parking lots to create large parcels of paved areas. Although the Study identified increasing the quantity of available public parking, it did not assess this impact on the amount of parkland or the programming of activities that more open space would provide.
33. The existing north parking lot is problematic for several functional reasons. Currently, in the summer, when events and festivals are operating within the park, the use and access to the marina boat launch conflicts with access to the available public parking spaces within the same parking lot. As a result, there are operational concerns with the combination of both public parking and public access to the boat launch.
34. During the marina off-season periods when the parking lot is used as winter boat storage (mid-October 31 to April 30), this north parking lot is not readily available for public parking. This eliminates this lot from public use for the winter festivals and general public use of the waterfront trail system, which is plowed and maintained throughout the winter.
35. As a result, the proposed parking lot configuration changes noted in the conceptual design has the following benefits without having an impact on the current availability of public parkland. With the proposed concept, additional parkland is being provided due to the relocation of the road:
 - a) The public parking is separated from the vehicle access to the marina boat launch and will have a dedicated left turn from the signalized intersection at Lakeshore Drive and Victoria Street. Two small lots are proposed within the park for public and accessible parking while there is a separate dedicated vehicle and boat trailer parking area. Refer to Table 1 for parking numbers.
 - b) Marina boat launch vehicles will have direct access into a boat trailer lot off Lakeshore Drive with a dedicated left turn lane and will utilize a right-turn only exit as per Appendix "A". This will reduce traffic congestion and simplify vehicle movements near the Victoria Street signalized intersection. A dedicated parking area is being recommended for vehicle and boat trailers in a similar fashion to the Tiffin Boat Launch.
 - c) Fire and Emergency access into this boat launch area will be accommodated with roll over curbs and break-away bollards for ease of access.
 - d) Access for the large transport trucks and cranes to deliver, load and unload larger boats can be accommodated in a similar way to Fire and Emergency Service vehicles. As a result, a review of the entrance design off Lakeshore Drive shall be undertaken during the detailed design. Crane vehicles typically perform their operations twice yearly (Fall marina shut down and Spring start-up).
 - e) The marina parking lot (vehicles only, no trailers), immediately west of the boat slips, will be accessed off the signalized intersection at the 2 Toronto Street Condos. Exiting this lot can be accommodated at the signalized intersection or with a right out turn exit only at the southern end of the parking lot to ease congestion.

Parking – Centennial Park South Lot

36. The existing south parking lot is problematic in its location as the space between the parking spaces and the waterfront is very narrow and creates a conflict point between the recreational trail, the parking lot and accessible parking spaces as they all converge at the south-east corner of the lot.
37. As a result, the proposed parking lot configuration changes noted in the conceptual design has the following benefits:
- a) The public parking will be accessed from a signalized intersection opposite the WPCC.
 - b) The layout will be located overtop the existing alignment of Lakeshore Drive so as to increase the area of available parkland between the parking lot and the water.
 - c) For the local JC Morrison dive site, dedicated parking cannot be accommodated however shoreline improvements are being proposed to make water access easier.
 - d) For access to the Well Pump House, driveway access will be provided however, access will be gated to match the current situation.

Parking – Spirit Catcher Lot

38. The existing parking lot for the Spirit Catcher is accessed off Simcoe Street but also serves two other parking areas: a granular parking area at the north end of the marina and a small lot on the former road alignment of Lakeshore Drive. All three parking areas have a collective total of approximately 185 spaces. The proposed parking configuration shown in Appendix "A" illustrates a small internal lane linking new parking aisles from Maple Avenue to Mary Street and providing access to the existing private parking lot near the Simcoe Street and Toronto Street intersection.
39. The future concept for the Spirit Catcher Area is to enhance and expand on existing parkland around the sculpture while allowing space for a potential marina facility and small building opportunities near the Transient Boat slips. This complies with the objectives of the Patty Xenos Downtown Commercial Master Plan.

