



# Jackson's Point Harbourfront

## Redevelopment Plan Workshop #

evening session with additional image on Slide 59

**August 10, 2017**

# The Team

## The Planning Partnership

**Project Manager**

**Donna Hinde**

**Land Use Planning**

**Ron Palmer**

**Landscape Architecture**

**David Leinster**

**Design & Coordination**

**Mike Hudson**

**Built Form**

**Rick Merrill**

**Market & Development  
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**N Barry Lyons Consultants**  
Mark Conway

**Operation of the  
Harbour**

**TOURISTICS**  
Glenn Pincombe

**Sanitary, Municipal Water,  
Stormwater Mgmt.**

**SCS Consulting Group**  
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**Soils  
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**Golder**  
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**Coastal  
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**Baird**  
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**Transportation  
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**Poulos + Chung**  
Nick Poulos

**Natural Heritage  
Advisors**

**Plan B Natural Heritage**  
Brad Bricker



# Presentation

1. Study process and consultation
2. Site size
3. Charrette results
4. Charrette results to Three Options
5. Evaluation of Three Options
6. Towards an Emerging Plan

# Presentation

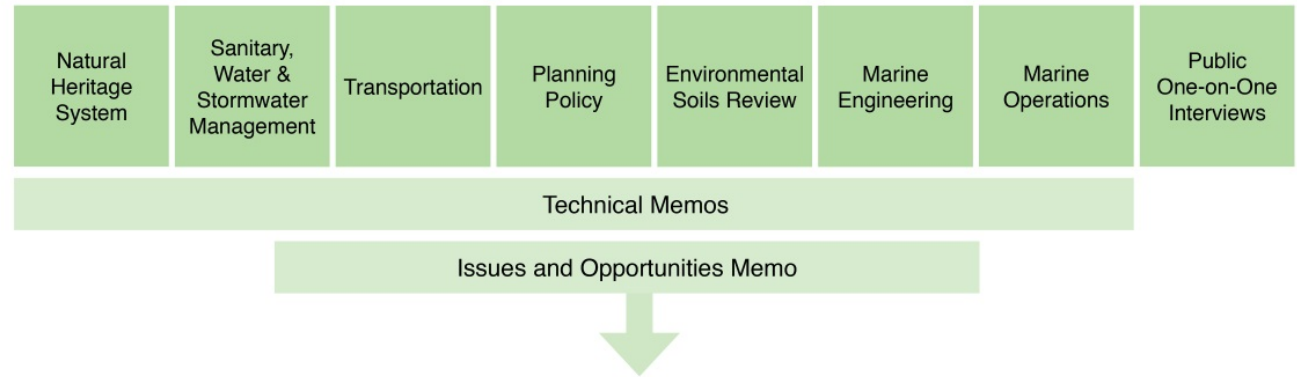
1. **Study process and consultation**
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# Schedule

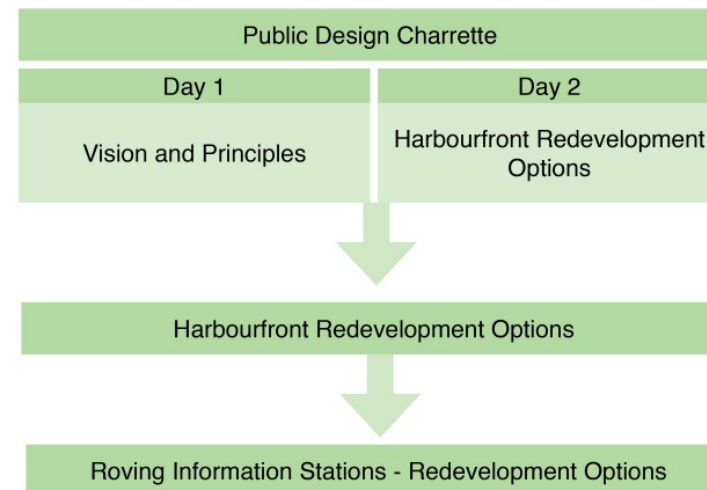
**We Are Here**

April - May  
May - June  
July - August  
September

## Phase 1: Evaluation of Site Conditions and Features



## Phase 2: Harbourfront Redevelopment Options



## Phase 3: Jackson's Point Harbourfront Redevelopment Plan





# Consultation to date



**One-on-One  
Interviews**

**45+**



**Total Emails**

**60+**

Emails after  
June Workshop

**25+**



**June Workshop**

**2 days**



**Online Survey  
Respondents**

**120**



**Roving Information  
Stations**

**Georgina Farmers Market**  
July 9, 2017



**Social Media  
Facebook and Twitter**

**Music in the Jackson's Point Parkette**  
July 15, 2017

**Petition and its updates**

**Festival on High Street**  
July 22, 2017

**Movie in Jackson's Point Parkette**  
July 22, 2017

# Today's session

- Participation in this workshop does not indicate your support or lack of support for the project or the process...it indicates you attended.
- We are taking photos of the workshop and may use the photos in our documents.
- Please let us know if you don't want your photo taken.

# Presentation

1. Study process and consultation
- 2. Site size**
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# Town Owned Land

2.2 Hectares





## Ramada Owned Land

## 1.5 Hectares





# York Regional Police Owned Land

0.4 Hectares





# MSR LALU Owned Land

0.3 Hectares





2.2 Hectares  
1.5 Hectares  
0.4 Hectares  
0.3 Hectares

---

4.4 Hectares

Town

MSR LALU

Town

YRP

Ramada

Legend

- Selected Land
- Assessment Parcels
- Roads


0 0.0225 0.045 Km

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Approved by:  
The Town of Georgina  
(Corporate IT) (Department of Administrative Services)  
(May) (2017)



Data Sources:  
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## 4.4 Hectares

 prepared by:  
The Town of Georgina  
[Corporate IT] , [Department of Administrative Services]  
[May] [2017]

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and The Municipality of Georgina  
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**Legend**

-  Selected Land
-  Assessment Parcels
-  Roads

0 0.0225 0.045 Km



The Town postponed the **geotechnical soils** work until the completion of this study. A detailed soils assessment will be a requirement if property boundaries are realigned and/or a development application is submitted (all subject to Council direction)

An evaluation of the **cultural heritage** of 20 Bonnie Boulevard and Bonnie Park is underway and planned for completion by the end of August



# Presentation

1. Study process and consultation
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# Charrette



**Workshop – June 8<sup>th</sup>, 2017**  
**Day 1**

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**One on one interviews**  
**Meeting with Residents**



**Walkshop**



**Public Workshop 1**  
Vision and Guiding Principles



**Public Workshop 2**  
Vision and Guiding Principles



**Workshop – June 10<sup>th</sup>, 2017**  
**Day 2**

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**Design Charrette: Morning**  
4 Concepts Generated



**Design Charrette: Afternoon**  
3 Concepts Generated



**Visual Preference Survey**







## Design Day Charrette Results: **Afternoon Session**







# Visual Preference Survey







## Most Frequently Selected: **Waterfront Trails and Boardwalks**







## Most Frequently Selected: **Waterfront Pavilions**







## Most Frequently Selected: **Waterfront Events, Shops & Restaurants**







## Most Frequently Selected: **Waterfront Parks**







## Most Frequently Selected: **Housing**



# Presentation

1. Study process and consultation
2. Site size
3. Charrette results
- 4. Charrette results to Three Options**
5. Evaluation of Three Options
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## Goal of preparing options

- To represent 3 different scenarios, with and without changes to property boundaries
- To incorporate ideas from the table group discussions – 7 discussions to 3 options
- ‘Options’ may be better called ‘Explorations’
- The Planning Partnership’s designers prepared three options using input from the charrette and other public input received before the end of June

## Design is an iterative process

- Table 2 ideas didn’t necessarily all end up in Option 2, some may have gone to Options 1 or 3

