

# APPENDIX A

## 20-YEAR PROJECT PLANS

# SECTION 1

## NEIGHBOURHOOD AREA

Over time the Neighborhood Area will emerge as a place tailored to the needs of the surrounding neighborhood and serve to balance broader tourism goals within the park. The projects outlined herein will form the basis for the development of the Neighborhood Area.

### 1.1 NEIGHBORHOOD PLACE

Neighborhood Place is a community facility and meeting place for residents. Composed of flexible indoor community rooms and outdoor gathering areas, the space will become the canvas for ongoing community development and cultural programming. The facility is envisioned to be incorporated into the Innisfil Beach Road gateway area of the Neighborhood Area, to ensure the facility is located in close proximity to the Alcona downtown. In addition to the indoor community rooms, a landscaped outdoor area could contain space for events to spill out, provide fire pits for winter resident use, and comfortable seating. Community facilities benefit from the

direct input of residents to ensure that they serve the needs of the surrounding area, however some initial facility design suggestions have been put forward in the Project Guidelines Addendum to kickstart those discussions.

Timeframe	Priority
5-10 Years	High Priority

**Project Impact**  
Potential for high community impact, particularly for residents of Innisfil who will enjoy resident focused programming in this neighborhood-oriented facility.

- Project Elements**
- Square: The outdoor areas surrounding the pavilion should be of a stable, decorative material that allows events to spill out of the pavilion and visitors to enjoy fresh air, outdoor programming, and landscapes. Colors, motifs and textures could be applied to further define the



outdoor space as a community asset. A cantilevered roof design or adjustable textile roof on the adjacent pavilion could shelter portions of the square.

- Temporary Furniture: Temporary furniture could be stored for special events and allowed to be configured indoors and outdoors to accommodate a wide range of programming.
- Pavilion: An enclosed multi-function space composed of a large glassed hall and several smaller rooms. Connected smaller rooms could be used for classrooms, staging for events, and other needs, while the larger hall space holds community events, shows, concerts, and performances.
- Landscaping: The Long-Term Plan places the Neighborhood Place pavilion centrally within the existing
- Fire pits:

Project Guidelines

- Given the range of possible costs for a community space, the initial scale and complexity of the pavilion would be determined through the capital budget process, though incremental additions could be accounted for or designed at earlier stages with construction phased over the duration of the Plan.
- Refer to publicly accessible indoor spaces (), service loading areas and utilities (), and placemaking and outdoor spaces () for additional guidance on site layout and building design on public buildings.

1.2 OFF-LEASH DOG AREA

Morning and evening weekday dog walking is a popular activity in Innisfil Beach Park for locals. Existing prohibitions on off-leash dogs and unavailability of designated spaces have left some users feeling left out of their Park. The development of a medium to large fenced off-leash area in a convenient and quiet location will benefit local with a year-round amenity, more opportunities to meet people in the neighborhood, and to conveniently get exercise with their pet.

Timeframe	Priority
5-10 Years	Medium Priority

Project Impact

Potential for high community impact, particularly for dog owning residents.

Project Elements

The following elements should be considered as part of a future off-leash dog area within the Park:

- Fencing: A 2000 to 4000 m2 area should be fenced off using a vinyl coated chainlink (or comparable) to a height of 4 feet. Double gated (corralled) areas should be supplied for at least two major arrival points. Consideration should be made for oversizing the Park to permit resting of sodded areas.
- Site Furniture: Several Benches and picnic tables should be supplied to provide seating and staging for dog owners, located in proximity to shade structures, wind breaks, or retained trees. Trash cans and dog bag holders should be provided at entrances.
- Community Bulletin: Dog Park areas frequently evolve into social hubs for the surrounding community. A bulletin board is an inexpensive means of supporting this social role.
- Signage: Adequate signage should be determined through the design process and supply prior to use.
- Lighting: If operating hours are anticipated past dawn or dusk, lighting should be considered at the double gated areas. Further pedestrian scaled lighting through the off-leash area as may be considered.
- Water Availability: The availability of water services permits drinking water and washing facilities. Such features are highly desirable but may be supplied at a future date.
- Agility Equipment: Structures for climbing may be included and could be constructed from natural materials (e.g. stacked tree trunks and stones) or manufactured (e.g. ramp features).

Project Guidelines

- A location for a future off-leash dog Park has been provided on the Long-Term Plan, selected for its distance from existing residential uses, compatibility of adjacent uses, level of connectivity, and availability of land. If a new



location is proposed, alternatives should be identified and reviewed to ensure compatibility with existing and planned surrounding uses, such as the avoidance of children’s play areas, ecologically sensitive areas, sports fields, gardens, and water features.

- Off-leash dog areas should constructed to allow for users with limited mobility.
- Surfacing for off-leash dog areas should be selected from a combination of limestone screenings, sod, dirt, and synthetic turf designed for dog Parks.
- Vegetated screening, such as fast-growing evergreens and shrubs, can be supplied outside fencing where visual impacts are anticipated.
- A site drainage plan should be undertaken to minimize muddy conditions within he off-leash area.
- Provision of an off-leash area should be undertaken in conjunction with enhanced by-laws restricting off-leash dogs in the Park. Areas adjacent to off-leash facilities are often misused by dog owners as extensions of the off-leash area.
- Materials regarding off-leash area etiquette should be broadly and frequently communicated.
- Engagement with residents should include the identification of potential community leaders or groups interested in providing stewardship over the facility.

1.3 COMMUNITY GARDEN

A key principle of the Neighborhood Area is introducing facilities that draw the surrounding community into the Park, create opportunities for leadership, and make space for informal socializing. A community garden meets all criteria and enhances food resilience within Alcona. A community garden has been conceived adjacent the west gazebo to take advantage of existing power and nearby water infrastructure.

As with many projects put forward in the Innisfil Beach Park Master Plan, it is recommended that smaller, lower cost investments be made to introduce new facilities and amenities prior to larger investments. Staff recommend that a community garden space not be introduced without formulation of a governing body composed primarily of residents. Following

a successful start up period, additional investments could be considered to complement community garden programming, such as an outdoor food preparation area or washroom.

Timeframe	Priority
3-5 Years	Low Priority

Project Impact

Potential for medium community impact, improving food accessibility and community resiliency in Alcona.

Project Elements

- Governance and Operational Plan (GOP): A governance/ operational plan is required to establish the roles and responsibilities of a resident body committee and limited municipal staff. The governance plan may demand top-down guidance from Town Staff to establish maintenance, insurance, and procedural direction, prior to transition to a volunteer-led committee. The development of the GOP should be initiated only after potential local leadership has been identified, to allow a citizen-controlled planning approach.
- Beds: Beds may be constructed at in-ground or raised. Taller raised beds allow for users with limited mobility, or in mobility chair users to garden. A mix of bed types may be utilized.
- Paths: Paths should be well drained and constructed with a stable surface, wide enough for users to comfortable pass and mobility chair users to move through the space.
- Vehicle Access: Vehicle access must be provided to allow for deliveries. A narrow single lane vehicular access should be provided from the main Park thoroughfare. Access should accommodate deliveries to the adjacent outdoor kitchen facility.
- Water Supply: A water supply is required to irrigate clean tools and equipment. Nearby water supplied from the west washroom building should be extended to the garden and outdoor kitchen.
- Fencing: Fencing may be added to discourage trespass from children or dogs and limit damage to the gardens.
- Tool Storage: A shed, sheltered cabinet, or locked bin should be provided to hold resident tools.

**Project Guidelines**

- **Governance:** The long-term success of the community garden will depend upon ownership and leadership from community members. The beginning phases of this initiative should involve seeking potential long-term membership for a community garden committee. The committee would be responsible first for initial planning and organizational set-up for a community garden space. Pending completion of that crucial initial phase, the committee when be responsible for monitoring the condition of the facility, managing membership and procedures, and programming the space, among other potential mandates. A municipal staff coordinator could support the garden through grant acquisition, sponsorships, and fundraising programming.
- **Scalability:** At the outset of the initiative, a small pilot project should be undertaken to experiment and learn, prior to greater investments. The scale should be commensurate to the drive and commitment of the community garden committee. A successful community garden will expand and diversify its facility offerings over time as the long-term viability of the initiative is proven.

**1.4 OUTDOOR FOOD PREPARATION**

An outdoor food preparation concept has been introduced to further reinforce neighborhood-oriented uses within the Neighborhood Area. The outdoor food prep area could consist simply of durable counter height surfaces, access to running water and waste water, space for barbequing, all under a weather resistant roof structure. The facility should be located away from heavier tourist activity to ensure scheduled/booked resident access is the priority, but nearby other complementary services like the community garden use and a washroom. The Outdoor Food Preparation area could be considered a milestone project for a cluster of community facilities within the Neighborhood Area, beginning with successful adoption of the community garden initiative or Neighborhood Place.

Timeframe	Priority
5-10 Years	Low Priority

**Project Impact**

Potential for medium community impact.

**Project Elements**

- **Expand the North Pavilion:** A marginal expansion of the north gazebo could accommodate an outdoor kitchen use and keep existing space within the gazebo to keep dining tables and seating.
- **Food Preparation Surface:** A large, smooth food preparation surface would be constructed incorporating charcoal grills, sinking basins. Materials would be highly durable and easy to clean.
- **Access to Water:** Water supply for washing and fresh drinking water would be provided from existing connections at the adjacent washroom.
- **Charcoal Grills:** Charcoal grills are built into food preparation surfaces to create a large cooking station. Smoke is exhausted through the roof by convection or through an electric fan.

**Project Guidelines**

- **Governance:** In ideal circumstances, the outdoor kitchen initiative is conceived as a milestone expansion of the of community garden space to the west of the west pavilion. Contingent of a successful pilot, resulting in substantial governance of that initiative by a resident led committee, the outdoor kitchen could be introduced to diversify programming options for resident priority food related programming and small event space. If the community garden initiative is not found to be successful, either as a concept or within IBP, then the indoor kitchen concept should be revisited within a subsequent five-year plan review cycle.
- **Flexibility:** Though cooking areas should be covered by the gazebo for greater flexibility around weather and reduced damage from the elements, opportunities should be considered to spill the outdoor kitchen use out from the gazebo. Children attending small gatherings need objects to play on while parents cook, shade will be needed around the periphery of the gazebo, and flexibility for extra seating for bigger events – materials, shade structures, objects, and groundcover will determine the flexibility of the space.





- Character: Creative solutions to everyday issues will determine the character and tone of place. Community oriented facilities should feel like a product of and lived in by the community. Color
- Vehicle Access: Should be provided through the adjacent road access to the community garden.

1.5 YOUTH PLACE

Youth Place is an adapted building intended for recreational and social space for young people in Innisfil to meet, socialize, learn, and play. No specific location has been selected as part of this Plan to allow for flexibility, however the facility should be considered a milestone project for youth-oriented facility clusters, such as the planned BMX pumptrack and skatepark which creates a destination for young people in Alcona and the broader area. Youth oriented programming, classes, workshops, incubation, and events could be held at Youth Place, organized by youth, community, and school groups. The internal utilization and programming of Youth Place would be dependent on future consultation, ongoing community leadership, and organization.

Timeframe	Priority
5-10 Years	High Priority

Project Impact

Potential for high community impact, particularly for youth populations.

Project Elements

- Consultation: Socially oriented community facilities depend upon meaningful resident consultation to expose specific programming needs, identify up and coming leaders in the community, and long-term partners to ensure spaces become a long-term success. Successful implementation of Youth Place will require early initialization with community partners substantially prior to Youth Space location selection, programming plans, and development. Key to this consultation is the preferred ownership/operational model for the space: a municipally owned and operated centre, a resident governed and operated facility, a privately ownership and operation, or a non-profit community space tenancy model.



- Governance and Operational Plan (GOP): A governance/operational plan is required to establish the operation and governance of the Youth Space. The governance plan may demand top-down guidance from Town Staff to establish maintenance, insurance, and procedural direction, prior to transition to ultimate ownership and operation. It is intended that this phase occur following consultation and far in advance of operational facility relocation and building retrofit.
- Potential Building Form: The Youth Place facility concept depends upon a structure to accommodate various forms of community development, event, and educational programming. Staff suggest planning and development for a permanent structure should not be undertaken until community members, groups, and staff have a chance to explore temporary and pilot projects within the park, build partnerships, and build upon successes. A future facility could take a wide range of building forms, but should leverage access to outdoor space to minimize the cost and maintenance obligations for indoor spaces.

Project Guidelines

- Non-Profit Community Space Tenancy Option: Some municipalities have found success programming spaces in partnership with existing local non-profit organizations. A youth focused organization, with in common social objectives could lease and operate the space with the possibility of additional Town contributions in resources, staffing as needed.
- Community Run Option: Building off consultations at the outset of the project, opportunities should be identified to give interested community groups and members ownership of the programming of the space. Giving power to community members will significantly determine the long-term success of the initiative. Consultation for this initiative should explicitly seek existing and potential long-term membership for a youth place committee. The committee would be responsible for monitoring the condition of the facility, managing operation, and programming the space, among other potential mandates. A municipal staff coordinator could support the committee in programming, taking advantage of partnership, and fundraising.
- Private Ownership Option: A privately owned and operated for profit facility, is another option for operation of the Youth Space. Early agreements and partnership with the municipality could be established to ensure the facility



continues to operate in a synergistic and compatible manner with surrounding park objectives. The Town may consider social enterprise model requirements for a future owner/operator of the space.

- Scalability: At the outset of the initiative, potentially following an initial fit up of the building, smaller pilot projects should be supported for the space to allow the Town to experiment and learn, prior to greater investments.
- Tenancy: Consider single or multi-tenant, grassroots and non-profit use agreements for groups interested in operating and programming Youth Place. In all cases, partners should be oriented to addressing local youth needs and supporting Town strategic objectives.
- CPTED: As outlined in the planning principles guiding this document, a consideration of crime prevention through environmental design should be emphasized in the design of Youth Place and other surrounding facilities. The clustering of compatible and complementary amenities to support frequent visitation by a wide range of residents should be the first priority, to support the complementary principles of placemaking.

1.6 BMX PUMPTRACK

Constructed of dirt and asphalt, a pumptrack would contribute to summer youth programming and a youth focused placemaking node. The facility would be the first of its kind in Innisfil and would attract users from neighboring municipalities.

Timeframe	Priority
2-3 Years	High Priority

Project Impact

Potential for high community impact, particularly for youth populations.

Project Elements

- Pumptrack: The pumptrack would be constructed of a stable surface from soil mixtures and/or asphalt. The track could contain one or more loops with a range of jumps, ramps, and other features.
- Water Availability: Water is required for drinking water and

cooling and could be combined with the skate park and Youth Place facilities.

- Shade: Trees should be retained where feasible to retain shade benefits. It is anticipated that additional shade structures would be needed to provide comfortable spaces for users to rest, relax and socialize. Semi-permanent umbrellas could be installed in association with the Youth Place, matching the umbrella designs from the Beaches Area.
- Bike Parking: Bike parking racks would be required to provide a secure place to store bicycles.

