



Jackson's Point Harbourfront

Redevelopment Plan Workshop #2

evening session with additional image on Slide 59

August 10, 2017

The Team

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Steve Schaefer

**Soils
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**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

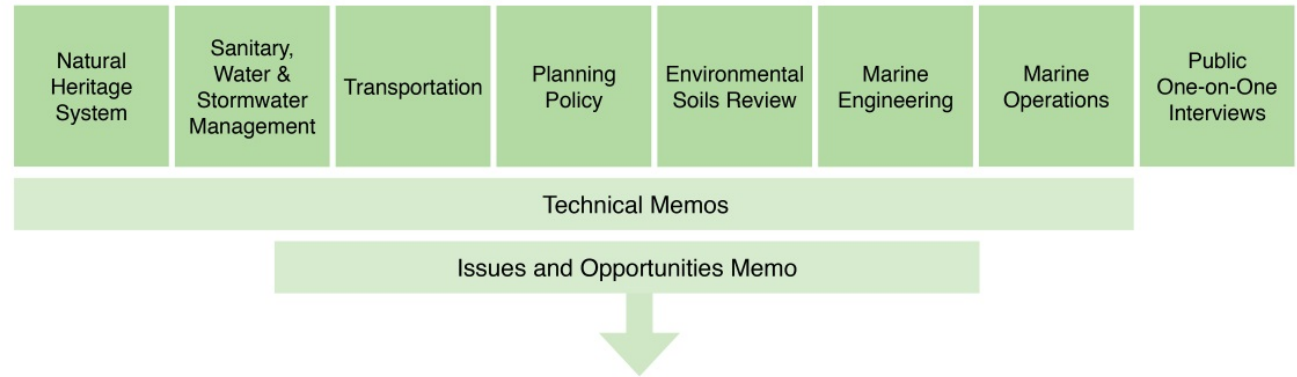
1. **Study process and consultation**
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Schedule

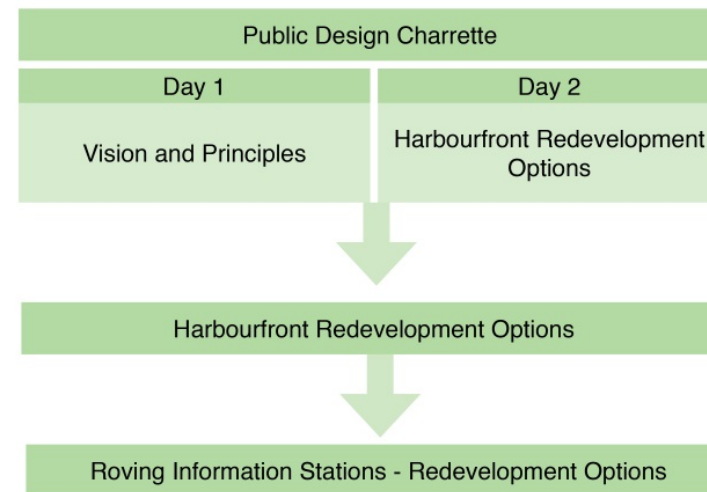
We Are Here

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**
3. Charrette results
4. Charrette results to Three Options
5. Evaluation of Three Options
6. Towards an Emerging Plan

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



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(May) (2017)

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Legend
Selected Land
Assessment Parcels
Roads

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the accuracy, reliability or completeness of the information.

0 0.0225 0.045 Km

2.2 Hectares
1.5 Hectares
0.4 Hectares
0.3 Hectares
4.4 Hectares

Town

MSR LALU

Town

YRP

Ramada

Town

Town

Town

Legend


- Selected Land
- Assessment Parcels
- Roads

0 0.0225 0.045 Km

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4.4 Hectares

 provided by:
The Town of Georgina
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[May] [2017]

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Legend

-  Selected Land
-  Assessment Parcels
- Roads

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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
2. Site size
- 3. Charrette results**
4. Charrette results to Three Options
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Charrette



Workshop – June 8th, 2017
Day 1



One on one interviews
Meeting with Residents



Walkshop



Public Workshop 1
Vision and Guiding Principles



Public Workshop 2
Vision and Guiding Principles



Workshop – June 10th, 2017
Day 2



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
6. Towards an Emerging Plan

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

325m² 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
1000m² 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 570m² 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