Table 1 - Parking Lot Accommodations Summary

<u>Location</u>	<u>Existing Park Capacity</u>	<u>Proposed Park Capacity</u>	<u>Comments</u>
Spirit Catcher	79	70	Access off Simcoe Street
Marina North (granular)	50 (based on concrete curb stone placements)	120	Area to be reviewed as part of the Waterfront and Marina Master Plan
"Old" Lakeshore Drive	56	<i>(included in the above quantity)</i>	Layout to be confirmed with the Kidds Creek floodline boundaries
Marina Boat Slips (granular)	60	110	Could be dedicated spaces for boaters during marina Season; open to public in off-season times
Centennial North (paved)	50 (Combined vehicles and boat trailers)	25 - 35 dedicated trailers; 140 public parking including accessible parking	Access from either Lakeshore Drive for the boat trailer parking or from Victoria Street intersection for general public parking.

Centennial South (paved)	104 including 3 accessible	190 spaces (including accessible parking)	
Totals:	399*	630 + 25-35 trailers	58% increase without taking into account the west side of Lakeshore Drive

*does not include the west side of Lakeshore Drive and proposed on-street parking associated with the Lakeshore Drive reconstruction

Duffers by the Water Mini-Golf

40. The current lease operation of the Duffer's Mini-golf Course expired on December 31, 2010. The existing mini-golf course is currently in poor shape and requires a complete overhaul. Within the Waterfront Parks Initiative, and through public input on the proposed uses within the waterfront, this mini-golf facility was not deemed to be an essential service to the public. The restoration of this area of Centennial Park to a passive public use will be taking place the last two weeks of June 2011.

Cultural Events and Festivals

41. The original concept for Centennial Park was to divide the park into both public and event spaces for the simple reason to begin to allow for public access through the park when a large event or festival is taking place. In 2011, there are approximately 30 events and festivals schedule to take place between April 15th and October 30th. This does not account for the Winter Lights Festivals and Winterfest that also use Centennial Park for its purposes.
42. Underground servicing for both electrical and water supply locations will be addressed in the detailed design of the park improvements.
43. The concept plan divides the park into two linear spaces: public realm – from the multi-use path to the water's edge, and event realm – from the multi-use path towards the road.
44. One benefit of having the two signalized intersections on Lakeshore Drive at Victoria Street and the Centennial Park South parking lot is that a portion of Lakeshore Drive could be closed off. As this stretch of roadway does not have any driveway access or properties fronting onto Lakeshore, effectively, this roadway could be used for activity space for events, festivals and events without impeding access to or limiting the functions of the marina and the public parking lots.

Project Scheduling

45. The preliminary schedule for this Centennial Park Project is as follows:
 - a) Council Approval of for the Conceptual Design – June 2011.
 - b) Project Detailed Design in coordination with Lakeshore Drive Reconstruction – April to December 2011.
 - c) Project Tender – February to April 2012.
 - d) Road and Park Reconstruction – Projected for 2012 to mid-2014, subject to Council approval of the construction budgets.

ENVIRONMENTAL MATTERS

46. Naturalization Strategies along the edges of the creek corridors, additional lake edge planting plans to assist with shoreline beautification, stabilization and natural geese management strategies are all to be considered through the detailed design process.

ALTERNATIVES

47. The following alternative is available for consideration by General Committee:

Alternative #1

General Committee could decide not to approve the Centennial Park conceptual design.

This alternative is not recommended for the following reasons:

- The concept plan forms the basis from which the detailed design for Lakeshore Drive, from Toronto Street to Tiffin Street will be developed in 2011.
- Redevelopment of the road and underground infrastructure affects the servicing locations within the park. Knowing the future programming of the park allows coordination and consideration of future expansion capabilities.
- Delaying the implementation of the conceptual design could have an impact on the environmental restoration especially around the Dymont's Creek daylighting.
- The economic benefits of tendering park works with a larger road reconstruction contract will not be realized. Tendering the park works afterwards may potentially increase Capital construction costs and extend the overall construction period.
- Implementation of public comments will take longer.

