



# **Part 4: Lake Enjoyment Strategy**

**Parks and Recreation Master Plan Update  
and Lake Enjoyment Strategy**

**Town of Innisfil  
July 2023**

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**July 2023**



# PART 4: LAKE ENJOYMENT STRATEGY

## 4.1 Introduction

The Town of Innisfil is situated on the western shore of Lake Simcoe, the fourth-largest lake entirely in the province. Lake Simcoe is vitally important to Innisfil residents, providing them with a high quality of life and space for waterfront recreational activities. Lake Simcoe has a particularly vibrant fishing community. As a four-season fishing hot spot, Innisfil is a major destination for winter access to the lake.

The following section discusses the Lake Simcoe context, summarizes what we heard from the community to enhance lake enjoyment and identifies principles that should be applied along Innisfil's waterfront. This includes the need to protect the shoreline and beaches, reduce run-off, consider privacy, improve access, and enhance recreation opportunities. These recommendations set the foundation and rationale for the proposed improvements to the Lakeside Parks in Appendix 5.

- Community
- Inland Park
- Lakeside Park

Existing Lakeside Parks (22)

- (I2) 30th Sideroad North
- (I3) Alcina Avenue
- (I4) Algonquin Avenue
- (I6) Big Bay Point Road
- (I8) West Street
- (I10) 12th Line/Mapleview Park
- (I12) Purvis Street
- (I13) 10th Line/Leonard's Beach
- (I14) Bon Secours Beach
- (I16) Eastern Avenue
- (I17) Centre Avenue
- (I20) 7th Line
- (I25) Chandos Ave.
- (I28) Maple/Dudley Road
- (I29) Belle Aire Community Beach
- (I38) Belle Ewart Park
- (I39) Isabella Street
- (I45) Bayshore Park
- (I48) Shore Acres Drive
- (I49) Lindy Lane
- (I50) Poplar Drive
- (I51) Gilford Road

Future Lakeside Parks (28)

- (I1) Guest Road
- (I5) Gooch Park Drive
- (I7) Side Road 30 S.
- (I9) 13th Line
- (I11) Lockhart Road
- (I15) Tall Tree Lane
- (I18) Northern Avenue
- (I19) 25th Side Road
- (I21) Cross Street
- (I22) Edgewood Avenue
- (I23) Woodgreen Avenue
- (I24) Roslyn Ave.
- (I26) 6th Line
- (I27) St. Johns Road
- (I30) Belle Aire Beach Road
- (I31) Ewart Street
- (I32) Frederick Street
- (I33) Little Cedar Avenue
- (I34) Chapman Street
- (I35) Alfred Street
- (I36) Robinson Street
- (I37) Arnold Street
- (I40) Cumberland Street
- (I41) Barry Avenue
- (I42) Kilarney Beach Road
- (I43) 2nd Line
- (I44) Wood Street
- (I46) North Shore Drive
- (I47) Lakeshore Boulevard

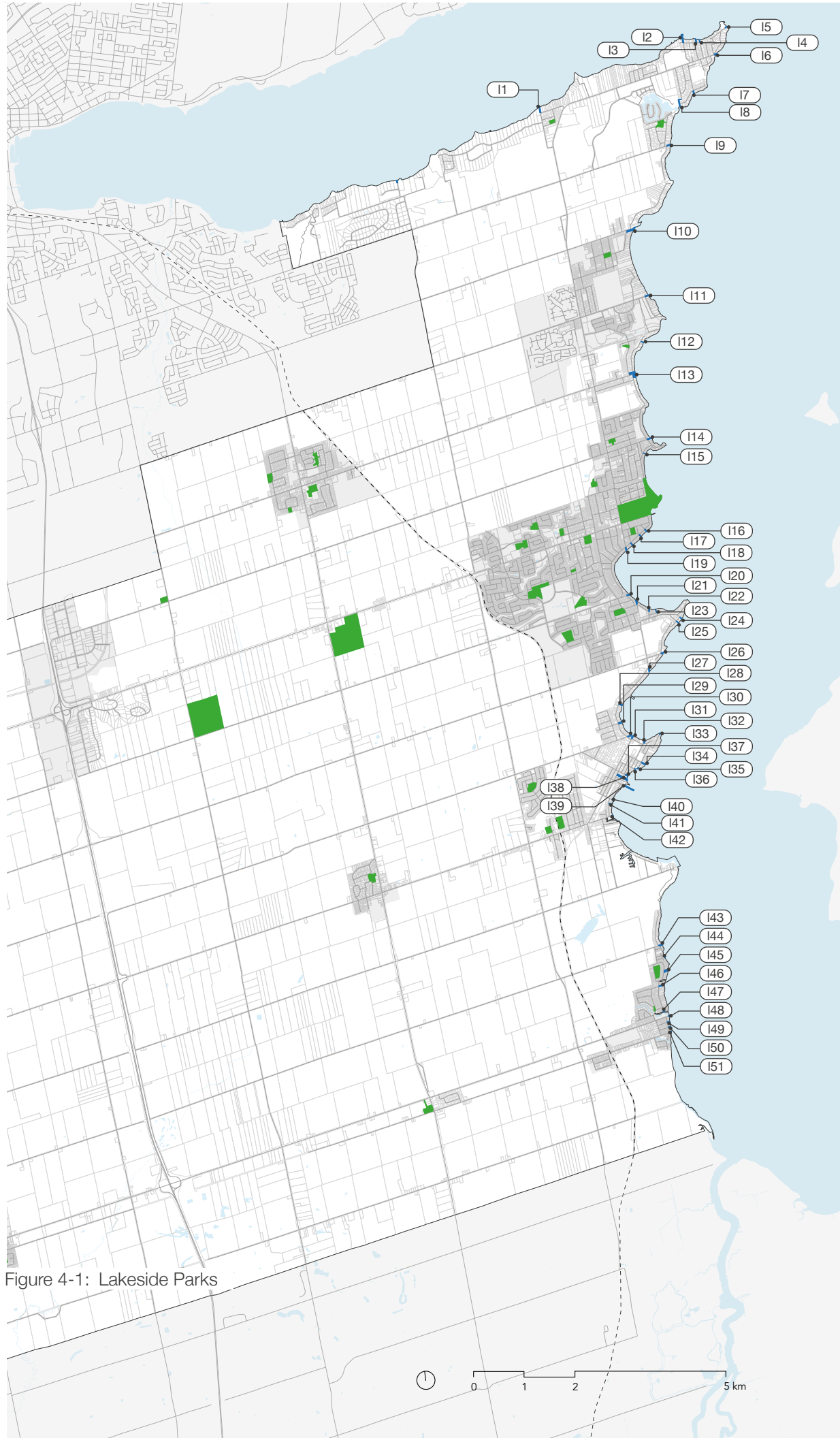
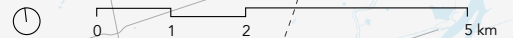


Figure 4-1: Lakeside Parks



## 4.2 Context for the Assessment

There are both existing and future Lakeside Parks in Innisfil. Existing Lakeside Parks currently provide public access to the lake. While some existing Lakeside Parks look and are used like a park, others are less evident and may only be used by a few who are familiar with the space. This section recommends updates and improvements to existing Lakeside Parks. Future Lakeside Parks are properties that do not currently look or perform as a park, such as sites where the road is still intact or there is significant vegetation. Through the execution of this Plan these future Lakeside Parks will be systematically updated and developed into proper public spaces that will be zoned, designed, used and maintained as parks.

### 2016 Innisfil Parks and Recreation Master Plan

The 2016 Active Innisfil Parks and Recreation Master Plan primarily considered the Innisfil waterfront from two perspectives: publicly accessible Lakeside Parks (rights-of-way that

terminate at the lake) and Innisfil Beach Park. The Plan identified and examined 46 Lakeside Parks within the community, cataloguing each into three separate classes based on similar features such as size and the amenities available at each location.

With this classification system in place, the 2016 Master Plan considered six possible outcomes for the future direction of lake access within Innisfil:

1. Maintain Status Quo
2. Conversion to Neighbourhood Park/Parkette
3. Conversion to Community/District Parkland
4. Designated point for year round lake access
5. Designated point for seasonal lake access
6. Sell/Divest Property

This classification system led to the beginning of improvements for a small number of the existing roads ends, converting them into Lakeside Parks.



Figure 4-2: Bon Secours Beach

## Part 4: Lake Enjoyment Strategy

### Previously Completed Lakeside Parks

#### Gilford Road Lakeside Park

Gilford Lakeside Park is the first of many anticipated Lakeside Park improvements to be undertaken by the Town. In 2018, the Town converted the Gilford Road municipal right-of-way at Lake Simcoe into a new park space. This includes a new pathway connection from the road to beach, expanded beach area, signage, sod and seating. Bollards were also installed at the entrance to prevent access by motorized vehicles.



Figure 4-3: Gilford Park Road Lakeside Park

#### Shore Acres Drive

In 2018 improvements to the boat launch at the Shore Acres Drive Lakeside Park were implemented to better serve the residents of Innisfil. Installing a floating wooden dock improved boat accessibility at this boat launch, allowing its use as a regular lake access point from May through to late September as well as year-round access to the Lakeside Park. While most lake access points have parking for residents only, the boat launch offers paid parking for non-residents visiting Lake Simcoe.



Figure 4-4: Shores Acres Drive Lakeside Park

#### Bon Secours Beach Lakeside Park

In 2019 improvements to the Bon Secours Beach Lakeside Park were completed. This work included removal of asphalt and replacement with beach sand, a new gate for winter access, regrading of the existing park area, new sod, expansion of the beach sand area, a new stormwater outlet, new seating options, new bike racks and a small parking lot with 10 spaces. The new design included stormwater pipes to improve the drainage and an open channel with naturalized planting to provide habitat.



Figure 4-5: Bon Secours Beach Lakeside Park

## Big Bay Point Road

Completed in 2022, Big Bay Point, a local hot spot, saw a large expansion to its beach. Improvements included earthworks to ensure the beach was more accessible, with a large elevated area for picnics, including an accessible picnic table. The beach was tripled in size and the new “Innisfil Seating” was installed. The new design includes a separated storm outlet with appropriate security bars.



Figure 4-6: Big Bay Point Lakeside Park

## Innisfil Beach Park Master Plan, 2020

The 2016 Active Innisfil Master Plan proposed a number of recommendations pertaining to Innisfil Beach Park (IBP) including unimplemented recommendations contained in the 2004 Innisfil Beach Park Master Plan. In 2019, the process of developing an updated Master Plan for IBP was initiated and completed in 2020. The updated IBP Master Plan highlights resident concerns regarding overcrowding and non-resident use, current challenges and key themes for future planning decisions and improvements within the park. It includes a concept plan, identifies long-term goals and financial impacts and provides a 20-year phasing strategy.

## Lake Simcoe Communities

There are a number of municipalities that reside along the Lake Simcoe waterfront. Communities like Georgina, Orillia, Brock and Barrie, to name a few, have all developed either a waterfront master plan or include recommendations in a municipal plan that address their community's needs and desires for waterfront improvements and access. Some key themes include:

- Sustainable Green Approach – protecting and restoring the shoreline
- Enhancing the User Experience – improvements to pedestrian links, swimming areas, winter access and facility upgrades
- Accessibility – Both Barrie and Georgina include recommendations focusing on the need for a more accessible waterfront, such as increasing wheelchair access, improved signage, handicap parking availability, accessible washrooms, barrier free access to the waterfront and access to facilities for all mobility types
- Public Realm – To create a connected, diverse and enhanced waterfront

# Part 4: Lake Enjoyment Strategy

## 4.3 What We Heard

### Waterfront Use

In both the random telephone survey and online resident survey, residents were asked whether they used waterfront Lakeside Parks in the Town. Results varied, which may be due to proximity and each respondents ability to access: of 400 telephone respondents 61% (244) responded “No” and of 600 online respondents 90% (540) responded ‘Yes.’

Both surveys also asked; “In planning and designing waterfront parks or access points in Innisfil, what facilities do you think should be included to develop a superb system for lake enjoyment?” The top two responses were “picnic tables, viewing/seating areas” and “trees/shade structures” for the online survey (523 respondents) and “food vendors” and “increased maintenance/cleaning” for the telephone survey (168 respondents). The full results are indicated in Table 4-1.

Figure 4-8 indicates the proportion of survey respondents who use waterfront Lakeside Parks located in Innisfil.

