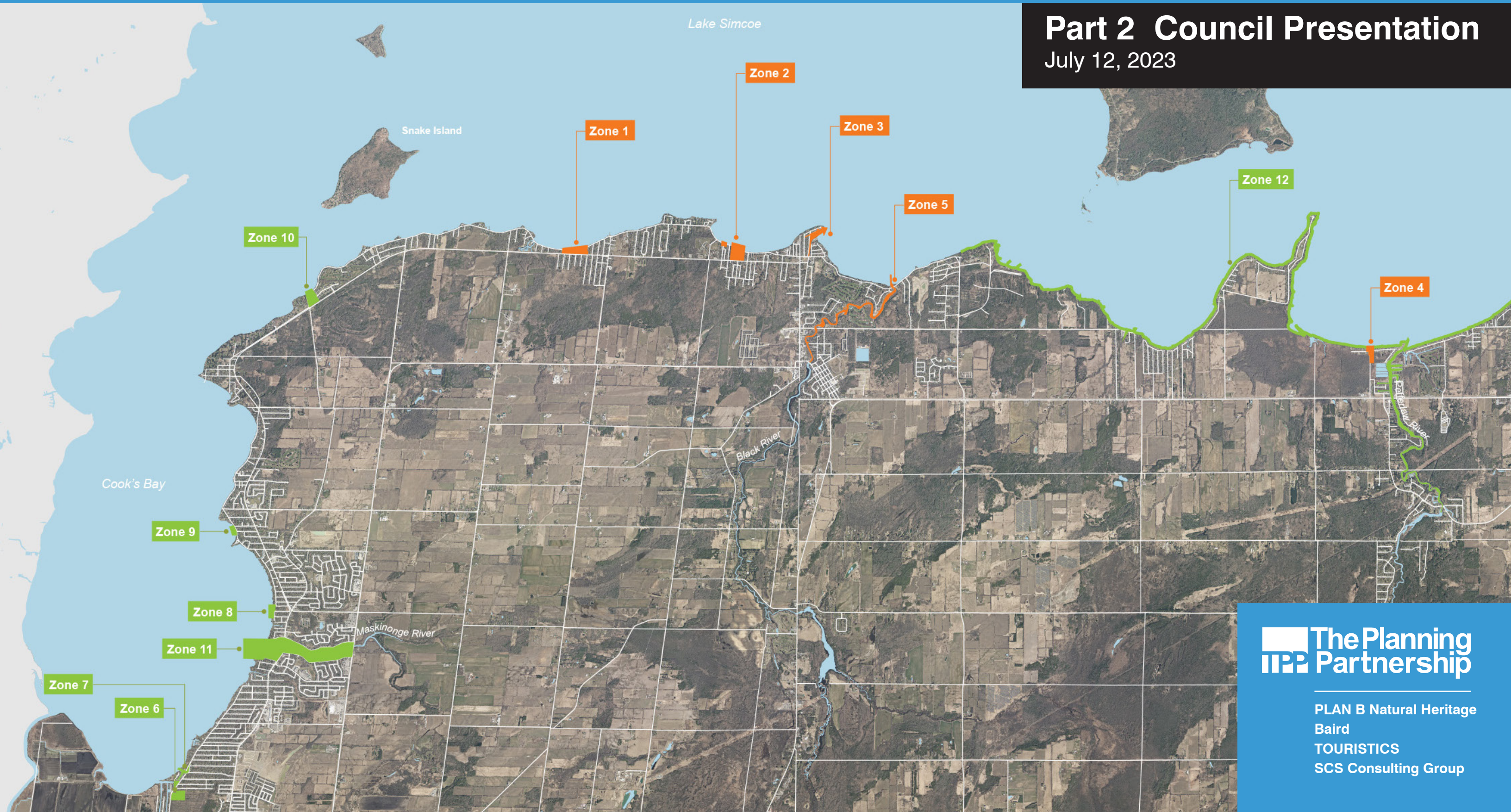


Town of Georgina

Waterfront Parks Master Plan

Part 2 Council Presentation
July 12, 2023



 **The Planning
Partnership**

PLAN B Natural Heritage
Baird
TOURISTICS
SCS Consulting Group

Presentation Outline

Introduce the suggested classification of waterfront parks

Discuss 3 of Part 2's
Destination Waterfront Parks

North Gwillimbury
Willow Wharf/ClearWater Farm
Pefferlaw Dam

Discuss 8 of Part 2's
Community Waterfront Parks

Adeline Park

Young's Harbour Park

Glenwoods Park

Claredon Beach Park

Rayners Park

Virginia Wharf

Riverview Park

Corner Park

"Waterfront Windows" - 27 publicly owned waterfront road ends and other parcels

Community Engagement

June/July 2022

one on one conversations with residents

June 20 and 21, 2022

Workshop 1 - opportunities for change

November 29, 2022

Workshop 2 - preliminary concepts to consider

Part 1 Of WPMP

- Park concepts and illustrations of key ideas for Part 1 Waterfront Zones
- Understanding of the design process

We Are Here (TPP)

- Park concepts and illustrations of key ideas for Part 2 Waterfront Zones
- Understanding of the design process

Provides a general framework to inform Town decisions and priorities

Part 3 Of WPMP

- Establish a Town-wide waterfront parks implementation strategy
- Secure funding for park(s)
- Confirm acquisition/lease of properties

Town confirms which parks and which components of the parks to be implemented

Detailed Design, Approvals, Construction

Design and Approvals

- Site Investigations / Technical Studies
- Detailed Landscape Drawings
- Detailed Costing / Confirmation of Budgets

Tender and Construction

- Determine if construction is to be phased / staged
- Prepare tender package (construction drawings, details and specifications)