Project Guidelines

- Programming: Bike parks are often underestimated for their potential for structured programming like camps, instruction, community and school partnerships, and youth programming. A programming strategy should be considered parallel to the concept design phase to anticipate facility needs required to support a long-term annual programming schedule for the track.
- Scalability: A BMX track is suited to incremental expansion over time. Track design should leave space and anticipate future expansion of the track and additional features.

1.7 SKATEPARK

The potential for a skateboard park was identified in the 2004 Future direction Plan for IBP, but was never implemented. Responding to feedback from the summer 2019 consultation, Staff have recommended a skateboard park be constructed to contribute to a youth oriented placemaking destination. The skateboard park would be suitable for rollerblade, scooter and skateboard use, and would be complemented by an adjacent BMX pump track.

Timeframe	Priority
3-5 Years	High Priority

Project Impact

Potential for high community impact, particularly for youth populations.



Project Elements

- **Poured-in-place concrete skatepark:** A poured-in-place concrete skatepark has an initially higher cost compared to modular skateboard parks but are more durable and cost-effective over the long run. Staff suggest a hybrid park design, containing both bowl/transition features and street plaza features to ensure the park offers sufficient room to expand skills and experience.
- **Water Access:** Water access for drinking and cooling should be incorporated to the skatepark design. A line could be connected from the existing operations building was connection.
- **Shade Structures:** Trees should be retained where feasible to retain shade benefits. It is anticipated that additional shade structures would be needed to provide comfortable spaces for users to rest, relax and socialize. Semi-permanent umbrellas could be installed, matching the umbrella designs from the Beaches Area.
- **Seating:** Site furniture should be highly durable and may be constructed out of matching concrete materials and integrated into the overall park design.
- **Seasonal Indoor Skating:** There is a potential for an indoor skatepark element to augment summer season skating and extend the skate season into winter, pending identification of programming and other challenges. A large sliding door opening could allow skaters to access a one or a small set of skateable features inside the building.

Project Guidelines

- **Winter Use:** Consideration should be made to accommodate skateboard use within the adjacent operations facility. A rail, small set of ramps, or a mini ramp could be set up temporarily or seasonally to give skaters an opportunity to practice through the winter season.
- **Consultation:** Like all youth-oriented facilities, consultation at the outset of the project and for all planned changes is a requirement. Consultation should be oriented in part to park design, programming, capacity building and civic engagement, LQC opportunities, and building a foundation for sustained engagement to inform future decisions around the park.
- **Programming:** Skateboard parks are often underestimated for their potential for structured programming like camps,

instruction, community and school partnerships, and youth programming. A programming strategy should be considered parallel to the concept design phase to anticipate facility needs required to support a long-term annual programming schedule for the park.

1.8 RELOCATION OF OPERATION FACILITIES

The current Park operations facility is located prominently at the centre of the Park. The Long-Term Plan recommends a relocation of operations facilities from this area to an alternate location within or outside the park. A specific location has not been supplied, given the anticipated change in park maintenance and operations needs over the course of this plan. The need for relocation, however, is known. As part of a future Operational Plan, operations staff should consider the long term suitability of the current location and planned service delivery models for Alcona parks.

Timeframe	Priority
3-5 Years	High Priority

Project Impact

Potential for medium community impact, improvements to Park Operations.

Project Elements

- **Operations Plan:** Following the completion of the IBPMP, an Operational Plan should be prepared to anticipate the Long-Term operational facility and resourcing needs of IBP. As part of this exercise, a needs assessment should take place to determine the spatial requirements of the new operations yard, including:
  1. Machinery, equipment, and furniture storage needs
  2. The size, features, and amenities of a potential future operations Staff Building.
  3. Consideration should be made to evaluate the long-term need of a municipal operations building within Innisfil Beach Park.
- **Machinery and Equipment Yard:** Sized sufficiently





to accommodate the Long-Term Plan maintenance requirements, the relocated yard would be relocated to an alternate location within the park or outside the park. If inside the park, the priority should be made to situate the facility away from recreation areas and to capitalize upon previous disturbed areas to minimize vegetation removal.

- Fencing: Fence materials and quality of construction should be commensurate to its impact on the public realm. The use of chainlink should not be considered within the Park, except only to further delimit outdoor storage, loading, and services areas, where appropriate landscape area screening has already been provided.
- Operations Building: A replacement operations building would be required within the future operations yard space, however the scale and function of the building remains to be determined. The fit and function of a future building should be explored in greater detail in consultation with Operation’s Staff, in reference to long-term

**Project Guidelines**

- Adaptive Reuse: Adaptive reuse of the existing operations building should be considered during discussions to select a new operation facility location.
- Screening: The practice of clustering operations and utilities will result in enhanced screening around the future facility. If fencing is proposed to discourage trespass, fencing should be further screened with naturalized vegetation to better coordinate with surrounding park character.
- Expandability: A future operations space in the Park should be designed to be expandable, to accommodate future growth and expansion of amenities in the Park.

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# SECTION 2

## GATEWAY AREA

### 2.1 INSTITUTIONAL MIXED-USED LOW-RISE DEVELOPMENT (IMU)

Institutional Mixed-Use Low-Rise Development (IMU) structures are 2-6 storey multi-storey structures containing primary ground floor institutional uses serving the surrounding neighborhood with upper storey housing units. Institutional Low-Rise structures have been conceived to maximize strata use benefits where Community Hubs are considered within the Park. Unlike traditional mixed-use development proposals on municipal lands, which in this case would result in a loss of parkland, the IMU concept is intended to capitalize upon the traditionally lost residential strata increment above planned municipal institutional uses. If well planned, there is potential to capture this increment while incurring no loss of parkland.

Incorporating residential uses within the park is a polarizing concept, due to the perception of privatizing of public space

and historic transgressions into the park land by the water plant and firehall. The concept has been incorporated into the plan, however, due to the numerous benefits to the park as a whole when undertaken in a sensitive manner. Though the plan does not provide a detailed or specific outcome for the IMU, it is the opinion of Planning staff that the land lease revenues, improved public safety due to more residents accessing the park throughout the day and night, improved use case for expanded amenities and services in the park, and public/private partnership opportunities for provision of ground floor institutional facilities outweigh the perceived privatization of parkland.

Timeframe	Priority
10-20 Years	Medium Priority

**Project Impact**  
Potential for high community impact, expansion of cultural and civic amenities.



**Project Elements**

- Ownership: The legal basis for the land and building ownership of the IMU would need to be researched and the appropriate tools developed to support the IMU concept.
- Ground Floor Institutional Use: The ground floor of the IMU would entirely or predominantly be occupied by Town owned and operated facility. The IBPMP does not recommend any specific community facility, however a range of compatible facilities could be incorporated including a community centre, performance space, municipal offices, or a gallery.
- Strata Residential Use: Rather than having space above a community facility be unused, strata residential uses above the ground floor could be used for residential purposes. The location identified in the Long-Term Plan was selected for its proximity to existing Downtown Commercial Area designations, and for its ability to be screened from the Park via the surrounding forest.
- Development Partnership: A development partnership would need to be cultivated to ensure the objectives of the Park and the community facilities can be balanced with the considerations of residential development.

**Project Guidelines**

- Where buildings are located within and have access to parkland, public access around those entry points shall be prioritized. A high quality and public pedestrian thoroughfare should be constructed between an IMU and parkland, to ensure a smooth transition between parkland and ground floor institutional uses.
- Pedestrian connections from IMUs to parkland should be located to be visible from the street.
- Rear and side yard service vehicle access will be required for IMUs. A service access corridor within the IMU lot should be designated between parkland and any IMU building to eliminate vehicle access or hoarding over parkland areas.
- Surface parking will not be permitted between the park and Institutional IMU without substantive mitigation of visual, noise, air quality, and other issues. Structured or underground parking is strongly preferred as a parking solution.
- Building design and grading should be designed to

eliminate retaining walls facing parkland. Retaining walls exceeding 1 m in height will not be accepted where they are deemed to front onto parkland.

- Private at-grade amenity uses associated with strata residential uses should not be permitted. Where residential infrastructure are needed at grade (ex. driveway access, utility, loading areas) they should be visually separated where possible through compatible soft landscaping and structures such as walls, decorative fencing.
- Buildings should maximize sun exposure onto active park areas. Shadow impacts on any one spot exceeding 1-2 hours per day within a passive recreational area will not be permitted.
- The early design discussions for IMU building should commence by satisfying a 45-degree angular plane setback to any park space. Refinement of the building design with encroachments into the angular plane can subsequently be undertaken if they are found to conform to the maximum shadow impact guidelines, to the satisfaction of Town Staff.
- IMU developments will comply with all applicable right-of-way guidelines in section 4.8.7.
- The number of vehicle access points to an IMU should be limited to minimize interruptions to the street and conflicts with pedestrians. Access to surface or structured parking lots should be provided from laneways where possible.
- Small vehicle, electric vehicle, car-share and bicycle parking will be considered through Town initiated or applicant initiated Zoning By-law amendment, and be considered by Council for requests to reduce overall parking requirements to ensure that the building is not over supplied with parking spaces.
- Further guidelines may be developed to address project as more is known about proposed ground-floor uses and site environmental constraints.

**2.2 GATEWAY PLACE**

Gateway Place is a hardscaped south facing public space framed by an Institutional Mixed-Use (IMU) building and Innisfil Beach Road. The space would serve three functions: providing an outdoor expansion area for the ground-floor amenities at



the IMU, a distinctive park edge meeting point for pedestrians arriving at the Park, and as a canvas for a gateway feature.

Timeframe	Priority
10-20 Years	Medium Priority

**Project Impact**

Potential for high community impact, particularly for provision of community facilities on east end of Alcona.

**Project Elements**

- Plaza: The plaza will be in the front yard of the Gateway IMU, having a proportion of approximately 1:2 running lengthwise to Innisfil Beach Road for and spanning from 25 Sideroad to the width of the IMU. The space should be at grade with the pedestrian thoroughfare on IBR. Its south facing orientation will maximize sun-access in the winter, but its orientation along IBR may exposed windy conditions in the fall and winter.
- Access: The plaza will be connected by the ground-floor amenities at the IMU, which will be planned to spill onto the plaza for larger events. The plaza would be bisected by a MUP running at the south edge of IBR. Realignment of the MUP should shift the path as close as possible to IBR to maximize usable space on the plaza and minimize IMU front yard setback. On-street parking spaces on IBR should be signed/converted to accommodate short-term pick-up and drop-offs.
- Landscaping and Furniture: Following consultation and the identification of major programmatic uses, hard and soft landscaping elements should be added to define the edges of the space, support the definition of smaller areas within the plaza if appropriate, and provide seating and shade opportunities.
- Lighting: The plaza should be illuminated with pedestrian-scaled lighting with a high level of uniformity. Staff suggest lighting/illuminated surfacing be considered as an opportunity for artistic treatment.
- Public Art: As the gateway from the Alcona downtown, there is an opportunity to place a sculptural art feature at the 25 Sideroad and IBR corner of the plaza. The use of color, textures, motifs, and mounted art on the IMU will support the square as a destination for the Alcona downtown and a gateway to Innisfil's premiere urban park.

**Project Guidelines**

- The liveliness of the plaza will depend upon the programming, design, and uses within the IMU. The relationship between the ground-floor of the IMU and the plaza should be a priority at the design stage for both projects.
- The creation of small microclimates can extend the shoulder use of the plaza. Wind breaks and shaded areas facilitate "sheltered" seating areas and enhance the comfort of users on particularly hot, cold, or windy days.
- Color, texture, and symbolic motifs should be incorporated which reflect the character of the park and the surrounding community, resulting in a unique and iconic destination.

2.3 GATEWAY HILLS

The Gateway Hills are an assortment of artificial hills designed to support a high-quality passive recreational opportunity far from the popular beaches area. The hills would range in height, slope, and overall size and would support a range of programming, diverse landscape enhancements, and informal play. The design and implementation of the hills will depend upon the knowledge of technical experts to ensure the slopes safely support visitor activity, planned vegetation, drainage, and long-term stability.

Timeframe	Priority
5-10 Years	Medium Priority

**Project Impact**

Potential for high community impact, creation of signature park destination feature.

**Project Elements**

- Earthworks: The primary element of the Gateways Hills concept is a cluster of hills, ranging from rolling mounds no higher than a metre to large peaks twice the height of the existing toboggan hill. Like their size their slope should vary, allowing visitors to sit comfortably for a concert in one area and careen down on a sled when covered with snow in another area.



- **Edges:** Edges are formed where the slopes meet surrounding features, such as existing natural areas and planned pathways and squares. At these edges, consideration will be needed to appropriately transition from the slopes.
- **Landscaping:** Vegetation will be used throughout the Gateway Hills concept to stabilize the topography, create shade, discourage and encourage uses, define edges, and expand natural habitat.
- **Central Plaza:** The Long-Term Plan suggests a plaza concept at the heart of the Gateway Hills, to support uses that demand a durable and level surface, such as for food trucks, market kiosks, some events. This element is explored in greater detail in section 5.1.10.
- **Pond Feature:** At the initial design phase, considerations should be made for the possibility of a pond feature incorporated into the Gateway Hills project. Excavated soils reclaimed from the pond could be incorporated into the surrounding topography. Specific naturalization approaches and ecological balancing for the water body would need to be considered to ensure the pond would remain both ecologically sustainable and aesthetically pleasing.

**Project Guidelines**

- **Design and Engineering:** The design of the slopes should be informed by a robust programming concept, allowing for a range of passive recreational and event-oriented uses. The slopes should be engineered for stability, longevity, and proper drainage.
- **Diversify the Size and Slope:** The size and slope of the hills will determine for many users the level of comfort to explore and play on the hills. In accordance with planned efforts to diversify programming and landscapes in the Park, the hills should also be varied in scale and slope to attract the widest range of visitors.
- **Functioning Edges:** Edges abutting pathways and squares can be used to invite onto the hills, direct visitors along the pathway, or provide opportunities to sit and rest.



Figure 1-53 Elevation changes can be varied over the park, with gradual slopes for passive recreation or steeper hills to create visual interest. Aside from floodplain control regulations along the Bon Secours Creek, topographic changes could be explored nearly any area of the park and may prove useful in creating attractive destinations and providing greater control over stormwater.

## 2.4 GATEWAY HILLS PLACE

Gateway Hills Place is hardscaped plaza which serves as a counterpoint to the rolling Gateway Hills. The space functions as a muster point for the surrounding 6-7 acre passive recreation area, provides a hard surface to support temporary food spaces, and contains the Park’s only man-made water feature.

Consultations in the summer of 2019 indicated that many residents desired access to water throughout the busiest months of the season, when the beaches frequently become congested. In accordance with broader goals to diversify programming in the Park, a water feature will form one part of the place, to satisfy the need for safe access to water play for children. Project elements and guidelines have been provided, however the final design of the water feature and surrounding hardscaped area should be adapted with the assistance of design professionals and further consultation with the public.