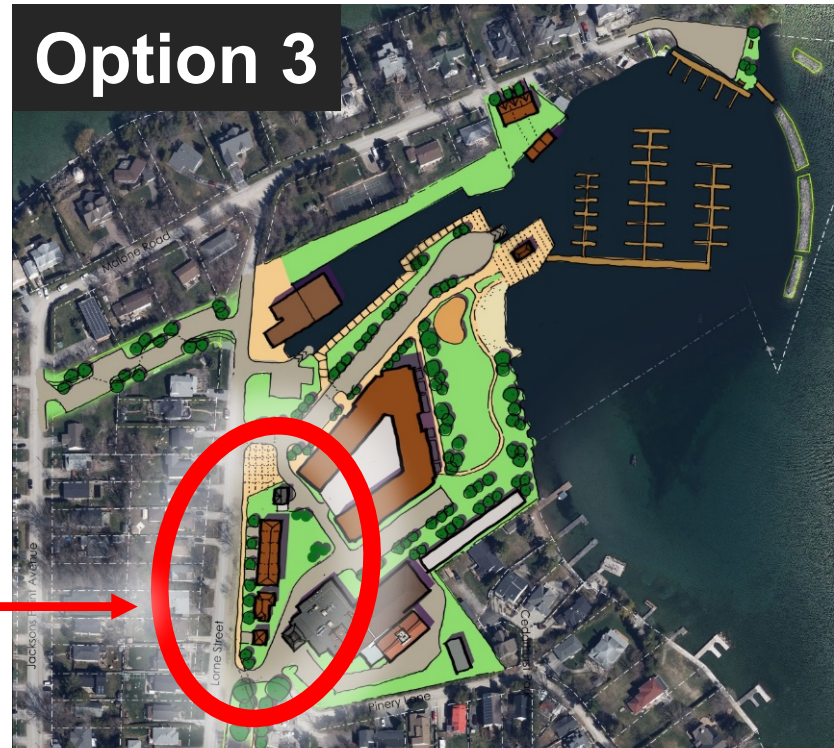
**Table 2**



## Example

Lorne Street townhouses tested as part of Option 3 = bigger waterfront park

**Option 3**





## Redevelopment Plan: **Option 1**

1. Bonnie park remains as is
2. Malone Wharf Boat Launch
3. Expanded Slips
4. Small commercial development on MSR land
5. Townhouses on Ramada Site
6. Dedicated trailer parking



# Option 1



Existing slips,  
plus:  
3 at 7m each  
18 at 9m each

**77 TOTAL**

No Gas

Launch Ramp at  
Malone Wharf

Improved  
washrooms



Remove 26 'motel'  
units  
  
14 new townhouses  
  
325m<sup>2</sup> commercial  
  
1 single detached  
(Malone Road)



45 stalls in Bonnie  
Park  
  
31 stalls on MSR for  
commercial  
  
81 stalls on Ramada  
  
23 trailer stalls  
(ROW)  
  
Single detached 4  
stalls  
  
**184 TOTAL**



Same as existing  
  
Total water  
frontage in public  
ownership: 93m



## Redevelopment Plan: **Option 2**

1. Bonnie Park shifts to the channel
2. Malone Wharf has washrooms and slips
3. Existing slips remain
4. Shared central development



# Option 2



Existing slips,  
plus:  
9 @ 12m  
(Malone Wharf)

**65 TOTAL**

No Gas

No Launch Ramp

Washrooms on  
Malone Wharf



Remove 26 'motel'  
units

3 new townhouses  
(Malone Road)

60 unit apt. with  
1000m<sup>2</sup> commercial



31 stalls in new  
Bonnie Park

+ 31 stalls shared with  
development

106 stalls for  
Ramada/development

30 stalls at Ramada

63 stalls (ROW)

17 stalls (Malone  
Wharf)

Townhouses 2 stalls  
each

**284 TOTAL**



New Bonnie  
Park: 93m of  
frontage on Lake  
Simcoe and  
172m channel  
frontage

Ramada: 76m  
frontage on Lake  
Simcoe

Total water  
frontage in public  
ownership: 265m



## Redevelopment Plan: **Option 3**

1. Bonnie Park is reoriented along the water
2. Malone Wharf has slips and connection to breakwater
3. Expanded slips
4. Central development and development along Lorne Street
5. New pier
6. Boat launch at Bonnie Park



# Option 3



22 at 6m  
44 at 10m  
9 at 10m (Malone Wharf)  
10 at 6m (new dock)

**85 TOTAL**

Gas

Launch Ramp at Bonnie Park

New washrooms



Remove 26 'motel' units

3 Townhouses (Malone Road)

81 unit apt. with 570m<sup>2</sup> commercial

6 Townhouse (Lorne Park)

1 single detached (Lorne Park)



38 stalls in Bonnie Park

81 stalls for development

54 stalls Ramada  
33 stalls (ROW)

22 stalls (Malone Wharf)

Townhouse 2 stalls each

Single detached 4 stalls

**249 TOTAL**



New Bonnie Park: 144m of frontage on Lake Simcoe and 172m channel frontage

Ramada retains 25m frontage on Lake Simcoe

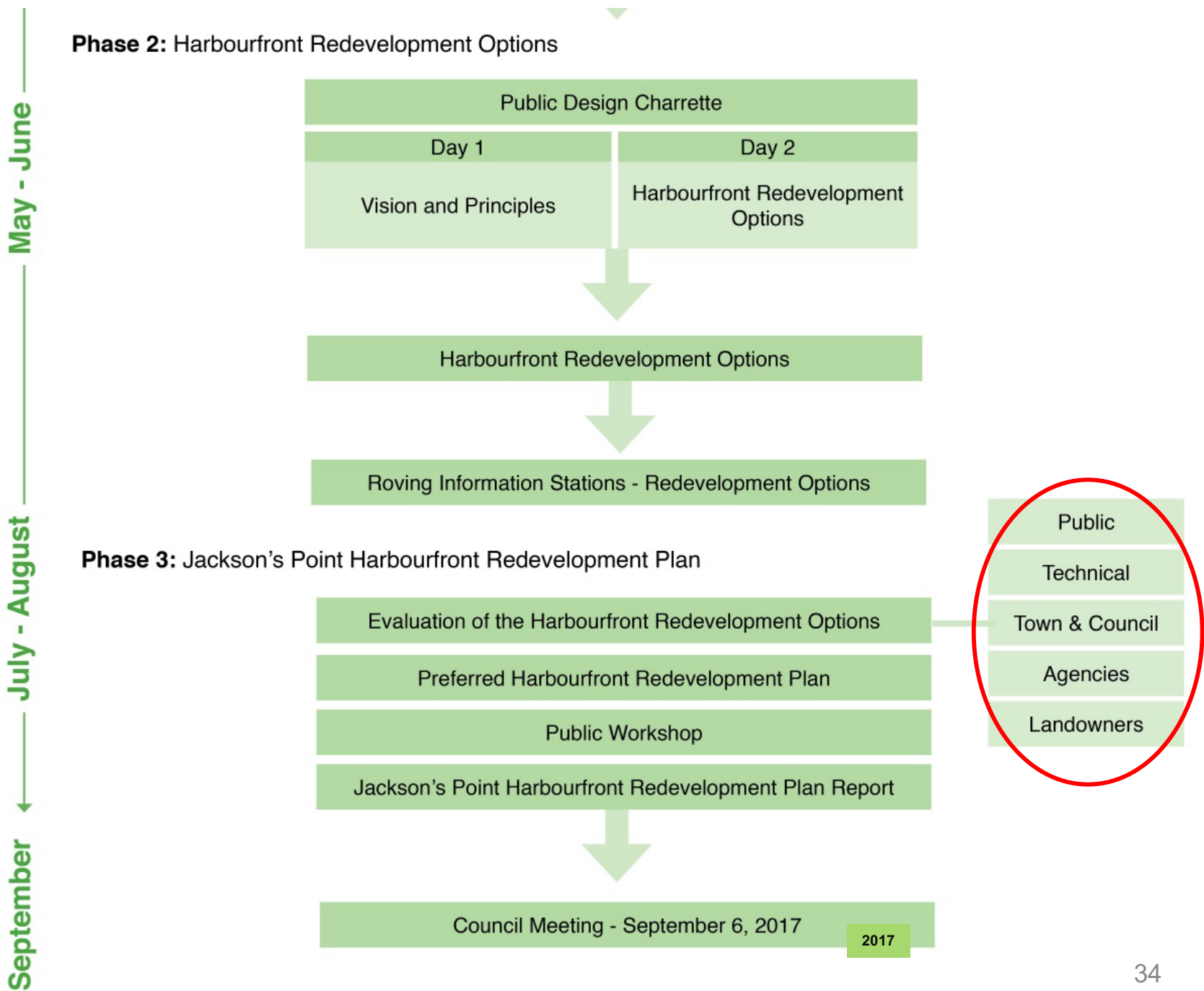
Total water frontage in public ownership: 316m



# Presentation

1. Study process and consultation
2. Site size and update on key features
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- 5. Evaluation of Three Options**
6. Towards an emerging plan

# Evaluation Inputs





# Public input - survey design

## **Distribution**

Online and paper survey submission

**Submission Period** July 7, 2017 to August 4, 2017

## **Response**

120 respondents

118 to 120 responses per survey question

52 to 63 comments provided for Options 1, 2 & 3 respectively

## **Opinion Based Survey**

Findings of this survey are qualitative

Findings provided are from an opinion based survey

Information collected from this survey is an additional opportunity to provide input in the consultation process

