

**CORPORATION OF THE TOWN OF GEORGINA**

**REPORT NO. RC-2017-0032**

**FOR THE CONSIDERATION OF  
COUNCIL  
SEPTEMBER 19, 2017**

**SUBJECT: JACKSON'S POINT HARBOURFRONT REDEVELOPMENT PLAN –  
RECOMMENDATION REPORT AND HERITAGE IMPACT  
ASSESSMENT**

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**1. RECOMMENDATION:**

- 1. That Council receive Report No. RC-2017-0032 prepared by the Recreation and Culture Department and the Development Services Department on September 19, 2017 respecting the Jackson's Point Harbourfront Redevelopment Plan – Recommendation Report and the Heritage Impact Assessment.**
- 2. That Council generally support the initiation of discussions of a potential land exchange or acquisition with the MSR Lalu Jackson's Point Inc. lands and that staff in consultation with Town solicitor bring back a report outlining the proposed framework for such discussions.**
- 3. That Council direct staff to evaluate the 2017 harbour operation and recommend an operating model for consideration during the 2018 budget deliberations.**
- 4. That Council endorse the Georgina Heritage Committee recommendation and direct staff to include the former Bonnie Boats Marina Property and Bonnie Park on the Town's Heritage Registry.**
- 5. That Council endorse as a condition of site plan approval for the former Bonnie Boats property or Bonnie Park, the requirement for the preparation and submission of an Interpretive Strategy and Implementation Plan to the satisfaction of the Director of Development Services.**
- 6. That Staff consult with the property owner MSR Lalu Jackson's Point Inc. and York Regional Police to determine how the Belfast Truss System located in the warehouse building at the Lorne Street frontage of the former Bonnie Boats property will be removed from the**

**warehouse in a manner that allows for it to be reused on site or used in conjunction with an Interpretive Strategy.**

**2. PURPOSE:**

To provide Council with the Jackson's Point Harbourfront Redevelopment Plans recommendations for next steps and a summary of the Heritage Assessment completed on the former Bonnie Boats Marina and Bonnie Park properties.

**3. BACKGROUND:**

On April 19, 2017, Council authorized the commencement of the Jackson's Point Harbourfront Redevelopment Plan under the leadership of The Planning Partnership (TPP) consulting firm.

The Project Work Plan commenced on April 25, 2017 with a site visit with the consultants and wrapped up on August 30, 2017 with a Public Open House. Key public and stakeholder consultations in the Work Plan included:

April 25	Team meeting (consultant site walk, staff/agency meeting)
May 29 & June 8	One-on-One Interviews
June 8	Workshop (included a staff/agency meeting, site walkshop and 2 public sessions)
June 10	Design Charrette (2 public design sessions and 1 general public meeting)
July 9 – Aug 4	Online Survey (evaluation of Options)
July 9, 15, 22	Roving Information Stations (4 sites to obtain input on Options)
August 10	Workshop (included a staff/agency meeting and 2 public sessions)
August 30	Open House (information session on present recommendations)

Throughout this process interested parties could submit comments to a dedicated email address or contact the consultants directly.

On June 7, 2017, the Georgina Heritage Committee requested that the former Bonnie Boats Marina property and Bonnie Park be placed on the Heritage Registry. In order to determine the merits of placing these two properties on the Heritage Registry, Council requested additional information and directed staff to expand the scope of the Jackson's Point Harbourfront Redevelopment Study to include a Heritage Impact Assessment.

ASI Archeological & Cultural Heritage Services were subsequently retained by The Planning Partnership to undertake this Assessment/Evaluation.

The Planning Partnership have produced their final report and recommendations which are included as Attachment 1. TPP will be present at this Council meeting to provide a presentation of their findings, recommendations and to answer questions of Council.

#### **4. ANALYSIS:**

##### **Harbourfront Redevelopment Plan**

Since 2009, Georgina has approved a number of documents that provide direction and support for the redevelopment of the harbour.

- Corporate Strategic Plan – all 4 goals support this project
- Official Plan – various planning policies support the redevelopment of the waterfront areas in Georgina
- Sutton/Jackson's Point Secondary Plan - The Jackson's Point Harbour is designated as "Redevelopment Area 2" in the Sutton and Jackson's Point Secondary Plan. This designation anticipates that the Jackson's Point Harbourfront will be developed as a mixed density residential community that includes primarily medium and higher density house forms and a hotel/resort. These uses together with public parkland/open space, and the marina will create a waterfront redevelopment that can be enjoyed by existing and new residents as well as tourists. To facilitate any redevelopment, a comprehensive Redevelopment Master Plan shall be prepared.
- Recreation Facility Needs Study – recommends a Waterfront Recreation Strategy to be undertaken
- Economic Development Action Plan - The Economic Development Strategy and Action Plan Strategic Direction #2: Enhance and diversify the Tourism Industry

As outlined in the Sutton/Jackson's Point Secondary Plan, a Redevelopment Master Plan for this area is a pre-requisite before the Town will consider redevelopment applications. This Plan would guide the municipality in identifying what the public interest is (i.e. boat launch, harbour or marina improvements, beachfront/waterfront access, etc.) in relation to dealing with private sector development interests/proposals.

The work plan for the Redevelopment Plan was very extensive and expedited in order to capture inputs from residents over the summer season and to have recommendations and next steps before Council this September to align with budget deliberations for 2018. Initially, it was also anticipated that if a final plan was approved that there may have been an opportunity to apply for grant funding for implementation funding in September. As it has been demonstrated through the review that more decisions are needed before a final plan can be confirmed, staff would not recommend applying for funding at this point until the next steps are determined and completed.

It is also important to note that many of the funding opportunities require that the Town match the funds being requested and the application to indicate the quantifiable outcomes of the project which at this time are unknown.

Throughout the preparation of the Jackson's Point Harbourfront Redevelopment Plan, there have been numerous opportunities for community consultation. We have heard from the general public, landowners, technical specialists, agencies, staff and Council who have shared their input, concerns and questions. Collection of comments and inputs were shared with the Consultants throughout the project to incorporate into the plan up to August 30, 2017. Any inputs received after that date are attached to this report (Attachment 2).

During the consultation phase there was an inquiry about a Land Grant from the Crown and a subsequent Council Resolution from 1937 which spoke of maintaining the right-of-way through Bonnie/Lorne Park for public access. The Town solicitor reviewed and researched this grant and resolution to determine what options would be available to the Town. The Town solicitor confirmed that the Crown Land Registry office advised that it can find no record of such a deed. The solicitor was provided with what they have been advised were the Letters Patent for the subject property. The Letters Patent dated October 16, 1819 contain a Reservation to the Crown of all "mines of gold" and "all white pine trees that shall, or may now, or hereafter grow or be growing, on any part of the said parcel or tract of land". As it appears that the Crown has limited its reservation rights to obtaining any and all gold or white pine trees located on the subject property, the Town solicitor notes that there appears to be no restriction on the right of Council to use or develop the subject lands in the manner that Council determines is in the best interest of the municipality as a whole. The recommendation that TPP outlines in their report supports maintaining the right-of-way and public waterfront access but it is exploring the opportunities to realign the boundaries of this land in order to enhance public access to the waterfront.

Following the completed work plan, TPP has not identified a final plan per se, however, it has become evident that additional research is required before Council is able to approve a final plan. As a result, TPP has prepared a 'road map' with various stages where political decisions need to be made. The first decision which is before Council today is to determine whether to continue with the consideration of a land exchange/acquisition or, alternatively, to decide to remain status quo with no change to the property boundaries.

As shown in TPP's report, there are three decision streams, related to Bonnie Park, the former Marina lands and the Town's boat slips, and the Hotel. Decisions can be made independently in each stream, however, there are implications on each other.

Bonnie Park (decisions include discussion on boat launch)

- Decision #1 – Status Quo or Investigate Change in Property Boundaries
- Decision #2 – Decide whether or not to pursue Change in Property Boundary?



- Decision #3 – Decide yes or no to change property boundaries when the parameters and conditions of a potential land exchange or acquisition are known
- Decision #4 – What is the appropriate configuration of the site?

#### Marina and Town Boat Slips

- Decision - increase number of marina slips?
  - provide gas and pump out?
  - Use of water lot

#### Hotel

- Decision – when a development application is submitted by Ramada, a decision on what is appropriate needs to 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.
  - Pursue parkland dedication
  - Pursue cash-in-lieu of parkland
  - Use of the water lot
  - Or combination of all three to achieve the highest public benefit

Harbour Operation - In light of the various considerations and decisions before Council, staff would recommend evaluating the 2017 harbour operation and recommend an operating model for 2018. Once further decisions are made, a long range plan for operating the harbour would need to be developed and brought back to Council for consideration.