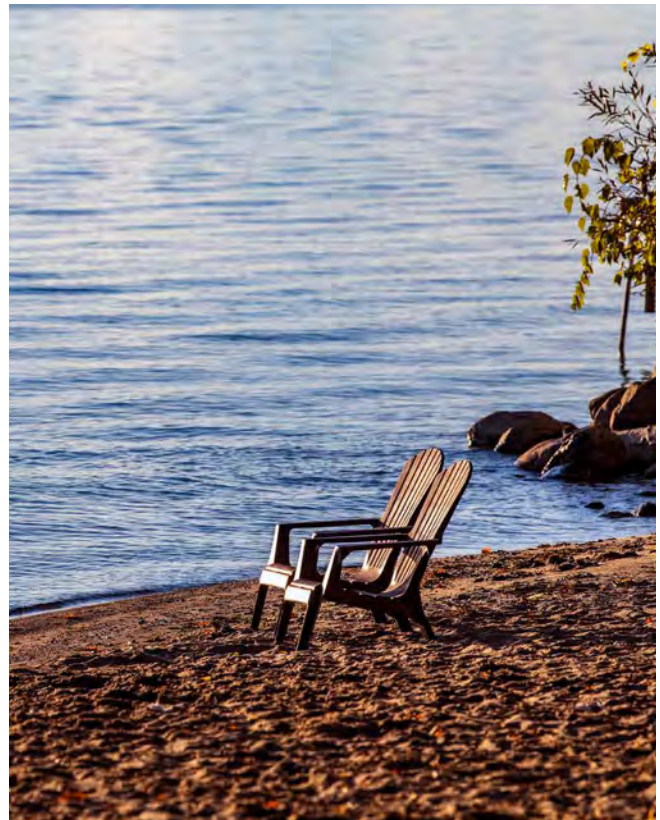
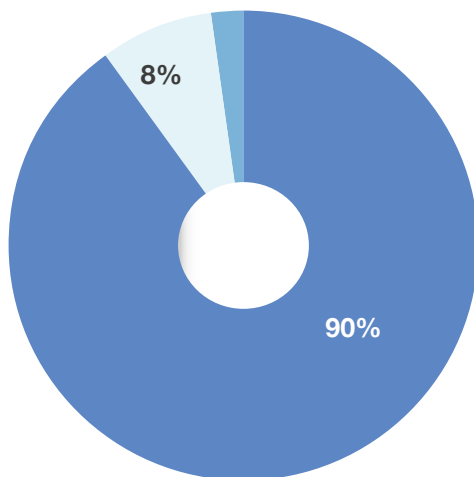


Figure 4-7: Lakeside Seating at Lake Simcoe

#### Online Responses

- Yes
- No
- Uncertain



#### Telephone Responses

- Yes
- No

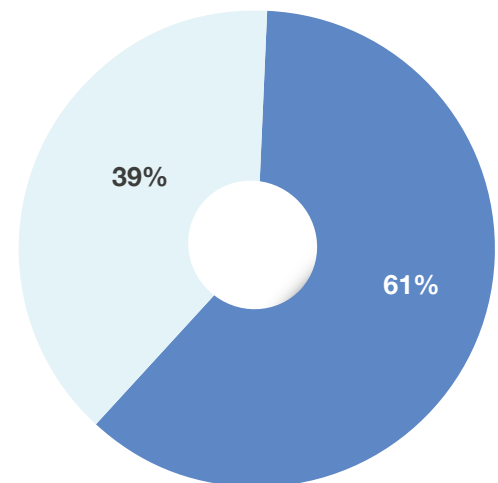


Figure 4-8: Residents’ Use of Waterfront Lakeside Parks



Table 4-1: Residents' Feedback on Facilities to be Included in Waterfront Parks or Access Points

<b>Answer Choices</b>	<b>Online Responses</b>	<b>Telephone Responses</b>
Picnic Tables, viewing/seating areas	66.61% (415)	91% (153)
Trees/shade structures	69.18% (431)	85% (143)
Naturalization/natural plantings	58.43% (364)	69% (116)
Signage (wayfinding or park identity)	28.09% (174)	74% (124)
Amenities (lighting, bike parking)	47.83% (298)	73% (123)
Winter use facilities/access	41.25% (257)	62% (104)
Washrooms and change rooms	58.59% (365)	75% (126)
Beaches/swimming areas	63.24% (394)	90% (151)
Areas for water sports	25.36% (158)	79% (133)
Food Vendors	37.88% (236)	94% (158)
Beach volleyball courts	19.42% (121)	72% (121)
Equipment rental kiosks	33.71% (210)	89% (150)
Screening/buffering from surrounding residences	30.98% (193)	68% (114)
Non-motorized water craft launches	32.58% (203)	69% (116)
Motorized water craft docking/harbour	20.39% (127)	58% (97)
Event/performance areas	30.98% (193)	84% (141)
Increased maintenance/cleaning	56.66% (353)	97% (163)
Public art instalments	19.10% (119)	54% (91)
Other	17.82% (119)	

## Part 4: Lake Enjoyment Strategy

### Key Issues

Through public consultation, various surveys, interviews with Council, meetings with staff, and site inventory and analysis, key issues associated with Innisfil's future Lakeside Parks and other waterfront areas have been identified. These include:

**Parking** – The majority of beach access points do not have designated parking, leaving visitors to park on the street throughout the neighbourhood.

**Environment** – With the growing impact of climate change, residents have expressed concern for the health of the environment. This includes a rising lake level and lake water quality.

**Flooding** – Certain areas within the community are low relative to lake levels which leads to seasonal flooding in the vicinity of some future Lakeside Parks. Improvements are needed to help enhance drainage and minimize the impact of periodic flooding.

**Winter Access** – Access to the lake for ice fishing needs to be preserved and enhanced wherever possible.

**Privacy** – Residents directly adjacent to future Lakeside Parks are concerned with activities compromising the use and enjoyment of their own properties.

**Local versus Visitor Use** – There is growing sentiment that Innisfil's waterfront has become too busy and therefore should be restricted to Innisfil residents only.

**Disregard/Disrespect of Space** – Residents have expressed concern about the increase in damage from vandalism, graffiti and garbage accumulating at various Lakeside Parks. Respondents attributed this to non Innisfil residents but also anecdotally due to Innisfil residents from outside the immediate neighbourhood.

## Needs

Residents were asked if they felt there is overcrowding or use conflicts during peak times at waterfront areas in Innisfil. Of 400 telephone respondents [T], 42% (168) answered yes, while of 639 online respondents [O] to this question, 69% (442) answered yes.

When asked what needs to be done to correct peak time use issues, the top response from the random telephone survey was to redesign/reorganize the site to make it work better (85% [T], 31.34% [O]), while the top response from the online survey was to provide designated areas for residents' use only (72.62% [O], 34% [T]). Other frequently mentioned responses include

- Reducing numbers of users/uses (70% [T], 33.94% [O])
- Focusing waterfront recreation on fewer larger parks (64% [T], 13.80 [O])
- Increasing by-law enforcement (45% [T], 63.12% [O])
- Implementing parking restrictions/fines in the immediate area (23% [T], 62.67% [O])

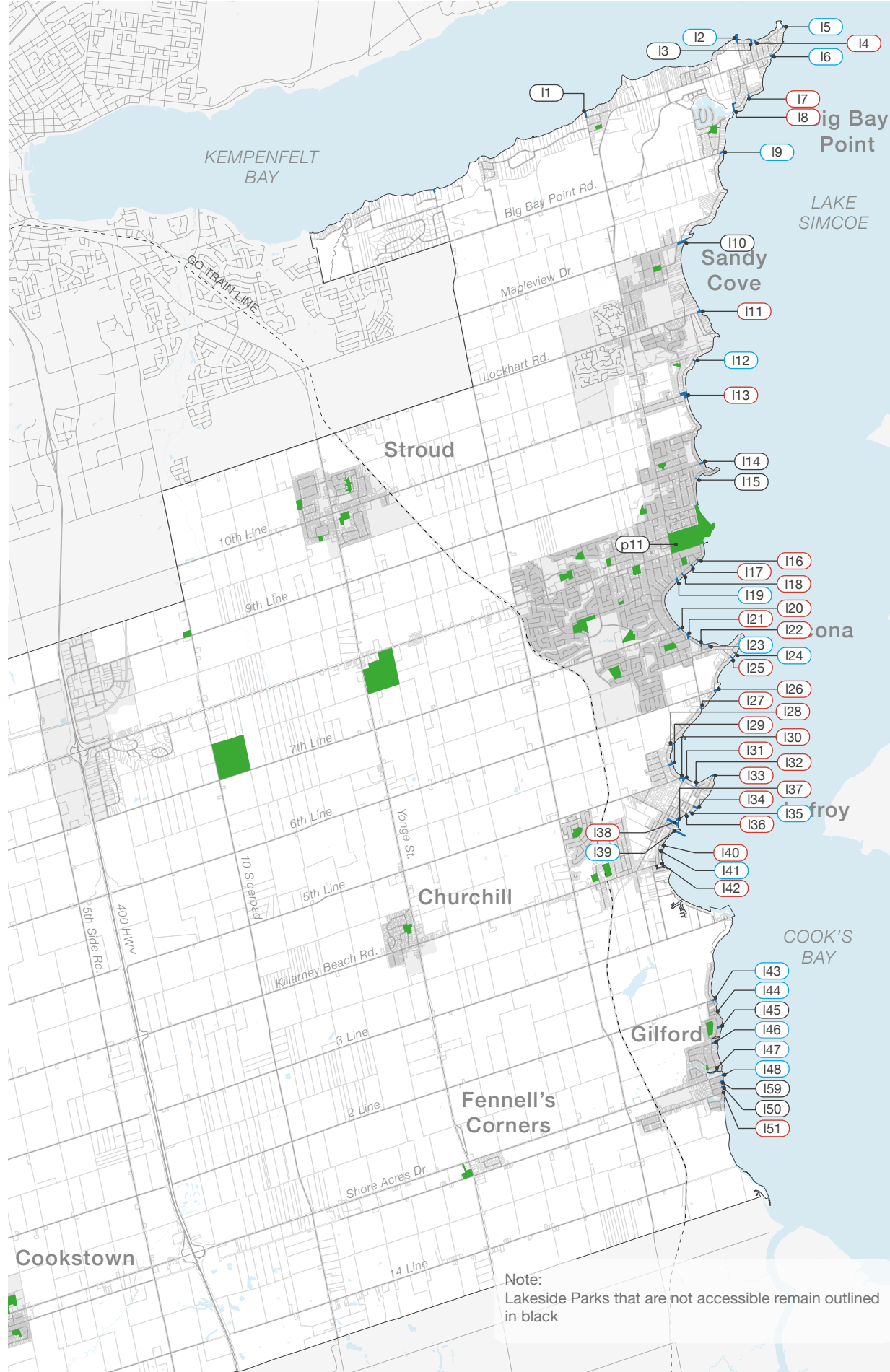
It should be noted that responses such as “reducing numbers of users/uses” may not align with the Town’s goals. Also, providing adequate waterfront access and space for landlocked residents should be a top priority. Lakeside Park improvements can potentially increase residents’ overall use of these spaces and help distribute users among future Lakeside Parks. These considerations were taken into account in developing the recommendations provided in this section.

Type 1: Accessible to the Lakefront - including paths, seating, and either a mobi mat or lookout platform

- I12 30th Sideroad North
- I15 Gooch Park Drive
- I16 Big Bay Point Road
- I19 13th Line Road
- I112 Purvis Street
- I114 Bon Secours Beach
- I115 Tall Tree Lane
- I119 25th Side Road
- I23 Woodgreen Avenue
- I24 Roslyn Avenue
- I35 Alfred Street
- I39 Isabella Street
- I41 Barry Avenue
- I43 2nd Line
- I44 Wood Street
- I46 North Shore Drive
- I47 Lakeshore Boulevard
- I48 Shore Acres Drive

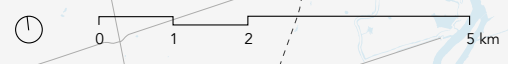
Type 2: Partially accessible for use - including paths and accessible seating

- I14 Algonquin Avenue
- I17 Side Road 30th S.
- I18 West Street
- I111 Lockhart Road
- I113 10th Line/Leonard's Beach  
Innisfil Beach Park
- p10 Eastern Avenue
- I117 Centre Avenue
- I118 Northern Avenue
- I120 7th Line
- I121 Cross Street
- I122 Edgewood Avenue
- I125 Chandos Avenue
- I126 6th Line
- I127 St. Johns Road
- I128 Maple/Dudley Road
- I129 Belle Aire Community Beach
- I130 Belle Aire Beach Road
- I131 Ewart Street
- I132 Frederick Street
- I133 Little Cedar Avenue
- I134 Chapman Street
- I136 Robinson Street
- I137 Arnold Street
- I138 Belle Ewart Park
- I140 Cumberland Street
- I142 Killarney Beach Road
- I151 Gilford Road



Note:  
Lakeside Parks that are not accessible remain outlined in black

Figure 4-9: Future Level of Accessibility for Lakeside Parks Following Recommended Improvements



## 4.4 Waterfront Wide Principles

The following principles shall be applied to Innisfil's waterfront access points (future Lakeside Parks).

- Access and Accessibility
- All Season Programming
- Ecological Protection and Enhancement
- Consideration of Community through Appropriate Design Interventions
- Retain, Enforce and Expand Waterfront Lands

These principles act as a framework for future Lakeside Park improvements and were identified as being important to the community through consultation, open houses and surveys. They were also applied as key considerations in the assessment of the waterfront.

### Access and Accessibility

While Innisfil's Lakeside Parks vary in their level of accessibility to user groups such as boaters, ice fishers and pedestrians, users of all abilities should be able to enjoy recreation amenities safely. Over time, parks should be upgraded to ensure compliance with the Accessibility for Ontarians with Disabilities Act (AODA) through improvements such as seating (e.g., benches, picnic tables), pavement surfaces, connectivity/paths of travel and parking. As more recreation opportunities are offered at Lake Simcoe, the following barriers should be addressed so that Lakeside Parks are available and accessible:

- Vehicle Parking: Many Lakeside Parks lack parking, which restricts residents outside of lakeside neighbourhoods - as well as visitors to Innisfil - from accessing the water. The Town could implement paid parking by non-residents as a source of revenue
- Accessible Parking: Some residents are unable to access the waterfront due to a lack

of designated accessible parking at Lakeside Parks. Where space permits, designated accessible parking spots should be provided

- Pathways: Many Lakeside Parks do not have safe and/or accessible connections to the water. Accessibility improvements to pathways such as alignment, width, grade (ramps and railings) and materials should be made during the re-development process. When it is not feasible to meet accessible standards, this should be clearly indicated through signage
- Visual access: Some park shorelines are not physically accessible to users with mobility devices due to the change in grade or other site constraints. In these cases, the Town should install a platform, structure or seating/viewing area at the top of a slope that overlooks the water and provides a visual connection

# Part 4: Lake Enjoyment Strategy

## All Season Programming

As discussed in Section 2 Programs and Events, the Town supports a range of organized recreation programs for all age groups, some of which take place on the waterfront such as day camps, yoga and exercise programs. Outside of organized programming, residents can participate in a variety of self-directed recreation pursuits that are waterfront based. To support both programmed and self-directed recreation on the waterfront, the Town should provide the space and amenities required to support waterfront recreation opportunities such as swimming, fishing, and both small watercraft boating (kayaking, canoeing and stand-up paddle boards) and motorized boating.