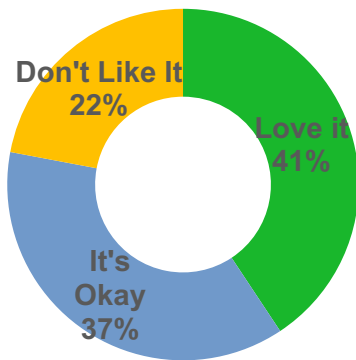
Survey summaries have no statistical significance due to sample size

# Location of Park

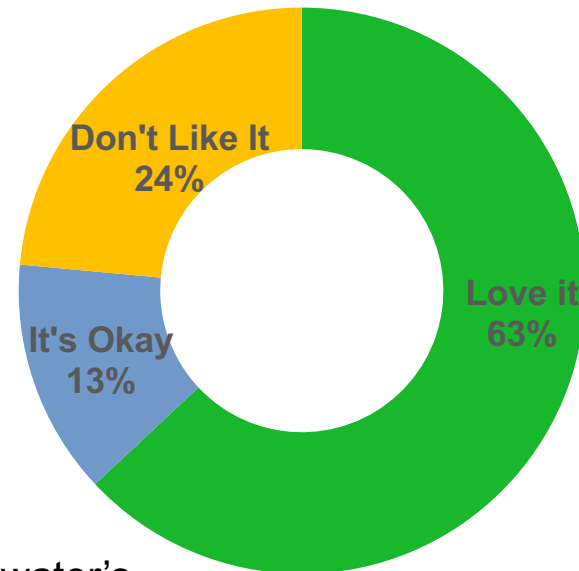
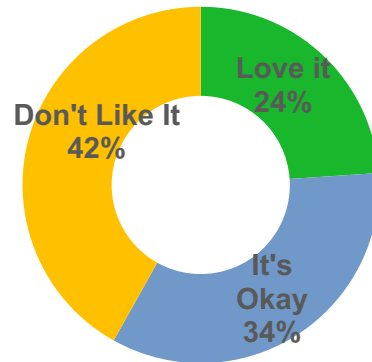
## PREFERRED – OPTION 3

**Option 3: Waterfront + Channel-side**  
(119 Respondents)

**Option 1: Status Quo**  
(118 Respondents)



**Option 2: Channel-side**  
(117 Respondents)



## COMPETING INTERESTS

Option 3 is considered good by some because it maximizes water's edge land for the public, stating the park otherwise feels under used and gives the frontage to parking.

**BUT** other respondents have indicated:

- If left in current location (Option 1), the view of lake can be seen from the road
- Shifting the park to canal is good (Option 2) because the parking divides public and private uses
- A waterfront path (Option 3) could be dangerous if used by bikes

## NEW SUGGESTIONS FROM THE SURVEY RESPONDENTS:

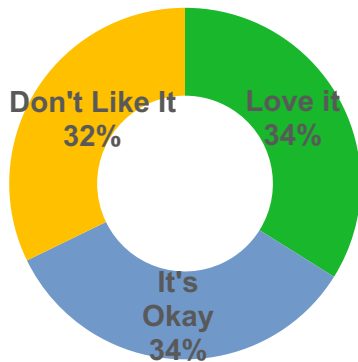
Include conservation and run-off reduction features along waterfront



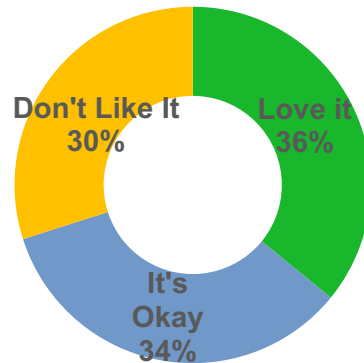
# Location of Playground

## PREFERRED – OPTION 3

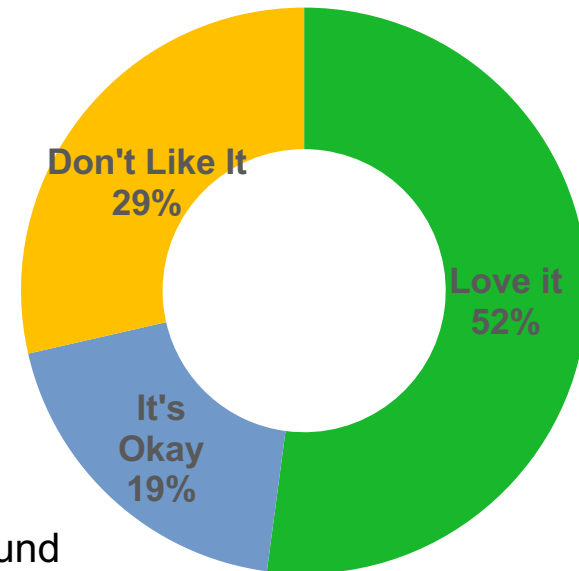
**Option 1: Status Quo**  
(118 Respondents)



**Option 2: Status Quo**  
(117 Respondents)



**Option 3: Water's Edge**  
(119 Respondents)



## COMPETING INTERESTS

Respondents show support for the movement of the playground (Option 3) because:

- Of the proximity of the Sewage Pumping Station (smell)
- Parents could more easily watch children play at the beach and playground

**BUT** other respondents are concerned about Option 3 because of:

- Increased safety issues near the water's edge
- Seasonality and exposure to elements
- Too many competing uses close to the water's edge

## NEW SUGGESTIONS FROM THE SURVEY RESPONDENTS

Add splash pad at playground

Add security fencing around Sewage Pumping Station

# New Pier

## CONCERNS

While there is general support shown for the addition of a pier, there is repeated concern about exposure to wind, waves and ice.

## COMPETING INTERESTS

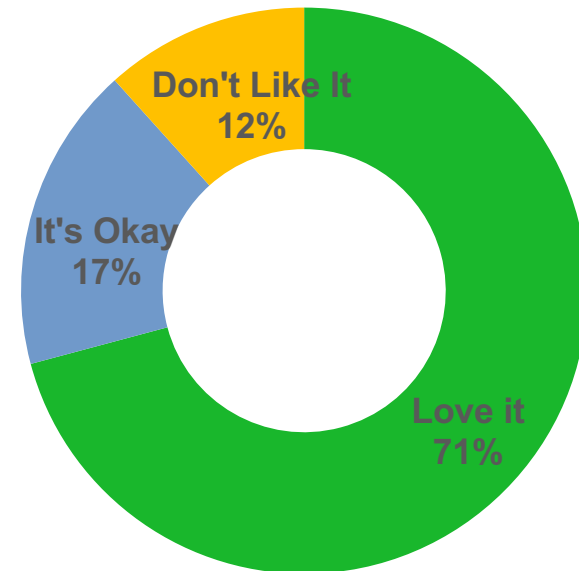
Respondent show support for a pier **BUT** for different reasons:

- Creates a place for congregation of people
- Creates a place for additional transient slips

## NEW SUGGESTIONS FROM THE SURVEY RESPONDENTS

- Add more transient slips to the proposed pier
- Consider making the pier shorter to help protect from waves and ice
- Include gathering place at the end
- Add 7 finger slips, or 14 more docking spaces, to the end of the pier that can accommodate big boats, and add a security fence for paying visitors who use these slips.

**Option 3**  
(120 Respondents)

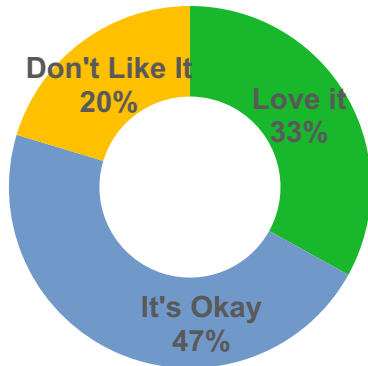




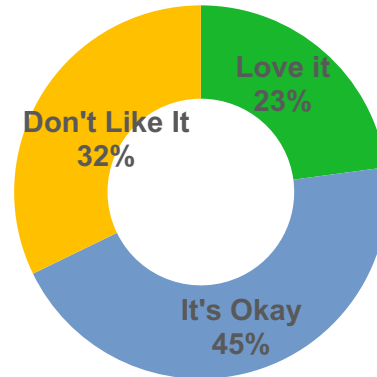
# Parking

## PREFERRED – OPTION 3

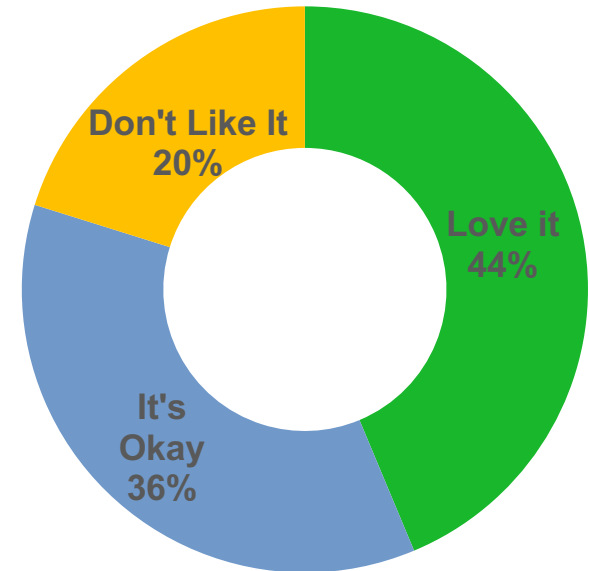
**Option 1: Trailer only parking west of Lorne**  
(119 Respondents)



