

**BEAVERTON HARBOUR
DEVELOPMENT PLAN
CORPORATION OF THE
TOWNSHIP OF BROCK**



April 7, 1997

HARBOUR DEVELOPMENT PLAN

BEAVERTON, ONTARIO

TOWNSHIP OF BROCK

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1. Introduction

1.1 Community Profile

The Township of Brock is a predominantly rural municipality located on the east side of Lake Simcoe. In addition to a large agricultural base there are three fully-serviced urban areas: Beaverton, Cannington, and Sunderland.

The Beaverton urban area is located on the shores of Lake Simcoe approximately 5 km south of the Trent-Severn Waterway. In addition to boating traffic, the community is well-served by an extensive network of provincial, Regional, and local highways providing ready access to the Greater Toronto Area as well as points north and east of the municipality.

Within a planning context, Beaverton represents the municipality's largest urban area and is designated to accommodate a population of 7000 persons over the lifespan of the Regional and Township Official Plans. Its present population is approximately 3000 persons and a number of applications have been received for residential development on the perimeter of the existing community. The community's major employer is Seeburn Metal Products, a metal fabrication and stamping plant; a number of other small industrial concerns support the community as well. Beaverton also supports a vibrant commercial sector found in a number of locations including the central business district and the outskirts of the community (Mara Road and Osborne Street), and, to a limited extent, the harbour area (marina and restaurant).

In addition to a stable industrial and commercial sector, and, what separates Beaverton from the other urban areas, is its existing and potential tourism sector given its location on Lake Simcoe and the host of water-based activities that are available. The existence of a harbour within Beaverton and one on Thorah Island, both presently owned by the federal government, adds credence to Beaverton's draw as a community in which to live as well as its tourism sector.

1.2 Location of Study Area

The Beaver River flows northerly from north of Uxbridge to Lake Simcoe. The river essentially splits the Beaverton urban area into two equal halves before it terminates at Lake Simcoe. At its terminus is the Beaverton harbour.

The study area, for the purpose of this Development Plan, has been defined as the area between Simcoe Street (south) and Victoria Street (north) from the harbour easterly to the dam located in the central business district of the community inclusive of the Fairgrounds located south of Simcoe Street. The majority of land uses in this area are permanent single detached dwellings which abut the Beaver River. This includes 22 boathouses within the inner harbour area, some of which are used on a seasonal basis. In addition, the area supports a limited number of commercial uses in the form of a private marina, restaurant at

the harbour, and a few commercial establishments forming part of the actual business district at the east end of the study area. The other major land use in the study area is parkland and open space areas owned by the municipality which support open space, playground equipment, public washroom facilities, and the Beaver River Museum adjacent the Beaver River. Other land uses include facilities owned by the Region of Durham in support of the municipal sanitary sewage and water facilities for the community as a whole.

1.3 Property Ownership

Figure 1 illustrates property ownership within the inner harbour area. Much of the area under water, together with portions of the shore on the north and south sides, is owned by the federal government and subject to a management agreement with the municipality. The terms of the management agreement are discussed in Section 2.4.

Lands on the north side of the harbour are within private ownership inclusive of the marina and all residential uses adjacent the river easterly to the dam. It should also be noted that the municipality is in receipt of a plan of subdivision application to permit residential units on the table land above the marina facility.




On the south side of the harbour those homes fronting Simcoe Street are all within private ownership. Within the inner harbour area, fronting Harbour Park Crescent, there are 22 boathouses adjacent the river/harbour area; 16 of which are on lands owned by the municipality and leased to various individuals for a 20 year period to expire in 2014. The remaining six boathouses are within private ownership. The other lands in this area are used for parkland purposes owned by the Township and the Region owns land to the south of the harbour upon which the water purification plant is located.

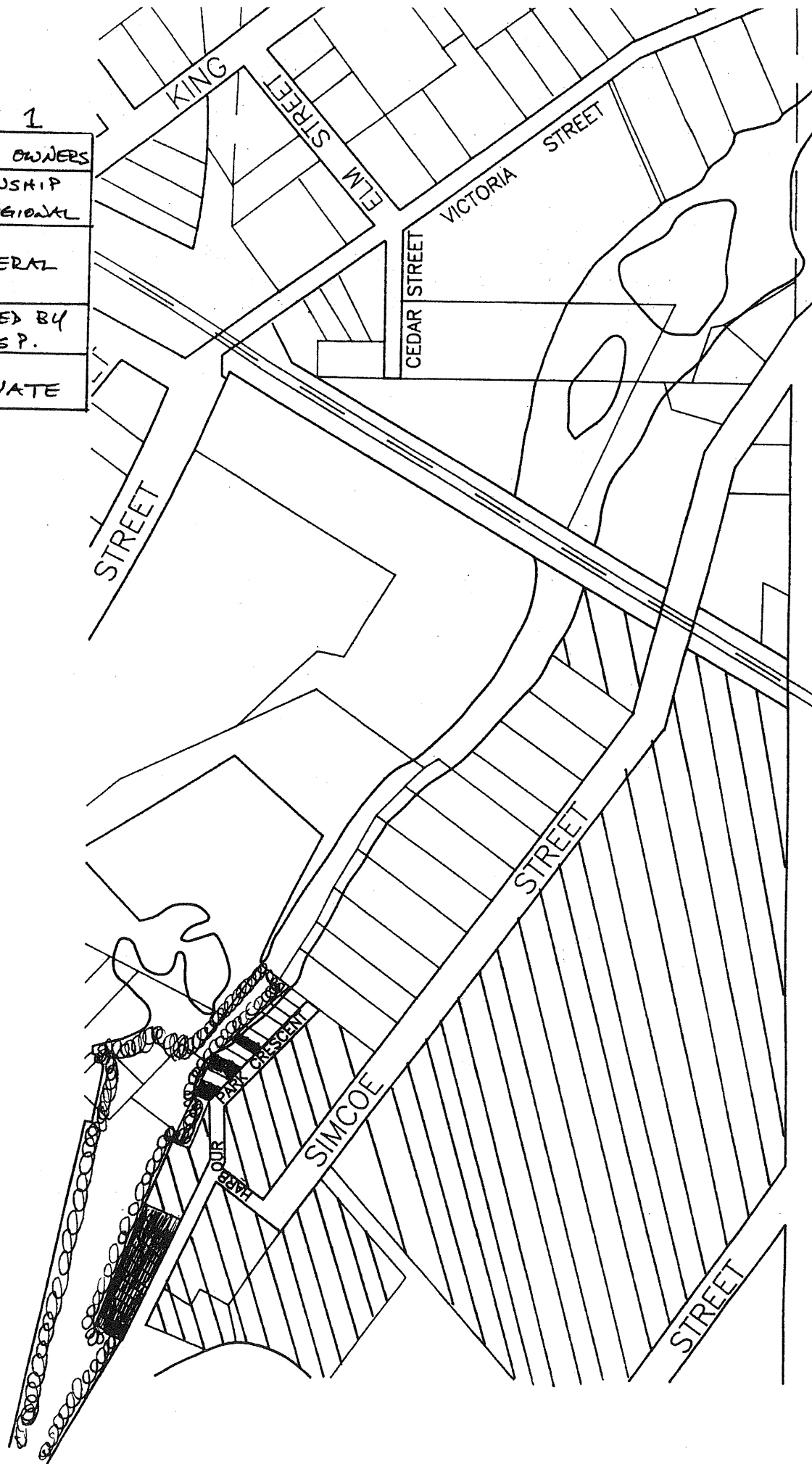
1.4 Harbour Area Activities

The harbour area contains all the amenities required to function as a "people" place containing a mixture of seasonal and permanent residents, open space parkland which is frequented by residents and visitors, as well as a limited amount of commercial activity.

The seasonal residents of Thorah Island, located west of Beaverton, use the harbour to launch boats as well as to use the taxi service operated by the Harbourmaster. The privately operated marina, known as the Victoria Yacht Club, receives many visitors for overnight lodging in their vessels. It is understood that the marina offers transportation services to commercial establishments located in the heart of Beaverton.

During the summer the harbour is used by fishermen boating to Lake Simcoe and beyond. In addition, the south wall pier is used extensively by locals and visitors to cast their line. The community also hosts the annual Bass Fishing Derby in June which attracts a number of tourists from communities outside the area.

PROPERTY OWNERS	
	TOWNSHIP REGIONAL
	FEDERAL
	LEASED BY TWS P.
	PRIVATE



Activities within the harbour area are no less restrained during the winter months. Lake Simcoe is well known for its winter ice fishing potential and attracts many visitors from the Greater Toronto Area, other areas in the Province, and the northern United States. The harbour plays a major role in these activities since many local fish-hut operators establish their businesses within the harbour offering a fish hut and transportation to the lake for their visitors.

2. The Need For A Development Plan

2.1 Introduction

The range of activities offered and existing land uses in the harbour area promote the area as a people place for residents and visitors alike. This, in itself, is not a bad thing; however, the number of persons/activities present in this area has the potential to create conflicts in the event that a rational approach is not adopted to satisfy the interests of all parties (business, recreation, permanent residents, seasonal residents, and transients).

This, together with other matters noted below, have created the demand for the preparation of a development plan which will serve to address the future development of the harbour into the next century.

2.2 Previous Studies

The Township of Brock has invested time and financial resources toward the harbour since the municipality's creation in 1974. It has long been recognized that the harbour area has potential unlike any other place in the municipality.

A number of studies, reports, and development plans have been prepared by professional consultants to address the future of the harbour not only as a residential/parkland area but for its tourist potential. The first development plan was presented to Council in 1983 which attempted to recognize and rationalize the harbour area for its best use as well as to provide for an appropriate linkage with the central business district of Beaverton.

A second report was commissioned by the Regional Economic Development Department to review the sport fishing industry within Durham. In addition to a review of the sport itself, the report examined the numerous economic benefits accrued by other sectors of the economy. A number of recommendations were made in respect of the Beaverton harbour to promote itself as a continued centre for winter and summer sport fishing.

A third report was prepared by the Region of Durham in 1990 which recommended specific improvements to be undertaken within the harbour area to promote additional usage. Certain recommendations contained in this report were implemented by the municipality in the early 1990's. In particular, a management agreement was reached with the federal government to place the harbour under local control subject to a number of terms and conditions.

A fourth report was prepared in 1990 to address commercial redevelopment and expansion within Beaverton as a whole. This report recommended a stronger linkage between the harbour area and the central business district inclusive of the establishment of a walking trail to connect each area via municipally owned parkland.

In addition to the preparation of consultant reports, the municipality has had the benefit of presentations by the Harbourmaster and community service clubs outlining specific improvements which could be undertaken within the harbour area.

2.3 Recent Initiatives

Public attention toward the harbour was peaked during the spring of 1990 when a severe ice jam occurred in the harbour area causing extensive damage to the surrounding residences, boathouses, and commercial establishments. A minor ice jam occurred, once again, in the winter of 1996 which refocused public attention on the harbour area and what could be done to alleviate such natural disasters.

As a result of the 1990 ice jam, the Lake Simcoe Region Conservation Authority redrafted the limits of the flood plain and consultant reports and engineered drawings were prepared to address shoreline stabilization including the fate of the dam structure within the central business district. To date, no decisions and/or remedial works have been undertaken in respect of these issues.

As indicated earlier a number of privately-owned boathouses are situated on lands owned by the municipality within the inner and outer harbour. An existing 20 year lease expired in 1994 and a new lease was prepared; however, the new lease contains a five-year termination clause which could be applied commencing in August, 2004. Not surprisingly, the inclusion of this clause raised concerns, and the municipality was challenged as to its long-term intentions with respect to the harbour area.

2.4 Federal Government Role

Beaverton and Thorah Island harbours are owned by the federal government and administered by the Ministry of Fisheries and Oceans - Small Craft Harbours. As a result of the Regional harbour study prepared in 1990 the municipality entered into a management agreement with the government which would place day-to-day operations within the control of the municipality. The term of the agreement was five years and will expire in June, 1999.

Since entering the management agreement, and as part of the federal government's dramatic downsizing initiatives, this agency intends to divest itself of the Beaverton and Thorah Island harbours in favour of the municipality upon the termination of the management agreement. The government has concluded that small recreational harbours have little in common with their core mandate of fisheries and oceans management. These facilities will be divested along with another 800 across the country.

One of the conditions of transfer for a nominal sum is that the harbours be subject to a public use covenant that these facilities remain as a harbour for at least five years. The penalty for closure would be the payment of the land at full market value.

Consistent with a reduction in federal government involvement in the harbour has been a general lack of financial resources intended to support improvements to the harbour facility. Over the past ten years the federal government has ceased funding all proposed improvements that are not strictly safety related. Installation of a new breakwall or finger docks are simply not eligible for funding by this agency due to budgeting cutbacks. A reduced federal role has forced the municipality to look elsewhere for financial partnerships.

2.5 Specific Improvements

Several improvements have been made to the harbour area since 1990 which, together with other reasons, has created a demand for future improvements and preparation of a longer term plan of action. In 1988 the area south of Harbour Park Crescent at the pier was established as a beach area, and playground equipment was purchased and installed on the parkland owned by the municipality. Since 1994 marine navigation lighting facilities were repaired and the south wall pier walkway was capped with new cement. A new railing with openings to future docking facilities was installed. The inner harbour area was dredged in 1995 to facilitate boat movement in the harbour area in general as well as to and from the private marina.

Several improvements to the harbour area were undertaken during the summer of 1996 in conjunction with the Region of Durham as part of their establishment of a new sewage pumping station now situate on a portion of the harbour parking lot. The following improvements were implemented:

- installation of a second boat ramp;
- installation of new retaining walls adjacent each of the boat ramps to prevent shoreline erosion;
- recapping and stabilization of the pedestrian crib between the boat ramps;
- installation of two in-ground conduits for hydro and gasoline;
- installation of a sewage pumpout line with a manhole at the harbour's edge;
- removal of grass and shrubs on top of the bank; and,
- repaving of a portion of Harbour Park Crescent and the parking area.

The Beaverton Lions Club has initiated construction of a walkway within the Township parkland adjacent the central business district during 1996. The first leg of the walkway was officially opened in November, 1996.

The installation of these works and facilities has generated further public interest to undertake future improvements to the harbour facility.

2.6 Staff Report 96-PL-06

Given the number of improvements that have been undertaken, the role of the Region in the harbour area, and previous studies/plans prepared, Council authorized municipal staff to

prepare a report intended to summarize all improvements proposed over the past 10-20 years.

Staff Report 96-PL-06, presented on February 26, 1996, recommended the establishment of a harbour working group subcommittee to prepare a long-term development plan for the area. This report recommended that the committee members selected represent a cross-section of interests in the harbour in order to develop and plan for the area in a comprehensive manner. The overall purpose was to develop a plan which would respond to resident interests and promote the area as a tourist node.

3. Public Participation

3.1 Introduction

Report 96-PL-06 recommended that public participation in the creation of a development plan was critical for the successful implementation of the plan's goals, objectives, and specific actions. It was recognized that the municipality could proceed independently but that it was advisable to solicit and cooperate with members of the public. There was also recognition that, since new parties (financial and otherwise) were to be found, public participation was deemed to be a necessity.

3.2 Public Meeting - April 24, 1996

The first step undertaken to solicit public input was the hosting of a general public meeting on April 24, 1996. All property owners within the harbour and those with lots backing onto the river east to the dam were specifically invited. In addition, a number of government and private agencies were invited to attend as well. Further, an article was placed in the local newspapers outlining the purpose of the meeting and to invite all interested persons to participate.

Following a presentation of the municipality's intentions with respect to a harbour development plan, the public was invited to submit their name for consideration of Council in the establishment of a Working Group Subcommittee. This subcommittee would be responsible to manage and create a development plan with staff input. Eighteen persons representing a variety of interests with respect to the harbour submitted their name for consideration.

3.3 Working Group Subcommittee

A twelve-member working group was selected by a subcommittee of Council and confirmed on May 13, 1996. In addition to three members of Council, nine members of the public were selected. The committee represents the following interests: boathouse owners, Wellington Street residents, Simcoe Street residents, the marina, harbour business interests, the chamber of commerce, Thorah Island, the homeowners' association, and one resident-at-large.

The Working Group Subcommittee met a total of five times in the preparation of this development plan. Another general public meeting/open house was held on February 11, 1997, in order to present the plan and to obtain public input. The plan was also circulated to various interest groups in the community to solicit their input prior to finalization.

4. Relevant Planning Documents

4.1 Regional Official Plan

The Regional Municipality of Durham's Official Plan sets forth a long-term direction for the growth and development of the Region in terms of its urban and rural areas. Included in this plan are general policy directions for the continued residential, industrial, commercial, and recreational development in a manner which complements existing communities and respects the natural environment. This plan also provides direction for the improvement of the Region's economic base inclusive of employment opportunities (i.e., tourism, etc.).

Several goals and directions found in the plan are applicable in the consideration of a development plan for the harbour area. It is intended that residents and visitors will live in harmony with the natural environment and heritage of the Region, to develop the Region to its economic potential and increase job opportunities, to create liveable urban environments for the enjoyment of present and future residents, and to provide opportunities for a variety of cultural, health and community services.

Specifically, the waterfronts of the Region, inclusive of the Beaverton and Thorah Island harbours, are to be protected, sustained and enhanced as major and vital components of the Region's natural, built, and cultural environments. This goal is further elaborated upon in that waterfronts are to be protected for their special natural and scenic features, their role as a predominant landscape element, and the recreational opportunities that they facilitate.

Other policies relevant to this plan indicate that all waterfronts are intended to be developed as a "people place" and that the provision and maintenance of public access to the water is important. Further, the importance of the Trent-Severn Waterway as a recreational and tourism resource should not be underestimated.

These general and specific policies relating to the waterfronts in the Region are particularly relevant in the preparation of a development plan for the harbour area of Beaverton given its competing land uses, present administrative changes underway, its location relative to Thorah Island and the Trent-Severn Waterway, as well as the development plan's underlying principle to promote the area as a "people place" consistent with the Regional Official Plan.

