

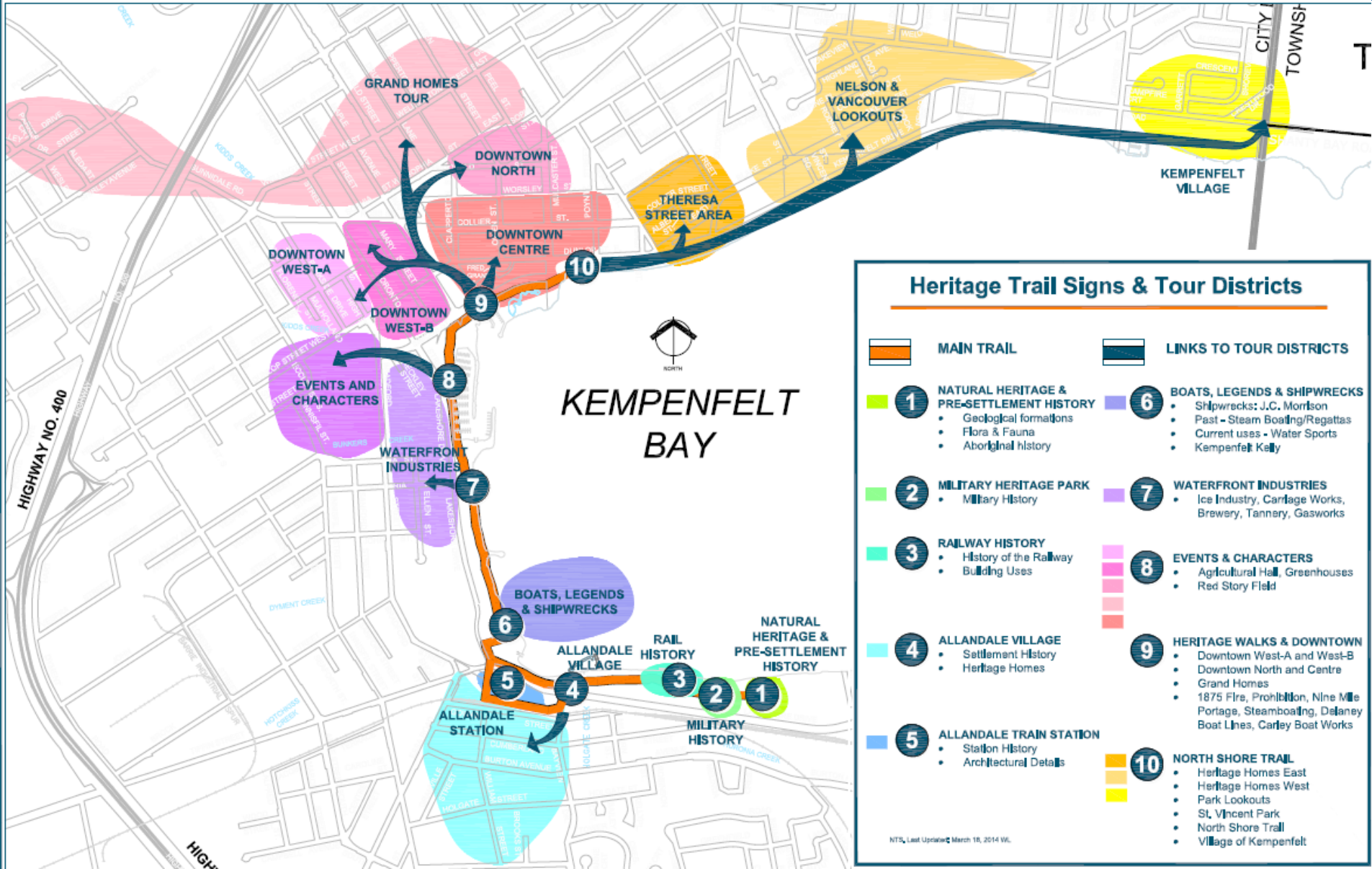
Accessibility Advisory Committee

Waterfront and Park Updates
November 24, 2016



Project Review

- Heritage Trail & Interpretative Signage
- Shear Park Playground Reconstruction
- Centennial Park Reconstruction (Leonard)



Heritage Trail Concept



Heritage Trail – Tiffin Boat Launch Lay-by Station 4



New Interpretative Lay-by Station for Allandale Village



Allandale Railroad YMCA

Young Men's Christian Association

How to accommodate the railway's transient workforce?

At a meeting of the Lord's Day Alliance in October 1903, The Reverend H. D. Cameron, Allandale Presbyterian Church, suggested organizing a railway YMCA. A non-alcoholic alternative to the local bars was needed, somewhere providing recreation and accommodation in a Christian, but non-sectarian, environment. It would take five years to achieve.