Construction Phase

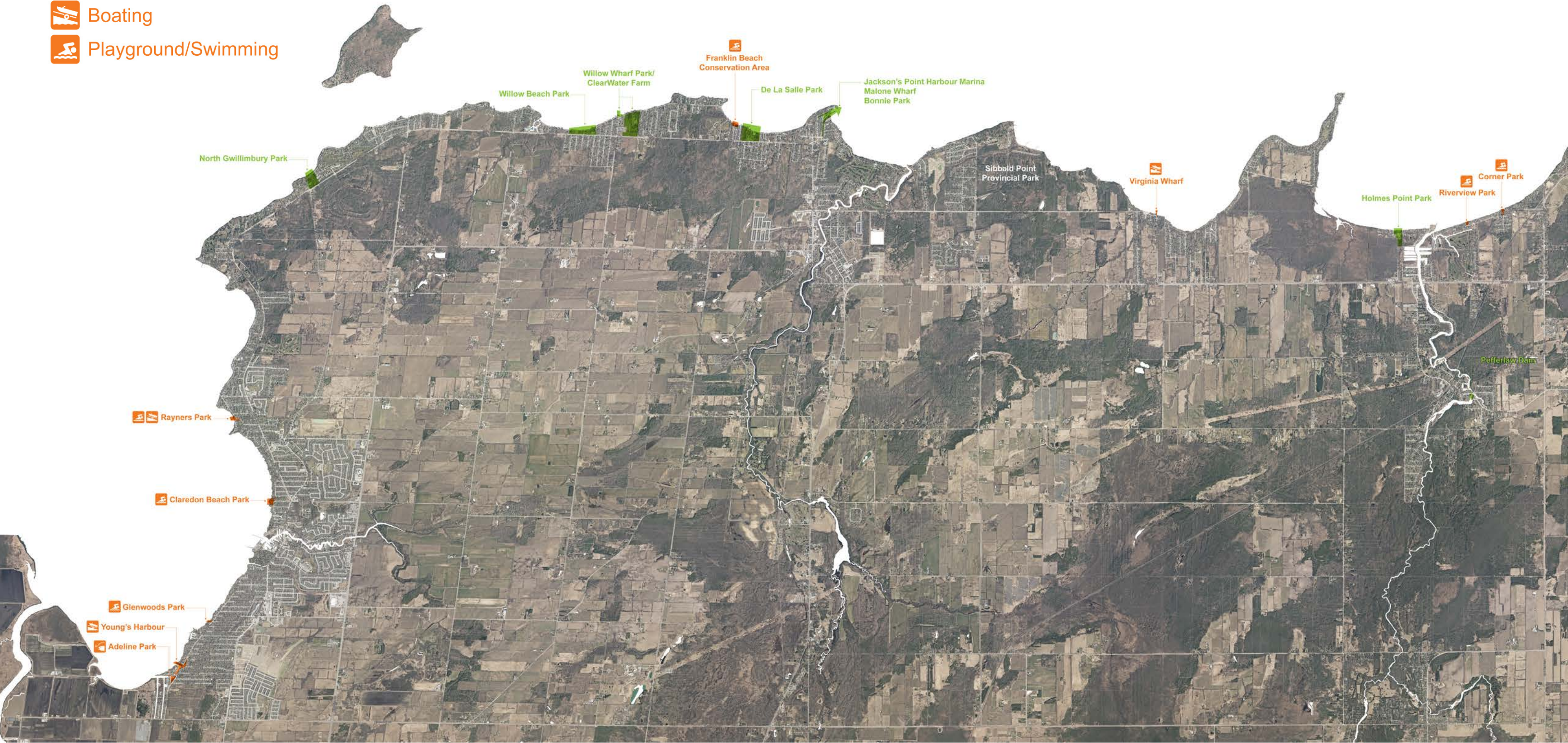
- Contract Administration

Classification of Town-Owned Waterfront Parks in Georgina

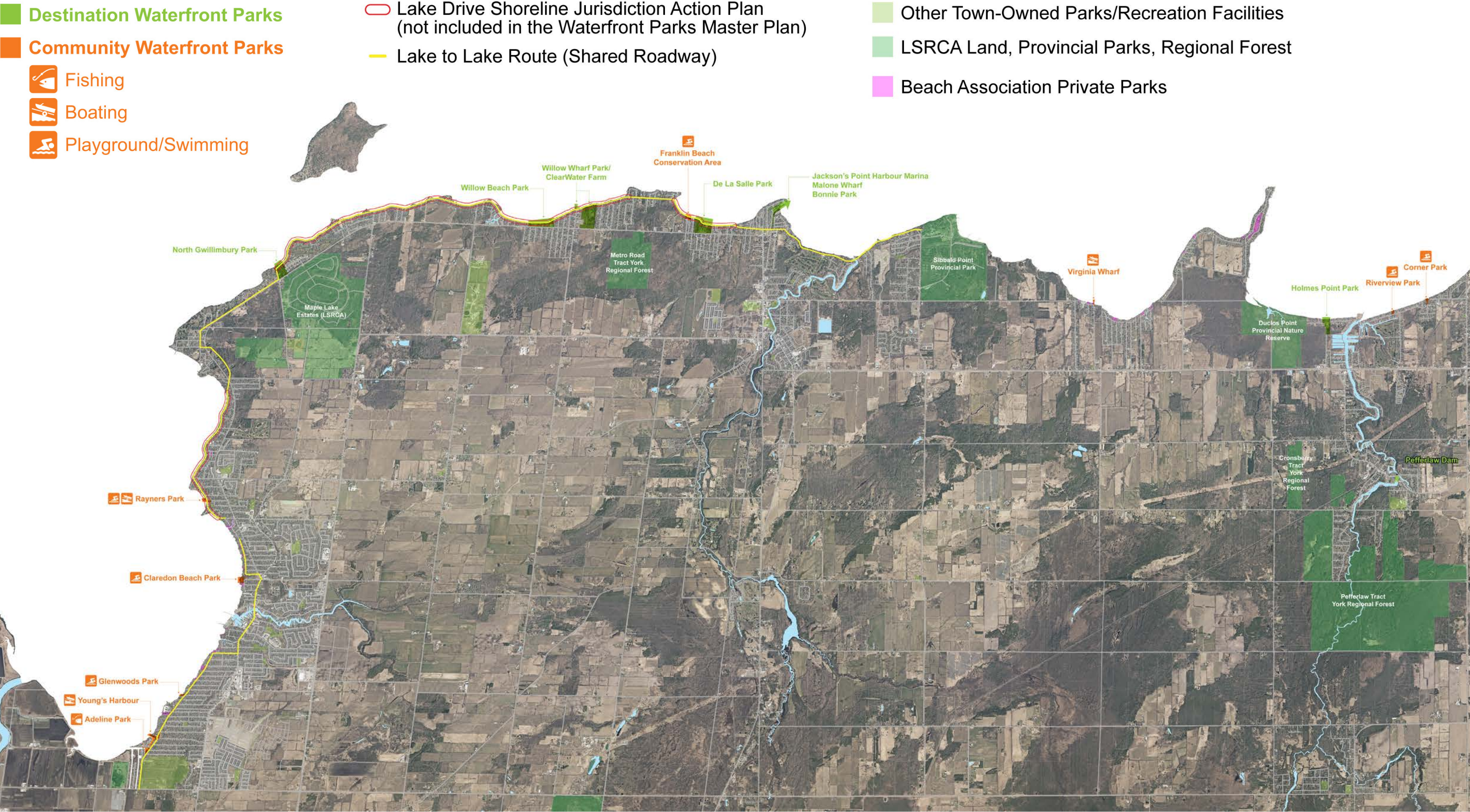
Destination Waterfront Parks

Community Waterfront Parks

- Fishing
- Boating
- Playground/Swimming



Waterfront Parks and other Green Spaces

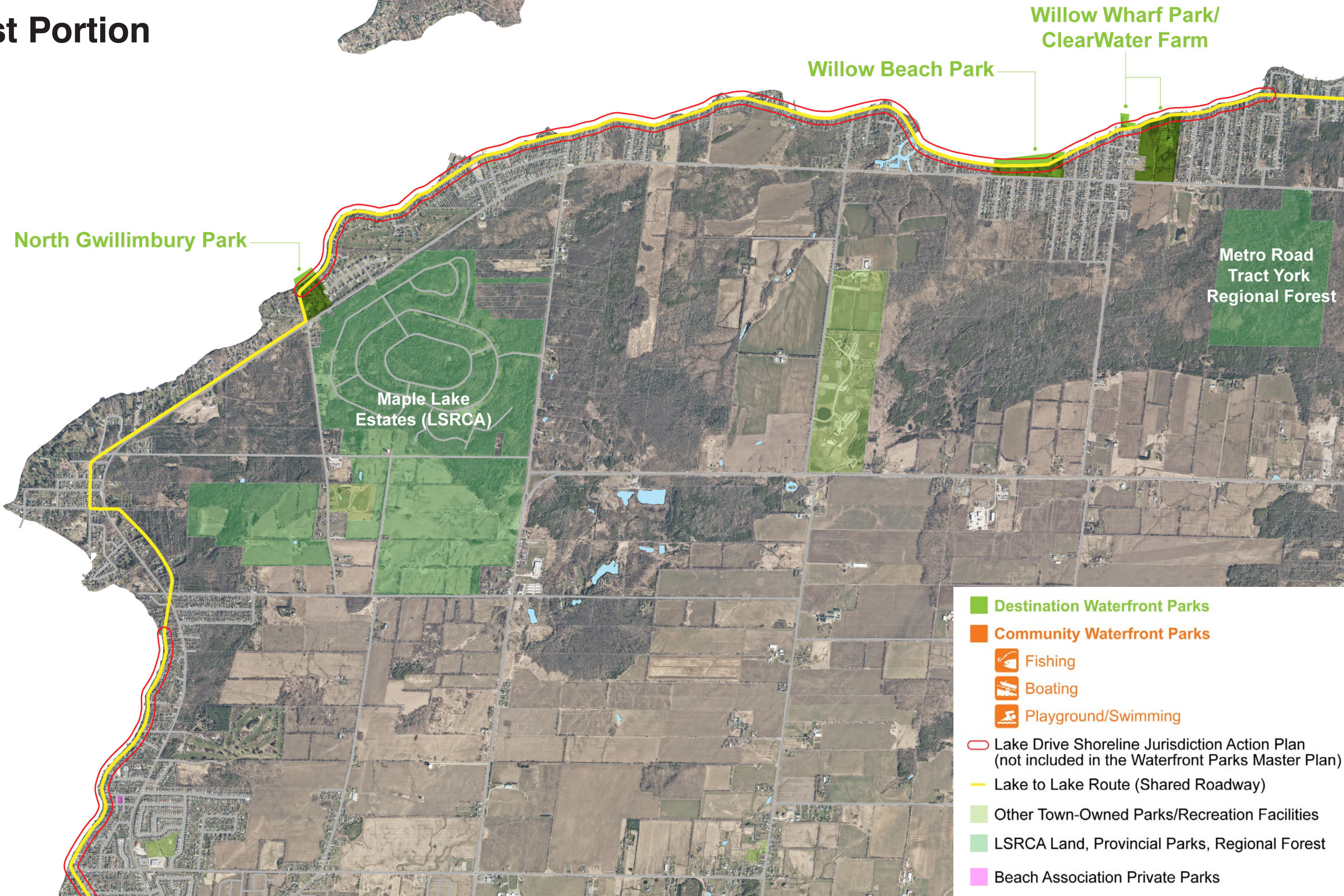


Southwest Portion

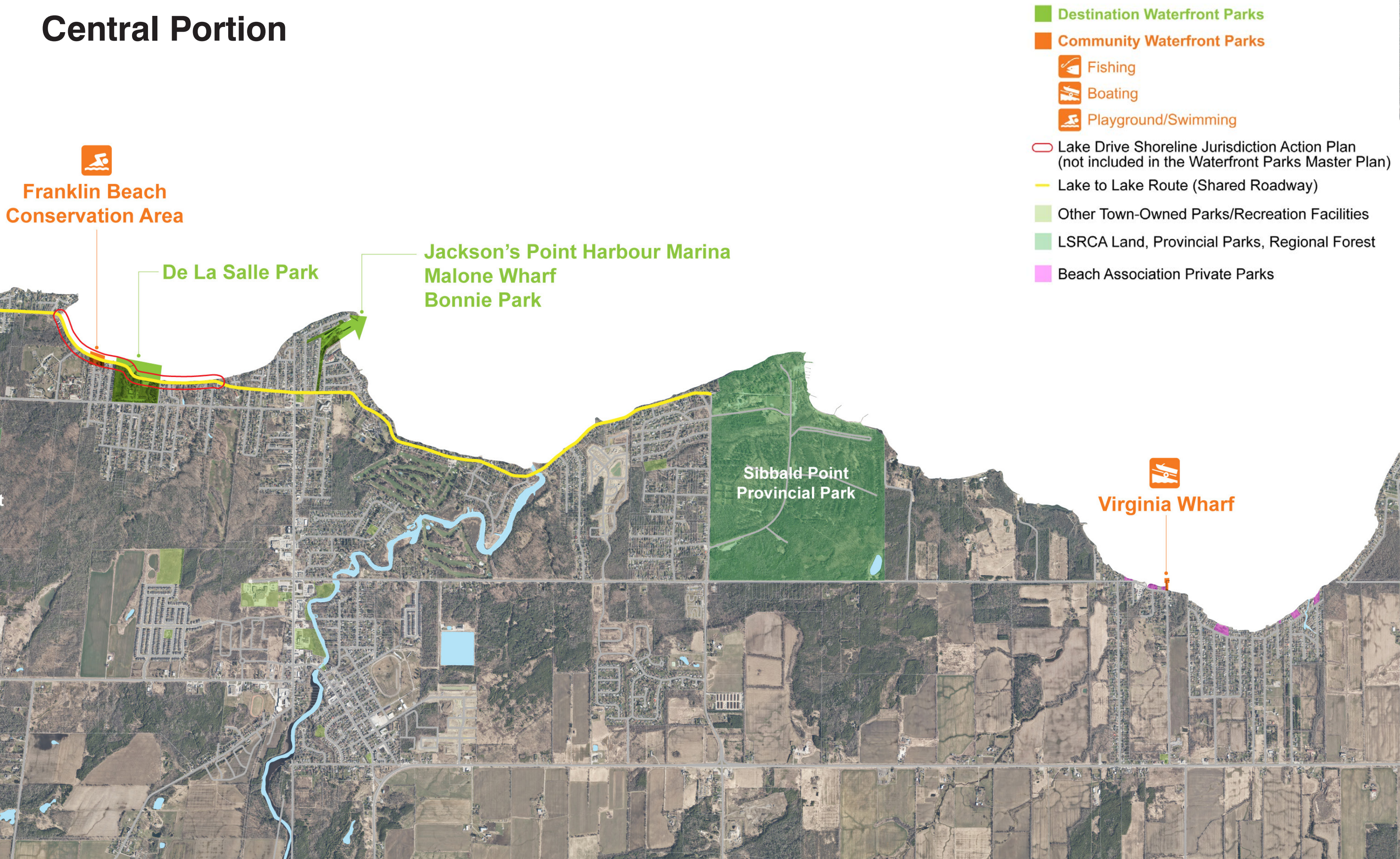
- Destination Waterfront Parks
- Community Waterfront Parks
 - Fishing
 - Boating
 - Playground/Swimming
- Lake Drive Shoreline Jurisdiction Action Plan (not included in the Waterfront Parks Master Plan)
- Lake to Lake Route (Shared Roadway)
- Other Town-Owned Parks/Recreation Facilities
- LSRCA Land, Provincial Parks, Regional Forest
- Beach Association Private Parks



West Portion



Central Portion



East Portion

- Destination Waterfront Parks
- Community Waterfront Parks
 - Fishing
 - Boating
 - Playground/Swimming
- Lake Drive Shoreline Jurisdiction Action Plan (not included in the Waterfront Parks Master Plan)
- Lake to Lake Route (Shared Roadway)
- Other Town-Owned Parks/Recreation Facilities
- LSRCA Land, Provincial Parks, Regional Forest
- Beach Association Private Parks



Classification of Town-Owned Waterfront Parks in Georgina

7 Destination Waterfront Parks

Serves residents from across the Town and is a destination for tourists and includes:

- swimming
- play facilities
- year round washrooms

Georgina's Destination Waterfront Parks

- **North Gwillimbury Park**
- Willow Beach Park
- **Willow Wharf Park/ClearWater Farm**
- De La Salle Park
- Jackson's Point Harbour Marina/
Malone Wharf/Bonnie Park
- Holmes Point Park
- **Pefferlaw Dam Park**

9 Community Waterfront Parks

Primarily serves residents of Georgina and includes:

- parking, to serve residents beyond a walk
- seasonal washroom(s)
- has a specific focus where it is primarily used for:
 - fishing
 - boating (launch or tie up)
 - swimming

Georgina's Community Waterfront Parks

- **Adeline Park**
- **Young's Harbour Park**
- **Glenwoods Park**
- **Claredon Beach Park**
- **Rayners Park**
- Franklin Beach Conservation Area
- **Virginia Wharf**
- **Riverview Park**
- **Corner Park**

North Gwillimbury Park

Context

North Gwillimbury Park is a 4.5 hectare area owned by the Town of Georgina that has direct access to both Lake Drive N and Metro Road N.

The Park is across Metro Road N from the former Maple Leaf Estates. Recently 360 hectares of wetland and forest has been transferred to the Lake Simcoe Region Conservation Authority for stewardship.



North Gwillimbury Park

Concept Plan: better integrate the Park with the lake, adjacent stormwater features and the Conservation Authority lands



- 1 Accessible ramp to viewing / seating platforms stepping down to the lake
- 2 Renovate existing picnic structure
- 3 Expanded parking lot
- 4 New Washroom Building
- 5 4.5m wide multi-use path (and route for service vehicles) on former road bed
- 6 Re-located Lake Drive
- 7 Expanded playground and splash pad
- 8 Pond, naturalized landscape and existing path connected to park
- 9 Crossing and connection to Lake Simcoe Region Conservation Authority lands
- 10 Maintain road for driveway access
- 11 Enhanced pedestrian trails

North Gwillimbury Park - shoreline and access to the water's edge



North Gwillimbury Park - possibilities with accessible access and deck



Willow Wharf Park/ClearWater Farm

Context

Willow Wharf Park is 0.23 hectares located at the end of Kennedy Road about 0.4 km north of Metro Road N. The pier/wharf is approximately 66 m long. The Park is popular for swimming, picnicking and fishing from dock.

Eight residents only parking spaces are provided off of Lake Drive E. The Town has leased private property on the east side of Kennedy Road (owners of the Lakeview Grocery and Convenience Store) and provides approximately 30 public pay and display parking. Seasonal washrooms are located in the parking lot.

Ontario Water Centre, an educational charity, leases 9 hectares (hatch on map) of the 12.5 hectares of Town owned land. ClearWater Farm is one of the initiatives of the Ontario Water Centre.



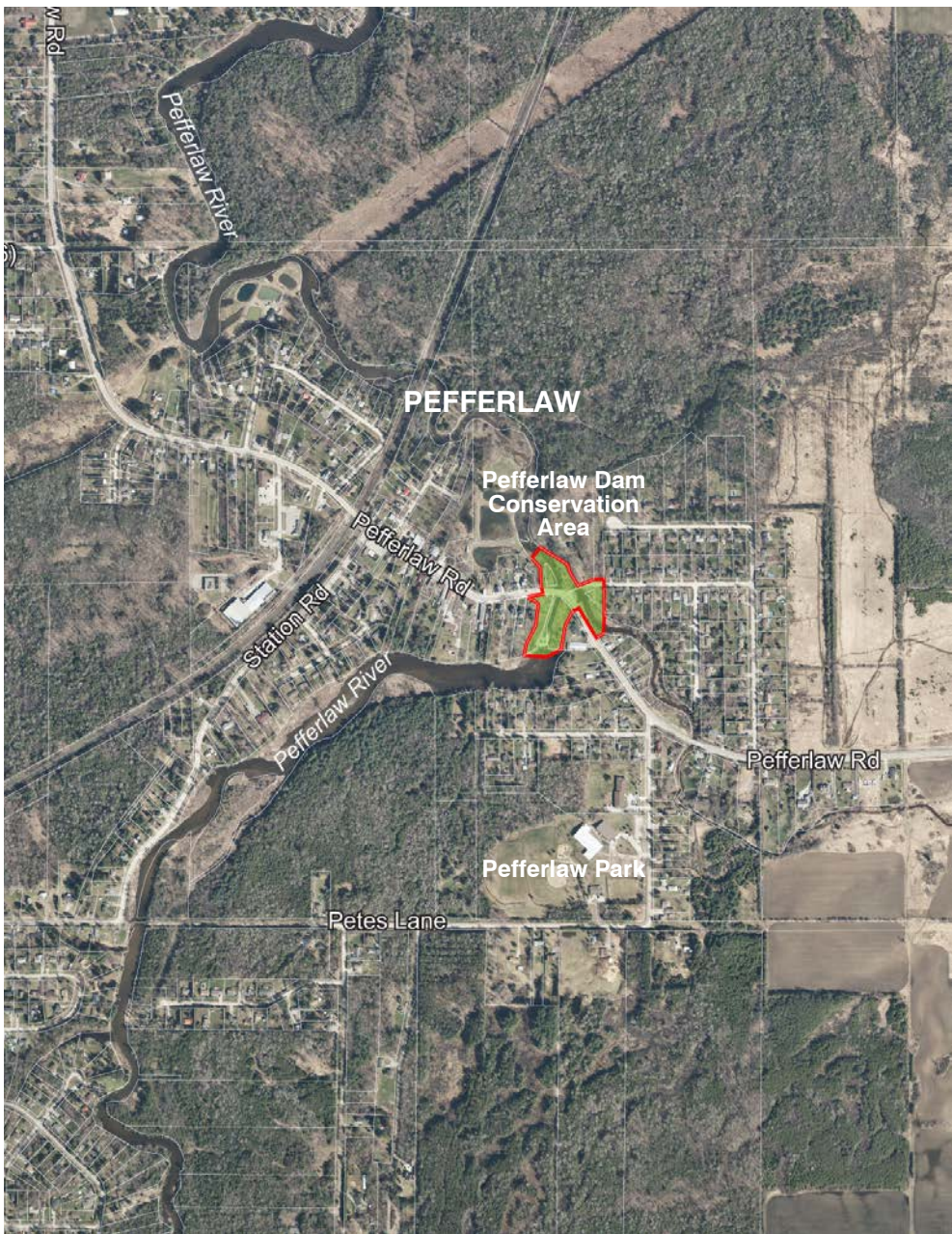
Willow Wharf Park/ClearWater Farm

Concept Plan: integrate ClearWater Farm with Willow Wharf Park to create an ecological/environment focused Destination Waterfront Park



- 1 Shift road to gain more beach and landscaped area on the lake side and remove parking in park
- 2 Redevelopment permitted
- 3 Leased parking to continue
- 4 Uses to augment Willow Wharf Park and complement ClearWater Farm - temporary / seasonal parking, event space, expansion of natural heritage features, permanent washroom, open air pavilion, etc.
- 5 Boardwalk/sidewalk/path
- 6 Restoration of woodlot
- 7 New barn for year round use, fully serviced
- 8 Nearshore Discovery Area
- 9 Shoreline Experiential Learning Area
- 10 Kids Naturalized Discovery Space
- 11 Existing Garage
- 12 Market Garden
- 13 Market Place and Village Green
- 14 Existing Biodigester
- 15 Parking
- 16 Proposed Orchard Outdoor event spaces
- 17 Possible temporary accommodations
- 18 Future farm plots
- 19 Agricultural use/parking

Pefferlaw Dam Park



Description

The lands, management and operation of the Pefferlaw Dam Conservation Area was transferred to the Town in June 2022.

It is a 0.76 ha park that includes lands on both sides of Pefferlaw Road and includes land along the Wilfrid Branch. The downstream channel, the upstream pond and park are the Pefferlaw Dam Park.



Pefferlaw Dam Conservation Area

Concept Plan: Accommodate parking and enhance access to the water's edge



- 1 Maintain naturalized buffer
- 2 Special paving to identify passing through the Conservation Area
- 3 New walkway through the park
- 4 New river edge walk/seating area
- 5 Parking
- 6 Washroom building
- 7 Replace the truss pedestrian bridge
- 8 Canoe and kayak launch

Adeline Park

Context

Adeline Park is located in the southern part of Georgina, on Lake Drive S, north of Ravenshoe Road.

Adeline Park is 0.35 ha in size (land base) and is owned by the Town of Georgina. Although it is not located directly on the Lake Simcoe shoreline, it has 200 m of water's edge along the canals.

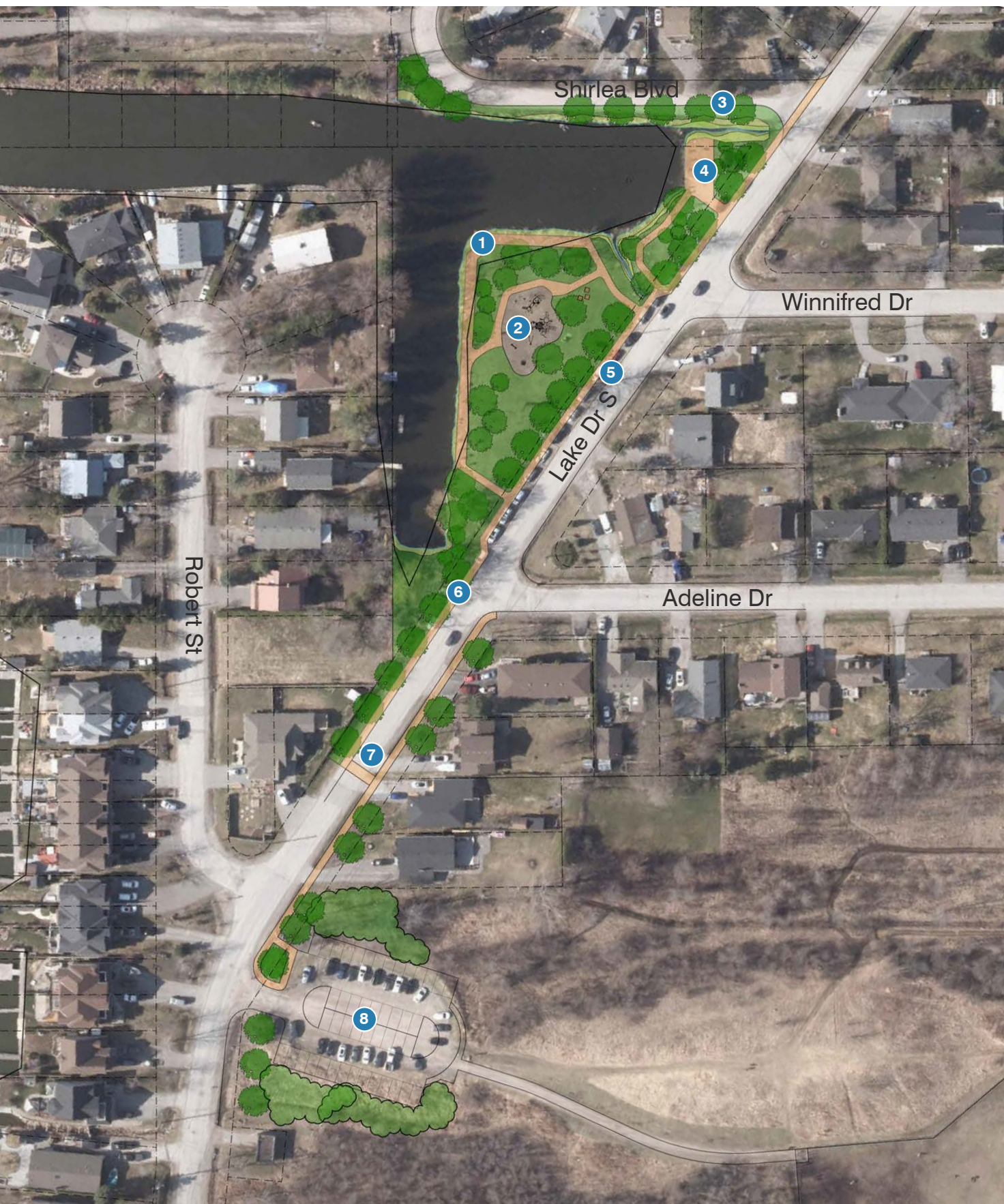
Adeline Park is predominately lawn, with naturalization along portions of the shoreline. Benches and seasonal portable washrooms provide some amenity in the Park which is a popular destination for fishing. Parking is accommodated along Lake Drive S and in the Leash Free Dog Park, a short walk south of Adeline Park.

