



Staff Report

Community Services – Parks & Trails

Report To: COW- Admin, Corp and Finance, SI, Comm. Services
Meeting Date: October 5, 2026
Report Number: CS.26.051
Title: Bayview Park Parking Lot Options
Prepared by: John McMullen, Manager of Parks & Trails

A. Recommendations

THAT Council receive Staff Report CS.26.051, entitled “Bayview Park Parking Lot Options”;

AND THAT Council endorse Option 1 as the preferred plan for the Bayview Park parking area;

AND THAT Council direct Community Services staff to confirm costs and coordinate the design, with costs funded from the \$80,000 approved in the 2026 budget from the Waterfront Acquisition and Development reserve fund.

B. Relationship to Strategic Plan

Objective: Community for Everyone, 2.3 Continue to create opportunities for active living, leisure, and community building.

Initiative: 2.32 Improve accessibility in Town facilities, public spaces and parks and recreation amenities.

C. Executive Summary

The Bay Street East Reconstruction project has changed the conditions at the southern edge of Bayview Park. The layby area that existed previously has been removed and there is a need to provide convenient parking in this area. The construction tender for Bay Street East proposed a large graveled area for parking. In revisiting and reviewing this proposal, Community Services is suggesting a smaller parking area with more of the park space being returned to green space.

D. Public Engagement

A public meeting or Public Information Centre was not required for this report. The Town instead sought feedback through an online survey open from September 14 to 22, 2026. The survey was promoted through the Town’s website, social media and email channels, including the Bay Street East Reconstruction project page and email list.

The Town received 181 responses. Of those, 118 respondents (65.2%) selected Option 1 and 63 (34.8%) selected Option 2. Respondents favouring Option 1 commonly cited the additional parking and the one-way circulation with separate entrance and exit, particularly for larger vehicles and events. Respondents favouring Option 2 commonly cited the preservation of waterfront green space and a smaller parking footprint.

The comments also showed interest in designs between the two presented options. Some Option 1 respondents suggested 10 to 12 spaces while retaining one-way circulation; some Option 2 respondents suggested approximately eight spaces. Respondents also raised questions about parking closer to the playground and tennis courts, the parking area's setback from the road, on-street parking, construction materials and the relative costs of the options. These themes and the full survey results are provided in Attachment 2.

The survey was open to anyone who chose to respond. Its results provide useful feedback on the proposed designs but should not be interpreted as a representative measure of all park users' preferences.

Other Issues Raised Through Online Survey

Why is the parking area set back from the road?

Several residents suggested placing parking directly beside the roadway to reduce the amount of parkland used for parking.

The parking location is influenced by the significant grade difference between the reconstructed road and the Rotary Pavilion. Parking directly beside the road would make it difficult to create an accessible route to the pavilion because of the resulting slope.

In addition, parking directly beside the road would require vehicles to reverse into or out of parking spaces across the shared pedestrian and cycling route. This would create additional vehicle and pedestrian/cyclist conflicts and would reduce the separation between parking movements and the active transportation route.

The location is also influenced by underground infrastructure and the requirements for maintaining and accessing this infrastructure.

Will street parking be permitted in this area following construction?

Street parking will not be permitted along this section of Bay Street East. The road profile and intended use of the reconstructed street do not support on-street parking.

Will the surface of the lot be gravel or asphalt?

The proposed parking area will be gravel rather than asphalt. The two accessible parking spaces will be concrete and will connect to the Rotary Pavilion by a concrete accessible pathway.

Parking elsewhere in Bayview Park

Some residents identified a need for additional parking closer to the playground and tennis courts. These parking needs are being considered separately. Parking opportunities near the playground will be accommodated on-street where permitted, and an additional public parking area is proposed at Cedar Grove following removal of the existing pole barn.

Any comments regarding this report should be submitted to [John McMullen, Manager of Parks & Trails parks@thebluemountains.ca](mailto:John.McMullen@thebluemountains.ca).