Timeframe	Priority
5-10 Years	Medium Priority

**Project Impact**

Potential for high community impact, particularly for families seeking water access alternative to Beaches.





**Project Elements**

- **Water Movement:** To contrast the Town Square project, Staff have suggested a low, wide sculptural waterfall feature constructed in stone slabs, with water cascading down into a shallow pool. Stones would permit sitting and climbing through the flowing water, and the waterfall movement would compliment the proposed slopes in the Gateway Area.
- **Wet Surface:** A shallow pool will form at the base of the waterfall and would support low risk water access for families. The wet surface would grade away from the waterfall creating a gently slope towards the water. Visitors can wander through the shallow water to cool their feet in the hot summer.
- **Plaza:** Access to the Gateway Hills from IBR will be provided through a broad curving promenade passing through the hills to the MUP running parallel to the Bon Secours Creek. This tree lined space will be wide enough to support temporary food options, light programming, and comfortable seating.
- **Drainage:** Drainage from the adjacent Gateway Hills will be incorporated into the water feature design to limit drainage impacts to the adjacent Bon Secours Creek.
- **Shade and Seating:** Shade and seating structures would be required to support visitors enjoying the water-feature, to provide areas for caregivers and children to rest away from the sun.

**Project Guidelines**

- **Surface Materials:** Materials should be selected for their durability and anti-slip properties. A combination of modern low-impact synthetic materials, brushed concrete and coarse stone is suggested to introduce color, texture, and lower overall cost.
- **Fountains:** To reduce overall cost and to contrast the Town Square splash pad project, Staff suggest minimizing the number of accessory fountains and features, permitting the waterfall feature, stone seating and shade structures to create a comfortable and relaxing atmosphere.
- **Surveillance:** Shade structures and seating should be supplied around the perimeter of the water feature to allow informal surveillance.

- **Edges:** Feature edges should be carefully designed to keep young children corralled within the water feature area. Low retaining walls, decorative fencing, and dense vegetation can serve to keep the play area managed to allow parent to relax. See edge guidelines for the Gateway Hills as they relate to the plaza.
- **Water Conservation:** Water conservation techniques should be explored and considered early within the design process.
- **Winter Use:** Though the sun’s heating effects may be prohibitive, opportunities to design the water feature for winter skating use should be explored and considered early in the design process. The adjacent Gateway Place is suitable for winter supporting amenities such as food kiosks, level and stable surface areas for tents, and close to the Alcona downtown.



# SECTION 3

## PORT OF INNISFIL

### 3.1 EVENT PLACE

Event Place is a medium to large open square surrounded by naturalized areas, passive recreational space, shoreline access, and restaurants.

Repurposed from the boat launch parking lot, it will supply a larger scale venue for cultural events, concerts, and festivals. Hard surfacing eliminates the harm to sodded surfaces which frequently occur during large events. The space could accommodate land consumptive temporary uses in the shoulder and off-seasons, such as a full-size rink, restaurant and special event parking.

The specific scale for the square has not been defined, however with a clear set of programming needs defined during the early design process, a square could be fit in this area to accommodate relatively large concert events, festivals.

#### Timeframe

5-10 Years

#### Priority

High Priority

#### Project Impact

Potential for high community impact, provision of major venue and broadening ability to support larger events.

#### Project Elements

- Square: A variety of materials could be applied to the square, to create an inner square and a peripheral square condition. Inner Square materials will be less expensive, highly durable, to reduce overall costs. Peripheral square materials will be more varied, purpose selected, and decorative, and may include decorative soft landscaping treatments. Proposed materials should reflect a detailed programming plan and reflect adjacent uses and built forms. A consideration should be made to accommodate medium and heavy vehicle traffic for event set-up, emergency vehicle access, and temporary parking.

- Landscaped Terrace: An opportunity exists to incorporate terraced grass seating to expand seating at the Event Place square, by extending the Gateway Hill concept into the Port of Innisfil Area and incorporating terracing around the square.
- Electrical Connections: Infrastructure to support power requirements for concerts, festivals, and other major events should be anticipated and laid in accordance with programming schematics.
- Landscaping: Though the square will be predominantly hardscaped, landscaping will be an essential element to demarcate the limits of the square, provide transition to built-up and open space areas, and to enhance the pedestrian experience of the peripheral square areas.
- Lighting: Pedestrian-scaled lighting throughout the square with high uniformity will support a wide range programming in the square.
- Access: Access for event equipment, delivery trucks, and temporary parking will be required. Over the long-term, vehicular access should be accommodated through oversized pedestrian pathways from the Port of Innisfil drop-off area, rather than the existing bridge nearest to Lake Simcoe.

**Project Guidelines**

- Though furniture, landscaping, and other structures may be introduced to the periphery of the square to better transition to surrounding uses, the central area should remain largely free of obstructions to better support its primary use a large-scale venue.
- The use of trees to line the edges of unbuilt portions of the square can instill a desirable enclosure effect and build identity for the square.

**3.2 LAUNCH TO LANDING  
(DOCK EXPANSION)**

The Long-Term Plan describes the eventual decommissioning of the boat launch in Innisfil Beach Park to support the transformation from a lake departure point to a lake-based destination for day trippers.

Prior to removal of those lake access facilities, a suitable

location for that a new dock must be found. Until a suitable location has been found, the expansion of dock facilities may occur alongside the existing boat launch facility as planned. In accordance with the park vision to create a Lake Simcoe wide attraction for lake goers, the boat launch area will be converted over time into an attractive floating dock with approximately 100 slips. Such an expansion would occur over many years, and would depend upon the need for day trip boat docking.

Feedback from the summer 2019 consultations revealed neighborhood concern for noise, pollution, and visual impact of an expanded dock system, and will require additional consultation and design considerations prior to implementation. It is not recommended that overnight and long term docking be considered for this location, given the concerns of residents.

Timeframe	Priority
3-5 Years	High Priority

**Project Impact**

Potential for medium community impact, supports objective of making IBP a lake-based destination, promotes tourism readiness within Innisfil and the growing Alcona downtown area, and promotes Event Place as a unique event destination for the Town.

**Project Considerations**

Detailed project elements have not been provided for this project, given the sensitivity of the use and the demand for technical expertise. Instead, staff have provided a short list of considerations to be made at the outset of the project. A dock expansion pilot should only be undertaken after a viable replacement lake access strategy has been identified and following a consideration of these matters:

- Docks as Lake-based Destination: Wider and more walkable docks, fishing opportunities, over-water kiosk amenities, and accessibility can expand pathway networks over the water and create an opportunity for all visitors to observe and enjoy the rich culture of lake-based recreation.
- Focus on Expandability: Dock design and structures



should be selected on their suitability for gradual expansion, as the Long-Term Plan describes an incremental approach to facility expansion in the Park. Floating dock structures are preferred for their ability to be removed, relocated, and layouts adjusted over time.

- Minimize or Eliminate Craft and Car Storage: A persistent issue with the current launch is the impact on surrounding pedestrian pathways, passive recreational uses, and consumption of valuable parkland. Vehicle storage in the Park should be discouraged, incorporated instead into out of park lake access areas, and limited to operational, Town-owned, and emergency vehicle access.
- Focus on the Small First: A smaller landing can be explored first, which supports resident boat traffic and human powered boat travel to the Park. This approach allows for experimentation and learning to take place prior to major investments.
- Environmental Sustainability: The docks should be constructed in accordance with best practices for environmental sustainability.
- Parallel Public and Private Investments: Investments on shore, such as the Event Place, restaurants, market spaces, and passive recreational areas adjacent to the planned dock expansion broaden the potential “reach” of the park as a destination for Lake Simcoe. A focus on active lifestyle, lake and water-based recreation, and environmental sustainability are compatible with the Long-Term Vision of the Park.

3.3 BOAT LAUNCH RETROFIT

Following the selection and relocation of a suitable alternate location for a boat launch facility, the Innisfil Beach Park boat launch facility should be retrofit to support the Park’s transition from a departure point to a destination for lake goers. The Plan envisions the existing boat launch to be retrofit into a small lookout area connecting the future boat docks to the Event Place placemaking destination on the current boat trailer parking area.

Human-powered watercraft launch access could be incorporated here to support future park access for canoeists, kayakers, and paddleboarders, as well as serving as a launch point for a future water-based recreation rentals facility adjacent to Event Place.

Timeframe

5-10 Years

Priority

High Priority

Project Impact

Potential for medium community impact, supports objective of making IBP a lake-based destination, promotes tourism readiness within Innisfil and the growing Alcona downtown area, and promotes Event Place as a unique event destination for the Town.

Project Elements

- Retrofit for Human Powered Watercraft: The existing boat launch could be retained and retrofit for canoe, kayak, and paddleboat users. Specialized canoe and kayak launch dock infrastructure could be provided to support a wider range of users and abilities to arrive at the park by paddle power.
- Small Craft Storage: Storage areas for convenient small watercraft could support residents to paddle to the park and to have peace of mind while they visit that their craft are secured.
- Shade: Shade structures provide an opportunity to cluster comfortably before departing by canoe or kayak.

Project Guidelines

- Surface materials and designs: Materials and designs for the retrofit should incorporate a consideration of durable, slip free materials.
- Placemaking: In addition to provided human powered watercraft access, the retrofit could incorporate seating, shade, and landscaping features at the top and around the existing launch to create opportunities for park goers to stop and observe kayakers and canoeists entering the lake. Providing and welcoming this opportunity to observe may inspire other to use the facility at a future date.
- Staging Area: Future lake-based rentals would benefit from a staging area surrounding the existing launch for the purposes of instructional lessons, packing gear, and organizing group departures.



### 3.4 SHORELINE RESTAURANTS

Expanded food options within the Park were a key direction from the summer 2019 consultations. Staff have recommended that municipally owned, but privately operated restaurants be incorporated within the proposed Event Space area to form a central component of lake-oriented destination.

Restaurants will diversify food options in the Park, add land lease revenue streams, and extend the winter season uses within the Park. A balance will need to be sought to support parking access throughout the summer and winter while retaining the pedestrian oriented character of the Port of Innisfil.

Timeframe	Priority
5-10 Years	Medium Priority

**Project Impact**

Potential for medium community impact, supports objective to create a lake-based destination within IBP.

**Project Elements**

- Full-service restaurant building(s): The Long-Term Plan indicates at least two restaurants placed between the large square at Event Place at the shores of Lake Simcoe. The buildings should be double fronted to take advantage of the shoreline views and advertise to lake-goers arriving by water, as well as interface with the square to ensure they play a role in future programming of the square. Indoor seating should be provided, but scaled to accommodate a reduced winter clientele to reduce overall building costs.
- Patio: Given the importance of the summer season use, most restaurant seating should be within the outdoor patio. Terracing may be used to take better advantage of the surrounding views.
- Parking: Though it is a goal to reduce overall parking within the shoreline area and the Park, Staff will need to consider some in place parking and regulated accessibility parking within a reasonable distance of the restaurant to ensure the businesses remain viable. As described in the Event Place project description, winter and scheduled

event related summer parking could occur on the Event Space square.

**Project Guidelines**

- Park-Wide Guidelines: Refer to Long-Term Placemaking and Landscape design guidelines in section 4.6 for guidance on siting, layout, landscaping and access considerations.
- Public Character: Though the restaurants would be on privately-owned facilities, conditions should be incorporated which clearly define lease obligations to ensure they retain a publicly accessible character where feasible. Access to all or part of the patio area, material and design motifs used elsewhere in the Park, access to washroom facilities, and opportunity for event rentals are some of the changes that could reduce the perception that the restaurants aren't part of the Park.

### 3.5 TODDLER PLAY AREA

Though the IBP playground was identified as a popular feature for families, some concerns were raised regarding the unsuitability of the playground for toddler aged children. Parents with children may not feel welcome at an all ages playground, which can result in reduced social opportunities for young parents. A toddler focused play area near a large public washroom is proposed to cater to families with very young children.

Timeframe	Priority
5-10 Years	Low Priority

**Project Impact**

Potential for medium community impact, particularly for families with very young children seeking suitable play space in Park.

**Project Elements**

- Play Objects: Pre-fabricated or natural play objects designed for children ages 3 and under. A Minimum of three objects should be included to provide a variety of play each visit.
- Edges: The boundaries of the play area should be clearly defined, visually porous, and support containment of





toddlers. Seating at edges is one way to provide a functional barrier.

- **Materials:** A range of surface materials should be provided to give age appropriate opportunities to play, such as sand, rubberized surface, chips, and concrete. Mounding and other grade changes can add interest.
- **Seating:** Oversized benches under ample shade allow parents to sit together and store gear, strollers.
- **Permanent Toy Container:** A small permanent bin could contain inexpensive toys to augment the play experience. Toys would be returned on an honor system.

**Project Guidelines**

- **Placemaking for Children:** Extensive research has been conducted on urban design, Park design, and placemaking for children. Resources should be used at the design stage to implement best practices around play areas for children.
- **Amenities for Parents:** Small interventions can support the visit and help parents let their children set the pace for the day. Consider:
  1. A small adjacent alcove with seating could provide a space for breastfeeding;
  2. A change table placed in a semi-private area; and,
  3. A shelter to wait out rain showers
- **Accessibility:** Feedback from consultations indicated grandparents were frequently taking young children to Parks to play. A consideration should be made for accessibility through the Park, convenient seating, ample shade, and access to potable water.

**3.6 OUTDOOR FITNESS AREA**

An outdoor fitness area provides a space for individuals and groups to take advantage of the Park as they healthful recreation in the fresh air. The fitness area would augment the landscape improvements and park pathway system and would become a hub for formal and informal fitness programming in IBP.

**Timeframe**

1-3 Years

**Priority**

High Priority



**Project Impact**

Potential for medium community impact, project will diversify opportunities for physical activity within the Park.

**Project Elements**

- **Fitness Equipment:** A range of equipment will be clustered or necklaced along and stable pathway. Equipment will be selected to serve a broad range of users and abilities
- **Water Access:** Access to water for drinking and cooling should be considered. The Long-Term Plan indicates the outdoor gym will be located near an adjacent washroom.
- **Shade and seating:** Trees and shade structures should be planned to provide a space to cool down and rest between equipment. Shade and seating are a determinant of involvement for users with reduced mobility.
- **Passive Recreational Area:** A nearby passive recreational area, a tree-shaded meadow, would help to support complementary group exercises like yoga classes, stretching, and other workouts.
- **Lockers:** Permanent outdoor lockers allow visitors to store valuables while they exercise in the Park. A centralized locker around the fitness area would support the area as a hub for these uses.
- **Change rooms:** Changerooms could be integrated into the nearby washroom facility, with shower access in the Beaches Area washrooms.
- **Communication:** Materials should be prepared to inform the public on availability and use of the outdoor gym area, accessibility considerations, and programming.