The Leash Free Dog Park is 4.84 ha and is owned by the Town of Georgina. A gravel parking area provides parking for approximately 25 cars. It is included in this Study due to its proximity to Adeline Park and the opportunity it presents to provide additional parking for the Adeline Park.



Adeline Park

Concept Plan: focus on fishing with boat access at Young's Harbour



- 1 3.0m wide walking / fishing promenade
- 2 Playground
- 3 Shift paved roadway approximately 1.5m to gain more landscape area / potential walkway
- 4 Waterside viewing / seating area
- 5 Approximately 16 lay by parking on Lake Drive
- 6 2.0m wide sidewalk
- 7 Pedestrian crosswalk
- 8 Expand to 46 parking spaces

What people said

- Very popular for fishing, many launch their boats here
- Good location to launch canoes, kayaks, paddleboards
- Canals require dredging
- Cute little park, use is seasonal with perch fishing bringing the highest demand for this park in the spring/early summer
- During the weekends it can be shoulder-to-shoulder along the water
- People backing onto the park from Robert Street have disruption due to people getting their line snagged on their property, people trespassing etc.
- Multiple requests for fishing to be banned here
- Weeds, lake bed depth is an issue as in most places along the shore of Lake Simcoe
- Passive changes here, including improving the ramp for loading/unloading of small craft and benches in the park, signs explaining more parking at the dog park would be helpful

Young's Harbour Park

Context

Young's Harbour Park consists of 0.47 hectares of land on a canal leading to Lake Simcoe, with 200 m along the lake's shoreline.

The Park includes 0.33 hectares of land located on the east side of Lake Drive used for parking (27 pay and display spaces) associated with the Park.

The Park has a boat launch, children's playground, seasonal washrooms, benches and waste receptacles. There are 8 residents only parking spaces adjacent to the launch.



Young's Harbour Park

Concept Plan: focus on boat launching, wingskiers and snowkiting



- 1 3.0m wide walking promenade
- 2 Existing playground
- 3 Permanent Washroom Building
- 4 Boat Launch
- 5 Expanded / re-configured parking for cars and trailers
- 6 Reconfigure intersection with special paving to mark public park
- 7 Lookout terrace
- 8 Shoreline enhancement
- 9 Sidewalk connection to Adeline Park
- 10 Boat tie up

What people said

- Historically dredged this location
- Fantastic location and well used for boat launches and fishing.
- Parking lot across the street gets in rough shape and can get very busy.
- Similar to around Adeline, the lake bed is rising here with weeds.
- Passive improvements to the park, such as picnic tables/benches installed and possibly a paved path to the end to help people with mobility issues.
- Parking lot could use some work.
- The area will need to be dredged if we're to continue using it
- Used year round, thick ice – like a city on the ice
- Residents cleared snow for skating rink, cars parked on ice side by side
- popular for Wingskiers and Snowkiters in the winter in Cook's Bay

Young's Harbour Park - shoreline access



Young's Harbour Park - possibilities for boat tie up and seating



Glenwoods Park - playground and possibility for swimming



Possible Changes/Opportunities to Consider

- provide additional deciduous shade trees
- provide a swimming platform to enable swimming from the water's edge location, while still naturalizing the shoreline.
- Lake Drive S and the intersection with Parkwood should be painted or special paving should be used to indicate the location of the park and the priority given to pedestrians
- augment existing shoreline vegetation with locally indigenous plant species.
- establish a 1-2m wide “no mow” zone along shoreline to increase habitat and promote stabilization.
- minimize or avoid the use of chemical fertilizers, herbicides, and pesticides in manicured grassed areas.
- install an osprey platform



Claredon Beach Park - fishing, swimming, kiteboarding, wingskiers, snowkiting



Possible Changes/Opportunities to Consider

- add pay and display in parking lot
- remove drainage swale and parking along park frontage
- permit on street parking on streets within a 5 minute walk of the Park
- adopt a broader approach to landscape by considering the landscape features of the neighbourhood residents only waterfront space to the south and the privately owned development site to the north
- may be an opportunity to secure waterfront public parkland through the development approval process for land to the north, in particular an opportunity to provide a pedestrian link south from Cooks Bay Drive, through the development parcel to maintain access to the Park from the neighbourhood to the north
- incorporate plantings within the creek (at the culvert) to polish/filter road runoff before it enters the lake.
- augment existing shoreline vegetation with locally indigenous plant species.
- create a “no mow” zone along shoreline to increase habitat and stabilization.
- avoid the use of chemical fertilizers, herbicides, and pesticides in grassed areas.
- create designated locations for snowmobile/ATV access to the lake, with shoreline improvements.
- install an osprey platform



Rayners Park - swimming, boat launch



Possible Changes/Opportunities to Consider

- accommodate all uses, define and sign swimming on the north side of the dock
- delineate parking spaces in the Rayers Road lot
- mark the intersection of Rayners Road and Lake Drive N to indicate pedestrian priority
- complete a detailed assessment of the dock and ramp

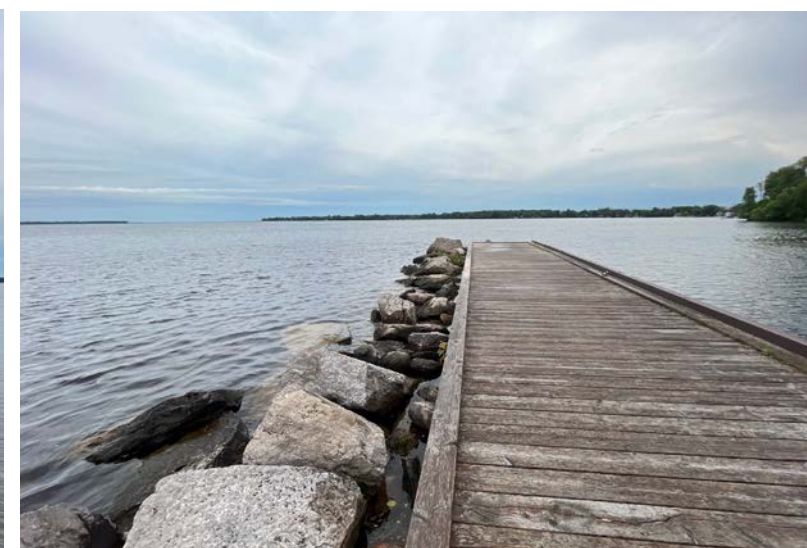


Virginia Wharf - boat launch, tie up



Possible Changes/Opportunities to Consider

- collaboration with the Chippewas of Georgina Island who own lands south along Hadden Road to include public parking in development plans
- identify on street parking near the post boxes on Hadden Road
- evidence of repairs undertaken at the wharf including: Steel sheet pile possibly added after original construction due to previous damage, concrete poured over boulders due to loss of material
- not suitable for boats docking (~0.3 m deep along steel sheet pile wall, much of wharf is protected by boulders)
- structural inspection recommended if modifications to wharf use considered
- enhance boat launch on east side of wharf
- granular base for ramp



Riverview Park - swimming, add a play structure



Possible Changes/Opportunities to Consider

- permit on street parking on streets within a 5 minute walk of the Park. Angle parking along park frontage or on additional town-owned land
- Irving Drive should be painted or special paving should be used to indicate the park frontage and the priority given to pedestrians
- install a swimming platform to enable swimming while allowing for shoreline naturalization
- add a children's play structure
- augment existing shoreline vegetation with locally indigenous plant species.
- establish a 1-2m wide “no mow” zone along shoreline to increase habitat and promote stabilization. This will also help to control geese
- minimize or avoid the use of chemical fertilizers, herbicides, and pesticides in manicured grassed areas.
- install an osprey platform



Corner Park - swimming, add a play structure



Possible Changes/Opportunities to Consider

- permit on street parking on streets within a 5 minute walk of the Park. Angle parking along park frontage or on additional town-owned land
- The curve on Irving Drive should be painted or special paving used to indicate the park and the priority given to pedestrians
- install a swimming platform to enable swimming while allowing for shoreline naturalization
- add a children's play structure
- establish a 1-2m wide “no mow” zone along shoreline to increase habitat and promote stabilization. This will also help to control geese
- minimize or avoid the use of chemical fertilizers, herbicides, and pesticides in manicured grassed areas.
- install an osprey platform



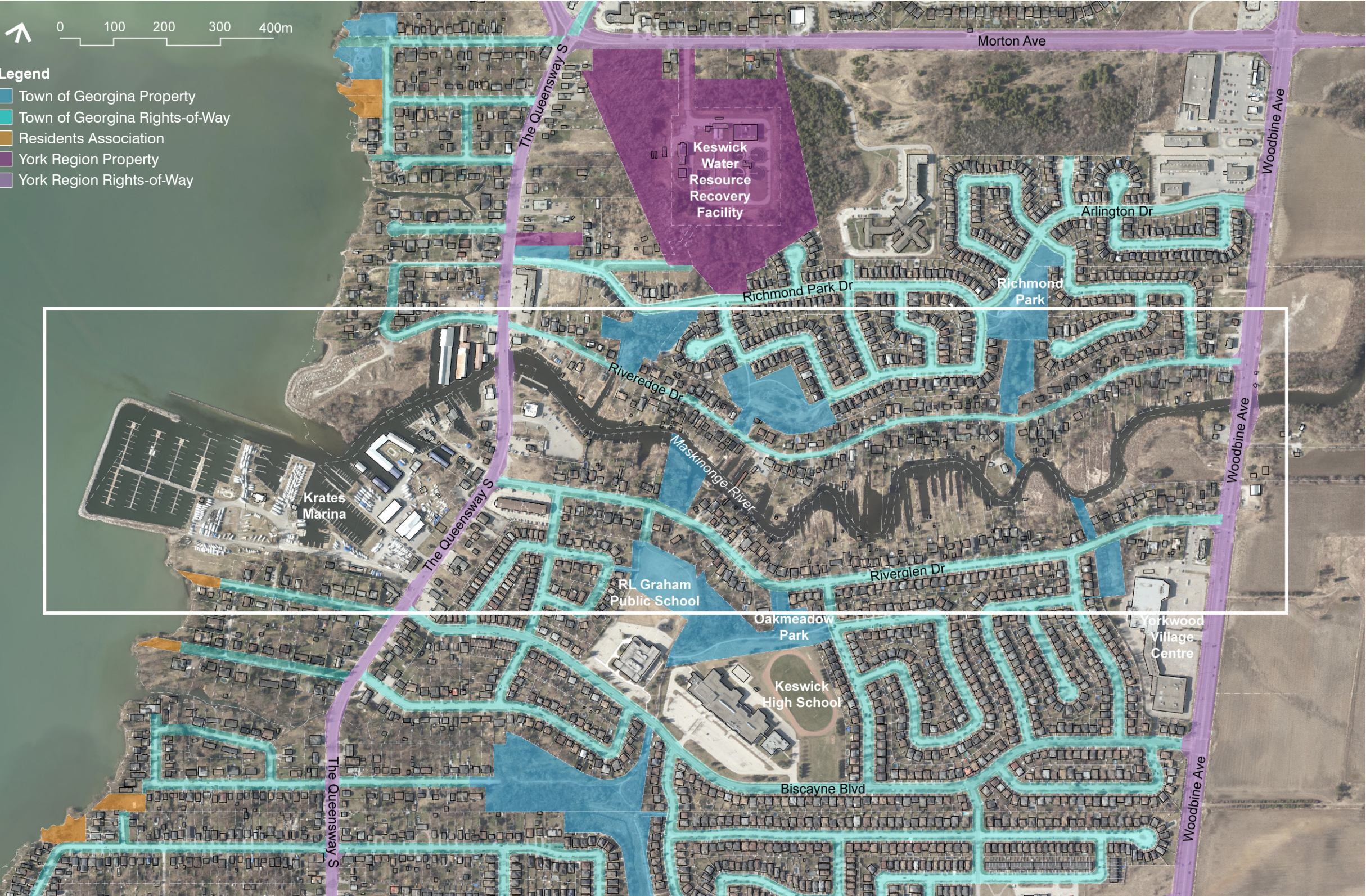
Maskinonge River

The Maskinonge River focus area is focused on the mouth of the river and the reach immediately upstream to Woodbine Avenue. The map on the facing page illustrates Town owned land along the river's edge.

The River flows through a residential area and commercial area on The Queensway S. This focus area provides a special opportunity to provide a waterfront green space and public access in this Urban Centre.



Land Ownership



Natural Heritage



There are four key considerations in the Maskinongne River area:

1. Krates Marina

Krates Marina is large privately owned full service marina, with 500 slips for transient and seasonal boater, two boat launches, boat storage, boat rental, gas, washrooms, 20 serviced seasonal RV sites, RV rental and service, beach, playgrounds, pool and club-houses. They have no plans for change at the Marina.

Commercial uses on the east side of The Queensway S have boat tie up on the south shore of the River.

2. Water Quality and Quantity

The focus area for the Waterfront Master Plan is a small fraction of the entire 63.5 sq. km watershed of the River. The Maskinongne River Subwatershed Plan completed by the Lake Simcoe Region Conservation Authority in 2010 was an extensive study of the water quality and quantity, aquatic habitat, fluvial geomorphology and terrestrial natural heritage system.

The River's subwatershed is largely agricultural causing impacts on water quality from removal of riparian vegetation and sediment-laden runoff entering the River.

The River's subwatershed lacks the ground water influence of the Oak Ridges Moraine as a very small portion of the subwatershed falls in the moraine as result flows are low.

The Subwatershed Plan includes 137 recommendations related to 8 topics: planning and policy, use of better management practices, changing the way things are done "on the ground", applied research and science, monitoring, management/rehabilitation and restoration, adaptive response and communications.

Lake Simcoe Stewardship Guidelines (2009)

Private property owners have an imperative role to play in helping to improve water quality and flow in the Maskinongne River. Removal of shoreline vegetation, manicured lawns, creating hard edges along the shoreline and building canals along the shoreline have an impact on flow and water quality. The Simcoe Stewardship Guide helps home owners identify and implement practices that will improve the natural landscape and water quality. The amount of water moving through the various landscape features determines the amount of water available - actions of all property owners affects water quality in the River.

The Stewardship Guidelines set out a clear understanding of the role of property owners by explaining the importance of shoreline areas providing ecological corridors with trees, shrubs and grasses acting as filters to prevent pollutants from getting into the water by trapping sediment, capturing runoff, creating habitat and preventing erosion.

Water levels are controlled by the Trent-Severn Waterway. Fluctuation is due mainly to precipitation, evaporation, groundwater flow and runoff into the river and lake. With climate change, decreases in ground and surface water will lower water levels. The Stewardship Guide recognizes that the Maskinongne River is at high risk of depletion of flow, hence the imperative of everyone doing their part to maximize infiltration to recharge the groundwater and minimize contamination from over fertilized lawns.

The Stewardship Guidelines provide specific worksheets for homeowners along the water's edge to assess the ecology of the water course at their property the vegetation buffer along its edge, the shoreline slope and character, barriers and excess nutrients.