If Council chooses to remain status quo and to maintain the property boundaries, it is very important to note that the existing configuration of Bonnie Park does not lend itself well to the opportunity of a boat launch. At this point TPP does not recommend a boat launch as outlined within their report. If Council decides that a boat launch is required, this would result in taking away park space and would only provide a boat launch for smaller boats. The only way to properly fit a boat launch and its amenities, would be to consider acquiring more land either through land exchange or acquisition.

If Council supports the recommendation to initiate discussions and negotiations for possible land exchange or acquisition, the next step is for staff to bring back a report outlining the proposed framework for the discussions.

The importance of the next step would be to determine the cost of work to be done and ultimately the value of the land for negotiation purposes. The goal through this process would be to find a solution with the least financial impact on the Town yet the largest gain in waterfront land and improved amenities. Council would have to provide the final approval of each step and the final plan.

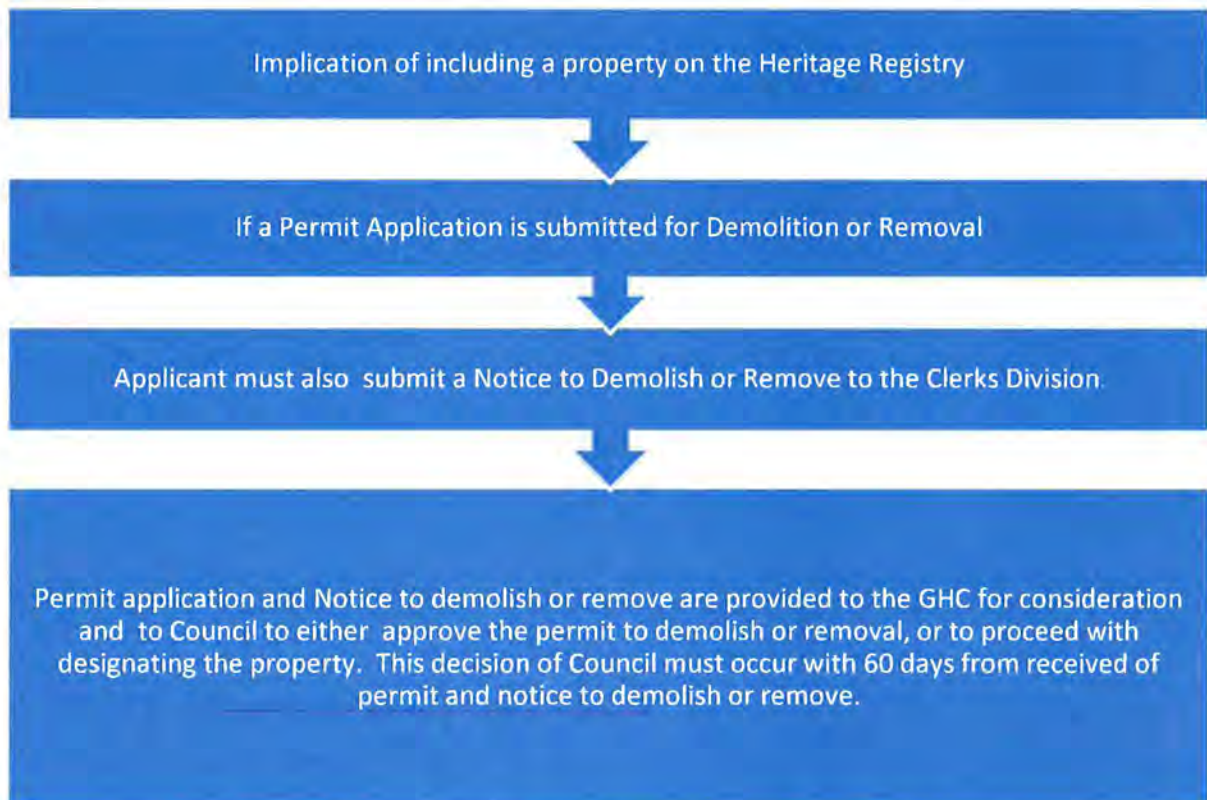
As it has been stated from the beginning, the goal of this Redevelopment Plan was to look at opportunities of how the Town could improve public waterfront access. Staff

support TPP's recommendation before Council as it would assist in further determining an outcome that best serves the community through improved waterfront access.

### **Heritage Impact Assessment**

ASI met with the Heritage Committee, conducted a site visit and undertook the research necessary to assess the two properties in accordance with Ontario Regulation 9/06. The Heritage Evaluation Report (refer to Attachment 3) prepared by the Consultants indicates that both the former Bonnie Boats Marina property and Bonnie Park contain certain physical, historical and contextual values given that both sites contribute to and reflect the history of the Jackson's Point community.

It should be noted that the purpose of registering a property is to identify properties which have potential for heritage and/or cultural value. In the event that a property is placed on the Heritage Registry and in accordance with the Ontario Heritage Act and as outlined in the Town's process mapping endorsed by Council on June 18, 2012, this process would require that Council review any permits for demolition or removal and approve same to consider the merits of designating the property.



The consultant has identified that the Belfast truss system in the warehouse building on the former Bonnie Boats Marina site shows a rare construction method and suggests that it be maintained for reuse in a new building, pavilion or as part of an

interpretive strategy. Staff are recommending that Staff meet with the landowner to determine how best to maintain the truss system for future re-use.

In recognition of the information provided above, the Provincial Heritage Properties Bulletin provides guidance for the consideration and good stewardship of cultural heritage resources. Where redevelopment is proposed, this Bulletin includes the adaptive re-use of a property to fit a new use(s) in a manner that retains the cultural heritage value or public interpretative or commemoration of the property as appropriate methods of dealing with the heritage significance of a property.

In an effort to highlight the heritage value of these two properties which in some cases is unknown to new residents in the area and visitors and has not been celebrated to any extent, Staff are recommending that as a condition of site plan approval for the former Bonnie Boats property or Bonnie Park, the requirement for the preparation and submission of an Interpretive Strategy and Implementation Plan be submitted to the satisfaction of the Director of Development Services. In accordance with the procedures set out above any future demolition permits for these two properties will required Council approval.

#### **5. RELATIONSHIP TO STRATEGIC PLAN:**

*This report addresses the following strategic goal(s):*

GOAL 1: "Grow Our Economy"

GOAL 2: "Promote a High Quality of Life"

GOAL 3: "Engage Our Community & Build Partnerships"

GOAL 4: "Provide Exceptional Municipal Service"

#### **6. FINANCIAL AND BUDGETARY IMPACT:**

The recommendations in this report do not have a direct financial or budgetary impact as it is only reporting out on the results the Redevelopment Plan.

If Council approves the staff recommendation, staff would report back with next steps which would contain some estimates for Council consideration.

#### **7. PUBLIC CONSULTATION AND NOTICE REQUIREMENTS:**

Public consultation and engagement was a critical part to the project. The public was engaged through a variety of one-on-one interview opportunities, email/phone calls, group discussions, charrettes/workshops, roving information sessions and an open house. All project information and updates were included on the Town's website and promoted in the local newspaper and social media.




## 8. CONCLUSION:

With the Jackson's Point Harbourfront Redevelopment Plan and the Heritage Impact Assessment complete, staff recommend placing the former Bonnie Boats Marina and Bonnie Park on the Heritage Registry and seek Council's support to initiate discussions of land exchange/acquisition and that staff in consultation with Town solicitor bring back a report outlining the proposed framework for such discussions.

Prepared and Recommended by:

  
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*Attachment 1: Jackson's Point Harbourfront Redevelopment Plan – Recommendation Report*  
*Attachment 2: Public Comments received after August 30, 2017*  
*Attachment 3: ASI Heritage Impact Assessment – Former Bonnie Boats Marina and Bonnie Park*



# Jackson's Point

# Harbourfront

Redevelopment Plan

## Recommendations Report

*September 2017*



GEORGINA

### The Planning Partnership

N Barry Lyons Consultants

TOURISTICS

SCS Consulting Group Limited

Baird

Poulos + Chung

Plan B Natural Heritage

Ontario Water Centre



## Introduction

The Jackson's Point Harbourfront Redevelopment Plan provides a road map for the Town of Georgina to guide future decision making towards creating an enhanced public amenity and destination.