**Project Guidelines**

- **Diverse Users:** Selection of equipment, surface materials, and supporting infrastructure should welcome the widest range of users.
- **Lighting:** For residents using the fitness area after work, lighting may extend the visits into the evening.
- **Fencing:** A low decorative fence with landscaping could separate the fitness area from other surrounding Park uses and limit conflicts from children, dogs, and encroachments from passive recreational uses.



### 3.7 GATEHOUSE AND ENTRANCE FEATURE

A gatehouse has historically been used to regulate access to the Park, collection of parking fees, and for park closures. Following the introduction of individual Parking lot kiosks, the existing gatehouse building has fallen into disuse. Numerous comments were received related to bringing back the gatehouse to better manage congestion in the Park and reinstitute the collection of “per-head” park fees.

Though this concept would require additional consultation, design consideration, and financial analysis, Staff have incorporated improvements to the adjacent IBR roundabout to accommodate future consideration of a gated vehicle access approach. Traffic and financial analysis would need to confirm the viability of a gatehouse entrance. If another traffic control and parking alternative is selected, the condition of the existing gatehouse should be evaluated and removed if appropriate.

Alternatively, an entrance feature (see ) should be considered in this location.

Timeframe	Priority
5-10 Years	Low Priority

**Project Impact**

Potential for medium community impact, pending prior analysis and successful completion of pilot project.

**Project Elements**

- Traffic Study: Evaluation of traffic impacts related to a gatehouse entrance to the Park should be incorporated within a short-term roadway routing and traffic impact study, to determine the appropriateness of a gated entrance on the site of the Innisfil Beach Road roundabout. Previous attempts by Park Staff at controlled entrances in this location resulted in undesirable traffic and other impacts. Considerations should be made to the potential impact of changes to the roundabout to support more effective stacking and exit opportunities than what currently exist.

- Demolition of the Existing Gatehouse: The condition of the gatehouse would likely necessitate demolition and disposal.
- Reconstruction: A reconstructed gatehouse would be required to support a gateway to the park to house staff. The facility would require specialty equipment including gate control features, traffic control measures, and electronic signage.
- Park Exit Fee Capture: A secondary gatehouse or automatic ticket stub would be required to collect hourly based fees at the exit from the Park. Alternatively, a flat fee could be implemented, removing the need for additional infrastructure.
- Gate: The proposed one way in and one way out configuration of the main road in the Park means that a gate would continue to close off the only vehicular access to the Park. Once in the Park, vehicles would travel to drop-off areas, in-park parking, special events, and/ or make their way out of the Park to nearby municipal parking lots. Coordination with emergency services should be made to allow bypass.

**Project Considerations**

- Relocating the Existing Kiosks: If a gatehouse design is introduced to the Park, the existing parking kiosks would become redundant. Potential relocation could be considered along Innisfil Beach Road, or other lake access destinations.
- Limitations: An overarching strategy of the Park is to encourage pedestrian access to the Park from the Downtown Area. As out-of-park municipal parking becomes available, fewer persons will be parking within IBP over time. Over time the gatehouse may not collect enough fees to cover its initial and ongoing operations costs. Consideration of the lifetime costs and revenues of the per-head gated entrance should be undertaken following determination of its appropriateness from a traffic impact perspective.
- Alternatives as a Gateway Feature: If the historic use as a gatehouse is not reinstated, Staff recommend alternative uses for the land. Given its prominence at the end of Innisfil Beach Road, staff suggest other uses such as a tourist booth, first aid stand, or location for an iconic park entrance feature be considered. See guidelines and project description in section , related to a potential iconic park feature.



### 3.8 LANDMARK STRUCTURE

Great places often have unique physical structures that serve as an anchor to the destination. With time, these structures can become synonymous with the place. For example, similar to how the CN Tower defines the Toronto skyline, the grain terminals define the Collingwood shoreline. This Plan recommends that a signature structure be considered within Innisfil Beach Park over the longer term. The creation of an iconic structure or other public art feature such as a lookout tower or replica lighthouse would help define Innisfil as a destination and meeting place for both residents and visitors.

Timeframe	Priority
5-20 Years	Medium Priority

#### Project Impact

Potential for medium community impact, development of signature landmark for the Park.

#### Project Elements

- Site Selection: For this structure to truly reflect and embody both Innisfil and the Park, extensive community consultation will need to be undertaken in order to identify an appropriate structure. In arriving at a final design, the attached guidelines should be observed and considered.
- Structure: An iconic structure which creates a highly visible landmark for the Innisfil Beach Park from Lake Simcoe, which visitors can access to facilitate new views of the Park.
- Access: The structure should be constructed with a consideration to universal accessibility, including access to seating and a fully accessible and durable hard surface surrounding accessible areas of the structure.

#### Project Guidelines

- The structure should be designed to both enhance views and announce IBP from Lake Simcoe and strive to provide visitors with a unique view of Lake Simcoe and our surrounding natural heritage.
- Materials should be sensitive to the park setting and overall park character.

- The ability for the public to experience and interact with the structure (e.g. by climbing) will enhance its memorability as a destination feature.
- An appropriate height that both helps define the Innisfil shoreline, while also being sensitive to the park setting and experience will need to be considered.
- The success of this project will depend on the extent to which the community has been involved and engaged in the design process. The following can be incorporated to enhance the consultation process and help receive community buy-in:
  1. An open design competition where residents are invited to submit their own concepts;
  2. Engaging directly with youth and students for their involvement in the design competition; and
  3. Soliciting input from local architectural teams to refine preferred community designs.

### 3.9 RENTAL FACILITY

Rental services have historically existed within Innisfil Beach Park. Resident feedback expressed a strong interest in bringing lake and park equipment rentals back to IBP.

A dedicated space should be considered within the Port of Innisfil to consolidate park and water-based rental services. Locating the rental facility at the Port of Innisfil will allow visitors to take advantage of the nearby dock system and human powered boat launch area. Initial investment could be limited to leasing a portion of land out to an interested vendor. Over time, a dedicated facility for rental equipment could be constructed is need permits. The facility could be operated municipally or leased to a vendor.

Timeframe	Priority
5-20 Years	Medium Priority

#### Project Impact

Potential for medium community impact, particularly for expanding recreational opportunities on to Lake Simcoe.



**Project Elements**

- **Pilot Initiative:** Prior to major investments into a water-based rental facility, a pilot project should be undertaken to explore the economic viability of rentals within the Park. Lower cost structures, fencing, and signage should be considered to reduce the overall cost of the pilot project.
- **Structure:** A permanent or temporary structure/kiosk could be used for an office and partially accommodate storage for land and water based recreational rental equipment such as bicycles, beach wagons, umbrellas, kayaks, and canoes.
- **Fencing:** Outdoor storage would require screening through fencing and landscaping.

**Project Guidelines**

- Lower upfront cost approaches using temporary structures should be explored prior to investment into a permanent structure of equipment rentals. The Town may begin by providing space, servicing, and exploring interest from private rental outfitters.
- Outdoor storage for water-based rentals should be permitted with clear requirements for maintaining a partially screened and orderly storage area. Such requirements should be clearly spelled out in a vendor agreement.
- Given its proximity to the future Event Place, this location will experience high numbers of passing visitors. A balance between equipment storage security and visual impact to the surrounding Event Place should be achieved. Higher quality fencing and landscaping materials can blend

**3.10 REMOVING THE CONCRETE PIER**

The south most beach of IBP is frequently inundated with clumps of vegetation which detract from enjoyment of the waters. For this reason, users tend to avoid the waters at this beach.

It is possible the cause of the organic material is the adjacent concrete pier, which disrupts the natural flow of water through the cove. The removal of the pier should be considered and

an alternative dock structure be installed to maintain access to the lake in this prominent location but also improve water conditions in this area.

A second option exists for this area. If a coastal engineering study indicates the waters cannot be improved by removing the pier, an alternative course of action is to remove sand from the south beach and naturalizing the waters in this cove. The Pier could be converted into the parks only permitted fishing location. Removing the south beach would focus beach use activity to the north, ensuring the users will be able to enjoy the washroom/beach amenity enhancements in that area.

Timeframe	Priority
3-5 Years	Medium Priority

**Project Impact**

Potential for medium community impact, largely result in improvement to existing beach area and potentially drawing users from the busier northern beach areas.

**Project Elements**

- **Coastal Engineering Study:** An evaluation would be appropriate to determine the specific causes of the organic material, and to receive specific recommendations on the removal of the pier and proposed floating dock structure.
- **Demolition:** Removal and disposal of pier in accordance with principles outlined in the LSPP and MNR guidelines.
- **Floating Dock:** A colorful, wide floating dock structure, matching style of other Park dock structures would provide comparable or extended access to Lake Simcoe.
- **Seating:** Comfortable fixed seating to allow residents to continue to enjoy views of Lake Simcoe.

**Project Guidelines**

- Demolition will occur in compliance with best practices described in the LSPP, other Ministry guidelines. Materials may be considered for use within Hill Place earthworks.
- The Floating dock structure may be constructed in a wide range of widths, lengths, and shapes. An enlarged dock



area at the end could support a larger number of visitors at one time. Greater projections and widths than the existing pier should be considered, to support potential use by beachgoers as a place to jump into the lake. Appropriate pathway improvements from the beach to the floating dock should be considered.

- Unless, it is deemed that water quality issues are not manageable in the cove, maintain prohibitions on fishing activities in this area to protect swimmers around the structure.

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# SECTION 4

## BEACHES AREA

### 4.1 BEACH PLACE

Beach Place is a large, linear square that will provide a central meeting place and hub for the expanded beaches and BBQ areas. The plaza will stretch from the Beaches drop-off area to the shores of Lake Simcoe and will contain a cluster of beach related amenities. Visitors will find shade, seating, and food options nearby. A unique climbable sculpture near the drop-off area will serve as an iconic meeting place for families and friends.

Timeframe	Priority
3-5 Years	High Priority

**Project Impact**

Potential for high community impact, addressing persistent Beach Area operational concerns and enhancing placemaking within IBP’s most popular destination.

**Project Elements**

- Plaza: The plaza will encompass the full width of the drop-off area, tapering into a wide strip culminating at the MUP at the Beaches. Materials can vary for the plaza should be selected for their durability and aesthetic considerations.
- Beach Washroom: A large fully accessible washroom for beach users will contain changerooms, rinsing showers, and changing tables. A smaller secondary washroom would be sited at Florence Road. Refer to section 4.5.5 for recommendations on IBP washroom facilities.
- Sculpture: The Beaches drop-off area will be for many visitors the main arrival point to the Park. A large sculpture could serve as an iconic meeting place for the Beaches area. Seats and landscaping around this portion of the plaza will provide a comfortable space to await pick up by car, rideshare, or over the Long-Term by bus.
- By-law/Park Staff Kiosk: A small seasonal kiosk for park staff and by-law could ensure that municipal staff are placed close to the most active parts of the Park to enforce park rules, assist visitors.



- Temporary Food Services: Water and power connections on spaces adjacent the plaza will support food truck access.
- Outdoor Seating Area: Shaded seating areas with tables can provide a comfortable place to eat where upright seating is desired or when grassed picnic areas are busy.

**Project Guidelines**

- For many visitors, arriving at Beach Place will be synonymous with arriving at the IBP. High quality materials, landscaping, and furniture should be prioritized at this plaza to announce and welcome visitors arriving by car, bike, and foot. The interface between the long-term drop-off area and parking lots should be scaled to support crowds and large groups arriving in the morning and evening.
- Landscaping should be used to diversify the plaza landscape and to help direct arriving guests towards the beaches area. Having a wide, primary path pedestrian access from the beaches to the parking lot will assist by-law and Park staff in monitoring crowds, assisting users.
- Seating near the pick-up area should be in high supply, permitting groups to sit comfortably to await an expeditious pick-up. Oversized six metre benches are recommended for busier and more spacious locations. Benches may be removable or constructed in place as part of landscaping and hardscaping features.
- For many visitors departing from the Beaches Area, the Beaches Plaza will be the last opportunity to responsibly dispose of waste. Large, intuitively placed waste receptacles should be provided along Beach Place to reward those who have responsibly collected their waste during their visit.
- A consideration may be made for installation of CCTV within the Beach Place and adjacent drop-off area to support by-law enforcement, parking enforcement, and police in upholding park rules and laws.
- Shelter from the elements should be considered within major waiting areas. Structured or textile shelters could be provided to ensure users asked to wait at designated pick-up areas will be comfortable doing so.

4.2 BEACHES ENHANCEMENTS

The beaches of IBP are a key element of the Park and the driving force behind the Park’s success as a regional destination. Enhancements to the beaches are needed to ensure that the beaches are well managed, safe, and enjoyable for the long-term.

Numerous small scale interventions, such as path widening, expansion of beach area, built in shade umbrella anchors, additional buoys and signage, and shoreline restoration will improve the overall experience of visiting the beach. The changes proposed shall build upon the affordable, family friendly amenities that have historically made the Park so popular.

Timeframe	Priority
3-5 Years	High Priority

**Project Impact**

Potential for high community impact, addressing persistent Beach Area operational concerns and enhancing placemaking within IBP’s most popular destination.

**Project Elements**

The following improvements shall be implemented when enhancements to the beaches and surrounding area are being considered:

- Bigger Beaches: Deepening the existing beaches with 15-30 m of additional sand (as available space permits) and maintaining width (along the shoreline), to relieve congestion within the beach and ensure shoreline naturalization objectives can be realized.
- Shoreline Path: Where intersecting paths are flanked by expanded sand areas, the Town should consider use of alternate/contrasting materials or colors to define the shoreline pathway and the differentiate the Beaches Area from other park areas.
- Shade Anchors: Consider provision of seasonal, umbrella anchors within the beaches area. Bases which are adequately spaced out could support rented or personal



umbrellas and assist in relieving congestion along the water’s edge. The bases could support future seasonal/ permanent umbrellas as have been implemented on other popular beaches in the region.

- Shoreline Restoration: Areas along the shoreline which are not occupied by beaches should be selected for new or expanded shoreline naturalization to expand shade opportunities, offset beaches area expansions.
- Foot Wash Stations or Outdoor Showers: Stations should be installed at selected thresholds to the beaches to allow users to rinse off sand. Refer to IBP Washroom guidelines for additional direction.
- Rental Kiosk: A small rental and/or retail kiosk could be incorporated to support beach uses, offering items like umbrellas, rental cabanas, beach wagons, and toys.
- Accessible Beach Access: Rollout beach access equipment should be maintained and expanded as beaches area expand.
- Floating Buoys: Additional/larger buoys to clearly define the limits of boat travel.