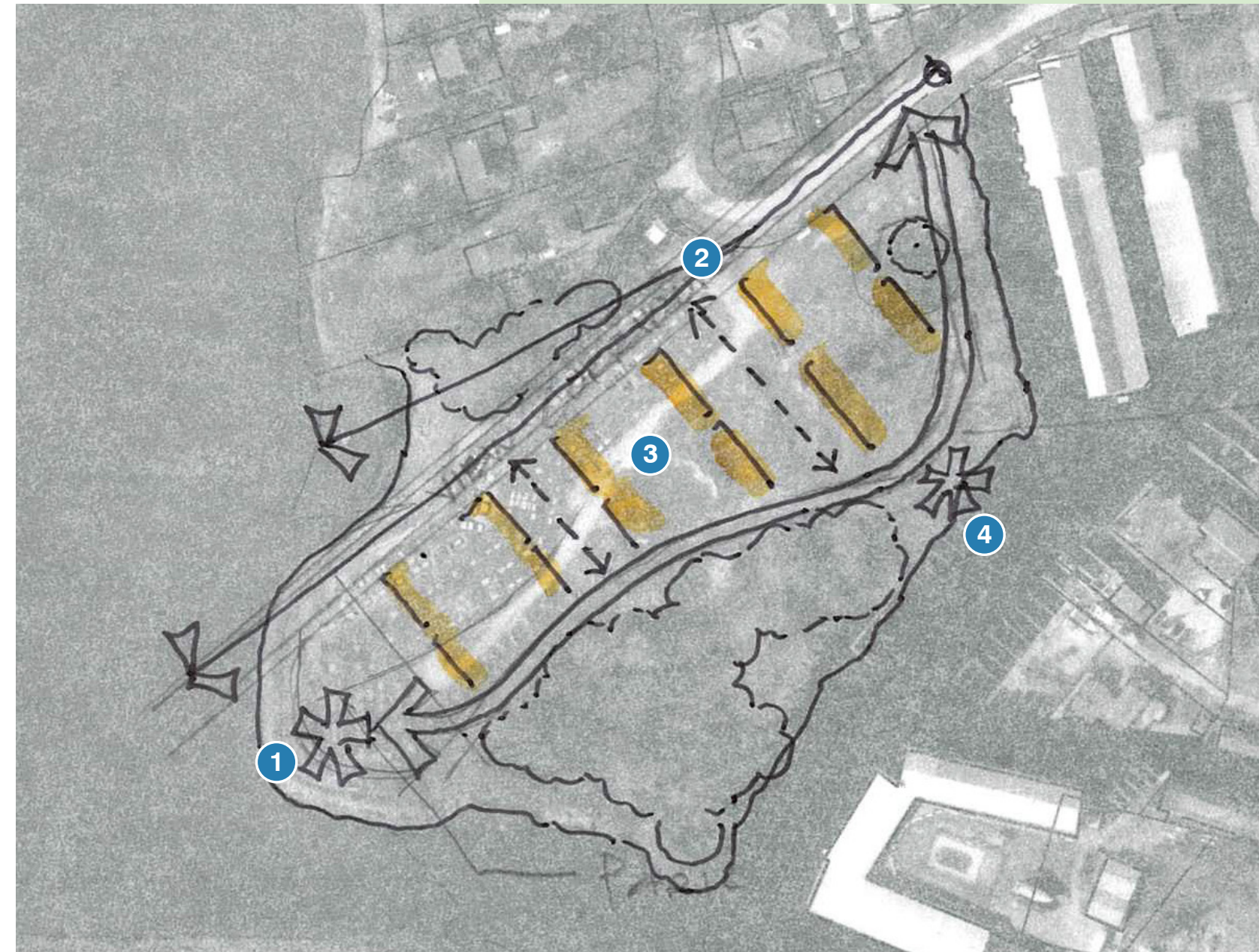
3. Development Lands

The parcel of land on the north side of the River at the end of Riveredge Drive is a site where redevelopment is being considered by the owners. It will be constrained by the location of a Provincially Significant Wetland and setbacks from the Lake Simcoe shoreline. According to the Keswick Secondary Plan, these lands are included in the Maskinonge Urban Centre.

Policies direct that:

- minimum height of 2-storeys and a maximum height of 6-storeys or 20 metres.
- mixture of uses is encouraged.
- Urban and Architectural Control Guidelines will apply.

- 1 Open space / public park
- 2 Maintain view vista to the lake
- 3 The depth and orientation of the developable area lends itself to block oriented perpendicular to the (new) road and to locating parking behind the units.
- 4 Dock/terrace at water's edge



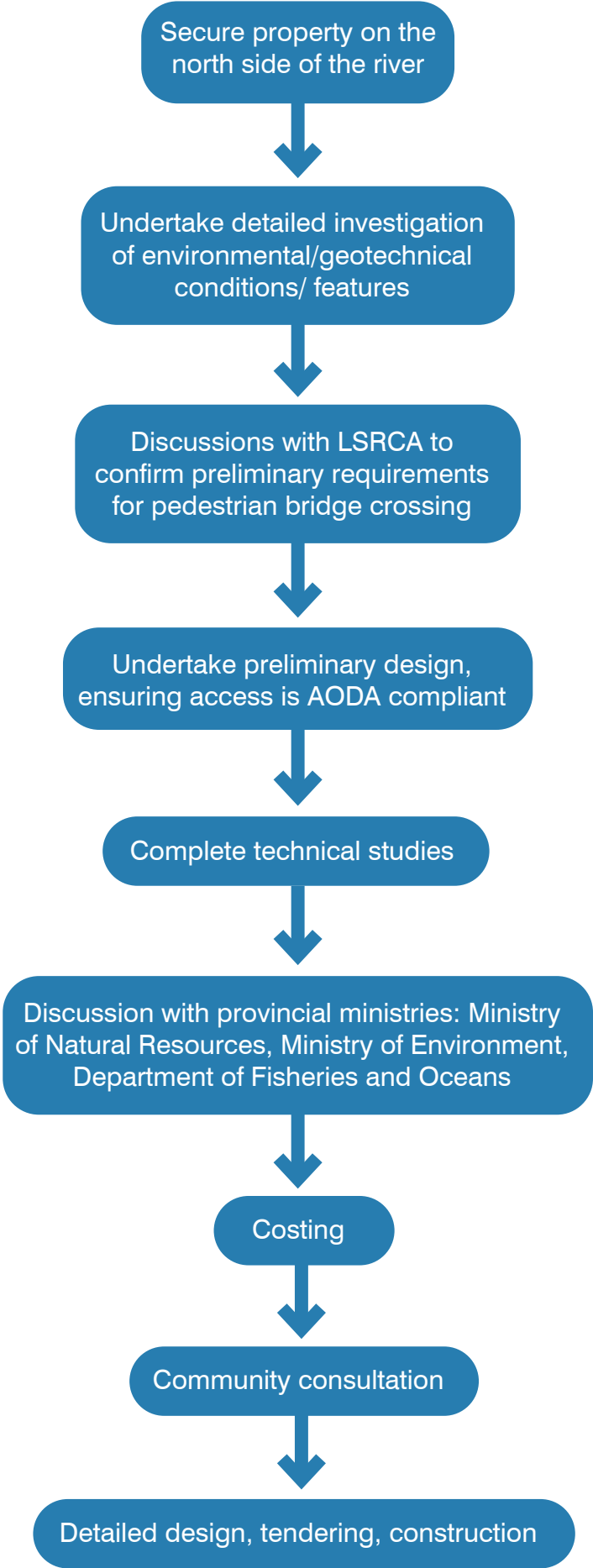
4. Pedestrian Bridge

A pedestrian bridge over the River is a complex study and approval process. In 2013, the construction cost was estimated to be \$1.2 million. The cost will be orders of magnitude higher today.

To demonstrate no impacts to the control of flooding, or erosion, and ensure the safety of people and property, the following information could be required as part of a submission for review of a bridge:

Minimum Technical Requirements:	Included in the submission:
Technical Memo	scope of work
Key Plan	site location, watercourse and structure location
General Arrangement drawing	plan and profile views (inclusive of existing and proposed conditions, grades, etc.)
Erosion and Sediment Control Plan	locations and details of the ESC measures, construction access, dewatering requirements, and flow diversion as necessary, applicable notes
Construction Staging Plan	site layout of temporary construction measures inclusive of staging and sequencing as necessary
Restoration and Stabilization	protection measures during and after construction and rehabilitation/restoration of the site
Hydraulic Analysis	report and digital copy of models that confirms there will be no offsite flooding or erosion impacts as a result of the proposed development
Cut/Fill Analysis	incremental (0.3m) cut/fill analysis to maintain floodplain storage.
Fluvial Geomorphic Assessment	all abutments should be outside of the erosion hazard as determined through this report
Hydrogeology Report/analysis	groundwater investigation where groundwater interferes with the proposed work
Environmental Impact Study	may be required depending on the scope of work and location of abutments
Geotechnical & Structural Design Reports/Analysis	Geotechnical, and Structural design recommendations related to grading, bridge and abutment works. The recommendations should confirm the works can withstand impacts and lateral forces related to flooding and structural integrity confirmation where crossing overtops during major flows

Steps for Implementing a Pedestrian Bridge



Road Ends and Other Waterfront Properties

Classification System for *Waterfront Windows* - and key directions

A Waterfront Window is when a road right-of-way ends at the water. If a road is running along the shore, the right-of-way of an intersecting road must continue past it and into the water in order to be considered a Waterfront Window. Usually there are private properties on either side of the Waterfront Windows.

Category 1:

Town owned parcels, not a road end, most have no sign of public use

Category 2:

Obvious road end and can be accessed, a few are signed as a public place

Category 3:

Signed as: no trespassing, private for resident's association use only, or no lake access, or fenced to appear as private

Category 4:

Road end has a pump station and can be accessed, although not clearly signed as public access

1. Sign as public



2. Clear public trail



3. Some parking in the right of way



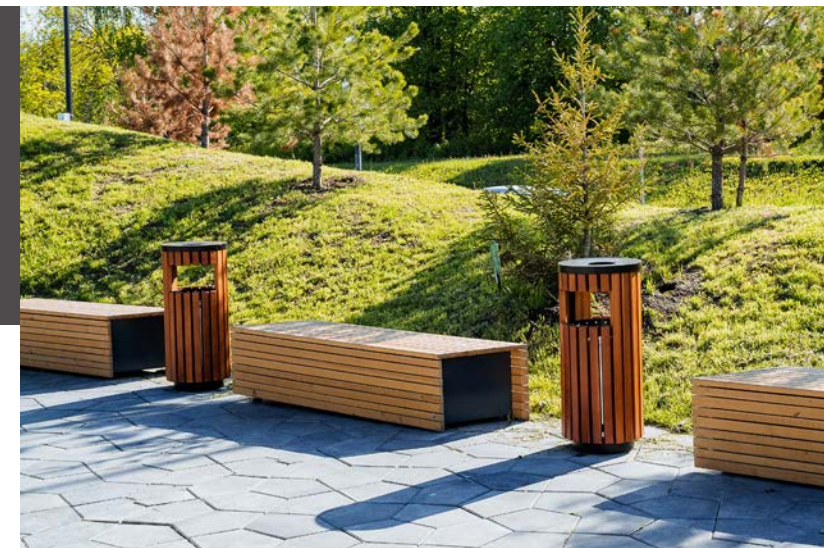
4. Fencing along adjacent private properties



5. Native planting on either side and along shoreline



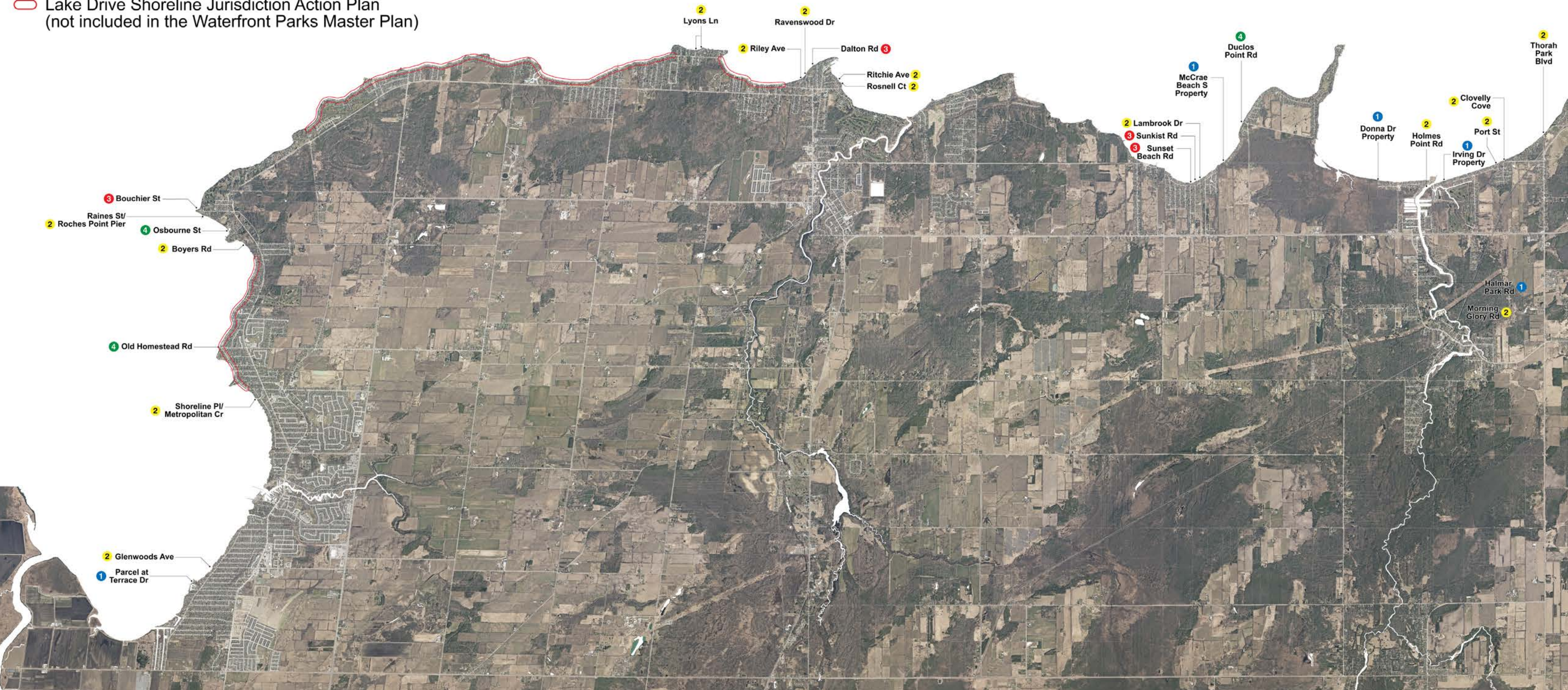
6. Potential Amenities: waste receptacles, seating



Map of Classification System

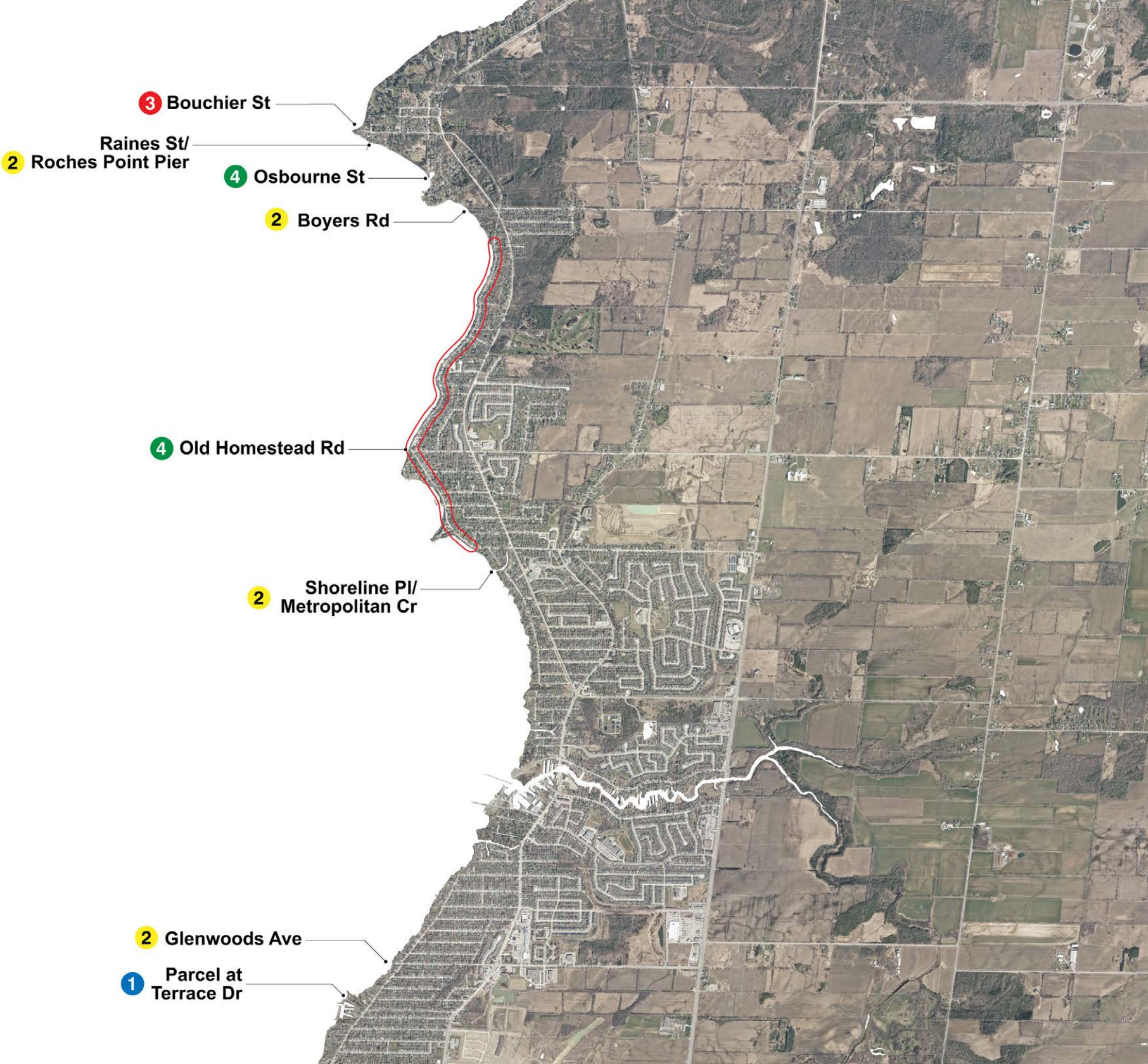
27 Publicly Owned Waterfront Road Ends & Properties