268 Bradford Street

In May, 1906, the YMCA committee purchased four lots at the corner of Bradford Street and Townline (Tiffin Street) for \$1,500. The late-Victorian style three-story brick building opened on May 19, 1908.

In 1910, Railroad YMCA Lawn Bowling Green was placed behind the water tower. In 1914, the railway men formed the Canadian National Athletic Association of the Barrie Division at the Allandale YMCA. The YMCA remained Allandale's recreational hub until the 1940s. The building was operating as a restaurant in 2016.



Above Photo: Men at the entrance of the YMCA, fronting on Tiffin Street. Courtesy of the Simcoe County Archives and Beautiful Barrie: The City and Its People/Barrie 150 Book Project.

Sample Interpretive Sign

Sample Interpretive Sign

East End of North Shore Trail – Kempenfelt Village

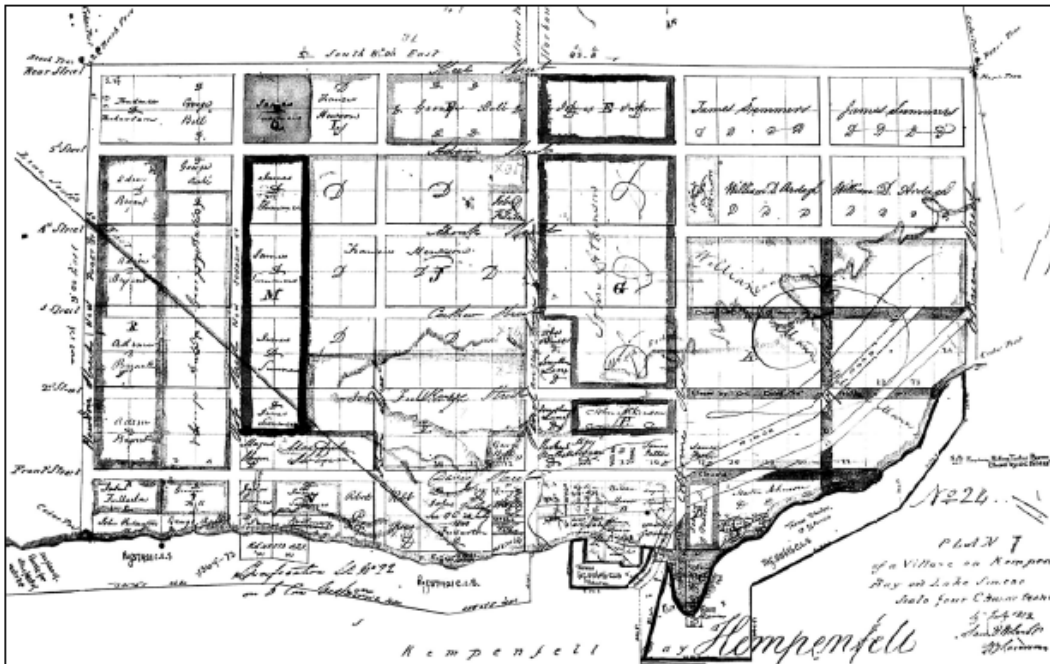


The Lost Village of Kempenfelt

Divided From the Beginning

Oddly enough, Penetangulshene Road was the division line between Vespra and Oro, splitting the village into two Townships, and perhaps foreshadowing the loss of the original village into the two present jurisdictions of Barrie and the Township of Oro-Medonte.

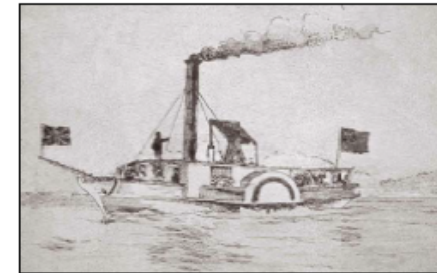
The map below shows how the streets named Front, 2nd, 3rd, 4th, 5th, and Rear in the original survey were later changed in the 1830s to commemorate area settlers. Steel and Puget Streets at the north and west boundary remain today in Barrie. Many of the earliest (pre-1837) settler names can be found here marked on the lots, such as Atkinson, Ball, Bryant, Fullerton, Mann and Summers.



Above Map: Samuel Wilmet's 1812 survey for the village of "Kempenfelt", updated by hand as lots were sold by the Crown, Courtesy of the Simcoe County Archives and Beautiful Barrie: The City and Its People/Barrie 150 Book Project.