## Swimming

Providing safe access and designated areas for recreational swimming is a key consideration of this Plan. With clear water, gradual entry, and sandy bottom, Innisfil's waterfront offers a number of inviting locations for residents to enter the water.

However, only a few of the future Lakeside Parks currently support swimming through design and amenities. In most instances, these swimming locations are not promoted and are only known through word of mouth.

To better serve the community, designated swimming areas should be provided where conditions permit. At the same time, boating activities should be restricted in these locations to improve overall safety and enhance the swimming experience.

The swimming areas identified in Table 4-2 should be delineated in a variety of ways including signage, buoys or float lines. This is particularly important in high-traffic swimming areas to help avoid conflicts and improve safety between swimmers and boaters.

- L.1 Where appropriate provide more resident parking at lake access points
- L.2 Where appropriate provide paid visitor parking
- L.3 Provide accessible connections through appropriate pathway design
- L.4 The number of accessible parking spaces should meet AODA standards at each accessible Lakeside Park
- L.5 Provide visual access to the water such as a lookout structure where a physical connection is not possible

- L.6 Clearly identify the type of access (boat launch, small craft launch, swimming, etc.) at each Lakeside Park
- L.7 Identity and formalize swimming areas
- L.8 Improve swimming safety with the use of signage, buoys or float lines

## Fishing

Fishing is a popular activity during all seasons on Lake Simcoe with Innisfil being an especially important hub during the ice fishing season. Ice fishing generates more than \$28 million<sup>1</sup> annually across all Lake Simcoe communities. As part of the consultation process, a meeting was held with the local ice fishing community to understand their current use of Innisfil's future Lakeside Parks to access Lake Simcoe. Locations of particular interest include Isabella Street, 2nd Line and Innisfil Beach Park future Lakeside Parks. Ice fishers indicated an interest in using other Lakeside Parks but there are challenges with design and level of access.

Recommended improvements include shoreline fishing amenities, parking and improved winter access.

**Shoreline Fishing Amenities:** At a number of Lakeside Parks, amenities for anglers should be considered to enhance the fishing experience. This may include leaning rails, rod holders, fishing line/monofilament recycling container, and educational signage to assist anglers with fish identification.

**Parking:** Through discussion with the ice fishing community, it is apparent there is a lack of parking for ice fishers. Currently, some local ice fishing operators rent space for customers to park their cars. With the increasing popularity of ice fishing and a reduced ice fishing season (attributed by some to climate change), trends are leading to a busy, shorter season, increasing the demand for parking. To address this need, designated locations for on-street paid parking during the winter months should be provided and permitted for daily parking during these park periods. Designating locations will help better support the ice fishing industry and will address concerns with illegal parking which may negatively impact residents.

**Winter Access:** While only a few future Lakeside Parks are currently used for lake access during the ice fishing season, it has been expressed by the ice fishing community that if more Lakeside Parks were opened during the winter they would be actively used. Therefore, it is important that with any design improvements or reconfiguration of Lakeside Parks, that winter access be considered.

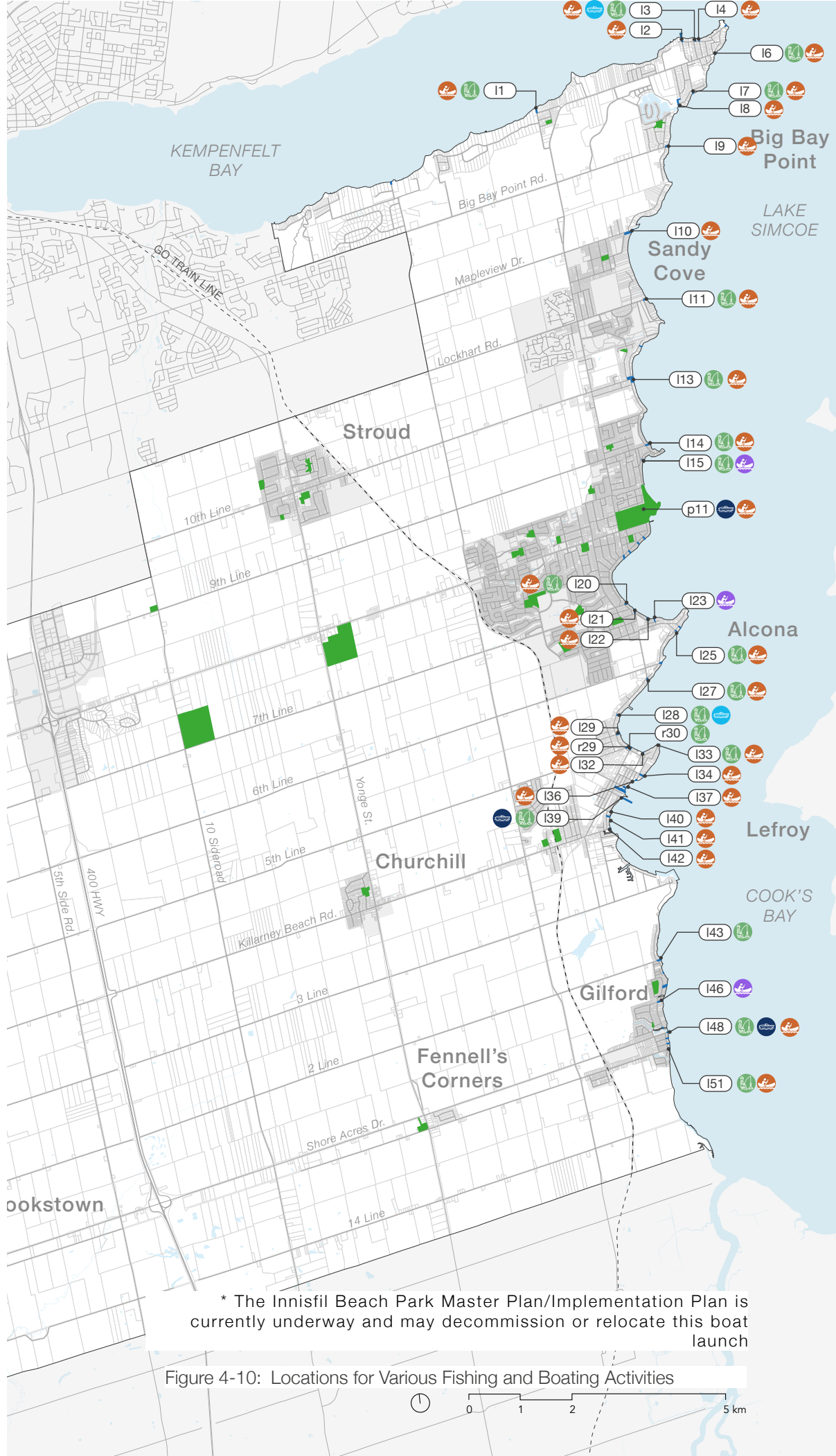
One particular example is at Gilford Road where bollards were installed, which prevents winter (snowmobile) access to the lake. This has resulted in increased pressure on other access points like Shore Acres Drive and 2nd Line, which can lead to degraded ice and snow conditions. Through design considerations and a seasonal maintenance arrangement, more Lakeside Parks can be made accessible during the winter.

- L.9 Improve angler experience with shoreline fishing amenities
- L.10 Provide short-duration on-street parking passes for ice fishing providers
- L.11 Formalize winter access at key locations for ice fishing access
- L.12 Improve small craft access with launches or docks
- L.13 Provide small watercraft lockers for residents at designated Lakeside Parks

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1 [www.fishinglakesimcoe.ca/articles/ice-fishing/what-you-need-to-know-about-ice-fishing-on-lake-simcoe.html](http://www.fishinglakesimcoe.ca/articles/ice-fishing/what-you-need-to-know-about-ice-fishing-on-lake-simcoe.html)

- Ice Fishing
  - Existing Boat Launch
  - Future Boat Launch
  - Small Craft Launch
  - Small Craft Access
- (I1) Guest Road
  - (I13) Alcina Avenue
  - (I16) Big Bay Point Road
  - (I17) Side Road 30th S
  - (I11) Lockhart Road
  - (I13) 10th Line/Leonard's Beach
  - (I14) Bon Secours Beach
  - (I15) Tall Tree Lane
  - (I20) 7th Line
  - (I25) Chandos Avenue
  - (I27) St Johns Road
  - (I28) Maple/Dudley Road
  - (I31) Ewart Street
  - (I33) Little Cedar Avenue
  - (I39) Isabella Street
  - (I43) 2nd Line
  - (I48) Shore Acres Drive
  - (I51) Gilford Road
- (I39) Isabella Street
  - (I48) Shore Acres Drive
  - (p11) Innisfil Beach Park\*
- (I3) Alcina Avenue
  - (I28) Maple/Dudley
- (I15) Tall Tree Lane
  - (I23) Woodgreen Avenue
  - (I46) North Shore Dr
- (I1) Guest Road
  - (I2) 30th Sideroad North
  - (I3) Alcina Avenue
  - (I4) Algonquin Avenue
  - (I6) Big Bay Point Road
  - (I7) Side Road 20th S.
  - (I8) West Street
  - (I9) 13th Line
  - (I10) 12th Line/Mapleview Park
  - (I11) Lockhart Road
  - (I13) 10th Line/Leonard's Beach
  - (I14) Bon Secours Beach
  - (I20) 7th Line
  - (I21) Cross Street
  - (I22) Edgewood Avenue
  - (I25) Chandos Avenue
  - (I27) St Johns Road
  - (I28) Maple/Dudley Road
  - (I29) Belle Aire Community Beach
  - (I30) Belle Aire Beach Road
  - (I32) Frederick Street
  - (I33) Little Cedar Avenue
  - (I34) Chapman Street
  - (I36) Robinson Street
  - (I37) Arnold Street
  - (I40) Cumberland Street
  - (I41) Barry Avenue
  - (I42) Killarney Beach Road
  - (I51) Gilford Road
  - (p11) Innisfil Beach Park



\* The Innisfil Beach Park Master Plan/Implementation Plan is currently underway and may decommission or relocate this boat launch

Figure 4-10: Locations for Various Fishing and Boating Activities

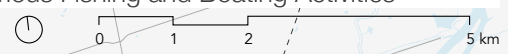






Figure 4-11: Kayak Launch

### Small Craft Boating (Kayaking, Canoeing, Standup Paddle Boards)

Residents have expressed a desire for more resources to support activities involving small water crafts including canoeing, kayaking and stand-up paddle boards. Small craft boating is very popular on Lake Simcoe, with some communities establishing formal paddling routes. Orillia, as an example, has identified launching points, formal routes and levels of difficulty.

Many Lakeside Parks are conducive for launching small watercraft. Future enhancements may include a permanently installed launch/dock to further enhance their utility for small craft activities.

There is also the potential to introduce canoe/kayak lockers. These allow residents to securely store their boat in close proximity to the water rather than having to carry or tow their boat from home. Lockers could be rented to residents with the program piloted and expanded as necessary to accommodate demand as the program grows.

As indicated on Figure 4-10, three Lakeside Parks have been proposed for formal small craft launches (I16, I24 and I47) which will have formal infrastructure (lockers or racks) and a

dock structure to facilitate entry. The majority of Lakeside Parks listed on Figure 4-10 are appropriate for small craft access with no formal infrastructure.



Figure 4-12: Kayak/Canoe Locker

# Part 4: Lake Enjoyment Strategy

## Boating

Lake Simcoe is a popular boating destination for fishers, recreational boaters, and water sports such as wakeboarding. Boaters can also connect to Georgian Bay via the Trent-Severn Waterway.

Innisfil has three formal boat launches located at Innisfil Beach Park, Shore Acres Drive and Isabella Street. Currently, many other Lakeside Parks also provide informal boat access to Lake Simcoe.

Formalizing and designating additional small scale boat launches at future Lakeside Parks such as Maple/Dudley and Alcina Ave. will help reduce the pressure on current boat launches and provide additional access points for the recreational boating community. Shore Acres Drive boat launch is a prime example of how the Town has formalized a boat launch with a seasonal floating dock to enhance access.