- 1 Town owned parcels, not necessarily at a road end
- 2 Obvious road end and accessible
- 3 No trespassing, or signed as private or fenced to appear as private or signed as no lake access
- 4 Road end has a pump station, accessible
- ⬜ Lake Drive Shoreline Jurisdiction Action Plan (not included in the Waterfront Parks Master Plan)




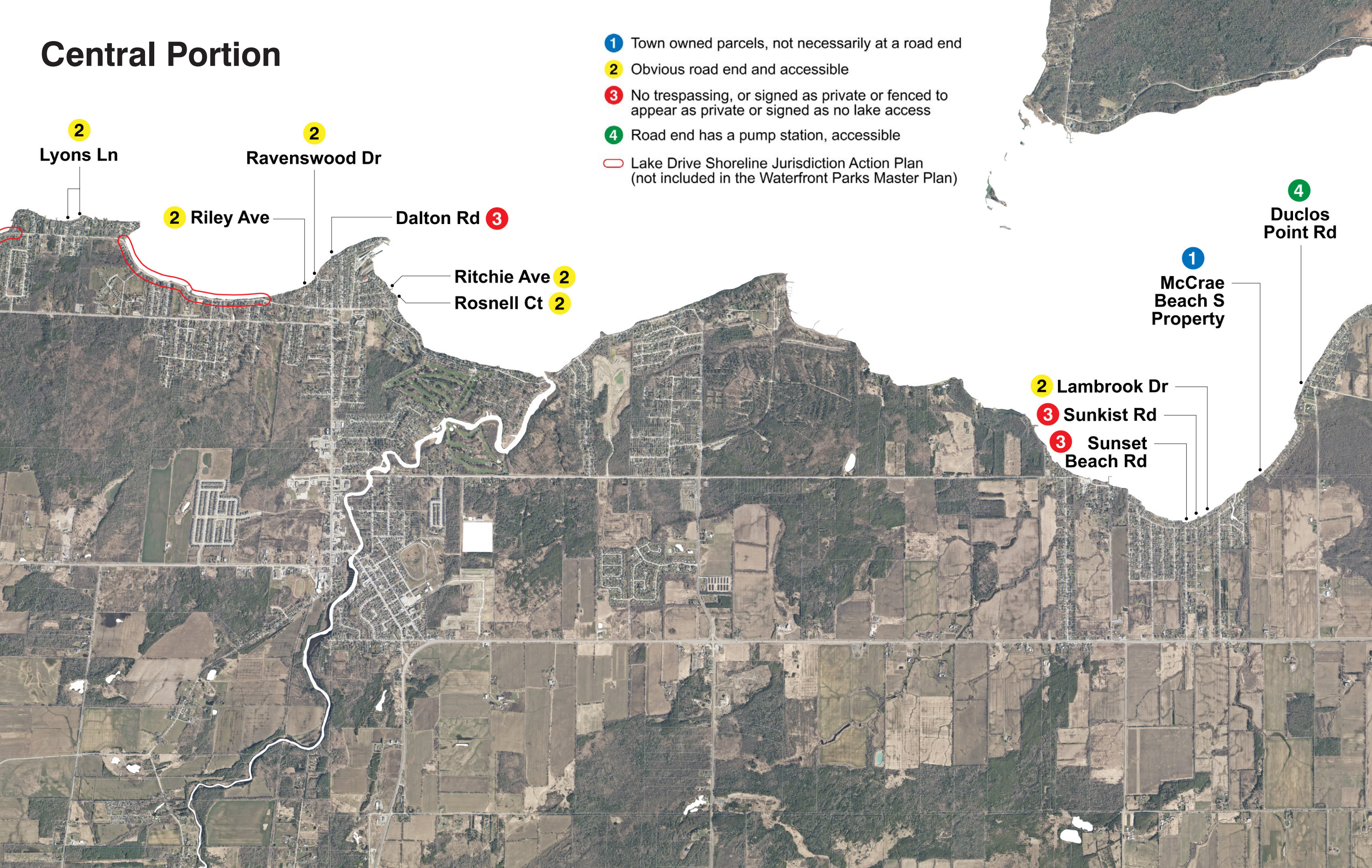
West Portion

- 1 Town owned parcels, not necessarily at a road end
- 2 Obvious road end and accessible
- 3 No trespassing, or signed as private or fenced to appear as private or signed as no lake access
- 4 Road end has a pump station, accessible
- Lake Drive Shoreline Jurisdiction Action Plan (not included in the Waterfront Parks Master Plan)



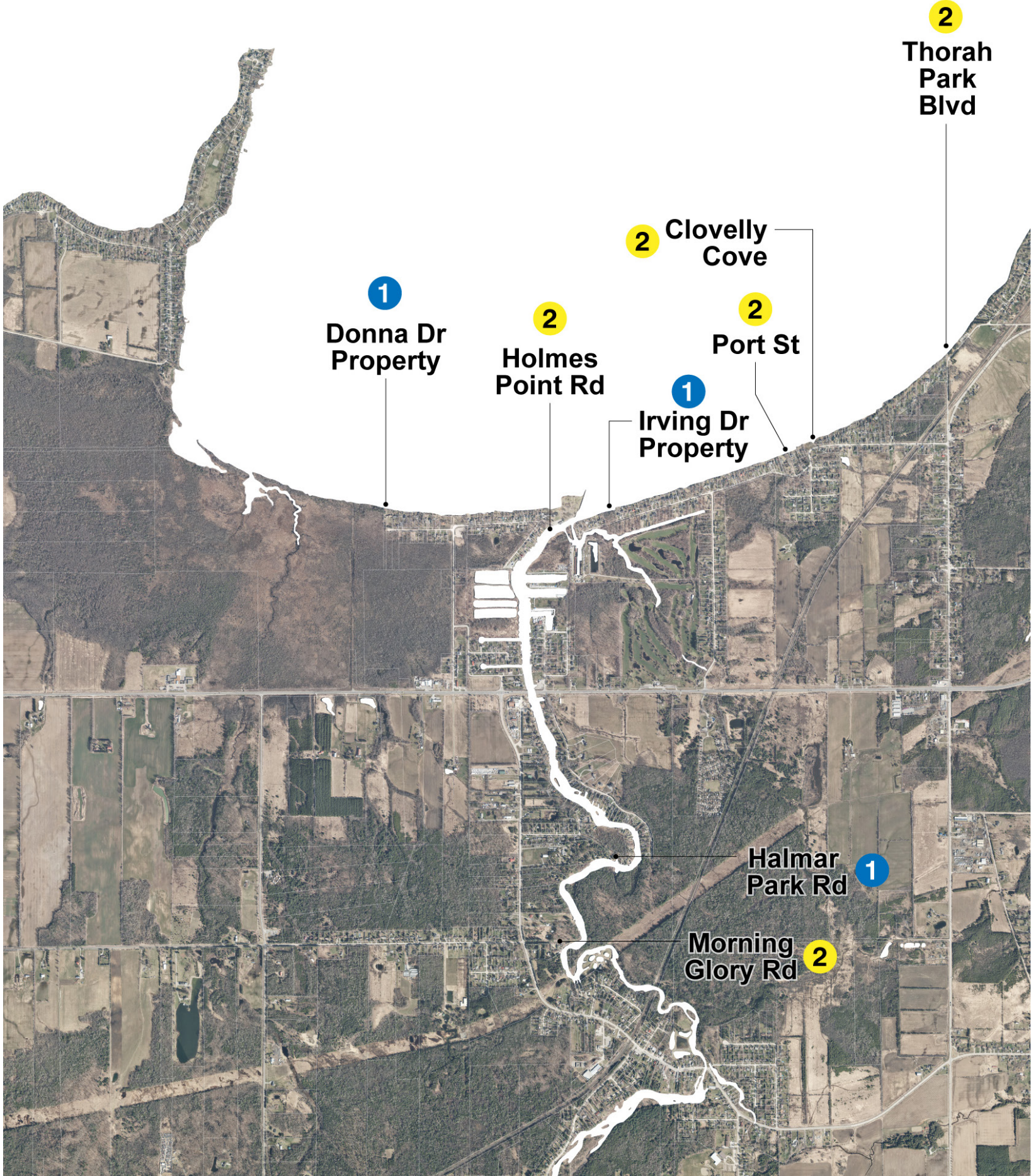
Central Portion

- 1 Town owned parcels, not necessarily at a road end
 - 2 Obvious road end and accessible
 - 3 No trespassing, or signed as private or fenced to appear as private or signed as no lake access
 - 4 Road end has a pump station, accessible
-  Lake Drive Shoreline Jurisdiction Action Plan (not included in the Waterfront Parks Master Plan)



East Portion

- 1 Town owned parcels, not necessarily at a road end
- 2 Obvious road end and accessible
- 3 No trespassing, or signed as private or fenced to appear as private or signed as no lake access
- 4 Road end has a pump station, accessible



27 Road Ends

Prepare operations and management, order of magnitude capital costs and immediate next steps for Part 2 parks

Finalize the inventory, description of existing conditions and recommendations for the 27 road ends and other municipally owned waterfront sites

Continue to collaborate with the staff team, including those working on the Lake Drive Jurisdiction Action Plan

Prepare draft Waterfront Master Plan for Part 2 parks

Parcel at Terrace Drive 1



Description

The Terrace Drive site is an unmarked area of approximately 0.47 ha at the foot of Terrace Drive, west of Lake Drive S. It is adjacent to Pasadena Marina on the south and a private residence on the north. The site is maintained and the water's edge is a mix of rocks and naturalized vegetation. It appears it may be used by the adjacent marina.

Possible Improvements/Opportunities to Consider

- identify the site as a Waterfront Window and available for public access
- add amenities, such as seating, picnic tables, waste receptacles
- sign the location as available for public access
- allow short term parking on Lake Drive S



Glenwoods Avenue 2



Description

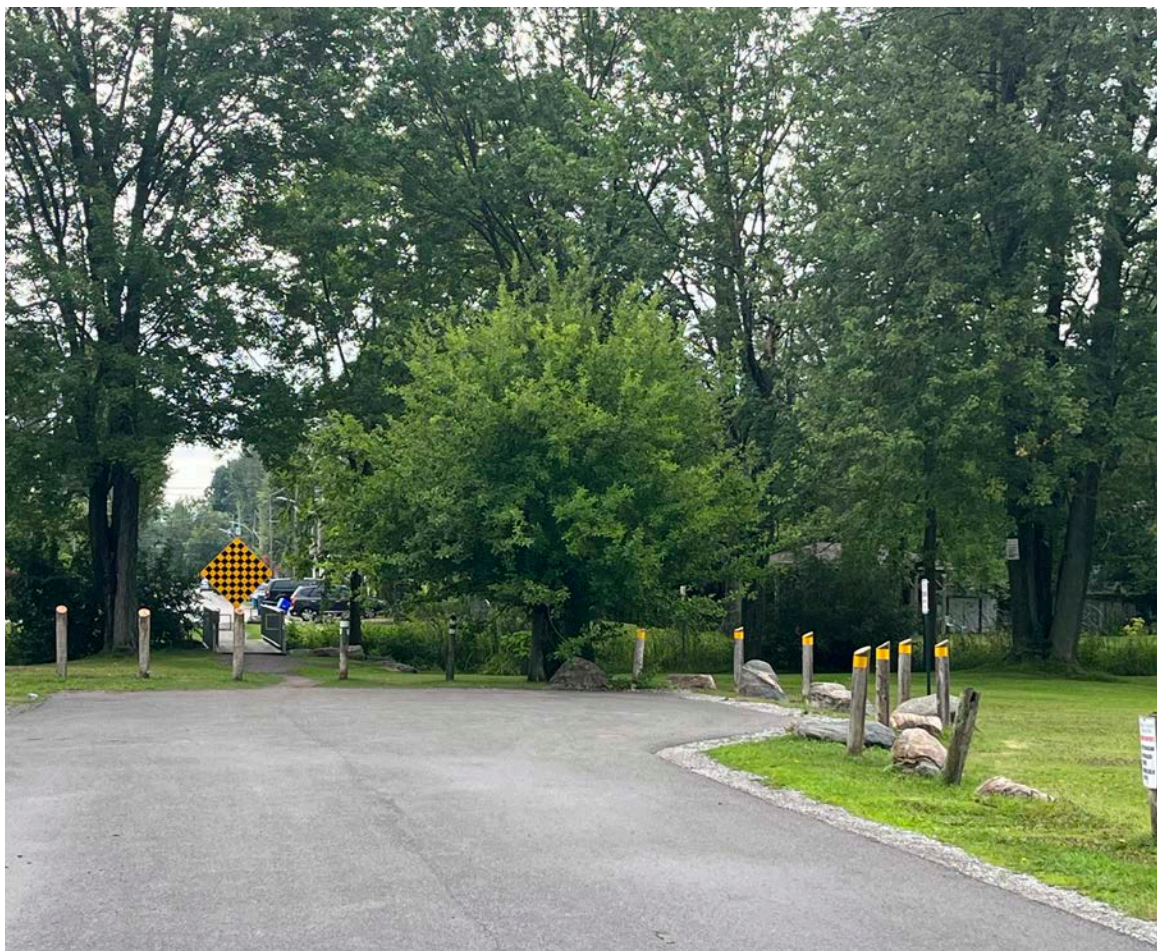
The Glenwood Avenue site is the end of Glenwood Avenue where is also provide access to the driveways of the two houses on this portion of the road. The paved surface of the road ends at the naturalized shoreline, where there's an informal path to the water's edge. No parking is allowed along the road

Possible Improvements/Opportunities to Consider

- identify the location as a Waterfront Window and available for public access
- allow for short term parking along the road edge



Shoreline Place/Metropolitan Crescent 2



Description

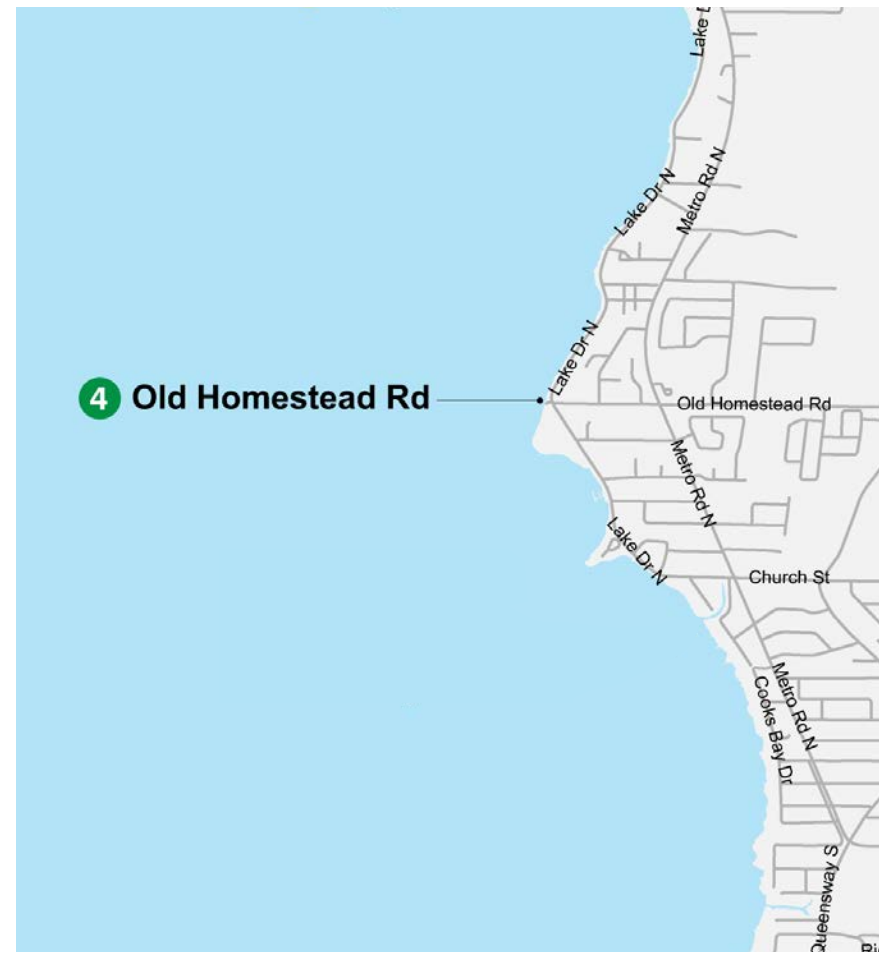
This site is public land connecting the cul de sac of Shoreline Place with Metropolitan Crescent. The site is maintained and has an informal path to a pedestrian bridge over a creek. The public lands are along the east edge of the Keswick Beach Association, neighbourhood residents only park.