4.2 Township Official Plan

The Township's Official Plan provides greater detail than that of the Regional Plan with respect to specific areas of the municipality. One of the stated goals of the Township's economic development policies is to specifically encourage the development of Beaverton as a tourist centre due to its location on Lake Simcoe. In addition, the majority of those lands forming the study area of this development plan, are designated as Open Space. This designation provides that such areas be used for passive/recreational uses and that certain

elements of the environment be preserved for their local significance. In addition, the Official Plan specifically encourages Council to develop access along valley lands to provide linkages between open space areas and other land uses. A linkage between the central business district and the harbour is specifically promoted within the Official Plan.

As in the case of the Regional Official Plan the preparation of a development plan for the harbour area is not inconsistent with the general policy direction found in the Township Official Plan. The preparation of a development plan which serves to recognize and promote the harbour area would appear to be consistent with the approach contained in each of the relevant Official Plans and would, therefore, appear to implement the goals and intent of each plan.

4.3 Approval Procedures

Specific improvements that may be undertaken within the harbour area may require the approval of external agencies to ensure that such works are environmentally viable. Presently, any works undertaken on federal lands only require the approval of this agency, as provincial agency requirements are not applicable unless adopted by the federal government. At such time as the municipality assumes responsibility for these lands, each of the provincial agency requirements will have to be complied with together with the procurement of relevant permits, etc.

In addition, regardless of what is recommended within the harbour development plan, any proposed improvements will require the approval of the municipality prior to their commencement irrespective of the manner in which it is financed.

5. Harbour Development Plan

5.1 Introduction & Format

Section Two of this document outlined the rationale for the creation of a development plan to address this unique facility within the municipality. The purpose of the development plan is to provide decision-makers and members of the public with a comprehensive plan which establishes a concise goal supported by a number of objectives which serve to implement and support the stated goal. Under each of the objectives identified, a series of specific actions are noted which, in turn, assist the community to achieve each objective and, collectively as a whole, to meet the goal.

The most difficult part of a development plan is its implementation which serves to identify those partners who will be responsible for each action's implementation. Timing of implementation is also difficult given the severe cutbacks in municipal and senior government funding. In certain cases the community as a whole will be relied upon for implementation of certain actions identified by the Working Group in the plan's preparation.

The following outlines the stated goal and objectives of the harbour development plan together with a few explanatory comments with respect to the inclusion of the goal and objectives.

5.2 Goal Statement

"The harbour and surrounding area shall be developed and promoted as a quaint but vibrant safe people place for residents and tourists alike which uses its land and resources wisely and which respects the environment."

This goal statement is a concise reflection of the objectives identified for the continued improvement and enhancement of the harbour area. It reflects the community desire to develop the harbour as a vibrant locale which attracts tourists and residents but which remains quaint and attractive. The stated goal promotes the wise use of the existing land base to ensure optimum use. Above all, the harbour area is to continue to respect the natural environment.

5.3 Objectives

- 5.3.1 "The harbour shall be promoted to residents and tourists alike as a "people place" intended to be enjoyed for its activities and events offered as well as its natural setting on Lake Simcoe."

The intent of this objective is that the harbour area should be promoted for its natural amenities being adjacent Lake Simcoe and the abundance of parkland in the area. In addition, the harbour area should also be promoted for its activities which are offered (i.e., ice fishing and numerous summer activities).

Promotion of the harbour is not exclusively devoted to tourists; the objective recognizes that the harbour is to be promoted to residents of the municipality as a resource unlike other natural features. While a vibrant facility is envisioned (i.e., people place) care is to be taken to ensure that its charm and unique attributes are preserved.

- 5.3.2 "The health and safety of all residents and visitors to the harbour area is of paramount concern."

This objective is reasonably self-explanatory. Any development within the harbour area must ensure that it is planned, executed and completed in such a manner that it does not pose a threat to the health of the residents and visitors. In addition, the harbour area should be perceived as an area which is safe and can be visited by all persons without their safety being compromised.

- 5.3.3 "Existing permanent facilities and practices within the harbour shall be rationalized to ensure the optimum use of land."

Presently, there is a limited land base available for harbour development which is compounded by a number of interests competing for use of the land. The acquisition of additional land is not a realistic or foreseeable option in the short-term; therefore, this objective serves to promote the best use and organization of existing facilities, inclusive of the Fairgrounds, to ensure that all harbour area users are accommodated. Ensuring that all harbour area patrons are accommodated assists in the promotion of the area as a whole.

- 5.3.4 "The ongoing beautification of the harbour shall be an important consideration in future improvements."

The creation of a liveable and attractive harbour area which appeals to both residents and tourists is an important and worthwhile objective which specifically complements the stated goal. Future improvements to the harbour area should incorporate measures which serve to complement and beautify its scenic location as it is these improvements which are remembered by residents and visitors alike. It also assists in the promotion of the area as an attractive destination point.

- 5.3.5 "Future harbour activities, opportunities, and capital works projects shall be explored to improve the harbour's potential market share."

This objective recognizes the strategic location which the harbour enjoys both on land and on water. Its location relative to other destinations on Lake Simcoe, Lake Couchiching, and the Trent-Severn Waterway ensures its place as a destination for boating traffic.

Expansion of the harbour's market share is dependent on undertaking future improvements and activities which places it in the "hub" relative to its geographic surrounding. As in the other objectives identified, its purpose is to attract potential visitors and tourists as opposed to being ignored in favour of other destinations.

Similarly, improvement of its market share is equally important for land based tourism to provide another unique and attractive destination point within the municipality. The purpose is not to compete with other established communities; rather, to provide alternative choice for visitors and residents alike.

5.3.6 "Every reasonable effort shall be made to improve and enhance the quality of the natural environment of the harbour."

This objective seeks to ensure that the quality of the natural environment is improved and enhanced regardless of the improvements and activities contemplated. Maintenance of a high quality environment is a desirable objective which serves to promote the harbour as a destination point which can be enjoyed by residents and tourists to the area.

5.4 Actions & Responsibilities

The following pages identify each objective together with a series of actions which serve to implement the stated objective. The party(ies) identified to implement each action is noted on the grid as having a primary (P) or secondary (S) role in the implementation.

The reader should note that the party(ies) responsible for implementation of each action is not absolute; rather, it is an indication of the most logical agency(ies) as identified by the Harbour Subcommittee Working Group. Those individuals, groups, or other agencies not identified are certainly not precluded from attempting to implement any of the noted actions. In many cases, as noted, it is expected that a number of agencies will be involved in the implementation of each of the actions identified.

Figure 2, following page 20, illustrates a selected number of improvements identified on the tables. Certain improvements will require the preparation of detailed design drawings to permit them. It is anticipated that these drawings would be prepared at such time as funds permit implementation.

5.4 ACTIONS & RESPONSIBILITIES		GOAL RANGE (Short/Long Term)	Township of Brock	Region of Durham	Provincial Government	Federal Government	Chamber of Commerce	Service Clubs	Conservation Club	Private Business	Landowners	Homeowners' Association	Beautification Committee	Boaters	Fair Board/ Ball Board	Lake Simcoe Region Conservation Authority	Other
ACTIONS																	
Objective #1: The harbour shall be promoted to residents and tourists alike as a "people place" intended to be enjoyed for its activities and events offered as well as its natural setting on Lake Simcoe.																	
1.1	Install signage on various highways to advertise the existence of Beaverton Harbour (Highway 12, 48, 7 & 12) among other amenities.	Med.	P		S		S										
1.2	Install signage on/adjacent the Trent-Severn Waterway, promoting Beaverton Harbour as an attractive destination to boaters. Emphasis on promoting businesses in Beaverton to boat traffic should be made.	Med.	S			S	S			P							
1.3	Advertise harbour facility on "Beaverton" billboard located on Highway 12/48 south of the Argyle Road.						P			P							
1.4	Install "Government of Canada/Province of Ontario" harbour signs on sign posts at Argyle Road and major highway intersections (Highway 48/Brock 17; Highway 48/Durham 23; Highway 12 & 48 north and south, etc.).	Short	S	S	P												
1.5	Install directional signage in Beaverton's central business district to promote the harbour.	Med.	P				S						S				
1.6	Install new rate sign at the harbour.	Short	P			S											
1.7	Create a directory of available services in Beaverton specifically targeted to the boater.	Short					P			S							
1.8	Incorporate harbour facilities/amenities within the Township of Brock brochure and promote same within Region of Durham tourist publications.	Short	P	S													

[illegible]

5.4 ACTIONS & RESPONSIBILITIES						
ACTIONS	GOAL RANGE (Short/Long Term)	Township of Brock	Region of Durham	Provincial Government	Federal Government	Chamber of Commerce
						Service Clubs
						Conservation Club
		P	P	P	P	Private Business
						Landowners
						Homeowners' Association
						Beautification Committee
						Boaters
						Fair Board/ Ball Board
						Lake Simcoe Region Conservation Authority
						Other
Objective #1: The harbour shall be promoted to residents and tourists alike as a "people place" intended to be enjoyed for its activities and events offered as well as its natural setting on Lake Simcoe.						
1.9 Supply Region of Durham Tourism Department with lists of all businesses operating within the harbour (ice-fishing operators, fishing charters, etc.).	Short	S	S			P
1.10 Establish and promote special events and festivals at the harbour (Bass fishing/ice-fishing derbies, day trips, etc.).	Short/Med.	S	S			P P
1.11 Promote harbour facilities in other private/public publications.	Short - Med.			P	P	P
1.12 Install "Welcome to Beaverton" sign at the end of the pier.	Short	P			S	

5.4 ACTIONS & RESPONSIBILITIES		GOAL RANGE (Short/Long Term)	Township of Brock	Region of Durham	Provincial Government	Federal Government	Chamber of Commerce	Service Clubs	Conservation Club	Private Business	Landowners	Homeowners' Association	Beautification Committee	Boaters	Fair Board/ Ball Board	Lake Simcoe Region Conservation Authority	Other
Objective #2: The health and safety of all residents and visitors to the harbour area is of paramount concern.	ACTIONS																
	2.1 Enforce vehicular and boat traffic speed limits within the harbour area.	Short		P	S	S											
	2.2 Purchase a "speed limit" stamp for use in the issuance of boat launching receipts.	Short	P														
	2.3 Refurbish timber boat bumpers along north and south walls of harbour.	Short	P			S											
	2.4 Monitor depth of channel in the inner and outer harbour and dredge where and when necessary.	Short/ Med.	P			S											
	2.5 Mark location of sand bars and other hazards.	Short/ Med.	P			S											
	2.6 Enforcement of no parking on Harbour Park Crescent and of dogs/animals running at large in the area.	Short/ Med.	P	P													
	2.7 Place additional garbage receptacles in the harbour area.	Short/ Med.	P				S	S		S			S				
	2.8 Coordinate Thorah Island garbage pick-up with mainland garbage pick-up.	Short/ Med.	P							S							
	2.9 Install "guide rail" alongside the north and south breakwall to separate pedestrian and vehicular traffic.	Med.	P			S	S	S		S							
	2.10 Refurbish washroom building inclusive of walls and install showering facilities.	Short/ Med.	P				S	S		S							
	2.11 Remove derelict vehicles from Thorah Island Harbour area.	Short/ Med.	S								P						
	2.12 Investigate traffic movement in the inner harbour area.	Short	P														

5.4 ACTIONS & RESPONSIBILITIES		GOAL RANGE (Short/Long Term)	Township of Brock	Region of Durham	Provincial Government	Federal Government	Chamber of Commerce	Service Clubs	Conservation Club	Private Business	Landowners	Homeowners' Association	Beautification Committee	Boaters	Fair Board/ Ball Board	Lake Simcoe Region Conservation Authority	Other
Objective #3: Existing permanent facilities and practices within the harbour shall be rationalized to ensure optimum use of the land available.																	
ACTIONS																	
3.1	Designate parking areas for visitors, launchers of boats, Thorah Island residents, ice hut operators and visitors.	Short	P	S						S	S						
3.2	Eliminate parking of vehicles and boat trailers on the hill south of boat launching area.	Med.	P	S						S							
3.3	Initiate discussions to provide additional parking facilities on Fairgrounds property.	Short/ Med.	P												S		
3.4	Create parking facilities on north side of harbour on Wellington Street.	Med.	P								S						
3.5	Designate and sign 1-2 boat slips for boat launching only and designate docking facilities for Thorah Island residents (ongoing).	Short/ Med.	P														
3.6	Relocate garbage disposal from Thorah Island to the Wellington Street side of harbour area.	Med.	P							S							
3.7	Relocate washroom facility from top of hill to the parkland to create a more attractive sitting area/open space above the pumping station.	Long	P				S	S	S	S							

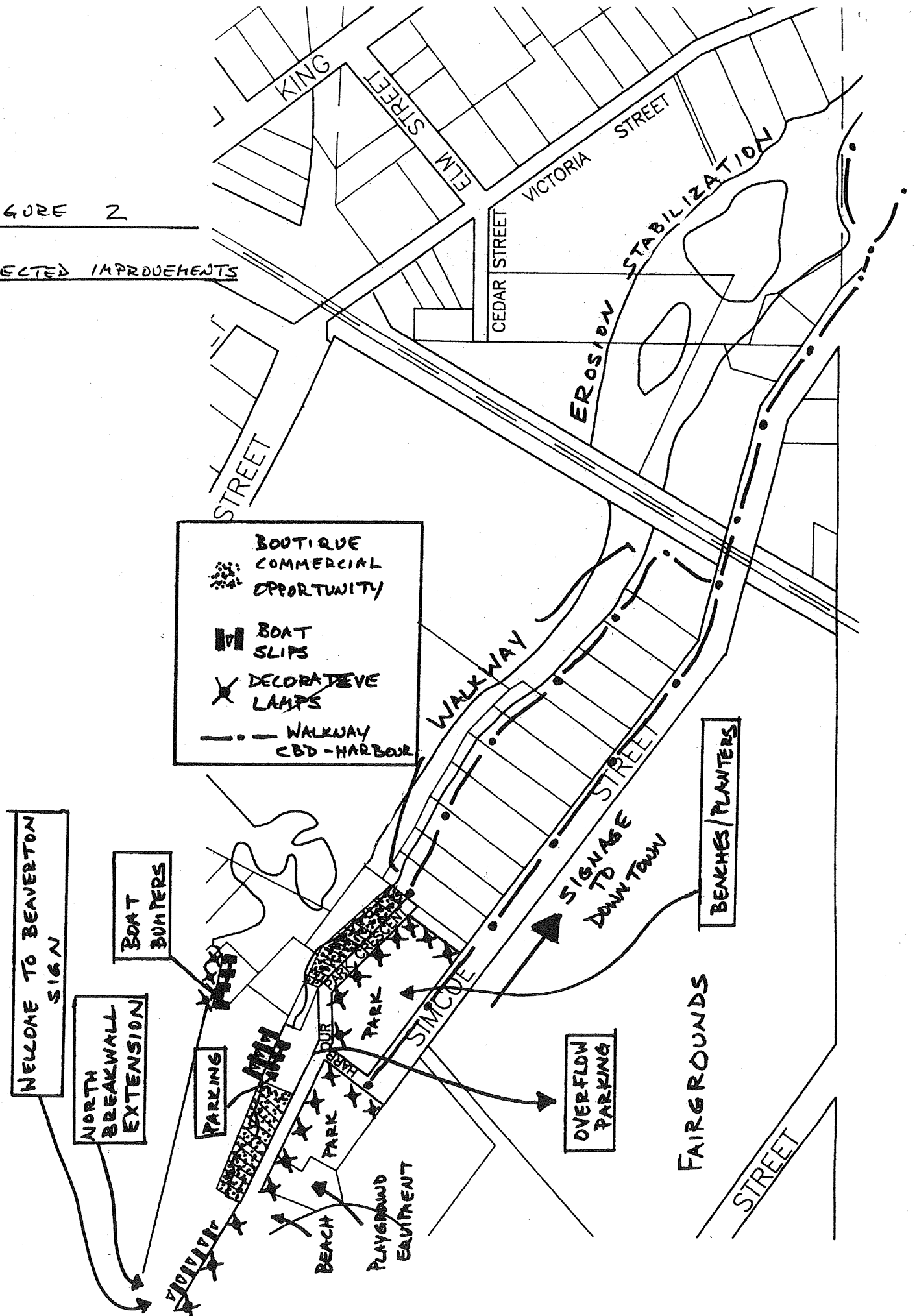
5.4 ACTIONS & RESPONSIBILITIES		GOAL RANGE (Short/Long Term)	Township of Brock	Region of Durham	Provincial Government	Federal Government	Chamber of Commerce	Service Clubs	Conservation Club	Private Business	Landowners	Homeowners' Association	Beautification Committee	Boaters	Fair Board/ Ball Board	Lake Simcoe Region Conservation Authority	Other (Horticultural Society)
Objective #4: The ongoing beautification of the harbour shall be an important consideration in future improvements. ACTIONS	4.1	Install decorative lamp posts/lighting on the south pier.	P					S		S			S				
	4.2	Place benches/planters adjacent the north and south walls of the inner harbour from the restaurant to the boat launch ramp.	P				S	S		S			S				
	4.3	Incorporate an attractive walkway (e.g., interlocking brick) adjacent the north and south walls of the inner harbour.	P				S	S		S							
	4.4	Decorate the north and south breakwall with planters, etc. - fill planters with flowers.	P				S	S		S			S				S
	4.5	Establish harbour pedestrian path (bollards - greenspace, etc.) throughout harbour area enroute to central business district.	P				S	S	S	S	S	S					
	4.6	Establish guidelines for placement of minnow cribs.	P			MNR S											