L.14 Improve existing boat access areas with formal boat launches or docks

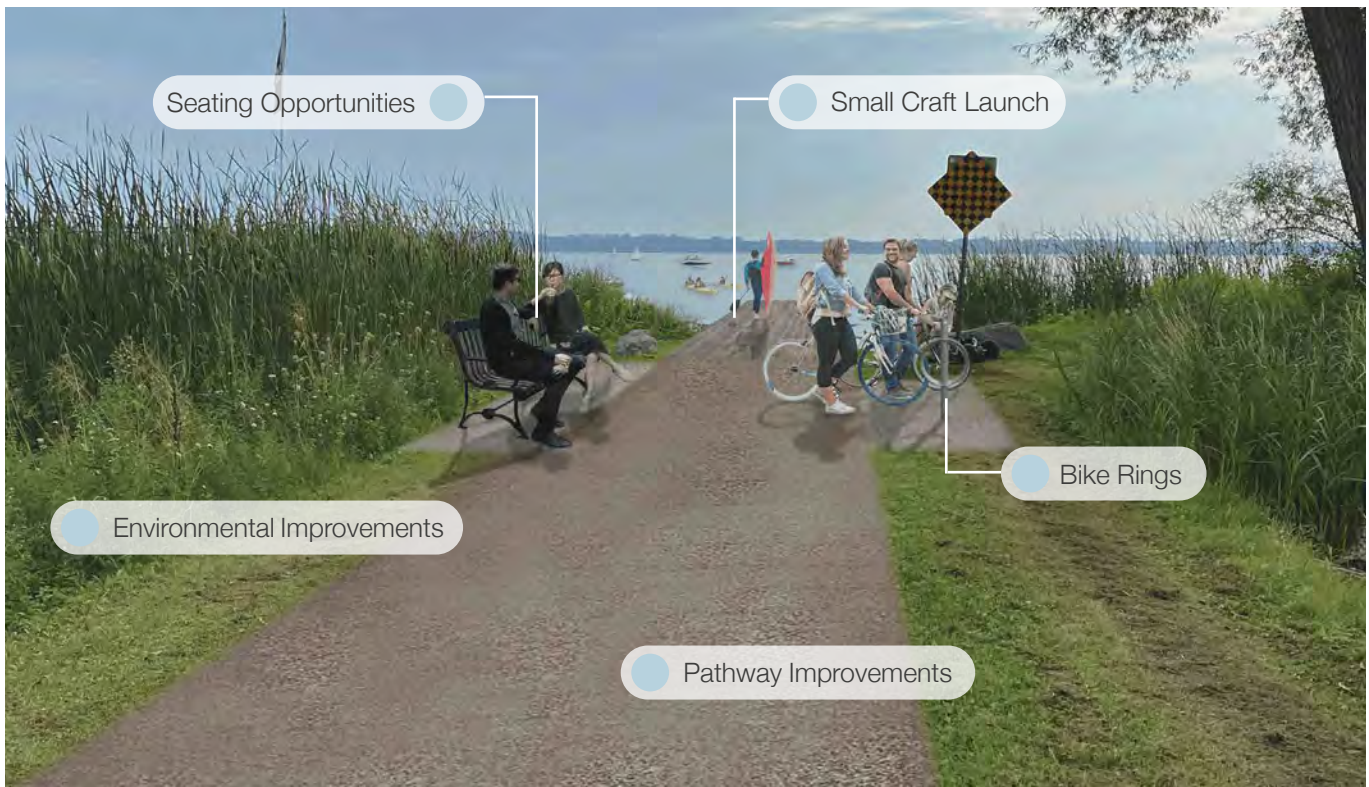


Figure 4-13: Recommended Enhancements to North Shore Drive (I46)



Figure 4-14: Recommended Enhancements to Ewart Street (I31)

## Ecological Protection and Enhancement

As in many communities, there is a growing concern over climate change and the protection and enhancement of the natural environment. Many locations on Innisfil’s waterfront experience drainage issues, water quality issues, erosion and proliferation of invasive species. Innisfil is facing these challenges alongside the growing demand for improved waterfront access. Site-specific ecological enhancement include:

- The use of bio-engineering methods to improve and stabilize eroding banks
- Stabilize shorelines with boulders and native planting
- Bioswales to collect, polish and filter runoff
- Wetlands and swales to filter runoff
- Removal of non-native and invasive species

- Native plantings for habitat creation
- Naturalization of manicured landscapes

- L.15 Stabilize eroding shorelines using bio-engineering methods
- L.16 Filter runoff with the installation of bioswales
- L.17 Remove non-native and invasive species
- L.18 Enhance biodiversity and wildlife habitat through naturalization

# Part 4: Lake Enjoyment Strategy

## Consideration of Community through Appropriate Design Interventions

Lakeside Parks must maximize the community's potential for lake enjoyment while at the same time minimizing the impact on surrounding neighbours. Maintaining privacy and respecting each resident's use and enjoyment of their property must be carefully considered in view of proposed programming and design improvements. Striking a balance between the needs of the larger community and those living in close proximity to Lakeside Parks is required. However, it is important to remember that Lakeside Parks are public spaces and therefore need to be designed and managed as spaces for all of Innisfil's residents to enjoy. Use of these spaces should not be restricted.

A number of Lakeside Parks lack proper separation from adjacent properties. This includes a lack of screening, proper lot delineation and fencing. When improvements are being made, these issues should be addressed.

It is recommended that the Town review the appropriate barrier type in consultation with the adjacent property owners which may include but is not limited to hedges, fencing or naturalization.

L.19 Identify and actively engage with homeowners in need of privacy improvements

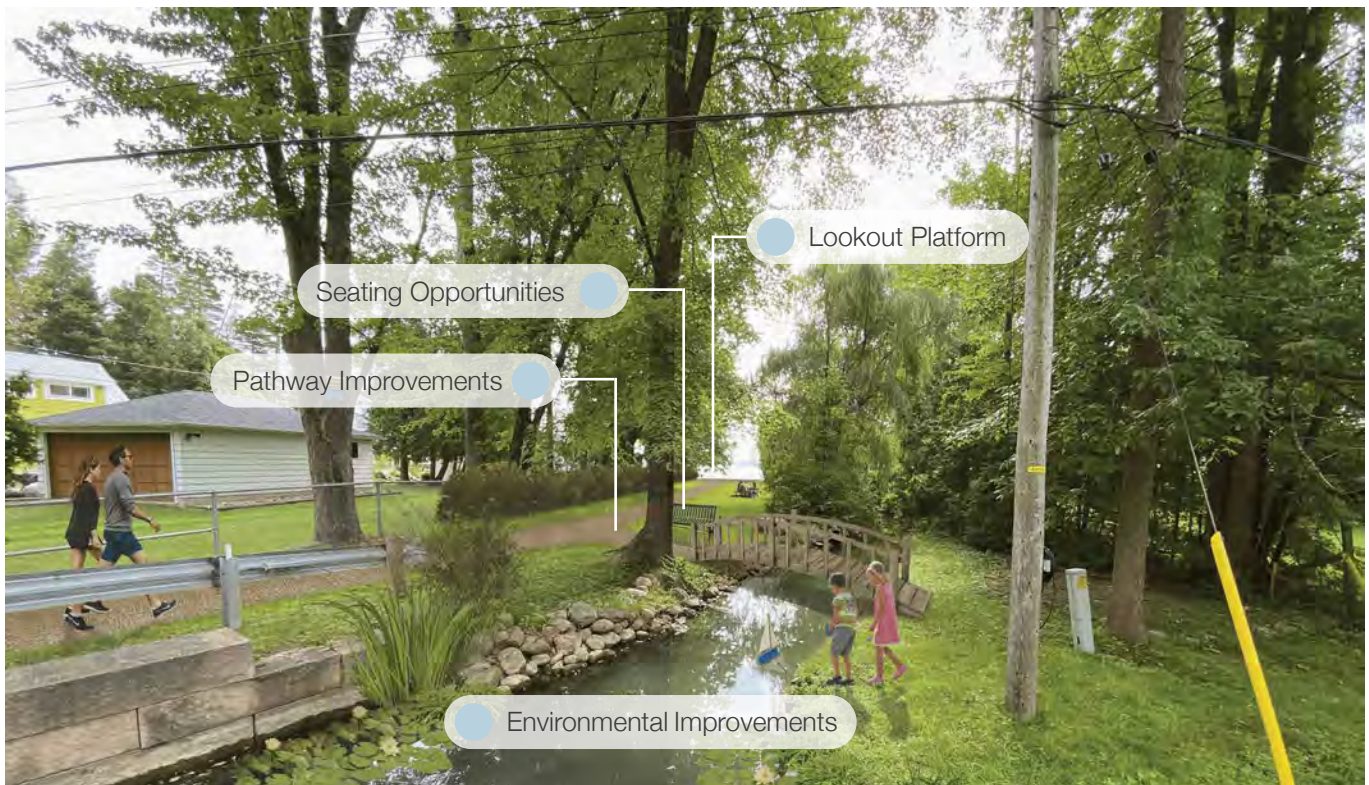


Figure 4-15: Recommended Enhancements to Barry Avenue (I41)

## Retain, Enforce and Expand Waterfront Lands

Given the amount of publicly owned waterfront land in Innisfil is limited, all steps necessary to retain, enforce and if possible expand Innisfil's waterfront land holdings need to be considered to ensure equitable public access to the lake.

### Divestiture

Due to the limited amount of publicly accessible waterfront, all Lakeside Parks are considered precious and there should be protected and remain under public ownership regardless of their size and current use. The sale of any Lakeside Park is highly discouraged and the potential future needs of the Town and its residents must outweigh the short-term gain of disposing of lands not currently "used." While some future Lakeside Parks may not appear appropriate for public access, they may still provide an important function related to infrastructure perspective and may be required to facilitate overland flow (drainage) to prevent flooding now or in the future. Therefore no divestiture of future Lakeside Parks is recommended in this Plan.

### Encroachment

Some Lakeside Parks are experiencing resident encroachment as the delineation between private and public ownership is not well defined by a fence or other type of property boundary. In these instances, the Town must confirm if an encroachment exists and if so engage with the land owner to address the situation. While the encroachment may not pose an immediate concern, steps should be taken to notify the resident of the issue and direct the owner to address the encroachment within a defined period of time.

### Purchase of Waterfront Lands

With limited waterfront lands under public ownership, the Town requires a strategy which outlines how to address any waterfront properties that may become available in the future. Properties of interest may include both parcels immediately adjacent to existing Lakeside Parks, or other stand-alone waterfront parcels which might address a lack of waterfront access in a particular neighbourhood. In both cases, with larger properties, a strategy around purchasing a property, subdividing a portion for public access (park), and then selling the balance of the site to a private buyer might be one way to incrementally increase Innisfil's waterfront holdings while minimizing the cost.

To implement such a plan a strategy needs to be developed which allows staff and Council to quickly act on real estate opportunities and has funds available to finance any purchases.

- L.20 No divestiture of waterfront lands during the term of this Plan
- L.21 Identify and actively engage with homeowners who are encroaching on waterfront lands to clear encroachments
- L.22 Develop a land access strategy to empower staff and Council to purchase waterfront parcels which would improve access and enhance resident enjoyment of the lake

# Part 4: Lake Enjoyment Strategy

## 4.5 Lakeside Parks

### Lakeside Parks and Lake Access

With well over 90% of the Innisfil shoreline privately owned, there is an ever-increasing need to protect and enhance public access to the waterfront for the growing population of Innisfil. The majority of Innisfil’s publicly accessible waterfront is unopened road allowances or rights-of-way. While some are designed and zoned as parks, many are undeveloped and remain designated as Future Lakeside Parks. Therefore, there is great potential to enhance Innisfil’s waterfront spaces and improve access to Lake Simcoe for all residents. For this reason, opportunities to increase resident enjoyment of the waterfront are focused around improvements to both future and current Lakeside Parks.

Based on the principles described in section 4.4, an extensive review of all Lakeside Parks was undertaken to assess existing conditions and identify opportunities for improvements. Online surveys, public open houses and interviews with Council and staff were also conducted to best identify community desires, conflicts and possible improvements.

It should be noted the term “Lakeside Park” is being used to better reflect the role and character of a site once it is enhanced and becomes part of Innisfil’s inventory of parks. However, until such time where redevelopment and improvements are made, it will be classified as a future Lakeside Park and not be part of Innisfil’s inventory of park spaces. This also means future Lakeside Parks will not be maintained to a park standard until undergoing improvements.

Design improvements and interventions are proposed for each of Innisfil’s 51 Lakeside Parks based on the principles discussed above and the proposed improvements detailed below. Detailed recommendations along with plans and site images are provided in Appendix 5

Table 4-2: Lakeside Park Programming Summary

	Boat Launch	Winter Access	Small Craft Access	Fishing	Swimming	Lookout Platform <sup>1</sup>	Drainage Improvements
I1 Guest Road		●	●				●
I2 30th Sideroad North			●		●		●
I3 Alcina Avenue	●	●	●				
I4 Algonquin Avenue			●		●		
I5 Gooch Park Drive				●		●	
I6 Big Bay Point Road		●	●		●		●
I7 Side Road 30th South		●	●		●		●
I8 West Street					●		●
I9 13th Line		●	●		●		●
I10 12th Line/Mapleview Park				●		●	
I11 Lockhart Road		●	●		●		●
I12 Purvis Street						●	
I13 10th Line/Leonard’s Beach		●			●		
I14 Bon Secours Beach		●	●		●		
I15 Tall Tree Lane		●	●				●
I16 Eastern Avenue				●		●	
I17 Centre Avenue				●		●	
I18 Northern Avenue				●		●	
I19 25th Side Road						●	
I20 7th Line		●	●		●		
I21 Cross Street			●		●		●

1 The feasibility of implementing a lookout platform will need to be confirmed through further study in regards to space, accessibility, budget and privacy considerations. It is assumed not all locations identified will support a platform

Table 4-2: Lakeside Park Programming Summary, continued

	Boat Launch	Winter Access	Small Craft Access	Fishing	Swimming	Lookout Platform <sup>1</sup>	Drainage Improvements
I22 Edgewood Avenue			●		●		●
I23 Woodgreen Avenue			●				
I24 Roslyn Avenue						●	
I25 Chandos Avenue		●	●		●		
I26 6th Line							●
I27 St Johns			●		●		
I28 Maple/Dudley	●	●	●				●
I29 Belle Aire Community Beach			●		●		●
I30 Belle Aire Beach Road			●		●		●
I31 Ewart Street		●					●
I32 Frederick Street			●		●		●
I33 Little Cedar Avenue		●	●		●		
I34 Chapman Street			●		●		
I35 Alfred Street				●		●	
I36 Robinson Street			●		●		
I37 Arnold Street			●		●		
I38 Belle Ewart Park							
I39 Isabella Street	●	●		●			
I40 Cumberland Street			●		●		
I41 Barry Avenue			●			●	●
I42 Killarney Beach Road			●		●		●
I43 2nd Line		●					
I44 Wood Street				●		●	
I45 Bayshore Park						●	
I46 North Shore Drive			●				●
I47 Lakeshore Boulevard						●	
I48 Shore Acres Drive	●	●	●				
I49 Lindy Lane							●
I50 Poplar Drive							●
I51 Gilford Road		●	●		●		

# Part 4: Lake Enjoyment Strategy

## Categorizing the Lakeside Parks

To help understand the type of programming and improvements that may be appropriate for each Lakeside Park, each site has been categorized into one of three types: Neighbourhood, Community and Regional. The decision of which Lakeside Parks fits in each category is based on size, topography, the potential for parking and site amenities (existing and potential).