FINANCIAL

48. Detailed design funding for Centennial Park has been included and approved in the 2011 Business Plan in the amount of \$100,000 and the design is being actively developed. The timing for construction will be determined in conjunction with other capital needs and the City's financial condition. Construction is currently being proposed in 2012 and 2014 as part of the 2011 – 2020 Business Plan.
49. Staff time has been included in the 2011 Work Plan for this site under the Lakeshore Drive – Toronto to Victoria and under Lakeshore Drive – Victoria to Tiffin.

LINKAGE TO COUNCIL STRATEGIC PRIORITIES

50. The recommendation(s) included in this Staff Report support the following goals identified in the 2010-2014 City Council Strategic Plan:

- ☒ Manage Growth and Protect the Environment
- ☒ Create a Vibrant and Healthy City Centre
- ☒ Improve and Expand Community Involvement and City Interactions

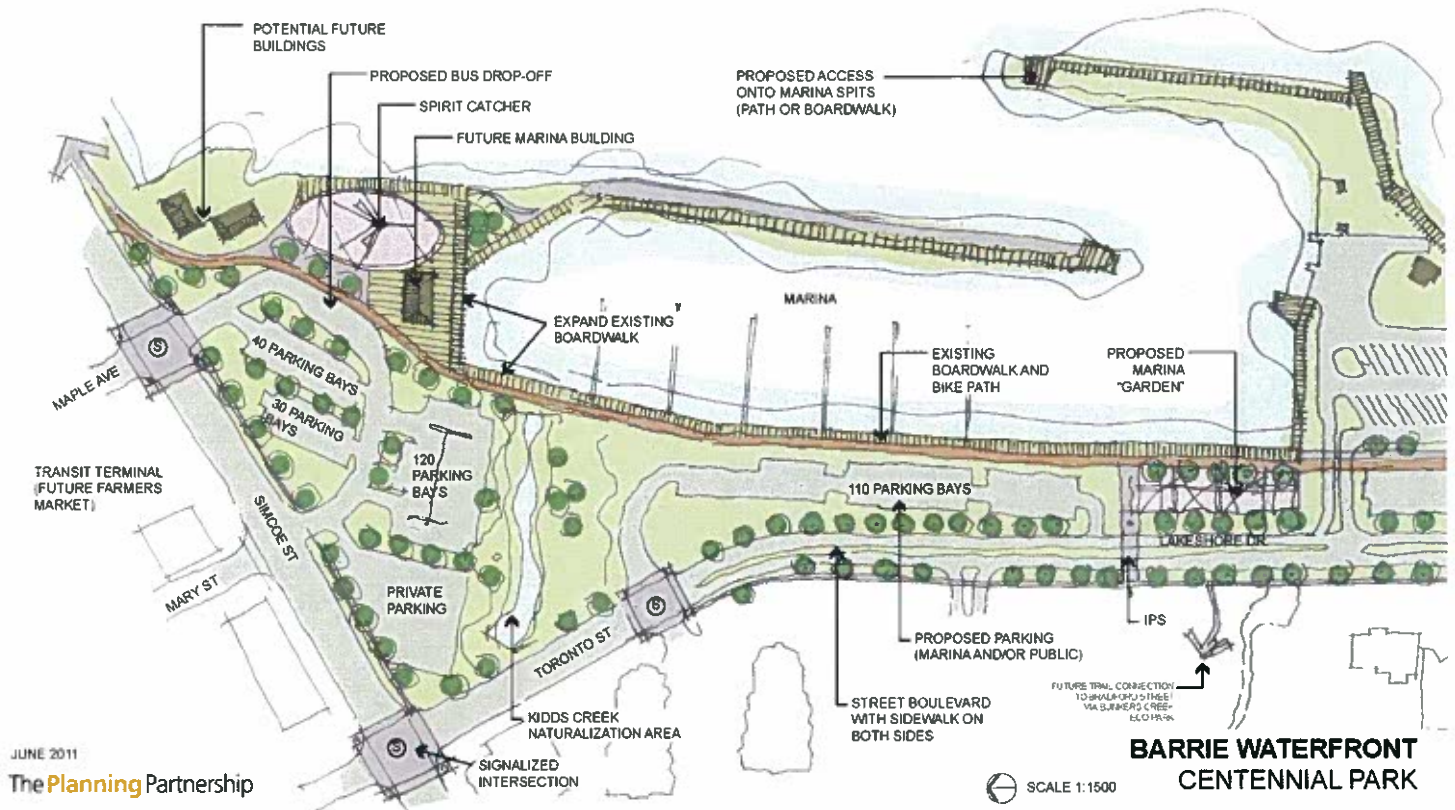
51. Expanding the park capacity through the realignment of the roadway will respond to the growing population.

