

Jackson's Point Harbourfront

Redevelopment Plan

September 19, 2017

Study Area



Summary of Consultation

May 29 &
June 8, 2017



One-on-One
Interviews

45+
Participants

June 8, 2017



Workshop #1

50+
Participants



Site 'Walkshop'



Public Session 1



Public Session 2

Think about redevelopment opportunities, what is important to you regarding:

- *new housing*
- *green space*
- *boating*
- *the waterfront*

June 10, 2017



Workshop #2

60+
Participants



Design Charrette 1

- 4 Options generated



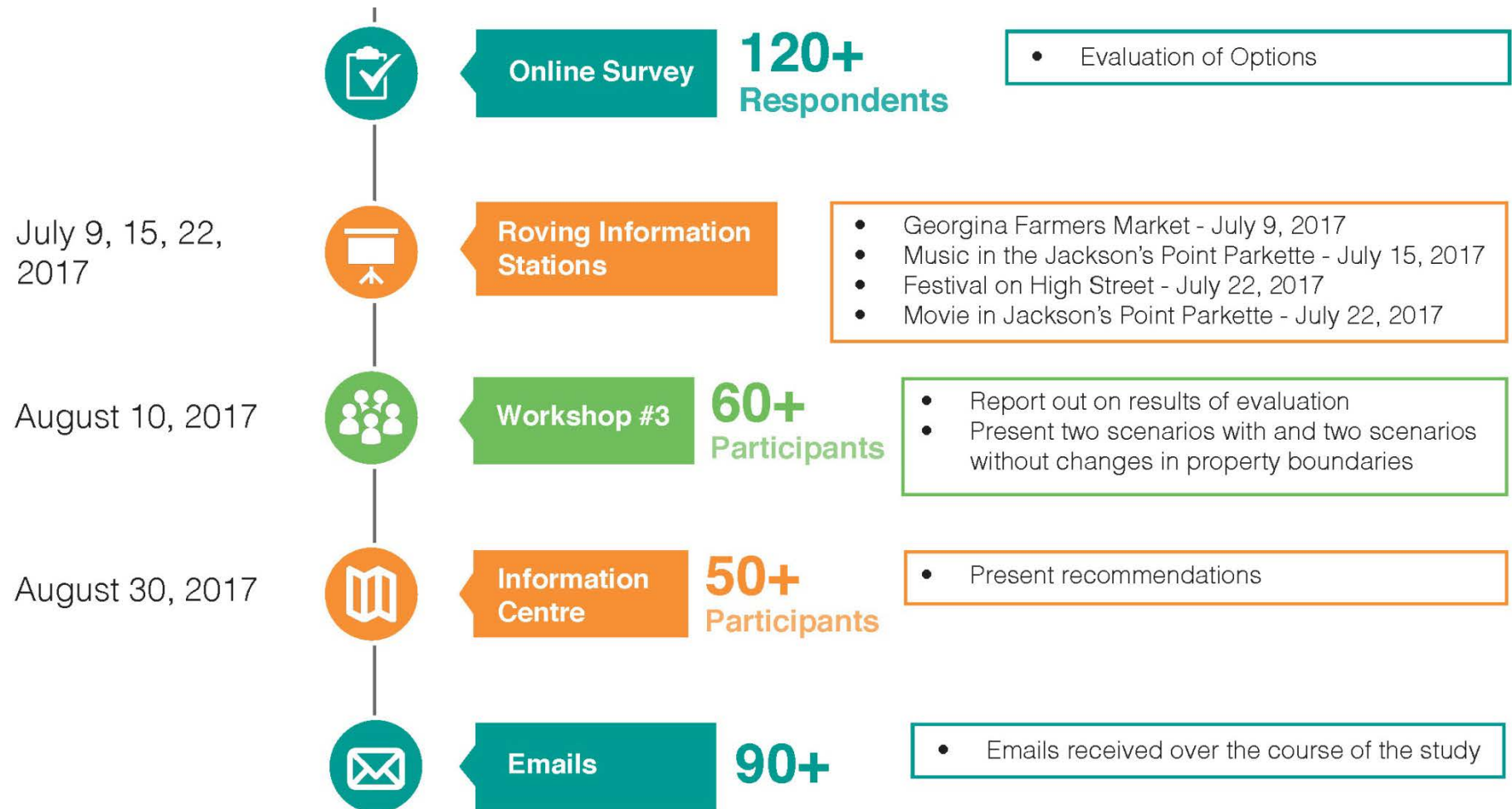
Design Charrette 2

- 3 Options generated



Visual Preference Survey

Summary of Consultation



Key Issues

- 1 Can the existing Bonnie Park be enhanced in terms of its size, waterfront frontage, and public amenities?** This involves discussion and negotiation with adjacent landowners regarding a land acquisition or land exchange, as well as where the monies to fund improvements may be sourced.
- 2 Can the Town's harbour facility be enhanced in terms of number of slips and available amenities?** This also involves discussion and negotiation with adjacent landowners, and consideration of funding sources.
- 3 Is a boat launch an appropriate use of public waterfront land?** This involves discussion about the role and function of Bonnie Park, as well as an understanding of the impacts that a boat launch facility may have on the use of public resources.
- 4 How can the hotel property be incorporated?** While the hotel may not be interested in integration or redevelopment in the short term, a framework for including this property in the future can be considered.

Vision (From the Jackson's Point Secondary Plan)

Jackson's Point Harbour is a Redevelopment Opportunity Area. The Sutton/Jackson's Point Secondary Plan provides the planning framework to accommodate:

A mixed density residential community that includes primarily medium and higher density housing and a hotel/resort.