Table 4-3 provides a description for each Lakeside Park category.

Table 4-3: Lakeside Park Categories

Category	Description
Neighbourhood Lakeside Park	<p>The designation of “Neighbourhood” applies to the Lakeside Parks that are smaller and least accessible to the residents of Innisfil. Ideal users of these Lakeside Parks would live within a 10-minute walk and would not need a car to access the park. Parking is not provided at these locations other than some potential on-street parking nearby. These parks may be less used than some other Lakeside Parks, and may contain features such as garbage receptacles, seating, sandy beaches and lookouts.</p> <p>Some restrictions that make these parks less desirable for improvements may include, but are not limited to, environmental areas, challenging topography, no parking and limited or obstructed access to water.</p>
Community Lakeside Park	<p>The “Community” designation is applied to Lakeside Parks that are larger in size and have better access to the water. While larger in size, parking at these access points may still be limited, with on street parking and the occasional small lot for a few cars. Furthermore, these Lakeside Parks may have higher quality beaches, better swimming conditions and may offer other amenities such as lookouts or fishing.</p> <p>Terrain at these locations would be better suited for public access and may even be suitable for small motorized access. Due to the increased accessibility at these Lakeside Parks, there will be a demand for more frequent maintenance will likely be required.</p>
Regional Lakeside Park	<p>These Lakeside Parks are larger opportunities for expansion. They offer increased accessibility through proximity to larger parking lots and support access for all mobility types.</p> <p>Innisfil Beach Park is the only Regional Lakeside Park in Innisfil. This park has its own Master Plan and is not addressed here.</p>



## Lakeside Park Improvements

The following describes the recommended types of improvements. This includes:

- Pathways
- Environmental
- Beaches
- Lighting
- Parking
- Seating
- Accessibility
- Privacy

For the specific recommended improvements proposed for each of the 51 Lakeside Parks, please refer to Appendix 5.

## Pathways

Most Lakeside Parks have little or no formal walkway or path for access. Establishing a consistent path type, width and material will improve access to the waterfront. The following should be considered when determining the appropriate pathway at each Lakeside Park:

1. Path Type: Determining whether a path is a primary, secondary or tertiary route will help aid in the selection of width and materiality
2. Width: The width of any path should relate directly to the amount of traffic anticipated at each location, as well as the overall scale of each Lakeside Park. As an example, a three-meter wide path would not be appropriate at a Lakeside Park that has a right-of-way of only ten meters
3. Material: Material selection should be based on providing barrier-free access, the anticipated level of use, topography, and the potential/frequency of flooding

Table 4-4: Pathway Variables

Path Type	Width	Material
Primary	2	Asphalt
Secondary	1.5	Asphalt/Wooden Boardwalk/ Limestone Screenings
Tertiary	1.2	Limestone Screenings

# Part 4: Lake Enjoyment Strategy

## Environmental

There are several environmental challenges impacting Lakeside Parks including erosion, poor drainage, excess runoff and the presence of non-native or invasive species. The following should be considered when undertaking shoreline improvements:

- **Runoff** – Many locations throughout Innisfil’s waterfront are relatively low-lying relative to lake levels. In some locations, drainage is marginal, causing roadside swales to back up and seasonal flooding on roads, private property and Lakeside Parks. To help resolve, technical (hard) engineering solutions (i.e., pipes, and catch basins) may be warranted to help facilitate drainage. In other situations, softer “green” approaches such as bioswales and rain gardens may be appropriate. More frequent maintenance/clearing of drainage swales, or simply regrading, may also address this issue
- **Shoreline Stabilization** – A number of Innisfil’s Lakeside Parks require shoreline stabilization to prevent erosion and damage/loss of park space. This may include the use of rock revetment, vegetation, or a combination of both depending on the site’s specific characteristics
- **Native Planting** – Many Lakeside Parks would benefit from naturalization to replace non-native species, enhance biodiversity, and minimize the need for regular maintenance (i.e., mowing of grass) long term. Opportunities to introduce more native plantings should be sought at each Lakeside Park

- L.23 Make infrastructure improvements to Innisfil’s Lakeside Parks
- L.24 Following the completion of improvements, zone as a Lakeside Park
- L.25 Categorize each Lakeside Park as either a Neighbourhood, Community or Regional Lakeside Park
- L.26 Design and program Lakeside Parks based on their category

## Beaches

There are 18 Lakeside Parks that have what might be best described as a beach.

1. I4 Algonquin Avenue
2. I6 Big Bay Point Road
3. I7 Side Road 30 S
4. I8 West Street
5. I11 Lockhart Road
6. I20 7th Line
7. I21 Cross Street
8. I22 Edgewood Avenue
9. I29 Belle Aire Community Beach (Spooners Rd)
10. I30 Belle Aire Beach Road
11. I32 Frederick Street
12. I33 Little Cedar Avenue
13. I34 Chapman Street
14. I36 Robinson Street
15. I37 Arnold Street
16. I40 Cumberland Street
17. I42 Killarney Beach Road
18. I51 Gilford Road

However, most of these are relatively small and therefore need to be carefully managed so they can continue to be enjoyed by the community. Due to various factors (erosion, runoff, user impacts, etc.), some of these beaches need improvements and/or regular maintenance.

These improvements may include expanding the beach areas, installing/importing new sand, installing swimming buoys (in higher boat traffic areas) and reviewing/improving the water quality for swimming.



Figure 4-16: Bon Secours Beach

## Lighting

Most of Innisfil's Lakeside Parks have no lighting and are simply illuminated by the adjacent street lights. While there has been some interest in providing morality lighting at some locations, there is also a concern that lighting might attract unwanted after-hours use, and impact adjacent residents due to light pollution or noise from after-hours visitors. Since there is no simple, one size fits all solution to address lighting it must be addressed on a case-by-case basis in consultation with the immediate residents, with careful consideration of the proximity to adjacent homes, potential for light pollution, visibility from the street and adjacent properties, topography, vegetation cover, and history of vandalism or other unwarranted after-hours activities.

However, the larger, more popular Lakeside Parks like those designated as Regional Lakeside Parks, should have lighting incorporated throughout. This may include pole lighting at vehicle access points and in parking lots, lit bollards along primary paths that see the most foot traffic and at major site entry points. Morality lights under shade structures are also recommended. Therefore the following Lakeside Parks and future Lakeside Parks are recommended for lighting enhancements:

- I3 Alcina Avenue - Along proposed dock
- I6 Big Bay Point - Around seating area
- I14 Bon Secours Beach - At gated entrance to park
- I28 Maple/Dudley Road- Along proposed dock and in new parking area
- I29 Spooners Avenue - At park entrance
- I41 Barry Avenue - At park entrance and along new path
- I48 Shore Acres Drive - Along dock

# Part 4: Lake Enjoyment Strategy

## Parking

Parking in the vicinity of the waterfront can be limited. Generally, on-street parking is prohibited and the few available are typically restricted to residents only. Currently, 42 Lakeside Parks have no parking.

The lack of available parking at Lakeside Parks prevents many members of the community from accessing and enjoying the waterfront. Therefore, parking is proposed at the following Lakeside Parks:

- I3 Alcina Avenue
- I9 13th Line
- I22 Edgewood Avenue
- I26 6th Line
- I28 Maple/Dudley Road
- I39 Isabella Street

These locations have the space available to support the inclusion of parking.

Another consideration is the implementation of paid parking at Regional Lakeside Parks for non-residents. Regional Lakeside Parks include:

- I14 Bon Secours Beach
- I39 Isabella Street
- I48 Shore Acres Drive

Innisfil Beach Park is a prime example of a significant destination that attracts tourists and can provide a source of income for the Town. Locations such as Bon Secours Beach and 12th Line/Mapleview Park can also provide similar opportunities. The Town should consider paid parking in the winter months for the ice fishing community through the implementation of paid passes for on-street parking. Should this program be successful the Town could consider expanding paid passes year round for a source of revenue. Therefore the following Lakeside Parks should consider the implementation of paid passes for on-street parking:

- I44 2nd Line
- I49 Shore Acres Drive



Figure 4-17: Proposed Waterfront Seating Options

## Seating

Overall there are only a few Lakeside Parks with seating, some of which are in poor condition. Improvements to seating has been a priority though the Lakeside Park Improvements Program with installations of new benches, Muskoka chairs, picnic tables, etc. Site observations also highlighted the number of resident-owned lawn chairs that had been brought to the various sites to help address a lack of seating options.

It is recommended to continue upgrades to seating with the installation of new benches and picnic tables at every possible location. This should include accessible options that are fixed in place on a concrete base when possible.

Four Muskoka Chairs have been installed at Big Bay Point Road. It is recommended to standardize this approach to seating throughout the waterfront to help tie together the Lakeside Parks as well as address the need for more seating. The strategy should also consider:

- Options for different types of seating (benches, loungers, and chairs)

- Accessibility
- Materials and colours
- Vandalism, anchoring and repairs
- Locations
- Number and placement/configuration
- Coordination with other site furniture (i.e., trash receptacles and lighting)

## Accessibility Improvements

With a growing population, a median age of 42 years and 15% of residents above the age of 65, improvements should support the Innisfil Accessibility Advisory Committee’s mandate and address the current challenges associated with waterfront access. Grade change, materiality and barriers are the three primary obstacles prohibiting some users from accessing the waterfront.

### Grade Change

The majority of Lakeside Parks will require some modifications to address universal accessibility. Within Innisfil, eight Lakeside Parks currently have elevation changes that prohibit access to users with mobility issues. While some have more significant grade changes than others, the following Lakeside Parks will require significant earthworks to provide access:

- I1 Guest Road
- I9 13th Line

These locations may warrant more substantial interventions or alternative approaches to consider universal accessibility to focus on visual access rather than physical access to the lake. Where elevation changes are smaller, recommended improvements centre around earthworks to create universally accessible paths with slopes no greater than 5% if possible to avoid the need for ramps with railings.

### Materiality

Surface material plays a significant role in whether a space is accessible. Over 40 Lakeside Parks don’t have an accessible route with proper paving. Most are simply grass, rocks or a natural surface trail.

While the use of a hard surface paving material (crushed stone, asphalt, concrete) is the ideal path type from an accessibility perspective, the environmental implications of material selection must also be considered. While compacted granite fines are the preferred option, this must be considered in light of other factors such as grade, run-off, and frequency of use to minimize maintenance requirements.

### Barriers

The following Lakeside Parks are not accessible as they currently have locked gates:

I9 Northern Avenue

I19 7th Line

I29 Belle Aire Beach Road

I43 North Shore Drive

To facilitate universal access, alternative controls, such as swing/p-gates – with adequate space in between – should be used.

The installation of the bollards at Gilford Road has prevented access by the ice fishing community. Gilford is used by ice fishers as a primary access point during the winter months. To address winter access requirements at select Lakeside Parks, swing gates should be used which can be unlocked seasonally once the ice fishing season begins.

# Part 4: Lake Enjoyment Strategy

## Privacy

As the majority of the Lakeside Parks are immediately adjacent to private residences, there needs to be careful consideration of privacy and the possible impact of proposed improvements. Currently, the boundary between public and private lands is demarcated through various means including chain link fences, brick/stone walls, hedges or planting. In some instances, the line is blurred. Through the community feedback process, some residents who live adjacent to Lakeside Parks expressed concern about privacy, noise and littering at Lakeside Parks.

Where private property flanks Lakeside Parks with no clearly delineated boundary, installing a wood privacy fence may be the most appropriate. To further enhance privacy, planting would further screen and provide separation between the properties. However, the application of fencing and planting should be considered on a case-by-case basis.