52. Creating a vibrant waterfront with enhanced recreational opportunities and improved linkages will strengthen the social, economic and healthy lifestyle options for Barrie citizens.
53. The Centennial Park Conceptual Design has incorporated many public comments obtained through open house and stakeholder workshops.

APPENDIX "A"

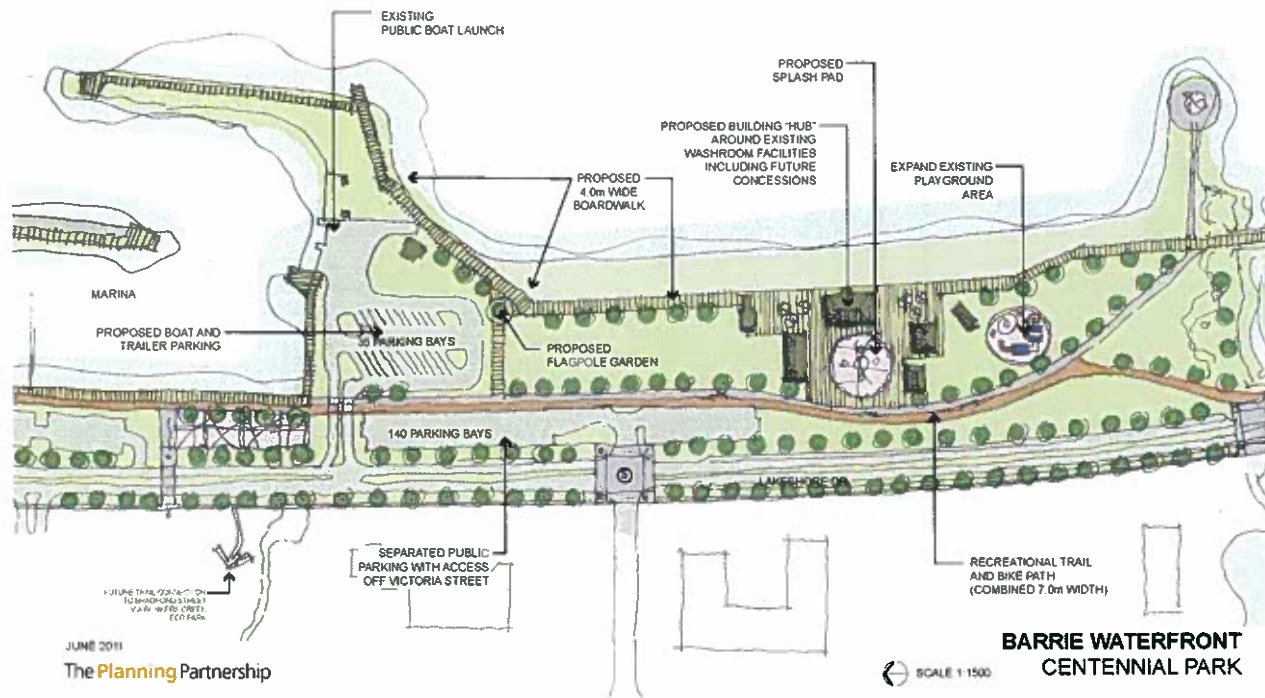
Centennial Park Conceptual Design – Marina and Spirit Catcher Area

(Page 1 of 3)



Centennial Park Conceptual Design (page 2)