These uses, with public parkland/open space, the marina and associated boating facilities can combine to create a waterfront redevelopment that is enjoyed by residents, and tourists.

Principles

Developed based on input received over the last 3 months



1. Create a great park

- No net loss of parkland
- More public access to the water's edge
- Enhanced park facilities and amenities
- Balance of water-based and land-based recreation
- Enhance the landscape



2. Be fiscally responsible

- Balance costs and revenue
- Must generate revenue for park enhancements and/or marina facilities either from development, or the Town's other revenue sources
- Consider implications of capital cost and operational cost



3. Be environmentally responsible

- Ensure changes are consistent with the Lake Simcoe Protection Plan
- Rehabilitate natural features
- Restoration and enhancement of the shoreline, where appropriate and feasible
- Protect fisheries/aquatic habitat
- Ensure there are no off-site impacts
- Manage stormwater quality

Principles

Developed based on input received over the last 3 months



4. Promote economic development

- Create a destination for residents, visitors and boaters
- Link/gateway to Main Street Jackson's Point
- Tell the story of the history of the area
- Buildings and landscape design should celebrate the history of the area



5. Work towards a long-term strategy

- Promote flexibility to respond to opportunities over time
- Recognize the potential of incremental implementation
- Understand the implications of doing nothing



6. Be compatible with the Jackson's Point community

- Ensure new buildings are compatible in scale
- Ensure excellence in design of new buildings
- Ensure new buildings complement the park and water's edge
- Ensure public parking accommodates park related activities

Options for
Public Survey



Inputs for
Evaluation

**Public
Survey**

**Technical
Team**

**Town
Staff**

Agencies

Landowners

No change in property boundaries

Change in property boundaries



Recommendation

Recommendations for **Bonnie Park**

3 Options

1

Status Quo:

No change in property boundaries. Bonnie Park will remain as it is today, with no land exchange or acquisition of MSR-Lalu lands along the channel.

Not recommended because:

- Unlikely development of MSR-Lalu Lands along channel
- Potential public safety liability may mean fencing along channel by the landowner
- Limited additional revenues for parkland improvements, capital improvements and Town funds (taxation)

Recommendations for **Bonnie Park**

2

Potential Land Exchange and Other Considerations:

Bonnie Park could be reconfigured to include MSR-Lalu's land along the channel in public ownership. In return, a portion of Bonnie Park would be provided to MSR-Lalu for development. It is likely that the value of the Bonnie Park land is higher than the value of the channel land, and therefore MSR-Lalu would need to provide other considerations such as financial compensation and/or site improvements.

3

Potential Land Acquisition:

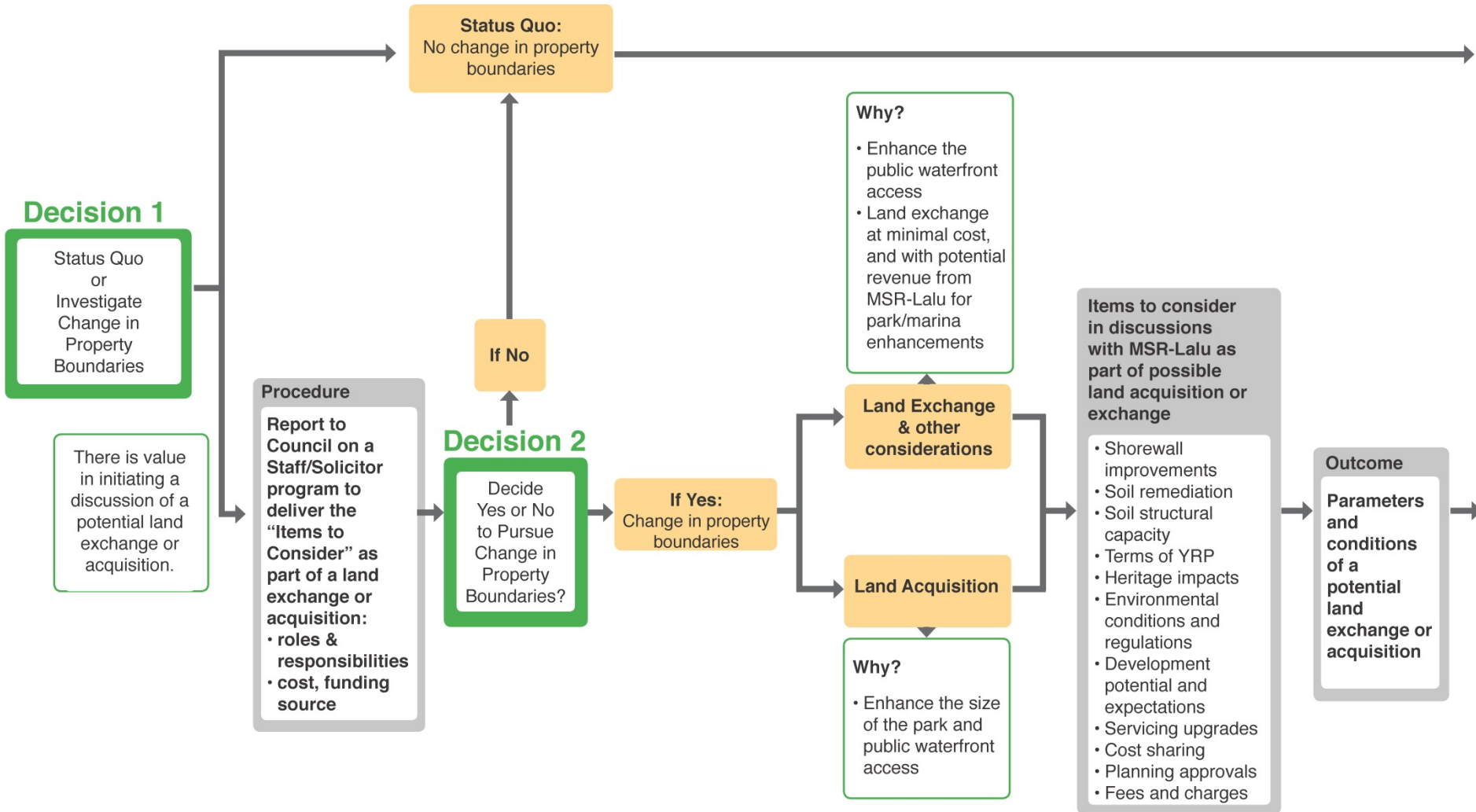
Bonnie Park would be expanded by outright acquisition of MSR-Lalu's land along the channel. This scenario will also consider compensation and/or site improvements.