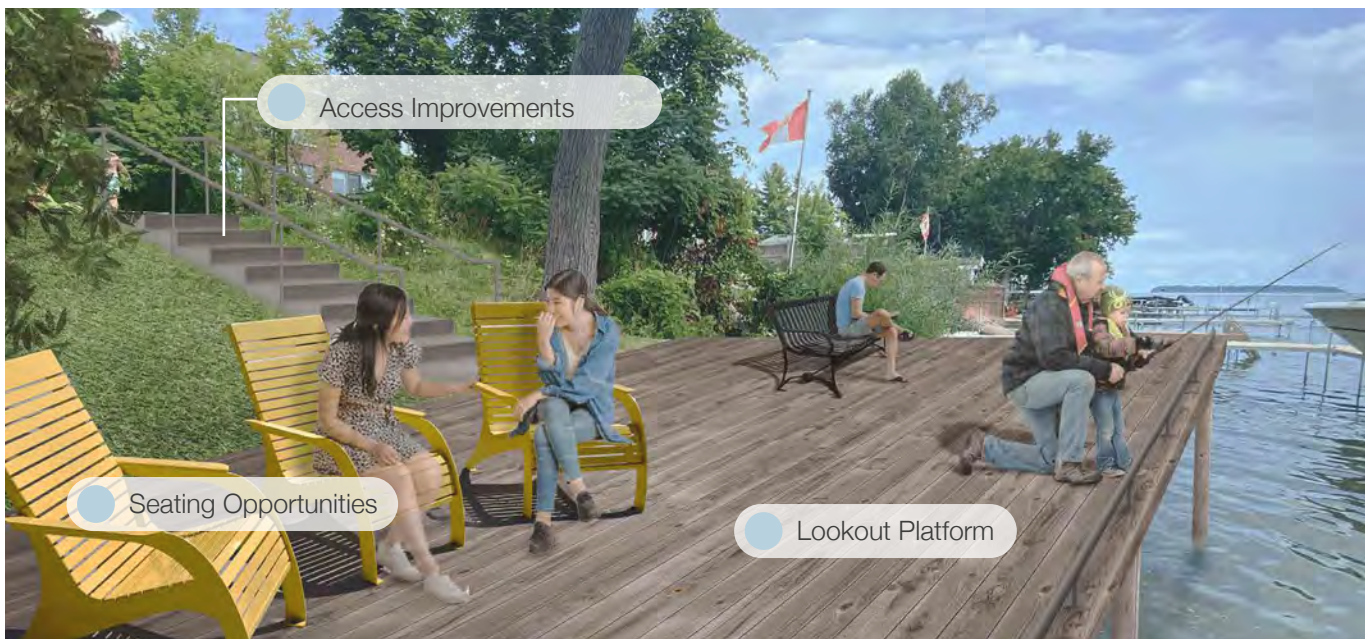


Figure 4-18: Recommended Enhancements Eastern Avenue (I16)

Table 4-5: Lakeside Parks Recommended Improvements

#	Lakeside Park	Size (ha)	Priority	Lakeside Park Category	Recommendations
I1	Guest Road	1.15 ha	Long (Beyond 10 yrs)	Community	<ul style="list-style-type: none"> <li>Enhance slope stabilization where possible with boulders and planting</li> <li>Expand parking</li> <li>Slope improvements</li> <li>Trail off north section of parking lot</li> <li>Seating platform</li> <li>Drainage Improvements</li> </ul>
I2	30th Sideroad North	0.35 ha	Medium (6-10 yrs)	Community	<ul style="list-style-type: none"> <li>Create formal and accessible path to shoreline</li> <li>Improve the beach with expansion and importing new sand</li> <li>Earthworks to create a more gentle slope</li> <li>Install natural barriers a park entry to prohibit all-terrain vehicles</li> <li>Enhance space with benches, picnic tables and 'Innisfil seating'</li> <li>Drainage Improvements</li> </ul>
I3	Alcina Avenue	0.1 ha	Long (Beyond 10 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>Removal of large rocks at shoreline</li> <li>Erosion control methods, including native planting along the water's edge at the site boundary, diverting any site runoff to the ditches along the boundary edge and beach rocks around the edge of the site</li> <li>Establish formal parking for vehicles and trailers along one edge of the drive aisle</li> <li>Further enhance privacy for adjacent lots with hedge row planting</li> </ul>
I4	Algonquin Avenue	0.08 ha	Long (Beyond 10 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>Create formal and accessible path to shoreline</li> <li>Improve the beach with expansions and importing new sand</li> <li>Enhance site access and visibility with clean up and removal of planting</li> <li>Formalize edge with more manicured planting</li> <li>Enhance space with proposed 'Innisfil seating'</li> </ul>
I5	Gooch Park Drive	0.07 ha	Short (1-5 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>Create formal and accessible path to shoreline</li> <li>Enhance site access and visibility with clean up and removal of planting</li> <li>Enhance shoreline with lookout platform</li> <li>Enhance space with seating</li> </ul>
I6	Big Bay Point Road	0.10 ha	Completed	Neighbourhood	<ul style="list-style-type: none"> <li>Install mobi mat for added accessibility</li> <li>Drainage Improvements</li> </ul>

## Part 4: Lake Enjoyment Strategy

Table 4-5: Lakeside Parks Recommended Improvements, continued

#	Lakeside Park	Size (ha)	Priority	Lakeside Park Category	Recommendations
17	Side Road 30th S.	0.11 ha	Short (1-5 years)	Neighbourhood	<ul style="list-style-type: none"> <li>• Close off and expand Lakeside Park</li> <li>• Create formal and accessible path to shoreline</li> <li>• Erosion control methods, including native planting along the water's edge at the site boundary, diverting any site runoff to the proposed bioswale condition, and beach rocks around the edge of the site</li> <li>• Install bioswale condition to capture runoff</li> <li>• Improve the beach with expansion and importing new sand</li> <li>• Enhance space with benches and picnic benches</li> <li>• Drainage Improvements</li> </ul>
18	West Street	0.25 ha	Short (1-5 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Convert and enhance existing path to create accessible surface</li> <li>• Enhance site access and visibility with clean up and removal of invasive and hindering planting</li> <li>• Improve beach by importing new sand</li> <li>• Improve access with signage at site entry point</li> <li>• Drainage Improvements</li> </ul>
19	13th Line	0.11 ha	Short (1-5 yrs)	Community	<ul style="list-style-type: none"> <li>• Create formal and accessible path to shoreline</li> <li>• Stabilize the slope with planting and boulders</li> <li>• Improve the beach with expansion and importing new sand</li> <li>• Enhance shoreline with native planting and boulders</li> <li>• Enhance shoreline with lookout platform</li> <li>• Enhance privacy to neighbours with new fencing and hedge row planting</li> <li>• Add shoulder parking where appropriate</li> <li>• Enhance space with benches and proposed 'Innisfil seating'</li> <li>• Earthworks to create a more gentle slope</li> <li>• If a viable slope is not feasible, install stairs</li> <li>• Barrier free improvements by removing existing guardrail and installing natural barriers and p-gates, if appropriate</li> <li>• Drainage Improvements</li> </ul>
110	12th Line/Mapleview Park	0.5 ha	Long (Beyond 10 yrs)	Community	<ul style="list-style-type: none"> <li>• Update playground</li> <li>• Add a washroom/changeroom facility</li> <li>• Update parking lot</li> <li>• Add trash and recycling receptacles, and signage</li> <li>• Improve visibility and safety by pruning trees</li> <li>• Add shoreline vegetation</li> <li>• Stabilize shoreline (bio-engineering)</li> </ul>



Table 4-5: Lakeside Parks Recommended Improvements, continued

#	Lakeside Park	Size (ha)	Priority	Lakeside Park Category	Recommendations
I11	Lockhart Road	0.14 ha	Short (1-5 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Close off and expand Lakeside Park</li> <li>• Create formal and accessible path to shoreline</li> <li>• Install bioswale condition to capture runoff</li> <li>• Improve the beach with expansion and importing new sand</li> <li>• Barrier free access with natural barriers and p-gates, if appropriate</li> <li>• Enhance Lakeside Park with new sod throughout</li> <li>• Install garbage receptacle</li> <li>• Enhance space with benches and proposed 'Innisfil seating'</li> <li>• Drainage Improvements</li> </ul>
I12	Purvis Street	0.04 ha	Long (Beyond 10 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Create formal and accessible path to shoreline</li> <li>• Enhance shoreline with lookout platform</li> <li>• Enhance Lakeside Park with new sod throughout</li> <li>• Install garbage receptacle</li> <li>• Enhance space with benches</li> </ul>
I13	10th Line/ Leonard's Beach		Medium (6-10 yrs)	Community	<ul style="list-style-type: none"> <li>• Update playground</li> <li>• Add a washroom/changeroom facility</li> <li>• Update parking lot</li> <li>• Add additional paths</li> <li>• Add a shade structure</li> <li>• Add additional seating and picnic tables</li> <li>• Add trash and recycling receptables, and signage</li> <li>• Expand park into parcel to the south, o20</li> </ul>
I14	Bon Secours Beach	0.14 ha	Completed	Neighbourhood	<ul style="list-style-type: none"> <li>• Site upgrades completed for this Lakeside Park</li> </ul>
I15	Tall Tree Lane	0.02 ha	Long (Beyond 10 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Create formal path</li> <li>• Install small craft launch</li> <li>• Enhance space with benches</li> <li>• Install lock up posts for users canoe/kayak carts</li> <li>• Drainage Improvements</li> </ul>
I16	Eastern Avenue	0.06 ha	Short (1-5 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Create formal and accessible path to shoreline</li> <li>• Remove invasive vegetation</li> <li>• Enhance shoreline with lookout platform</li> <li>• Enhance privacy to neighbours with new fencing and hedge row planting</li> <li>• If a viable slope is not feasible, install stairs</li> <li>• Enhance space with benches, picnic benches and proposed 'Innisfil seating'</li> </ul>

## Part 4: Lake Enjoyment Strategy

Table 4-5: Lakeside Parks Recommended Improvements, continued

#	Lakeside Park	Size (ha)	Priority	Lakeside Park Category	Recommendations
I17	Centre Avenue	0.07 ha	Medium (6-10 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Create formal and accessible path to shoreline</li> <li>• Environmental improvements with the removal of invasive species and clean up the planting condition</li> <li>• Enhance shoreline with lookout platform</li> <li>• Enhance privacy to neighbours with new fencing and hedge row planting</li> <li>• Replace existing staircase</li> <li>• Enhance space with benches and proposed 'Innisfil seating'</li> </ul>
I18	Northern Avenue	0.08 ha	Short (1-5 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Create formal and accessible path to shoreline</li> <li>• Environmental improvements with the removal of invasive species and clean up the planting condition</li> <li>• Enhance shoreline with lookout platform</li> <li>• Barrier free access with the removal of gate, installation of natural barriers and p-gates, if appropriate</li> <li>• Replace existing staircase</li> <li>• Enhance space with benches and proposed 'Innisfil seating'</li> </ul>
I19	25th Side Road	0.13 ha	Long (Beyond 10 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Create formal path to shoreline</li> <li>• Environmental Improvements with the clean up of the planting condition</li> <li>• Enhance shoreline with lookout platform</li> <li>• Enhance space with benches</li> </ul>
I20	7th Line	0.09 ha	Short (1-5 yrs)	Community	<ul style="list-style-type: none"> <li>• Create formal path to shoreline</li> <li>• Barrier free access with the removal of gate and installation of p-gates</li> <li>• Enhance space with benches and picnic benches</li> </ul>
I21	Cross Street	014 ha	Medium (6-10 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Create formal and accessible path to shoreline</li> <li>• Install bioswale condition to capture runoff</li> <li>• Stabilize ditch with native planting</li> <li>• Barrier free access with installation of natural barriers</li> <li>• Enhance space with installation of proposed 'Innisfil seating'</li> <li>• Privacy improvements to neighbours with installation of fencing</li> <li>• Relocate driveway to Kennedy road</li> <li>• Install new sod</li> <li>• Install garbage receptacle</li> <li>• Improve access with location signage at Lakeside Park entry</li> <li>• Drainage Improvements</li> </ul>

Table 4-5: Lakeside Parks Recommended Improvements, continued

#	Lakeside Park	Size (ha)	Priority	Lakeside Park Category	Recommendations
I22	Edgewood Avenue	0.09 ha	Long (Beyond 10 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Create formal and accessible path to shoreline</li> <li>• Improve the beach with expansion and importing new sand</li> <li>• Enhance space with benches and picnic benches</li> <li>• Install garbage receptacle</li> <li>• Drainage Improvements</li> </ul>
I23	Woodgreen Avenue	0.04 ha	Short (1-5 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Create formal path to shoreline</li> <li>• Environmental improvements with clean up of planting condition</li> <li>• Install small craft launch (stabilization arm, dock, etc) to improve shoreline access</li> <li>• Enhance space with benches</li> </ul>
I24	Roslyn Avenue	0.06 ha	Short (1-5 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Create formal and accessible path to shoreline</li> <li>• Environmental improvements with removal of invasive species and clean up of planting condition</li> <li>• Enhance shoreline with installation of lookout platform</li> <li>• Privacy improvements for neighbours with installation of fences</li> <li>• Enhance space with benches</li> </ul>
I25	Chandos Avenue	0.07 ha	Medium (6-10 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Close off Lakeside Park</li> <li>• Create formal and accessible path to shoreline</li> <li>• Earthworks to create beach area and installation of new sand</li> <li>• Barrier free access with natural barriers at Lakeside Park entry</li> <li>• Enhance space with benches and picnic benches</li> <li>• Install new sod</li> <li>• Install garbage receptacle</li> </ul>
I26	6th Line	0.09 ha	Long (Beyond 10 yrs)	Community	<ul style="list-style-type: none"> <li>• Close off and expand Lakeside Park</li> <li>• Create formal and accessible path to day camp</li> <li>• Relocate Canada Post mailboxes</li> <li>• Install new sod</li> <li>• Environmental improvements with stabilization of slope with boulders and native planting</li> <li>• Create formal temporary parking for pick up and drop off</li> <li>• Enhance space with benches and picnic benches</li> <li>• Drainage Improvements</li> </ul>

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Table 4-5: Lakeside Parks Recommended Improvements, continued