Centennial Park North including Beach Area and Marina Boat Launch



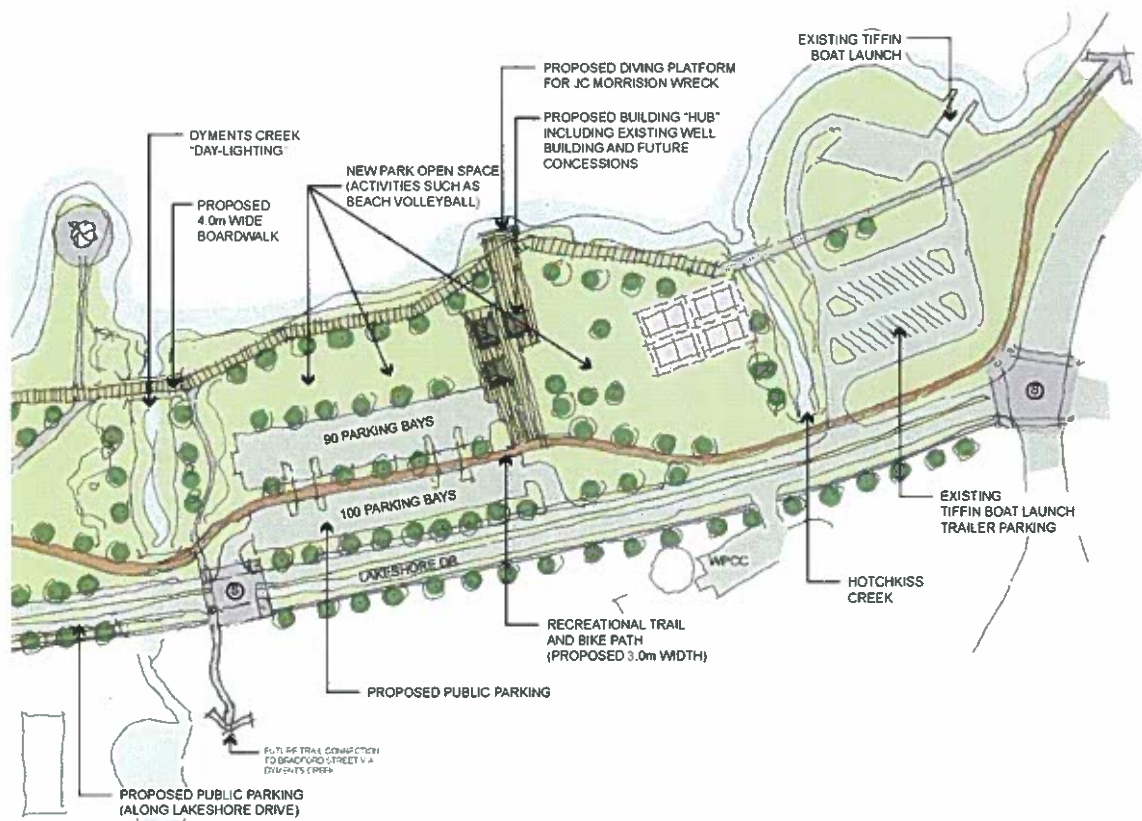
View of Centennial Beach from Proposed Boardwalk



View of Existing Centennial Beach Condition

Centennial Park Conceptual Design (page 3)

Centennial Park South including Dymont's Creek, South Parking Lot and Volleyball Courts