**Option 2: Overflow parking west of Lorne (50 vehicles)**  
(118 Respondents)



**Option 3: Overflow parking west of Lorne (30 vehicles)**  
(119 Respondents)



## COMPETING INTERESTS

- Provide a maximum number of public parking spaces

## AND/OR

- Provide a good location and sufficient space for trailer parking

# Parking Continued

## **CONCERNS FOR PUBLIC PARKING**

- Conflict if public and resident parking is shared
- Conflict if second car or guest car of resident is parked in area for public parking only
- Concern there is not enough parking if residential and commercial uses are added to the site
- Concern about number of accessible parking spaces

## **CONCERNS FOR TRAILER PARKING**

- There is not a sufficient turning radius
- The width of spaces is too narrow (Option 1)
- Queuing issues may be created while people hold boats if distance between boat launch and park is too great
- Space for both truck + trailer is not provided
- Lack of trailer parking in Option 3

## **NEW SUGGESTIONS FROM THE SURVEY RESPONDENTS**

Consider places for green overflow parking

Restrict overnight parking

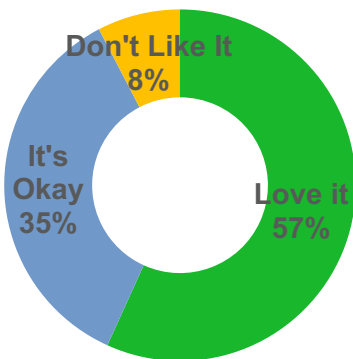
No parking west of Lorne



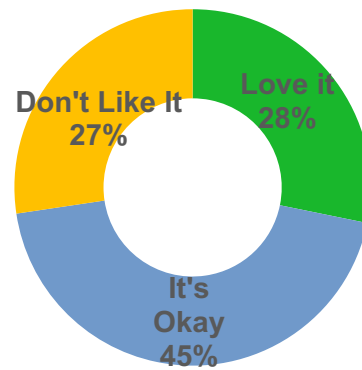
# Boating Slips

## PREFERRED – OPTION 3

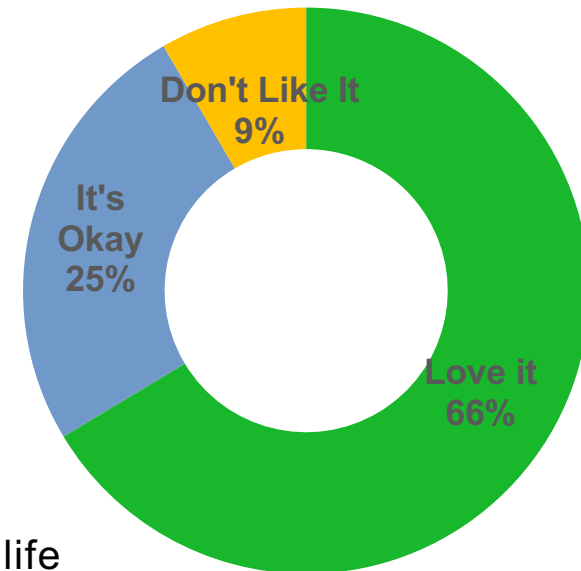
**Option 1: Expanded into harbour**  
(118 Respondents)



**Option 2: Status Quo**  
(117 Respondents)



**Option 3: Expanded with new gas and pump out**  
(119 Respondents)



## COMPETING INTERESTS

- Having more slips for local residents will bring more life into the area
- Having more slips for transient big boats could help bring tourist dollars

**BUT** with expansion, there are concerns about:

- Width of entrance to harbour and boat navigation (Option 1) with no clear entrance and exit for marine unit
- New slips protruding towards swimming area
- Boat slips to the north exposed to damage

## NEW SUGGESTIONS FROM THE SURVEY RESPONDENTS:

Try reversing slip layout with main talk to north to improve boater traffic

# Boat Launch

## PREFERRED – OPTION 3

### COMPETING INTERESTS

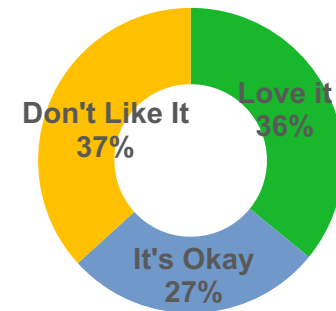
Concern about Option 1 location at Malone Wharf:

- Congestion from trailers
- Insufficient turning radius
- Local resident guest permit parking on Malone Drive at risk
- Distance of trailer parking to transient boat slips is impractical
- Distance from marine services is not ideal
- Possible negative impact on local property values if traffic is an issue

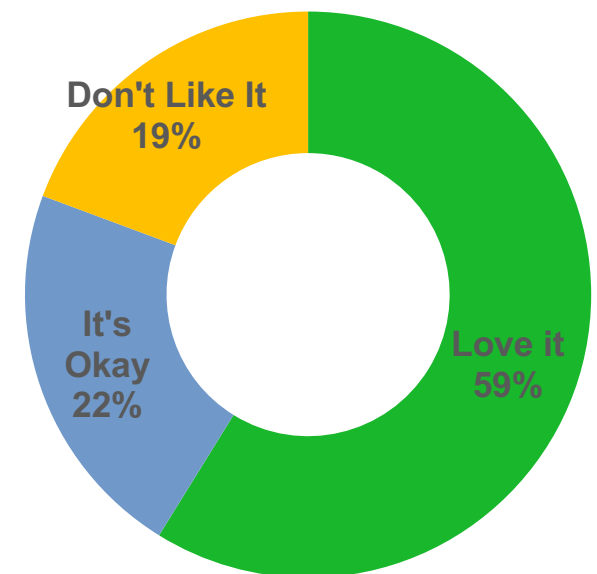
**HOWEVER** there is also concern about the Option 3 location, closer to Bonnie Park given:

- Possible safety issues combining boat launch activities with other tourism and commercial uses (e.g. pedestrians dodging trucks)
- Congestion of line up at boat launch into public parking area

**Option 1: Malone Wharf**  
(117 Respondents)



**Option 3: Adjacent to water's edge and beach**  
(119 Respondents)





# Malone Wharf – Transient Slips, Washroom and Pedestrian Connection

## COMPETING INTERESTS - TRANSIENT SLIPS

While more transient slips are desired, concerns:

- Lack of security
- Distance from waterfront uses and attractive to visitors
- Conflict with fisherman, particularly in spring
- Where would parking go for divers go?

## COMPETING INTERESTS - NEW WASHROOM

- Practicality of maintenance
- Cost of getting sewer to this location
- Concern about pedestrian safety

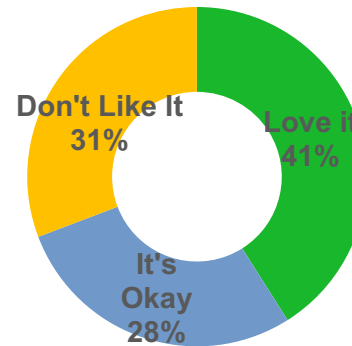
## COMPETING INTERESTS - PED CONNECTION

Some respondents acknowledge the public already walks here and support better feature **BUT** are concerned about safety.

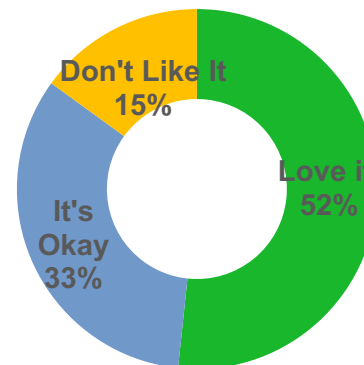
### NEW SUGGESTIONS FROM THE SURVEY RESPONDENTS

Include safety railing along pedestrian connection  
Design connection so canoes and kayaks can go underneath  
Include space for boat instruction and rentals

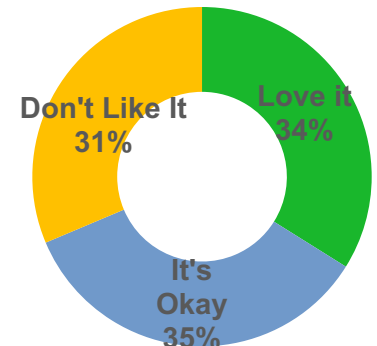
**Option 2: Transient Slips** (117 Respondents)



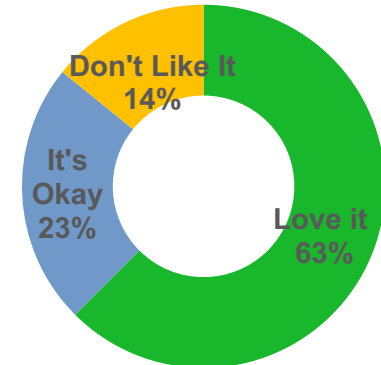
**Option 3: Transient Slips** (120 Respondents)



**Option 2: Washroom** (118 Respondents)



**Option 3: Ped Connection** (120 Respondents)



# Redevelopment

Comments indicate general support for the inclusion of commercial uses along the water's edge (restaurants, brewpub, pop-up retail, marine services) to help attract more residents and visitors to the park.