E. Background

The Bay Street East Reconstruction project included a realignment of the street and changed the conditions along the south side of Bayview Park, generally increasing the slope along the park edge. There was always a slope between the road and the Rotary Pavilion, but the slope is now steeper because the road was moved closer to the park and pavilion.

The Town is required to comply with applicable accessibility requirements when making significant changes to public spaces. This includes providing an accessible route to the Rotary Pavilion.

Because the slope is now steeper, a direct path from the road to the pavilion cannot meet these accessibility requirements. An accessible path needs a gentler slope, so the parking area needs to be lower than the road edge in order that an accessible pathway can create a suitable route to the pavilion.

The original Bay Street East construction plan included a large gravel parking area. After reviewing the project proposal and the site, Community Services is proposing a smaller parking area. This will provide the parking that is needed while allowing more of Bayview Park to remain green space.

Working with KFLA Landscape Architects, Community Services has prepared two options that provide accessible parking and an accessible route to the pavilion. Both options also aim to protect and maintain as much green space as possible while working with the grading challenges and the slope.

F. Analysis

The two options were developed to address parking, accessibility, and the changes to the grades along the south edge of Bayview Park while balancing four main considerations:

- providing an accessible connection to the Rotary Pavilion;

- providing convenient parking;
- providing safe and practical vehicle circulation; and
- retaining as much park green space as possible.

In summary, Option 1 prioritizes parking capacity and vehicle circulation, while Option 2 prioritizes retention of green space. Both options address the accessibility requirements and site grading constraints. Option 1 provides 8 more parking spaces than Option 2 and uses more of the parkland.

Both options provide 2 accessible parking spaces and a concrete accessible pathway to the Rotary Pavilion. Both options also remove portions of the existing gravel area and restore them to green space through topsoil and sod, with tree planting proposed.

The main differences are the number of parking spaces and the way vehicles enter and leave the parking area.

Option 1 – 14 Parking Spaces – Recommended

Option 1 provides 14 parking spaces, including 2 accessible spaces, with a separate entrance and exit. This creates a one-way circulation pattern through the parking area. Vehicles enter at one end, proceed through the parking area and leave at the other end without needing to turn around.

This provides greater parking capacity and a more convenient circulation pattern, particularly during busy periods and events at the Rotary Pavilion. It also provides greater flexibility for larger vehicles and vehicles loading or unloading equipment.

Option 1 uses more of the park for parking than Option 2. However, large portions of the existing gravel area would be removed and restored as green space. Planting between the road and parking area and new tree planting in the park would further improve the landscape and provide screening and shade.

Option 2 – 6 Parking Spaces

Option 2 provides 6 parking spaces, including 2 accessible spaces, and retains more green space than Option 1.

The parking area has a single entrance and exit. Vehicles entering the parking area reach a dead end and must turn around before returning through the same entrance/exit. This requires more vehicle maneuvering within a smaller area and may be less convenient for larger vehicles, pickup trucks and periods of higher parking demand.

Option 3 – Do Nothing

Under this option, the parking area identified in the issued-for-tender Bay Street East Reconstruction plans would be constructed as indicated in those plans. This would provide a larger gravel parking area and use more of the park for parking and provide less green space

than either Option 1 or Option 2. The original design would also need to be reviewed to confirm that the required accessible connection to the Rotary Pavilion can be provided.

Risks and Considerations

The primary consideration is the balance between parking capacity and retention of waterfront green space.

Option 1 provides **14 parking spaces and separate entrance and exit points**, providing greater parking capacity and more convenient vehicle circulation. The trade-off is that it uses more parkland for parking than Option 2.

Option 2 provides **6 parking spaces and retains more green space**, but requires vehicles to turn around within the parking area and exit through the same entrance. The smaller parking supply also creates a greater risk of parking demand exceeding available capacity during busy periods and events.

Both options address the accessibility and the grading challenges at the site.