Change is a given. Bonnie Boats, the long-time marina facility, has been sold. The marina function has stopped, and the new owner has expressed interest in redevelopment. York Regional Police will be acquiring part of the Bonnie Boats property for a new marine unit headquarters. The hotel property has recently been acquired and significant investment made in revitalizing the facility. The hotel owner has expressed interest in future redevelopment. The Jackson's Point Harbourfront Redevelopment Plan provides the opportunity to manage change in the best interests of the Town of Georgina, and maximize benefits for all.

The Harbourfront Redevelopment Plan process was designed to provide multiple opportunities for residents, area landowners, Town representatives, and technical agencies to participate and provide input. The consultant team considered all of this input in preparing this Recommendations Report.

While originally envisioned to create "a plan" for Jackson's Point, during the process it became clear that there are diverse interests and complicated issues to be resolved, which will take time to unfold and for the Town to properly consider. This Jackson's Point Harbourfront Redevelopment Plan, then, provides a framework for the decisions the Town will need to make, what the Town will need to consider in making those decisions, and a road map to the potential outcomes of those decisions. The decisions the Town makes could result in a number of different outcomes. Each of these is represented by a "plan" in this Report.

The key issues that this Jackson's Point Harbourfront Redevelopment Plan seeks to address are:

**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.

**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.

**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.

**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.

The overall goal of the Jackson's Point Harbourfront Redevelopment Plan is to identify a decision-making path toward an enhanced Bonnie Park as an amenity for all residents and businesses of Jackson's Point, that is a sustainable and successful destination over the long term.

## Study Team

The Town of Georgina engaged a study team to undertake the Jackson's Point Harbourfront Redevelopment Plan. The team included:

The Planning Partnership:  
team lead, public facilitation, planning, and urban design

N Barry Lyons Consultants: market and economics

TOURISTICS: boating and tourism

SCS Consulting Group Limited: civil engineering

Baird: coastal engineering and marine facilities

Poulos + Chung: transportation

Plan B Natural Heritage: natural heritage

Ontario Water Centre: public outreach

Study team members are experienced professionals covering a wide range of expertise. Their input was provided at a "high-level" based on their experience in order to guide study recommendations. It should be noted that further technical work at a more detailed level will need to be undertaken, which will depend on the direction of future decisions.

## Study Area

The Jackson's Point Harbourfront Redevelopment Plan study area includes:

### Town Owned Land

2.2ha



- Bonnie Park
- part of Lorne Park up to the hotel entrance
- the Right of Way south of and parallel to Malone Road, between Jackson Point Avenue and Lorne Street
- Malone Wharf, at the end of Malone Road, including the breakwater

### York Regional Police (YRP)

0.4ha



- YRP are acquiring the west and north sides of the channel, and, exclusive use of the channel for their boats

### MSR-Lalu

0.3ha



- retaining the balance of the former Bonnie Boats site including a parcel adjacent to Malone Road and the south side of the channel

### Hotel

1.5ha



- existing property boundary

### TOTAL LAND AREA

4.4ha

The study area also includes the water lots owned by MSR-Lalu, the Hotel, and the Town.

The Jackson's Point Harbourfront study area is shown in Figure 1.





Figure 1: Jackson's Point Harbourfront Study Area

## Consultation

Public and stakeholder consultation was fundamental to the Jackson's Point Harbourfront Redevelopment Plan.

Consultation began with 20 minute one-on-one interviews with anyone interested in speaking with a member of the team. This provided the team with many opinions for the future of the study area and a great deal of background information.

Three public workshops were held. The first workshop explored ideas for Jackson's Point and principles for guiding change. The second workshop engaged people in the act of imagining and designing options for how the site could change and be redeveloped in the future. After the second workshop, three representative design options were generated by the study team. The third workshop presented a public, Town and consultant team evaluation of the options, and two broad design concepts for consideration.

Outcomes from the one-on-one interviews and workshops were exposed to a broader public forum for comment. This included Roving Information Stations in the community, such as at the Farmers Market. It was also posted online, and surveys provided opportunity to compare and comment on the options. All public input was posted online as "What We Heard" Reports that organized input by themes.

A Public Information Centre was added to the work program. It gathered public feedback on the study team's recommended framework for decision making and the corresponding plans that could result.

Throughout the entire process, a dedicated email address collected public comments, and the study team lead was available to speak with anyone at any time.

A summary of public and stakeholder consultation is shown in Figure 2.



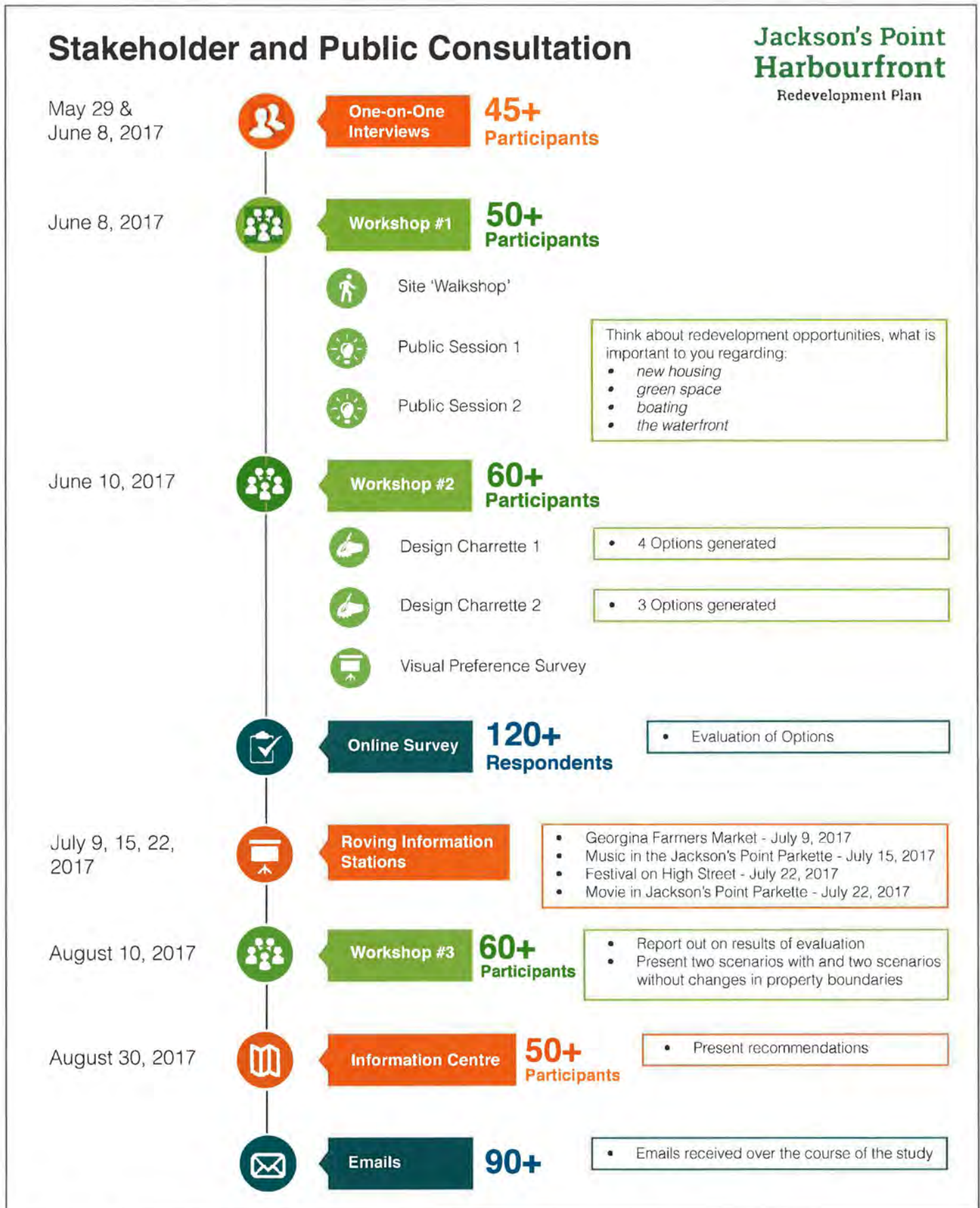


Figure 2: Summary of Public and Stakeholder Consultation

## What We Heard

In the course of collecting hundreds of thoughts on the future of Jackson's Point Harbourfront study area, some recurring themes began to emerge. These are the "Key Messages." In addition, it became apparent that people's vision differed in some significant ways. This could result in much different outcomes for the Jackson's Point Harbourfront study area. These are the "Trade-Offs" that will need to be made.