## CONCERNS – RAMADA PROPERTY

There is mixed opinion for any residential development, particularly with apartments. Concerns given are:

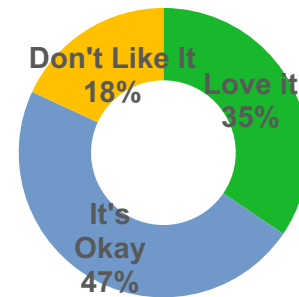
- Lost view of water from Lorne Street
- Private residential use will take away from 'community feel'
- Private interests will benefit at cost of residents
- Residents will use public parking
- Commercial use is not realistic in this location

## NEW SUGGESTIONS FROM THE SURVEY RESPONDENTS

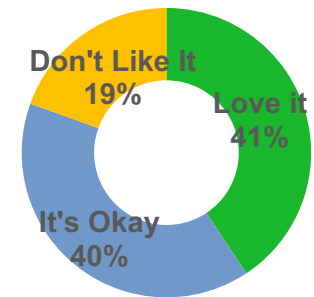
No residential development, only water-theme commercial uses and restaurants

Include option with no private development

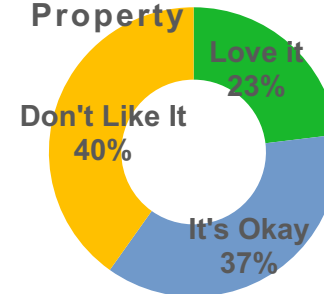
Option 1: Townhomes on Ramada Property



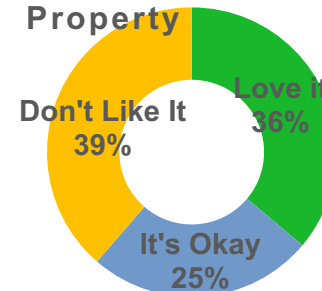
Option 1: Water's edge commercial



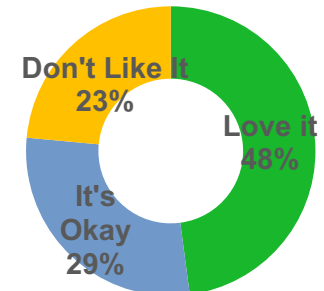
Option 2: Apartment + commercial on Ramada Property



Option 3: Apartment or Townhomes on Ramada Property



Option 3: Lorne St. Residential





# Technical Team - evaluation

Jackson's Point Harbour is a Redevelopment Opportunity Area.

The 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 and the marina and associated boating facilities, can combine to create a waterfront redevelopment that is enjoyed by existing and new residents, as well as tourists.

All options build on the principles of the Lake Simcoe Protection Plan and the Provincial Policy Statement




# Technical Team - evaluation

## **A note on all options:**

- Total quantity of parkland is constant among all 3
- Ramada remains with restaurant, conference/event space and hotel
- All options propose removal of the 26 motel units on the north side of Ramada
- All options show parking in the Right of Way
- All options can include environmental restoration/naturalization initiatives on Malone Wharf, the park and the shoreline
- All options maintain public land on Malone Wharf



# Technical Team - evaluation

-  Least benefit
-  Moderate benefit
-  Most benefit

## Mixed Use Waterfront Destination

### Option 1

- Limited commercial and residential
- Some expanded boating facilities




### Option 2

- Good live-work-shop-play opportunities
- Limited boating facility expansion

### Option 3

- Most live-work-shop-play opportunities
- Most complete boating facilities

# Technical Team - evaluation

-  Least benefit
-  Moderate benefit
-  Most benefit

## Waterfront Green Space

### Option 1

- 93 metres of shoreline (same as existing)

### Option 2




- 265 metres of shoreline (adds channel)

### Option 3

- 316 metres of shoreline (adds lake and channel)
- Size of waterfront parkland is enhanced because of property reconfiguration for Lorne Street development



# Technical Team - evaluation

-  Least benefit
-  Moderate benefit
-  Most benefit

## Parking

### Option 1

- Net loss of parking
- Dedicated boat/trailer parking




### Option 2

- Parking neutral (no gain/loss)

### Option 3

- Net loss of parking
- No dedicated boat/trailer parking

# Technical Team - evaluation

-  Least benefit
-  Moderate benefit
-  Most benefit

## Boating

### Option 1

- Boat launch and new slips
- No gas/pump-out

### Option 2

- Minimal new boating facilities

### Option 3

- Boat launch, new slips, gas, pump-out
- New pier for transient boaters



# Technical Team - evaluation

## Shoreline

### Option 1 - \$

- Malone Road boat launch requires shorewall reconfiguration, better to improve existing facility

### Option 2 - \$\$

- Channel shorewall requires repair for public use
- Malone Wharf slips may require dredging, improvements

### Option 3 - \$\$\$

- Channel shorewall requires repair for public use
- Malone Wharf slips may require dredging, improvements
- Transient pier requires protection
- Breakwater access requires study
- Naturalization requires protection

# Technical Team - evaluation

## Shoreline Cost

### Order of Magnitude ranges

Channel shore wall reconstruction \$500-\$900K +

Gas, pump out, service dock, boat launch \$425K +

20 new slips \$260K +

Replace existing slips To be determined

Hotel shoreline \$50K +

Hotel shoreline naturalization \$100 K - \$400K

# Technical Team - evaluation

## Neighbourhood Considerations

### Option 1

- Malone Wharf boat launch has traffic and parking implications
- Minimal commercial or residential development

### Option 2

- Redevelopment at centre of study area

### Option 3

- Redevelopment at centre of study area
- Lorne Park trade-off



# Technical Team - evaluation

## Neighbourhood Considerations

### Option 1

- Modest residential and commercial development
- Modest park improvements
- Could be revenue neutral: doesn't cost much, don't get much

### Option 2

- Commercial opportunities + 60 units
- More potential for a simpler property reconfiguration
- Surface parking is less costly
- Value of channel frontage

### Option 3

- Commercial opportunities + 80 units
- Structured parking is more expensive
- More development potential can result in more park improvements
- More public lake frontage

# Technical Team - evaluation

## Servicing

Any redevelopment requires:

- Upgrades to the stormwater drainage and stormwater management system
- A review of the existing water and wastewater infrastructure, with upgrades required
- Allocation for water and wastewater servicing will be required from the Town

Development in Lorne Park is costly because of existing buried services (Option 3)

# **Town of Georgina Comments - All Options**

- Quality of York Regional Police development – require a high standard of design
- Use prime waterfront land for greatest public benefit – move washrooms
- Combine washrooms, showers, harbour office, retail
- All options will require pumping station upgrades, force main replacement – site specific development charge

## **Option 1**

- Concerned about functionality of a Malone Wharf boat launch

## **Option 3**

- Significant issue with residential development on Lorne Park with respect to underground infrastructure



# MSR Lalu submission

(received by The Planning Partnership on August 3, 2017)

## The Planning Partnership initial comments:

Coordination with Ramada?

Open space quantity?

Sewage pumping station?

Underground municipal  
services in Lorne Park?