Based on the site constraints, operational considerations and public input received, Community Services and KFLA Landscape Architects recommend Option 1. It provides substantially greater parking capacity and a more convenient circulation pattern while still reducing the original proposed gravel parking area and restoring significant portions of the site to green space.

G. Community Impacts

Social: Both options provide accessible parking and an accessible connection to the Rotary Pavilion. Option 1 provides greater parking capacity and easier vehicle circulation.

Survey responses supported both parking capacity and green space retention, with 65.2% preferring Option 1 and 34.8% Option 2.

Environmental: Both options reduce the original gravel parking area and restore portions of the site to green space.

Option 2 retains more green space; both options include tree and landscape planting.

Economic / Financial: Final costs will be determined following Council direction and detailed cost estimation.

Funding is proposed from the waterfront acquisition and development reserve fund.

H. Financial Impacts

2026 Approved budget - \$130,000 – Land Surveying and Waterfront Enhancement – Estimated \$80,000 available from the approved budget at the end of 2026.

This is funded by the Shoreline Acquisition and Development reserve fund that currently has approximately \$2,300,000.

I. RACI (Responsible, Accountable, Consulted and Informed)

- R: Manager of Parks & Trails, for coordinating the preferred parking design, cost estimate and implementation with the Engineering Division, Project Manager, Water and Wastewater for coordinating any changes required to the existing contract.
- A: Director of Community Services, for oversight of the project and implementation of Council's direction.
- C: Operations Department, regarding the Bay Street East Reconstruction contract, grading, infrastructure and contract change; KFLA Landscape Architects, regarding the final design and cost estimate; Corporate and Financial Services, regarding the approved budget and reserve fund;
- I: Council, survey respondents and the broader public through the report and subsequent Bay Street East Reconstruction project updates.

J. Attached

1. Attachment 1: Parking Area Options 1 & 2
2. Attachment 2: Community Input and Survey Results

Respectfully submitted,

John McMullen
Manager of Parks & Trails

For more information, please contact:

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519-599-3131 extension 353

Report Approval Details

Document Title:	CS.26.051 Bayview Park Parking Lot Options.docx
Attachments:	- Att-1-Parking-Area-Options-1-and-2.pdf - Att-2-Community-Input-and-Survey-Results.pdf
Final Approval Date:	Sep 25, 2026

This report and all of its attachments were approved and signed as outlined below:

No Signature - Task assigned to John McMullen was completed by assistant Katie Love

John McMullen - Sep 25, 2026 - 2:52 PM

Ryan Gibbons - Sep 25, 2026 - 2:54 PM

CS.26.051
Attachment 1



EXISTING GRAVEL TRAIL

BAY STREET EAST

— NATIVE LARGE FLOWERING SHRUBS COMBINED WITH HIGH BRANCHING DECIDUOUS TREE PLANTINGS PROVIDE VISUAL SCREENING OF THE PARKING LOT AREA FROM HOMES ACROSS THE STREET, WHILE MAINTAINING VIEWS TO THE WATER

— 4 TO 5 HIGH BRANCHING DECIDUOUS TREES WITH NON-AGGRESSIVE FIBROUS TYPE ROOT SYSTEMS

Keypoint:

N.T.S.

We have relied upon the accuracy and completeness of base & background information provided by the following Consultants in preparing this drawing and performing our professional services.

We are under no obligation or duty to verify the accuracy and/or completeness of this information and have not done so. We shall not be held responsible for any errors or omissions that may arise or be incorporated as a result of erroneous or incomplete information provided by the Client, Consultants or Contractors.