**Project Guidelines**

- Expansion of beaches areas should only be undertaken in coordination with enhancements to the shoreline buffer and surrounding natural features. Staff should coordinate with the LSRCA prior to conducting these works.
- When selecting materials for the shoreline path, ease of accessibility and long-term maintenance should be a top priority.
- Shoreline naturalization should be undertaken in consultation with the LSRCA. Areas should be composed of a combination of naturalized groundcover and shrubs, sodded areas, and densely spaced native shade trees should be prepared at a depth between 15-30 m as space allows. Temporary hoarding and phased public access should carefully planned and communicated through signage and fencing to ensure naturalized areas are not adversely disturbed.
- Where beach umbrella anchors are incorporated, a consideration should be made to ensure the anchors to dot result in tripping hazards. Use of soft and brightly colored exposed bases could limit risk to tripping and injury.



- Foot wash/shower stations should prioritize conservation of water and manage potential erosion impacts. Incorporation into adjacent Beach Place washroom is preferred.
- The effectiveness of existing floating buoys to differentiate boating and swimming areas should be evaluated. Additional or larger buoys, or a greater setback from shore, should be considered to ensure that a safe distance is provided between swimmers and motorized watercraft.

### 4.3 OFF-LEASH WATER ACCESS AREA PILOT

A potential location for an off-leash water access area for dog owners has been provided on the Long-Term Plan. Staff recommend consideration of this project first as a pilot, due to the short-limited supply of beach area and challenges associated with containing dogs at a shoreline. Such a project should only be undertaken following additional consultation with residents, identification and mitigation of potential conflicts, and proactive monitoring and enforcement.

Timeframe	Priority
3-5 Years	Low Priority

**Project Impact**

Potential for medium community impact, addressing dog owner concerns for absence of water access for dogs.

**Project Considerations**

Detailed project elements have not been provided for this project, given the sensitivity of the use. Instead, staff have provided a short list of considerations to be made at the outset of the project. A water access pilot should only be undertaken after the following matters have been considered:

- Consult: Undertake consultation with the public regarding the suitability of access to the water for dogs within Innisfil Beach Park.
- Compare: It is a goal of the IBPMP to communicate park alternatives where specialty amenities are available in other locations. An evaluation of alternate locations for



- water access for dogs should be undertaken prior to site selection.
- Policies and By-laws: By-laws should be updated and in place to empower enforcement staff prior to opening. Strategies should be put in place to manage conflicts.
- Facilities: Signage, appropriate fencing, accessibility considerations, and amenities should be researched and best practices applied where water access for dogs is considered.

4.4 BBQ STATIONS AND AREAS

BBQing and picnicking are among the most popular activities in Innisfil Beach Park during the summer months. Families gathering around outdoor grills have become as emblematic of the Park as the views of Lake Simcoe. The Long-Term Plan recommends supporting continuing BBQ use in the Park paired with proactive solutions for the problems associated with their use in the Park.

Improvements include stronger delineation of barbeque areas, improved signage, by-law changes, and creation of clustered barbeque stations to facilitate informal, social surveillance and more convenient waste disposal.

Improved facilities with shifted messaging around BBQ use will signal that bbqing is supported in the park, but is a privilege.

Timeframe	Priority
3-5 Years	High Priority

Project Impact

Potential for high community impact, addressing persistent Beach Area operational concerns and enhancing placemaking within IBP’s most popular destination.

Project Elements

- Delineating BBQ Areas: BBQ use outside of designated areas will continue to be prohibited. To ensure that cooking is only done within these areas, boundaries of BBQ areas will need to be much more clearly defined. Boundaries can be delineated through changes in surface materials, traditional boundary structures such as fencing

or low walls, and above-ground markers. Staff recommend a combination of decorative, colorful above ground markers to signify arrival to the BBQ area and changes in surface materials around BBQ stations for durability and ease of maintenance.

- BBQ Stations: Two types of BBQ Stations should be provided to meet the needs of visitors:
  - Preparation Surface Only Type: For hibachis, portable gas BBQs and those bringing cold food to prepare.
  - Charcoal Range + Preparation Surface Type: Containing a food preparation surface and a charcoal grill surface.
- Accessible BBQ Stations: As part of the Plan’s universal accessibility goals, at least one fully accessible BBQ station should be provided, entailing an accommodated station and hard surface access.
- Charcoal and Waste Bins: Charcoal and waste bins should be provided at the center of clustered stations to promote responsible waste disposal and ease of operations staff pick-up.
- Pathways: Pathways to support universal accessibility, convenient maintenance by truck, and emergency vehicle access should be incorporated into the design.

Project Guidelines

- Fostering a Culture of Consideration: A common complaint about existing BBQ use in the Park is the disrespectful actions of some users through littering and the improper disposal of coals. Facility design, permitting approach, and communications should be undertaken with a consideration how park visitors can better understand the responsibilities and shared obligations for ongoing BBQ use in the Park.
- Informal Monitoring: Clustering BBQ facilities and around features like charcoal and waste disposal areas support informal monitoring and may reduce problematic behavior in BBQ areas.
- Expanded Revenues: Stationary facilities and enhanced parkwide regulations are suitable areas for expanded revenues. Numerous fee structures are possible including permits for BBQ facility use, permits for large groups and events, fines for unlawful BBQ use, and sales of supplies.



- Greater Flexibility and Selection: The range of facilities for BBQs should reflect the variety of BBQs. For small portable gas BBQs or single use charcoal BBQs, a simple clean surface with a convenient bin can help ensure coals remain off the ground and litter in its place.
- Separate picnic areas from BBQ Areas: By separating BBQ areas from picnicking areas, the risks associated with improperly disposed charcoal in grass are significantly reduced. Convenient, proximate picnic areas will allow cooking to occur in one place and socializing and play in another. The BBQ area should be clearly signed for no picnicking and its overall size reduced to discourage this practice.

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# SECTION 5

## MULTI-AREA INITIATIVES

Park-wide projects are those initiatives that are proposed within in more than one park area or placemaking destination. Though these initiatives could be incorporated within many placemaking destination-based projects, coordination will be required to ensure locations for a park wide initiatives are placed strategically throughout the park.

### 5.1 1000 TREES

Historical photographs of Innisfil Beach show that IBP was once a forested park. Over the past 50 years, changes to the Park and the addition of municipal infrastructure has cleared large areas. Staff have recommended that a large-scale effort for replanting IBP be undertaken over the Long-Term. Not limited to exactly that number of trees, the 1000 Trees project proposes the expansion of forested areas, improved shade coverage through the large expanses of grassed areas, and enhanced buffers at the edges of the Park.

The project encompasses complementary works to permanently naturalize areas of the Park marked for protection, such as portions of the Lake Simcoe shoreline, the Bon Secours Creek, and boundary tree buffer areas.

Timeframe	Priority
3-20 Years	High Priority

#### Project Impact

Potential for high community impact, diversifying park landscapes and expanding passive recreation opportunities throughout the Park.

#### Project Elements

- Urban Forestry Plan: When the planned development of a Town-wide Urban Forestry Plan and associated Tree Protection By-law is undertaken, restoration areas within public parks should be identified to accommodate incremental tree planting. The IBPMP has identified



potential areas for IBP for this future planting work, however strategies for composition, spacing, and other matters would be included within the future strategy. The Plan should be structured to reduce red-tape around planting and enhancements within the Park and incentivize developer contributions to the Park.

- Tree Protection By-law: A tree protection by-law could incorporate a cash-in-lieu for permitted tree removal option for enhancement in municipal parks. References to parkland restoration could make the use of cash-in-lieu fees more transparent.
- Natural Heritage Interpretation: Interpretive signage, communications, and programming should be considered to expand public interaction with permanently naturalized areas in a safe and non-destructive way.

**Project Guidelines**

- Naturalized and recreational landscapes created through the 1000 Trees project should reference Sense of Place Guidelines.
- At the outset of any Twenty-Year Plan project containing a landscape planting component, opportunities to take advantage of planned landscaping personnel and equipment for additional tree planting in the surrounding site area, in accordance with the restoration
- Tree Succession Plans or Urban Forestry Plans should identify areas for potential planting and define opportunities to enhance or create woodland features, to expedite site selection for those additional trees.
- To meet the 1000 trees objective, two-year budgets should be allocated from the tree removal cash-in-lieu programs and cushioned by in compensatory plantings associated with developments along Innisfil Beach Road.
- On-site trees should be retained wherever possible. Where removal is necessary, replacement should follow in accordance with Town Engineering Standards and the Town Urban Forestry Plan.
- Tree planting separation distances can be found within Town Engineering Standards, and should be strictly adhered to unless root containment is used.
- Where part of a formal landscape project, trees should be placed in pattern to generate a distinct identity for the site, in combination with other landscape features.

- Patterns of trees should be planted with consideration of variations in soil composition, surrounding light levels, wind exposure, soil volumes, etc. where uniformity is desired.
- Trees should be spaced in accordance with their anticipated mature canopy, except where short term objectives have been identified, to created a closed canopy effect at maturity. Where planting is occurring within areas intended for permanently naturalized areas, more dense planting is encouraged.
- At time of planting, larger caliper trees are preferred. Smaller caliper trees are acceptable within areas intended for permanent naturalization.
- To avoid mono-culture situations, tree species should be alternated wherever possible. No more than 30% of one species should be used on any given Twenty-year project, and no more than 15% of any one species planted within a naturalized area.
- Species should be selected suitable the regional Hardiness Zone, anticipated sun and wind exposure.
- Native planting is encouraged within formal landscapes in and around the Park. Within areas intended for permanent naturalization, only native tree species and vegetation may be planted.

**5.2 CAMPFIRES**

Publicly accessible campfires have been proposed to add an evening and winter interest to the Park. Fire pits offer an opportunity to gather with friends and family, experience the Park in the late fall and winter, and reduce stress. The introduction of campfire spots in the Park should be undertaken after additional public and stakeholder consultation and/or a pilot project to identify and address challenges and learning before expanding campfire access.

Timeframe	Priority
3-20 Years	High Priority
<b>Project Impact</b>	
Potential for high community impact, supporting placemaking goals within IBP and expanding and supporting winter uses.	



**Project Elements**

- **Town Campfire Policy:** Prior to implementation of any designated campfire areas within the Park, Town Staff should initiate a Town Park Campfire Policy, in consultation with Fire, Police and Emergency officials, to establish a clear protocol for permitting, managing, and responding to issues around fire pits.
- **Campfire Areas:** Campfires should be designed to support small (a maximum of 2 feet wide by 2 feet high flame) and confined through use of durable materials which also clearly delineate the boundary of the pit. A locking grate could eliminate unpermitted campfire use and allow staff to close pits seasonally, for major events, windy conditions, during fire bans, and other occasions.
- **Surfacing:** Surfaces surrounding a campfire can vary, but should be stable, non-combustible, and compacted material to prevent tripping hazards and need for frequent maintenance. Early pilot campfires should be constructed out of lower cost materials as a test case, with more durable higher cost materials introduced following a successful pilot period. This surface should be provided to the minimum required setback for combustible materials as defined by Town By-law.
- **Location:** The Fire and Rescue Services should be consulted prior to selection of a campfire pit location. Areas with large canopy vegetation should be avoided, unless a relocation program has been prepared and scheduled at the outset of the project.
- **Access:** In accordance with universal accessibility goals of the Plan, campfires should be constructed with a consideration to universal accessibility, including access to seating and an accessible and durable hard surface.
- **Permitting:** Campfires should be provided within the Park only following the development of a permitting system and amendment to appropriate by-laws that instill user accountability. Staff suggest a resident's only permitting approach to ensure that campfire users can more easily be held accountable for complaints, damages. The permit process would allow staff to provide users with appropriate safety equipment (e.g. pail with sand, shovel, wagon)

**Project Guidelines**

- Prior to public use, a campfire permitting process should be undertaken to establish permit processes, user rulebook, Town policies, and monitoring processes.

Staff suggest coordinating with City of Toronto staff and community organizers involved in the Dufferin Grove Park campfire program for lessons and guidance early in this process.

- Consider creating a “campfire orientation session” by Town and Fire Services staff for prospective users to ensure that campfire use remains safe, orderly, and positive. Requiring the session will ensure that pits are conducted by a trained person. The program could be branded to instill the necessary spirit of responsibility and privilege to use the campfires.
- Introduce a booking system to permit staff to be aware of campfire use in advance.
- During the consultation phase, attempt to identify potential community leaders interested in the program. Successful park campfire programs often incorporate voluntary groups who monitor the parks, help users, and report issues to staff.

**5.3 ARTS IN IBP**

The Park is uniquely suited to host creative events and become the canvas for innovation and experimentation. Like forms of cultural expression, our Parks serve to build community resilience, contribute positively to our health and well-being, drives economic benefits, and are a focal point of placemaking. It is a natural conclusion that arts and culture shall become a focus of programming for Innisfil Beach Park. Several key strategic actions identified in the 2019 Innisfil Culture Master Plan shall influence decisions related to arts and cultural programming in Innisfil Beach Park, including:

- Explore opportunities based on community demand (Pillar 1, Action 1c)
- Identifying opportunities for winter month cultural programming (Pillar 1, Action 1e)
- Exploring strategies to improve access to existing under-utilized spaces for creation, and cultural initiatives (Pillar 2, Action 1a)
- Leveraging non-designated spaces for cultural animation or programming (Pillar 2, Action 1b)
- Identify opportunities to create new purpose-built cultural spaces (Pillar 2, Action 1c)



- Incorporating a ‘culture lens’ into ongoing development initiatives (Pillar 3, Action 1a and b)
- Showcasing art and culture in civic spaces (Pillar 3, Action 2a)
- Incorporate education and interpretation into parks, including an emphasis on Indigenous culture (Pillar 3, Action 2b)

Timeframe	Priority
1-20 Years	High Priority

Project Impact

Potential for high community impact, supporting placemaking goals within IBP and implementing Town of Innisfil Culture Master Plan.

Project Elements

- Materials: Incorporating textural and visual designs into constructed materials, such as carvings, sculptures, and embossments;
- Motifs: Coordinating materials, colors, motifs to support differentiation of programming themes between placemaking destinations.
- Filling Empty Surfaces: Replacing large empty surfaces on the ground, walls, and ceilings with large permanent artworks or interchangeable canvases;
- Communications: Incorporating creative and symbolic elements in graphic design as part of communications materials;
- Infrastructure: Incorporating a creative lens to the provision of infrastructure, such as provision of lighting, how utilities boxes are exposed, roadway materials, pedestrian supportive infrastructure;
- Public Art: Placement of public art, as early as possible within the design process, to ensure it is incorporated into the overall design of the space;
- Natural Heritage: Retaining and incorporating natural terrain, vegetation as part of our natural heritage;
- Modeling and Graphics: Incorporating representation of potential events within graphics as a means of communicating project design to the public; and

- SLOAP: Identifying SLOAP (Spaces Left Over After Planning) can be unsafe, underutilized, and forgotten corners of public spaces, and reimagining them through a ‘cultural lens’ to facilitate possible outdoor or indoor cultural interventions.