JUNE 2011

The Planning Partnership

SCALE 1:1500

**BARRIE WATERFRONT
CENTENNIAL PARK**

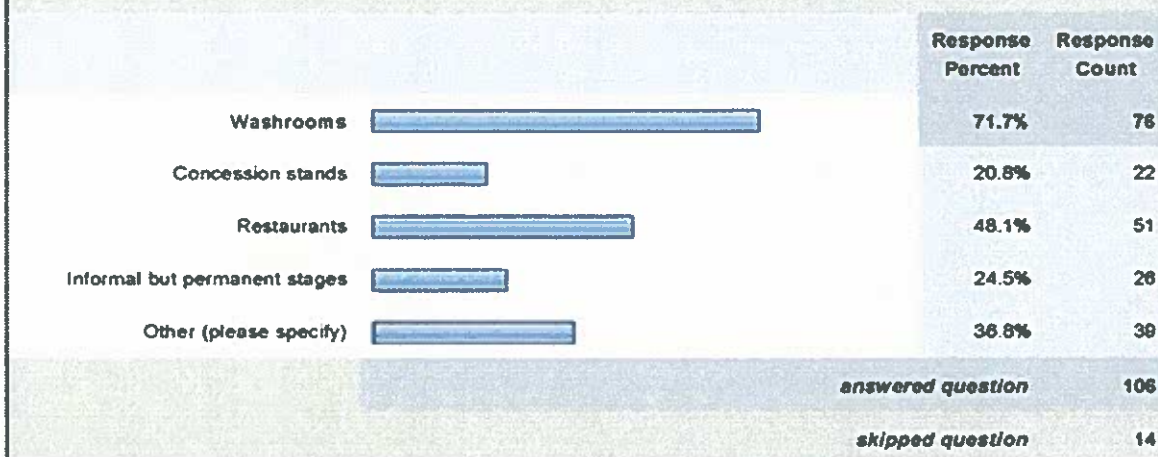
**APPENDIX "B" Waterfront Parks Initiative Public Survey Results for
Centennial Park and the Waterfront**

3. Centennial Park (do you agree or disagree with the following)			
	Agree	Disagree	Response Count
Central multi-use pathway– 6 metres wide asphalt, pedestrians & cyclists	80.5% (91)	19.5% (22)	113
Beach boardwalk	74.1% (83)	25.9% (29)	112
More access to water's edge through viewing platforms and piers	76.1% (86)	23.9% (27)	113
Expanded beach volleyball/ small courts area i.e. bocce ball, lawn bowling etc.	72.9% (78)	27.1% (29)	107
Create trails and green space connections into the adjacent neighbourhoods through creek corridors	83.9% (94)	16.1% (18)	112
How can we make Centennial Park better?			63
answered question			115
skipped question			5

Public Comments:

1. Park used for family outing and activities; provide more senior activities.
2. Beach volleyball courts are used by the public and community groups.
3. Upgrade the playground and consider a children's splash pad.
4. Consider small business opportunities that respond to park programming such as multi-seat bike rentals, waterfront cafes with patios, professional buskers, etc.
5. A waterfront hotel is needed to attract tourists.
6. Limit the permanent art displays in public places.
7. Provide for separate trails for cyclists and walkers and define the uses with different materials.
8. Boardwalk and multi-use trails should not be too wide to take away space for park activities.
9. Make better bike connections at either end of the waterfront trail system.
10. Provide access for scuba divers with parking nearby
11. Provide for better traffic flow with park and beach access on the weekends when festivals occupy most of the park.
12. Provide more benches, seating areas and shade structures.
13. Provide for recycling bins.
14. Create viewing platforms where the trail crosses Dymment's Creek.
15. Create a dog friendly zone or off leash area to reduce issues at the beaches and along the trail.
16. Provide better night lighting.
17. Consider another boat launch.
18. Need to include on-road bicycle lanes for commuter cyclists.

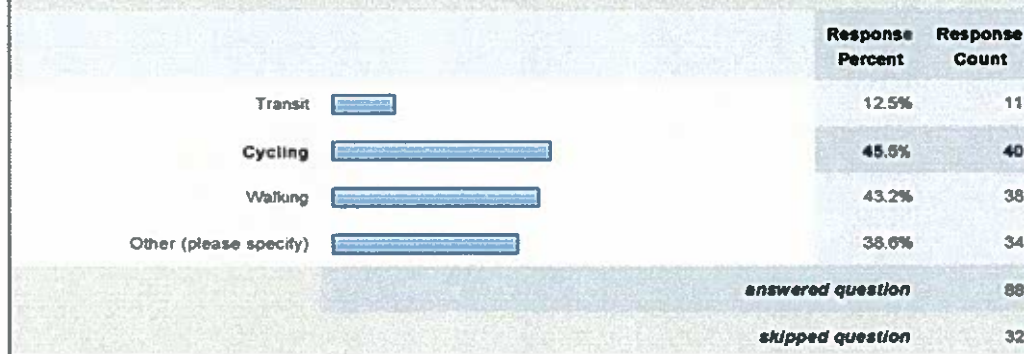
5. Are more facilities required along the Waterfront?