RECOMMENDATION 1

Pursue discussion of a land exchange or acquisition with MSR-Lalu, because it can provide more waterfront lands in public ownership for an enhanced Bonnie Park.

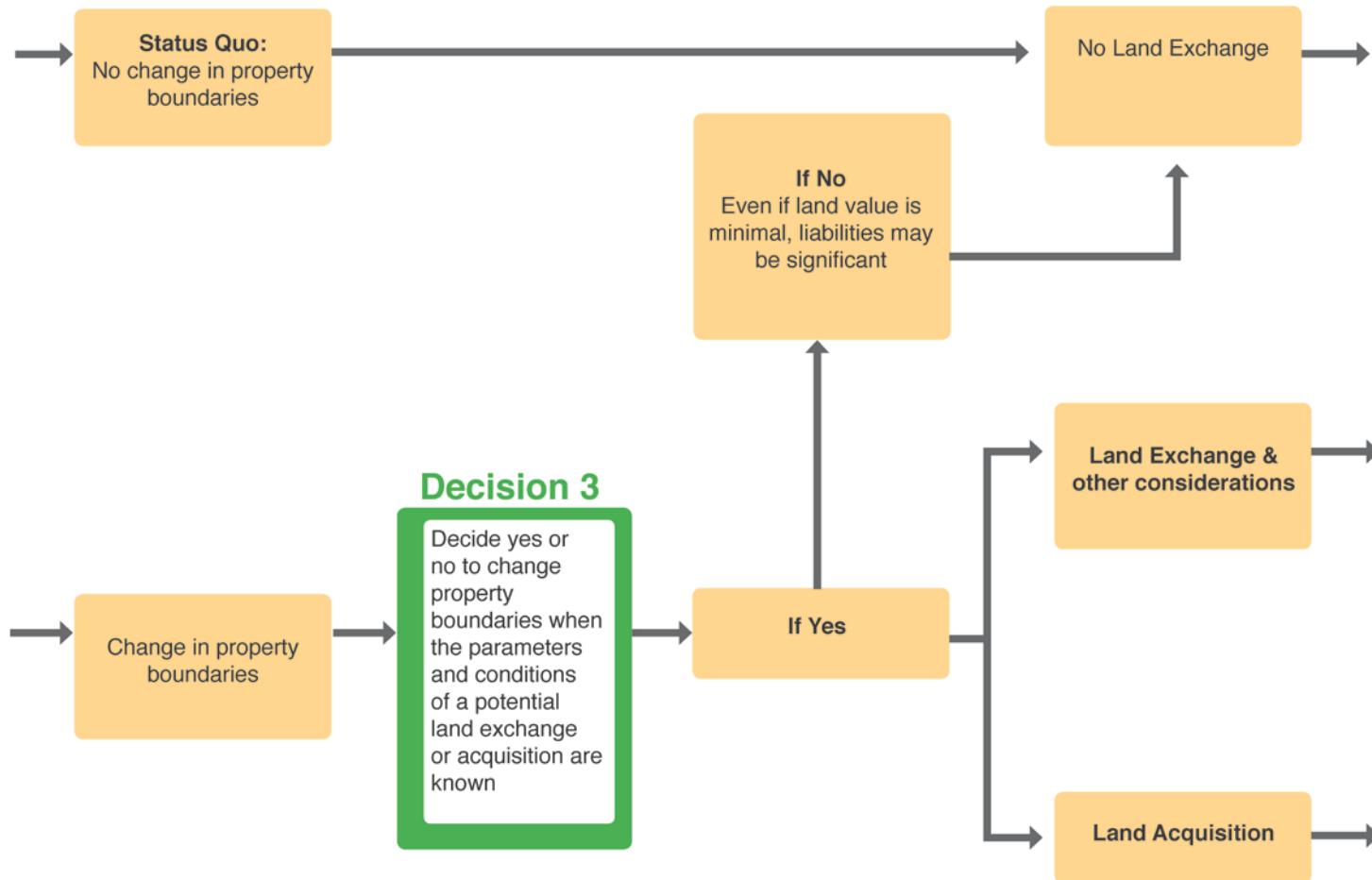


BONNIE PARK

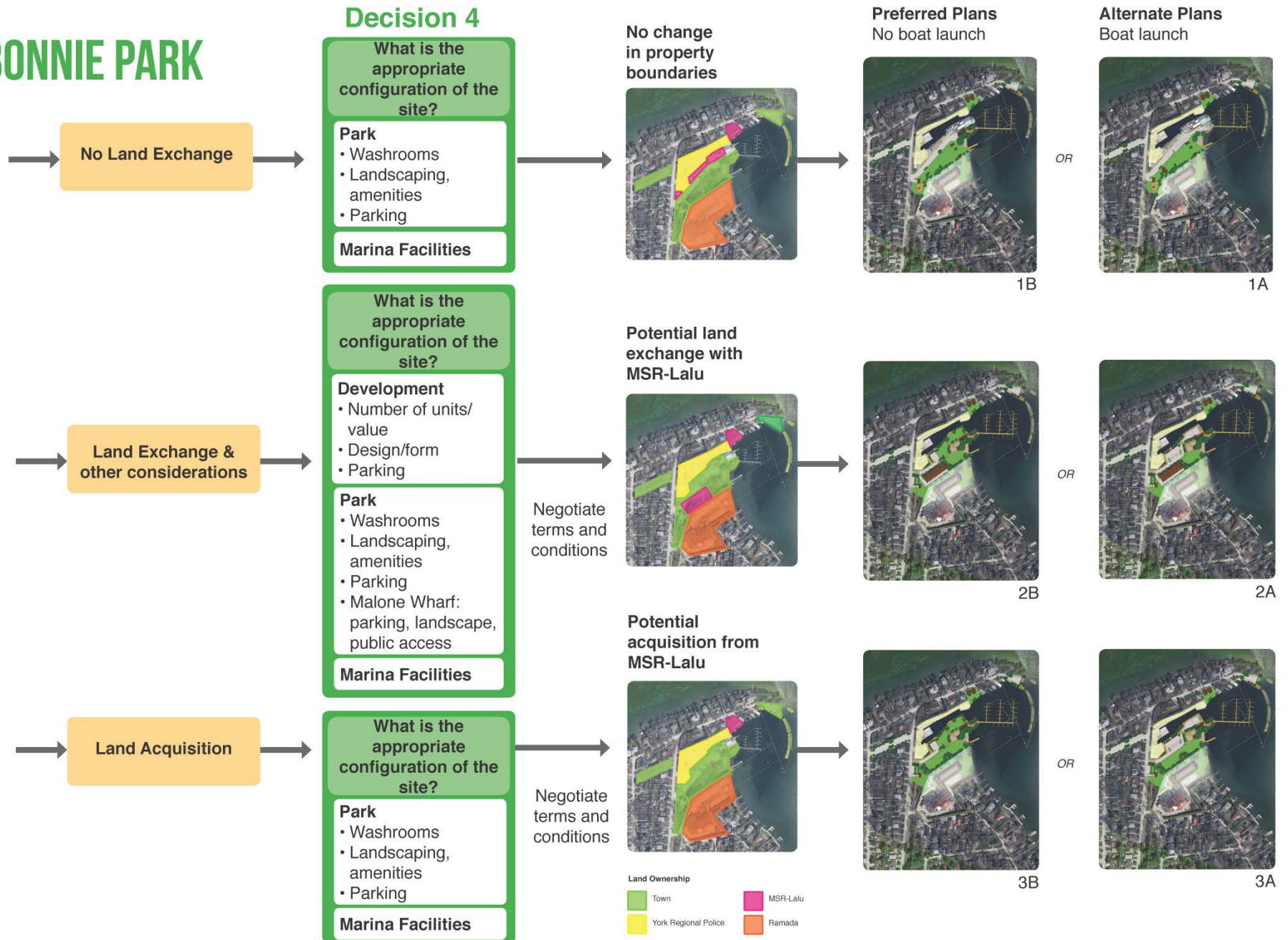


BONNIE PARK

Proceed only after
parameters and conditions
of a potential land
exchange or acquisition
are known



BONNIE PARK



Harbour Improvements

Decisions regarding the harbour lands are independent of the land-based considerations related to Bonnie Park and the hotel site.

Decisions can be made and implemented independently of what happens on the land-base. However, there are some considerations that influence each other, for example any expansion of slips in the harbour must consider the water lot configuration, which in turn may impact considerations for a land exchange