ASPHALT ROAD

3m WIDE PATHWAY

CONCRETE

LAWN

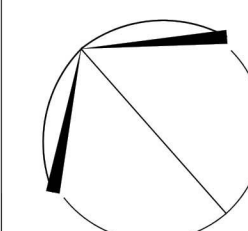
NATIVE PLANTING BED

EX. TREES

PR. TREES

VEHICULAR MOVEMENT

3	260903	ISSUED FOR CONCEPT REVIEW	
2	260521	ISSUED FOR PRELIM CONCEPT REVIEW	
1	260415	ISSUED FOR PRELIM CONCEPT REVIEW	
No.	Date (Y/M/D)	Issue / Revision	8



The contractor will check and verify all dimensions and job conditions on the site and report any discrepancies to the Landscape Architect prior to the commencement of construction.

This drawing must not be used for construction purposes until 'Issued for Construction', sealed and signed by the Landscape Architect.

All drawings are the property of the Landscape Architect and may not be copied, reproduced or altered without written permission from the Landscape Architect.

Project Info:
BAYVIEW PARK
THORNHURST, ONTARIO

Client Info:

TOWN OF BLUE MOUNTAIN

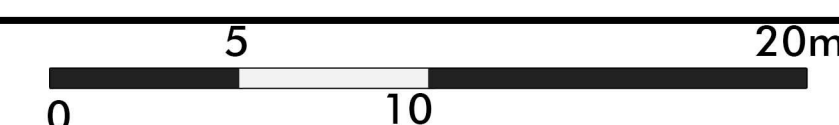
Sheet Title:

PARKING LOT AREA
PREFERRED LAYOUT

Project Number: 1937
 Drawn By: SV
 Checked By: KF
 Date: SEPTEMBER 2026
 Scale: 1:200

Sheet Number: LC1

LC1



OPTION #2



Keyplan:	
We have relied upon the accuracy and completeness of base & background information provided by the following Consultants in preparing this drawing and performing our professional services.	
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N.T.S.	

LEGEND	
	ASPHALT ROAD
	3m WIDE PATHWAY
	CONCRETE
	LAWN
	NATIVE PLANTING BED
	EX. TREES
	PR. TREES
	VEHICULAR MOVEMENT

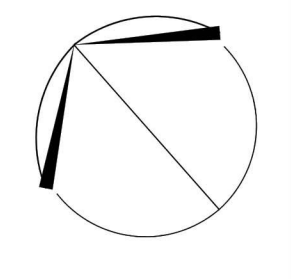
3	260903	ISSUED FOR CONCEPT REVIEW	
2	260521	ISSUED FOR PRELIM CONCEPT REVIEW	
1	260415	ISSUED FOR PRELIM CONCEPT REVIEW	
No.	Date (Y/M/D)	Issue / Revision	By



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DO NOT SCALE DRAWING

Project Info:
BAYVIEW PARK
THORN BURY, ONTARIO

Client Info:
TOWN OF BLUE MOUNTAIN

Sheet Title:
PARKING LOT AREA
ALTERNATE LAYOUT

Project Number: 1937
Drawn By: SV
Checked By: KF
Date: SEPTEMBER 2026
Scale: 1:200

Sheet Number:
LC2



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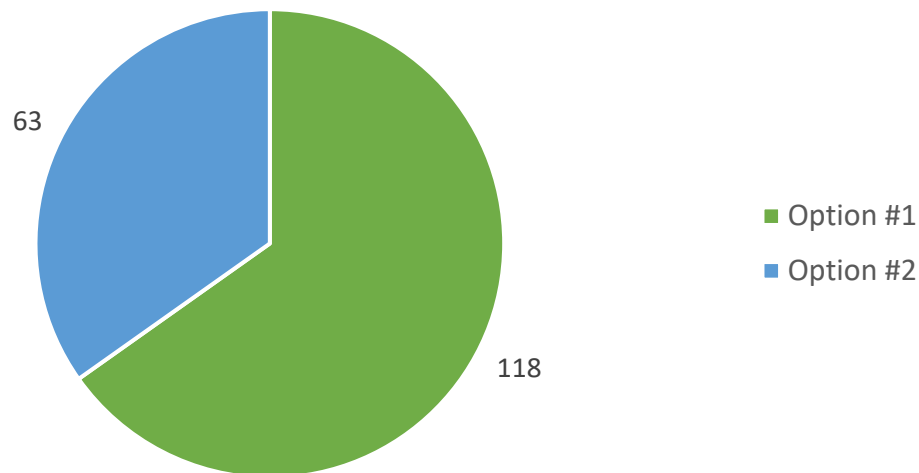
Bayview Park Parking Lot – Survey Report