#	Lakeside Park	Size (ha)	Priority	Lakeside Park Category	Recommendations
I27	St. Johns Road	0.13 ha	Medium (6-10 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Close off Lakeside Park</li> <li>• Create formal and accessible path to shoreline</li> <li>• Improve the beach with expansion and importing new sand</li> <li>• Barrier free access with natural barriers and p-gates</li> <li>• Install new sod</li> <li>• Install garbage receptacle</li> <li>• Enhance space with benches and picnic benches</li> </ul>
I28	Maple/ Dudley Road	0.13 ha	Short (1-5 yrs)	Community	<ul style="list-style-type: none"> <li>• Environmental improvements with clean up of planting condition</li> <li>• Lot clean up and removals of western lot</li> <li>• Resurface both lots to create formal parking and boat launch areas</li> <li>• Privacy improvements to neighbours with installation of new fence and hedge row</li> <li>• Drainage Improvements</li> </ul>
I29	Spooners Road	0.17 ha	Medium (6-10 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Create formal and accessible path to shoreline</li> <li>• Improve the beach with expansion, importing new sand, and installation of swimming buoys</li> <li>• Enhance space with installation of benches, picnic benches and proposed 'Innisfil seating'</li> <li>• Install new shade structure</li> <li>• Install garbage receptacle</li> <li>• Drainage Improvements</li> </ul>
I30	Belle Aire Beach Road	0.15 ha	Short (1-5 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Resurface with accessible materials</li> <li>• Environmental improvements with enhancements to bioswale with native planting</li> <li>• Barrier free access by removing gate and installing natural barriers and p-gates, if appropriate</li> <li>• Install new sod</li> <li>• Enhance space with benches and picnic benches</li> <li>• Drainage Improvements</li> </ul>
I31	Ewart Street	0.11 ha	Short (1-5 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Close off and expand Lakeside Park</li> <li>• Move neighbours driveway that is subject to high water levels</li> <li>• Removal of asphalt surfacing</li> <li>• Install new sod</li> <li>• Create formal and accessible path to shoreline</li> <li>• Install bioswale condition to capture runoff</li> <li>• Stabilize borders with boulders and native planting</li> <li>• Barrier free access with natural barriers</li> <li>• Enhance space with benches</li> <li>• Drainage Improvements</li> </ul>

Table 4-5: Lakeside Parks Recommended Improvements, continued

#	Lakeside Park	Size (ha)	Priority	Lakeside Park Category	Recommendations
I32	Frederick Street	0.08 ha	Long (Beyond 10 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Create formal and accessible path to shoreline</li> <li>• Enhance drainage with bioswale condition</li> <li>• Earthworks to create a more gentle slope</li> <li>• Enhance space with benches and picnic benches</li> <li>• Drainage Improvements</li> </ul>
I33	Little Cedar Avenue	0.03 ha	Short (1-5 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Create formal and accessible path to shoreline</li> <li>• Improve the beach with removal of shell beach and installation of new sand</li> <li>• Barrier free access by adjusting existing natural barriers</li> <li>• Earthworks to create a level and smooth surface</li> <li>• Install new sod</li> <li>• Enhance space with proposed 'Innisfil seating'</li> </ul>
I34	Chapman Street	0.18 ha	Medium (6-10 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Create formal and accessible path to shoreline</li> <li>• Improve the beach with expansion and installation of new sand</li> <li>• Barrier free access with removal of bollards, installation of natural barriers and p-gates, if appropriate</li> <li>• Earthworks to create a level and smooth surface</li> <li>• Install new sod</li> <li>• Enhance space with benches and picnic benches</li> </ul>
I35	Alfred Street	0.04 ha	Medium (6-10 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Close off and expand Lakeside Park</li> <li>• Create formal and accessible path to shoreline</li> <li>• Enhance shoreline with lookout platform</li> <li>• Install new sod</li> <li>• Enhance space with benches and proposed 'Innisfil seating'</li> </ul>
I36	Robinson Street	0.03 ha	Long (Beyond 10 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Create formal and accessible path to shoreline</li> <li>• Beach improvements with installation of new sand</li> <li>• Enhance space with benches</li> <li>• Improve safety with signage</li> </ul>
I37	Arnold Street	0.11 ha	Long (Beyond 10 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Create formal and accessible path to shoreline</li> <li>• Beach improvements with installation of new sand</li> <li>• Enhance space with benches and picnic benches</li> </ul>
I38	Belle Ewart Park	0.9 ha	Long (Beyond 10 yrs)	Community	<ul style="list-style-type: none"> <li>• Update parking lot</li> <li>• Add shoreline vegetation</li> </ul>
I39	Isabella Street	0.46 ha	Short (1-5 yrs)	Community	<ul style="list-style-type: none"> <li>• Resurface path with accessible materials</li> <li>• Enhance space with benches and proposed 'Innisfil seating'</li> <li>• Enhance user experience with installation of rod holders</li> <li>• Consider on street paid parking for visitors</li> </ul>

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Table 4-5: Lakeside Parks Recommended Improvements, continued

#	Lakeside Park	Size (ha)	Priority	Lakeside Park Category	Recommendations
I40	Cumberland Street	0.04 ha	Medium (6-10 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Create formal and accessible path to shoreline</li> <li>• Beach improvements with installation of new sand</li> <li>• Enhance space with benches and picnic benches</li> </ul>
I41	Barry Avenue	0.11 ha	Short (1-5 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Create formal and accessible path to shoreline</li> <li>• Install bridge over drainage channel</li> <li>• Improve drainage channel with bioswale enhancement planting</li> <li>• Improve shoreline with installation of lookout platform</li> <li>• Improve privacy to neighbours with hedge row</li> <li>• Enhance space with benches, picnic benches and proposed 'Innisfil seating'</li> <li>• Drainage Improvements</li> </ul>
I42	Killarney Beach Road	0.06 ha	Long (Beyond 10 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Improve path with accessible materials</li> <li>• Beach improvements with installation of new sand</li> <li>• Enhance space with benches and picnic benches</li> <li>• Drainage Improvements</li> </ul>
I43	2nd Line	0.15 ha	Short (1-5 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Close off and expand Lakeside Park</li> <li>• Removal of asphalt surfacing</li> <li>• Install new sod</li> <li>• Create formal and accessible path to shoreline</li> <li>• Ditch and runoff stabilization with planting of native material</li> <li>• Barrier free access with installation of natural barriers, and p-gate</li> <li>• Enhance space with benches and picnic benches</li> </ul>
I44	Wood Street	0.03 ha	Medium (6-10 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Create formal and accessible path to shoreline</li> <li>• Shoreline improvements with installation of lookout platform</li> <li>• Enhance space with benches and 'Innisfil seating'</li> </ul>
I45	Bayshore Park	0.4 ha	Long (Beyond 10 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Add playground</li> <li>• Add new lighting</li> <li>• Add new paths</li> <li>• Explore opportunity for lookout dock</li> <li>• Add additional seating and picnic tables</li> <li>• Add trash and recycling receptables, and signage</li> <li>• Enhance swale with native planting</li> <li>• Maintain riparian buffer</li> </ul>
I46	North Shore Drive	0.21 ha	Short (1-5 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Create formal and accessible path to shoreline</li> <li>• Enhance bioswale with native planting</li> <li>• Improve shoreline with installation of formal small craft launch</li> <li>• Enhance space with benches</li> <li>• Install lock up posts for canoe/kayak carts</li> <li>• Drainage Improvements</li> </ul>

#	Lakeside Park	Size (ha)	Priority	Lakeside Park Category	Recommendations
147	Lakeshore Boulevard	0.03 ha	Long (Beyond 10 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Create formal and accessible path to shoreline</li> <li>• Shoreline improvements with installation of lookout platform</li> <li>• Barrier free access with natural barriers</li> <li>• Enhance space with proposed 'Innisfil seating'</li> </ul>
148	Shores Acres Drive	0.04 ha	Complete	Community	<ul style="list-style-type: none"> <li>• Leave as is</li> </ul>
149	Lindy Lane	0.06 ha	Immediate (1-4 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Replace picnic benches</li> <li>• Drainage Improvements</li> </ul>
150	Poplar Drive	0.06 ha	Immediate (1-4 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Replace picnic benches</li> <li>• Enhance space with benches</li> <li>• Drainage Improvements</li> </ul>
151	Gilford Road	0.09 ha	Immediate (1-4 yrs)	Neighbourhood	<ul style="list-style-type: none"> <li>• Barrier free access with removal of bollards, installation of natural barriers and p-gates</li> </ul>

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Figure 4-19: Boats on Lake Simcoe

### 4.5 Municipal Marine Facilities

This Lake Enjoyment Strategy also considered opportunities to incorporate municipally owned and operated marine facilities such as mooring buoys, a marina or dock.

While both mooring buoys and a municipal marina/dock are technically possible with certain caveats and limitations, neither one will significantly enhance the community's use and enjoyment of the waterfront or be a significant economic driver or benefit to tourism in relation to the cost. Therefore mooring buoys and a municipally owned marina are not recommended in this Plan.

The following section describes both mooring buoys and municipal marina/dock considerations in more detail.

#### Mooring Buoys

Mooring buoys are floating anchoring points that a boat can attach to some distance offshore. Typically, the buoys would be anchored to the lakebed with a chain or cable attached to an anchor weight. Technical requirements to consider when selecting a mooring location include wave characteristics, wind velocity, currents and water depth.



## Wave and Wind Considerations

The mooring area should be relatively sheltered from the open lake so that the moored vessels will be protected from wave action. As per the Harbour Accommodations Guidelines (DFO-SCH, 1985), all recreational boats and fishing boats under 15 m should, ideally, not be subjected to maximum significant wave heights over 0.5 m while moored. Based on the wave conditions presented in the Baird (2012) and Shoreplan (2020) reports, the southern shores of Innisfil provide better protection from north-easterly and easterly waves compared to the northern shores. The Baird report presents numerical model results for waves generated during a 1-year and 50-year wind event. The feasibility of mooring buoys was determined using the results from the 50-year simulation. Gilford Beach and Belle Ewart/Lefroy are relatively sheltered nearshore areas with wave heights of approximately 0.4 m to 0.6 m and may be feasible mooring locations. Alcona and Big Bay Point are not as sheltered, and the nearshore area is exposed to greater wave heights ranging from about 0.8 m to 1.5 m. Therefore, these locations are not feasible as mooring locations. These conclusions are based on a review of limited specific wave scenarios presented in the Baird report (2012). More extensive hydrodynamic modelling is required to determine the site-specific wave heights, in addition to the effects of wind velocity and currents at the high-priority tourist locations.

## Water Depth Considerations

Mooring locations also require sufficient water depth to accommodate vessel draught. Typical vessel draughts for boats up to 15 m in length are shown in Table 4-6. To obtain a sufficient water depth, the selected vessel draught chosen from Table 4-66 should be increased by:

1. A minimum of half the significant wave height for vessel movements resulting from wind-generated waves and boat wake; and
2. An appropriate allowance where significant siltation is likely to occur or where it is preferred to reduce the frequency of maintenance dredging; and either:
3. A minimum under keel clearance of 0.3 m or 10 percent of the vessel draught, whichever is the greater, where the base of the dredged channel consists of soft material; or
4. A minimum under keel clearance of 0.5 m, where the base of the dredged channel consists of hard material such as stiff clay, gravel, or rock.

## Operational Considerations

While mooring locations may be technically feasible in some sheltered locations along the southern shore of Innisfil, given wind/wave and water depth considerations as described above, mooring buoys have other operational considerations from a Town, end-user and community perspective.

Table 4-6: Typical Vessel Draughts (Standard, Australian (2001): 3962-2001)

Boat Length (m)	Vessel Draught (m)		
	Power Boat	Yachts	Multihulls and Houseboats
8	0.9	1.5	1.2
10	1.0	1.8	1.2
12	1.0	2.0	1.2
15	1.2	2.5	1.2

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Mooring buoys require seasonal installation, maintenance and monitoring which will require investment in staff time and resources not currently available. This would include the buoys themselves, the equipment to install and monitor (i.e., a boat) and staff who are trained in their installation, maintenance and removal. Alternatively, a third-party contractor would be needed to provide these services. Enforcement would also be required to ensure stays are short duration (i.e., not overnight) and potentially to address issues such as noise complaints which the Town may not have jurisdiction or the means to manage. For most boaters on Lake Simcoe, mooring buoys are not required to facilitate short-duration stays for two reasons;

1. Most boats have their own anchoring system and the need for a more secure system associated with day-long or overnight stays is not warranted and should be discouraged.
2. In most locations along Innisfil's waterfront, there is no destination that would warrant users from leaving their boat for an extended period of time. Commercial attractions that might attract a boater to leave their vessel are located some distance from the waterfront with no direct means to travel on land. If a boater does wish to come ashore, a small vessel such as a rowboat, dinghy or kayak would be required.

Given the size and location of future Lakeside Parks, mooring buoys may not be compatible with adjacent uses since they are typically narrow (compared to adjacent parcels) and often located between residential lots. A boat moored offshore may be perceived as infringing on privacy and personal use and enjoyment of residents' private waterfront space. Therefore mooring buoys are not recommended.

### Town Operated Marina / Dock

The feasibility of a Town operated marina or docking facility was investigated from a technical, economic development/tourism and financial business model perspective. The results of this analysis suggest that while a Town operated marina/dock would bring community benefit and lake enjoyment, the size of the required facility would not be feasible from financial/business perspective. This plan is not recommending the installation of a Town operated marina/dock.

The following summarizes the key findings from this review under the headings of Technical Considerations, Market Analysis, Financial Modelling and Economic Impact.

### Technical Considerations

A marina consists of multiple docks allowing for the mooring of boats and is typically sheltered by a breakwater structure with an opening for access to open water. A new marina in Innisfil will require sufficient land space for parking (minimum 20,000 m<sup>2</sup> per 100 slips) and facilities, a nearshore area relatively sheltered from waves (or with the opportunity to construct a breakwater) with sufficient water depth for boats and should be in a location close to public amenities and attractions. Additionally, the nearshore area will need to be a sufficient size to accommodate slips. For this study, a 100-slip marina was used to test the financial viability of a municipal marina operation.