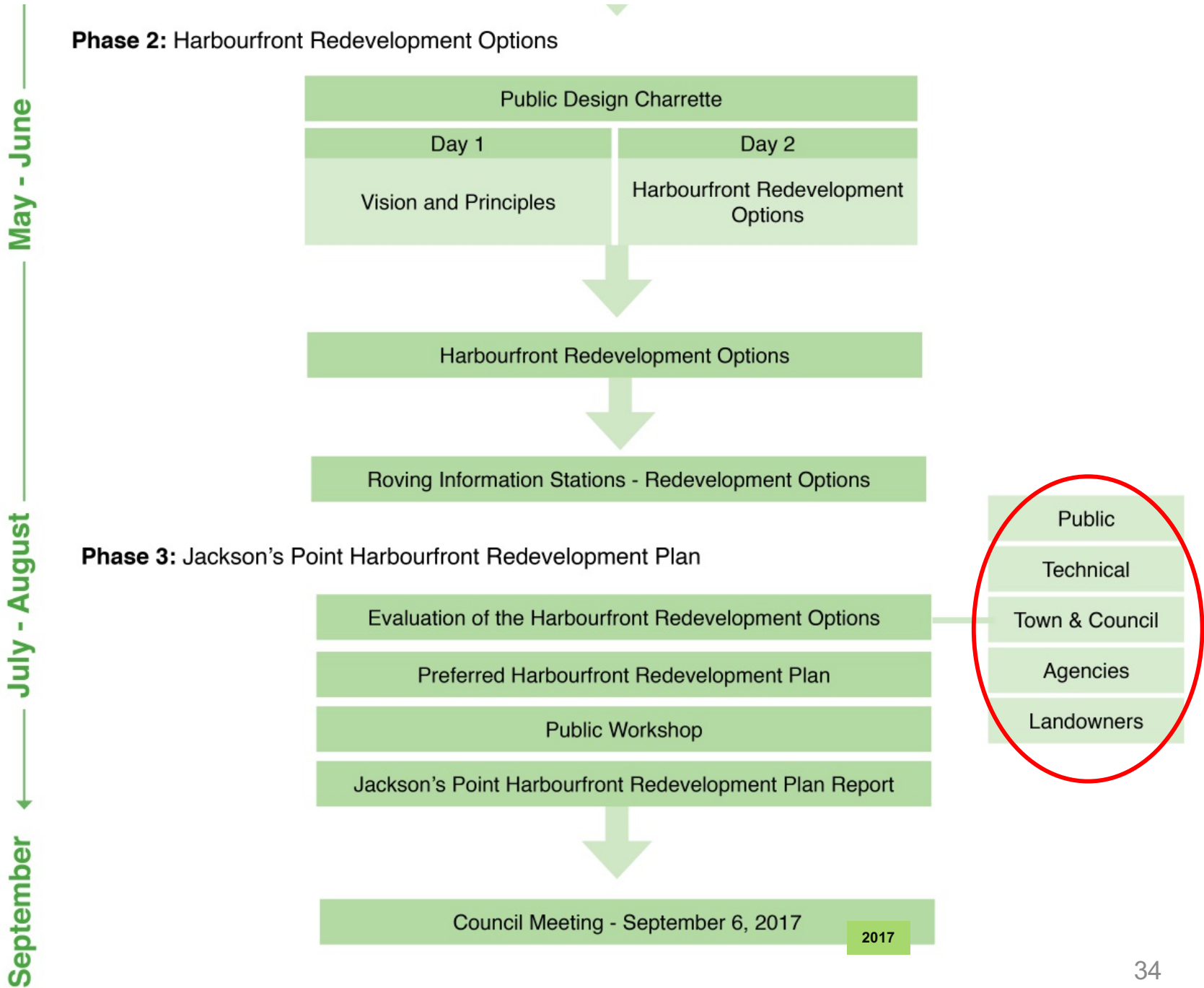
Ramada retains 25m frontage on Lake Simcoe

Total water frontage in public ownership: 316m

Presentation

1. Study process and consultation
2. Site size and update on key features
3. Charrette results
4. Charrette results to Three Options
- 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

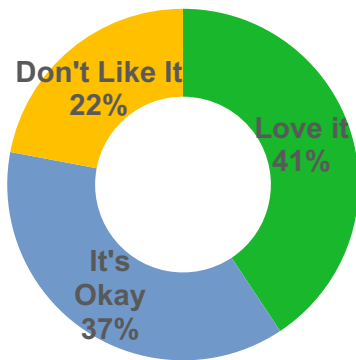
Survey summaries have no statistical significance due to sample size

Location of Park

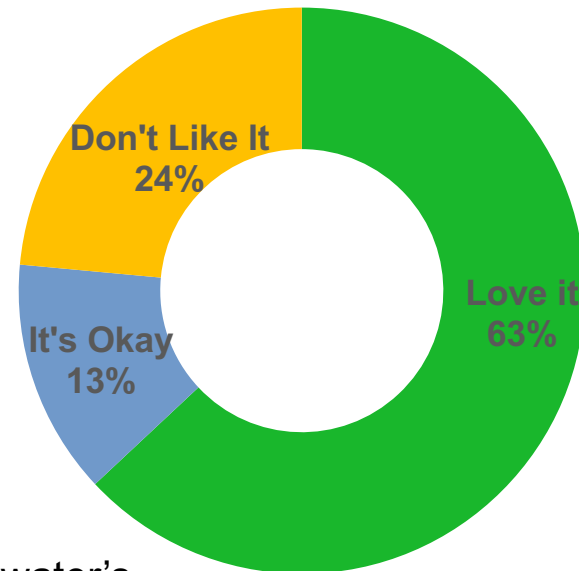
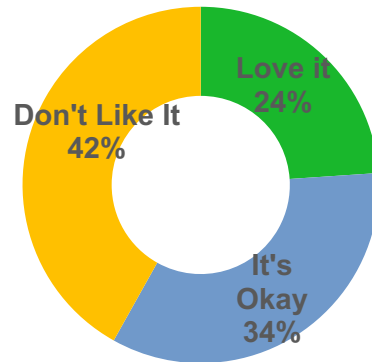
PREFERRED – OPTION 3

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

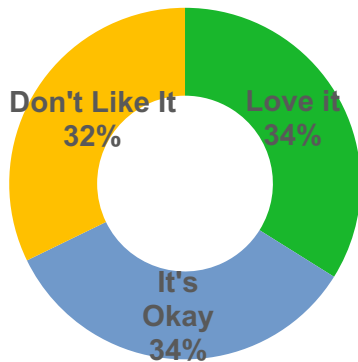
NEW SUGGESTIONS FROM THE SURVEY RESPONDENTS:

Include conservation and run-off reduction features along waterfront

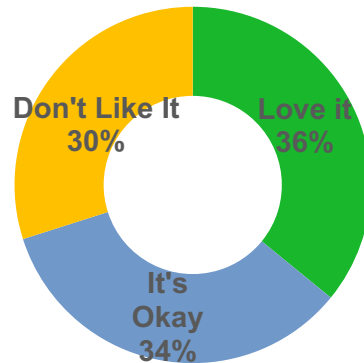
Location of Playground

PREFERRED – OPTION 3

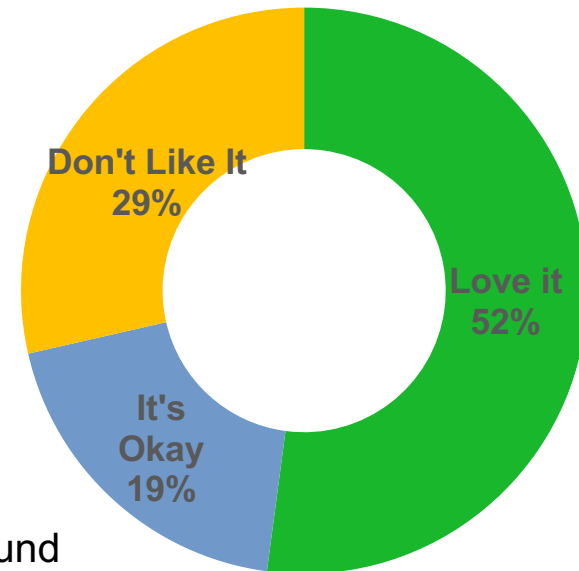
Option 1: Status Quo
(118 Respondents)



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

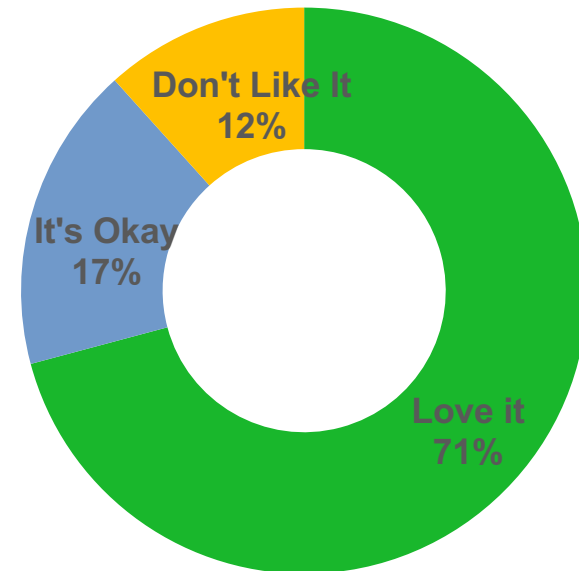
Respondent show support for a pier **BUT** for different reasons:

- 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.

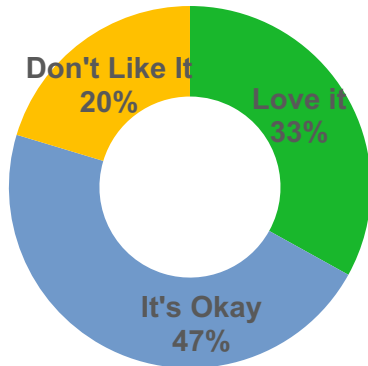
Option 3
(120 Respondents)



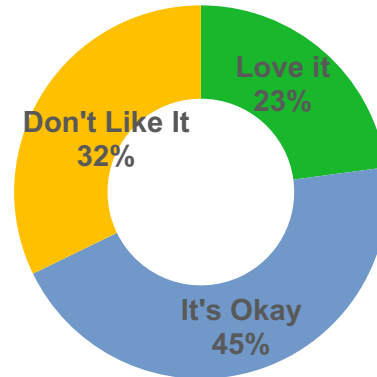
Parking

PREFERRED – OPTION 3

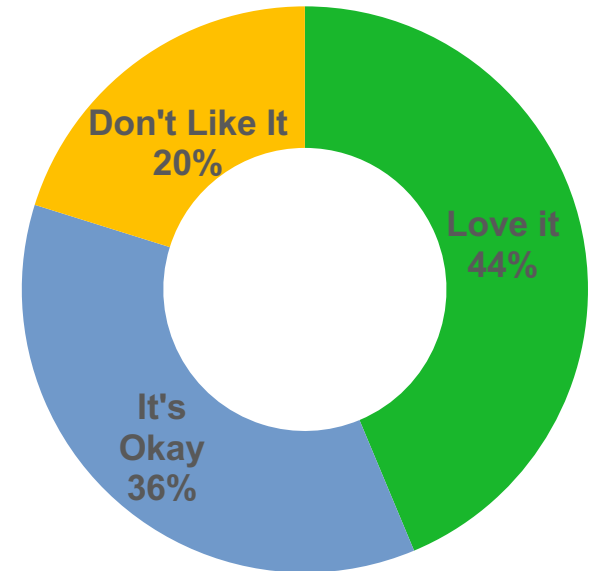
Option 1: Trailer only parking west of Lorne
(119 Respondents)