Town staff prepared and completed an online public survey to present and collect feedback on the concept designs for the new formalized gravel parking lot at Bayview Park in Thornbury.

The survey was shared through the Town's social media accounts, website newsroom, press releases email list and the Bay Street East Reconstruction project web page and email list. Responses were accepted from September 14 to September 22. 181 responses were received in total.

Survey Results

The results of the survey showed that there was a preference for design Option #1. Of the 181 responses received, 118 (65.2%) respondents preferred Option #1 and 63 (34.8%) respondents preferred Option #2.



Comment themes from respondents who prefer Option #1

- General preference for the additional parking spaces to support future growth and for special events - some suggested that reducing to 10-12 spots would be a good "in between" area.
- Strong support for one-way traffic through the lot with a separate entrance and exit - justification was that it would be safer and easier, particularly for pickups, larger vehicles and busy event periods. Some people also suggested exploring angled parking

within the one-way option to reduce depth of the lot. Option #2 was seen as creating tight turns, bottlenecks and possible multi-point turns.

Comment themes from respondents who prefer Option #2

- Primary theme was to protect green space and waterfront parkland by reducing space dedicated to parking - the "in between" area suggested by this group was to expand to 8 spots.
- Suggestions that the smaller lot with a single entrance/exit could fit the needs of the community now, while providing room for expansion later.
- Many suggested to incorporate multiple smaller parking lots throughout the park to support the pavilion, tennis courts, playground and beach volleyball court.

Survey Comment Summary

The survey provided a space for respondents to expand on the reasoning for their selection. This summary provides an overview of those comments, grouped based on the respondent's preference.

Comments from respondents who prefer Option #1

- While option 1 is most practical, would suggest a maximum of 10-12 spots including accessible spots. Not sure what is purpose of the paved concrete pad in front but appears to be 1/2 the size of Pavillion. Without a discussion on the purpose of this would suggest a pad half the size -- otherwise it appears to invite cars to attempt to park there. The accessible path to Pavillion must not be accessible to vehicles otherwise people will attempt unauthorized vehicle access to Pavillion and Park itself.
- Why not create angle parking adjacent the street and avoid taking up green space for parking lot. Simply insert the angle parking from the proposed west entrance to the proposed east exit. Keep it simple and minimize footprint on green space.
- Where is the unloading area for the Pavillion? Many gatherings include supplies for the events. A safe place to pull up close to the pavilion would facilitate this. I am pleased to see the lot is gravel. The paving at the bottom of peel street is right beside our precious bay. There is run off from pavement. Gravel allows for some filtration. It was always so nice that children could go close to the stage to interact with performances. The concrete in front of the pavilion will change the way children interact with performers. The grass and soft scraping allowed for play on the ground by kids. Sad to see that go
- I would provide even less parking spots if possible Also why has Bay Street been made into a wone way street ??
- There needs to be more parking than 14 spaces for reunions, weddings and other events. Seems like there is space to extend the parking lot and have it on both sides of the laneway. There is plenty of land to plant trees in the park where it is needed to provide shade vs a forest around the pavilion. This plan should have included the whole park area for access and tree planting
- In either option, is it possible to move the parking spaces closer to the street in order to minimize the loss of green space in the park?
- Yes! There needs to be parking. The second option is not doable. Look at the events that take place, look at the parking needed. Ignore the hateful Bayviewers as they will never be happy. Have the spaces, they will be there to be used or people will park and get ticketed for no reason - just the town making bad decisions
- Looks better and keeps cars always going in one direction. Also allows for more cars.