Based on the above requirements, Innisfil Beach Park was identified as a good fit for a marina based on the available land area and existing parking infrastructure. However, a breakwater would be required at Innisfil Beach Park to provide shelter for the docks.

Shoreplan (2020) investigated the possibility of installing a new marina at Innisfil Beach Park and compared the efficacy of floating and permanent breakwaters. Based on Shoreplan (2020) and

the Baird (2012) report, a floating breakwater for Innisfil Beach Park is not feasible and a permanent breakwater – which is significantly more expensive – would be required.

Floating breakwaters are generally effective for wave periods in the range of 3 seconds or less. For longer wave periods, the orbital velocities of the wave increase, creating larger forces on the breakwater. The required width of a floating breakwater increases as the wave period increases to limit wave transmission to acceptable levels (wave periods of 3 s to 4 s would require an 8 m wide breakwater according to a Baird (2016) report). Therefore, careful design and modelling (numerical and/or physical) are required to assess the performance of the floating breakwater. Based on Baird (2012) and Shoreplan (2020) the Innisfil Beach Park nearshore is subjected to wave periods equalling 3 s or greater for approximately 100 hours every year, therefore a floating breakwater in this location would not adequately attenuate wave energy to create safe conditions within the marina. Additionally, floating breakwaters would need to be removed and stored in the winter to protect from ice exposure, as ice can damage the structure. This would incur annual storage and labour costs. A permanent rubble mound or armour stone breakwater would be required to provide adequate protection for docks and moored vessels.

Other locations were considered along the southern Innisfil shoreline between Belle Ewart and Gilford Beach as this area becomes increasingly sheltered from north-easterly waves with wave heights of approximately 0.4 m to 0.6 m, which are preferable conditions for a marina. However, there does not appear to be sufficient Town-owned land to develop a new marina along this portion of the shoreline. There are also a number of existing marinas located along this portion of the shoreline that are protected by headlands or breakwaters. These existing marinas could be expanded to accommodate more docks in the nearshore area (dredging and addition of a breakwater may be required depending on

location); however, it is understood that these are privately-owned marinas.

Further south, there are limited alternative options for a marina due to existing development which is primarily private residential properties. A technically feasible option for a marina based on wave conditions and available space would be along the vegetated, southwest shoreline, between the Gilford Beach area and the Holland River at the south end of Cook's Bay. This area has undeveloped land and ample space, however the land adjacent to this shoreline is protected natural land including important terrestrial and aquatic habitats. The construction of the marina would likely not be permitted. No other locations within the study area were identified as suitable for a marina.

## Permits and Environmental Impacts

If a marina was pursued at Innisfil Beach Park, the following regulatory agencies may need to be engaged to obtain permits to complete shoreline or in-water works including installation of docks, mooring buoys, boat launches, shore protection and breakwaters:

- Lake Simcoe Regional Conservation Authority (LSRCA)
- Department of Fisheries and Oceans (DFO)
- Ministry of the Environment, Conservation and Parks (MECP)
- Ministry of Northern Development, Mines, Natural Resources and Forestry (MNDMNR)
- Transport Canada (TC)

The process for obtaining permits and approvals with the various agencies will require submission of respective permit applications or requests for review forms. These submissions typically require (but are not limited to) the following documents and information:

- Map showing the work's exact project location

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- Legal site description and position of the work in latitude and longitude
- Design specifications and drawings including the general arrangement of the project (depicting new and existing work), plan view (top down) and profile view (side view) with all related dimensions
- Detailed project description and design methodology report prepared by a qualified professional
- Description of the construction methodology and expected start and end dates
- Assessment of potential impacts to shoreline processes and the natural environment.

Environmental impacts will be assessed during the permitting process with the Lake Simcoe Region Conservation Authority (LSRCA), Ministry of Northern Development, Mines, Natural Resources and Forestry (MNDMNR) and Department of Fisheries and Oceans (DFO). Environmental impacts would include an assessment of impacts to aquatic life and habitat from the construction of a breakwater and additional docks as well as increased boat traffic and the potential for increased erosion or sedimentation at adjacent properties. This process would also include the identification of endangered species that may be protected and the development of mitigation and avoidance plans.

The timeline and cost of the application and approval process vary depending on the agency and can take anywhere from two weeks to several months for the application to be reviewed and approved. Agencies may request changes to the design and/or additional information and studies.

### Expected Design and Construction Costs and Future Studies

A preliminary opinion of construction costs for a floating breakwater, fixed breakwater, floating dock and boat launch are provided below and

were considered in the financial proforma for the Marina (Appendix 7). These costs are intended to provide an order of magnitude estimate suitable for preliminary budgeting and planning purposes. Costs are presented as unit costs per linear metre or per square metre (as indicated). A 30% contingency has been added to unit costs. Design fees are typically 5-15% of the construction cost.

- Floating Breakwater Construction cost: \$5,000 - \$8,000 per linear metre
- Fixed Breakwater: \$9,000 - \$16,000 per linear metre
- Single Lane Boat Launch: \$4,300 - \$6,000 per linear metre
- Floating Docks: \$730 - \$2,250 per square metre

The actual cost of any concept is subject to design development that would occur in response to the results of additional field investigations and engineering analyses that would be undertaken to support the preparation of final designs and tender documents for the project. In addition, the actual construction costs will be dependent upon market factors at the time of bidding, such as the availability of contractors, and the availability and cost of suitable construction materials, equipment and fuel.

Additional studies that will be required to progress the design development of boat launch, docks, shore protection or breakwaters include, but are not limited to:

- Detailed nearshore bathymetric survey
- Detailed topographic survey
- Geotechnical investigation
- Detailed coastal analysis including analysis of wave conditions, sediment transport and currents

## Market Analysis

Generally the expectations for growth in boating, trends in the boating industry (and how Innisfil is positioned relative to these); and recent and expected overall population growth in Innisfil all point to a generally optimistic situation regarding marina development and expansion in the municipality.

Table 4-7: Boating Market Trends and Implications

Boating Market Trend	Potential Implications for Innisfil Marina
Increasing interest in fishing: Market research shows increasing interest in fishing activity from boats, fueled in part by the aging baby boomer demographic.	Lake Simcoe has some of the best fishing available with easy access to the GTA market. The Marina could develop a specialization in selling fishing equipment, guided fishing charters, etc.
Family focus: The largest category of growth in boating use is family activities. (Pontoon boat rentals are growing particularly quickly in this regard.)	A marina operation could promote itself as a family-friendly boating destination and feature activities for kids, family events, etc.
Diversity: the overall boating market is becoming more diverse as individuals from a wide range of backgrounds and cultures are developing an interest in boating.	Recognizing the proximity of the GTA, one of the most diverse markets in the world, the marina could promote itself actively to this market as a diversity-friendly destination.
The increased popularity of rentals: Boat rental is becoming increasingly popular as an alternative to buying.	The marina could ensure that it has an adequate supply of boats for rent – possibly including other types beyond a standard ‘boat with motor’ – e.g. bass boats, pontoon houseboats, etc.
Aging boaters: The median age of boat-buyers has been steadily creeping upwards as younger people tend to pursue other recreational activities.	The marina should ensure that it recognizes all the needs of an older population, e.g. clear signage, a wide range of amenities, full accessibility, etc.
Increasing boat repairs: As the cost of living rises and cheaper car gas is used in preference to boat fuel, boat repairs are expected to increase. (Car gas has higher levels of ethanol than boat gas; ethanol tends to wreak havoc in more delicate boat motors.)	Boat repair could become a specialty service offered by the marina and specialized repairs could become a profitable sideline.
The trend toward bigger boats: As boats have become more efficient, there has been a trend toward bigger boats (i.e. the same boat expenditure will now buy a larger boat than previously). The most popular boat size is between 36 and 45 feet.	Larger slip sizes should be considered to accommodate longer boats.

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## General Boating Demand

Expectations for growth in market demand for recreational boats over the next five years are quite robust due to a number of factors. The largest of which is an expected recovery and rebound from the pandemic (in part responding to pent-up demand over the last 2 years). Boating is seen to be a healthy outdoors activity, far from large crowds, and therefore a relatively safe pursuit. Other factors contributing to increased market demand and healthy growth are an aging and wealthy baby boom population (some of whom have 'cashed out' of the big city and suddenly have lots of ready cash to buy new toys) and a positive response to increased marketing efforts on the part of waterfront areas and waterways.

## Trends in Boating Activity

The following trends in boating activity and in boat buying are relevant to the marina market in Innisfil.

<sup>2</sup>

## Population Growth

In Innisfil over the 2021 – 2025 period population growth was 18.5%, one of the fastest-growing municipalities in Canada. This is just over three times the rate of the province overall (5.8%). Although specific data from the Census is not yet available showing cultural mix, it is very likely that the composition of the population will show increasing diversity. And, as indicated by the trends above, the overall boating market is becoming increasingly diverse

Further, the population growth expectations for the Town are to increase by on the order of 40,000 more people over the next 30 years<sup>3</sup> - nearly doubling the size of the municipality.

Together these three factors (General Boating Demand, Trends in Boating Activity, and Population Growth) all suggest a generally

<sup>2</sup> <https://linchpinseo.com/trends-boating-industry/>

<sup>3</sup> <https://www.getinvolvedinnisfil.ca/growth>

positive environment within which additional marina development in Innisfil could be viable. For more insight on Innisfil's boating market refer to the report prepared by TourisTICS in Appendix 10.

## Financial Modelling

As detailed in Appendix 7: Marina Market Assessment, two fundamental scenarios were examined regarding the development of a new 100-slip marina in Innisfil. These scenarios assume that market growth would be on the order of 8-9% per annum, which may be slightly optimistic.

Two fundamental scenarios were examined:

- Concept A - 100 slips, fully catering to the transient boat market (100 Transient)
- Concept B - 100 slips, mostly catering to the seasonal markets (i.e., residents of the municipality and others in the vicinity who chose to park their boats nearby (specific assumptions were 75 Seasonal, 25 Transient)

Variations on these scenarios were:

- Differing degrees of use of the launch ramp by non-residents (25% vs. 50%) – which affects the revenues generated – as non-residents of the municipality are charged a usage fee
- No services vs. fuel dock and pump-out

Further, two possibilities were proposed: the first, that the marina is operated by the municipality, or by an agency on the municipality's behalf, and the second, by a private operator.

One assumption underlying all scenarios was that "the municipality would encourage local organizations to organize and host three special event weekends oriented toward the slips and waterfront in June, July, August or September. These events might include a weekend Craft

Show with a nautical theme, in-water boat show emphasizing early wooden boats, a historical re-enactment portraying Innisfil's early industry and its ties to the waterfront, etc." The intent being that these events would help draw transient boaters to Innisfil Table 4-8.

### Financial Implications

The analysis examines a variety of these scenarios over a 20-year period. It is assumed that a private sector operator would not be interested in the riskier proposition of a totally transient-based operation.

### Conclusions from this Analysis

The analysis indicated the best scenario for municipal marine facilities is a publicly owned operation catering primarily to seasonal slips (i.e., for local and regional residents) with a boat launching fee charged to non-residents.

Seasonal (local) boaters, as opposed to transient boaters, offer more security and profitability: the availability of slips for residents throughout the summer season would be seen as a service offered by the municipality to the community, and the sales of these seasonal slip spots would contribute an income stream. However, transient/non-resident boaters would be charged higher fees than taxpayers and bring greater economic benefit to the community, including through local shopping and dining.

Municipalities often adopt a ratio of 25% transient boaters to 75% seasonal boaters. Wide promotion to non-residents (transient boaters) would be crucial to ensure a respectable rate of return on investment.

## Municipal Marine Facilities Conclusion

As the assessments completed by Baird (Appendix 10) and TourisTICS (Appendix 7 and 8) illustrate introducing mooring buoys and a municipal marina along Innisfil's waterfront are both technically feasible and would be in demand from a boating market perspective. However, the costs associated with planning, design, construction and operation of these marine facilities would be substantial with only a minimal return on investment expected over the long term. This is in part due to the significant costs associated with building a breakwall to support marina slips, as well as the fact both types of marine facilities (mooring buoys and marina) would contribute very little from an economic development perspective.

Furthermore the impact mooring buoys would have on resident privacy at Lakeside Parks and the land area required to support a full service marina at Innisfil Beach Park would be considerable and would not align with the community's vision for the waterfront. Therefore this Plan does not recommend introducing mooring buoys or a municipal marina along Innisfil's waterfront.

L.27 No mooring buoys are proposed for Innisfil's waterfront

L.28 A municipal marina/dock to support transient and seasonal boaters is not recommended given the size and scope of the marina required and the resulting financial investment necessary to provide even a modest return on investment

## Part 4: Lake Enjoyment Strategy

Table 4-8: Expected average annual return on investment for each of these scenarios

Ownership Options	Types of Slips	Associated Launch Fee	Service Level	Average Annual Return on Investment Over 20 Years
Public Ownership Options	100 Transient Slips	25% non-resident Launch Fee	No services	(2.92%)
			Fuel Dock and Pumpout	(1.67%)
		50% non-resident Launch Fee	No services	(0.05%)
			Fuel Dock and Pumpout	0.90%
	25 Transient Slips; 75 Seasonal Slips	25% non-resident Launch Fee	No services	.65%
			Fuel Dock and Pumpout	1.09%
		50% non-resident Launch Fee	No services	3.53%
			Fuel Dock and Pumpout	3.09%
Private Ownership Options	25 Transient Slips; 75 Seasonal Slips	25% non-resident Launch Fee	No services	(0.73%)
			Fuel Dock and Pumpout	2.14%
		50% non-resident Launch Fee	No services	(0.27%)
			Fuel Dock and Pumpout	2.30%

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