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

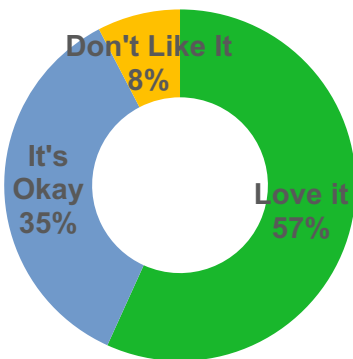
Restrict overnight parking

No parking west of Lorne

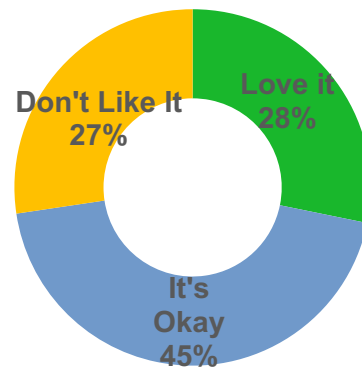
Boating Slips

PREFERRED – OPTION 3

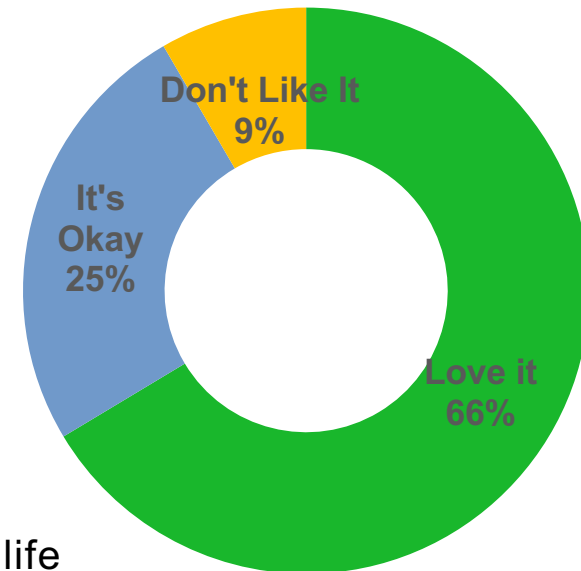
Option 1: Expanded into harbour
(118 Respondents)



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

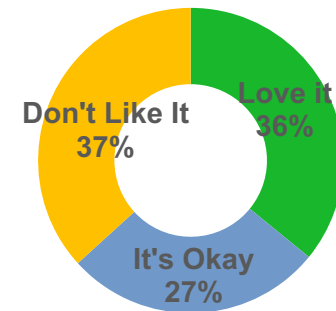
Concern about Option 1 location at Malone Wharf:

- 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

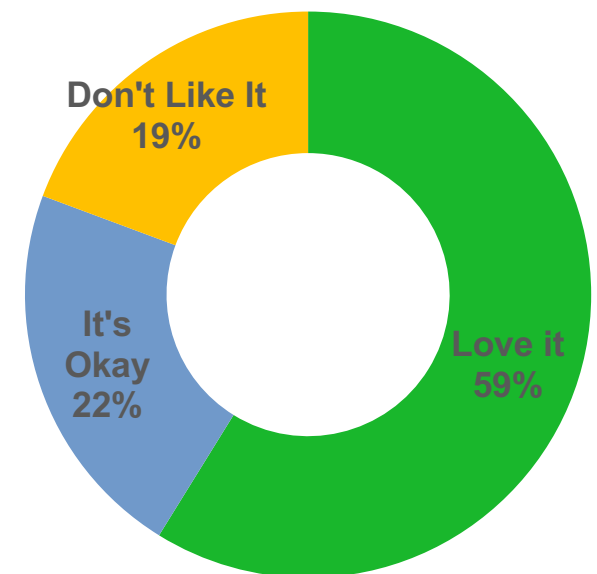
HOWEVER there is also concern about the Option 3 location, closer to Bonnie Park given:

- 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

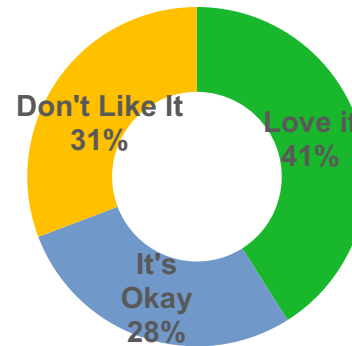
COMPETING INTERESTS - PED CONNECTION

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

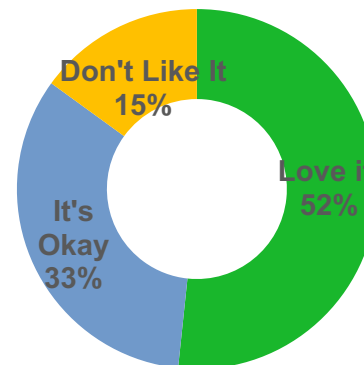
NEW SUGGESTIONS FROM THE SURVEY RESPONDENTS

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

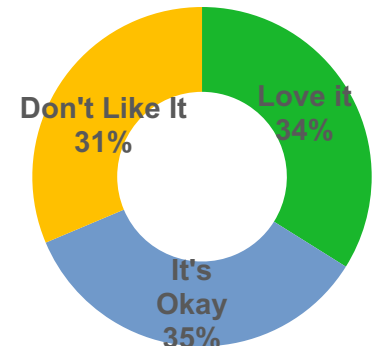
Option 2: Transient Slips (117 Respondents)



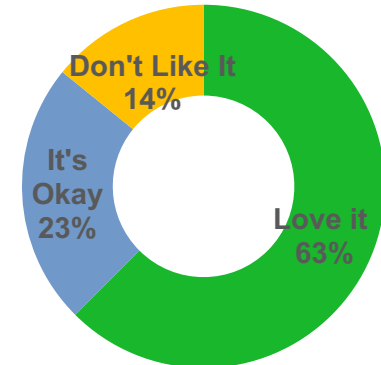
Option 3: Transient Slips (120 Respondents)