5.4 ACTIONS & RESPONSIBILITIES																	
Objective #5: Future harbour activities, opportunities and capital works projects shall be explored to improve the harbour's potential market share.																	
ACTIONS																	
	GOAL RANGE (Short/Long Term)	Township of Brock	Region of Durham	Provincial Government	Federal Government	Chamber of Commerce	Service Clubs	Conservation Club	Private Business	Landowners	Homeowners' Association	Beautification Committee	Boaters	Fair Board/ Ball Board	Lake Simcoe Region Conservation Authority	Other	
5.1	Construct a walkway from the harbour area to the central business district of Beaverton.	Long	P			S	S	S	S	S	S						
5.2	Extend the north pier into Lake Simcoe to provide additional protection to the area.	Long	P	S	S										S		
5.3	Install finger docks on the south pier to provide additional docking facilities.	Long	P						P								
5.4	Establish a tourism office at the harbour (in conjunction with harbourmaster office) to promote Beaverton and the Township.	Long	S	S	S	P											
5.5	Purchase and install a sewage pump-out for boating traffic as well as fresh water facilities for boaters.	Med.	P						P								
5.6	Install and manage new gasoline facilities for boating traffic.	Long	P						P								
5.7	Establish a fish-cleaning station to accommodate day-trippers and participants.	Med.					S	P	S								
5.8	Purchase additional lands north and south of harbour area to expand the facility as a whole.	Long	P	S													
5.9	Redesignate and zone additional lands to promote a harbourfront commercial/recreational facility, subject to strict municipal planning controls (e.g., architecture, massing scale and uses).	Med.	P	S					S	S							
5.10	Establish and promote boat tours to Thorah Island, Lagoon City and Casino Rama for day-trippers.	Med.							P								
5.11	Specifically promote the ice-fishing season.	Short	P	S													

5.4 ACTIONS & RESPONSIBILITIES																	
Objective #6: Every reasonable effort shall be made to improve and enhance the quality of the natural environment of the harbour.																	
ACTIONS		GOAL RANGE (Short/Long Term)	Township of Brock	Region of Durham	Provincial Government	Federal Government	Chamber of Commerce	Service Clubs	Conservation Club	Private Business	Landowners	Homeowners' Association	Beautification Committee	Boaters	Fair Board/ Ball Board	Lake Simcoe Region Conservation Authority	Other
6.1	The shoreline of the river, below the dam, shall be stabilized to prevent future erosion of the bank.	Short/ Med.	S		S				S		S					P	
6.2	The beaches, harbour and parkland area shall be regularly cleaned and maintained.	Short	P														
6.3	Improve the water quality of Lake Simcoe (ongoing).	Short Med. - Long			P											P	

FIGURE 2

SELECTED IMPROVEMENTS



5.5 Implementation

A number of guidelines have been incorporated to promote the implementation of the harbour development plan. These include:

- an ongoing commitment by the Township, as the lead agency, together with residents, community groups, and other Regional, provincial, and federal agencies to the goal/objectives/actions contained herein;
- retention of an ongoing resident/Township advisory committee which can serve as a sounding board for future harbour area proposals and coordinate volunteer efforts initiated by the community;
- establishment of a community group ("Friends of the harbour") which can solicit funding from private individuals, community and business groups, as well as assist in the promotion of the harbour area;
- promotion of various fund-raising activities which may include:
 - sale of bricks bearing donor's name for interlocking bricks;
 - incorporating name plaques on decorative light posts;
 - sale of Nevada style tickets;
 - promotion of smelt-felt and other activities for fundraising (car-on-the-ice, swim-a-thons to Thorah Island, etc.).
- promotion of good development proposals by the Township which serve to implement the goals, objectives, and actions of this plan;
- the ongoing maintenance of the harbour area by the municipality and that Works Department activities be mindful of retaining materials which can be recycled for harbour improvements (e.g., stockpiling of concrete, docks/slips removal on a regular basis).

APPENDIX A

(STAFF REPORT 96-PL-06)

The Township of Brock
Planning Department
Township Planner to the Planning Committee
Report: 96-PL-06
Date: Monday, February 26, 1996

Subject

BEAVERTON HARBOUR IMPROVEMENTS
BEAVERTON URBAN AREA

Recommendation

THAT the Planning Committee receive this report for information and that staff receive direction accordingly.

Attachment No. 1: Sources of Information
2: Correspondence from Beaverton & District Area
Chamber of Commerce
3: Improvements (Smaller & Larger)

Report

1. Background

Planning Committee, on July 31, 1995, adopted Report No. 95-PL-07 and requested staff to prepare a long term plan for the Beaverton Harbour inclusive of costs and further recommendations for the consideration of the Committee. Report No. 95-PL-07 requested permission to prepare a report intended to summarize all of the proposed improvements which have been suggested for the Beaverton Harbour over the past few years.

2. Purpose

The purpose of this report is to summarize harbour improvements from a number of written sources dating to 1983. In addition, the report summarizes oral submissions made to Council by the harbourmaster and others, as well as submissions from members of Council. A list of sources is found in Attachment No. 1.

It is important to note that this report does not attempt to present a series of recommendations for implementation as detailed cost estimates for these proposed improvements have not been obtained. In any event, recommended improvements is a matter which rests with Council subject to budget discussions. As of the date of writing I am not aware of any funds being allocated for this purpose.

3. Tourism Potential

As discussed in previous reports to Council, the Beaverton harbour is one of the most important elements in the development of a tourism strategy together with its recreational potential for Township residents. To illustrate the importance of this resource staff have consulted a waterfront development plan prepared for the Township of Assiginack located on the east side of Manitoulin Island.

The purpose of this master plan was to evaluate the suitability of existing waterfront/commercial facilities and amenities and to make recommendations for its expansion. Many of the suggested improvements for this municipality have already been suggested by residents and consultants retained for study of the Beaverton harbour (e.g. signage, advertising, parking availability, etc.).

The referenced study did suggest that "boaters, particularly cruising boaters, are constantly seeking new places to go, new attractions when they get (somewhere), and new scenery to enjoy while boating." This is an important and timely consideration for Beaverton as it represents a "new" destination point for those boaters on Lake Simcoe and the Trent-Severn Waterway. It represents an alternative to the established boating destinations of Orillia, Barrie, Georgina, and Lagoon City. However, it is my belief that harbour improvements must proceed in tandem with other sectors in Beaverton to achieve desired results. Suggested participants are noted below which could provide invaluable assistance.

4. Partners

Development of a master plan for this area requires the identification of appropriate and helpful resources, including the right persons/groups to assist Council, and identifying decision-makers. A sample listing is provided:

a) Resources

- Township staff (inside and outside)
- Beaverton Chamber of Commerce
- Beaverton Beautification Committee
- Region of Durham staff (economic development, works, planning)
- Existing businesses (both at the harbour and within the downtown core)
- Federal government - Small Craft Harbours
- Ministry of Natural Resources
- Lake Simcoe Region Conservation Authority
- Township residents
- Harbourmaster
- Service Clubs (including Horticultural Society)

b) Benefitors

- Township of Brock (through taxes, user fees, and an upgraded image as a tourist centre)
- Beaverton merchants (through increased sales)
- Township residents and service clubs
- Region of Durham

c) Decision-makers

- Township of Brock Council
- MNR/LSRCA (for certain improvements on non-Federally owned land)
- Small Craft Harbours

It is my opinion that development of a master strategic plan/statement must involve representation from these three groups if it is to be successful in its implementation. It is particularly important that stakeholders from the business community be involved (both winter and summer businesses). Without their support, implementation of any plan will be difficult.

I would also note that the Beaverton District Chamber of Commerce, through correspondence dated September 18, 1995, has expressed an interest to promote the area as a tourist destination (Attachment No. 2). Their willingness to participate in the preparation and implementation of a strategic master plan should not be ignored.

5. Proposed Improvements

Attachment Nos. 3A and 3B provide a list of proposed improvements for the Beaverton harbour and surrounding environs. The Committee should note that they are in no particular order as they have simply been collated from all of the reports and discussions prepared over the past 10 - 20 years. In addition, the division of these improvements into smaller and larger projects is arbitrary. Costs, to a large extent have not been factored in although it is reasonable to assume that installation of the north break wall is more expensive and time-consuming than installation of directional signs within Beaverton and the adjacent highways.

Some of these improvements have already been completed. These are repairs to the wall of the south pier complete with a new railing with chain-link openings for future finger docks, capping the cement on the south pier, installation of marine navigation lighting, and dredging of the inner harbour and entrance to the marina. The total cost of these improvements is in the order of \$200,000.00. In addition, importation of beach sand and park improvements on the south side of the harbour area were completed in the late 1980's in response to community and service club interest and action.

6. Future Short-term Improvements

There are certain improvements which could be undertaken in the short-term because they are either relatively cheap to implement and/or the fact that the Region of Durham is undertaking a major capital project involving excavation of the harbour area. These include installation of a sewer line to function as an out-fall from the eventual sewage/billage pump-out for boat traffic. In addition, a sheet steel retaining wall could be installed between the existing boat ramp and the first boathouse to the east in the vicinity of the Regional sewage overflow.

These two projects are particularly relevant because the Region of Durham could add these to their existing contract to construct a sewage pumping station. Following a deputation before Council, Regional staff have been requested to obtain cost estimates for these projects for Township consideration. The Committee will have to make a decision reasonably quickly as the Region's contractor will be proceeding with this project in the immediate future.

Other projects worthy of consideration in the short-term include the installation of a double-width boat ramp (in conjunction with the sheet steel retaining wall) and appropriate signage at the harbour, within the urban area, and along major highway thoroughfares. These projects are inexpensive while others are safety-related (e.g. boat ramp).

The Committee should be aware that a cost-estimate for the sheet steel retaining wall and double-width boat ramp was provided by MJW Marine Contracting Ltd. in July 1995 for \$14,878.80. In the event the Committee wishes to proceed it is recommended that additional cost estimates be obtained.

7. Financing

A number of options are available for financing those short and long term projects identified on Attachment Nos. 3A and 3B as set forth below:

a) Parkland Reserve

While the Parkland Reserve is intended to be apportioned to all parklands within the municipality the Committee could direct a certain amount toward implementing short and long term harbour improvements given this area's importance in tourism development for the municipality.

b) Federal Government

The Department of Fisheries & Oceans - Small Craft Harbours branch provides funding for safety-related improvements undertaken on their lands. It is understood that a positive response can be received for those municipalities which are committed to long-term harbour renewal and development. The amount of this Ministry's contribution is shared on a 50/50 basis which, in today's economic climate, is an outstanding contribution.

c) Public/Private Partnership

Consistent with present economic thinking the municipality could pursue a cost-sharing agreement(s) with members of the private sector. Private sector, in this context, could range from small-large companies to service clubs and community groups who could provide labour and/or financial contributions for community-based improvement projects. One issue which must be addressed in a public-private partnership is what the private sector would expect in return for their financial investment (e.g. exclusive licensing rights, profit sharing, etc.).

d) Another source of financial assistance for these improvements could materialize as a result of the municipality establishing a Business Improvement Area (B.I.A.). While the establishment of a B.I.A. can be a contentious issue, financial reserves generated through taxation could be applied in the harbour area. However, business improvements would also be required within the main centre of commerce as this is where the majority of these taxpayers are located.

8. Future Direction

The preparation of a harbour area development plan intended to outline proposed improvements, implementation, timing, and financing of same, in my opinion, requires community input and consultation if the plan's implementation is to be successful. While the municipality owns or has control of a large area within the harbour and can proceed independently, it would be advisable to solicit and co-operate with members of the public and business community to achieve the collective long-term goal: to successfully implement those improvements required to bolster and protect the harbour's tourism potential. This is of particular importance in the consideration of financing mechanisms.

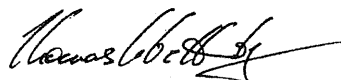
The Committee may wish to consider the following "partners" to assist in the preparation of a plan and its implementation in conjunction with the members of Council:

- the harbourmaster, due to his knowledge of the area and daily contact with those primary users of the harbour facility (at present);
- the Beaverton & District Chamber of Commerce as the representative of the business community;
- representation from one of the Service Clubs as this member of the public is likely to volunteer time and/or financial resources in the implementation of proposed improvements;
- a member of Council to liaise between this advisory committee and the political representatives of the municipality; and,
- a member of Township staff to undertake research, writing, and facilitation tasks.

The municipality would not be precluded from undertaking short-term improvements as noted above in Clause 6; however, it is recommended that an implementation/strategic plan be developed with community involvement to address longer term and more expensive improvements noted in Attachment Nos. 3A & 3B.

I trust that the foregoing will provide the Committee with sufficient information in order to generate a discussion with respect to the future of the harbour area as a tourist destination resource as part of the municipality's long term economic strategy.

Respectfully submitted,



T.G. Gettinby, MCIP, RPP, AMCT(A)
Township Planner
TGG:rg

cc. Planning File

Attachment No. 1

Sources of Information

Totten Sims Hubicki Associates
Master Planning Studies: Beaverton Harbour Park &
Port Bolster Park
November 1983

Hough, Stansbury & Woodland Limited
Manitowaning Waterfront Development Plan
Township of Assiginack
August 1989

Jos. Montgomery Consultants
Beaverton Harbour, The Past, The Present, The Future
December 1990

Totten Sims Hubicki Associates
Beaverton Commercial Area Study/Report
1990

Roy Camplin, Harbourmaster
Presentation to Council

2829/95

Hudson

Beaverton District Chamber of Commerce

412 Bay Street, Box 699, Beaverton, Ontario LOK 1A0 • (705)426-4253 Fax (705)426-4378

ATTACHMENT NO. 2

September 18, 1995

Brock Council
c/o Mr. Keith Shier, Mayor
Beaverton, Ontario
LOK 1A0

Dear Sirs;

SUBJECT: TOURISM

Beaverton, by it's proximity to Lake Simcoe, is a natural destination for vacations of Southern Ontario, and the U.S.

The resource is unlimited, but has had little development in Beaverton for several decades while other communities around Lake Simcoe have done nothing but boom in tourism over this same period.

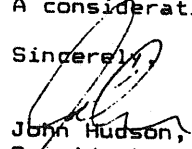
I would like the opportunity, on behalf of the Beaverton and District Chamber of Commerce, to meet and discuss a joint plan of action in areas that have potential for development in the Beaverton District, along with discussing a method to achieve this goal.

Durham Region, through it's economic development department may also have recommendations for growth in tourism.

The government of Ontario still has a financial commitment to Tourism as it also sees the growth potential for this industry.

A consideration would be appreciated.

Sincerely,


John Hudson,
President,
Beaverton & District Chamber of Commerce

Attachment No. 3A
SMALLER IMPROVEMENTS

1. Update and improve north breakwall (existing) with landscaping for appearance.
2. Pumping station for boat sewage clean-out (sewer line & machine/pump).
3. Water line for boat traffic.
4. New signage - identification, rate, regulations
 - speed limit signs
 - warning signs - rock hazard
5. Lighting south breakwall (electric in place).
6. New sheet steel piling between Mr. Brenner and the boat ramp.
7. Fish cleaning station.
8. Double-size boat ramp.
9. Sheet-steel retaining wall (North of the Galley side).
10. Move Harbourmaster shed to east (near Mr. Brenner) and decorate with planters etc.
11. Replace wooden boat bumpers in water between ramp and Galley side restaurant.
12. Dredging entrance to harbour and marina (COMPLETED).
13. Bouying harbour entrance /sand bars/markings.
14. Southwall: railings with opening to finger docks (COMPLETED).
15. Cap cement walkway on south pier (COMPLETED).
16. Proper garbage disposal on south pier.
17. Advertising of Harbour facility (Development of brochure).
18. Appropriate directional signage on highway thoroughfares and within Beaverton.
19. Marine navigation and 24 hr. lighting facilities (COMPLETED).

ATTACHMENT NO. 3B

LARGER IMPROVEMENTS

1. Establish passive walkway from harbour to CBD.
2. Construct breakwall in outer harbour.
3. Install finger-docks (inner and outer harbour).
4. New fuel tanks and scales.
5. New washrooms (upgrade with showers).
6. Establish harbourfront commercial/recreational areas on higher ground (under Township control/ownership).
7. Improve water quality.
8. Address long-term parking arrangements for fish hut operators, boat trailers, boathouse owners and provide overflow parking location.
9. Establish picnic areas and beach improvements.
10. Establish harbour pedestrian routes-bollards, paths, greenspace, and route from fairground parking to harbour area.
11. Purchase additional land north/south side of harbour to expand Township holdings.
12. Establish beach area on south side of harbour (COMPLETED).

APPENDIX B

(MINUTES - PUBLIC MEETING - APRIL 24, 1996)

(MINUTES - OPEN HOUSE - FEBRUARY 11, 1997)

CORPORATION OF THE TOWNSHIP OF BROCK
BEAVERTON HARBOUR PLANNING SUB-COMMITTEE

PUBLIC MEETING
BEAVERTON-THORAH COMMUNITY CENTRE

WEDNESDAY, APRIL 24, 1996

A Public Meeting of the Beaverton Harbour Planning Sub-Committee as formed by authorization of Resolution Number 6-7 on February 26, 1996, was held in the Beaverton-Thorah Community Centre upper auditorium on Wednesday, April 24, 1996.

PLANNING SUB-COMMITTEE MEMBERS PRESENT WERE:

Regional Councillor Terry Clayton	- Chairman
Councillor Ward 1 John Grant	
Councillor Ward 2 David Moody	

ALSO PRESENT WERE:

Mayor Keith Shier
Councillor Dan Collins

BROCK TOWNSHIP STAFF PRESENT WERE:

Planner Thomas Gettinby	
Assistant Clerk Pauline Fenton	- Recording the Minutes

Mayor Keith Shier assumed the Chair and called the meeting to order at 8:00 p.m. He extended a welcome to those of the Public present and introduced the members of the Sub-Committee as well as those of Staff in attendance.

Mayor Shier advised of the municipality's intent to attempt to determine what will occur over the long term with regard to harbour improvements.

He apologized for any misunderstanding that may have occurred as a result of a recent newspaper article and explained that there was no intent to exclude anyone from participating in the process, rather, the intent is to involve the members of the community in any decision-making process concerning harbour improvements and public input will be sought before any Council decisions are made to carry out any improvements. Council recognizes the need to promote harbour enhancement and the business community, the general public and local service clubs are encouraged to participate in terms of financing and manpower.

In order to clear up a perceived rumour, he assured the public there is no intent to remove any existing boathouses.

He noted there has been some interest expressed by certain groups in Beaverton and it is hoped that a partnership can be formed with the Region of Durham to perhaps cost-share in some improvements now that the new pumping station has been located at the harbour.