The full record of What We Heard is provided in two separate reports. The key messages and some of the trade-offs are shown in Figure 3.



## Key Messages

- 1 The importance of boating 
- 2 Commemorate the site history 
- 3 Develop a destination 
- 4 Keep the park, a park 
- 5 Reimagine the parkland 
- 6 Work within the community context 
- 7 Interest in developing new housing 

## Some of the trade-offs

### Competing Demands



### Limited space and limited funding



#### Boating

- Transient or Seasonal Boaters?
- Sailing Club or Open Slips?
- Sailboats or Motorboats?
- Marina or Beach?



#### History

- Rehabilitate Bonnie Boat building for public use vs commemorate and build new



#### Park

- Beach or Boats?
- Passive or Programmed?
- Malone Wharf: As-is or Expanded Use?



#### Destination

- Mixed Use: On-site or on Main Street?
- Residential Development or No Development?
- Neighbourhood Node or Town Wide Attraction?

Figure 3: Key Messages and Some of the Trade-offs

## Long Range Strategy

This is a long term strategy and not all decisions have to be made today. The goal is to provide a framework to help the Town of Georgina evaluate opportunities for redevelopment in the Jackson's Point Harbourfront study area consistent with the vision and principles, as shown in Figure 4. This is not an exercise aimed at achieving developer objectives, but rather, the intent is to ensure that there is an excellent public park and appropriate lake-related facilities in the context of potential development or redevelopment opportunities.

The Town of Georgina currently does not have funds allocated for significant capital improvements to Malone Wharf, Bonnie Park/Lorne Park, the right-of-way, or the existing Town slips.

There are three decision streams, related to Bonnie Park, the Hotel, and the former Harbour lands and the Town's boat slips. Decisions can be made independently in each stream, however there are implications on each other.

# VISION

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 **harbour** 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 harbour 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

## 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

Figure 4: Vision and Principles



## Design Options Process

During Workshop #2, two design sessions were conducted, one in the afternoon and one in the evening. Each session had three groups charged with creating a different design option, based on programs provided by the study team. People were free to provide input to all groups. During the afternoon session, in direct response to public request, a fourth group was added with no program and was completely free for “blue sky” thinking.

Each of these groups prepared a design option. This resulted in seven different options in total. The study team then consolidated these seven options into three plans that sought to represent as many of the ideas heard at the workshop as possible.

These three options were then posted online with a survey, as well as taken to community events for comment. The survey was designed to understand which parts of the three options people favoured (or didn't) for further consideration for a preferred plan, to be composed of the best parts of each. Over 120 people responded to the survey and provided comments.

Public evaluation of the three options was one input of many. Town staff, agencies, landowners, and the consultant team also provided comments and evaluation of the three options. Together, all of these inputs were used to develop a recommended course of action.

During Workshop #3, two general optional plans were presented. One considered no change in property boundaries - Bonnie Park would stay as-is, with no land exchange with adjacent landowners. The other considered the potential for a land exchange, where the MSR-Lalu lands on the south side of the channel could become a part of Bonnie Park, in exchange for an equal-or-smaller parcel of land within Bonnie Park provided to MSR-Lalu for appropriate development.

**A key benefit for considering a land exchange is to enlarge the length of publicly accessible waterfront parkland, and, to realize improvements to the park through development revenues.**

These two general options were further articulated with design variations *with* a boat launch, and *without* a boat launch. These design options reveal that a boat launch has a significant impact on the way the public park could be planned and utilized. A boat launch will result in a large area of asphalt to provide the launch, trailer turnaround and access, and trailer parking. It has potential conflicts with the beach and existing mature trees. And, it precludes the use of the space for other recreational opportunities.

Public and stakeholder input on the options was considered by the consultant team in the preparation of a recommended framework. The process for evaluation of the design options is shown in Figure 5.



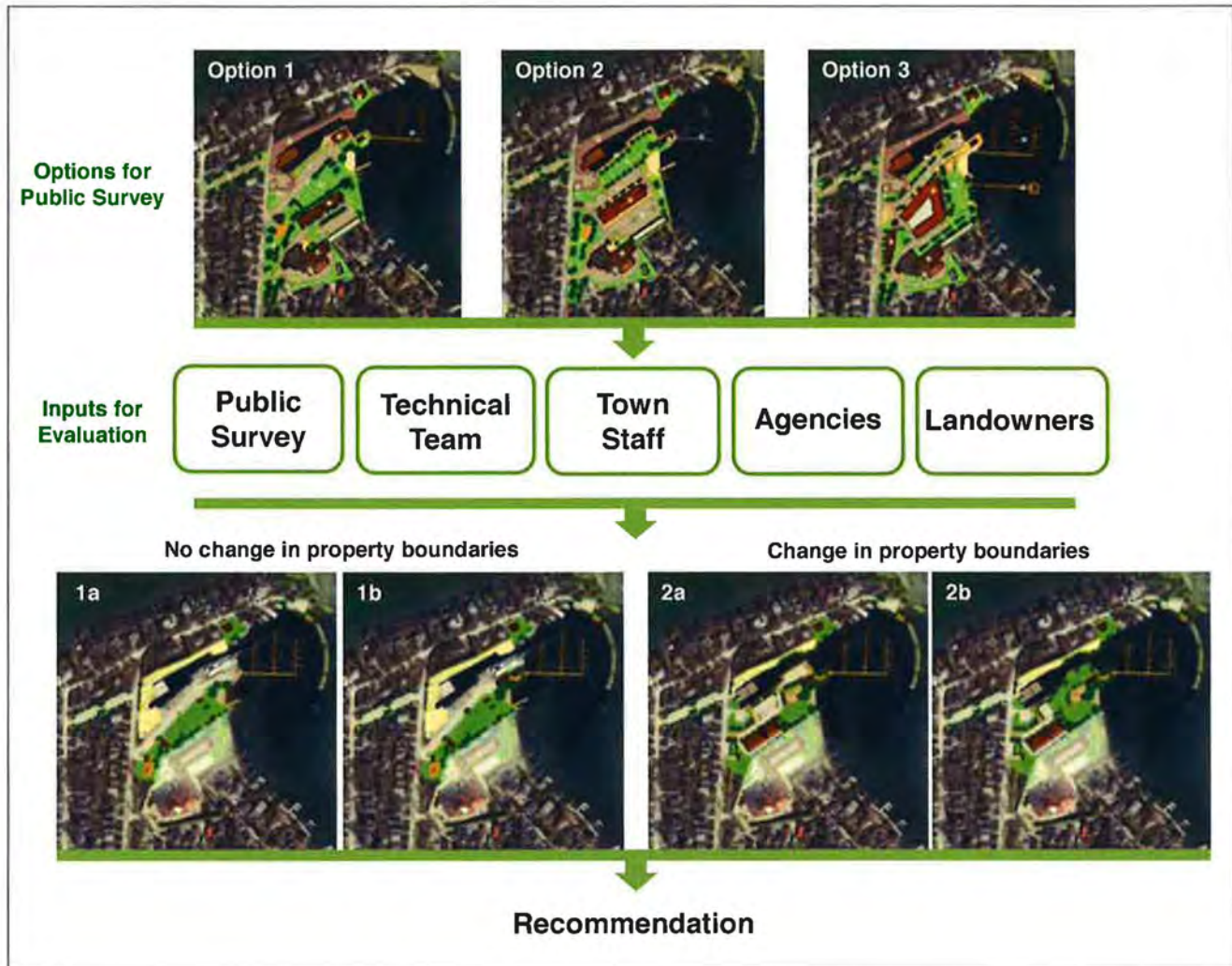


Figure 5: Process for Evaluation of Design Options

## Recommendations for Bonnie Park

Like the boat launch, members of the public spoke for and against the potential to adjust the boundaries of Bonnie Park to expand the length of publicly accessible waterfront along the lake.