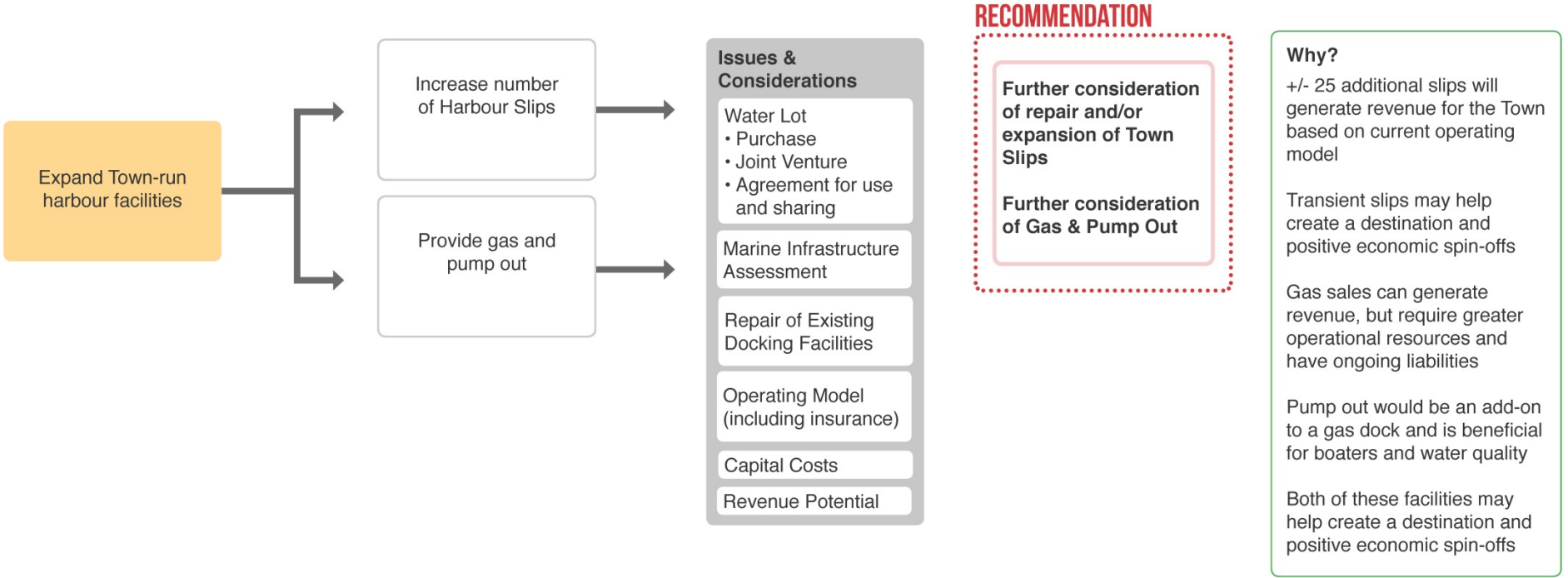
RECOMMENDATION 2

Explore expanding the Town Harbour facilities, including new slips, gas dock and pump-out facilities, subject to careful evaluation of the capital and operational feasibility for the Town. Expanding the harbour facilities can help to provide a boating destination and potential revenue sources.



HARBOUR IMPROVEMENTS

Refers to the water-based facilities for boating. The boat launch is discussed in the context of the use of Bonnie Park.



Recommendations:

Adding Additional Longer Slips

Length of Slips	Number Unserved	Number with 30 amp power and water	Number with 50 amp power and water	Total
20 ft. to <26 ft. (6 m. to <8 m.)	5	5		10
26 ft. to <30 ft. (8 m. to <9 m.)		20		20
30 ft. to <36 ft. (9 m. to <11 m.)		20		20
36 ft. to <46 ft. (11 m. to <14 m.)			25	25
46 ft. and over (14 m. or more)			5	5
Total	5	45	30	80

While we expect that the increased revenue potential from the new docks will be sufficient to cover the capital cost over the 25 to 30 year life cycle of the new docks, we would recommend that a more detailed financial review be undertaken prior to final consideration.

Recommendations:

Revenue Potential from Gas/Fuel Dock

Based on an **80** slip marina with **30** slips occupied by Sail Georgina and **10** slips set aside as dedicated transients slips the following table provides an indication of the revenue potential for a gas dock at Jackson's Point.

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
Revenue	\$82,930	\$84,170	\$85,430	\$86,710	\$88,010	\$89,330	\$90,670	\$92,030	\$93,410	\$94,820
Cost of Sales	\$70,490	\$71,540	\$72,620	\$73,700	\$74,810	\$75,930	\$77,070	\$78,230	\$79,400	\$80,600
Labour Cost	\$5,250	\$5,330	\$5,410	\$5,490	\$5,570	\$5,650	\$5,730	\$5,820	\$5,910	\$6,000
Net Profit	\$7,190	\$7,300	\$7,400	\$7,520	\$7,630	\$7,750	\$7,870	\$7,980	\$8,100	\$8,220

While we believe a fuel dock would be an asset in attracting larger seasonal and transient boats to Jackson's Point harbour, a more thorough analysis of the overall profitability of the expanded marina would provide an indication of whether or not the annual reserve for replacement would be sufficient to cover the replacement cost of the dock system and the fuel facility.

Recommendations:

Revenue Potential for Pump Out

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
Revenue	\$3,680	\$3,730	\$3,790	\$3,840	\$3,900	\$3,960	\$4,020	\$4,020	\$4,080	\$4,140
Maintenance	\$1,000	\$1,020	\$1,040	\$1,060	\$1,080	\$1,100	\$1,120	\$1,140	\$1,160	\$1,180
Labour Cost	\$5,250	\$5,330	\$5,410	\$5,490	\$5,570	\$5,650	\$5,730	\$5,820	\$5,910	\$6,000
Net Loss	\$2,570	\$2,620	\$2,660	\$2,710	\$2,750	\$2,790	\$2,830	\$2,880	\$2,930	\$2,980

A pump out is typically considered a cost of doing business and any losses are covered by the other revenue sources at marinas. Additionally, many marinas in highly competitive market areas provide a free pump out service to the seasonal boaters.

Recommendations:

Revenue Potential for Pump Out

Benefit to Combined Fuel Dock and Pump Out Service

It is likely that the shared casual labour cost of operating both facilities would be less than stand alone operations but insufficient to cover the replacement cost of either or both facilities over the life cycle of the facility.

The profitability of the overall expanded harbour should be undertaken with and without the fuel dock and pump out service before a final decision of their inclusion or exclusion is considered.

Recommendations:

Boat Launch

RECOMMENDATION 3

Do not provide a new boat launch facility in Bonnie Park or Malone Wharf, because it consumes too much public space, both for the launch itself, and for associated parking facilities, without being fiscally sustainable. There are other launch facilities in proximity.



Recommendations:

Boat Launch at Jackson's Point Harbour



Reasons for:



Recreational boats that typically use a launch ramp (i.e. 26 feet and less) comprise the largest share of the recreational boating market.



Through our discussions with local boaters, there is sizable (though undocumented) boater market that would use a launch ramp at Jackson's Point Harbour.



Daily and seasonal revenue would be generated by the use of the launch and parking of vehicles and trailers.

Recommendations:

Boat Launch at Jackson's Point Harbour



Reasons against:



The loss of parkland space at the harbour which is already limited would be further diminished. Conflicts with recreation/beach users. Displaces other park amenities.