Mayor Shier concluded his remarks by explaining the rationale for forming the Planning Sub-Committee and advised that their mandate is to bring back recommendations for specific harbour improvements to Council for consideration and decision.

He then turned the meeting over to Chairman Terry Clayton, who, in turn, introduced Messrs. Mike Walters of the Lake Simcoe Region Conservation Authority and Roy Camplin, Harbour Manager as being present to respond to some questions posed which the Sub-Committee might be unable to answer. Chairman Clayton outlined the purpose of the meeting which is:

BEAVERTON HARBOUR PLANNING SUB COMMITTEE
PUBLIC MEETING (cont.)

April 24, 1996

1. PURPOSE:

- to develop a longer-term strategy for harbour improvements which can be implemented in small pieces over a long-term;
- to involve members of the community in a decision-making process which reflects what the community wants, as opposed to Council simply making decisions and proceeding without input; and
- to solicit ideas and find out whether small projects could be undertaken by the business community, general public, service clubs in terms of financing and manpower.

2. Chairman Clayton further explained the reasons why those present had been requested to participate in the meeting, namely:

- Business Owners/Chamber of Commerce are the recognized voice of business in Beaverton. Also, there is a recognition of the interest of the Chamber of Commerce in being involved in longer term harbour development which will benefit Beaverton through tourism.
- Service Clubs, by their inherent nature, represent the volunteer force of the community to finance and undertake community projects for the benefit of all parties.
- Council requires community input in order to make decisions on future harbour improvements. There is no point in undertaking improvements which are not reflective of community/business needs and desires.
- This sub-committee of Council will be requesting input from the public in order to make recommendations to Council on long-term harbour improvements (essentially, to develop an Action Plan).

3. A survey/map, outlining the ownership of lands within the Beaverton Harbour area and beyond was on display for the information of the public. The blue area depicted the lands owned by the Federal Government, as leased to the Township of Brock. The green and grey areas are owned by the municipality. The orange area is leased by the municipality to individuals with the remaining lands (coloured pink), being under private ownership.

4. PROCESS FOR IMPLEMENTING IMPROVEMENTS:

- Once improvements have been noted and decided upon, a decision/resolution of Council must be adopted to allow them to proceed.
- Depending on the nature of improvements and their location, approvals must be received from the Ministry of Natural Resources and Lake Simcoe Region Conservation Authority prior to commencing.
- Certain improvements to occur on Federal Government lands (see survey) require approval from Small Craft Harbours Branch of Fisheries & Oceans - Canada. Depending on the nature of the improvement, the Federal Government may cost-share improvements on a 50/50 basis.
- Other improvements, not meeting Federal Government criteria, or located on municipal property are not subject to funding and require the community to pay 100% of the cost.

BEAVERTON HARBOUR PLANNING SUB-COMMITTEE
PUBLIC MEETING (cont.)

April 24, 1996

5. Chairman Clayton outlined what has happened to date:

- A number of studies have been commissioned by the municipality dating back to the early 1980's. In addition, the Region of Durham completed a harbour study in 1990. These studies, together with other presentations before Council, have resulted in a number of small and large projects recommended for the harbour area.
- The following improvements (small & large) have been completed thus far:
 - The Beaverton Conservation Club has completed a bank rehabilitation project at the dam in conjunction with some property owners;
 - In 1990, the Township of Brock placed playground equipment at the harbour and rehabilitated the park;
 - The beach area established on the south side of the harbour by Service Clubs in the late 1980's;
 - marine navigation and 24-hour lighting facilities completed;
 - along the south wall, a new railing with openings for future finger docks, was completed in 1994;
 - the south wall cement walkway was capped (again in 1994);
 - the entrance to the harbour area (near the Galleyside) was dredged in 1995.

6. Chairman Clayton outlined what is proposed for 1996:

- The Conservation Authority proposes to complete the bank rehabilitation project at the dam;
- The Beaverton Lions Club is proposing to complete a walkway from the C.I.B.C. to the harbour;
- A drawing was presented of the existing boat ramp and it has been suggested that a new double boat ramp be placed to the East of the existing ramp this year as it is anticipated there will be some funding this year.
- in conjunction with the Regional project at the harbour, the municipality would like to undertake the following:
 - install a sewer line from the boat ramp area which, in the future, can be used as a sewage pump-out for boat traffic;
 - install a concrete/steel piling wall from the west side of the Bremner boathouse westerly a distance of approximately 10 feet (3 metres);
 - construct a new concrete slab boat ramp to be located east of the existing pedestrian crib to be built in such a fashion to allow larger boats to use this facility (approx. width is 12 feet (3.6 metres)).
 - within the pedestrian crib (intended to separate the two boat ramps) install large boulders and pour a cement cap to "finish" this structure.

6. Proposed Improvements (cont.)

- the municipality would also like to replace the wooden timber bumpers in the harbour along the concrete pier (north and south side).
- In addition, where possible, the municipality will attempt to secure funding from the Federal Government where appropriate.

7. Chairman Clayton advised that, as a sub-committee, the following questions will have to be addressed over the next few months, assisted by the Working Group to be formed:

- A consensus must be arrived at on future harbour area improvements;
- What projects should be completed and when (over the 5-10 years)?
- What projects could be handled financially and otherwise by the community?
- Which projects must be tendered to an outside contractor with funding assistance from other parties?

8. Who should sit on this Working Group?

- representatives of service clubs.
- business owners/Chamber of Commerce
- government agencies
- Private individuals
- other suggestions?

9. Chairman Clayton invited representatives from the Service Clubs, Business Community and Private Individuals interested in serving on the Working Group to come forward following the meeting.

10. Input was requested from the audience.

Mr. Dan Finn, representing the Beaverton-Thorah Homeowners' Association, expressed a concern over the change taking place, where smaller municipalities are taking over marine properties owned by the Federal Government. He advised there have been problems experienced by property owners in this area, due to overnight boaters, (he owns a 20-foot wide piece of property at the harbour) and a policy governing the use of the boat slips should be established. In some areas, it is highly unlikely that permanent slips can be obtained and only over-nighters are permitted. He pointed out that marina owners prefer that Government not become involved in this area. He questioned the cost of installing a second boat ramp, pointing out that as a business man, he does not deem it to be feasible to install a second ramp. He is in favour of harbour improvements in general and would support a second ramp only if a study/cost benefit analysis showed an increase in business to the town, as well as how long it would take to recoup the investment. He pointed out the lack of docking in Pefferlaw, noting that the government no longer wishes to be in the marina business.

Chairman Clayton pointed out that it is not the intention of the Township of Brock to become involved in the marina business, rather, that Beaverton be developed as a tourist town.

Mr. William Gaul, suggested that signs be prominently displayed to identify Beaverton.

Dan Finn suggested that signs be placed coming out of the Trent Canal.

Mr. Gaul indicated there is a lot of erosion occurring in front of his boathouse and a lot of boats frequent the area. He feels there is a need for police presence to enforce the speed limit.

BEAVERTON HARBOUR PLANNING SUB-COMMITTEE
PUBLIC MEETING (continued)

APRIL 24, 1996

10. continued

Mr. Roy Camplin indicated that a Beaverton sign had been placed four years ago, however, it has since been pulled down by an unknown party.

Mr. Gettinby advised that the municipality will follow up on this matter.

Mr. Vince Arsenault of Beaverton suggested that the hydrographics (mapping of the water's surface) should be changed to reflect the present shoreline. Also, the pollution of the shore line needs to be dealt with, in order to make the water front more attractive to tourists; in particular, the Wellington Street Park.

Mr. Don Bishop of Beaverton, expressed a concern over docking, indicating that the entrance to the harbour would have to be changed, otherwise, there will be serious problems when the ice breaks up each Spring.

Chairman Clayton advised that the docks would be removed by each Thanksgiving weekend.

Mr. John King of Beaverton, asked if it is our objective to attract more people to the area or just to make it more appealing to the local residents.

He was informed that the objective is to make the area more attractive to all concerned.

Mr. King asked if there are plans to beautify the North and South beach areas.

The response was in the affirmative, but it was qualified to the extent that it would be up to the Working Group to ascertain priorities.

Councillor John Grant indicated that we are at the beginning stage, which is to determine the extent of local interest in being involved in the beautification of the area and to set up a working group.

Mr. King advised that when they used to have the restaurant at the harbour, there was a sandy beach which was frequented by locals and tourists alike for picnics etc. He inquired on behalf of the residents of Thorah Island, indicating that they deserve some consideration within the harbour improvement scheme to accommodate small boats.

Mr. Vince Arsenault advised that floating docks were tried in Lagoon City and more damage was experienced than it was worth. He pointed out that Orillia has capitalized on its harbour and has an advertising program, concerning planned special events, e.g. "Christmas in June", boater's day trips, sport fishing. He suggested we should also be carrying out an advertising program that will serve to capitalize on Beaverton's attributes as a sports and recreational area in all seasons and that activities be provided for children such as junior sailing. Grants for this are available from the Ontario Sailing Association.

BEAVERTON HARBOUR PLANNING SUB-COMMITTEE
PUBLIC MEETING (continued)

APRIL 24, 1996

10 continued

Mr. Tony Rumolo, a business man in Beaverton advised that he has personally received complaints from people passing through that there is a lack of availability of gasoline, places to shop, and other facilities, thus people go elsewhere. There is a need to attract tourism to the area and especially to get people to spend some time in the area.

Ms. Anne Bastien of Beaverton, questioned the use of finger docks due to the rough waters of Lake Simcoe. Also, she suggested we should be cleaning up the beach pollution so people can swim there because the area is usually signed to prohibit swimming due to pollution.

Mr. Bill Vieveen of Beaverton has a concern regarding safety if boats are permitted to park overnight, as there will be more traffic from Wellington Street. Secondly, he mentioned the availability of the Norman Johnston property and suggested that the municipality consider purchasing same for inclusion in the harbour development. This would enable the Fairgrounds to extend down to the water. He suggested a fund-raiser would be in order for this endeavour.

Chairman Clayton indicated this suggestion could be entertained by the Working Group.

Elinor Copeland of 41 Wellington Street, Beaverton, expressed an interest and a concern in cleaning up the harbour area, but she also believes everyone around town should be endeavouring to clean up the area in order to attract people to the area. This should be a community effort. She inquired as to the identity of the black muck that seems to wash ashore and wondered if this should be cleaned up on a weekly basis by the municipality. She stated that the south side looks half-decent, but the weeds are high on the north side.

Jack Rothery, representing the Beaverton Lions Club, would like to see a walking path from the downtown area leading to the harbour that could be asphalted. The Club is interested in being involved. A suggested route was outlined by the Chairman.

Mr. Dan Finn, suggested there be a swim-a-thon from Beaverton to the island and/or perhaps a sail boat race sponsored by the Beaverton-Thorah Homeowners Association. He also suggested a poker-run as a means of attracting people to the area. He pointed out that no one sells gas past 9:00 p.m.

Mr. Don Bishop suggested that the quality of the water must be checked out.

Mr. Arsenault expressed a concern over the effect of pasturing cows on water quality.

Mr. Mike Walters, Lake Simcoe Region Conservation Authority suggested that another public meeting be arranged to address the clean-up of the beaches, as there is some grant money available as well as their environmental strategy. He indicated that not all of the problem is agricultural. A study will be done to see where the bacteria is emanating from and he will be happy to make a presentation regarding water quality.

Chairman Clayton suggested that a meeting should be scheduled and everyone would be notified.

BEAVERTON HARBOUR PLANNING SUB-COMMITTEE
PUBLIC MEETING (continued)

APRIL 24, 1996

10. continued

Mr. Bill Gaul mentioned that dogs have been allowed to run at large in the beach areas and there is dog excrement everywhere. He wondered if the Canine Control Officer visits the area.

Mr. Roy Camplin pointed out that up to \$65.00 per four persons per night could be spent in the area.

Mrs. Gayle Brunning suggested that a directory outlining what is available around the Beaverton area would be helpful in the way of services, i.e. taxis, restaurants etc.

Vern Flaherty indicated that the river should be dredged as nothing has been done in this regard since 1976 and the water is low.

Vince Arsenault inquired as to what grants are available to cover dredging costs. He advised that they used to get dredging done at no cost because they were classified a safe-haven when there was a storm.

Mr. John Longman suggested we target cleaning up and fixing up first and then proceed to do the more expensive improvements.

Mr. John Hudson of the Beaverton Chamber of Commerce suggested we should be looking at both the commercial and recreational features of the area and Lake Simcoe as a whole from the perspective of a consulting company.

Chairman Clayton advised there is no funding available from Tourism but the Economic Development Department of the Region of Durham could be approached.

Councillor David Moody explained the rationale for a Working Group.

Mrs. Gayle Brunning asked that the harbour light problem be corrected.

Councillor John Grant explained that over the past twenty years more than one study has been carried out with regard to the harbour area and the dam and it is hopeful a decision will be made concerning the dam and as a working group, these studies can be pulled and could be helpful when deliberating over the proposed improvements to the area.

Councillor David Moody encouraged participation by those in attendance on a working group if anything is to be accomplished in this endeavour.

Chairman Clayton encouraged anyone interested to please sign up following the meeting.

He requested that Mike Walters arrange for a public meeting in the same location in the very near future and that he contact those interested in attending.

He requested that Roy Camplin ensure that the light at the harbour is in working condition. Roy indicated there is an electrical fault in this light.

There being no further input, the meeting was adjourned at 9:30 p.m.

Submitted by
Pauline Fenton, Assistant Clerk

CORPORATION OF THE TOWNSHIP OF BROCK
BEAVERTON HARBOUR PLANNING SUB-COMMITTEE

PUBLIC OPEN HOUSE
BEAVERTON-THORAH
COMMUNITY CENTRE

WEDNESDAY, FEBRUARY 11, 1997

A Public Open House took place in the upper auditorium of the Beaverton-Thorah Community Centre on Wednesday, February 11, 1997, for the purpose of presenting for discussion and comment the draft Harbour Development Plan, which has been prepared by the Harbour Working Group Sub-Committee.

PLANNING SUB-COMMITTEE MEMBERS PRESENT:

Regional Councillor	Terry Clayton
Councillor Ward 2	David Moody

BROCK TOWNSHIP STAFF PRESENT:

Planner	Thomas G. Gettinby
Assistant Clerk	Pauline Fenton

HARBOUR WORKING GROUP APPOINTEES PRESENT:

Elinor Copeland	Wellington Street
Carolyn Dane	Boathouse Owner
William Gaul	Thorah Island
Dan Finn	Beaverton-Thorah Homeowners' Assoc.
John Hudson	Beaverton Chamber of Commerce
William Vieveen	Harbour Business Interest

ALSO PRESENT WERE:

Mayor	Keith Shier
Councillor	Dan Collins

ABSENT WERE:

Councillor	John Grant
Vern Flaherty	Simcoe Street
Bob Kirk	Resident-at-large
Tony Rumolo	Chamber of Commerce
Tom Tsampiras	Beaverton Marina

Mayor Keith Shier assumed the Chair, calling the meeting to order at 7:45 p.m. He extended words of welcome to those present and thanked them for attending. Appreciation was extended to Regional Councillor Terry Clayton for his part in leading the Sub-Committee/Working Group through the process required in order to come up with a list of improvements required for the development of the Beaverton Harbour area. Councillors Moody and Grant were also applauded for their efforts to this end, as were staff members Pauline Fenton and Thomas Gettinby.

PUBLIC OPEN HOUSE
HARBOUR DEVELOPMENT PLAN (CONT.)

WEDNESDAY, FEBRUARY 11, 1997

Lastly, Mayor Shier commended the working group volunteers for providing valuable input based on their knowledge of what is needed at the harbour.

The meeting was then turned over to Regional Councillor Terry Clayton, who also extended his appreciation to all who have taken part in the process and he took a few moments to introduce and ask those volunteers in attendance to stand and be recognized.

He stressed the fact that, although several parties/groups have been identified in the plan as being the logical one(s) to assume responsibility for carrying out the various improvements as special interest groups, there is no need for them to feel obligated to do so. Having said that, he asked Planner Thomas Gettinby to explain the content of the draft Harbour Development Plan to those present.

In his presentation, Planner Thomas Gettinby explained the original purpose of the plan being:

- to develop a consensus on future harbour area improvements;
- to develop a time-line as to when improvements should be undertaken; and
- to identify who should finance and undertake the identified improvements.

To this end, the sub-committee/working group met a total of five times between May and December, 1996, during which time a plan, containing a number of recommendations for the future development of the harbour over the long term, has been developed. He explained that the sheets in front of them tonight contain a total of six (6) objectives under which actions, time and the party responsible to implement the actions have been identified and it will basically be up to the various organizations to decide whether they wish to be directly involved. He indicated that the actual recommendations constitute the plan.

A coloured drawing of the harbour area was on display to identify the overall study area as being the harbour, fairgrounds, and that area which includes the dam. As well, other properties surrounding the harbour area were shown on the drawing. He outlined the development plan contents, namely:

- Introduction
- Profile of Community
- Study Area
- Property Ownership
- Harbour Activities
- Need for a Development Plan
- Role of Public Participation
- Relevant Planning Documents; and
- Approval Procedures for Improvement.

Mr. Gettinby then read the "Goal Statement" which has been established

GOAL STATEMENT

"THE HARBOUR AND SURROUNDING AREA SHALL BE DEVELOPED AND PROMOTED AS A QUAINT BUT VIBRANT, SAFE PLACE FOR RESIDENTS AND TOURISTS ALIKE WHO USE ITS LAND RESOURCES WISELY AND WHO RESPECT THE ENVIRONMENT."

**PUBLIC OPEN HOUSE
HARBOUR DEVELOPMENT PLAN (CONT.)**

WEDNESDAY, FEBRUARY 11, 1997

WHAT IT MEANS:

- Build on the harbour's present attributes of a **QUAINT PLACE** in future development initiatives; in other words, do not promote massive, large scale renovations such that the form of the area is completely changed.
- Preserve existing form - Boathouses, Parkland, Commercial, but add to it in a complementary manner.
- Re-organize certain physical attributes of the harbour in order to make the best use of the existing land base to serve all of the harbour's customers (residents and tourists)
- Promote the on-going beautification of the harbour to preserve its "quaintness" while, at the same time, promoting a vibrant "People Place".
- Improve the harbour's market share as a destination point on Lake Simcoe (relative to Georgina, Orillia, Trent-Severn)
- On-going improvement and preservation of the natural environment - land and water.