Possible Improvements/Opportunities to Consider

- sign as public access



Old Homestead Road 4



Description

The Old Homestead Road site is the location of a Town pumping station. A paved road provides access to the water's edge. The shoreline is rock, cleared of vegetation. There is a garbage can indicating some recognition of public use.

Possible Improvements/Opportunities to Consider

- identify the location as a Waterfront Window and available for public access
- allow for short term parking along the road edge
- no vehicles at the water's edge
- identify location as suitable for launching canoes/kayaks



Boyers Road 2



Description

The road end is at the end of Boyers Road west of Metro Road N, just south of Roches Point. This location is well buffered to adjacent residences. The road end is not signed as a point for waterfront access. The water's edge is shallow and a mix of sand and rocks.

Possible Improvements/Opportunities to Consider

- sign the location as a Waterfront Window
- sign to permit road side parking - considerable space
- paint the concrete blocks to help brand/identify the waterfront window
- identify location as suitable for launching canoes/kayaks



Osbourne Street 4



Description

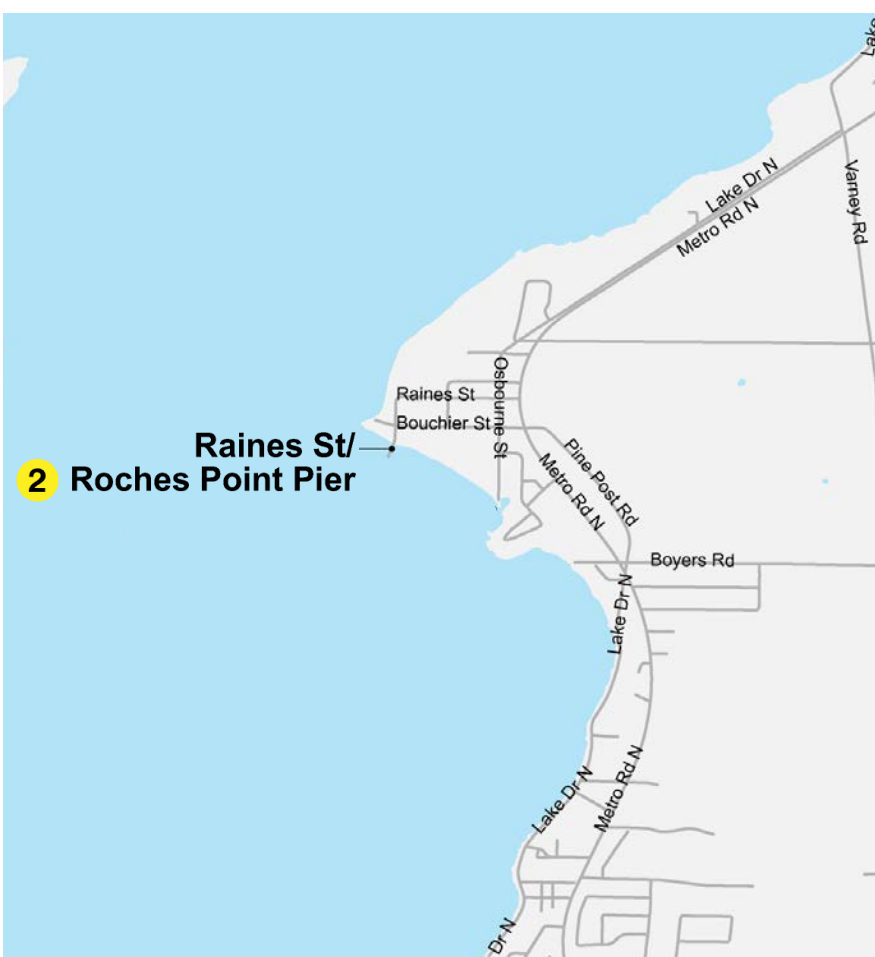
Osbourne Street provides access to one of the Region's pumping stations, a private marina and residences. This location is signed with a Parks and Amenities Guidelines. The shoreline provides shallow beach access and is connected to the adjacent private greenspace. The lands to the north include remnants of an old dock wall and they are used to store construction material.

Possible Improvements/Opportunities to Consider

- Sign the location as a Waterfront Window on Metro Road N
- Sign to permit road side parking - considerable space
- Paint the concrete blocks to help brand/identify the waterfront window
- May be an opportunity to expand public ownership on lands to the north
- Clarification of the publicly accessible lands and separation to the abutting Resident's Association waterfront park



Raines Street/Roches Point Pier 2



Description

Roches Point Pier is at the end of Raines Street. The pier was a federal dock that was taken over by the Town. The Town owned land on the road end and pier is managed by the Roches Point Community Association who also co-insures the property. A gate with a sign indicates the area is Town owned land with the Town's Parks & Amenities Guidelines sign. The site has been landscaped with boulder terraces and planting areas and a fence controls access. This parcel is fenced.

Possible Improvements/Opportunities to Consider

- Confirm responsibilities for maintenance with the residents association
- Permit short term on street parking for residents who are beyond a short walk
- Inspect the pier to determine improvements required



Bouchier Street 3



Description

The Bouchier Street parcel is around the corner from Roches Point Pier. The street is signed for "no parking" and the end of the road is fenced and signed as private. It is understood that the resident's association co-insures and manages this parcel.

Possible Improvements/Opportunities to Consider

- Clarification of ownership and agreements with the residents association
- Allow some on street parking for residents who are beyond a short walk



Lyons Lane (West and East) 2



Existing Conditions (Lyons Ln West)



Existing Conditions (Lyons Ln East)



Description

Lyons Lane West and East are just west of De LaSalle Park, north of Lake Drive E. Both Lanes provide access to driveways. Both are gravel road ends. Lyons Lane West ends in a timber platform providing access to the rocky shoreline. The paved road on Lyons Road E ends at a driveway which has a gate. The end of the road is blocked with a bolder. The right of way is clearly maintained as grass is mown.

Possible Improvements/Opportunities to Consider

- identify the location as a Waterfront Window and available for public access
- allow for short term parking at the end of the Lanes

Riley Avenue 2



Description

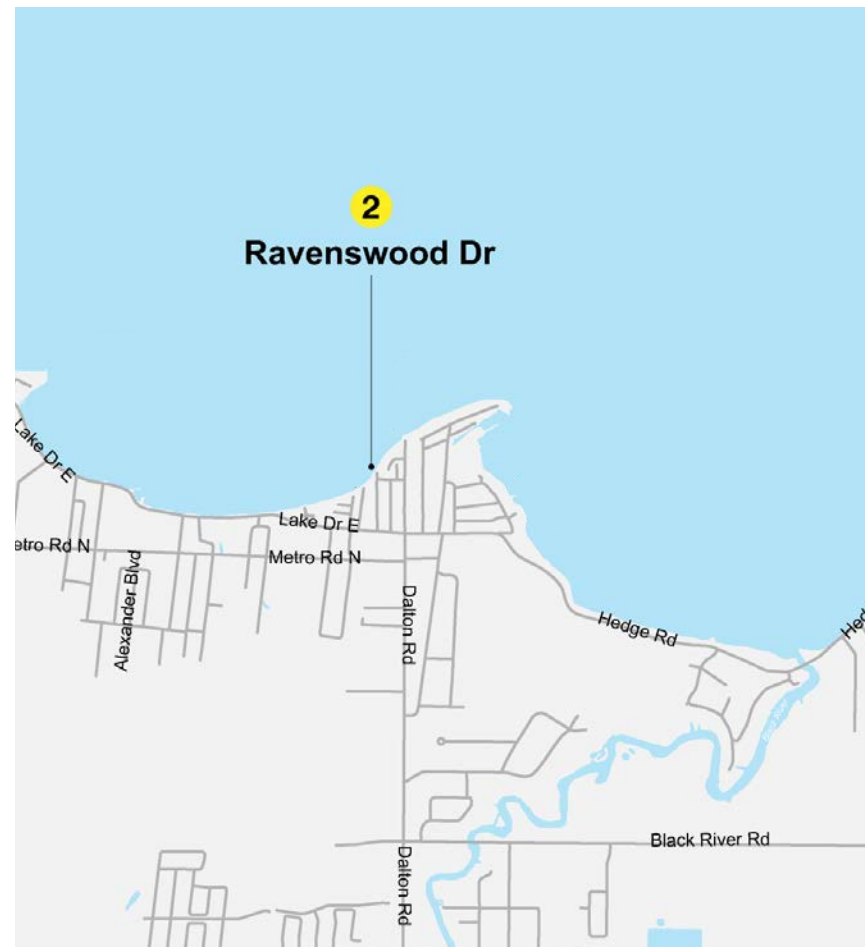
Riley Avenue is north from Lake Drive E, west of Dalton Road in Jackson's Point. This location provides access to adjacent residents. The road ends at a grass slope to the a sandy beach at the water's edge. Timber steps have been built and benches have been placed on the beach.

Possible Improvements/Opportunities to Consider

- identify the location as a Waterfront Window and available for public access
- allow for short term parking along the road edge
- identify location as suitable for launching canoes/kayaks



Ravenswood Drive 2



Description

Ravenswood Drive is north from Lake Drive E, west of Dalton Road in Jackson's Point. There is erosion where the paved surface ends. The shoreline has been cleared of vegetation, providing open access to the sandy shoreline.

Possible Improvements/Opportunities to Consider

- stabilize the end of the paved road surface, regrade the unpaved area, possible construct bio-swales
- identify the location as a Waterfront Window and available for public access
- allow for short term parking along the road edge
- identify location as suitable for launching canoes/kayaks



Dalton Road 3



Description

The Dalton Road parcel is a significant piece of public land at the end of the road north from Lake Drive E in Jackson's Point. Dalton Road at Lake Drive E is signed "no exit, no parking, no lake access".The shoreline is cleared of vegetation enabling access to the rocky shoreline at the water's edge.

Possible Improvements/Opportunities to Consider

- sign a public access and a Waterfront Window
- remove signs indicating no lake access
- allow short term parking for residents
- identify location as suitable for launching canoes/kayaks



Richie Avenue 2



Description

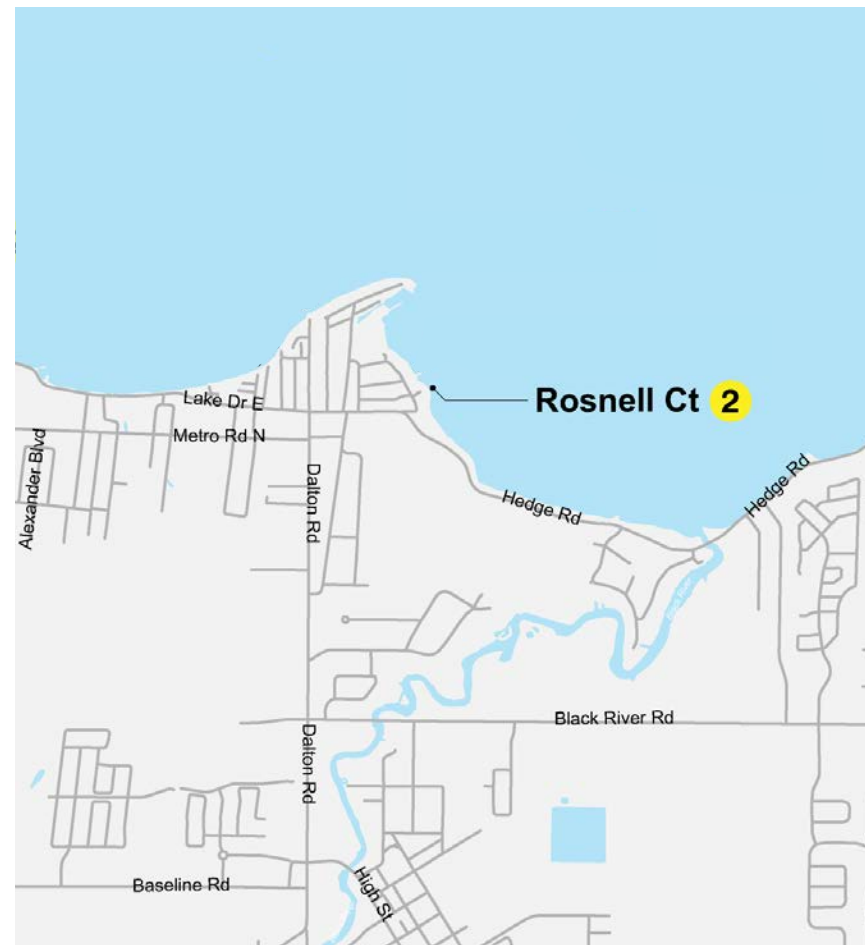
Richie Avenue is located east of Jackson's Point Harbour, north of Pinery Lane. This location is signed as public with the Town's Parks & Amenities Guidelines sign, a "no cooking in the park" sign and another sign indicating prohibited activity. A trail extends from Pinery Lane to the water edge, the location of a fire dock, a popular spot for swimming. Poison ivy is growing on south side of the entrance.

Possible Improvements/Opportunities to Consider

- identify the location as a Waterfront Window
- allow for short term parking on near by streets
- remove poison ivy



Rosnell Court 2



Description

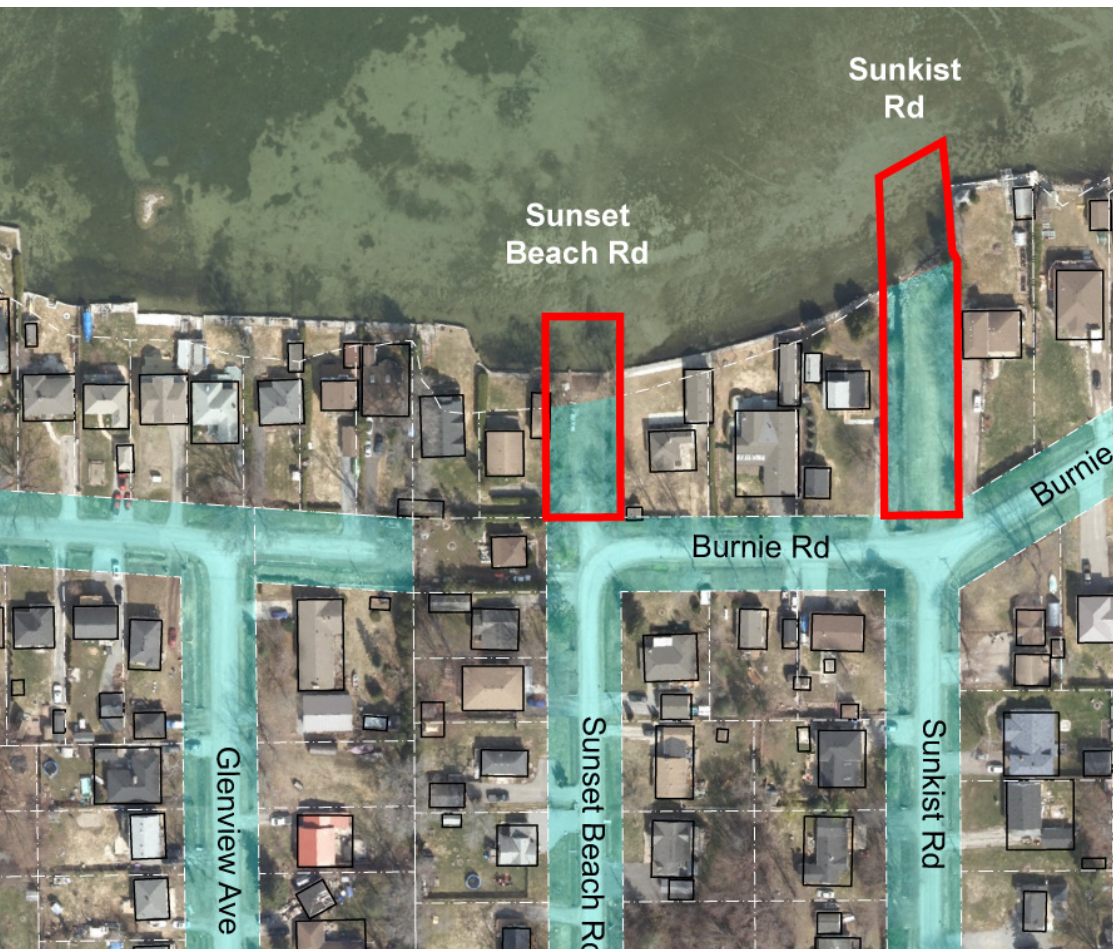
Rosnell Court is south of Richie Ave, and is accessed from Pinery Lane. Rosnell provides driveway access to adjacent residences. There is no indication this is public land. Stairs and a railing provide access to the water's edge where there is a concrete pier with adjoining ramps.