Boats less than 26 feet in length are projected to increase by only 5.0 percent between 2017 and 2037.



There are other existing alternative locations to launch a boat in proximity to Jackson's Point Harbour.

Recommendations:

Boat Launch at Jackson's Point Harbour



Reasons against:



The annual revenue generated through the launch and parking activities would be insufficient to cover the estimated \$150,000 capital cost and annual maintenance cost within a reasonable time period. (i. e. beyond 10 to 12 years annual maintenance costs will increase substantially).



Additional staff would be required or a gate and key card system implemented to ensure that all users paid for the use of the ramp and parking.

Recommendations:

Hotel

The Ramada has separated themselves from the broader discussion related to the potential land exchange. Their property can be considered independently from Bonnie Park and the Marina.

If there is a development application related to the hotel property, then decisions on what is appropriate can be made based on the nature and scale of the proposed development, with the goal of improving public parkland and access to the water's edge.

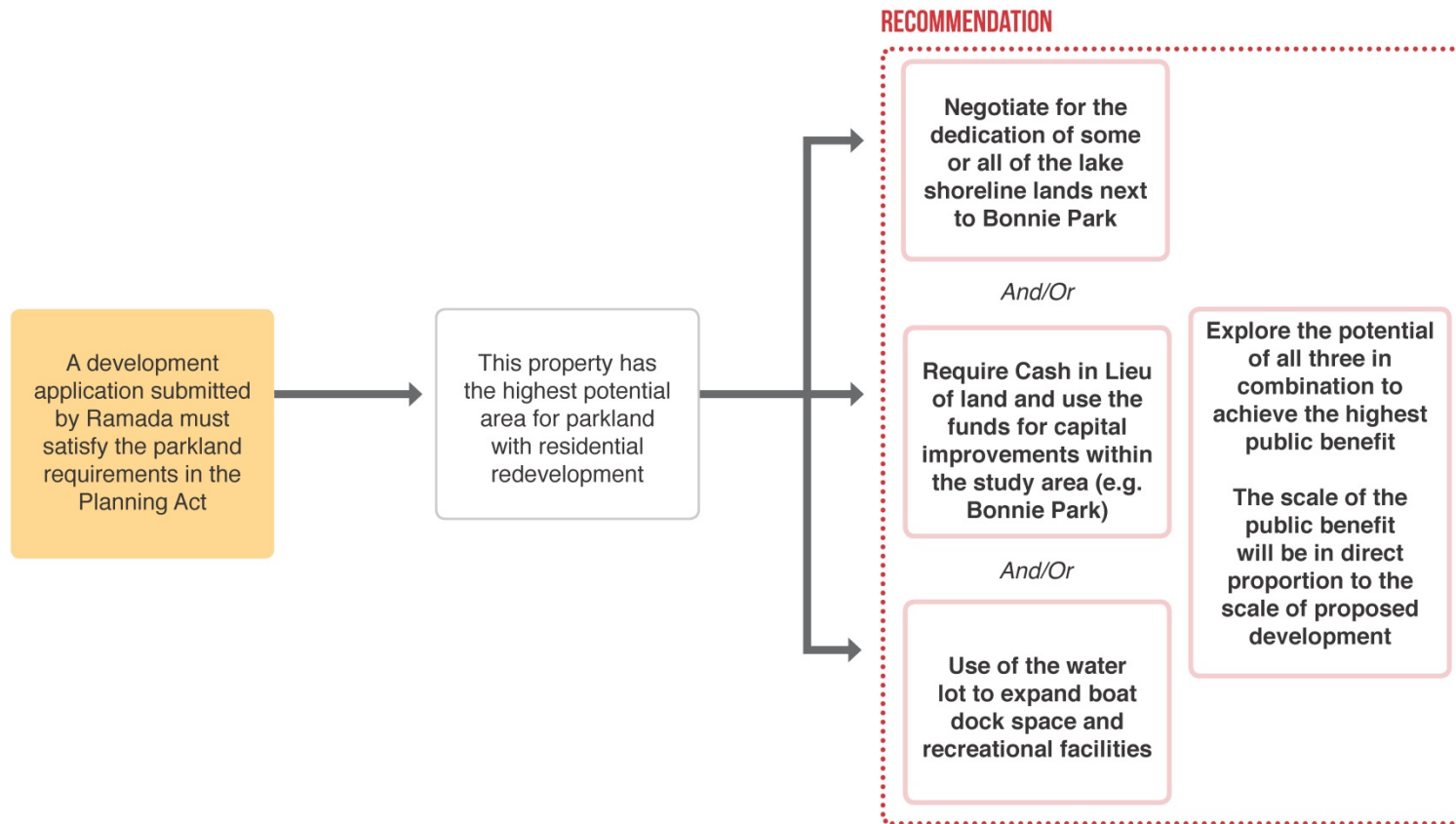
RECOMMENDATION 4



If and when the hotel makes development applications, the Town should negotiate for the highest and best public benefit through parkland dedication, cash-in-lieu, and other tools. The nature and scale of public benefit will need to be matched to the scale of proposed development. The goal is to expand Bonnie Park along the lake front, and/or to help pay for improvements to the park and harbour facilities.

HOTEL

Refers to the land-base of the existing Ramada property.



Recommendations



RECOMMENDATION 1

Pursue discussion of a land exchange or acquisition with MSR-Lalu, because it can provide more waterfront lands in public ownership.

RECOMMENDATION 2

Explore expanding the Town harbour facilities including new slips, gas dock and pump-out facilities, subject to careful evaluation of the capital and operational feasibility for the Town. Expanding the harbour facilities can help to provide a boating destination and potential revenue sources.