# **Ramada Submission through their planning consultant**

(received by the Planning Partnership on August 4, 2017)

*While Mr. Gupta supports the Town's efforts to achieve a comprehensive plan for the harbour area, his first responsibility is to his site and business, he has advised me that he believes it is critical to his development and operational plans to have the full waterfront, including his existing water lot, under his control for the privacy, safety and enjoyment of his guests.*

*His concept for the north wing is a 50 to 60 unit – 5 storey – parking below building - condominium residential/hotel suite facility. This would be similar to the hotel concept for the South Shore Landing project in Keswick.*

## **The Planning Partnership initial comments:**

Currently the Official Plan permits buildings up to four storeys

Parkland dedication or cash in lieu is a requirement of residential redevelopment (to be determined)



*Note to viewers. This slide was added for the evening session to provide an example of a hotel with private waterfront, as in the case of Ramada, in response to questions raised in the afternoon session. In this example, the hotel owners extend an invitation to the public to come onto their private beach. Although the Ramada will be private, there are precedents in other locations where the public is still afforded access to the waterfront.*

**SeaCrest**  
OCEANFRONT HOTEL

**Feel free to cruise the path to our beach.**

**While you're at it, please stop by  
our lobby and learn more about our hotel.**

**We welcome you to stay with us during  
your next visit to Pismo Beach.**





# Presentation

1. Study process and consultation
2. Site size
3. Charrette results
4. Charrette results to Three Options
5. Evaluation of Three Options
- 6. Towards an Emerging Plan**

# **Towards an Emerging Plan**

Status Quo: No Realignment of Property  
Boundaries

Partnership: Realignment of Property  
Boundaries

Status Quo



## Lorne Park

Maintain  
green  
connection  
from  
Jackson's  
Point to Main  
Street

Underground  
servicing  
connections

No  
Townhouses  
on Lorne Park









Enhance the environmental character of Lorne Park and the connection to Lake Drive





## Status Quo



## Malone Wharf

No boat launch

Maintain dive access, fishing, bird watching

Enhance the green

Enhance public amenities, birding station, potential for seasonal breakwater linkage

Accessible access to canoe/kayaks







Status Quo



## Right of way

Options for public parking for vehicles and/or trailers



Malone Road

PAVED SECURED OUTDOOR AREA

TOP OF BANK

YRP MARINE UNIT

TOP OF BANK

YRP PARKING (9 STALLS)

SIGNAGE



# Status Quo



## Marina

Space to expand to 75+ slips

Larger slips: 30 & 40'

Potential for gas/pump out dock

Requires partnership:  
Some slips for hotel use?







Status Quo



## Hotel Property

Official Plan and zoning permissions for tourism and commercial uses

Stand-alone development potential in future



Lorne Street



Cedarhurst Park



Status Quo



## MSR/LALU

Official Plan and zoning permissions for tourism and commercial uses

Redevelopment is extremely difficult

Site will likely be fenced



Status Quo



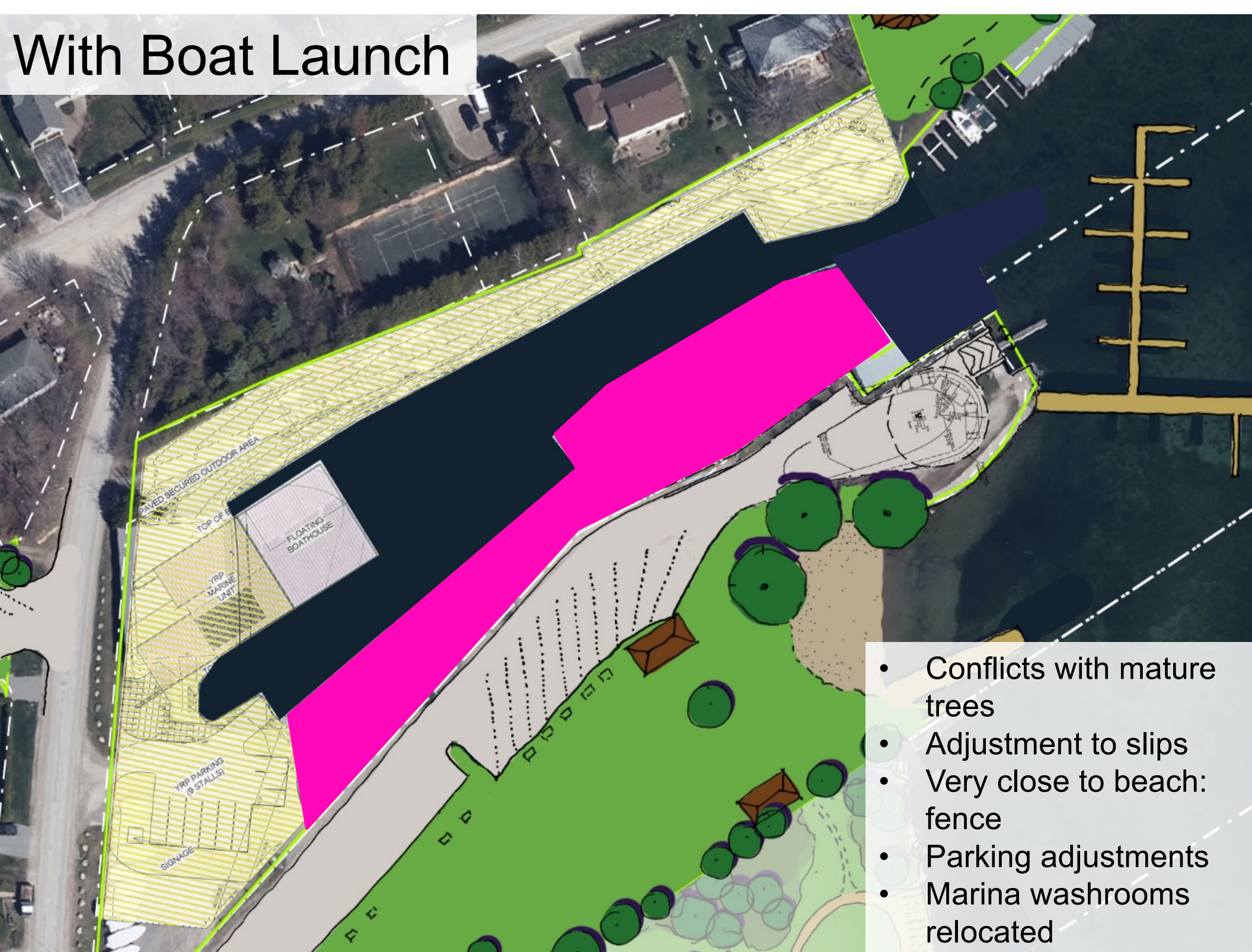
## Bonnie Park

Moderate enhancements to park

Boats vs Beach?



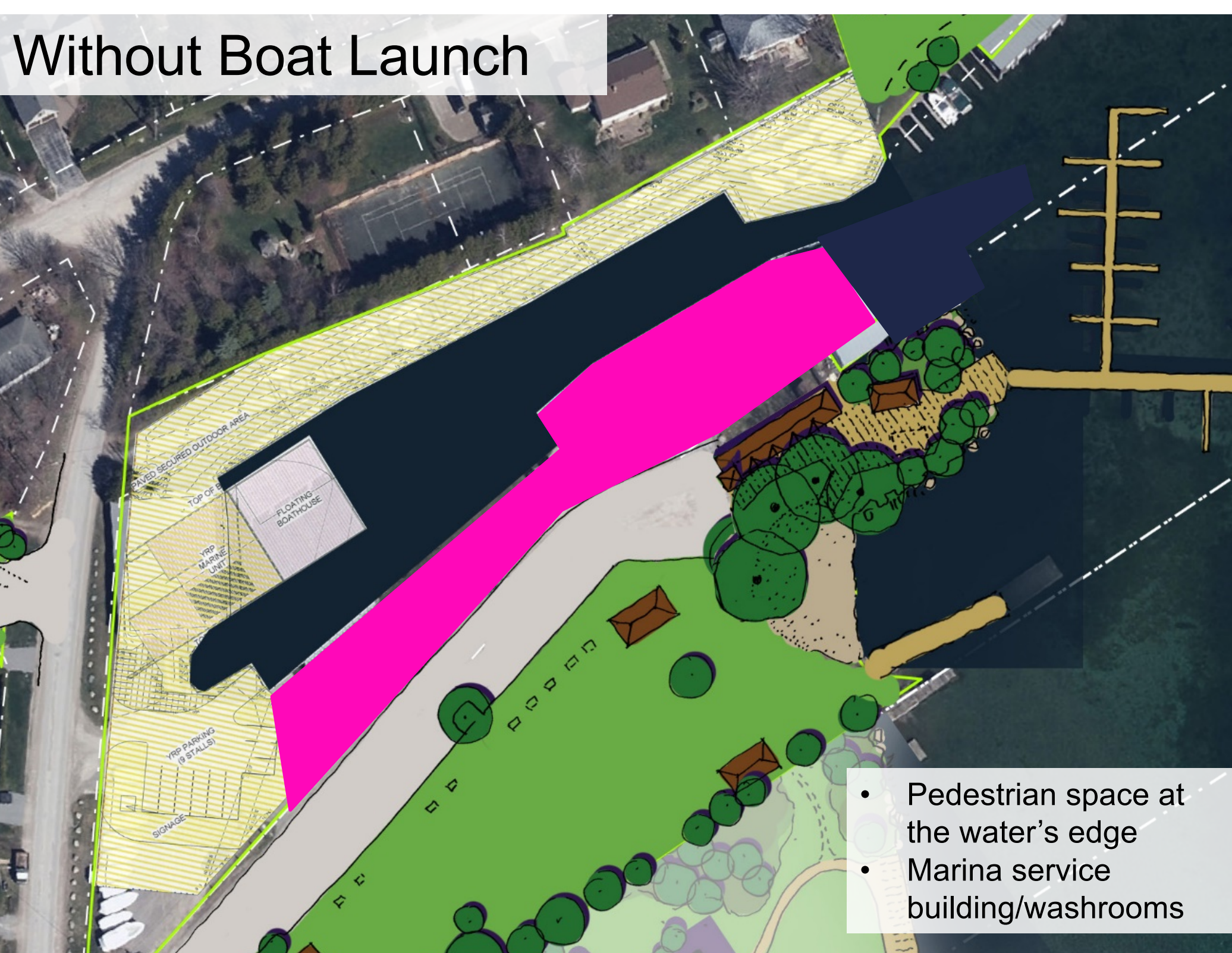
# With Boat Launch



- Conflicts with mature trees
- Adjustment to slips
- Very close to beach: fence
- Parking adjustments
- Marina washrooms relocated