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:

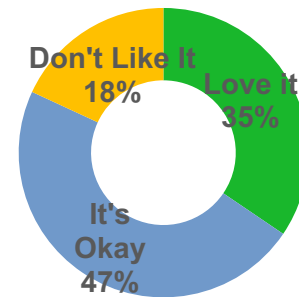
- Lost view of water from Lorne Street
- Private residential use will take away from 'community feel'
- Private interests will benefit at cost of residents
- Residents will use public parking
- Commercial use is not realistic in this location

NEW SUGGESTIONS FROM THE SURVEY RESPONDENTS

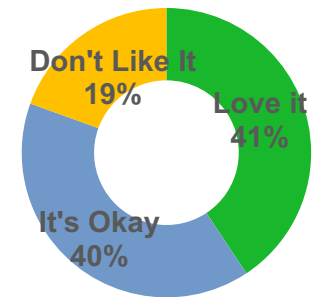
No residential development, only water-theme commercial uses and restaurants

Include option with no private development

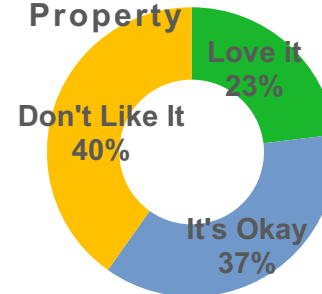
Option 1: Townhomes on Ramada Property



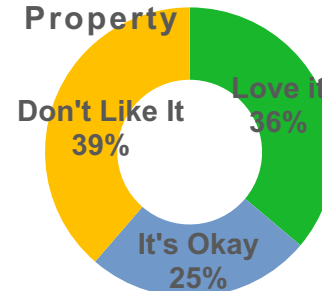
Option 1: Water's edge commercial



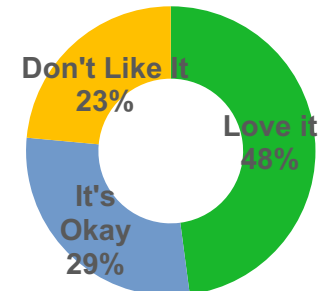
Option 2: Apartment + commercial on Ramada Property