Mr. Gettinby reviewed the specific "Actions" which had been grouped under the six objectives supporting the "Goal". Following is the list of "Parties" who have been identified in the plan as being the logical one(s) to implement the improvements:

- Township
- Region of Durham
- Provincial Government
- Federal Government
- Conservation Authority
- Chamber of Commerce
- Service Clubs
- Conservation Club
- Private Business
- Landowners
- Homeowners' Association
- Beautification Committee
- Boaters
- Fair Board/Hall board

We were informed that there are 51 improvements/actions proposed by the Committee.

In his presentation concerning the plan, Mr. Gettinby also briefly covered the topics of:

- Implementation;
- On-going Commitment from Township;

**PUBLIC OPEN HOUSE
HARBOUR DEVELOPMENT PLAN (Cont.)**

WEDNESDAY, FEBRUARY 11, 1997

- Community Group Advisory Committee to serve as sounding board for future proposals and to promote the Plan's goal - solicit funding, co-ordinate volunteer efforts;
- Promotion of Fund Raising;
- Promote good development proposals by the Township (complementary to the Plan)

Chairman Terry Clayton opened the meeting up to provide an opportunity for those of the Public present to participate in a "Question and Answer Period".

JAMES WHITE, representing the Beaverton-Thorah-Eldon Historical Society stated that if the proposed walkway goes through, the Historical Society would become involved. He mentioned that he and his ancestors have owned property in the Beaverton and Thorah Island areas since the year 1821 and from a historical standpoint, having spent summers on Thorah Island, he can remember the tall boats that used to park in the boathouses and as well, the activities that used to take place at the harbour and he suggested different activities such as a race, that would promote more activity there. He mentioned the breakwall at Kingston that is constructed of tires, suggesting this idea could be implemented here. He requested that the Historical Society be kept informed of any suggestions we have in mind so that they can be involved. He mentioned that we are on the right track.

DAN FINN questioned the matter of promoting shops/business development at the harbour and wondered where this idea had arisen. He was informed that this matter came up for discussion within a meeting of the sub-committee/working group.

Mr. Finn stressed the importance of solving the parking problem, especially for trucks and trailers and he suggested there be absolutely no parking permitted except for the patrons of the restaurant. As an alternative, he suggested we look at using the fairgrounds to provide the necessary parking area. He would like to go on record as having recommended that a parking area be looked at prior to doing anything with the ball diamonds and that this area be in close proximity to the harbour. He emphasized the matter of the large amount of parking area that is required to park a trailer (either boat or snowmobile). He mentioned that the harbour is one of Beaverton's most worthwhile attributes and it should be used for events starting May 24th weekend right through until Thanksgiving weekend or even better, starting in January and in this light it is important that a marketing strategy be in place. He repeated that suitable parking is a must in order to be able to properly market this area if we are to become "destination-oriented".

JOHN HUDSON wondered concerning Patti Watson's involvement in "promoting" the harbour as a tourist place. He was informed concerning Patti's background interest in the Trent-Severn waterway as a representative of the Region of Durham Tourism Department.

BARRY GIBLIN (116 Simcoe Street, Beaverton) spoke, advising us he originated from Scarborough over a year ago. Apparently, his former neighbours visited the area and they were not very impressed because of the trash lying about in the harbour area. It was his and their perception that the reason why there is trash lying about relates to the fact that our works staff belong to the Union. He feels that if we want people to visit the area, then we will have to clean up the area.

Mr. Gettinby explained that this matter has been discussed at length several times throughout the course of our meetings with a conclusion having been reached that responsibility for keeping the area clean lies

PUBLIC OPEN HOUSE (CONT.)

WEDNESDAY, FEBURARY 11, 1997

not only with the municipality but it is also up to the landowners and people using the area to co-operate in this endeavour.

DAN COLLINS mentioned there being a lack of funding and suggested that communities should band together to get the job done. He mentioned in some areas young people are participating in programs such as "Adopt-a-Road" and he suggested we could perhaps have an "Adopt-a-Pier" program to aid in eliminating littering.

WILLIAM VIEVEEN verified, as a volunteer on the working group committee, having discussed the problem of ongoing cleanup of the area and upon observing over the winter months, he believes the Township Works Staff should undertake to clean up the area. He also made us aware of his dissatisfaction over the manner in which snow removal operations are being carried out, explaining that the new trees that have been planted are being buried in snow and this could kill the trees.

Chairman Clayton advised we will take this matter to staff for resolution. He then advised those present that comment sheets are available for further input.

In response to a question concerning the next step in the process, Mr. Gettinby explained that the Harbour Development Plan contains an "Implementation" section and one of the things suggested in the initial stage of the process was that an "Advisory Group" or a "Friends of the Beaverton Harbour Group" should be established who would liaison with Council to accomplish the recommended improvements. He advised that the draft plan has been sent out to all of the interest/service groups in the area inviting input and all comments are to be in the hands of the planner by February 28th. Once he has reviewed all input, it is possible another public meeting might have to be held, depending upon the nature and amount of new input received. Following this, a report will go to the Planning Committee for their information. Thence the plan will be placed before Council for adoption. Once adopted, it does not necessarily mean to say the plan will remain in its present form forever but will continue to evolve as times change. It is anticipated the plan will be in front of the Planning Committee and Council some time in March, 1997.

Mayor Shier explained some of the reasoning behind having the plan in place, from Council's perspective, in that any group who comes forward in the future with a view to completing a project identified in the plan would not be held up unnecessarily. He mentioned there is more interest being shown in the Beaverton area as a whole currently, and we anticipate more development over the next couple of years. Therefore, we want to have some foresight (vision) of the future, bearing this in mind.

DAN FINN indicated his approval of the concept of there being a "Friends of the Harbour Group" in place to better initiate some of the improvements.

MAY WHITE was of the opinion that more women should become involved throughout the process because they seem to contribute a lot of input. She felt as though we should be looking at fund-raising ventures, stop the studies and get busy! She also believes it most important that the parking problem be resolved, however, parking regulations for the area must be enforced.

THERE BEING NO FURTHER QUESTIONS/INPUT RECEIVED, THE MEETING WAS ADJOURNED AT 8:40 P.M.

Secretary

Chairman

APPENDIX C

(HARBOUR SUBCOMMITTEE WORKING GROUP

MEETING MINUTES)

BEAVERTON HARBOUR SUBCOMMITTEE

MEMBERSHIP

Mr. William Vieveen	-	Harbour Business Interest
Mrs. Elinor Copeland	-	Wellington Street
Mrs. Carolyn Dane	-	Boathouse owner
Mr. Bill Gaul	-	Thorah Island
Mr. Vern Flaherty	-	Simcoe Street
Mr. Tony Rumolo	-	Chamber of Commerce
Mr. Bob Kirk	-	Resident-at-large
Mr. Tom Tsampiras	-	Beaverton Marina
Mr. Dan Finn	-	Beaverton-Thorah Homeowners' Assoc.
Mr. Terry Clayton	-	Regional Councillor/Chairman
Mr. Dave Moody	-	Councillor - Ward II
Mr. John Grant	-	Councillor - Ward I

Staff

Mrs. P. Fenton	-	Assistant Clerk (recording the minutes)
Mr. R. Camplin	-	Harbourmaster
Mr. T. Gettinby, MCIP, RPP AMCT(A)	-	Township Planner

CORPORATION OF THE TOWNSHIP OF BROCK

BEAVERTON HARBOUR PLANNING SUB-COMMITTEE/WORKING GROUP

SESSION ONE

TUESDAY, MAY 21, 1996

BEAVERTON TOWN HALL

Session Number One of the Harbour Working Group appointed under the authority of Planning Resolution Number 1-12 dated May 13, 1996, was held in the Beaverton Town Hall on Tuesday, May 21, 1996.

Beaverton Harbour Planning Sub-Committee Members Present:

Regional Councillor Terry Clayton - Chairperson
Councillor David Moody

Absent:

Councillor John Grant

Brock Township Staff Present Were:

Planner Thomas Gettinby
Assistant Clerk Pauline Fenton - Recording Secretary

Harbour Working Group Appointees Present Were:

Carolyn Dane	- Boathouse Owner
Elinor Copeland	- Wellington Street
Vern Flaherty	- Simcoe Street
Bill Vieveen	- Harbour Business Interest
Tony Rumolo	- Chamber of Commerce
Bill Gaul	- Thorah Island
Dan Finn	- Beaverton-Thorah Homeowner's Association

Absent:

Bob Kirk	- Resident-at-large
Tom Tsampiras	- Beaverton Marina

Chairperson Terry Clayton called the meeting to order at 7:30 p.m. He updated the "Working Group" concerning the status of the anticipated works to be carried out at the harbour this year, as follows:

- installation of a new 12 foot wide boat ramp East of existing ramp;
- installation of a retaining wall between the new ramp and existing boathouse, to accommodate the sewer outflow pipe proposed by the Region of Durham as part of the pumping station contract;
- fill the existing pedestrian crib East of existing boat ramp with large stones and cap with cement;
- installation of two inground conduits for future hydro and gasoline source;
- cap with cement the parking lot area in front of the existing boat ramp, the pedestrian crib and new boat ramp; and
- place pressure treated lumber under the pedestrian crib on both the old and new boat ramps and dredge the river bed in front of the retaining wall to a depth of 750mm.

Costs for the above works will be shared between the Region of Durham and the Township of Brock.

Additionally, Chairperson Clayton informed the group that a communication has been received from Small Craft Harbours subsequent to the public meeting held on April 24th, in which we are advised that the Federal Government, upon reviewing their recreational harbour inventory, have concluded that the harbours would be better looked after by organizations and individuals who are more closely associated with tourism and recreation.

SESSION ONE
BEAVERTON HARBOUR SUB-COMMITTEE/
WORKING GROUP

TUESDAY, MAY 21, 1996

(continued)

In light of the above conclusion, direction has been given to conclude federal involvement with more than 800 recreational harbours across Canada within five years. The municipality is being asked to take the harbour area over completely within this time frame. Government assets will be offered sequentially to other federal agencies, provincial governments, municipal governments, local community groups and through public tender to the private sector. In taking over the harbour, the municipality would anticipate receiving some financial assistance from the federal government.

Dan Finn questioned the amount of money that has been budgeted for the works already proposed and was informed that \$20,000.00 has been set aside in the 1996 budget. Mr. Finn also mentioned the fact that dump-outs are usually located on the front or side of a boat and suggested we might want to think about where boats can be docked while works are being carried out at the harbour.

Planner Thom Gettinby outlined the ground rules governing the operation of the working group, stating that the meetings should be kept to a minimum time frame of one to one and a half hours in duration, with all meetings taking place in the Beaverton Town Hall. Minutes are to be recorded and distributed to the members of the Working Group, as well as the Sub-Committee members, ahead of each meeting. He pointed out that it is the obligation of the Working Group to liaise with other members of the public who have expressed an interest in the harbour, in order to keep them up to date with all action taken. He outlined the rationale behind the actual selection of the Working Group, stating that the members of the Group have been chosen from a cross-section of individuals who represent the whole Beaverton area, and it has been determined that all recommendations made by the group will have to go to Council for final consideration and/or approval, prior to implementation. He further explained that the mandate of the group is to assist the Beaverton Harbour Sub-Committee in developing a policy document that will be used to govern the future of the harbour. In terms of the format, it is up to the Sub-Committee to develop a master plan for the Beaverton Harbour front and in this light, the group was asked to examine an overall goal for the harbour area; i.e. to be developed as a tourist area, or one to be used by the residents only, and once a goal is established, actions/initiatives can be prepared. He advised the group that short term, as opposed to long term improvements would be considered this year, due to the works already being carried out for this year and since there is a shortage of funding available, some short-term improvements could be planned for next year, with longer-term improvements being spread over a five-year plan. Planning Report Number 96-PL-06 dated February 26, 1996 was referenced and it was indicated that previous studies/reports concerning the harbour area will be brought forth for consideration by the group to assist them in their endeavour.

Chairman Clayton indicated to the group that items such as water quality of the lake and river and the improvement of same, the walkway that has been proposed to extend from the dam to the harbour, promotion of the area as a whole, area clean-up and any other directions we can follow as a working group would probably be part of the objective of the group, however, the biggest challenges will be implementation, cost and the timing of projects within the five-year plan. He further indicated that it is hoped we can have a list of short and long-term goals determined by the next meeting. He requested input from the group in this regard, and reminded them of the suggestions contained within the minutes of the April 24/96 public meeting. The group was cautioned to bear in mind the strengths and weaknesses of the harbour area in their deliberations.

Elinor Copeland mentioned that there is a lot of junk that should be removed from the top of the dam. It was pointed out that Brock Hydro usually does this chore on an annual basis.

SESSION ONE
BEAVERTON HARBOUR SUB-COMMITTEE/
WORKING GROUP

TUESDAY, MAY 21, 1996

(continued)

Bill Vieveen pointed out that, historically, any clean-up programs undertaken by local organizations is usually a one-time deal and it would seem that ongoing maintenance should be handled by a municipal maintenance crew, although he understands there would be an ongoing cost factor involved.

Dan Finn would like to see our harbour eventually be described as being "quaint" and suggested we promote the harbour area as best we can in order to encourage boaters to launch their boats here as well as to shop in Beaverton and appropriate signage is necessary in order to do this. He feels we should be looking into having proper signage placed this summer without delay. As well, we need to be addressing the whole aspect of boat launching in relation to the parking lot as this is a serious problem at present. He wondered if signage is available from the federal government. It was indicated by Harbour Manager Roy Camplin that although parking is a problem at present, there should be an improvement in about three weeks' time due to the construction of the pumping station.

Councillor David Moody indicated he would like to see some parking taking place in the parking area at the water plant. There was a discussion regarding whether or not gravel, instead of grass could be spread in the area of the fairgrounds when the restoration work takes place.

The following list of short and long-term improvements was compiled as a result of the input received from the group:

- steps to the washroom need to be repaired.
- a sign is needed on the washroom
- install showers
- suggested that two slips be designated for boat launching only
- suggested the washroom be moved to a different location and demolish the existing building
- place interlocking brick along the bank to correct erosion
- address the parking problem on the harbour side and replace with benches
- hook up/repair the lights that are continuously out - suggested the wiring to the end of the pier be made vandal-proof.
(Roy Camplin indicated we would have to consult with Parks Canada re the lighting)
- install boat bumpers
- dredging in front of the boat houses
- install signage
- possible billboard advertising on Highway 48
- place garbage cans
- look into making the fountain a workable one
- enforce a speed limit (suggested floating tire signs)

Chairperson Clayton suggested that the group be thinking of ways to fund-raise as this could be done as a working group apart from the municipality.

Dan Finn suggested that annual events such as a "Smelt Fest" could be a fundraiser. Additionally, he suggested the individual sale of bricks bearing the names of the purchasers, for installation in an interlocking brick path.

Tony Romolo suggested a Nevada Lottery be held. He was reminded they would have to apply as a group because the municipality is not permitted to hold a lottery.

Roy Camplin was requested to contact Parks Canada to determine available funding for signage.

SESSION ONE
BEAVERTON HARBOUR SUB-COMMITEE/
WORKING GROUP

TUESDAY, MAY 21, 1996

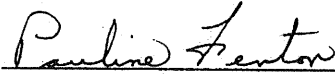
(continued)

Chairperson Clayton requested that the group be thinking about further items to be included in the list of short/long -term harbour improvements and bring these items forth at the next meeting.

It was determined that we will meet once monthly with the next meeting to be held on Tuesday, June 25, 1996 at 7:30 p.m. in the Beaverton Town Hall.

Planner Thomas Gettinby indicated he will have more information available at that meeting in the form of prior studies/harbour plans.

The meeting was adjourned at 9:30 p.m.



Secretary

Chairman

THE CORPORATION OF THE TOWNSHIP OF BROCK
BEAVERTON HARBOUR PLANNING SUB-COMMITTEE/WORKING GROUP

SESSION TWO
BEAVERTON TOWN HALL

TUESDAY, JUNE 25, 1996

Session Number Two of the Harbour Working Group was held in the Beaverton Town Hall on Tuesday, June 25, 1996.

SUB-COMMITTEE MEMBERS PRESENT WERE:

Regional Councillor Terry Clayton (Chairman)
Councillor David Moody
Councillor John Grant

BROCK TOWNSHIP STAFF PRESENT WERE:

Planner, Thomas Gettinby
Assistant Clerk, Pauline Fenton (recording the minutes)
Harbour Manager, Roy Camplin

HARBOUR WORKING GROUP APPOINTEES PRESENT WERE:

Elinor Copeland	Wellington Street
Carolyn Dane	Boathouse Owner
Vern Flaherty	Simcoe Street
Bill Gaul	Thorah Island
Bob Kirk	Resident at Large
Tony Rumolo	Chamber of Commerce
Tom Tsampiras	Beaverton Marina
William Vieveen	Harbour Business Interest

ABSENT:

Dan Finn Beaverton-Thorah Homeowners' Association

Ms. Patti Watson, representing the Region of Durham Economic Development Department (Tourism) was also in attendance.

I. CALL TO ORDER

Chairman Terry Clayton called the meeting to order at 7:40 p.m.

II. CONFIRMATION/REVIEW OF MINUTES

Resolution Number 1-2

Moved by Elinor Copeland Seconded by Bob Kirk
that the minutes of Session Number One, as held on May 21, 1996,
be adopted as typed and circulated.

MOTION CARRIED

III. ACTION/BUSINESS FROM MINUTES

A) Parks Canada Signage - Roy Camplin

Chairman Terry Clayton advised the group concerning the status of obtaining floating speed signs for the Beaverton Harbour, explaining that the Beaverton Bass Derby Committee have agreed to donate three (3) signs to the municipality.

Roy Camplin reported that the three signs have been obtained and an announcement will be made on the marine band radio concerning same. The group were further advised the signs will be removed once the docks are taken out and placed in winter storage.