Given the hotel's stated desire to pursue their hotel business for the time being, the potential for parkland reconfiguration centres on the MSR-Lalu lands. Three broad outcomes are considered:

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.
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**

**Our recommendation is to initiate discussion of a potential land exchange or acquisition, because it can provide more waterfront lands in public ownership, and, has the potential to generate revenue to pay for capital improvements.**

### **Decision 1**

**The first decision for the Town, then, is whether to proceed with the status quo, or, to pursue the potential of a land exchange or acquisition through further discussion with MSR-Lalu.**

Town Staff, in association with the Town Solicitor, will need to devise a plan and report to Council for how to proceed with the discussions. Consideration should be given to:

- initial scoping of issues with MSR-Lalu
- a timeline for further investigation and ongoing negotiation with MSR-Lalu
- roles and responsibilities for further technical work that would need to be undertaken to understand existing conditions, needed capital improvements, and risk management
- outside expertise/consultation that may be required
- cost of studies and consultants as required
- source of funding

### **Decision 2**

**The Town's second decision will be whether to proceed with further investigation and discussion based on the above procedural plan if initial discussions with MSR-Lalu are positive.**

In any scenario of land exchange or acquisition, the Town must be careful to assess the risks and costs of becoming owners of the channel's edge, for example, the short- and long-term implications of shoreline and soil remediation. Further investigative work will be needed on these and other issues.

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, subject to Council direction.

The Town will need to discuss the potential land exchange or acquisition with MSR-Lalu, to determine the terms and conditions that would be acceptable to both parties.

The framework for considering change and making decisions with respect to Bonnie Park is shown in Figures 6a, 6b and 6c.



## Recommendations for Bonnie Park (continued)

Once the parameters and conditions of a potential land exchange or acquisition are known, the Town can assess whether those conditions will result in an enhanced public amenity and contribute towards creating a destination at Jackson's Point. Criteria will include financial feasibility, risk management, no net loss of parkland, and other conditions that arise through the "Items to Consider" phase of investigation.

### **Decision 3**

**The third decision will be whether a land exchange or acquisition is appropriate, and if so, to negotiate the terms and conditions, and execute the transfer.**

It may be that even if the land exchange or acquisition has minimal financial impact for the Town, the liabilities associated with the exchange may be significant, in which case there will be no adjustment to property boundaries.

### **Decision 4**

**The fourth decision, when the property boundary issues are resolved, is for the Town to consider the appropriate configuration of the public amenities, and private development standards if appropriate.**

This should include a plan for Bonnie Park in coordination with plans for Malone Wharf, the Right of Way and the Harbour. All three properties have valuable roles to play in providing access to the lake, views, enhanced natural features, public amenities such as playgrounds, washrooms, picnic areas and beach, parking, and potential breakwater access.