Public Comments:

1. Provide clearer marking on pathways (bike verses walking).
2. Improve trails, sidewalks and walking areas; add bike locking areas.
3. Provide distance markers along the path.
4. Provide booths/cafes/patios in south portion of park including healthy eating concessions "upscale" facilities.
5. Consider tourism information kiosk and share with Chamber of Commerce, Serendipity Princess.
6. Consider heritage photos of Old Barrie downtown/waterfront.
7. Consider small business and unique retail shopping spaces.
8. Provide more washrooms, change rooms, drinking fountains and garbage collection.
9. Parking garage to accommodate more vehicles in the summer.
10. Consider a viewing tower.
11. Provide Highway 400 signage to show where Barrie is on the Lake.
12. Area for dogs to swim.
13. More police patrols.
14. Keep it free of shops; keep it natural

6. Do you use a Car Free means of transportation to get to the waterfront?



Public Comments:

1. Rollerblade.
2. Sometimes Drive
3. Not enough parking for community people from out of town
4. More free parking
5. Occasionally park in downtown.
6. Expand biking areas, safe avenues, major roads don't have bike lanes from exterior of City to Centres.

7. Bring bike to cycle – no safe link to Midhurst.
8. Live too far; have to drive
9. Never use a car free method – always drive
10. Park at home of relatives who live nearby.
11. Usually use the car because of our dog.
12. Drive to one end of the waterfront and walk around the bay.

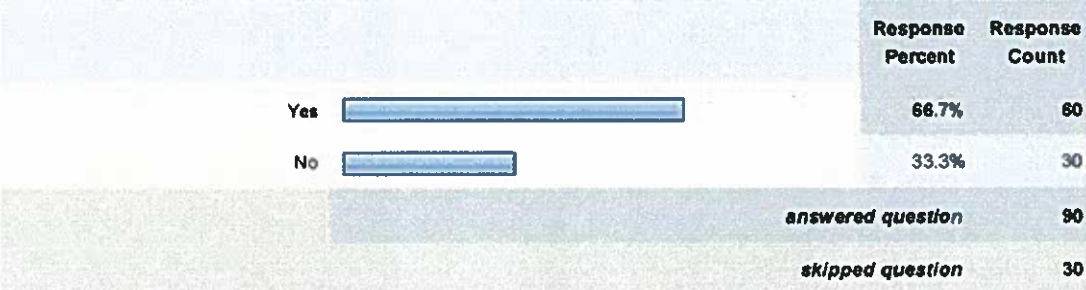
7. What improvements and/or park services would be needed for you to take a Car Free means of transportation to the waterfront?

	Response Count
	86
<i>answered question</i>	86
<i>skipped question</i>	34

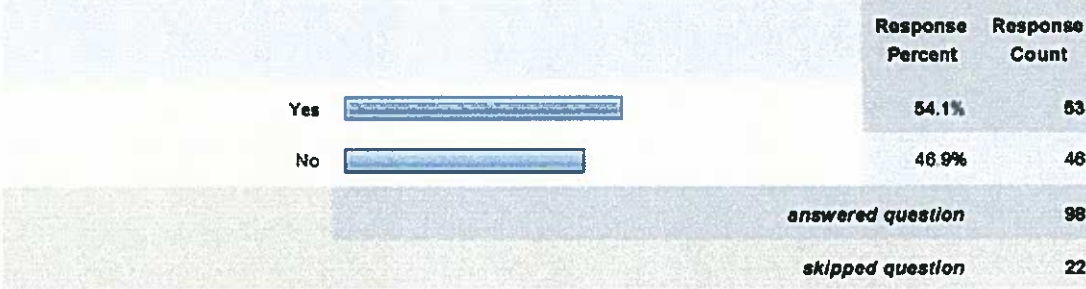
Public Comments:

1. Shuttle from Essa and/or malls especially for events.
2. Better, direct and more frequent bus transit to the waterfront and have a bus specific to Lakeshore Drive
3. Widely available rapid transit system and more frequent during festivals and special events.
4. Trolley service from Minet's Point to other locations along the waterfront.
5. Dog friendly transit? Otherwise we have to drive downtown and to the waterfront
6. More bike paths from Bayfield to downtown to the waterfront
7. Better connecting bike and walking trails leading to the park from various points in the City.
8. More bicycle lanes and on-road facilities leading to the waterfront such as Lakeshore, Victoria, Tiffin, Minets Point, etc.
9. More access to the waterfront besides the roads – use paved or nature trails and more pedestrian friendly ways to travel to the waterfront with crosswalks and pedestrian bridges or tunnels.
10. Longer and wider paths that are connected along the entire waterfront.
11. Have a path for rollerbladers and cyclists with a separate one for pedestrians such as the boardwalk.
12. Access from Allendale.
13. Locking bike stands.
14. Designated bicycle parking in the downtown and on the waterfront.
15. Better wheelchair access.

8. Do you agree with separating event space from public recreational space (Panel 2-Events)?



9. Should additional parking be provided along the waterfront?



#10 question

Public Comments

1. For the odd time we're there, we don't mind walking a little further from Bradford Street.
2. More efficient parking.
3. Parking areas with shuttle to waterfront – all free.
4. Would like to see a charge for out of towners.
5. Consider Informal overflow parking in specific areas "grass paved areas" engineered for occasional parking but covered with grass.
6. There seems to be empty lots along Bradford Street – could they be used? More off site parking.
7. Keep the west side of lakeshore for parking.
8. Encourage locals to walk/bike to waterfront.
9. Erect a small parking garage at Victoria Street and Allandale Station could accommodate additional parking.

11. What do you dislike about the waterfront?	
	Response Count
	100
answered question	100
skipped question	20

Public Comments:

1. Add more planting in front of waste treatment plant.
2. Needs more trees and naturalization.
3. Add more picnic tables and seating areas.
4. No cafes, patios, bistro type and casual dining – perhaps at Allandale Station.
5. Not too many food and/or drink options. Would be nice to have several patios to choose from.
6. Bury hydro lines underground.
7. Waterfront not respected, very dirty/unmaintained.
8. Geese and people feeding the geese creating “dirty grass”.
9. Bikes on bike path going too fast and encroaching on the pedestrian path.
10. Often very crowded and there are bottlenecks along the path.
11. Maintenance of sand beaches.
12. All gravel parking should be paved.
13. Too congested – dangerous mix of cars and pedestrians.
14. No boardwalks or boutiques.
15. Lack of sunbathing platforms.
16. Not enough clean toilets and lack of washrooms.
17. No area for dogs to swim.
18. Don't like the condos.
19. Pay and display parking requires change – make use of credit cards.
20. Enforce “breathe free” no smoking on lakeshore.
21. Awkward to get in and out during events.
22. Difficult for handicap access during peak use.
23. Gaps between Southshore Community Centre and beach.
24. Lack of police presence.
25. Insufficient beach and playground.
26. Boat launch parking taken up by cars without trailers – enforcement.
27. Cars are given priority over cyclists and pedestrians.

12. What activities do you currently do along the waterfront? (Please list)

	Response Count
	103
answered question	103
skipped question	17

Public Comments:

1. Fireworks.
2. Kempenfest and all special events and festivals.
3. Swimming.
4. Sunbathing.
5. Ice cream.
6. Playground at centennial Park.
7. Splash pad at Heritage Park
8. Biking and rollerblading.
9. Walking the dog.
10. Walking the Trans Canada Trail.
11. Walk, sit and enjoy the lake view.
12. Scuba diving.
13. Running/jogging, Triathlon and fundraising runs.
14. Hangout
15. Park Clean-up days.
16. Picnics near Southshore Centre.
17. Kayak, rowing, paddling and use of the harbour.
18. Events at Southshore Centre.
19. Attend open air theatre.
20. Model yachting.
21. Drumming.
22. Yoga.
23. Beach volleyball.
24. None, we always go to Orillia or Midland for waterfront activities. It's not safe to bike to the waterfront with our kids so we load up the car and drive 20-40 minutes more.
25. Rollerblade with strollers.