SESSION TWO
BEAVERTON TOWN HALL

TUESDAY, JUNE 25, 1996

III. ACTION/BUSINESS FROM MINUTES (continued)

B) Prior Studies/Plans - Thom Gettinby

Planner Thomas Gettinby advised the group that he has in his possession three separate waterfront development plans, namely:

- 1) The Durham Region Lake Ontario Waterfront Report;
- 2) The Ajax Waterfront Management Plan; and
- 3) The Manitowaning Waterfront Development Plan.

He pointed out that these plans were too lengthy to reproduce at this time, but they are available for their perusal at any time. He encouraged them to peruse the tables of content for each of these said plans which had been provided as an attachment to this agenda for their information.

IV. STATUS OF PROPOSED IMPROVEMENTS

A) Boat Ramp/Retaining Wall etc.

Chairman Clayton advised that the proposed new boat ramp will not be installed in time for the Bass Derby, however, construction is anticipated around the first of July.

B) Old gasoline sign;

Mr. Bill Vieveen advised that the old gasoline sign is currently being sandblasted and restored by Palmer Sandblasting of Port Bolster at no cost to the municipality. It will be up to the Sub-Committee to look after the re-installation of the sign at the harbour front.

C) Speed Limit Signage (floating)
(refer to III (A) above)

Mr. Bill Gaul also suggested that "No Exit" and "No Heavy Trucks" signs should be placed in an effort to minimize the traffic along the roadway in front of the boathouses, as this roadway is quite narrow. It was also pointed out that "No Parking" signs had been requested quite a while ago.

V. HARBOUR DEVELOPMENT PLAN

A) Review Proposed Outline of Approach;

Mr. Gettinby reviewed with the group a document entitled, "GOAL/OBJECTIVES/ACTIONS, BEAVERTON HARBOUR DEVELOPMENT PLAN" in which he had incorporated all of the proposed improvements which had been previously discussed, into a number of sub-categories. He indicated that he is looking for further input respecting the proposed outline for a "Harbour Development Plan", a copy of which had also been provided to them for their information and further input. He explained that the outline listed suggested objectives/actions under category 5 that could be expanded upon and prioritized for implementation over a one to ten-year time frame.

V. HARBOUR DEVELOPMENT PLAN (cont.)

B) Action Arising from Proposed Outline:

Bill Gaul questioned whether or not the proposed "Harbour Development Plan" would be applicable to the Thorah Island Harbour as well.

Mr. Gettinby indicated that this aspect could be discussed.

It was indicated that the island residents require vehicles for transportation to their cottages on the island, however, these vehicles are not required to be licensed or insured and they are often "old clunkers" that become derelicts. It was felt there should be some policy in place to ensure these vehicles are removed by their owners when they become derelicts and this should take place within a set time frame. Roy Camplin advised the group that he has already sent a notice to the island residents requesting the removal of all derelict vehicles in aid of cleaning up the harbour area.

Elinor Copeland suggested that a bench/benches be placed at the Thorah Island Harbour for the convenience of the residents/visitors. She also wondered about the status of the meeting that was to take place with the Lake Simcoe Region Conservation Authority with respect to availability of funding to cover a clean-up of the Beaverton area beaches. Thom Gettinby explained that the Authority is attempting to finalize the number of projects they will be taking on and a meeting will take place once that has been determined. He will contact the Authority for further information.

Bob Kirk suggested that sufficient garbage containers should be placed in the harbour/beach areas and he also suggested that the tourism magazine and other publications should be utilized as promotional mechanisms in order to publicize the harbour as a place to visit.

Ms. Patti Watson, representing the Durham Region Economic Development Department (Tourism), suggested that a group called the "Friends of the Trent/Severn Waterway System be used as a marketing initiative through a 1-800-number (computer line), through which a response to any inquiries received can be sent out for a small/affordable fee. The gift shop at the Kirkfield lift lock would also be willing to display promotional materials/information on the Beaverton Harbour for free distribution. As well, the Orillia Harbour will provide information to promote the Harbour and marinas with very little expense involved; probably a small user fee to cover the cost of promotion. Patti indicated there are other ways to promote the harbour at very minimal expense.

Tony Rumolo wondered about promoting the winter season as well as the summer season because of the many activities that take place at the harbour during the winter/spring seasons, i.e. the pickerel run, the bass derby in the Spring and perhaps dog sled races in the winter. He mentioned that he had been approached by the Fair Board last winter regarding the holding of a winter carnival.

Elinor Copeland questioned the status of the clean-up of debris above the dam? She was informed that Brock Hydro are supposed to look after this and they will be contacted. She also mentioned that the chain barrier that used to be at Wellington Street park should be re-instated along with the "no parking" signs.

Councillor David Moody indicated this matter should be addressed right away as residents in the area have been requesting this be done.

V. HARBOUR DEVELOPMENT PLAN (cont.)

B) Action Arising from Proposed Outline (cont.)

There was a lengthy discussion regarding the onus of responsibility for keeping the beach areas clean and it was indicated this has always been a problem and it is not financially feasible for the municipality to continually keep these areas cleaned up.

Bill Vieveen - questioned the possibility of implementing the "Workfare" program in Brock Township and utilize welfare recipients to keep the beach areas cleaned up. He also suggested that the guard rails be painted white in an effort to spruce up the area. He mentioned the probability of there being visitors who will want to tour the village area. It was also suggested that perhaps various Township clubs such as the Boy Scouts/Cubs might be willing to volunteer to paint or clean up debris in the beach areas. Also some railway ties have been thrown in the river.

Mr. Tom Tsampiras wondered if the intent is to install finger docks to accommodate transient boaters. He is in the process of entering into discussions with a personal consultant with regard to promoting his marina and is wondering if this could tie in with promoting the village and harbour areas as well, as they impact upon one another, and he wondered about having literature placed at the marina or in a booth for public use.

Chairman Clayton indicated that finger docks will not be available until such time as the harbour breakwall is extended. Additionally, the railway ties will be removed from the river. He mentioned the possibility of billing the responsible party/ies for placing such things there.

- Other Improvements/Suggestions:

- No parking should be allowed on the North side of Wellington Street nor should it be allowed on the beach at all as this causes damage to the beach area;
- that a tourist map be placed at the harbour
- there should be some free parking at the harbour in order to attract people to visit same, however there should be a time limit i.e. 4 hours limit
- that when the chain barrier is reinstated, it should be painted a florescent colour or else reflectors should be attached to warn motorists; (Location: adjacent the boathouses)
- that we concentrate on developing an overall plan that will respond to the more critical needs as opposed to the smaller issues ;

- Timing of Plan Preparation:

Thom Gettinby advised it could take six weeks more or less to prepare the plan plus a couple of weeks would be required for the Committee to review same. He advised that Council will be on summer break during the month of August therefore, we are looking to possibly sometime in September before any plan can be ready for the Committee.

Tom Tsampiras inquired as to the availability of funding in aid of such things as erosion control. He was informed that the Conservation Authority could be a possible source, however, they are overspent respecting their 1996 budget. Mr. Gettinby advised that once a game plan is in place, a more definite approach could be made to the Ministry for assistance, however, he is of the understanding there is no money available from the Federal or Provincial Governments.

V. HARBOUR DEVELOPMENT PLAN (cont.)

Councillor John Grant suggested prioritizing the goals and periodically funding does come available and any vital projects listed in the plan could be targeted.

Elinor Copeland wondered concerning the status of stabilizing the dam. Terry Clayton advised that the municipality is involved with the Conservation Authority with respect to this proposed project.

Patti Watson stated that the Region of Durham is most interested in participating in proposed improvements and would like to be kept informed of our progress.

Thom Gettinby assured the group he will prepare a draft of the overall plan and this will be circulated to everyone in advance of the next meeting. As this exercise will take about six weeks, it was decided that the next meeting take place around the 10th of September. In the meantime, the group was encouraged to contact him if they have any further comments respecting the information already provided.

VI. OTHER BUSINESS - nil

VII. NEXT MEETING - Tuesday, September 10, 1996 at 7:30 p.m.

VIII. ADJOURNMENT

Resolution No. 2-2

Moved by David Moody that we do now adjourn at 9:30 p.m.

MOTION CARRIED

Secretary

Chairman

CORPORATION OF THE TOWNSHIP OF BROCK
BEAVERTON HARBOUR PLANNING SUB-COMMITTEE/WORKING GROUP

SESSION THREE
BEAVERTON TOWN HALL

TUESDAY, OCTOBER 8, 1996

Session Number Three of the Harbour Working Group was held in the Beaverton Town Hall on Tuesday, October 8, 1996.

SUB-COMMITTEE MEMBERS PRESENT WERE:

Regional Councillor	Terry Clayton (Chairman)
Councillor	David Moody
Councillor	John Grant (ABSENT)

BROCK TOWNSHIP STAFF PRESENT WERE:

Planner	Thomas Gettinby
Assistant Clerk	Pauline Fenton (recording the minutes)
Harbour Manager	Roy Camplin (ABSENT)

HARBOUR WORKING GROUP APPOINTEES PRESENT WERE:

Elinor Copeland	Wellington Street
Carolyn Dane	Boathouse Owner
Dan Finn	Beaverton-Thorah Homeowner's Association
William Vieveen	Harbour Business Interest

ABSENT:

Bill Gaul	Thorah Island
Bob Kirk	Resident-at-large
Tony Rumolo	Chamber of Commerce
Tom Tsampiras	Beaverton Marina
Vern Flaherty	Simcoe Street

I. CALL TO ORDER

Chairman Terry Clayton called the meeting to order at 7:40 p.m.

II. CONFIRMATION OF MINUTES Session Two - June 25, 1996

(to be distributed following this meeting for review and confirmation at the next meeting)

III. HARBOUR DEVELOPMENT PLAN

- a) Chairman Clayton explained to the group present that the draft document in front of us entitled "Harbour Development Plan", has been prepared by Planner Thomas Gettinby, who will now walk us through Sections 1 to 4 for the purpose of reviewing the content for errors and omissions and to gain any further input that should be added to these sections. It was pointed out that the requirements of the Region of Durham Official Plan have been met in this document as it now stands.

REVIEW:

- | | | |
|-----|---|--------|
| 1. | Introduction | |
| 1.1 | <u>Community Profile</u> | Page 1 |
| - | CONTENT ACCEPTED AS READ | |
| 1.2 | <u>Location of Study Area</u> | Page 1 |
| - | AMEND Line 6 to read: "as the area between Simcoe Street (south) and Victoria Street (north) from"..... | |
| 1.3 | <u>Property ownership</u> | Page 2 |
| - | CONTENT ACCEPTED AS READ | |

SESSION THREE
BEAVERTON TOWN HALL

TUESDAY, OCTOBER 8, 1996

III. HARBOUR DEVELOPMENT PLAN (cont.)

(Review of clauses 1 - 4 continued)

1.4 Harbour Area Activities

William Vieveen reminded us of the previous discussion where it had been suggested that a parking area be designated in the fairground area.

Thom Gettinby advised that the plan will be amended accordingly to include this feature. He also requested that any other activities that usually take place at the harbour be brought to his attention for inclusion in the plan.

2. The Need For A Development Plan

2.1 Introduction

Page 3

CONTENT ACCEPTED AS READ

2.2 Previous Studies

Page 3

In addition to the studies already listed, Chairman Terry Clayton brought to our attention that a Durham Region Sport Fishing Study had been carried out by Jos. Montgomery Consultants in December 1989 that should also be included in Section 2.2 as a reference document.

It was also mentioned there are booths available at certain tourism shows in which attractions and activities taking place on Lake Simcoe could be advertised (i.e. Economic Development Department of the Region of Durham). A concern was expressed that such an opportunity should be capitalized upon to the fullest potential in that whoever mans the booth should be really well informed concerning the activities that usually take place at the harbour.

Chairman Clayton advised that we have the opportunity of belonging to T.A.D.R. (Tourist Association of Durham Region) at an annual membership fee of \$60.00 per annum. He also mentioned that the Economic Development Department of the Region only actually represents a total of three municipalities, including the Township of Brock, because the other municipalities in the Region have their own economic development departments.

Councillor David Moody suggested that the ice fishermen should be responsible for promoting their own sport on a co-operative basis.

Thom Gettinby was requested to identify the fish hut operators who presently operate at the harbour. It was suggested that the Ministry of Natural Resources can also provide the statistics as to the number of water fishing activities as well.

SESSION THREE
BEAVERTON TOWN HALL

TUESDAY, OCTOBER 8, 1996

III. HARBOUR DEVELOPMENT PLAN (cont.)
(Review of Clauses 1 - 4 continued)

2.3 Recent Initiatives

Page 4

Dan Finn suggested that the word "quaint" best describes the existing boathouses and he expressed a concern that the five-year termination clause to be found within the leases held by the municipality respecting the boathouses implies there is a possibility these boathouses could eventually disappear from the scene. He wondered if this is the future intent of the municipality?

Thomas Gettinby explained that the municipality will be assuming full responsibility for the harbour in June, 1999 and all improvements would be subject to Council approval. However, all aspects of the "Harbour Development Plan" which is being designed by this group will have to be adhered to, once adopted by Council and any proposed change would be subject to public input prior to any changes taking place.

2.4 Federal Government Role

The fact that the Federal Government is planning to divest itself of its ownership of the Federally-owned harbours caused Dan Finn to question the possibility of his own lake-shore property and that of others in proximity to the harbour being affected at some future date as a result of possible changes in the zoning by-law and official plans. He wondered if the municipality could enlarge its own holdings in this way in order to alter the size of the harbour area. Also, his feeling is such that the harbour has a lot of potential for development and he hopes there will not be a lot of hard work expended on his part, only to have the outcome be to his own detriment.

Thomas Gettinby again indicated that all improvements are subject to Council approval and the opportunity for public input would be part of any process.

Councillor David Moody expressed a concern over the status of Thorah Island in relation to the "Harbour Development Plan" for the Beaverton Harbour in that it does not address the harbour on Thorah Island. Chairman Terry Clayton pointed out that a separate recreation study will have to be carried out for Thorah Island Harbour sometime in the future, as there are very distinct differences between the two harbours. Thomas Gettinby pointed out that certain elements of Thorah Island would be considered as had been discussed at previous meetings.

2.5 Specific Improvements

AMEND the first word in line seven to read "repaired" instead of "installed".

Dan Finn expressed a concern regarding the ongoing control of what will take place at the harbour once a development plan is in effect. He fears a lot of hard work and effort will be expended in the development of a plan for short term/long term improvements at the risk of other government bodies taking control of the area.

SESSION THREE
BEAVERTON TOWN HALL

TUESDAY, OCTOBER 8, 1996

2.5 Specific Improvements (continued)

Chairman Terry Clayton explained the mandate of this working group as being one who has been appointed to give direction via a development plan, not to actually control what happens once a development plan is in place. He assured the group, however, that any future changes would have to be approved by Council via zoning/official plan amendments and these applications would require public input as well.

Mr. Finn suggested that we should come up with an annual calendar of events for the harbour in order to maximize the benefits of each season to its full potential. He suggested there would have to be ongoing control over that said calendar.

Thomas Gettinby requested, as part of our purpose, that the group identify who will be responsible for implementing the plan. He further indicated he will be giving Mr. Finn's comments more consideration as the plan is being developed.

3. Public Participation Page 6

3.1 Introduction

CONTENT ACCEPTED AS READ

3.2 Public Meeting - April 24, 1996

CONTENT ACCEPTED AS READ

3.3. Working Group Subcommittee

CONTENT ACCEPTED AS READ

4. Relevant Planning Documents Page 7

4.1 Regional Official Plan

CONTENT ACCEPTED AS READ

4.2 Township Official Plan

CONTENT ACCEPTED AS READ

4.3 Approval Procedures Page 8

CONTENT ACCEPTED AS READ

- III. b) Review Development Plan (Section Five)
- Goal, Objectives, Actions Review
 - Identify Responsible Party (beside each action)

5. Harbour Development Plan Page 9

5.1 Introduction & Format

CONTENT ACCEPTED AS READ

5.2 Goal Statement

CONTENT ACCEPTED AS READ

SESSION THREE
BEAVERTON TOWN HALL

TUESDAY, OCTOBER 8, 1996

III. b) continued

5.3 Objectives Page 9

5.3.1. CONTENT ACCEPTED AS READ

5.3.2. CONTENT ACCEPTED AS READ Page 10

5.3.3. Thomas Gettinby suggested that the use of the fairgrounds could be incorporated as part of this goal.

5.3.4. CONTENT ACCEPTED AS READ Page 10

5.3.5. Dan Finn advised the group that the Trent Canal System is experiencing serious financial difficulty which has resulted in not very many people making use of the system. Apparently, they have just had their worst year in twenty-five years of operation.

Thomas Gettinby advised that a management plan is being prepared regarding the Trent-Severn Waterway System at present.

Dan Finn suggested that we would need to view a realistic study of the Trent System prior to actually promoting it.

Thom posed the following four questions to the Group for their consideration and suggested these questions be kept in mind throughout the review of the goals and objectives of the plan:

- a) Are there other goals (motherhood statement) which should be included?
- b) Is the goal statement sufficient to encompass all of the identified objectives?
- c) Are there other objectives (broad statements which support the goal) to be identified?
- d) Do the goal and actions make sense?

Dan Finn indicated he would like to see them bear in mind in their overall consideration of the plan, how difficult it is to compete in tourism and in this light we should look at the natural attributes of the harbour and capitalize upon these. He again mentioned the aspect of having an events calendar on an annual basis; a smelt fishing derby, perhaps building bleachers somewhere in the vicinity to hold concerts. He pointed out the way in which Dorset has capitalized upon the presence of a look-out tower as an example. He suggested twinning Beaverton with Beaverton, Oregon.

5.3.6 CONTENT ACCEPTED AS READ Page 11

5.4 Actions & Responsibilities Page 12

Objectives 1 to 6 inclusive

Thomas Gettinby indicated that he has a document entitled "Trent-Severn Waterway Management Planning Concept - June, 1996"

He suggested this document could be used as a model guideline to help us to determine who should be responsible for carrying

SESSION THREE

TUESDAY, OCTOBER 8, 1996

BEAVERTON TOWN HALL

III. b) continued

5.4 Actions & Responsibilities (continued)

out the various actions under the objectives identified.