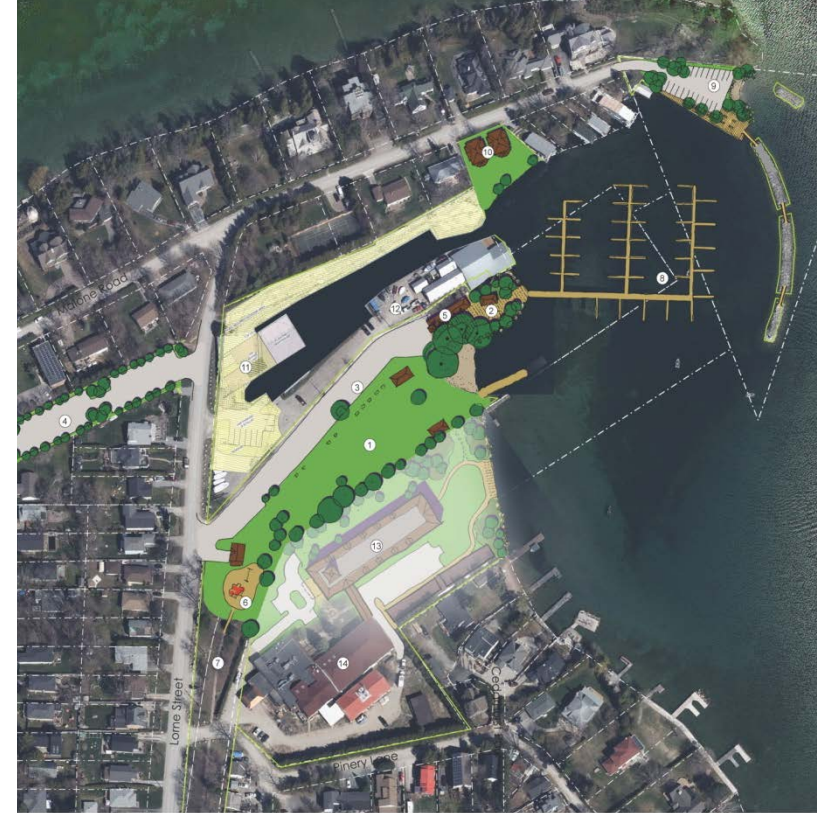
RECOMMENDATION 3

Do not provide a new boat launch facility in Bonnie Park or Malone Wharf, because it consumes too much public space, both for the launch itself, and for associated parking facilities, without being fiscally sustainable. There are other launch facilities in proximity.

RECOMMENDATION 4

If and when the hotel makes development applications, the Town should negotiate for the highest and best public benefit through parkland dedication, cash-in-lieu, and other tools. The nature and scale of public benefit will need to be matched to the scale of proposed development. The goal is to expand Bonnie Park along the lake front, and/or to help pay for improvements to the park and harbour facilities.

1. Bonnie Park maintained in its current location
2. Public gathering area
 - naturalized areas
 - observation area
 - opportunity for pavilions/pop-up retail
3. Public parking in Lorne Park maintained
4. Use of ROW lands for public parking
5. New building incorporating washrooms for public and boating, marina office, potential retail
6. Playground can be maintained in existing location or moved closer to beach if desired
7. Lorne Park trail connection maintained
8. Expanded Town slips in harbour - requires partnership due to water lot ownerships
9. Enhanced amenities at Malone Wharf
 - maintain dive access
 - naturalized areas
 - potential seasonal bridges linking breakwaters
 - observation area
 - platform along wharf edge for fishing
10. Low density residential on Malone Road
11. York Regional Police controlled lands with no public access
12. Likely limited development potential on MSR/Lalu lands, could be fenced for safety reasons
13. Concept illustrating Ramada's development objectives of 60 unit residential/hotel building
14. Existing hotel remains



Option 1B

No Realignment of Property Boundaries
 No Boat Launch
 93m of Public Water's Edge (at Lake)

1. Bonnie Park shifts north to include channel frontage, maintains lake frontage
2. Expanded 'green' component of park for public use if no launch
3. Smaller public parking within Bonnie Park
4. Use of ROW lands for public parking
5. Public gathering area
 - naturalized areas
 - observation area
 - opportunity for pavilions/pop-up retail
6. New building: washrooms for public and boating, marina office, retail
7. Playground can be maintained in existing location or moved closer to beach if with other amenities
8. Lorne Park trail connection maintained
9. Expanded Town slips in harbour - requires partnership due to water lot ownerships
10. Enhanced amenities at Malone Wharf
 - maintain dive access
 - naturalized areas
 - potential seasonal bridges linking breakwaters
 - observation area
 - platform along wharf edge for fishing
11. Low density residential on Malone Road
12. York Regional Police controlled lands with no public access
13. New development in exchange for channel lands
 - park addressed by front doors and windows
 - parking located away from the park
14. Concept illustrating Ramada's development objectives of 60 unit residential/hotel building
15. Existing hotel remains



Option 2B

Realignment of Property Boundaries

No Boat Launch

265m of Public Water's Edge (at Lake & Channel)

1. Bonnie Park shifts north to include channel frontage, maintains lake frontage
2. Expanded 'green' component of park for public use if no launch
3. Smaller public parking within Bonnie Park
4. Use of ROW lands for public parking
5. Public gathering area
 - naturalized areas
 - observation area
 - opportunity for pavilions/pop-up retail
6. New building incorporating washrooms for public and boating, marina office, potential retail
7. Playground can be maintained in existing location or moved closer to beach if with other amenities
8. Lorne Park trail connection maintained
9. Expanded Town slips in harbour - requires partnership due to water lot ownerships
10. Enhanced amenities at Malone Wharf
 - maintain dive access
 - naturalized areas
 - potential seasonal bridges linking breakwaters
 - observation area
 - platform along wharf edge for fishing
11. Low density residential on Malone Road (single/semi/townhouse permitted)
12. York Regional Police controlled lands with no public access
13. Concept illustrating Ramada's development objectives of 60 unit residential/hotel building
14. Existing hotel remains