- Option 1 traffic flow makes most sense and additional parking spots important for those using park area.
- If you're looking for input on the pavilion are in the drawings, leave the space in front for grass only so there's flexibility in use. Even though the Sunday music series has moved, there will be many other uses for families and creative kids play, potentially other events.
- Remember it's an aging generation so parking is important, is 2 handicapped spaces sufficient. Are there overflow spaces available in the area? Is the music series returning? Are we encouraging public use or just a cycle pass thru? What about a waterfront area for the young families of our community? Have we forgotten them.. Function vs esthetics...
- Not sure why you are putting green space between the road and the parking. It will not be used and seems to be only a visual buffer of the parking lot for the few residents on the other side of the street. Better to just put the parking adjacent to the road. This eliminates the need for the roadways in to access parking and then gives a longer depth of green space on the bay side which has a stronger likelihood of being used by the park visitors. Why no stage? Why has music been terminated there? Now you have everyone in cars travelling to spy? Potential liability increased for drinking and driving.
- Suggest parking spots be on an angle for easier/safer in and out - with this the access road could be narrower.
- In order to preserve more of the green space and have more parking then option 2, why not park on the road side. I get rid of the buffer between the road and the parking. The parking would be green space.
- Option selection depends on street parking — does the changes to the street allow for parking? If yes then option 2. If no, then option 1.
- Please adjust language in the survey; it should say "accessible parking" and eliminate the word handicap which is not appropriate in modern language. There are lots of resources available regarding these types of small adjustments to language, the reasoning behind them and how we can shift. Words matter. Thank you.
- I live in Thornbury and need to drive to get to this lovely greenspace. This many parking spaces makes the lake more accessible for us that live at the southern area of Thornbury.
- More parking, preferable one way entrance and exit which would avoid cars blocking access.
- It would be nice to have more parking spots available to be able to access the water and the amenities down by the water. This is a great access point for multiple parking spots. Especially given that the pavilion is right there, this will allow for more people to gather

at the space and have to travel less of a distance with their items to be able to utilize the pavilion. This would allow for multiple families to enjoy the space instead of the limited 6 spots that two are already allocated for accessibility. 6 spots is certainly not enough to be able to enjoy what the town has to offer there. 14 would make more sense and would allow for a larger draw to this part of the town and for the businesses just up the road on that side to gain more business. Option 1 is clearly the most advantageous option as you plan for expansion of the town.

- Why make the driveway one way if it's wide enough for 2 way traffic?
- I believe a gravel parking lot and one-way drive aisle with a separate entrance and exit will alleviate frustration and allow for more public access, especially those with accessibility needs.
- There should be more parking by the playground at the west end of the park.
- Parking is important, but so is grass and green space. Will there also be street parking around the park?...or in the neighbourhood?
- You need to be mindful of the future if the area has growth 6 spaces is not enough
- We need more than 6 parking spots that are difficult to both get into and out of. Also, can't we taxpayers pay for local landscape architects rather than hiring outside of our county? This is an ongoing issue with TBM.
- I think we need the additional parking spots to minimize the people parking along the streets.
- Is this area meant to accommodate parking for the tennis courts as well? If yes, I would go for Option 1. If parking beside the courts will still be allowed, I would go to Option 2.
- Parking allows those with limited mobility to sit in their car and enjoy the wonderful view of the water.
- I would remove the tree in front of the rotary pavilion, I'd also make sure that the R pavilion can still be used for a stage...no barbecue?
- Prefer the one way drive through but spaces could be reduced to 10 total with more added in future years if necessary.
- Parking may be an issue during peak demand so better to build it in.
- I support having sufficient parking spaces for non-residents to use the park
- Option #2 would probably end up causing more parking issues when events are held at the pavilion.
- The "one way" flow of traffic in Option #1 is much better than a tight turn around in Option #2. Small cars can handle #2 but much harder for larger vehicles and pick up trucks. OPTION #1 IS MUCH SAFER.