William Vieveen wondered if, as a group, we should invite special interest groups to take on the responsibility.

It was felt that the Committee should be given the opportunity to spend more time considering this aspect of the plan and this part of the document could be addressed at the next meeting.

Thomas Gettinby requested that the group look at each of the actions identified under each objective and determine whether or not they are appropriate for the purpose of meeting the overall plan objectives. As well, they should identify whom they feel should be responsible to carry out the actions. He suggested agencies such as the municipality, service groups, private businesses, residents/homeowners, Federal Government, Conservation Authorities, the Region of Durham departments (Works, Economic Development), the Province of Ontario (M.T.O., MNR etc.), the Chamber of Commerce, "Friends of the Harbour" etc.

David Moody suggested that a spread sheet be prepared and sent out prior to the next meeting in order to afford the group the opportunity to identify whom they feel could best assume the responsibility for carrying out the actions under the objectives listed and this information could be brought to the next meeting for discussion.

Thomas Gettinby agreed to do this and would give the members of working group about two weeks time to go through this exercise.

There was a discussion regarding the past experience of the community in obtaining willing people to assume responsibility in a co-operative spirit with other members of the community and it was perceived that this could pose a problem.

William Vieveen stated that people will start coming back to the harbour to make use of its facilities once improvements are noted.

IV. OTHER BUSINESS

1. Carolyn Dane inquired as to the status of the floating speed signs?

This matter is to be investigated further.

V. NEXT MEETING - TUESDAY, OCTOBER 29, 1996 at 7:30 P.M.

The Minutes of June 25, 1996 were circulated to those in attendance and will be mailed out to those who were absent for adoption on October 29th.

VI. ADJOURNMENT

Resolution No. 1-3

Moved by David Moody that we do now adjourn at 9:40 p.m.

MOTION CARRIED

Secretary

Chairman

CORPORATION OF THE TOWNSHIP OF BROCK

BEAVERTON HARBOUR PLANNING SUB-COMMITTEE/WORKING GROUP

SESSION FOUR
BEAVERTON TOWN HALL

TUESDAY, OCTOBER 29, 1996

Session Number Four of the Harbour Working Group was held in the Beaverton Town Hall on Tuesday, October 29, 1996.

SUB-COMMITTEE MEMBERS PRESENT WERE:

Regional Councillor	Terry Clayton
Councillor	David Moody
Councillor	John Grant (ABSENT)

BROCK TOWNSHIP STAFF PRESENT WERE:

Planner	Thomas Gettinby
Assistant Clerk	Pauline Fenton
Harbour Master	Roy Camplin

HARBOUR WORKING GROUP APPOINTEES PRESENT WERE:

Elinor Copeland	Wellington Street
Carolyn Dane	Boathouse Owner
William Gaul	Thorah Island
William Vieveen	Harbour Business Interest

ABSENT:

Dan Finn	Beaverton-Thorah HomeOwners Association
Vern Flaherty	Simcoe Street
Bob Kirk	Resident-at-large
Tony Rumolo	Chamber of Commerce
Tom Tsampiras	Beaverton Marina

I. CALL TO ORDER

Chairman Terry Clayton called the meeting to order at 7:35 p.m.

II. CONFIRMATION OF MINUTES

Resolution Number 1-4

MOVED BY David Moody . SECONDED BY Roy Camplin
that the minutes of the 2nd and 3rd sessions of the Committee,
as held on June 25 and October 8, 1996 respectively, be adopted
as typed and circulated.

MOTION CARRIED

III. HARBOUR DEVELOPMENT PLAN

The Working Group continued in their in-depth review of the draft Harbour Development Plan as prepared by Planner Thomas Gettinby. At the October 8th Committee meeting, the review had been completed up to the end of clause 5.3.6, at which point, it had been suggested that the group be provided with handout sheets covering Section 5.4 entitled "Actions & Responsibilities" - Objectives 1 to 6 inclusive. The group had been requested to identify what parties would be responsible for implementing each action identified on the sheets that had subsequently been provided. Thomas Gettinby invited those present to review their responses systematically in order to arrive at an overall consensus of opinion, the intent being that the sheets would be amended accordingly. An informal review ensued which encompassed an item-by-item discussion of Objectives 1 to 3 inclusive. Following are some comments that were noted as part of the review:

BEAVERTON TOWN HALL

III. HARBOUR DEVELOPMENT PLAN (cont.)

5.4 Actions & Responsibilities - Page 12

Objective #1:

"The harbour shall be promoted to residents and tourists alike as a "people place" intended to be enjoyed for its activities and events offered as well as its natural setting on Lake Simcoe."

1.1 - Suggested Chamber of Commerce could provide manpower or funding. It was mentioned that John Foster of Manchester could be approached as a good contact regarding signs along the highways that would also depict other amenities of Beaverton.

1.2 - Private business should bear some responsibility for signage on the waterway because this would promote more business in Beaverton Harbour because of increased boat traffic.

1.5 - Suggested that the "Beaverton Beautification Committee" could be involved with this. William Vieveen suggested that the Chamber of Commerce which is comprised of business men, could be part of the spin-off group who could be involved in the placement of signs.

Roy Camplin wondered if there would have to be a certain criteria followed regarding size of signs.

Thomas Gettinby mentioned that the Township of Brock could perhaps plan a role in determining a unified theme/criteria in this regard.

1.6 - Roy Camplin suggested we should be able to contact the Federal Government to assist in placing a sign. It was suggested that this would be simply a rate sign

1.7 - Terry Clayton wondered if private business/Chamber of Commerce could participate in compiling the layout of the directory.

1.8 - David Moody suggested that perhaps the Federal and Provincial Government might offer free advertising. Thomas Gettinby indicated he is looking into updating the Brock brochure. Elinor Copeland suggested inclusion on the "Internet".

William Vieveen mentioned other areas who are requesting brochures containing ice fishing information.

Thomas Gettinby suggested we promote harbour facilities in other tourist publications as well as private publications.

1.9 - William Vieveen wondered about co-ordinating this effort with an official pamphlet. Thomas Gettinby indicated that we had just recently gone through the process of advertising in the tourism guide for the Region of Durham.

1.10 - It was suggested we could include the Conservation Club, Private business, Chamber of Commerce, The Township of Brock, Region of Durham and Homeowners' Association and other groups in promoting special events in the community.

David Moody suggested that there should be a co-ordinating group in the future who would co-ordinate all events taking place.

SESSION FOUR

TUESDAY, OCTOBER 29, 1996

BEAVERTON TOWN HALL

III. HARBOUR DEVELOPMENT PLAN (cont.)

5.4 Actions & Responsibilities - Page 12

Two additional Actions were added to Page 12, namely:

- 1.11 Promote harbour facilities in other private/public publications;
- 1.12 Install "Welcome to Beaverton" sign at the end of the pier.

Chairman Terry Clayton suggested that the group determine a time frame in which the actions under Objective Number One could be implemented. Please note that a goal term has been assigned to each action as shown on the amended sheet for Objective #1 which forms part of these minutes.

Actions & Responsibilities - Page 13

Objective #2

"The health and safety of all residents and visitors to the harbour area is of paramount concern."

- 2.1 There was a discussion as to police jurisdiction (Regional Police or O.P.P.) It was suggested that complaints would best come from the Committee as opposed to private individuals.
- 2.5 Delete the words "Buoy harbour entrance"
- 2.9 William Vieveen suggested there should be a guide rail on the north breakwall as well as the south breakwall to create a physical separation between pedestrians and vehicles.

Time frames were determined for actions under Objective #2 and are shown on the amended sheet which forms part of these minutes.

Actions & Responsibilities - Page 14

Objective #3

"Existing permanent facilities and practices within the harbour shall be rationalized to ensure optimum use of the land available."

- 3.1 Thomas Gettinby explained there are lots of users in the harbour area, i.e. residents, homeowners etc. so there is a lot of competition for the use of the facilities. He further explained that the Region of Durham could play a future role because the area could change drastically.
- 3.2 Thomas Gettinby indicated that it should be borne in mind this action would have to be co-ordinated with 3.1. He also indicated that private business has a responsibility to provide private parking for their customers as well.
- 3.6 Elinor Copeland mentioned we need to look at the facilities that are presently provided for unloading garbage.

Time frames were determined for actions under Objective #3 and are shown on the amended sheet which forms part of these minutes.

SESSION FOUR

TUESDAY, OCTOBER 29, 1996

BEAVERTON TOWN HALL

III. HARBOUR DEVELOPMENT PLAN (cont.)

Due to the lateness of the hour, it was decided that Objectives numbered four, five and six will be reviewed at the next meeting of the group.

IV. DATE OF NEXT MEETING

Tuesday, December 3, 1996 at 7:30 p.m.

V. ADJOURNMENT

Resolution No. 2-4

MOVED BY David Moody that we do now adjourn at 9:30 p.m.

Secretary

Chairman

5.4 ACTIONS & RESPONSIBILITIES

Objective #1: The harbour shall be promoted to residents and tourists alike as a "people place" intended to be enjoyed for its activities and events offered as well as its natural setting on Lake Simcoe.

ACTIONS

ACTIONS	GOAL RANGE (Short/Long Term)	Township of Brock	Region of Durham	Provincial Gov't.	Federal Government	Chamber of Commerce	Service Clubs	Conservation Club	Private Business	Landowners	Homeowners' Assoc.	Beautification Com.	Boaters	Fair Board/Batt Board	LSRCA (Cons. Auth.)	Other
1.1	Med.	P		S		S										
1.2	Med.	S			S	S			P							
1.3	Short					P			P							
1.4	Short	S	S	P												
1.5	Med.	P				S						S				
1.6	Short	P			S											
1.7	Short					P			S							
1.8	Short	P	S													
1.9	Short	S	S			P			P							
1.10	Short / Med.	S	S			P	P	P	P	P	P					

1.1 Install signage on various highways to advertise the existence of Beaverton Harbour (Highway 12, 48, 7 & 12) among other amenities.

1.2 Install signage on/adjacent the Trent-Severn Waterway, promoting Beaverton Harbour as an attractive destination to boaters. Emphasis on promoting businesses in Beaverton to boat traffic should be made.

1.3 Advertise harbour facility on "Beaverton" billboard located on Highway 12/48 south of the Argyle Road

1.4 Install "Government of Canada/Province of Ontario" harbour signs on sign posts at Argyle Road and major highway intersections (Highway 48/Brock 17; Highway 48/Durham 23; Highway 12 & 48 north and south, etc.).

1.5 Install directional signage in Beaverton's central business district to promote the harbour.

1.6 Install new rate sign at the harbour

1.7 Create a directory of available services in Beaverton specifically targeted to the boater.

1.8 Incorporate harbour facilities/amenities within the Township of Brock brochure and promote same within Region of Durham tourist publications.

1.9 Supply Region of Durham Tourism Dept. with lists of all businesses operating within the harbour (ice-fishing operators, fishing charters, etc.).

1.10 Establish and promote special events and festivals at the harbour (Bass fishing/ice-fishing derbies, day trips etc.)

5.4 ACTIONS & RESPONSIBILITIES

Objective #1: The harbour shall be promoted to residents and tourists alike as a "people place" intended to be enjoyed for its activities and events offered as well as its natural setting on Lake Simcoe.

ACTIONS: (CONTINUED)

1.11 Promote harbour facilities in other private/public publications

1.12 Install "Welcome to Beaverton" sign at the end of the pier

GOAL RANGE (Short/Long Term)	Short -Med.	P	1	4/1
Township of Brock		P		
Region of Durham				
Provincial Gov't.	P			
Federal Government	P	S		
Chamber of Commerce	P			
Service Clubs				
Conservation Club				
Private Business	P			
Landowners				
Homeowners' Assoc.				
Beautification Com.				
Boaters				
Fair Board/Bale Board				
LSRCA (Cons. Auth.)				
Other				

5.4 ACTIONS & RESPONSIBILITIES

Objective #2:

The health and safety of all residents and visitors to the harbour area is of paramount concern.

ACTIONS:

ACTIONS:	GOAL RANGE (Short/Long Term)	Township of Brock	Region of Durham	Provincial Gov't.	Federal Government	Chamber of Commerce	Service Clubs	Conservation Club	Private Business	Landowners	Homeowners' Assoc.	Beautification Com.	Boaters	Fair Board/Bale Board	LSRCA (Cons. Auth.)	Other
2.1 Enforce vehicular and boat traffic speed limits within the harbour area.	Short		P	S	S											
2.2 Purchase a "speed limit" stamp for use in the issuance of boat launching receipts.	Short	P														
2.3 Refurbish timber boat bumpers along north and south walls of harbour.	Short	P			S											
2.4 Monitor depth of channel in the inner and outer harbour and dredge where and when necessary.	short/med.	P			S								S			
2.5 Mark location of sand bars and other hazards.	short/med.	P			S											
2.6 Enforcement of no-parking on Harbour Park Crescent and of dogs/animals running at large in the area.	short/med.	P	P													
2.7 Place additional garbage receptacles in the harbour area.	short/med.	P				S	S		S			S				
2.8 Co-ordinate Thorah Island garbage pick-up with mainland garbage pick-up.	short/med.	P						S	S							
2.9 Install "guide rail" alongside the north and south breakwall to separate pedestrian and vehicular traffic.	Med.	P			S	S	S		S							
2.10 Refurbish washroom building inclusive of walls and install showering facilities.	short/med.	P				S	S		S							
2.11 Remove derelict vehicles from Thorah Island Harbour area.	short/med.	S								P						

5.4 ACTIONS & RESPONSIBILITIES

Objective #3: Existing permanent facilities and practices within the harbour shall be nationalized to ensure optimum use of the land available.

ACTIONS:

3.1	Designate parking areas for visitors, launchers of boats, Thorah Island residents, ice-hut operators and visitors.	Short	P	S	Regional Gov't.	Provincial Gov't.	Federal Government	Chamber of Commerce	Service Clubs	Conservation Club	Private Business	Landowners	Homeowners' Assoc.	Beautification Com.	Boaters	Fair Board/Ball Board	LSRCA (Cons. Auth.)	Other
3.2	Eliminate parking of vehicles and boat trailers on the hill south of boat launching area.	Med.	P	S							S							
3.3	Initiate discussions to provide additional parking facilities on Fairgrounds property.	Short/med.	P													S		
3.4	Create parking facilities on north side of harbour on Wellington Street.	Med.	P									S						
3.5	Designate & Sign 1-2 boat slips for boat launching only and designate docking facilities for Thorah Island residents. (ongoing)	Short/med.	P															
3.6	Relocate garbage disposal from Thorah Island to the Wellington Street side of harbour area.	Med.	P								S							
3.7	Relocate washroom facility from top of hill to the parkland to create a more attractive sitting area/open space above the pumping station.	Long	P				S	S	S	S	S							

CORPORATION OF THE TOWNSHIP OF BROCK

BEAVERTON HARBOUR PLANNING SUB-COMMITTEE/WORKING GROUP

SESSION FIVE

TUESDAY, DECEMBER 3, 1996

BEAVERTON TOWN HALL

Session Number Five of the Harbour Working Group was held in the Beaverton Town Hall on Tuesday, December 3, 1996.

SUB-COMMITTEE MEMBERS PRESENT WERE:

Regional Councillor	Terry Clayton
Councillor	John Grant (ABSENT)
Councillor	David Moody (ABSENT)

BROCK TOWNSHIP STAFF PRESENT WERE:

Planner	Thomas Gettinby
Assistant Clerk	Pauline Fenton
Harbour Master	Roy Camplin (ABSENT)

HARBOUR WORKING GROUP APPOINTEES PRESENT WERE:

Elinor Copeland	Wellington Street
Carolyn Dane	Boathouse Owner
William Gaul	Thorah Island
John Hudson	Chamber of Commerce
William Vieveen	Harbour Business Interest

ABSENT:

Dan Finn	Beaverton-Thorah Homeowners Assoc.
Vern Flaherty	Simcoe Street
Bob Kirk	Resident-at-Large
Tony Rumolo	Chamber of Commerce
Tom Tsampiras	Beaverton Marina

I. CALL TO ORDER

Chairman Terry Clayton called the meeting to order at 7:30 p.m.

II. CONFIRMATION OF MINUTES

MOVED BY Carolyn Dane SECONDED BY William Vieveen
that the minutes of the 4th session of the Committee, as held on October 29, 1996 be adopted as typed and circulated.

MOTION CARRIED

III. HARBOUR DEVELOPMENT PLAN

Chairman Terry Clayton advised those present that it is our purpose tonight to complete our in-depth review of the draft Harbour Development Plan, further to the meeting held on October 29th. To-night's review will encompass "Objectives 4, 5 and 6" inclusively. Following are some comments made as part of the review process, with the objective sheets being amended accordingly:

5.4 Actions & Responsibilities - Page 15

Objective #4:

"The on-going beautification of the harbour shall be an important consideration in future improvements."

4.2 - William Vieveen suggested that the "north" wall be included in this improvement as well as the south wall.

The aspect of the benches proposed being a potential location for future advertising by the businesses was discussed.

SESSION FIVE
BEAVERTON TOWN HALL

TUESDAY, DECEMBER 3, 1996

III. HARBOUR DEVELOPMENT PLAN (cont.)

5.4 Actions & Responsibilities - Page 15

- 4.3 There was a concern regarding the ongoing maintenance that would be entailed if an interlocking brick walkway is installed. It was decided this should read as being an "attractive walkway (e.g. interlocking brick)" and that the north wall should be included.

John Hudson mentioned that it is the intent of the Chamber of Commerce to prepare an "urban development plan". Hopefully within the next few months they will be in a position to present this plan to Council as a means of letting them know what the Chamber is planning to do in the community. He mentioned that the "Beautification Committee" is planning to place trees in the downtown area and they are fund-raising at present to do this. The Chamber is hoping this plan will be identified as being a guideline to the various organizations/agencies in determining a project that could be carried out by them. It was further pointed out that the Lions Club has done some work in placing steps at the park.