Uncertainty

Settlers had been lured to Kempenfelt by the promise of the village becoming the County Town. Rapid settlement after 1832 meant that more people were debarking the steamer at further north up the bay at Hodge's Landing (Hawkestone) on their way into the northern part of Oro and Medonte than at Kempenfelt. Kempenfelt suffered as a result, and residents became concerned about the town's future.



Above Sketch: Steamer St. John Colborne, launched in 1832 to service the wharfs of the shareholders scattered around Lake Simcoe. Artist: C. H. J. Selder. Courtesy of the Simcoe County Archives and Beautiful Barrie: The City and Its People/Barrie 150 Book Project.

Broken Promises, Broken Future

When Barrie residents sent a petition to Toronto asking to become the administrative centre for the new county in 1836, a counter petition was launched by the Kempenfelt and Penetangulshene Road residents.

They argued that no respectable person would ever choose to live in Barrie due to the swampland "fully as low as the Lake, which will prevent a possibility of it being ever drained and with a S. W. wind a noxious vapour will be frequently hovering over Barrie."

But, by the following year, it had been settled. Barrie would become the district town as soon as a jail and courthouse could be built.

Eventually, Kempenfelt was absorbed into Barrie's borders through the annexation of Vespra Township. Only a commemorative cairn at the north side of the intersection of Penetangulshene and Shanty Bay Road marks its passing.



BARRIE WATERFRONT HERITAGE TRAIL

A "High Five" from Barrie's first Mayor
WILLARD KINZIE



Willard Kinzie was Mayor of Barrie from 1957 to 1961. Above is a cast bronze imprint of Willard's hand, created in 2016 to commemorate the opening of the Barrie Waterfront Heritage Trail. The trail was Willard's idea, as a way to share pride and awareness of Barrie's history. Thank you Willard! That deserves a high five.

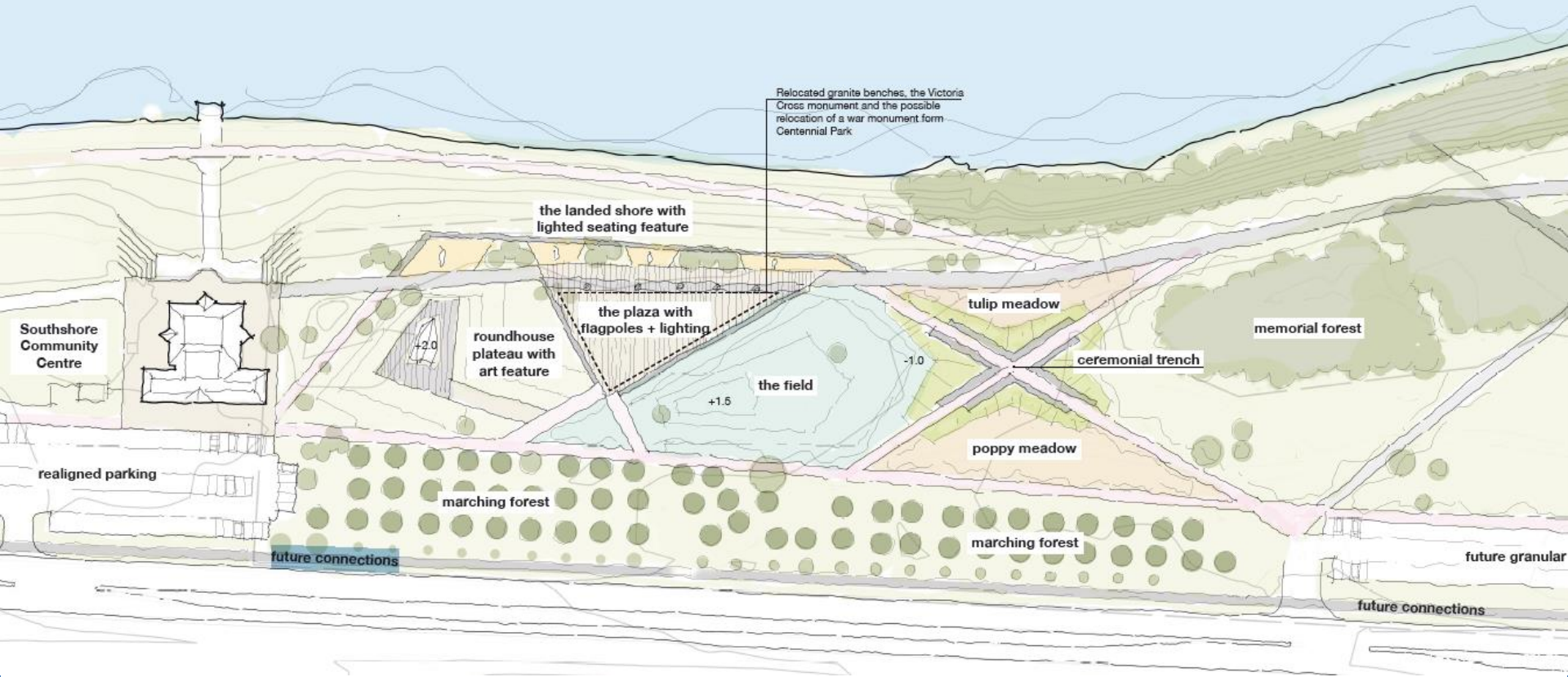
Recognition Sign Willard Kinzie's "High 5"