- The traffic flow is very convenient one way. Two way is too narrow and stressful to enter/exit. Could you also consider bicycle parking options? It's always good (I think) to encourage people living close by to take the bike to the park. Thanks!
- Option 2 is not economically logical for only 6 parking spaces
- I believe more parking spaces is the better option considering the change in the direction of the roads and the loss of the parking on the roads. I would prefer the parking lot to be paved rather than gravel.
- More not less parking. How is this even up for debate/discussion?
- One way traffic only
- More trees throughout green space
- Honestly I'm not even sure why Option #2 exists. I see not benefit to having less parking spaces, traffic flow and ease of use if much better in option #1
- Option two would be a traffic bottleneck and people trying to do a six point turn or U-turn. Option one gives you more Parking and has a better flow.
- Option One provides more parking and better traffic flow in a more secure manner. There should be a paved or crushed stone connection from the handicap spaces to the main pathway in the park.
- Could even put a couple more spots in that line still while you're doing it.
- As a long time resident, I find this park/road change is awful. Too many new tree plantings and a one way street. I agree with Accessible Parking stops but unfortunately nobody enforces this by-law in any area of our municipality.
- What is the cost difference between the two options?
- Make it larger, to accommodate more cars. Thinking of families or groups renting the pavilion for reunions or activities.
- I selected Option #1 but would prefer a total of ten parking spots, eliminate four. Consideration should be given to Park and Pavilion functions such as church services, weddings, family reunions, musical events and general day to day visitors from away and local. The original parking served buses (wedding participants were bussed in as well as school groups), small trucks with a trailer for equipment unloading (setting up chairs tables for community events such as Ride for Cancer etc.), and one accessible parking stall. The Town Parks and Recreation would likely want to park two Town trucks and trailers on the lot to off load grass cutting equipment. Option #2 does not provide any of the above uses. The paved terrace is a great addition, but delete the surrounding low hedge ? and bench.
- More user friendly. Streamlined design.
- The existing gravel trail seems to be shortened and rerouted yet no mention of this. A sidewalk also appears along the road with no mention. Does my vote agree to this too?

- If there are fewer spaces provided that will force more cars to park on the streets around the park which I don't think is ideal.
- Parking is a problem in this area and with the new play park parents need a place to park that is close. 6 spots is not enough especially when the pavilion is in use. Option 1 is also easier for traffic flow through the parking lot.
- 100% option #1
- The biggest users of this park are families using the play area. They will not park at the far end of the park. Unless parking can be accommodated closer to the play area then parking had better be allowed on the road near the play equipment. If not parking needs to be added in the green space behind the tennis courts.

Comments from respondents who prefer Option #2

- Option #2 is the better option for the park however it only works if parking is enforced because it's not a lot of spots and guaranteed you will have people trying to park on the road. I hope you are planning at least to plant mature trees to replace all that have been cut down so residents so don't have to wait 25 years for the park to look like itself again. Right now, this park does not come close to the parks in downtown Toronto that have maintained the green space and trees.
- I believe It's rotary pavilion
- Is there not a third option of offering angled parking adjacent to the road for 6-8 cars. It would be lower cost, easier to maintain and clear snow with the added benefit of maximizing the green space. With this option there is no lost space to driveways that the current options have.
- I suppose when required you could park briefly on grass...or no
- Prefer more green space in the park. If there WAS ever a problem with parking in future, could consider adding at that time. Thank you for taking our input.
- I believe wholeheartedly that the preservation of green space is paramount ..there is sufficient parking elsewhere. We are talking about sacrificing waterfront parkland for parking? That makes no sense to me!
- Consider additional parking at the end of Elgin St by the pump station.
- Option 3 - politely parking adjacent to street and no need for associate lane and much more grassy park
- I think that there should also be small parking areas at different locations along the park and possibly cottage road! The tennis courts require some additional spots that could be shared with the park
- I don't see the need for the number of parking spaces for option 1.