- 4.5 William Vieveen suggested that perhaps a walkway could take in the fairgrounds;
- 4.6 William Veiveen wondered if a floating minnow crib would be allowed and following a discussion, it was determined that guidelines should be established for the placement of minnow cribs.

Time frames were determined for actions under Objective Number Four and are shown on the amended sheet which forms part of these minutes.

Actions & Responsibilities - Page 16

Objective #5:

"Future harbour activities, opportunities, and capital works projects shall be explored to improve the harbour's potential market share."

- 5.4 John Hudson mentioned that in order for the Chamber of Commerce to consider moving their booth down to the harbour in order to promote tourism, they would need to be provided with statistical information, i.e. the number of boats coming into the harbour/number of visitors. He suggested this would be a long-term goal.
- 5.6 William Vieveen suggested that it would not be feasible to sell gasoline at the harbour.
- 5.9 It was suggested that we need to recognize the recreational potential of the harbour front. Thomas Gettinby mentioned that he had conducted a study of for the Beaverton Harbour several years ago. The aspect of having commercial development i.e. boutiques/shops was discussed
- Elinor Copeland mentioned that we should be further looking at the promotional value of being included on the "Internet". Thom indicated he would look into this with Patti Watson of Durham Tourism. The following additional action was suggested under Objective #5:
- 5.11 Specifically promote the ice fishing season.

SESSION FIVE
BEAVERTON TOWN HALL

TUESDAY, DECEMBER 3, 1996

III. HARBOUR DEVELOPMENT PLAN (cont.)

5.4 Actions & Responsibilities - Page 16

Objective Number 5 cont.

There was a discussion pertaining to "traffic movement" and ways that improvements could be made. It was agreed that an additional action be added as follows under OBJECTIVE NUMBER 2:

2.12 Investigate traffic movement in the inner harbour area.

Time frames were determined for actions under Objective Number 5 as well as the additional action under Objective Number 2, above and are shown on the amended sheets which form part of these minutes.

Objective #6

"Every reasonable effort shall be made to improve and enhance the quality of the natural environment of the harbour."

There was a discussion concerning "water quality" of Lake Simcoe and it was agreed that a new action be added to Objective No. 6 as follows:

6.3 "Improve the water quality of Lake Simcoe (ongoing)"

Time frames were determined for actions under Objective Number 6 and are shown on the amended sheet which forms part of these minutes.

IV. Chairman Terry Clayton advised the group that this would be the last meeting held by this group now that the review of the draft plan has been completed. He thanked everyone for their hard work and input and explained the process that will now be followed by the municipality in order to implement the recommendations made by them, which is as follows:

- Planner Thomas Gettinby will prepare a second draft of the Harbour Development Plan which will include the recommendations and input of this group;
- Draft Number Two will be provided to the Harbour Sub-Committee Working Group before the end of December for any further input following which, a report will be placed before the Brock Planning Committee in January for their information. The Planning Committee will then host another public open house sometime in February in order to obtain views from the public and interested groups who have been identified in the plan.
- Once all changes have been made, the document will be taken to Council for approval and adoption. This will probably occur sometime in March of 1997.

V. ADJOURNMENT

Resolution No. 2-5

Moved by Elinor Copeland Seconded by William Vieveen
that we do now adjourn at 10:10 p.m.

MOTION CARRIED

Refreshments were provided compliments of David Moody for our enjoyment following the meeting.

Secretary

Chairman

Objective #2:
The health and safety of all residents and visitors to the harbour area is of paramount concern.

2.1 Enforce vehicular and boat traffic speed limits within the harbour area.

- 2.2 Purchase a "speed limit" stamp for use in the issuance of boat launching receipts.
- 2.3 Refurbish timber boat bumpers along north and south walls of harbour.
- 2.4 Monitor depth of channel in the inner and outer harbour and dredge where and when necessary.
- 2.5 Mark location of sand bars and other hazards.
- 2.6 Enforcement of no-parking on Harbour Park Crescent and of dogs/ animals running at large in the area.
- 2.7 Place additional garbage receptacles in the harbour area.
- 2.8 Co-ordinate Thorah Island garbage pick-up with mainland garbage pick-up.
- 2.9 Install "guide rail" alongside the north and south breakwall to separate pedestrian and vehicular traffic.
- 2.10 Refurbish washroom building inclusive of walls and install showering facilities.
- 2.11 Remove derelict vehicles from Thorah Island Harbour area.
- 2.12 Investigate traffic movement in the inner harbour area

[illegible]

5.4 ACTIONS & RESPONSIBILITIES

Objective #4: The on-going beautification of the harbour shall be an important consideration in future improvements.

ACTIONS:

ACTIONS:	GOAL RANGE (Short/Long (Term))	Township of Brock	Region of Durham	Provincial Gov't.	Federal Government	Chamber of Commerce	Service Clubs	Conservation Club	Private Business	Landowners	Homeowners' Assoc.	Beautification Com.	Boaters	Fair Board/Bale Board	LSRCA (Cons. Auth.)	Other (Horticultural Society)
4.1	short	P					S		S			S				
4.2	short	P				S	S		S			S				
4.3	Med.	P				S	S		S							
4.4	Short	P				S	S		S			S				S
4.5	Med/Long	P				S	S	S	S	S	S					
4.6	Short	P			IMR S											

4.1 Install decorative lamp posts/lighting on the south pier

4.2 Place benches/planters adjacent the north and south walls of the inner harbour from the restaurant to the boat launch ramp

4.3 Incorporate an attractive walkway (e.g. interlocking brick) adjacent the north and south walls of the inner harbour

4.4 Decorate the north and south breakwall with planters etc. - fill planters with flowers

4.5 Establish harbour pedestrian path (bollards - greenspace etc.) throughout harbour area enroute to central business district.

4.6 Establish guidelines for placement of minnow cribs.

5.4 ACTIONS & RESPONSIBILITIES

Objective #5:

Future harbour activities, opportunities, and capital works projects shall be explored to improve the harbour's potential market share.

ACTIONS:

	GOAL RANGE (Short/Long Term)	Township of Brock	Region of Durham	Provincial Gov't.	Federal Government	Chamber of Commerce	Service Clubs	Conservation Club	Private Business	Landowners	Homeowners' Assoc.	Beautification Com.	Boaters	Fair Board/Bale Board	LSRCA (Cons. Auth.)	Other
5.1	Long	P				S	S	S	S	S	S					
5.2	Long	P	S	S	S										S	
5.3	Long	P							P							
5.4	Long	S	S	S	P											
5.5	Med.	P							P							
5.6	Long	P							P							
5.7	Med						S	P	S							
5.8	Long	P	S													
5.9	Med	P	S						S	S						
5.10	Med								P							
5.11	Short	P	S													

5.1 Construct a walkway from the harbour area to the central business district of Beaverton

5.2 Extend the north pier into Lake Simcoe to provide additional protection to the area.

5.3 Install finger docks on the south pier to provide additional docking facilities.

5.4 Establish a tourism office at the harbour (in conjunction with harbourmaster office) to promote Beaverton and the Township

5.5 Purchase and install a sewage pump-out for boating traffic as well as fresh water facilities for boaters

5.6 Install and manage new gasoline facilities for boating traffic

5.7 Establish a fish-cleaning station to accommodate day-trippers and participants

5.8 Purchase additional lands north and south of harbour area to expand the facility as a whole.

5.9 Re-designate and zone additional lands to promote a harbour front commercial/recreational facility, subject to strict municipal planning controls (e.g. architecture, massing scale and uses)

5.10 Establish and promote boat tours to Thorah Island, Lagoon City and Casino Rama for day-trippers

5.11 Specifically promote the ice fishing season.

APPENDIX D
(RELEVANT OFFICIAL PLANS)



THE REGIONAL MUNICIPALITY
OF DURHAM

OFFICIAL PLAN

SECTION 1

BASIS, GOALS AND DIRECTIONS

1.1 BASIS

1.1.1 The basis of this Plan is:

- a) the population target for the Region to the year 2021 is 970,000;
- b) over time, the density of new development will continue to increase;
- c) employment opportunities are important; and
- d) there is a two-tier planning system in the Region.

1.2 GOALS

1.2.1 The goals of this Plan are:

- a) to manage growth so that it occurs in an orderly fashion;
- b) to live in harmony with the natural environment and heritage of the Region;
- c) to develop the Region to its economic potential and increase job opportunities for its residents;
- d) to establish a wide range of housing opportunities commensurate with the social and economic needs of present and future residents;
- e) to create livable urban environments for the enjoyment of present and future residents;
- f) to provide opportunities for a variety of cultural, health and community services; and
- g) to manage the resources in the Region in an orderly, efficient and responsible manner.

i)

SECTION 14

MAJOR OPEN SPACE SYSTEM


i) 14.1 GOALS

i) 14.1.1 To establish a continuous system of open spaces that shall weave through the natural, built and cultural environments and between the urban areas in the Region to ensure ecological health and renewal and to assist in creating distinct urban areas.

i) 14.1.2 To protect significant habitats of plants, fish and wildlife within natural, built and cultural environments.

 i) 14.1.3 To provide opportunities for a variety of recreational activities.

i) 14.1.4 To protect the Oak Ridges Moraine as a unique landform containing the headwaters of the Region's major rivers and waterfronts as vital components of the Region's natural, built and cultural environments.

 i) 14.1.5 To protect, sustain and enhance waterfronts within the Region as major and vital components of the Region's natural, built and cultural environments.

i) 14.2 GENERAL POLICIES

i) 14.2.1 Regional Council shall, in co-operation with the Provincial government, the area municipalities and conservation authorities make every effort to preserve the ecological benefits of the Major Open Space System, including groundwater resources, air purification, habitats for plants, fish and wildlife, flood and erosion control, and scenic and recreational values.

i) 14.2.2 The intrusion of expanding urban areas into the Major Open Space System shall not be permitted.

i) *Referred to the Ontario Municipal Board insofar as it relates to Referral #36 on Map "A5" (R #36).*

i) 14.2.3



The main features of the Major Open Space System, particularly the Oak Ridges Moraine, valley systems and the Waterfronts, shall be protected for their special natural and scenic features, their roles as predominant landscape elements in the Region and the recreational opportunities that they facilitate. Further, linking the waterfronts with the Oak Ridges Moraine through the connecting valley systems shall be a primary objective of the continuous open space system as will be linking of the valley systems themselves. In addition, the Major Open Space System contains agriculture and farm-related uses which shall be protected as integral components of this system.

i) 14.2.4

Prior to the consideration of any development proposals in the Major Open Space System, the proponent shall provide evidence that the proposal has been designed in keeping with the intent of Section 14.2.1.

i) 14.2.5

Aggregate resource extraction activities shall not be permitted to diminish the Major Open Space System's main landscape features and their vital ecological functions.

i) 14.2.6

Regional Council shall, in co-operation with the Provincial government, area municipalities, the conservation authorities, and the private sector, identify tracts of land within the Major Open Space System for public acquisition for conservation, recreation and reforestation. This process shall promote the creation of linked trails throughout the Major Open Space System for public use.

i) 14.3

POLICIES

i) 14.3.1

Components of the Major Open Space System are designated on Map 'A' and shall consist of the Oak Ridges Moraine, Waterfronts and Major Open Space.

i) 14.3.2

The predominant use of lands in the Major Open Space System shall be conservation, recreation, reforestation and agriculture and farm-related uses with the exception that in valleylands in built-up areas, agriculture and farm-related uses are not permitted. In addition, the establishment of golf courses shall require an amendment to this Plan or an area municipal official plan and be subject to the provisions of Section 12.3.4, subsections c) to h).

i) *Referred to the Ontario Municipal Board insofar as it relates to Referral #36 on Map "A5" (R #36).*

i) 14.3.7



The waterfronts of Lake Ontario, Lake Scugog and Lake Simcoe, as designated on Map 'A', shall generally be developed as "people places" with the exception of significant natural areas which will be protected in their natural states. Each Waterfront shall be a continuous system, penetrating and linking the urban and rural areas. Where access to the waterfront is not desirable or in the public interest, Waterfront Links as designated on Map 'A' are provided.

i) 14.3.8

Waterfront development shall not negatively impact environmentally sensitive areas and wildlife habitat. These areas may be used for observation and educational purposes. As part of any development or redevelopment plan along the waterfronts, the need to protect wildlife habitat, including connections between significant natural areas as well as aquatic resources shall be addressed.

i) 14.3.9

Regional Council, in cooperation with the area municipalities and appropriate agencies, shall prepare a plan for all, or part of, the area designated Waterfront along Lake Ontario. In addition, such plan shall be included by amendment to this Plan and shall address the following:

- a) the recommendations of the Crombie Commission;
- b) opportunities for recreational and educational activities;
- c) public access to and along the waterfront;
- d) conservation and connectivity of wetlands and other significant natural areas such as wildlife habitat and forested areas;
- e) major transportation and utility routes and features;
- f) the identification of cultural heritage resources; and
- g) such other matters deemed necessary by Council.

i) *Referred to the Ontario Municipal Board insofar as it relates to Referral #36 on Map "A5" (R #36).*

i) 14.3.10 Prior to the adoption of a waterfront plan for Lake Ontario, those areas designated on Map 'A' as tourist activity nodes, recreational nodes, and marinas may be permitted to develop provided that such uses are in accordance with the provisions of this Plan, any provisions of an area municipal official plan and have regard for the recommendations of the Royal Commission on the Future of the Toronto Waterfront.

i) 14.3.11 Development within Waterfront designations shall make provision for public access to the waterfront.

i) 14.3.12 Regional Council recognizes the presence and importance of the Trent-Severn Waterway as part of the Historic Canal System and as a recreational and tourism resource. The review of area municipal official plans and development proposals adjacent or in proximity to the waterway, particularly waterfront development, will include consideration for protection and enhancement of the waterway and the comments of appropriate waterway authorities.

i) 14.3.13 In order to provide additional connections within and between components of the Open Space System, Open Space Linkages, such as the Rouge-Duffin Corridor have been identified on Map 'A'. These Linkages shall be subject to the following provisions:

- a) such Linkages shall consist of natural areas and features in order to provide for the migration of flora and fauna as well as the movement of pedestrians where appropriate;
- b) uses within and adjacent to the Linkages shall preserve and maintain the environmental features and functions of the Linkages;
- c) the location, features and policies with respect to such Linkages shall be detailed in the area municipal official plan in consultation with the Ministry of Natural Resources and respective conservation authority; and
- d) prior to the undertaking of c) above, appropriate development may proceed within these areas in accordance with this policy and to the satisfaction of the Ministry of Natural Resources.

i) *Referred to the Ontario Municipal Board insofar as it relates to Referral #36 on Map "A5" (R #36).*

OFFICIAL PLAN OF THE CORPORATION OF THE TOWNSHIP OF BROCK



totten sims hubicki associates

1.7 Waste Disposal Sites

- 1.7.1 Existing and former solid waste disposal sites are indicated on Map 4. These sites and their assessment areas (or lands within 500 m radius of the sites, where no site-related environmental information is available) shall be zoned in an appropriate zoning category permitting only agricultural uses (except for farm dwellings, other buildings and wells) and uses in existence on the date of adoption of this Plan. Prior to the Township rezoning to permit additional uses, the proponents shall:
- i) carry out such studies, to the satisfaction of the Ministry of the Environment and the Township, as they may require to show that the proposed development can safely take place. Studies of gas, leachate and hydrogeology shall be carried out by a qualified engineer; and
 - ii) obtain the written approval of the Ministry of the Environment indicating that the development satisfies the provisions of the Environmental Protection Act, R.S.O. 1980.
- 1.7.2 The construction and phasing of all development shall coincide with the control of any problem identified by the engineering studies.
- 1.7.3 Residential development shall not be permitted on areas identified as containing organic or chemical waste.

1.8 Economic Development

- 1.8.1 Council shall encourage the development of a larger commercial and industrial sector by pursuing prospective firms to locate within the municipality to create sustainable employment opportunities for its residents.
- 1.8.2 Council shall encourage commercial and industrial enterprise through the creation of a brochure which can be circulated to various firms located in larger urban centres.
- 1.8.3 Council shall encourage and promote expanded tourism opportunities with the municipality through public and private sector initiatives. In particular, Council shall encourage the development of the Beaverton urban area as a centre of tourism due to its location on Lake Simcoe.




1.8.4

Council shall instill the co-operation of Regional, Provincial and Federal governments and agencies to promote tourism resources within the municipality and shall apply for senior government funding to assist in meeting these objectives.

- OPA #2 2.5.8 Notwithstanding any other provisions in this Plan to the contrary a commercial food supermarket may be developed on the property within Part of Lot 13, Concession VI, in the Township of Brock identified in the Assessment Roll as No. 18-39-05-0-005-17400 subject to the development of the appropriate access to industrial lands behind the above identified lands.
- OPA #4 2.5.9 That until such time as a municipal water supply is provided, only "dry industrial uses" shall be permitted on the lands designated as "Industrial-Developable on Private Wells and Municipal Sewer Systems" on the east side of the Beaverton River, generally described as Part of Lot 22, Concession 12. Upon provision of a municipal water supply, this restriction shall cease to apply without amendment to this Plan. Dry industrial uses are defined as those which do not use water for washing, cooling, or processing.

2.6 Open Space Areas

- 2.6.1 Open Space Areas designated on Maps 1, 2, and 3 are comprised of parks and valley lands. These areas may be used for passive and/or active recreational uses. Some of these areas are intended for the preservation, wherever possible, of important elements of the natural environment having local significance. Where lands within Open Space Areas are determined to be hazard lands, development shall proceed in accordance with Section 1.6.1.
-  2.6.2 Council shall endeavour, wherever possible, to develop, through the acquisition of property and easements and through development and subdivision agreements, access along valley lands to link Open Space Areas with other areas and, in the case of Beaverton, the Main Central Area with the harbour area.
- 2.6.3 Council shall encourage, where feasible, the location of future recreational facilities and other community facilities as may be required within the Open Space Areas.
- 2.6.4 Where any lands included within the Open Space designations are under private ownership, it shall not be construed that these sites are free and open to the public, nor that they will be acquired by the municipality or any other authority.