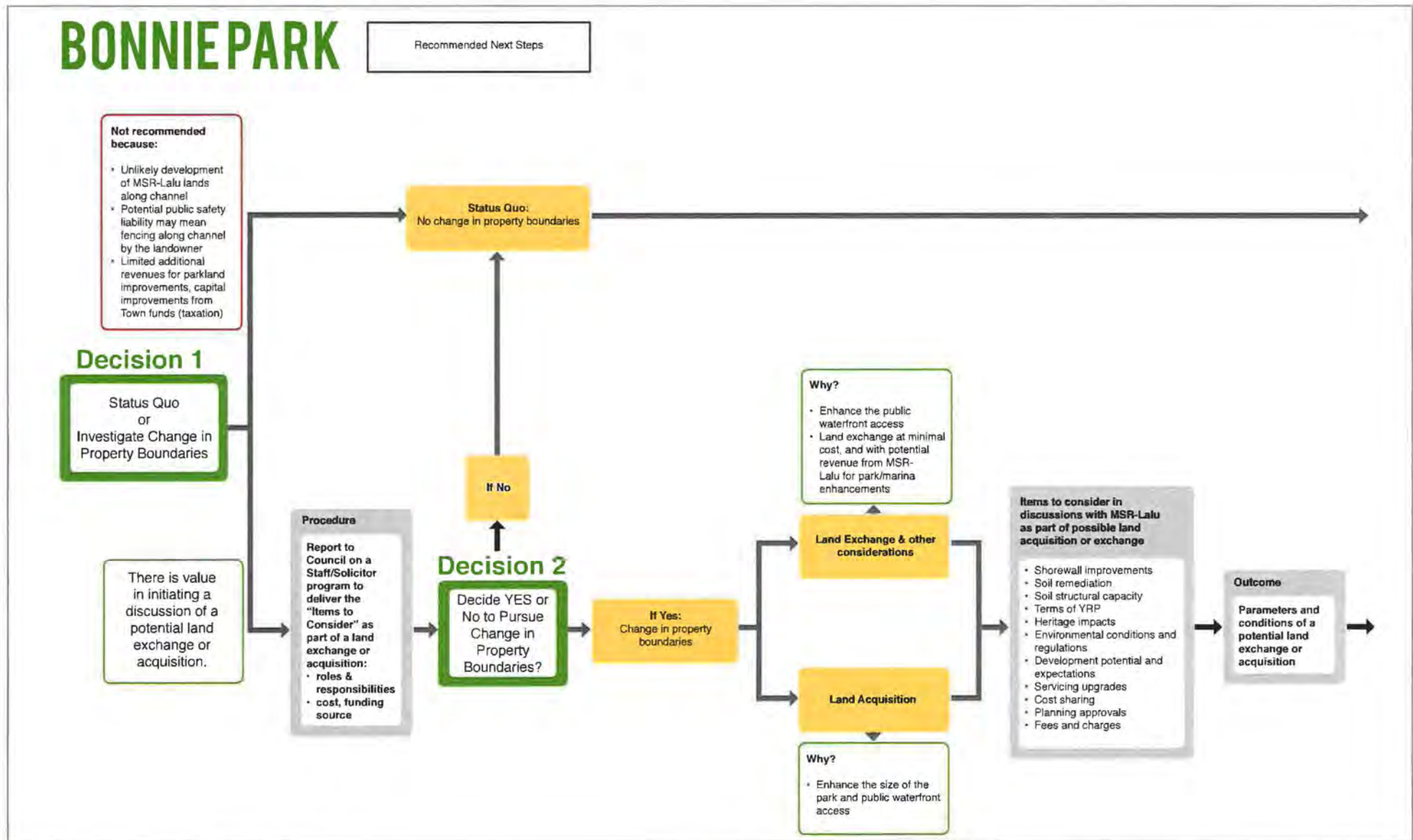


Figure 6a: Framework for Decision Making for Bonnie Park

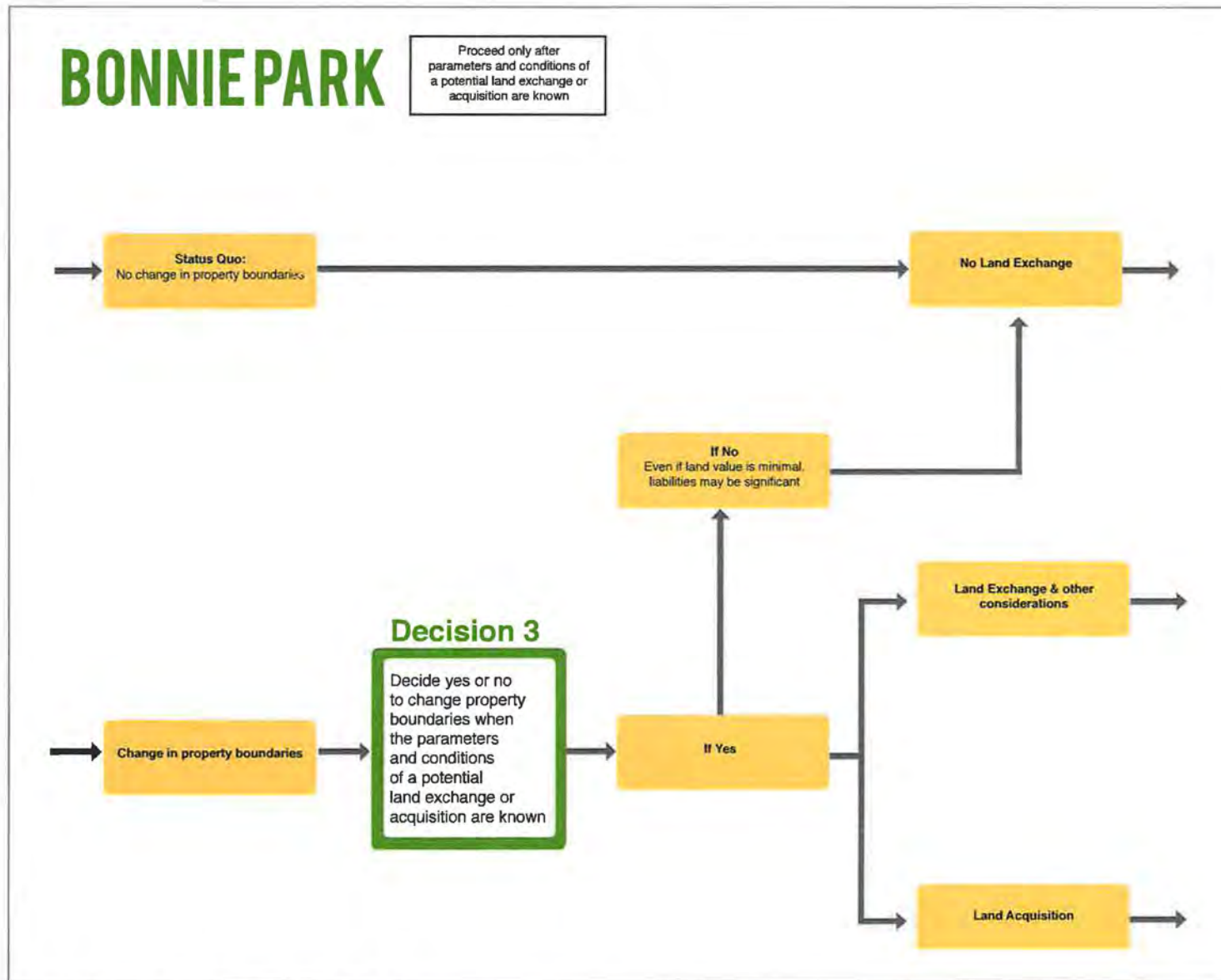


Figure 6b: Framework for Decision Making for Bonnie Park

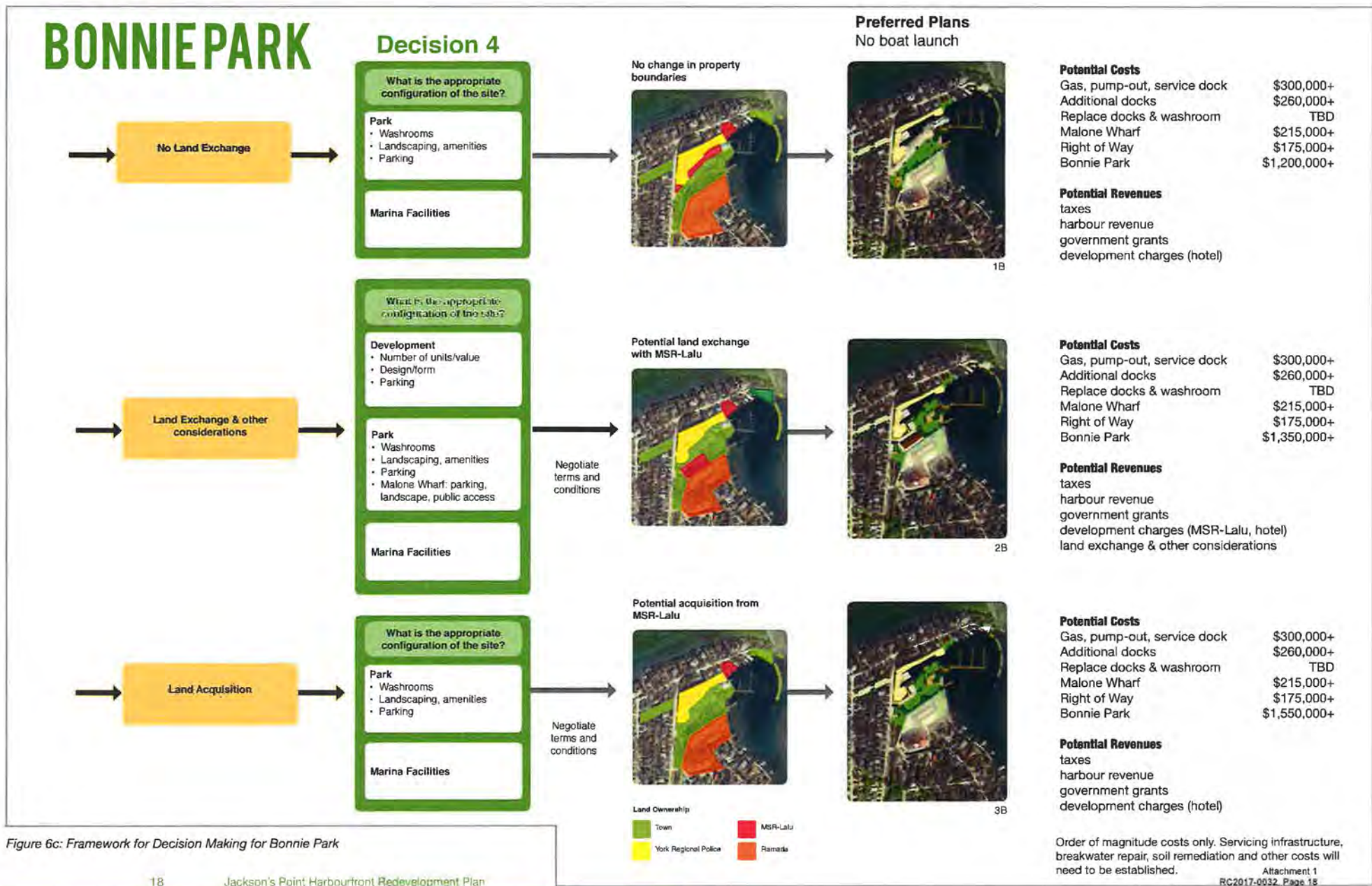


Figure 6c: Framework for Decision Making for Bonnie Park



## Recommendations for the Harbour

In many respects, decisions about the harbour can proceed independently of decisions about Bonnie Park. The spatial requirements for the harbour are largely water-based, with minimal impact on the use of land within Bonnie Park, with the exception of providing access to the docks and facilities (e.g. if a fuel dock is provided). Many harbours exist compatibly with public parks, with users of each sharing space.

### ***Recommendation***

**We recommend further exploration of expanding the Town harbour 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, provides potential revenue sources, and helps to alleviate the loss of the Bonnie Boats facilities.**

Expansion falls under two categories: expanding the number of slips available for seasonal and/or transient boaters, and, providing gas and pump out facilities. The framework for making decisions for Jackson's Point Harbour is shown in Figure 7. Considerations for additional slips are shown in Figure 8a, for the gas/fuel dock in Figure 8b, and for the pump out in Figure 8c.

# HARBOUR

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

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.

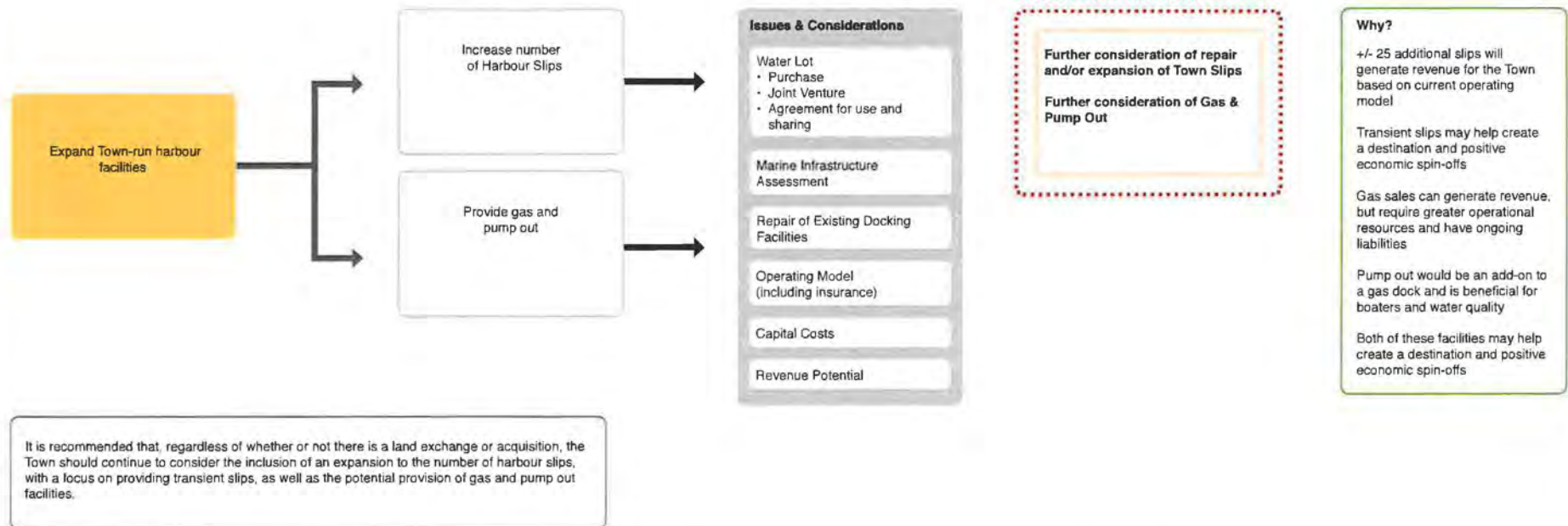


Figure 7: Framework for Decision Making for Jackson's Point Harbour



## ADDING ADDITIONAL LONGER SLIPS



Boats 30 feet to less than 36 feet, 36 feet to less than 46 feet, and 46 feet and over are projected to increase by 53.8, 81.5 and 118.7 percent respectively between 2017 and 2037.