Project Guidelines

- All individual projects, from landscaping enhancements to event spaces will undergo a detailed design phase as part of their implementation. At that time, opportunities for arts and cultural representation should be discussed and incorporated the project as feasible.
- To support early discussions, a consideration of the following questions should be incorporated:
  - Is there an opportunity for the community (neighborhood group/association, school groups, etc) to take leadership in aspects of the art creation process, brainstorming, or art selection during the consultation process?
  - How does the site, existing or planned access, and planned surrounding uses support or challenge some potential programming concepts?
  - What types of infrastructure will be needed/desired to support arts programming?
  - Are the proposed interventions sufficiently prominent in the overall project?
- Public art should not be added to a space without a thoughtful consideration of its relationship to existing access patterns, visibility, and future programming of the space.
- Project coordinators should encourage artists and community members to consider short-term opportunities in advance of completion of projects. Lighter, quicker and cheaper arts interventions could activate a space prior to construction or between phases. Simple use of color and motifs on project hoarding could build awareness and excitement around a project.
- Community consultation should incorporate a focus on ways to identify potential leaders and means to empower long-term community ownership of spaces. Exclusive municipally led programming initiatives is not a desirable or sustainable model for activation of public space.
- Embrace thinking in the shorter term. Temporary art





installations allow more frequent updates, reduces the pressure during the selections process, and results in a more dynamic public space.

5.4 FOOD TRUCKS AND KIOSKS

During consultations in the summer of 2019, residents indicated they were interested in more options for food in the Park. When asked about the types of structures in the Park for food and other services, smaller and less intrusive structures were preferred.

Food trucks and kiosks refers to small, portable, and temporary or seasonal food service structures and vehicles that can be permitted to serve visitors throughout popular areas of the Park. Increases in portable food service structures and vehicles is anticipated to diversify food options in the Park, reduce amounts of BBQing close to the beaches, and result in fewer by-law enforcement issues related to cooking in the Park.

The expansion of food truck service locations will be supported throughout the park where placemaking activity clusters are proposed, such as Gateway Hill Place, Event Place, and the Beaches.

Timeframe	Priority
1-20 Years	High Priority

Project Impact

Potential for high community impact, diversifying food options within the Park was among the most popular needs identified by respondents during the 2019 summer consultations for the IBPMP.

Project Elements

- Designating Spaces: The designation of spaces throughout the Park for food trucks and kiosks will allow for hard surface access, dedicated power, and optional water connections for these structures and vehicles. Spaces should be strategically located to consider anticipated or planned levels of activity, pedestrian paths of travel, vehicular access, and other relevant matters.
- Power and Water Connections: Power connections are

preferred to structure and vehicle mounted generators due to noise, smell, and exhaust impacts. Water connections may be considered where seasonal food services are considered. Planned improvements to water and power services should account for electrical connections to expanded food truck use in IBP.

- Furniture: Provision of furniture such as seating, tables, and waste bins will need to be considered. In consultation with vendors at the outset of the project, guidelines may need to be prepared to ensure vendor provided furniture does not obstruct surrounding paths of travel, meets AODA regulations, and meets park standards for cleanliness.

Project Guidelines

- Food truck and kiosks should be planned a located within areas with high existing pedestrian activity and high potential for pedestrian activity within planned facilities. Though designated spaces are less costly in areas where there are existing parking spaces, parking lots are seldom the best locations for food services. For popular destinations away from parking areas, dedicated spaces will be required adjacent to public realm improvements in those destinations.
- Kiosk designs should be managed by the Town to ensure that kiosks are constructed in an orderly and coherent manner in the Park. The Town may prepare a base kiosk design to fit planned spaces that can be constructed and outfitted by individual vendors.
- Space should be accounted around designated food truck and kiosk spaces to ensure queuing, seating, and furniture will not obstruct adjacent pathways.
- Lessons should be gathered from regional municipalities as related to space selection, permit fees, and level of interest from local vendors. Permit rates must also consider the importance of attracting a variety of vendors, increasing food options, and supporting the vitality of placemaking destinations. Lessons from regional municipalities indicate that high rates and poor site selection can impact narrow profit margins and discourage uptake over time.





## 5.5 IBP WASHROOMS

Improvements to washrooms have been identified as a high-priority and short-term improvement. With expanded services across the Park and expanded beach facilities, there will be growing pressure on existing washroom facilities throughout the Park.

The IBPMP proposes three new standalone washroom facilities in the Park, to be tailored to their surrounding recreational uses, located at Beaches Place, Event Place, and a smaller facility at the north Beaches entrance near Florence Road.

Timeframe	Priority
3-10 Years	High Priority

### Project Impact

Potential for high community impact, addressing persistent Beach Area operational concerns and enhancing placemaking within IBP’s most popular destination.

### Project Elements

The following elements should be considered when undertaking detailed design for washrooms in Innisfil Beach Park:

- **Outdoor Facilities:** Traditional (existing IBP) park washrooms do not make effective use of outdoor areas surrounding the washroom. Outdoor shower stalls, handwashing areas, infant change tables, lockers, and shade and seating areas should be considered in helping washrooms become central elements in the park landscape.
- **Common Handwashing Areas:** A large, common hand-washing area with at least two entrances/exits is more flexible, private, inclusive, and easy to maintain. Trough style sinks can be provided at standing height, mobility chair height, and children’s height.
- **Universal Multi-Stalls:** Individual stalls with a common hand-washing area are more private and safer. Universal single stall washrooms can also be provided with internal hand-washing sinks for increased universality, more space for users requiring caregiver assistance, and to expand

options for all users.

- **Supportive amenities:** A beach washroom could include additional amenities such as indoor or outdoor shower, change rooms, or dedicated hand dishwashing areas.

### Project Guidelines

- **Strive to support inclusivity and access for all persons:** Inclusive signage; adequate quantities of toilet, shower, and change room facilities; and attention to visibility will support users feeling welcome and comfortable in Park washrooms.
- **Focus on Openness:** Common element facilities will benefit from an openness and proximity to high traffic areas. Openness supports improved sightlines, sounds, natural light and moving fresh air, and can be achieved through openings in walls, large entranceways, and glazing. Multi-entrances to common areas, as described in section are essential for public washrooms, and to instill a sense of safety and comfort through informal monitoring.
- **Privacy where needed:** Enclosed washroom stalls maximize privacy and separate users from common areas. Semi-private uses, such as change tables and vanities can be provided in common areas with measures to partially screen or added within individual stall washrooms where choice for greater privacy is desired. Individual and common waste receptacles should be provided. Locks should signal whether stalls are in use.
- **Positive Signage:** Washroom signage should focus on the function of the space and use of the space in a clear and positive way. Temporary signage should be considered to help educate and inform users of the new universal designs. Signage should reinforce appropriate use of shared space, such as mindfulness of length of time in facilities, appropriate dress, and tidiness.
- **Ease of Maintenance and Operations:** Finishes, fixtures and materials should be selected to ensure they are easily maintained, cleaned, and replaced. Washrooms should be designed to permit cleaning without requiring full closure, such as introducing redundancies throughout common areas.

## 5.6 WARMING HUTS

Warming huts are small, partially enclosed and unpowered structures on skids used to escape cold weather, wind, and



precipitation during the winter months. Warming huts can be creatively designed and constructed at relatively low cost by and can become a transformative placemaking initiative for the winter months. When placed within a programmed public space, these structures are enjoyed by visitors for their architectural and artistic expressiveness and their cozy atmosphere.

A warming huts initiative should be piloted to support winter programming and expand as additional winter park programming emerges.

Timeframe	Priority
5-20 Years	Low Priority

**Project Impact**  
Potential for high community impact, support activation of the Park during winter months and complement other winter events.

- Project Elements**
- Base Skid: A base skid sled of approximately 10 x 10 feet
  - Building Materials: Mixed building materials including wood framing, fabrics, metals, and insulation would be used.
  - Access: Access via snow cleared pathways, from within park plazas, or by ice trail on Lake Simcoe are suitable.

- Project Guidelines**
- Partnerships should be explored with interested high schools to explore potential warming hut designs for Innisfil Beach Park.
  - Competition for the best huts could drive students to design more creative and cozy warming hut structures.
  - Structures should be unpowered, but could advantage of natural light and passive warming principles through glazing, open walls, and light colors to ensure they feel hospitable and welcoming.
  - Warming huts can contain elements such as bench seating, small surfaces, and cushions to make them more comfortable.
  - Warming huts should be designed for ease of access and

egress.

## 5.7 INNISFIL BEACH PARK HYDRO AND WATER SERVICE EXPANSION

The IBPMP contains numerous improvements to the Park, resulting in the need to improve power and water services. Facilities like larger washrooms, community spaces, Park lighting, and multiple food trucks will result on greater draw to parks infrastructure.

Service expansion should regard this long-term plan for projected service needs in the Park and placement of service connections.

Timeframe	Priority
3-5 Years	High Priority

**Project Impact**  
Potential for high community impact, setting foundation for planned improvements to the Park as described in the Innisfil Beach Park Master Plan.

- Project Elements**
- Improvements to service expansion should be undertaken with regard to short medium and long-term initiatives identified within this Plan.
  - Information Technology staff should be contacted to identify potential opportunities to lay conduit for future network connections to existing and planned destinations in the Park.

The guidelines in this section build upon existing tools and guidelines within the Trails Master Plan and Parks and Recreation Master Plan, and are used to further clarify the development of pedestrian networks within Innisfil Beach Park.

# SECTION 6

## SUPPORTING PEDESTRIANS

### 6.1 WAYFINDING

A Town-wide Parks and Recreation Wayfinding and Communication Strategy should be prepared to provide consistent identification, orientation, and navigation in and around Innisfil's parks. The Innisfil Beach Park Master Plan will require several special considerations, including managing regional summer visitors. The wayfinding strategy should reflect several scales, from regional highway access to the navigability of an individual park trail.

#### Future Considerations for a Town-wide Strategy:

- Rather than an Innisfil Beach Park specific strategy, consideration should be made for a town-wide parks and recreation wayfinding and communications strategy, further outlined as a potential ongoing study in section .
- Such a strategy would result in consistent identification, orientation, and navigation within and around Innisfil Beach Park and surrounding park spaces.



- The Strategy should support awareness for other available Innisfil park and recreation alternatives and support a decentralized approach to recreational lake access.

#### Innisfil Beach Park Specific Considerations

- Wayfinding and communication improvements should prioritize pedestrian and AT wayfinding to and from the Alcona downtown area.
- Residents and regional visitors could be directed to alternate arrival points along the Alcona trail network, where a comprehensive trails and pathway system could allow comfortable walking experiences and multi-destination visits.
- Potential parking opportunities along the Alcona Trail Network should be considered over the long-term to help transition to a more pedestrianized park experience and to encourage out-of-park parking opportunities. Digital tools apps that provide parking availability, water quality, weather, park occupancy, and webcam stream data could empower visitors to select alternate parks and destinations.



- The wayfinding plan shall assist in gradually redirecting visitors from the congested parking areas along the beaches (currently) to more peripheral in-park parking lots (Twenty-Year Plan), and eventually to incorporate decentralized parking in the Alcona downtown area (Long-Term Plan).

6.2 PATHWAY TYPOLOGIES

The Long-Term Plan contains several pedestrian pathway types, each to serve accessibility requirements across the Park and support a range of activities. The attached guidelines should be consulted when expanding pathways within the Park in accordance with pathway routing described in the Long-Term Plan.

Pathway Typologies in Innisfil Beach Park

See full page figure in Section 7-6.

6.3 PATHWAY NETWORK

Expansions to the existing pathway network have been identified within the Long-Term Plan. It is the intent of the IBPMP to incrementally undertake improvements to the path system over the Twenty-Year Plan timeframe, through the completion of major MUP segments to connecting facilities to the Long-Term Plan network. The completion of the pathway network will be a crucial element in achieving a pedestrianized IBP.

Timeframe	Priority
1-10 Years	High Priority

Project Impact

Potential for high community impact, support active living and pedestrianization of Innisfil Beach Park.

Project Guidelines:

- Prioritized Pathway Segments: To guide the incremental completion of paths within Innisfil Beach Park, the following hierarchy should be referenced when planning path segment improvements:

1. Completion of identified service vehicle supportive MUP;
2. Completion of standard MUP and adjacent boardwalk segments;
3. Completion of Twenty-Year Plan project Connector Paths as they arise; and
4. Completion of secondary Connector Paths.

- Path Type Guidelines: Refer to pedestrian guidelines under section for direction on pathway types, crosswalks, landscaping, and furnishings.
- Pedestrian Safety: Pedestrians should not be directed to share the road with vehicles. Where pedestrian pathways run parallel to vehicular roadways, pedestrians should be separated by a landscaped buffer or on a separated grade such as a sidewalk. Within parking lots, where a level interaction is required, traffic control measures, line painting, and bollards should be used to reduce conflicts.
- Existing Standards: Refer to the Town of Innisfil Trails Master Plan trail development toolkit for direction on Town standards related to pathway development, management, and liability.

6.4 CROSSWALKS

The level of comfort and ease of pedestrian crossings is a central concern regarding the planned vision of Park-wide universal accessibility. The Long-Term Plan focuses upon increasing the permeability of its boundaries, including the internal and external boundaries which result from the placement of a roadway. The guidelines below prioritize the safety, comfort, and ease of crossing for all users. For each crosswalk in the Park, the appropriate combination of principles should be applied which is reflective of level of use, speed of opposing traffic for that location.

Timeframe	Priority
1-20 Years	Medium Priority

Project Impact

Potential for high community impact, support active living and pedestrianization of Innisfil Beach Park and improving accessibility to the DCAE.





**Project Elements**

- Curb Extensions: Bump out crosswalks are crosswalks with a reduced crossing distance due to street curbs that extend into the roadway. The result is a shorter cross time, higher visibility, and potential slower moving traffic due to reduced lanes and/or lane widths. On the Innisfil Beach Road and Lakelands Avenue road sections, lanes in between curb extensions at crosswalks would be used for on-street parking.
- Painting: Painted lines clearly demarcate the location for pedestrians to cross and sometimes provide a minimum distance stopping line for vehicles. Lines are painted with a reflective compound that ensures visibility when illuminated by vehicle lighting.
- Lighting: Pedestrian scaled lighting fixtures illuminating the curb extension and crosswalk area ensure pedestrians stand out from dimmer roadway surfaces.
- Signage: Pedestrian crossing signage signifies that pedestrians are prioritized to cross and require vehicles to slow down when pedestrians are present.

**General Guidelines**

- Management of traffic flow is a significant determinant to crosswalk function and safety outcomes. Where longer stretches of crosswalk are required and where larger traffic and pedestrian volumes are anticipated, traffic signalization or crosswalk stop lights may be required to periodically stop traffic to permit the safe and comfortable crossing for pedestrian. Alternatively, where signalized crossing cannot be justified, reduced traffic speeds should be considered to complement alternative crosswalk design measures.
- Narrowed roadways and crosswalk bump-outs can significantly reduce the crossing distance asked of pedestrians. Where practical, all crosswalks constructed within the Park should be designed with the goal of shortening the overall distance to travel.
- Raised pedestrian crossings, crossing which are raised above the roadway surface, provide a high standard of comfort and accessibility due to fewer grade changes as users enter the roadway. Pathways which cross roadways using elevated crosswalks promote the pedestrian within the transportation hierarchy. Increased visibility of young persons and reductions in motorist speed are other benefits associated with this approach.