Possible Improvements/Opportunities to Consider

- identify the location as a Waterfront Window and available for public access
- allow for short term parking at the end of the road
- improve stairs and railing down to water's edge



Sunset Beach Road 3



Description

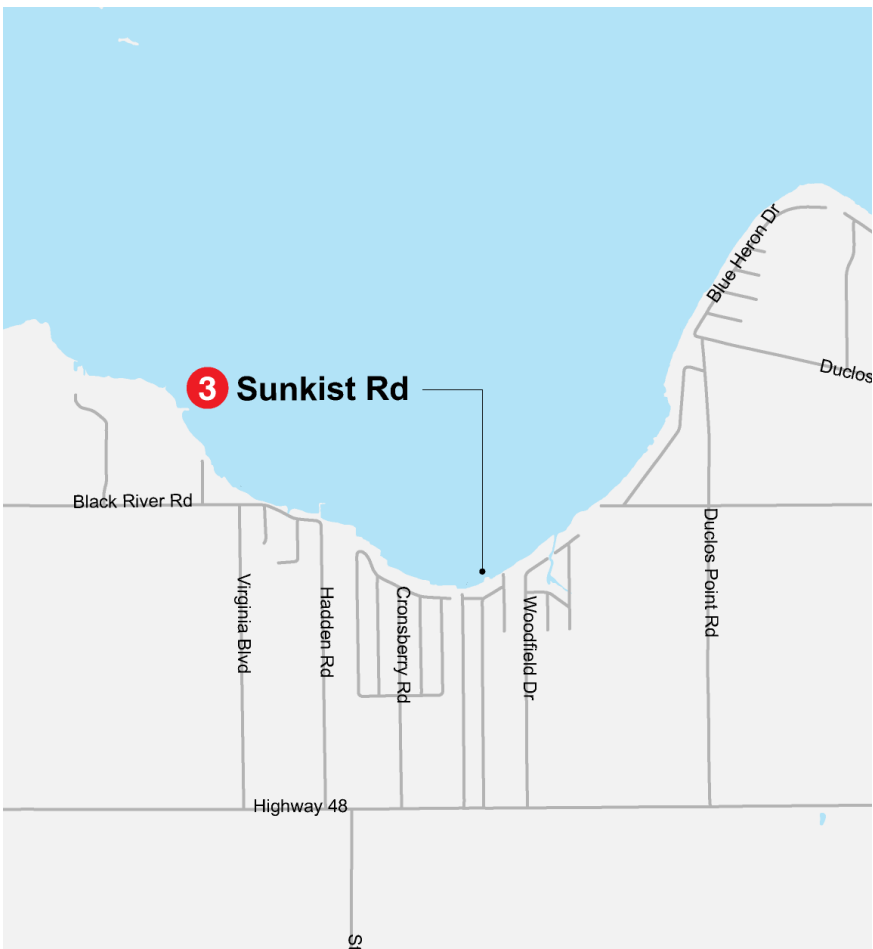
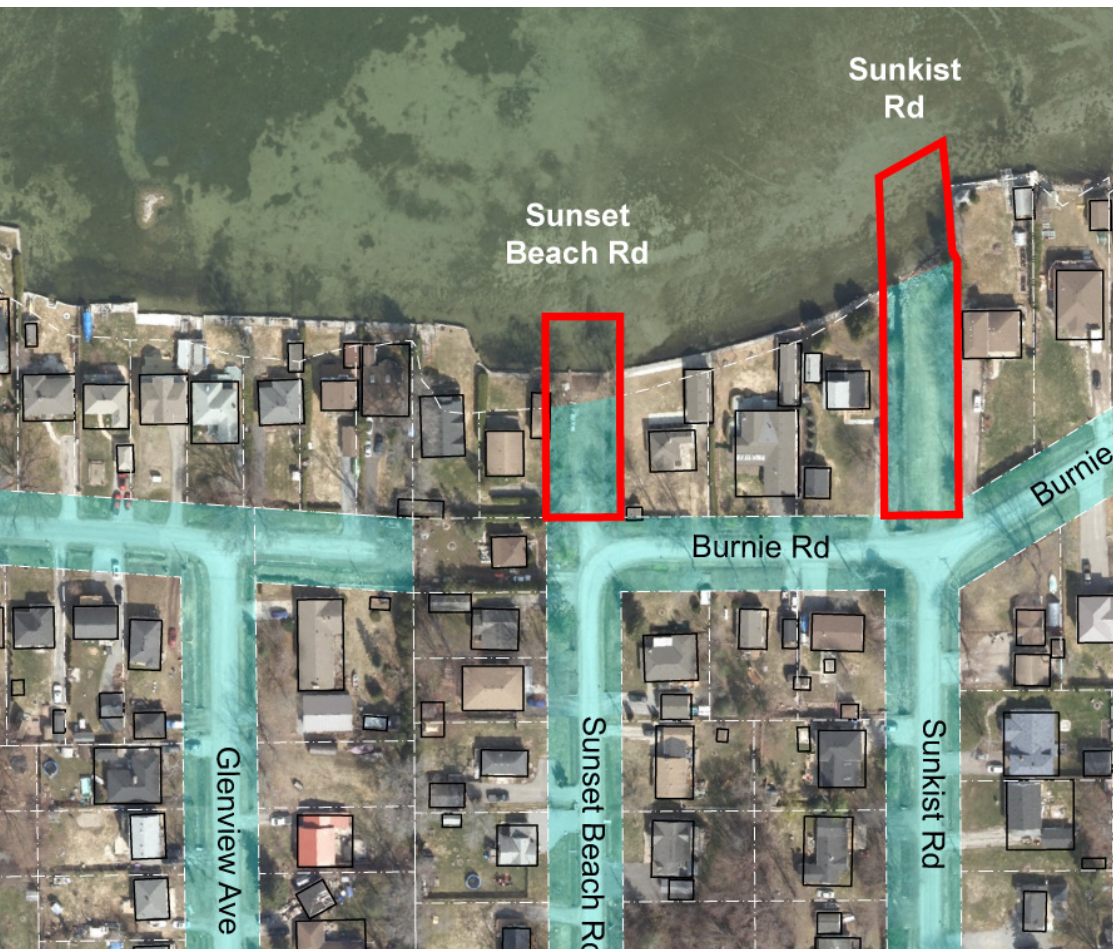
The Sunset Beach parcel is one of three road ends in Sunset Beach located off of Highway 48 in Pepperlaw. The road end is marked a no public access "members only". Naturalized vegetation is maintained along the drainage swale, the landscape is maintained and the shoreline is cleared of vegetation. A small gravel area allow for temporary parking, although the location is signed as no parking. A picnic table and bench were located at the shoreline

Possible Improvements/Opportunities to Consider

- Confirm maintenance and operations responsibilities of the Town and the Sunset Beach Association



Sunkist Road 3



Description

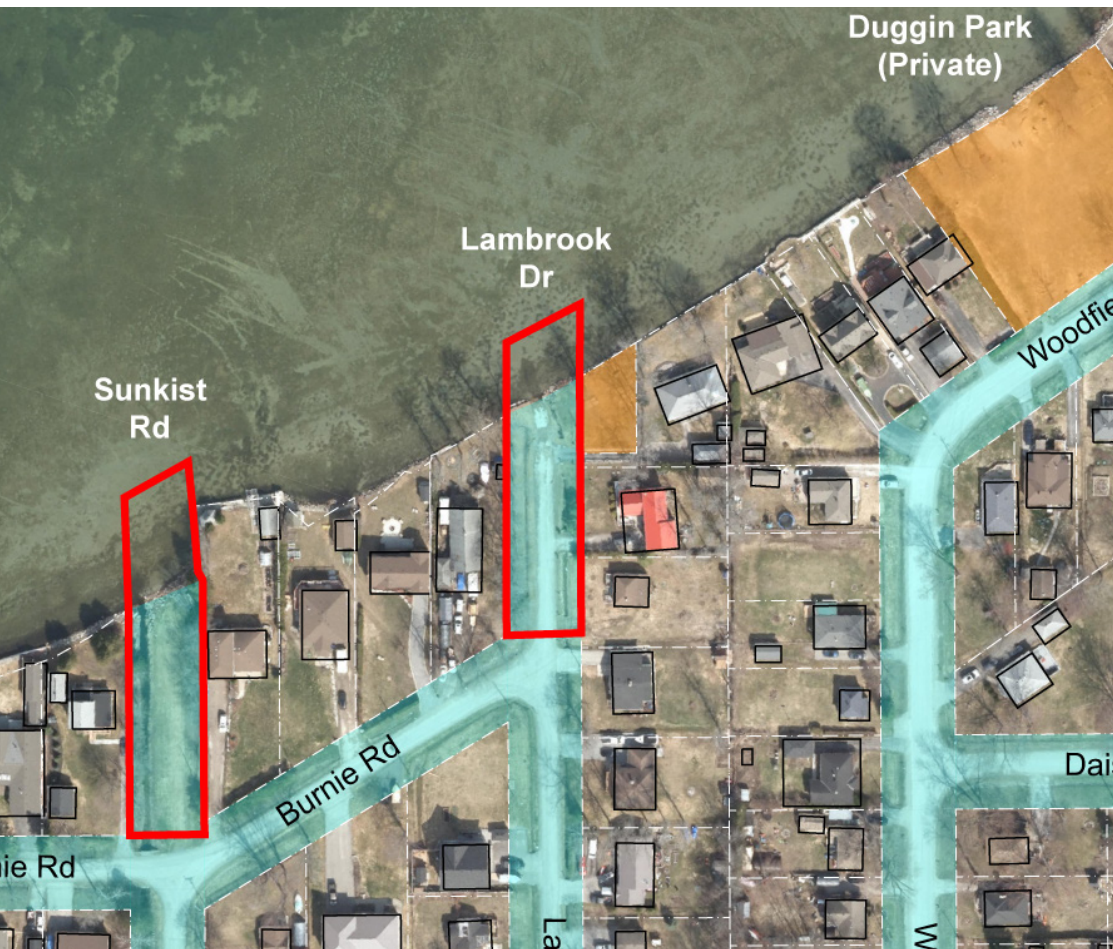
The Sunset Beach parcel is located off of Highway 48 in Pefferlaw. The road end is marked a no public access "members only". Naturalized vegetation is maintained along the drainage swale, the landscape is maintained and the shoreline is cleared of vegetation. A wood deck has been constructed at the shoreline.

Possible Improvements/Opportunities to Consider

- Confirm maintenance and operations responsibilities of the Town and the Sunset Beach Association



Lambrook Drive 2



Description

The Lambrook Drive parcel is also located in Sunset Beach. The road provides access to adjacent residents. The end of the road is a boat launch and grassed area at the water's edge. The naturalized vegetation has been cleared. A Conservation Project sign marks an erosion control project for a drainage swale. A sign next to the boat ramp indicates a private beach, no public access and use by members only. It is likely referring to the private beach association parcel adjacent to the right-of-way, however its location makes the meaning ambiguous.

Possible Improvements/Opportunities to Consider

- Confirm maintenance and operations responsibilities of the Town and the Sunset Beach Association



McCrae Beach South Property 1



Description

The McCrae Beach South parcel is located north from the end of the cul de sac. McCrae Beach S is accessed from Duclos Point Road. The parcel is densely wooded area that is part of the Duclos Provincial Nature Reserve. This parcel has no hunting signs.

Possible Improvements/Opportunities to Consider



Duclos Point Road 4



Description

The Duclos Point Rd. parcel is the location of a pump facility for the Town's water supply for use by the Fire Department and a transformer station. The parcel is maintained. The shoreline is a gradual pebble beach.

Possible Improvements/Opportunities to Consider

- allow short term parking along the end of the road for residents beyond a short walk
- identify the location as a Waterfront Window and available for public access
- identify location as suitable for launching canoes/kayaks

Donna Drive Property 1

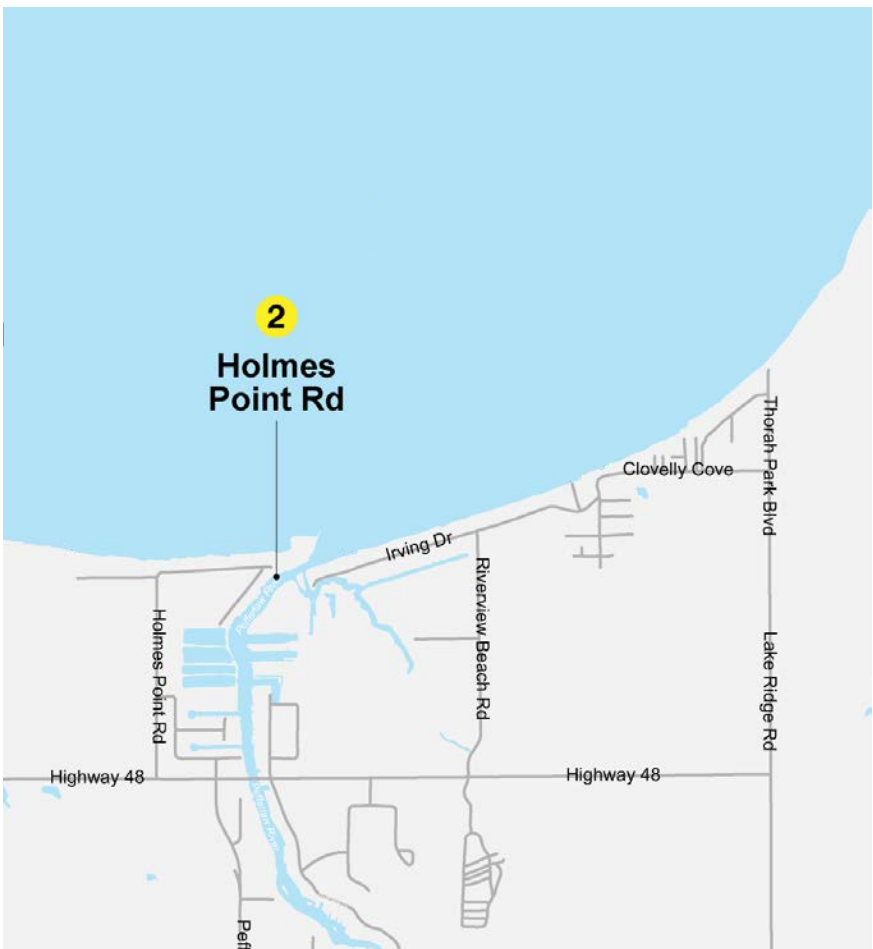


Description

The Donna Drive property is located at the end of Donna Drive, north of the cul de sac. The parcel is wooded and is part of the Duclos Point Nature Reserve. The parcel is not signed as public land. There are no signs of regular use.



Holmes Point Road 2



Description

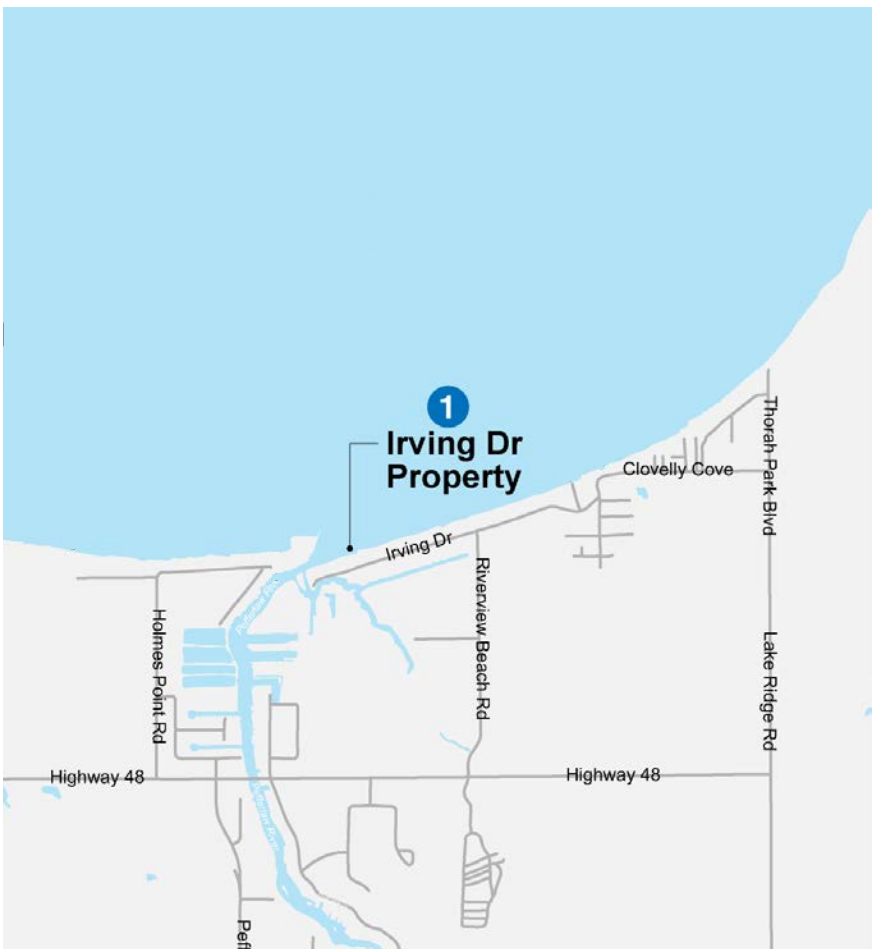
The Holmes Point Road parcel is the location of a public boat launch. The launch is a gentle slope into the Pefferlaw River with no dock at or out from the shoreline for tie up. No parking is provided at this location. This location is signed with the Town's Parks and Amenities Guideline sign. Vehicles and trailers are parked at the parking lot at Holmes Point Park.