- Green space is important. As well as accessibility for those with restricted mobility. Tree planting is a priority. We have lost beautiful old cedars because of the project
- I am totally shocked with the fact we are dealing with VERY significant overruns to all kinds of costs in the Town and we are worried about Park Designs - really????
- This park has been long known and admired for the large Greenspace available. It would be best to preserve this as it can continue to be used for community gatherings
- It was great the way it was originally - we walked our dogs there daily - sadly haven't been back for months - very sad.
- It would be helpful to know the difference in cost. I choose option 2 as I assume it is less money.
- Maintaining green space is critical
- Please optimize green space, do not sacrifice it in a park for parking
- PRESERVING THE EXISTING GREEN SPACE IS FAR MORE IMPORTANT THAN PAVING IT OVER TO ADD MORE PARKING!
- There is an excess of parking spaces in this town. Let's maximize our green space! Can we please proudly fly a Canadian flag here too?
- 14 is the minimum of what you would need for gatherings when the pavilion is rented. People visit to be by the water.
- Strongly support only 6 parking spots here- parking demand is much higher by playground for families and tennis/volleyball players. Could the drive aisle be the same as option 1? Tree screening would be nice on the waterside of the parking lot. I understand that the trees that have been removed all along the park were great wind and snow screens in the winter. I would defer to the residents across from the lot re the street-side screening.
- I select option two as I like the one entrance exit. I feel a second exit takes away a lot of space. This also allows for an expansion of the parking lot if the Town finds it is well used. I assume 6 spots replaces the approx number allowed by the old lay-by spots? Six with two handicap seems low; I would like to see 8 total with two handicap, but understand there are many possible variations and you have selected two viable options for a specific reason. Also, an exit that close to the intersection in Option 1 seems odd; could the entrance and exit be reversed so a car is not pulling out right in front of someone turning right from the side street?
- Need to minimize vehicle intrusion to the waterfront
- Less pavement is always preferable. There is plenty of parking at Aztec for larger events.
- By far the best option is to reduce parking spots. Most of the normal use of the park include the playground, pavilion and tennis courts. These are all, for the most part, to the west of the planned parking area. So paving over even more the park to the east is a

terrible and unnecessary option. For weekend special events, carefully adding spots (even temporary) on Cottage Ave will easily be enough to handle any predictable overflow. In addition, the free parking at City Hall and paid parking at 25 Mill St. can also serve as overflow. It is literally a 4 or 5 minute walk down Mill St. or through the labyrinth to Bayview Park. Most importantly, Option 2 simply retains more greenspace. Regardless, there has to be a limit to how much parking and pavement can be tolerated without ruining the park. Enough is enough! More "park" . . . less "parking"! An easy decision.

- Please keep as much green space as possible. Enough trees have been cut down.
- Looking at the cars/parking from the park seems presents a very non-park like sight line. Is it possible to have the parking spaces screened (by trees) FROM the sight line of the park (versus trees screening the parking from the sight line of the road).
- Is the white line by the road a sidewalk? I didn't think you could plant trees over the formain as it appears in your drawings.
- We have lots of trees which are not pruned and maintained so do not recommend more and agree with open space with turf. Prefer to utilize Georgian bay rocks buffer....less maintenance
- Having more parking spots invites more traffic and hence more chance of danger. This is still a residential area and people walk regularly.
- No more parking spaces than this are needed!! Most of the activity centers around the playground, the beach in front of it and the tennis courts. Parking on Cottage Ave is more than sufficient for parking. If a busy event is planned, I suggest covering up the no parking signs (no stopping signs are nonsense) and allowing parking for a few hours on the boulevards along the street. I think most Bayview Park residents (on Bay E) would think this is a good compromise.
- With all the trees taken down for this project it would be nice to see as much green space as possible.