- Tactile indicators, contrast colors and materials, and auditory cues should be applied at crosswalks to better define crossing areas for users with sensory challenges.
- Like elevated pedestrian crosswalks, contrast materials and colors which bisect the roadway reinforce the promotion of the pedestrian mode within the transportation hierarchy and complement regulatory signage.
- Crosswalk signage should be applied consistently throughout the Park. Uneven signage results in ambiguity over the promotion of the pedestrian within the Park. Regulated signage should be complemented with other Park specific direction for motorist responsibilities within the Park, such as promotional materials, messaging from staff.

**6.5 PATHWAY LIGHTING**

In support of the prioritization of pedestrians within the Long-Term Plan, lighting enhancements should be considered for roadways, parking lots, and adjacent pedestrian thoroughfares. The guidelines prioritize high uniformity, low-key lighting for Park visitors with adapted evening vision.

Timeframe	Priority
3-20 Years	Medium Priority

**Project Impact**

Potential for high community impact, support active living and pedestrianization of Innisfil Beach Park by extending summer and winter evening use.

**Project Elements**

- Pedestrian Scaled Lighting Fixtures: These fixtures are generally shorter than roadway lighting stands and are focused on creating suitable lighting conditions for pedestrian environments. These standards should be dark sky compliant, meaning they minimize wasted light and light trespass by direct light only onto its intended area.
- Cabling, connections, transformers: Fixtures are connected by cabling, connections to hydro services, and transformers.
- Pathway landscaping should be supplied as tightly as





possible to pathways, adjusted according to selected fixture design. Transformers and other above ground infrastructure should be set away from the path as feasible and fully screened.

**Project Guidelines**

- More frequent light fixtures with lower overall brightness results in more even, lower key lighting that limits glare and hotspots. Bright hotspots can disrupt enjoyment of the Park and limit working vision in less lit areas. Pathway illumination levels within and adjacent to the Park should conform to minimum recommended levels and meet or exceed uniformity levels described in the IES Recommended Practice for pathways and roadways.
- Lighting is pedestrian scale when it has been specifically designed for the benefit of the pedestrian user. Unlike traditional streetlamps, which only incidentally provide illumination on sidewalks, pedestrian scaled lighting is often less tall, less bright, more frequent, and more decorative. Purpose built pedestrian scale illumination is more even, avoids tree canopy shadows, and contributes to the aesthetics of the public space.
- Without careful consideration of light spill from private lots, light trespass can result in glare and hotspots along sidewalks. Building lighting should be fully-shielded and adjusted to illuminate only the municipal-right-of-way immediately in front of the building entrance.
- Fixtures should be selected which allow for useful, focused illumination. Fixture shields should be installed to eliminate non-useful illumination on the surrounding landscapes.
- Dark Sky fixtures are fixtures designed to reduce or eliminate non-useful lighting, glare and light trespass.
- Innovative smart technology pilot initiatives for municipal lighting should be encouraged within the Park, such as remote light management systems, timed dimmers, or proximity activated illumination. Technologies should be prioritized to lower energy costs and GHG emissions, lower light pollution, lower maintenance costs, and increase perceived security.
- Increased brightness should be provided at crosswalk areas, where pedestrians can be expected to frequently enter the roadway.
- Where fixtures providing brightness levels greater than surrounding fixtures are considered for Park accessibility

infrastructure (ex. Ramps, Parking spaces, entranceways), attention should be given to manage light spill, glare and trespass on adjacent properties.

- Not all pathways should be fully lit. Multi-use pathways, which will endure more frequent use during the night should be prioritized for lighting investments. Connector pathways and informal footpaths through and adjacent to naturalized areas should be lighting sparingly, at key junctions and where needed to serve an amenity. It is imperative that the experience of darkness not be eliminated from the park. The stillness of darkness, enjoyment of nocturnal wildlife, and the associated sense of solitude should be considered a right within an urban settlement, and should be safeguarded.



# SECTION 7

## VEHICLE TRAVEL

Over the long-term, the Plan directs for vehicle roadways, drop-offs, and Parking areas that are inconspicuous, reasonably convenient, and responsive to Park operation objectives. Transportation requirements of planned projects should be addressed with appropriate levels of service, without encouraging auto travel as the primary mode of accessing the Park.

### 7.1 PARK ROADWAY REALIGNMENT

The proposed Park roadway alignment has been prepared in response to resident and staff identified conflicts between pedestrians and vehicles within and surrounding the Park, the desire to manage vehicle congestion at IBR and 25 Sideroad at peak summer days and events, and to support interest in controlling vehicle access through a single gated entrance. The realignment is based upon a single entry, single exit one-way roadway from IBR and Lakelands Avenue to 25 Sideroad.

Secondary two-way roads will connect activity nodes to the primary one-way thoroughfare. The final alignment for internal and external roadways is subject to satisfactory review and detailed design during a comprehensive traffic impact study and internal routing plan analysis.

Timeframe	Priority
5-10 Years	High Priority

**Project Impact**  
Potential for high community impact, addressing persistent park congestion.

- Project Elements**
- Internal Road Routing and Traffic Impact Study: Prior to changes to roadways in and surrounding the park, a comprehensive traffic impact study and roadway routing plan should be prepared to identify technical challenges and improvements to the schematic roadway alignment shown within the Long-Term Planning Framework figures.



- **Roadways:** Roadways will be constructed to minimum acceptable lane widths and vehicle speeds reduced to minimize traffic speed within the Par. By reducing overall paved area within the park, the Town can maximize naturalized area and minimize road maintenance costs. Final road alignment will differ from routing in the Long-Term Plan, as detailed studies are undertaken.
- **Maintenance Access Lanes:** Road widths along selected corridors may be widened to allow maintenance vehicles to move against traffic through the Park and will be identified at future detailed road design phases. Maintenance access lanes will also be incorporated into Maintenance Vehicle Supportive MUPs.
- **Landscaping:** Tree planting should be incorporated to road development projects to initiate rowed tree growth along vehicular corridors to screen and demarcate traffic from adjacent recreational areas and support a cohesive landscape character along roadways.

**Project Guidelines:**

- The minimization of roadway surface in combination with reductions in vehicle speed, improvements to pedestrian crossings, and in-Park lighting at conflict areas will provide a safer, and potentially less expensive maintenance cost for roads in the Park. Staff note the proposed roadway realignment contains fewer lane kms than the existing road network, despite providing comparable connections to activity nodes and providing a dedicated exit road segment. Opportunities should be explored to minimize the area of paved roadway within this controlled Park environment.
- As part of the associated studies, opportunities should be incorporated for visitors to circle back to a destination if they miss their exit. This is required as a key drawback of the one-way road alignment is that users who fail to observe in-park destination signage would be forced out of the park and to reenter. The result will be inconvenienced users and increased local traffic. Planning Staff suggest the use of clear signage and short loop back lanes after major turning opportunitites to limit this result.
- Crosswalks should be constructed in accordance with crosswalk guidelines in section .
- Refer to lighting guidelines in section . Full illumination of roadways, as is commonly done within municipal roadways, is not recommended within the Park. Lighting should be directed to higher conflict areas for pedestrians and segments of pathway where pedestrians are directed

onto the road are separated.

- Refer to road landscaping guidelines in section for direction on Park-wide character defining tree planting along roadways.
- Refer to applicable pathway guidelines in section where pathways intersection or run parallel to roadways.

## 7.2 INNISFIL BEACH ROAD AND LAKELANDS AVENUE ROAD REDESIGN

The future design of Innisfil Beach Road east of 25 Sideroad will play a significant role in shaping the experience of Innisfil Beach Park. As the commercialization of Innisfil Beach Road begins to build out into its planned form, the impacts of IBR on the Park will increase as a key pedestrian thoroughfare from downtown Alcona to Lake Simcoe. The roadway will serve as a gateway connection for pedestrians accessing the Park from the Downtown, provide a connection to amenities and services outside the Park, and support greater local residential traffic as densities in the DCAE grow.

Between 25 Sideroad and Lakelands Avenue, a dramatic road restructuring is proposed, resulting in a Complete Street connecting the Alcona downtown area and the shores of Lake Simcoe. Town Complete Street policies shall be referenced. The design of the road will prioritize the pedestrian experience through comfortable street furniture and street tree plantings, crosswalk design, and a generous portion of the right-of-way dedicated to the sidewalk. On-street Parking will support growing businesses within the DCAE. To fit these elements, road lane widths and road speeds will be adjusted to reduce pedestrian conflicts, slow traffic as it enters the Park, and establish the character of the IBP and the DCAE.

Timeframe	Priority
5-10 Years	High Priority
Project Impact	
Potential for high community impact, addressing persistent Park congestion.	

**Project Elements**

- **Traffic Analysis:** Detailed traffic analysis should be undertaken to reflect long-term impacts of planned densities in the DCAE. Traffic analysis and road design should be undertaken at one time for the IBP and Lakelands Avenue redesign, as well as the one-way roadway concept and the planned exit at 25 Sideroad. To support the intended outcomes along these corridor, specific consideration should be made to the following elements:
  1. Minimum acceptable suitable lane and on-street Parking widths;
  2. Minimum acceptable traffic speeds;
  3. Recommendations on crosswalk design;
  4. Stacking lane capacities;
  5. Consolidated driveway access design; and related
  6. Traffic control measures.
- **On-Street Parking:** To support the viability of businesses with the DCEA, short-term on street Parking has been proposed on guideline cross-sections in section .
- **Street Furnishings:** Street furnishings such as benches, waste receptacles, tree grates, and pedestrian lighting contribute to the character of our streets. Within the DCAE, high quality furnishing should be provided given its importance as a gateway from the Alcona downtown to the Lake Simcoe shoreline and the Port of Innisfil.
- **Street Trees:** Frequent street trees will frame the low-rise medium density buildings planned for the DCAE and complement the natural environment within IBP.
- **Sidewalks:** Sidewalk space will be prioritized along this corridor, at least wide enough for two couples to pass comfortably as they walk up past the DCAE. Adjacent front yard setbacks have been reduced significantly for structures within the DCAE, in recognition of the expanded pedestrian thoroughfare and to minimize underutilized space on municipally significant properties.
- **Crosswalks:** Frequent crosswalks will create a comfortable and easy transition from IBP to the shopping and dining opportunities in the DCAE. Landscaped bump-outs and elevated pedestrian crosswalks will minimize the length for pedestrians crossing the street and reduce overall conflicts with the adjacent slow moving traffic.

- **Snow Removal:** Consideration for snow removal procedures will need to be integrated into road designs, particularly as they related to lane narrowing, bump-outs, and elevated crosswalks. Preliminary discussions with Town Engineering Staff indicate the supplied guideline cross-sections could be accommodated with existing machinery pending consideration of special clearing protocols. Operational staff should be consulted to further clarify their needs and constraints.

**Project Guidelines**

- The supplied roadway section width guidelines in section are to be used as a reference guide. It is anticipated that adjustments will be required as detailed engineering and traffic analysis is undertaken, however the following principles should be upheld in descending order of priority:
  1. Access requirements for emergency vehicles.
  2. The width, lack of interruption, and continuity of the pedestrian thoroughfare.
  3. The adequacy of space for comfortable street furniture, viable street trees, and other streetscaping.
  4. The amount of short-term on-street Parking, which will be needed to support the business on this corridor.
  5. The ease of snow clearing.
  6. The maximum speed supported by width of automotive lanes.
- Supplied guideline cross-sections have been supplied as a baseline for design discussions in section .

**7.3 DROP-OFF AREAS**

Drop-off areas are a key strategy to manage convenient vehicular access to Park amenities within the Long-Term Plan. Over the long-term, drop-off areas will need to accommodate mass transit vehicles. Compatibility of the facility with surrounding Park landscape and character and the needs of pedestrians should be the top priorities.



Timeframe	Priority
3-5 Years	High Priority

**Project Impact**

Potential for high community impact, addressing persistent Beach Area operational concerns and enhancing placemaking within IBP’s most popular destination.

**Project Elements**

- Drop-Off Aisles: Driving aisles and queuing spaces will be needed to accommodate vehicle access as well as dedicated loading and unloading spaces. The specific alignment and layout for these aisles will depend upon detailed input from traffic engineers and designers.
- Pedestrian Landings: Wide separated grade pedestrian crossings and landings are a preferred option to connect loading areas with surround pedestrian only areas. Alternatives include at-grade crossings with varied materials, painted lines, and signage.
- Landscaping: Landscaping within drop-off areas should announce arrival at a key placemaking destination within the Park. Drop-off area roundabouts should be attractively landscaped and, where feasible, functional in stormwater management designs.
- Signage: Clear signage as part of the Town wayfinding strategy should manage vehicle movements and prioritize the safety of pedestrians.

**Project Guidelines**

- Drop-off areas will serve as a focal point within the Park, where guests congregate to arrive and wait to depart to the Park. Pedestrian oriented amenities, such as shade structures, seating, pedestrian scaled lighting, public art, and landscaping should be provided to make the Park experience comfortable and seamless.
- Drop-off areas are a key opportunity for presentation of key Park information, such as wayfinding, water quality, Park closure information, and event advertising.
- The final schematic layout should be developed on a case by case basis, based upon site characteristics, anticipated uses, and planned transportation patterns.
- Key considerations regarding determination of final configurations include:

1. Minimizing of the number of pedestrian crossings over vehicular laneways;
  2. Minimizing the overall size of the facility;
  3. Ability of the facility to accommodate large vehicle turning (for future mass transit);
  4. Adequacy of pedestrian sight lines;
  5. Ability to self-regulate traffic speed;
  6. Private vehicle layover capacity.
- Drop-off facilities should be designed with the following considerations:
    1. Compatibility with surrounding Park landscape and character;
    2. Design needs of pedestrians and bicyclists;
    3. Design needs of future transit vehicles;
    4. Design needs of automobiles.
  - Drop-off areas should accommodate ride share, taxi and other door-to-door transport services, which are anticipated to be part of the Town’s long-term transportation system.
  - Drop-off areas should be highly connected to the surrounding pedestrian network, with efficient walking connections to the nearest Parking areas.
  - Recreational rental equipment and food options should be located in close proximity to drop-off areas.
  - Regarding future adoption of mass transit within the Town, drop-off areas should be designed with wider turning radii and lanes, suitable curb returns, and adequate pavement bases.
  - Drop-off areas should be in prominent locations and in close proximity to key Park destinations to ensure they remain under continual informal surveillance by visitors.
  - Safety measures should be applied to ensure drop-off areas remain comfortable for our most vulnerable populations including persons with mobility impairment, seniors, and families with children. Direct travel for pedestrian should be provided between drop-off areas and adjacent amenities.