Possible Improvements/Opportunities to Consider

- re-grade to provide for parking along the access road
- sign as suitable to launch small boats and seadoos.



Irving Drive Property 1

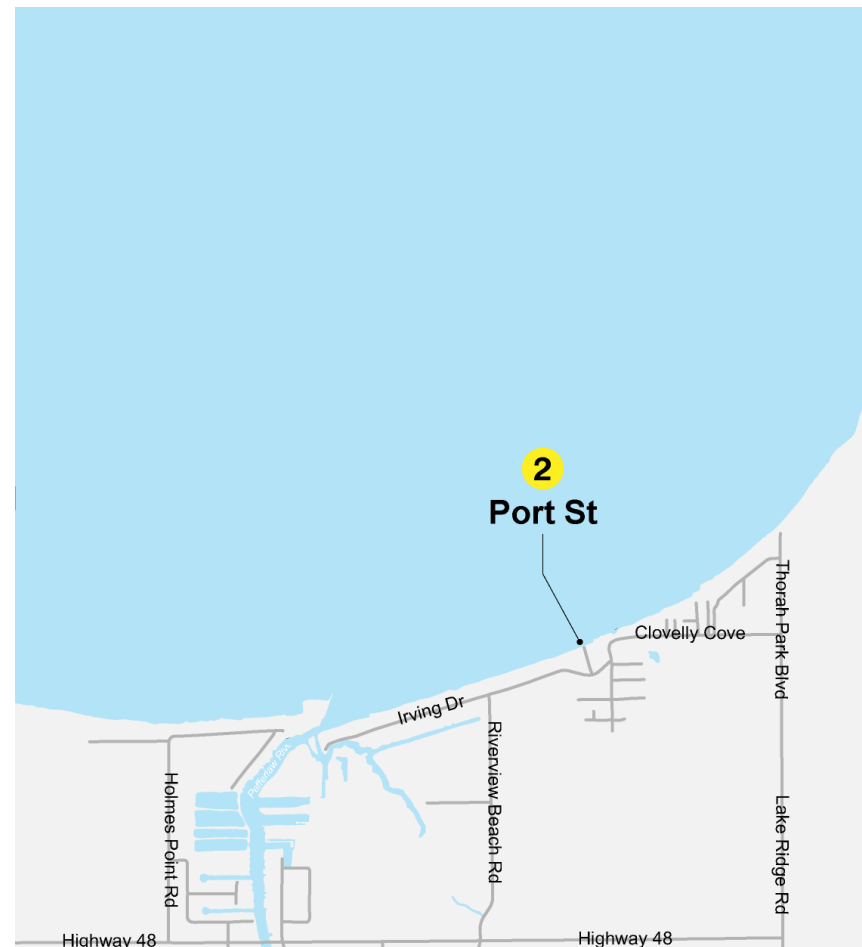


Description

The Irving Drive property is 0.46 ha, located near the end of Irving Drive. The entire parcel is wooded with few signs of public use. The Town is underway with preliminary design for the reconstruction of Irving Drive.



Port Street 2



Description

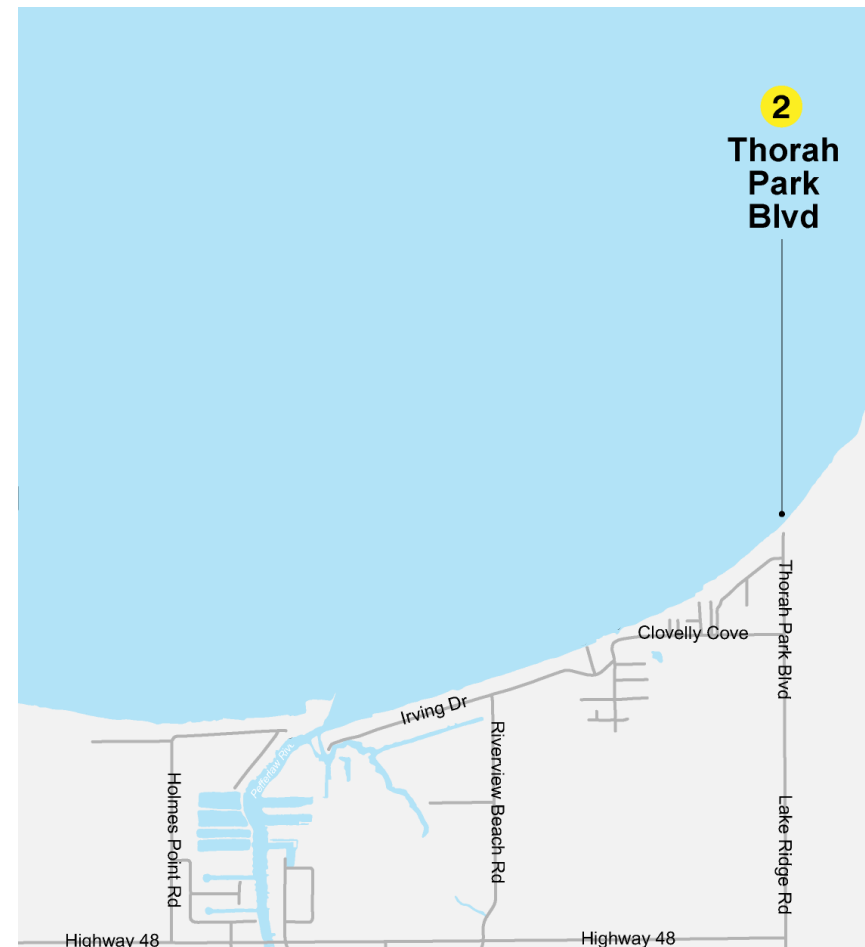
Port Street is accessed off of Irving Drive in Pefferlaw. The unpaved road provides access to a number of houses on the street. The Town's Parks and Amenities Guidelines sign indicates public use. Vegetation has been cleared from the water's edge where there is a gentle slope to a rocky shoreline. Boulders have been placed to delineate a swimming area.

Possible Improvements/Opportunities to Consider

- identify the location as a Waterfront Window and available for public access
- allow short term parking on Port Street for residents that are beyond a short walk
- identify location as suitable for launching canoes/kayaks



Thorah Park Boulevard 2



Description

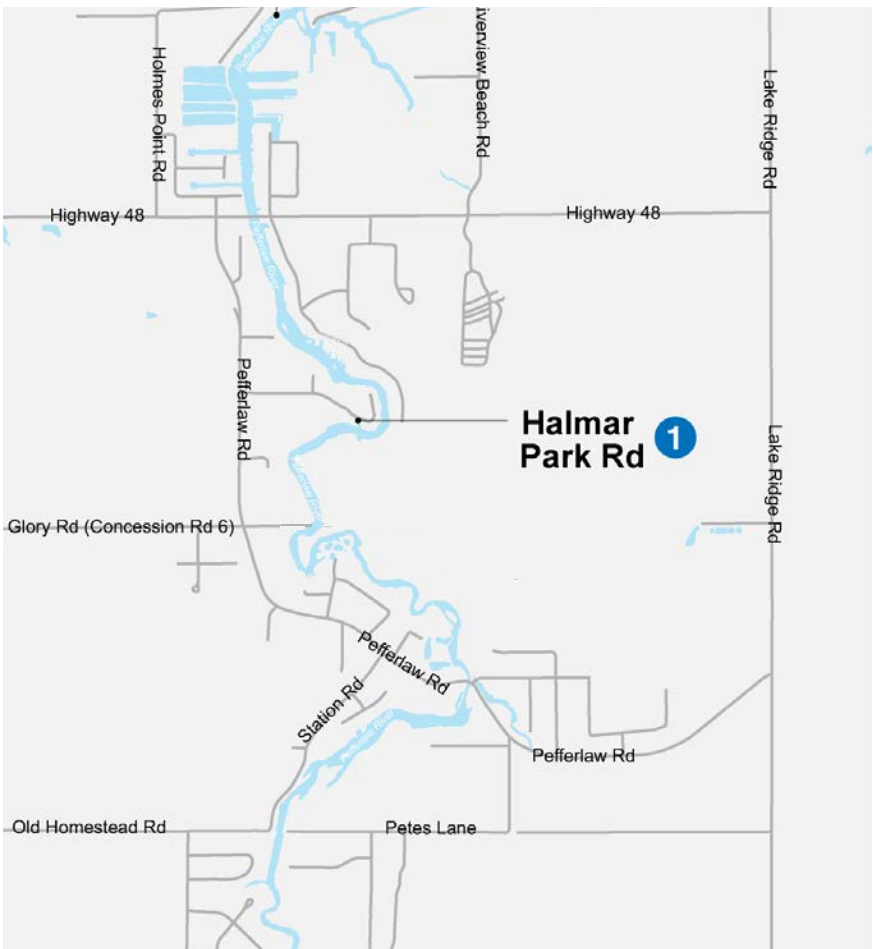
The Thorah Park Boulevard parcel is the east edge of the municipality. The road end provides gentle access to the rocky shoreline.

Possible Improvements/Opportunities to Consider

- identify the location as a Waterfront Window
- allow for short term parking
- identify location as suitable for launching canoes/kayaks



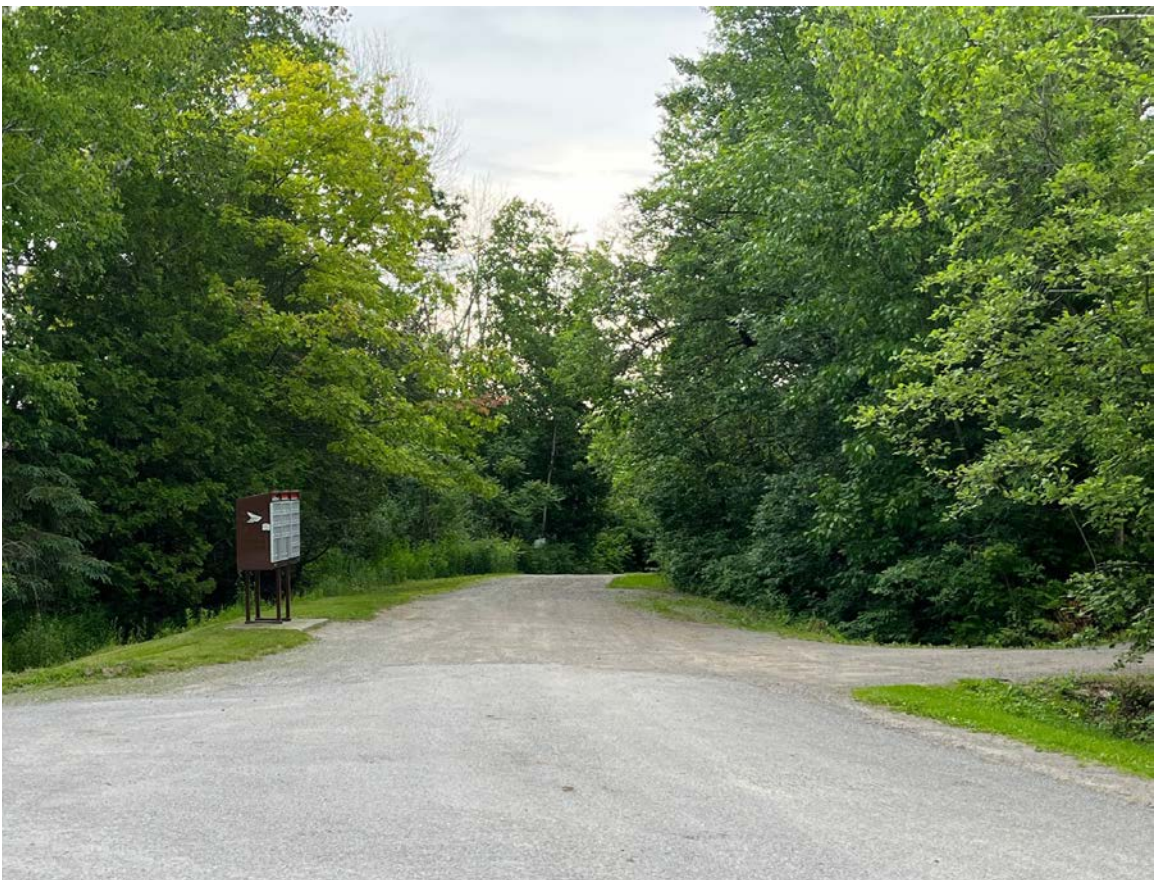
Halmar Park Road 1



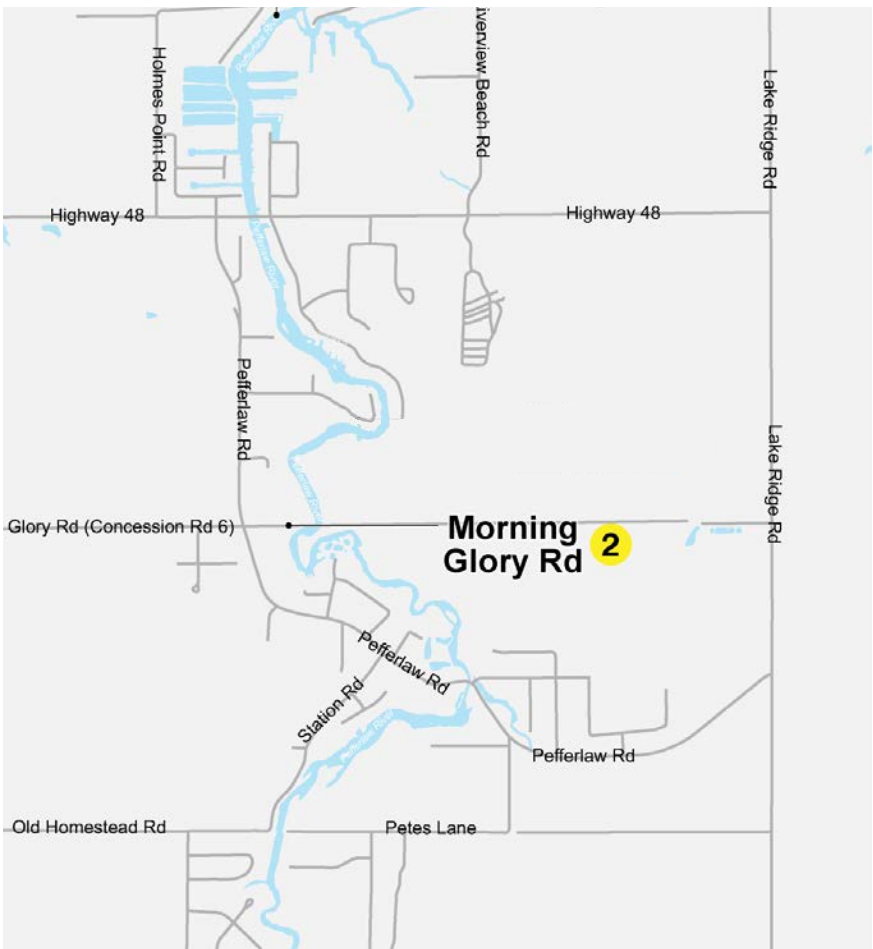
Description

There were no obvious signs that this parcel was in public ownership. It's not signed and there were no signs of a trail through the heavily vegetated parcel. The parcel is accessed off of Halmar Park Road and is 0.23 ha.

Possible Improvements/Opportunities to Consider



Morning Glory Road 2



Description

The Morning Glory Road parcel is located at the end of Morning Glory Road off of County Road 21. This parcel is maintained, enabling uninterrupted public access to the edge of the Pefferlaw River.

Possible Improvements/Opportunities to Consider

- identify the location as a Waterfront Window and available for public access
- allow short term parking on Port Street for residents that are beyond a short walk
- identify location as suitable for launching canoes/kayaks