In order to continue to attract the existing and future seasonal and transient boater market to use Jackson's Point Harbour it is necessary to provide as many slips as possible at least 30 feet in length.



Boats 30 feet and longer, especially those 36 feet and longer require 30 and 50 amp. power to support all of the onboard amenities.



Seasonal and transient fees are typically charged on a per linear foot basis for slip use, so the bigger the boat the more revenue generated by the harbour.



A number of the older marinas in the area have fixed rather than floating docks which will not allow them to cater to the bigger boats.



There is a waiting list for slips on the southern end of Lake Simcoe, especially for slips 36 feet and longer.

**WE RECOMMEND THAT ALL OF THE EXISTING DOCKS BE REPLACED AND THAT DEPENDING ON THE WATER SPACE AVAILABILITY WITHIN THE HARBOUR, THE FOLLOWING CONFIGURATION OF SLIP SIZES AND AMENITIES BE CONSIDERED.**

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
<b>Total</b>	<b>5</b>	<b>45</b>	<b>30</b>	<b>80</b>

**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.**

Figure 8a: Considerations for Jackson's Point Harbour - Additional Slips

## REVENUE POTENTIAL FROM GAS/FUEL DOCK

Depending on the volume of fuel sold, the industry norm is that there is a **15 to 20%** margin for fuel sales (i.e. \$100,000 in gas dock revenue, \$85,000 in fuel cost).

With annual revenues in excess of **\$150,000** the profit margin increases (i.e. \$150,000 in gas dock revenue, \$120,000 in fuel cost).

Jackson's Point Harbour faces two challenges in this regard:



First, **30** of the existing slips are held by sail boat users (Sail Georgina members) which use a small amount of fuel.



Second, with only **80 or 81** slips in an expanded marina the profit margin would be at the lower end of the scale.

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

The net profit over the first ten years would be **\$76,960**.

The life cycle of the **\$245,000** fuel pump and fuel dock is in the neighbourhood of **20 years**.

Therefore while the fuel dock provides an annual net profit, it would not cover the replacement cost by the end of the assumed 20 year life cycle.

**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 HARBOUR 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.**

Figure 8b: Considerations for Jackson's Point Harbour - Gas/Fuel Dock



## REVENUE POTENTIAL FOR PUMPOUT

While a pump out service is a welcome addition to any marina serving seasonal and transient boaters, it rarely pays for itself.

To obtain some **provincial, national and international certifications** it is usually necessary to have a pump out service available. With greater environmental awareness among the general population and more particularly the boating population an increasing number of seasonal and transient boaters are insisting on the availability of a pump out service if they are to use that particular marina.

The following table provides an indication of the revenue potential for a stand alone pump out 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	\$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

**It is evident that a stand alone pump out service would operate at an annual loss.**

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.

### BENEFIT TO COMBINED FUEL DOCK AND PUMPOUT 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 PUMPOUT SERVICE BEFORE A FINAL DECISION OF THEIR INCLUSION OR EXCLUSION IS CONSIDERED.**

Figure 8c: Considerations for Jackson's Point Harbour - Pump Out

## Recommendation: No Boat Launch

Many participants in the study process voiced their opinion on the appropriateness of including a boat launch in the future of Jackson's Point Harbourfront study area. The boating community were supportive, speaking about its community benefits including access to the lake, as well as potential economic spin-offs. Others disagreed, believing the launch only serves boaters and not the broader public use of the park. Our team's analysis of the the reasons for and against a new boat launch in Bonnie Park and/or Malone Wharf are shown in Figure 9.

### ***Recommendation***

**We recommend that a new boat launch facility is not provided in Bonnie Park (or Malone Wharf), because:**

- **it consumes too much public space, both for the launch itself, and for associated parking facilities;**
- **it does not provide a fiscally sustainable element to Bonnie Park; and**
- **there are other launch facilities in proximity that can serve this boating function.**

However, given that York Regional Police will have a launch at the west end of the channel, consideration should be given to a shared public/YRP launch, either now or in the future, through discussion with YRP.



## BOAT LAUNCH AT JACKSON'S POINT HARBOUR

Follow up to August 30, 2017 Open House

### 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.

### 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 within close proximity to Jackson's Point Harbour.



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.



**WE RECOMMEND THAT A LAUNCH RAMP NOT BE INCLUDED  
IN BONNIE PARK OR ON MALONE WHARF**

Figure 9: Reasons For and Against a Boat Launch at Jackson's Point Harbour



## Recommendations for the Hotel

During the Jackson's Point Harbourfront Redevelopment Plan process, the hotel lands were considered as part of a comprehensive redevelopment plan in a number of the options. The benefit of including the hotel lands is to extend the public waterfront along the Lake Simcoe shoreline, and, to achieve an enhanced development that reinforces Jackson's Point as a destination.

While the hotel does not wish to pursue this in the foreseeable future, some of the principles of comprehensive redevelopment can be achieved if and when they do wish to redevelop. Through the development approvals process, the Town will be able to negotiate for parkland dedication. This may be an opportunity to extend Bonnie Park along the lakefront. Alternatively, the Town can require cash-in-lieu of parkland and use the money to make capital improvements to Bonnie Park. They can also negotiate for the use or acquisition of the water lot for harbour purposes. Considerations for the Hotel are shown in Figure 10.

### ***Recommendation***

**We recommend that when development applications come forward, the Town 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.**