Option 3B

Property Acquisition

No Boat Launch

265m of Public Water's Edge (at Lake & Channel)

Option 2b

Workshop Comments

August 10, 2017

Development is not compatible with ice fishing access. Residents will complain of traffic on and off the ice

Development is too chunky

Development is not inviting and does not create an open park

Looks like private entry to private property

Development does not look pretty

Development should be 2 storeys maximum

No development on valuable green space, corporate sponsorship, long term, substantial improvement

Visitor parking will encroach on public use, they should park at the homes instead

Housing can create a climate of entitlement, leaving locals feeling unwelcome

Infill house on Malone Road should be a single family dwelling

Spectacular greenspace that will make Jackson's Point more important and well known

Remove the bridge and end the lease agreement

Require support (funds) for the MNR mandate for public access

Who pays to remediate the MSR lands?

Town could purchase the MSR lands without swapping for it

Trailer parking in the easement is not required if there is no boat launch

Should have crosswalks from the easement parking to the park

Need access to water, fuel, ice/convenience

Share the use of the York Regional Police boat launch. Little conflict with emergency vehicles

Improve and share the York Regional Police boat launch

Water quality at the beach is bad and will only get worse, swimming area should be at Malone Wharf

Like that the parks are together – swimming, boat launch, beach, park lands

Swimming quality is deteriorating

Groins were built 10-15 years ago

Coastal zone situation has to be addressed in this process

Need funds to dredge the harbour, needs to be in the costing

Nice but needs a boat launch

Boat launch would be better on this concept than any of the others

More docks are good

Seasonal gas pumps would be good

Malone Wharf development is very good

Boat ramps are not feasible at any location. Have discussion with York Regional Police regarding use of the ramp

More shoreline walkways are good

Development on the park land is unacceptable. This must be a 1:1 trade at least, benefitting the public

Email Comments

August 10-28, 2017

Strongly support plan 2b as the best solution as it offers something for everyone

This is a sound capital investment as it includes remediation of existing marina property and allows the a high degree of functionality from this relatively small foot print. This is a badly needed asset to the town in regards to residential use as well as a tourism and economic driver

Public access to the water ways is essential to Georgina in being a recreation and fishing destination. The boat launch is a must!

Enhanced amenities at the harbour: power and water at all slips, fuel and pump out available, WIFI hot spot

New washrooms for boaters (controlled access) and washrooms for the public close to the water

Plan 2b is not bad, but the playground area is too cut off from the park. Even if the playground is moved closer to the beach the area at the existing location will be wasted

If either plan 2a or 2b are used, you will be separating children, that want to use the playground, from their parents. The children would be completely out of sight and sound, blocked by, of all things, private residences

Of all the options, presented, I prefer Option 2b. The key feature with this option being no boat ramp. I believe this prime real estate is more valuable as a public space that can be used by everyone

As a parent with several kids, I would think it would be easier to supervise one area (the lake), as opposed to try to manage two (the lake and playground) at the same time

The parking area could be extended further towards the Lake, the biggest negative is the small number of parking spaces, compared to the other options

Like that the area by the water is left a green zone (not a boat launch). The Town could consider the idea of a restaurant in the future

Keep trailer parking away from the park, in the ROW lands only

Would the new development be completely separate from the park? The parking would be on the hotel side, and no guests of the new development should be allowed to park at Bonnie Park

Additional marine slips for boaters (if you build it they will come)

Couldn't a boat launch be put at Malone Wharf

If it is going to be maintained as a key destination on the lake, then you need to maintain the waterfront activities: boat launch, marine office

If you are reconfiguring the park to include a boat launch, trailer parking, etc. you must incorporate a gas dock for the boaters. It seems absolutely unnecessary to spend township money on reconfiguring the harbour for harbour activities (i.e. boat launch, etc.) if you do not have retail and gas dock facilitates for people to use

I like the idea of using the ROW for parking but it's important to have parking closer to the beach as well. I think the park and docks may see much less use if people have to carry all of their gear, food, bbq's etc. this distance. Plan 2b is especially bad for this

Should support year round facility usage, both for boating, ice fishing, snowmobiling, etc. The design should include retail / restaurant components that will draw people to the attraction, spend money and have access to good food and drinks

The depth requirement of 5 feet throughout the harbour (usually September-October) is required for sailboats to navigate without running aground

Options 2a and 2b do not make sense from a practical economic perspective. A land swap could not be on a 1 to 1 basis, environmental remediation would prevent recouping investment

The sea walls are and have been defunct on both sides of the channel for quite some time

What guarantee is there that the plans for Option 2 wouldn't be flipped to the Ramada or another corporation at a later date?

No access for emergency services in the event of a fire or medical emergency in the dock slips. Minimal parking for park users. Much more difficult for boaters to move supplies into the dock area

Our preference as users would be toward a plan with no ramp but we understand the need to include all the necessary bits to make the Harbour a going concern

In favour of relocating the property boundaries. Would like to see parking close to the docks, this appears to be lost on one of the options. Would prefer the location of the launch to not be right at the head of the docks. I prefer the boating-only option

Lack of easy walking access to the actual lakefront by people walking in from Lake Drive East. Difficult for those who are physically challenged to get close to the lake