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

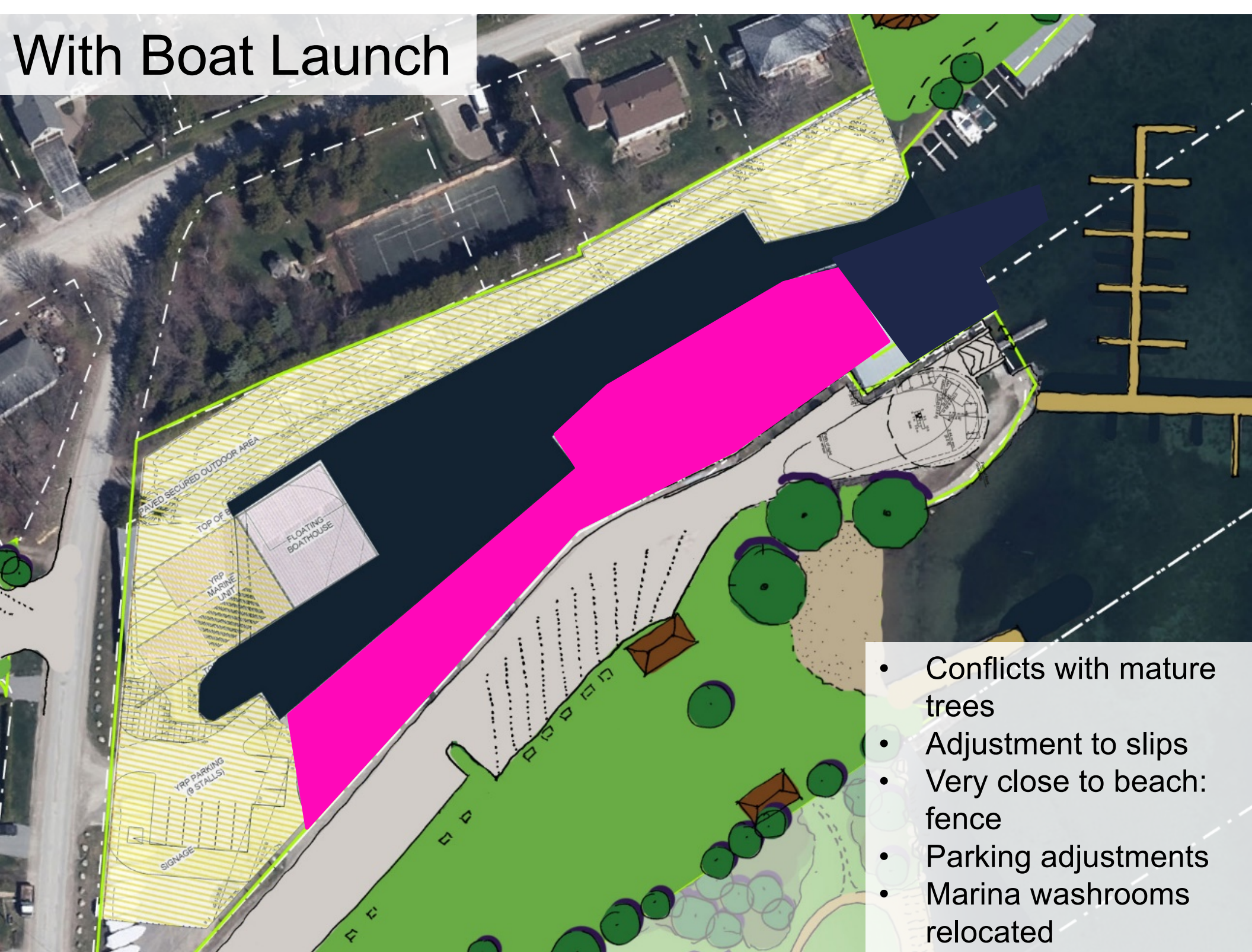


Bonnie Park

Moderate enhancements to park

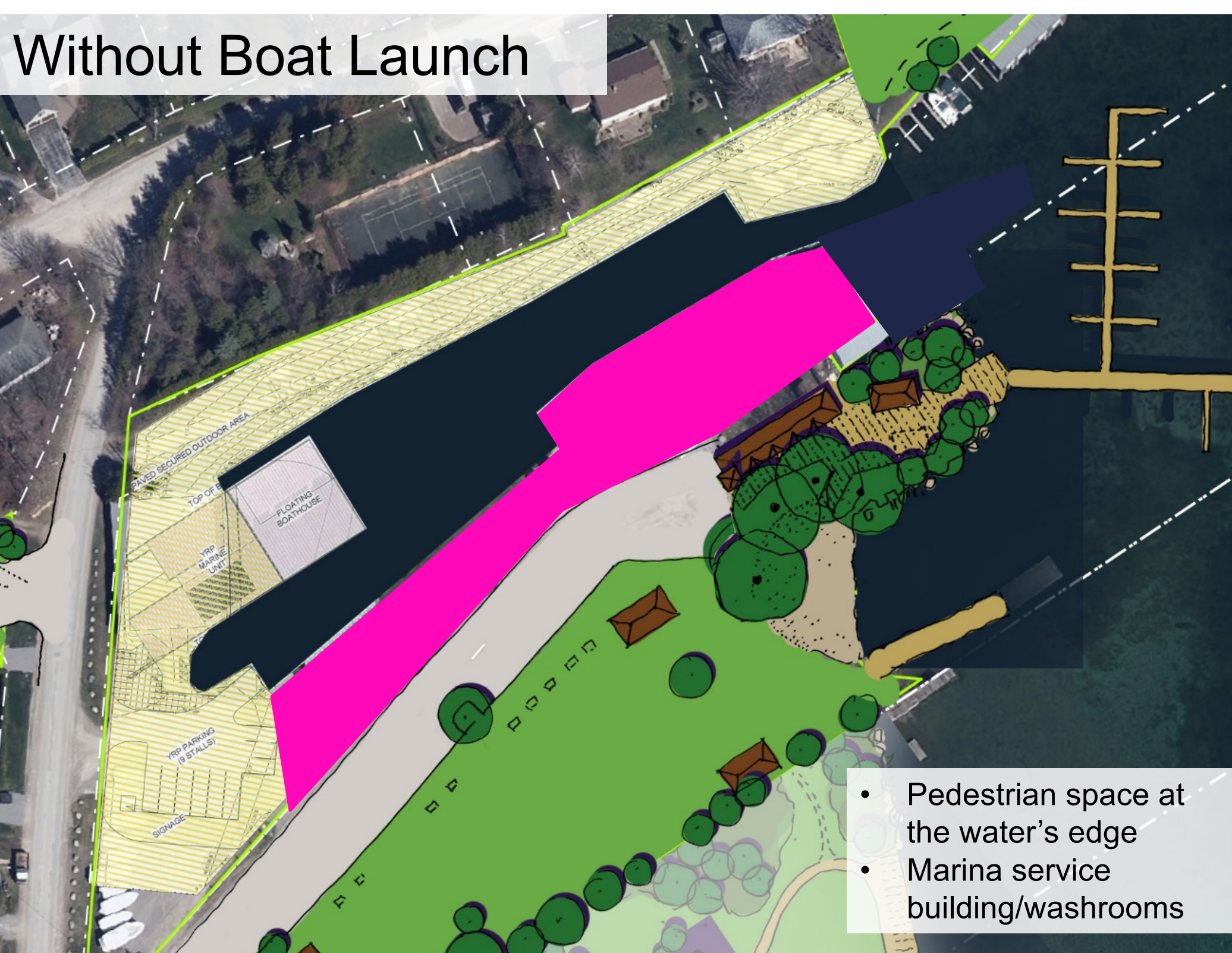
Boats vs Beach?