- located at the end of
the North Shore Trail
(Kempfenfelt Village
Lay-by Station)



Shear Park Playground Reconstruction

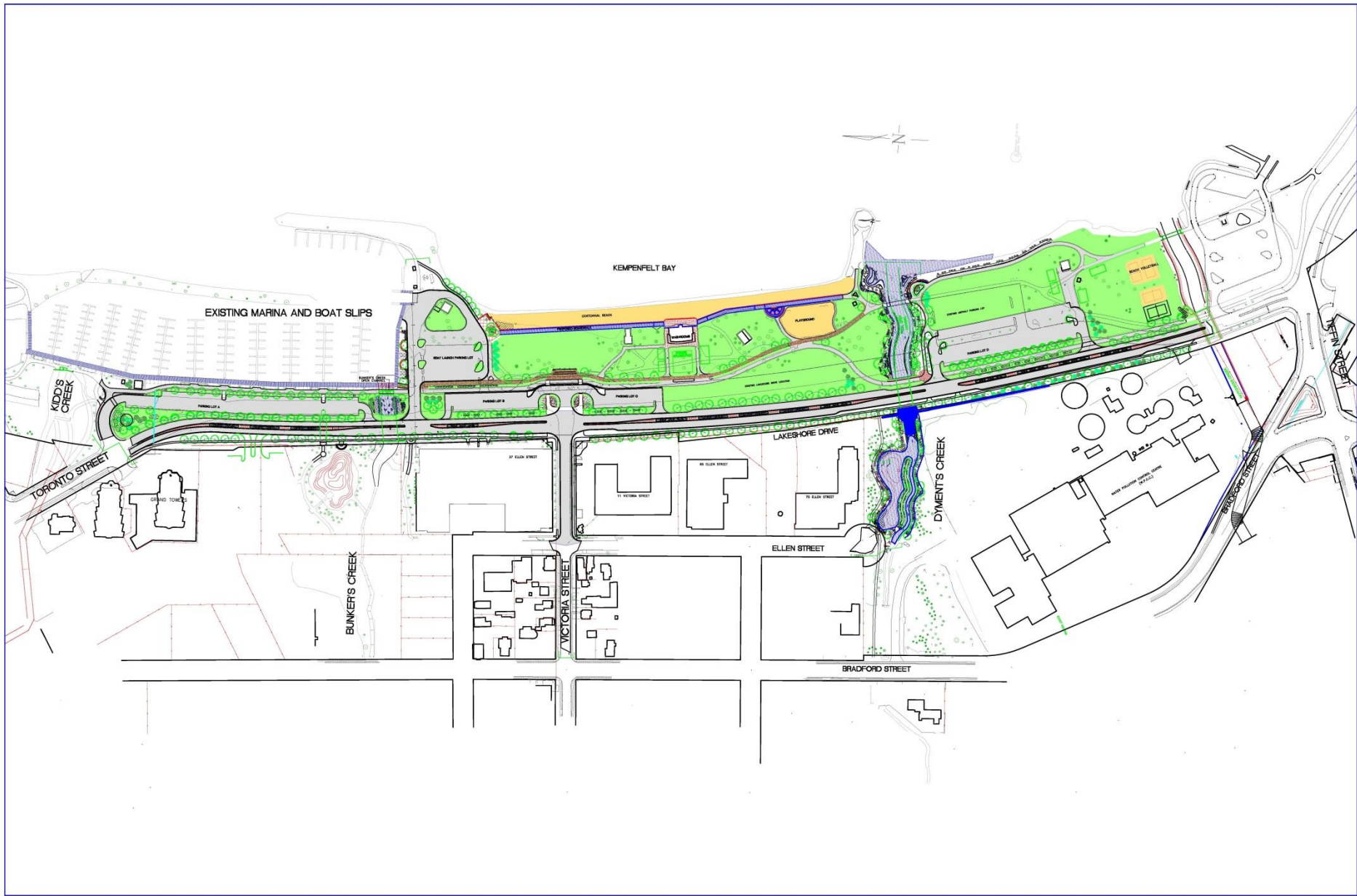
Kempenfelt Bay



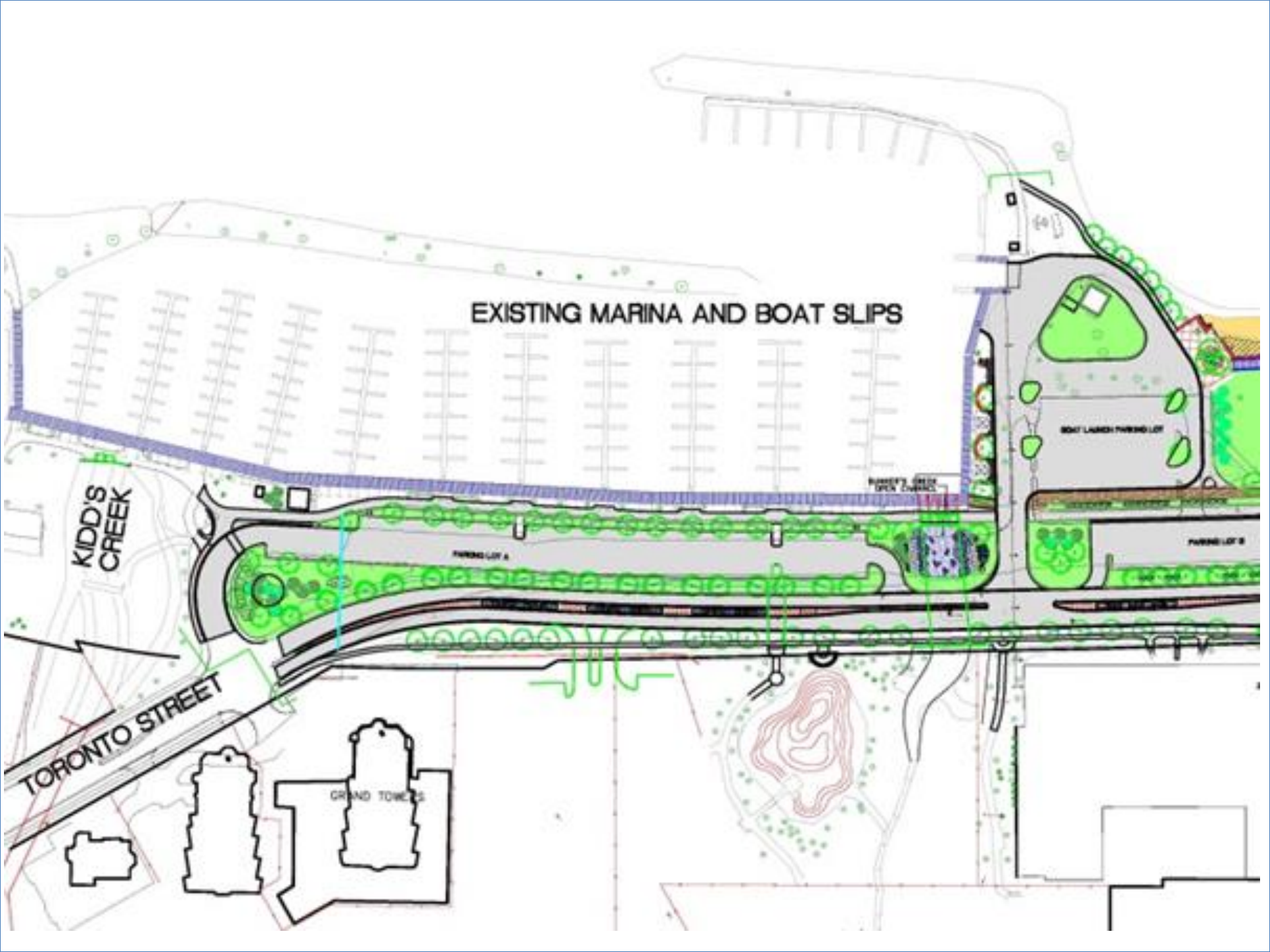
Barrie Military Heritage Park

thinc design
July 7, 2016

Military Heritage Park Detailed Concept



Centennial Park Redevelopment



EXISTING MARINA AND BOAT SLIPS

KIDD'S CREEK

TORONTO STREET

GRAND TOWERS

PARKING LOT A

PARKER'S ISLAND OPEN CHANNEL

BOAT LAUNCH PARKING LOT

PARKING LOT B

KEMPENFELT BAY







Thank you!