# Without Boat Launch



- Pedestrian space at the water's edge
- Marina service building/washrooms

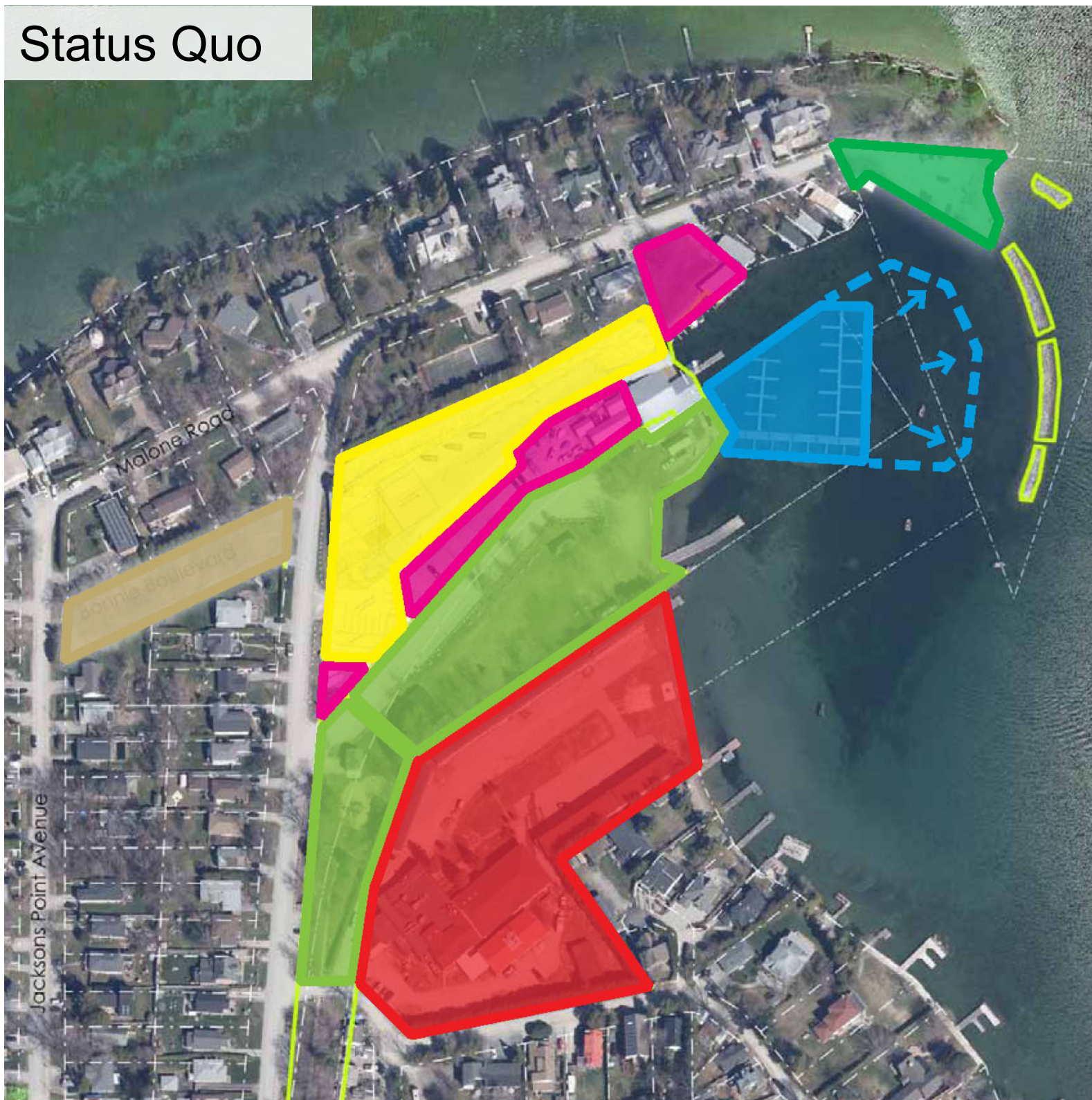


Public terrace at water's edge rather than  
boat launch





# Status Quo



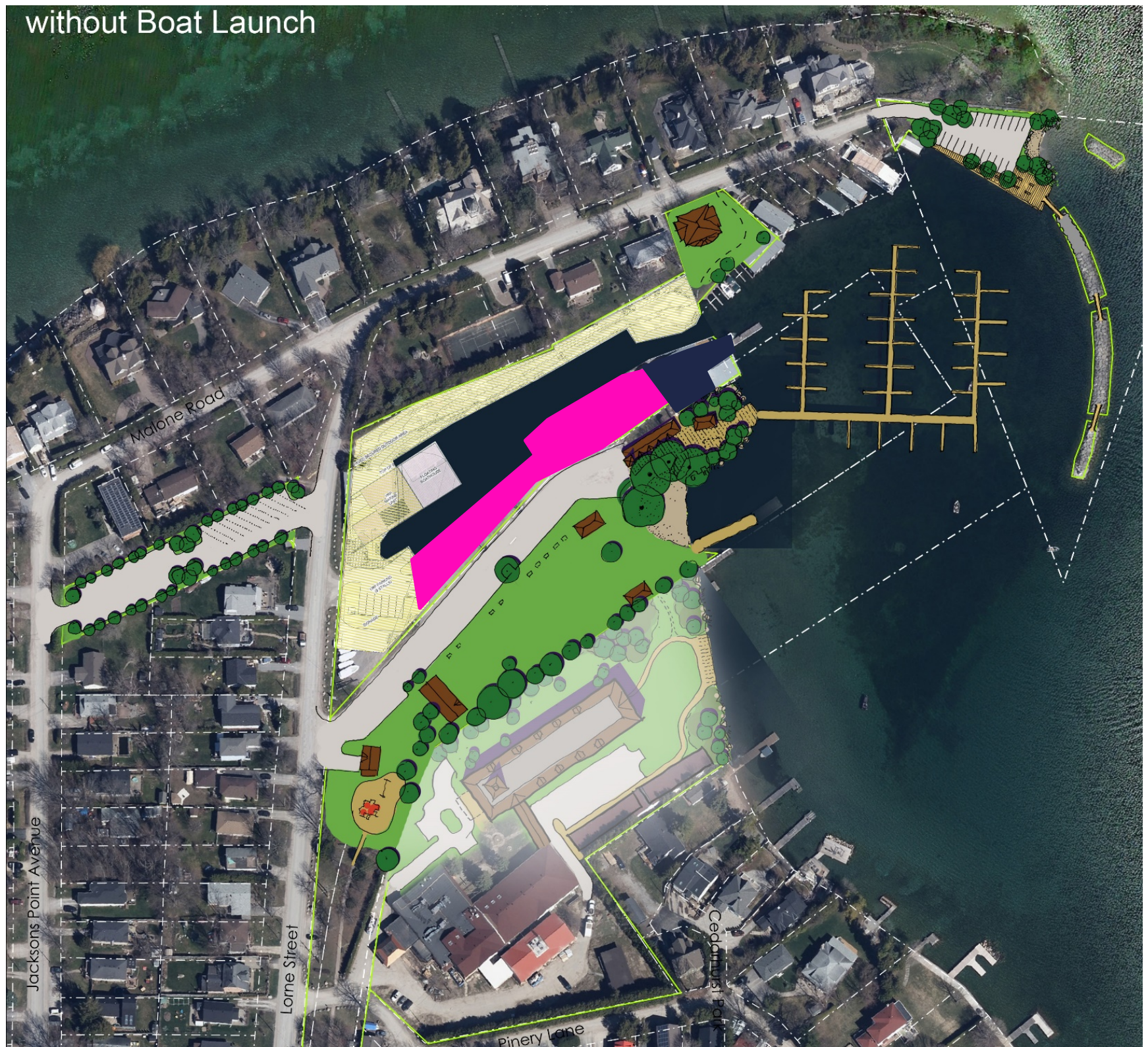


with Boat Launch



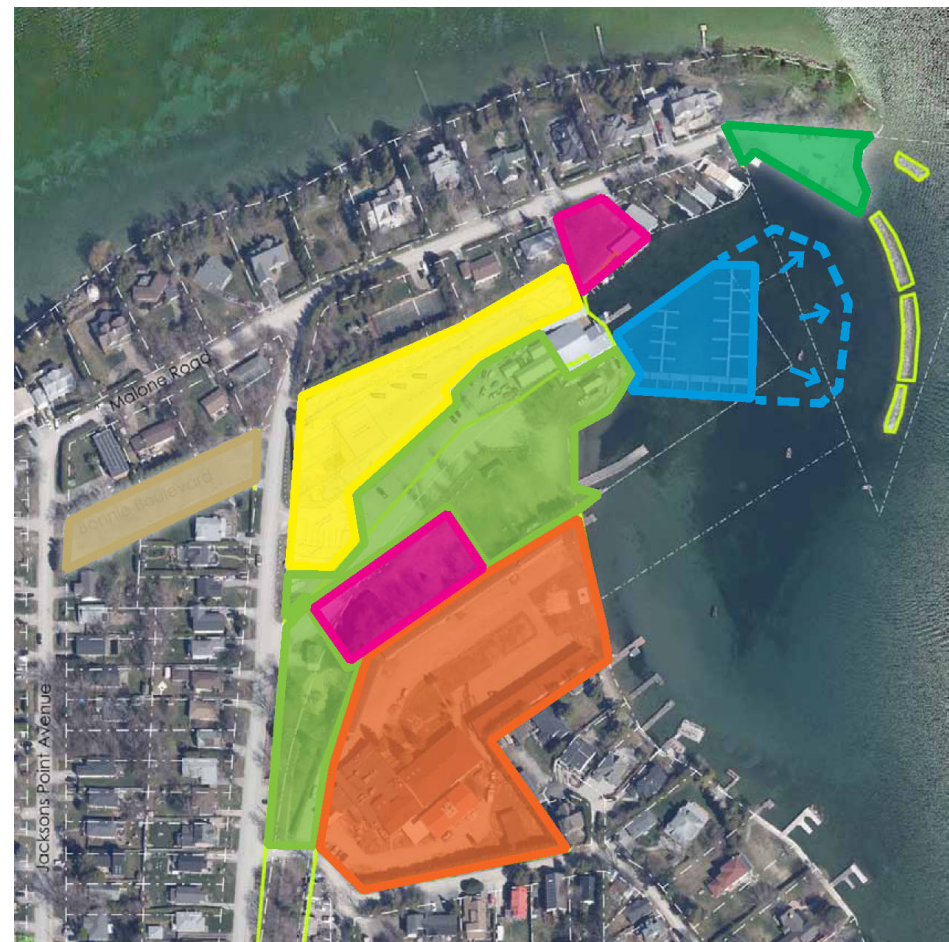
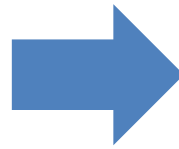
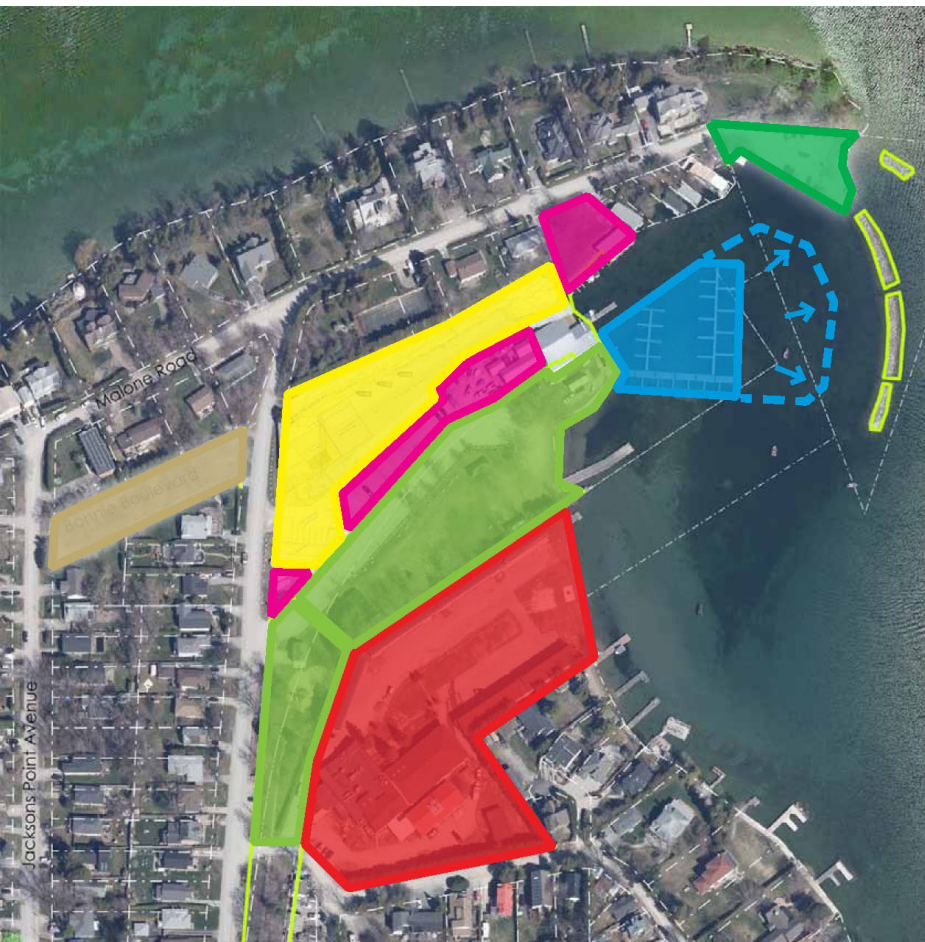


without Boat Launch





# Reconfigure Property Boundaries





with Boat Launch





without Boat Launch  
265m of public water's edge





# Need more input

Reconfigure property boundaries **OR** no change in property boundaries

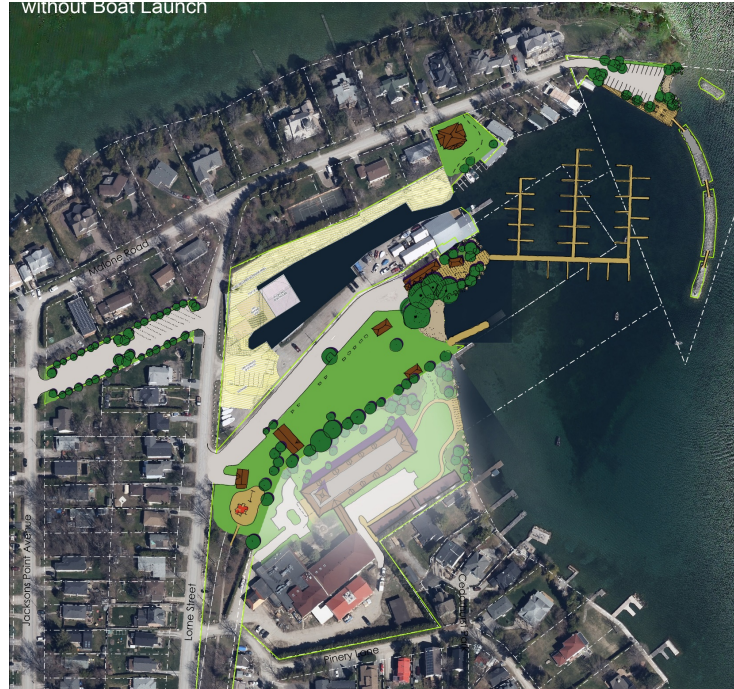
Boat launch **OR** more green space

Gas/pump out and boat slips **OR** boat slips only – need to investigate fiscal implications

with Boat Launch



without Boat Launch



with Boat Launch



without Boat Launch  
265m of public water's edge





# Next Steps

Provide comments on the emerging plans today

Call Donna Hinde anytime if you have questions – my cell phone: 647-896-2202

Please provide comments by August 24<sup>th</sup> through:

- [rmcdougall@georgina.ca](mailto:rmcdougall@georgina.ca)
- [jacksonspoint@planpart.ca](mailto:jacksonspoint@planpart.ca)

The Planning Partnership will prepare their Recommendations Report

Council presentation on September 19, 2017



# Jackson's Point Harbourfront

## Redevelopment Plan Workshop #2

**August 10, 2017**