With Boat Launch



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

Without Boat Launch

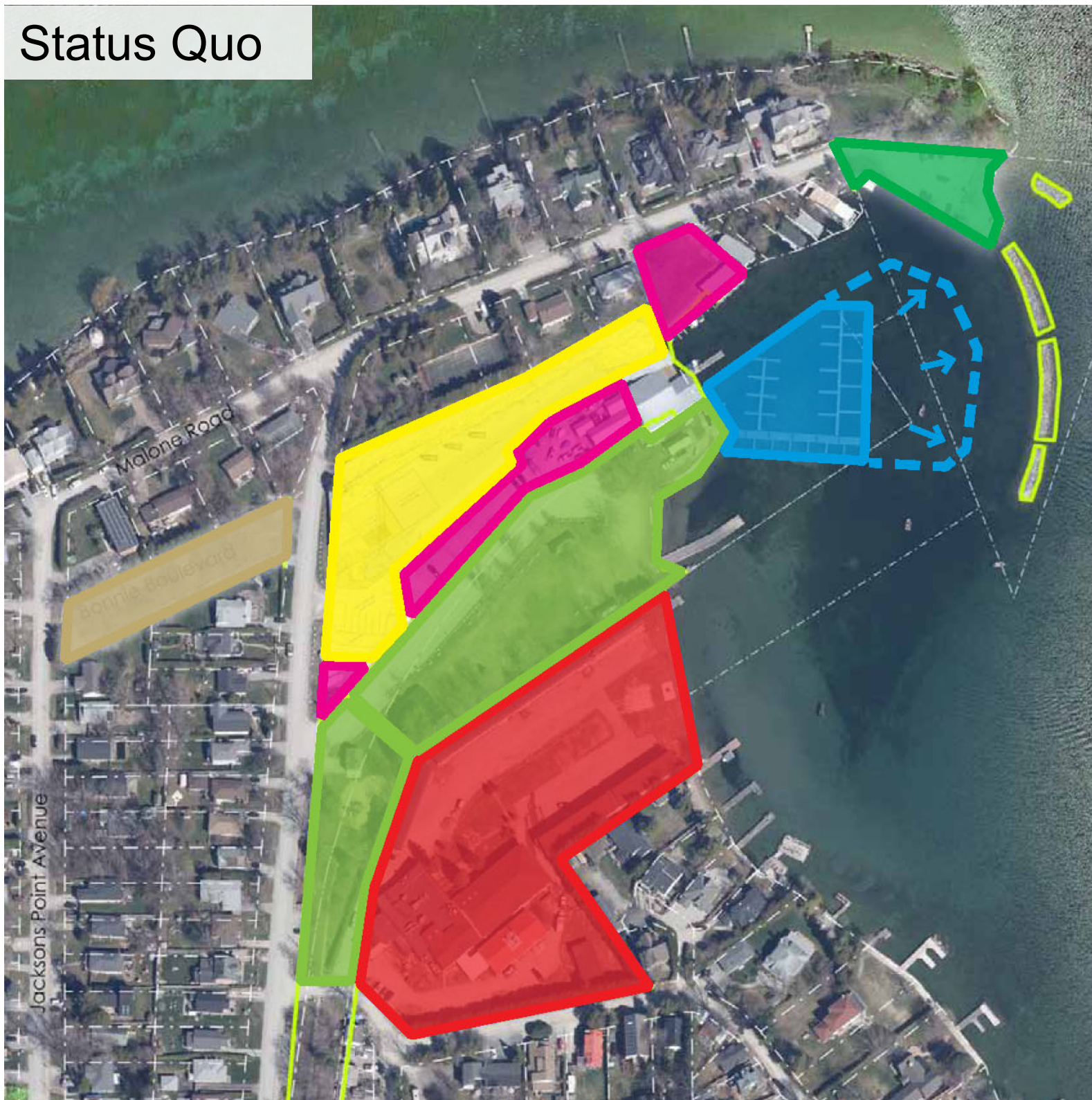


- Pedestrian space at the water's edge
- Marina service building/washrooms

Public terrace at water's edge rather than
boat launch



Status Quo



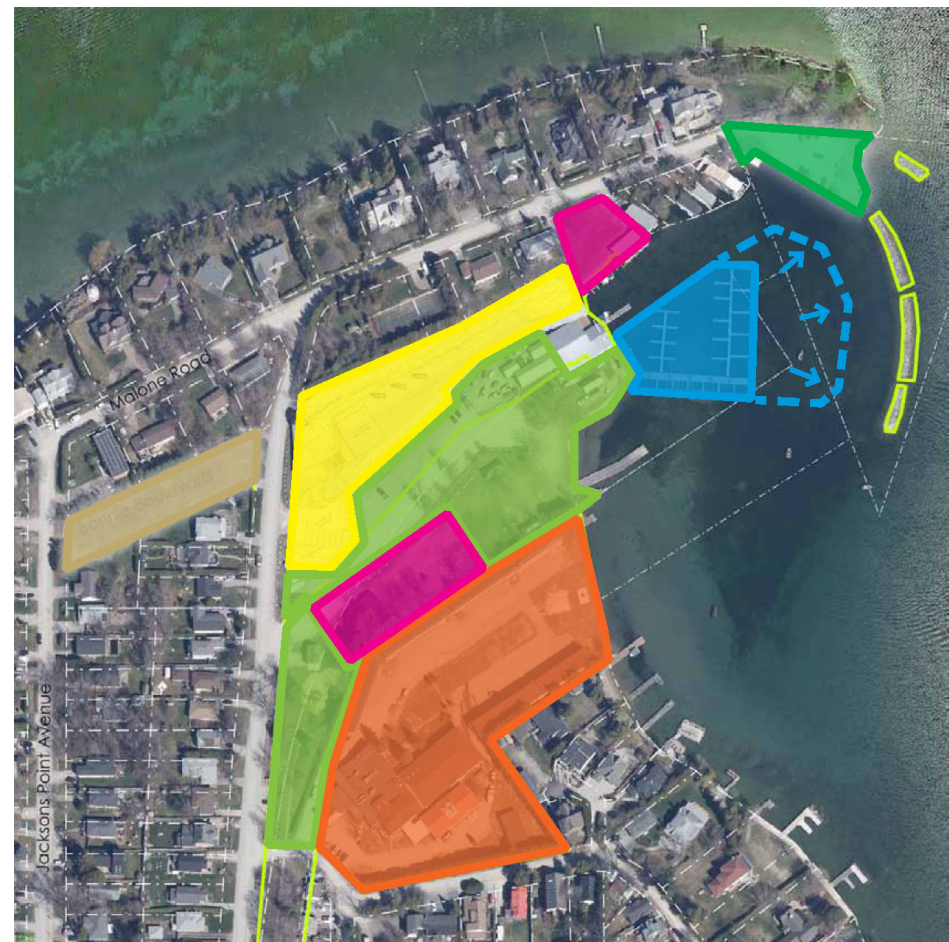
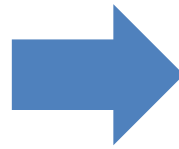