- Traffic calming measures should be applied within and around drop-off areas.
- Transfer areas should be created separate from vehicular movement for unloading and loading passengers and equipment and movement to adjacent amenities. Transfer areas may be further distinguished between transit, taxi, carpool, ride-share or private automobile modes, but all should be highly distinguishable from vehicular thoroughfares through the use of bollards, changes in materials, use of color or signage, or separation in grade.
- Landscaping should be designed to maintain views to and from pedestrian thoroughfares.
- Strict enforcement of safe driving behaviors will be a priority. Placement of CCTV may be considered.

### 7.4 SURFACE PARKING LOT GREENING/RETROFITTING

Though the Long-Term Plan directs for the gradual removal of parking lot facilities within the Park, short-term enhancements to existing and planned Parking lots, as well as long-term commitments to accessibility Parking, will continue to be required. Current Parking areas are large, uninterrupted asphalted areas with little consideration to surrounding Park character, pedestrian enjoyment and safety, and sensitive uses in the surrounding areas. Parking lot enhancements including landscaping, incorporating low-impact development technologies, pedestrian pathway accesses, and restriping can increase the performance and experience of using parking areas within a municipal park.

Timeframe	Priority
3-10 Years	Medium Priority
Project Impact	
Potential for medium community impact, improving pedestrian safety and comfort within existing parking lots, expanding viable Park area towards Beaches Area.	
Project Elements	
<ul style="list-style-type: none"><li>• IBP Parking Utilization Study: A focused longitudinal parking utilization study should be undertaken to build upon baseline parking data and justify changes to</li></ul>	

- existing parking areas within IBP. The study would include considerations such as the potential impact of planned and potential Transportation Demand Management initiatives, potential ongoing impact of Rover on in-Park parking needs, and provide recommendation on gradual removal and retrofitting of existing parking lots.
- Downtown Parking: Per recommendations from the Alcona Parking Study, the Town should be proactive in identifying potential municipal parking areas within Innisfil Beach Road and surrounding area. Major development projects could be another source of downtown parking, whereby municipally owned and operated parking spaces are integrated into developments to provide decentralized parking spaces for public use.
  - Pilot Projects: There are numerous opportunities for experimentation for parking management through pilot projects. Short-term trials can provide low-cost feedback on potentially disruptive initiatives, such as:
    - Operating a flat fee or per head fee structure for one weekend using a temporary gate at the gatehouse access could reveal challenges or benefits associated with the gatehouse concept.
    - Programming an event using parking spaces could demonstrate the relatively low impact of the loss of parking spaces along the beaches.
    - Providing beach wagons and reduced parking at more distant parking areas could demonstrate the viability or challenges associated with asking visitors to walk to the beach and roll out popular tools to change use patterns at the Beaches.
  - Baseline parking utilization data can provide a benchmark for comparison around pilot initiatives as Staff explore steps to pedestrianize the Park and would build a data driven case for permanent implementation.
  - Parking Lot Reductions: Over time, and when supported by utilization data and where alternatives have been provided, the IBPMP contemplates reductions and conversions of parking lots close to Lake Simcoe. Reductions would be part of parking lot greening and restriping projects to modernize the lots in accordance with best practices and emergent parking space standards.
  - Restriping: Following or during parking lot reduction projects, the Town should consider modernizing parking

space widths when parking lot restriping. Staff identified areas with significantly larger spaces and driving aisle widths than are necessary, leading to underutilized parking areas.

- Relocation: Where supported by IBP Parking study, shorter term relocation of parking lots rather than gradual removal of in-Park parking may be considered.

**Project Guidelines**

- Surface parking lots should be surrounded by a landscaped buffer wide enough to contain LID features, shade trees, and naturalized groundcover. Where the buffer may impede vision for turning vehicles or pedestrians, species should be selected to have a mature, managed height no greater than 1 m.
- Interior landscaped areas should be constructed to a width able to contain the mature root system for selected trees.
- Where possible, surface parking should not be located between a building and a roadway. Where such an outcome is unavoidable, surface parking shall be fully screened by a combination of hard and soft landscaping.
- Large surface parking lots exceeding 60 spaces should be split into smaller lots using landscaped strips and pedestrian connections to reduce the visual impact of expansive parking fields.
- Rows should not contain more than 15 spaces without landscaped breaks and islands.
- LID features will be required as part of all surface parking proposals and appropriate space should be provided to accommodate these features within the earliest design concepts/proposals.
- Pedestrian-scaled design features should be incorporated within all surface parking lots. For lots exceeding 60 spaces, raised pedestrian walkways should be incorporated.
- Interior landscaped areas should be incorporated into at least 10% of the total area of the lot to break up the hardscape. Examples are within parking row end caps, along stormwater management infrastructure, and landscaped buffers along pedestrian pathways.
- An area of no less than 10 percent of the total navigable outdoor area shall be set aside for purposes of snow

storage. Innovations in snow removal, including melt pads will be considered. Snow storage areas will not be included within landscaped areas.

- Within the Park, surface parking areas close to Lake Simcoe will be phased out over time and replaced with drop-off infrastructure and replacement parking facilities within a convenient walking distance.
- Relocated surface parking lots, where proposed within the Park, should be constructed of mixed materials to reduce overall cost. Asphalted driving aisles, pedestrian paths, and accessibility parking spaces may be considered with most parking surfaces constructed with lower cost packed surfaces (limestone, gravel).
- Wayfinding and parking signage should be incorporated into lot and broader site designs. Use of electronic parking availability should be considered along primary vehicular Park entranceways.
- Landscaping plans should strive to achieve an average 25% tree canopy coverage for all surface parking lots at maturity. Soil volumes, salt mitigation, and proper drainage considerations should be incorporated to meet this objective.
- Accessible parking spaces should be located nearest primary pedestrian egress points, with barrier free access paths to adjacent facilities.
- Above and below grade parking structures are the preferred car storage solutions for lands inside and adjacent the Park, as they are the most efficient use of available land.
- Where parking structures are considered, entrances to parking structures should be located at the rear or side yards, away from the main streetwall. Where this cannot be achieved, entrances should be incorporated into building designs to minimize the visual impact of the entranceway.
- Further, structured parking entrances coincide with pedestrian areas, the design should incorporate best practices for pedestrian safety, including contrast color, signage, pavement markings.
- Where parking structures abut public walkways, parkland, or at-grade uses, ground floor uses should be incorporated within the structure.



## 7.5 NEW OFF-STREET PARKING AREAS

Though the Long-Term vision for the Plan directs for the gradual removal of some parking lot facilities within the Park, the reduction in size of some existing facilities and introduction of new amenities may likely some additional small, high-quality parking areas to meet the needs of residents. The plan has highlighted several key areas where additional parking may be placed to support park and surrounding area initiatives within the Long-Term Roadway Plan, but has not incorporated those initiatives into the overall Long-Term Plan given then need for analysis on current and ongoing parking utilization over the Plan period, and the overall objective of limiting investments into new parking areas within the park.

Timeframe	Priority
5-10 Years	Medium Priority

### Project Impact

Potential for medium community impact, improving pedestrian safety and comfort within existing parking lots, expanding viable Park area towards Beaches Area.

### Project Elements

- Refer to guidelines provided in section , above, for guidance on parking lot design within Innisfil Beach Park. Where new parking lot facilities are proposed within the park, following additional study and justification, parking facilities should only be considered where they can be constructed to meet the high-quality standards outlined by this document and generally with industry best practices.
- Town Engineering Standards shall be referenced and incorporated into new parking lot designs.

## 7.6 REFERENCE ROADWAY CROSS-SECTIONS

Roadway design plays a significant role in the experience of our parks, from noise and smell, the safety of pedestrians,

and the visual impact. The Long-Term Plan guidelines on Park roadways describe an efficient and inconspicuous road network which prioritizes ease of guest delivery, pedestrian safety, and a comfortable public realm for pedestrians. To inform subsequent detail engineering and traffic analysis which will address technical factors such as emergency, snow clearing vehicle dimensions, and desired traffic speed, a baseline vision for the roadway has been provided.

See page 91 and 92 for tables and figures.

## 7.7 ON-STREET PARKING

Vehicle storage is currently a necessary component of building and site design. The quality and built condition of parking lots are a determinant of total lot utilization. Low-quality car storage solutions will not be accepted within or adjacent to Innisfil Beach Park. Car storage areas will exemplify low-impact design and best practices in landscaping, screening, site layout, and materials. It is the long-term goal of the Park strategy to replace all in Park car storage with a combination of alternative transportation options, efficient structured parking, drop-off infrastructure, and convenient accessible parking spaces.

### General Guidelines

- On-street parking rates should be prepared to ensure that at any given time there are spaces available for short-term stops. Such an approach would require that spaces be priced to ensure that they are seldom filled.
- On-street parallel parking spaces should be considered on Innisfil Beach Road and Lakelands Avenue. Additional on-street parallel parking spaces may be considered on in Park through fares, where they do not pose a conflict for abutting pathways.
- Where parking rate collection is being considered or anticipated, on street parking should be clearly delineated with a painted surface marking or material change (e.g. brick coursing).
- Landscaped bump out buffers should be constructed at any vehicular entranceway or mid-block pedestrian connections, to limit conflicts between parallel parking movements and turning vehicles and pedestrians.

PATHWAY TYPE	SURROUNDING PUBLIC/PRIVATE REALM TYPE	WIDTH	PREFERRED MATERIALS	TREE BUFFER AND FURNISHING
Innisfil Beach Road/Lakelands Avenue Sidewalks	Primarily ground floor mixed use streetscape.	2.50-4.00 m	Concrete sidewalk, interlocking pavers, natural stone	Intermixed on street parking, tree planters, planter boxes, 2-6 m seating, parking meter,
Service Vehicle Supportive Multi Use Path	Primarily green and open space	<3.00 m	Asphalt, brick edging	Intermittent bench seating, tree buffer
Multi-Use Path	Primarily green and open space	<2.50 m	Asphalt, brick edging	Intermittent bench seating, tree buffer
Boardwalk	Primarily sand beach	<2.50 m	Asphalt, Pressure treated wood, recycled plastic lumber	n/a
Connector Path	Combination of green and open space, Park facilities	1.5 m	Concrete sidewalk, asphalt,	n/a (based on landscape and open space guidelines)

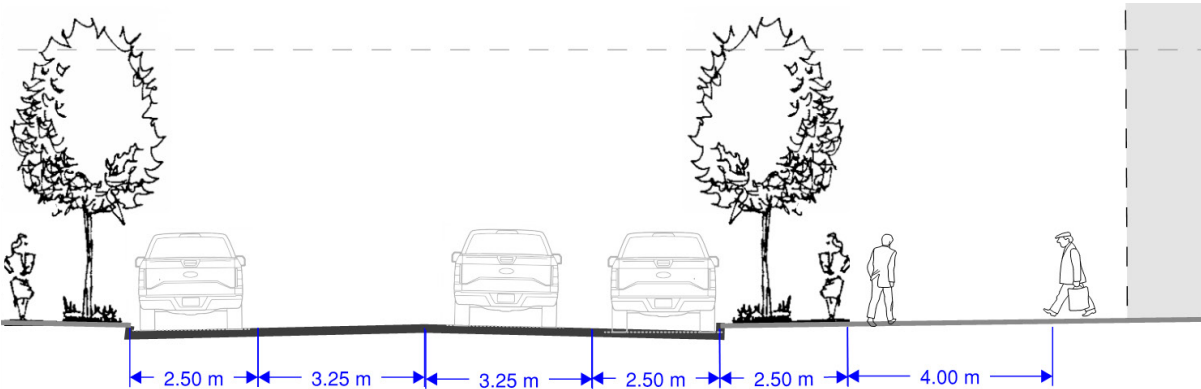


Figure 1-54 Cross-section for Lakelands Avenue, with Innisfil Beach Park on the left side.

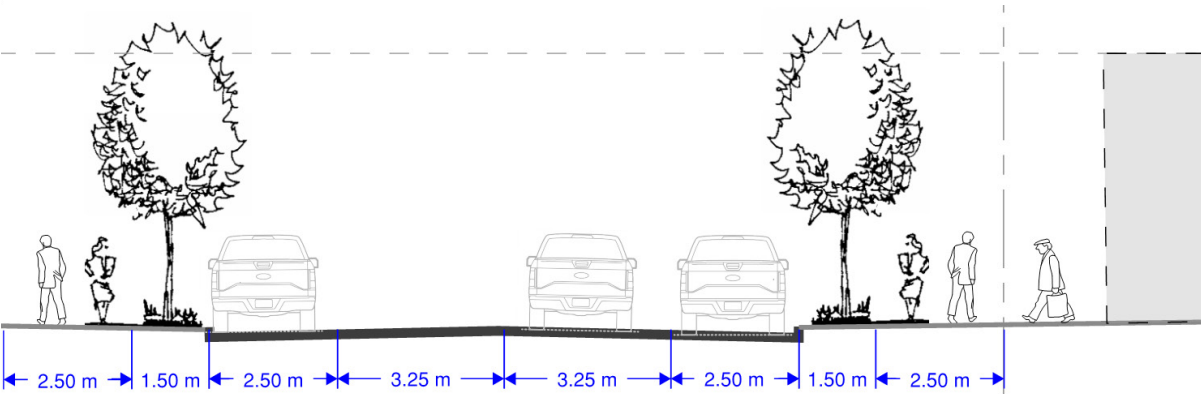


Figure 1-55 Narrower sidewalks on both sides of Lakelands Avenue. Consideration should be made for a bollarded pedestrian prioritized roadway with limited access for commercial parking.

ROADWAY TYPE	PUBLIC/PRIVATE REALM TYPE	PED. ZONE	TREE AND FURNISHING ZONE	PARKING SPACE WIDTH	Road Lane Widths	Speed and Control Method
Innisfil Beach Road	North: Combination of multi use trail, public square, green space Park edge, POPS  South: Primarily ground floor mixed use streetscape	<4.00 m	2.50 m	Yes;  2.50 m	3.25-3.50 m	30 km/h; narrow lane, on-street parking, frequent pedestrian crossing, sharrows
Lakelands Avenue	East: Combination of ground floor retail/restaurant streetscape, POPS  West: Combination of ground floor retail/restaurant streetscape, POPS	2.50 m	1.50 m	Yes;  2.50 m	3.25-3.50 m	30 km/h; narrow lane, on-street Parking, frequent pedestrian crossing, low over-road lighting, sharrows
One-way Road	Primarily green space	2.50 m	<2.50 m	No	4.00 m	30 km/h; elevated pedestrian crossings, chicane, narrow lane, vegetation, sharrows.
Two-way destination connectors	Primarily green space, parking lots	No	<2.50 m	No	3.25-3.50 m	30 km/h; narrow lane, signage, chicane, sharrows.
Pick-up Laneways	One side public square, other side green space, center island green space, parking lots	<4.00 m	N/a	Yes;  3.00 m	3.25-3.50 m	10 km/h; elevated pedestrian crossing, queuing markings/ signage, frequent stopping.