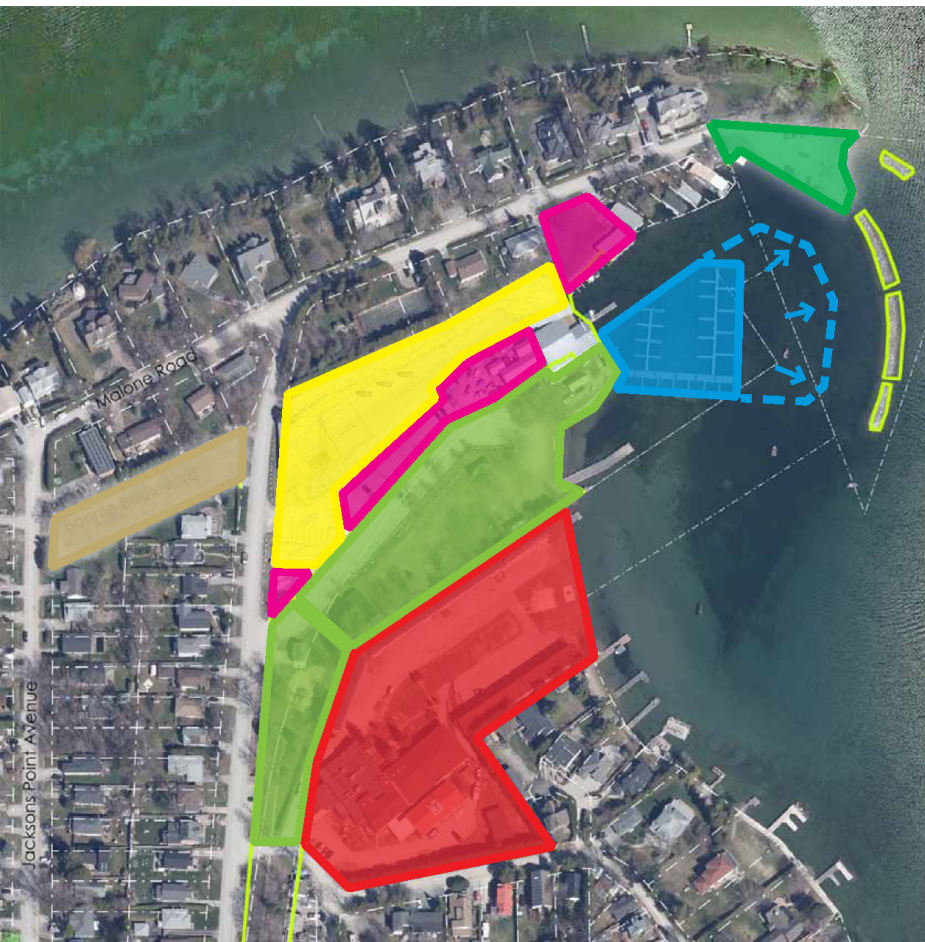
with Boat Launch



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

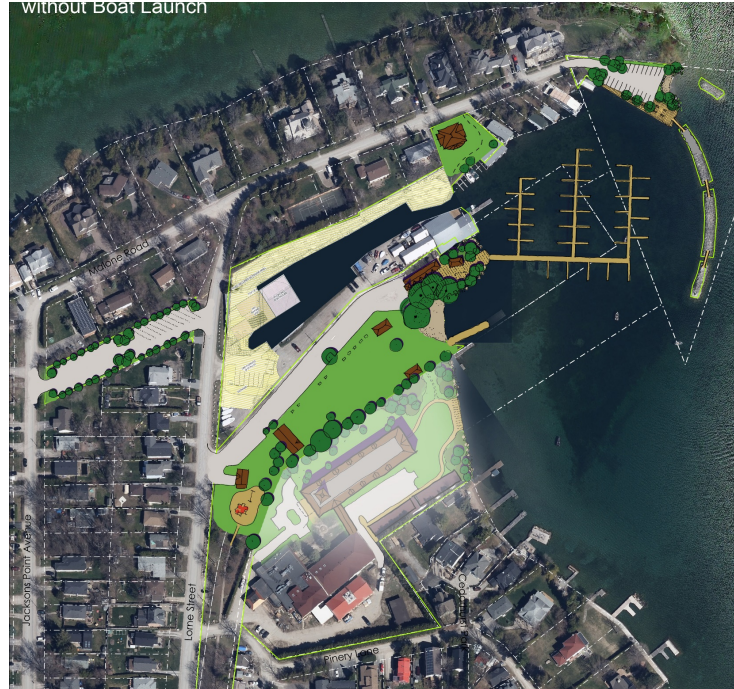
Boat launch **OR** more green space

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 24th through:

- rmcdougall@georgina.ca
- 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