# HOTEL

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

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

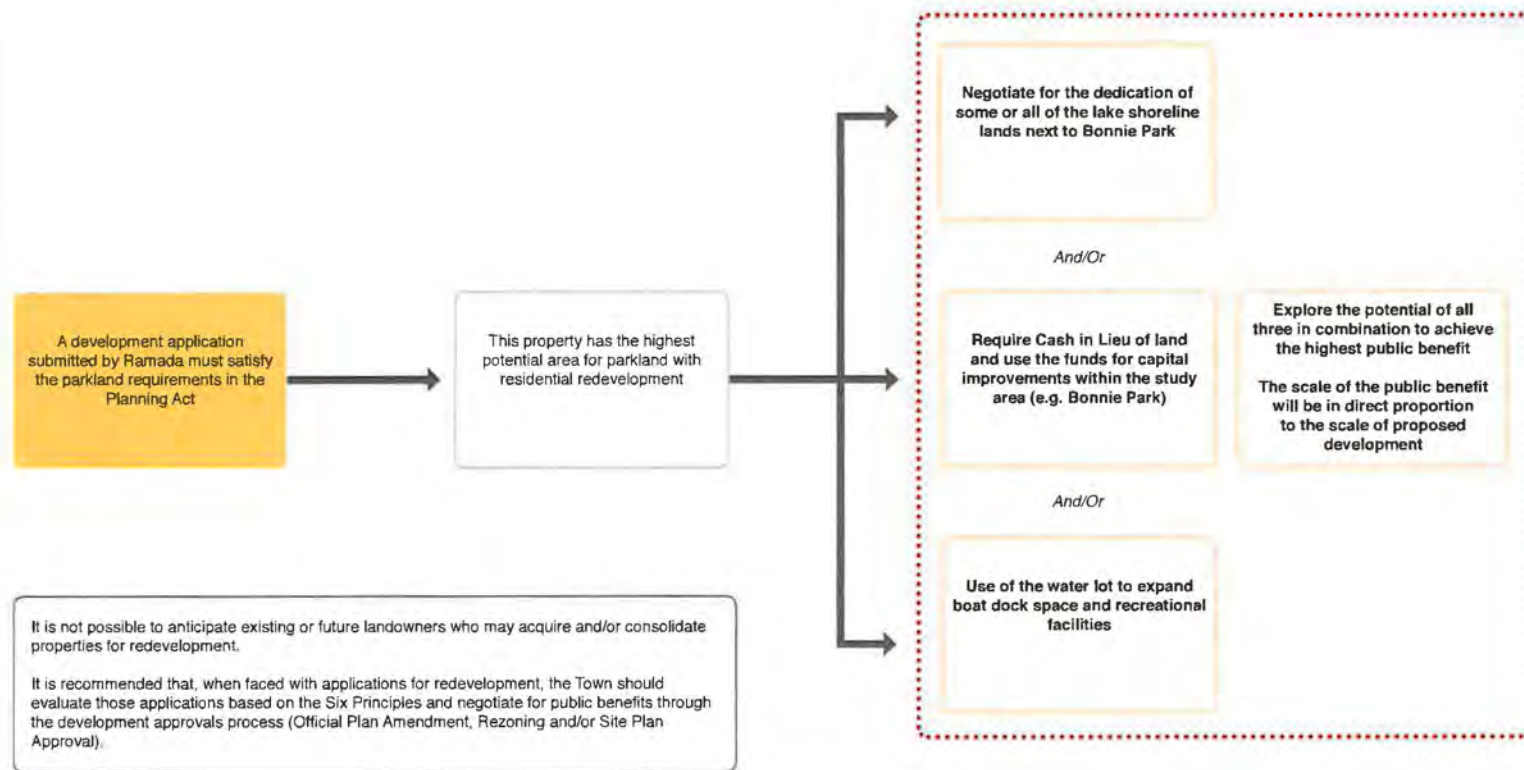


Figure 10: Framework for Decision Making for the Hotel



## Conclusions

The Jackson's Point Harbourfront Redevelopment Plan provides four key recommendations to the Town of Georgina to guide the next steps in the creation of an enhanced public amenity and destination.

### Recommendation #1

**Pursue discussion of a land exchange or acquisition with MSR-Lalu, because it can provide more waterfront lands in public ownership, and, has the potential to generate revenue to pay for capital improvements. This Report provides a road map for future decisions respecting this discussion.**

### Recommendation #2

**Explore expanding the Town harbour facilities including new slips, gas dock and pump out, 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.**

## Options

The following plans illustrate the different outcomes of decisions that could occur as the Jackson's Point Harbourfront Redevelopment Plan unfolds. They are based on our recommendations for the design and layout of public lands, without a boat launch.

Option 1B: No Realignment of Property Boundaries

Option 2B: Realignment of Property Boundaries

Option 3B: Property Acquisition



# Jackson's Point Harbourfront

## Redevelopment Plan

### Option 1B

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

#### Features of Option 1b

- 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 (single/semi/townhouse permitted)
- 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





# Jackson's Point Harbourfront

## Redevelopment Plan

### Option 2B

Realignment of Property Boundaries  
No Boat Launch  
265m of Public Water's Edge (at Lake & Channel)

#### Features of Option 2b

- 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 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





# Jackson's Point Harbourfront

## Redevelopment Plan

### Option 3B

Property Acquisition  
No Boat Launch

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

#### Features of Option 3b

- 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



**Robin McDougall**

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**Subject:** FW: Jackson's Point Harbour Redevelopment Plan preferred option

**From:** Robin McDougall

**Sent:** Thursday, September 07, 2017 4:58 PM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** RE: Jackson's Point Harbour Redevelopment Plan preferred option

Mr. Williams

Thank you for your comments. These will be included as an attachment to the staff report and will be before Council on September 19<sup>th</sup> for their consideration.

Regards,  
Robin

**From:** Cliff Williams [REDACTED]

**Sent:** Wednesday, September 06, 2017 10:01 PM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** Re: Jackson's Point Harbour Redevelopment Plan preferred option

As I have not received a reply to my previous e-mail I have re-read the literature on the Town's website regarding the TPP proposal and plan.

In the same minutes RC 2017-0012 I found the explanation under Phase 3

With the identification of costs, it will also important to understand the generation of income, and we will ensure, through our evaluation work, that development proposed will be both fiscally responsible and market appropriate.

Also in the chart showing Tasks and Timelines for the plan development it shows that 'development feasibility' be carried out prior to and, form part of, the draft "Jackson's Point Waterfront Master Plan' The only economic numbers we have seen is a very vague \$500K-\$900K for repair of the channel wall plus \$260K for 20 new slips. There is nothing on remediation of land under Bonnie Boats buildings or converting of current parking area into prime parkland or building of enhanced facilities or moving of playground to waterfront. There is no mention of possible revenues or any likely ongoing maintenance costs.

Based on the fact that the agreed to proposal has not been completed as described I would like to make a formal request that Council reject any recommendation to accept the plan until such time that these details have been presented for public review as stated in the Plan Proposal. This will ensure that the stated process has been adhered to.

Regards

Cliff Williams

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**From:** Cliff Williams

**Sent:** Monday, September 4, 2017 3:03 PM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** RE: Jackson's Point Harbour Redevelopment Plan preferred option

I'm sorry but I don't believe that I saw the second point regarding the costs to facilitate the implementation of the preferred plan as described in RC 2017-0012. I don't understand how Council can address the approval of the plan without this information as it was part of the scope approved for TPP to deliver.

### **Phase 3 -**

#### **The Preferred Plan**

○

Using an evaluation matrix to assist in the determination of the preferred plan

○

Using technical experts to evaluate the preferred plan to determine the needs in order to implement the Plan and provide an estimate of costs to facilitate the implementation

Regards

Cliff Williams



**Robin McDougall**

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**Subject:** FW: Emerging Options Feedback

**From:** Robin McDougall

**Sent:** Tuesday, September 05, 2017 4:04 PM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** RE: Emerging Options Feedback

Mr. Williams

Thank you for your submission.

At this time, staff and the consultants are currently preparing the reports that will be presented at the Council meeting being held on Tuesday September 19<sup>th</sup> at 7 p.m. Any written submissions received as of August 30<sup>th</sup> will be attached to the upcoming staff report. The email below dated August 23<sup>rd</sup> was received and forwarded to the consultants to be included in their review (as noted in the attached email). The email received Sept 4<sup>th</sup> will be included as an attachment to the staff report.

Regards,  
Robin

**From:** [REDACTED]

**Sent:** Monday, September 04, 2017 4:05 PM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** RE: Emerging Options Feedback

Just a quick follow up to the last two points in the e-mail.

First the economics don't seem to make sense from the Town or MSR Lalu perspective – given that Option 2b has been put forward as the preferred plan.

The channel – who ever does it, it will be a costly item to remediate the channel wall – if it costs \$150,000 to put in a ramp (how come we got that number on not the ones that count?) then to return the walls channel to a safe environmentally friendly state would cost at least as much and as pointed out in the boat launch discussion would require ongoing maintenance costs. The irony of the situation is that the maintenance of the boat launch would be required so that the residents and visitors could enjoy lake access – the maintenance of the channel will only be enjoyed by YRP!!!

The Bonnie Boats buildings and yard would require extensive remediation as this has been a workshop for engine repairs and a gas station and we must anticipate some form of contamination. Even after remediation the cost to the town to turn what is now a concrete jungle into prime parkland would be substantial.

The Land exchange – as stated in the TPP Visions and Principles Strategy – this should not be on a 1:1 basis given the undevelopable nature of MSR LALU channel property. Given that MSR LALU currently own 0.3 hectares including the land on Malone Road – it is fair assume that the developable land exchanged should be around 0.15 hectares which is a lot size of less than ½ an acre or 150' x 100'. When taking into consideration allowances, parking, road access to rear of buildings, proximity to park this is not a large portion of land on which to develop with economic justification. This becomes even more questionable when you figure in that the TOWN could not in any form of integrity consider a land exchange that didn't require MSR Lalau to pay for their current land's remediation.

Revenues – the only thing we could be certain of is the lost revenues due to no boaters, ice fishermen.

Last Point – Dream or Plan

In the TPP decision diagram there is the crucial 'Items to Consider' box that has so many variables and unknowns that on September 19<sup>th</sup> Council will be asked to approve a conglomeration of unknowns – not a plan. It is ludicrous to proceed any further without clarity around these items so that there is understanding of the likelihood of any implementation of the plan.

I sincerely hope that Council recognize that The Preferred Plan is not that but merely the least of a series of undesirable options – this is one case where no change is more desirable than 'any' change – and do not approve the plan going forward.

Regards

Cliff Williams

**Robin McDougall**

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**Subject:**

FW: Jackson's Point Harbour Redevelopment Plan unveil of preferred option on August 30, 2017

**From:** Robin McDougall

**Sent:** Friday, September 08, 2017 11:08 AM

**To:** 'P&KBrady'

**Cc:**

**Subject:** RE: Jackson's Point Harbour Redevelopment Plan unveil of preferred option on August 30, 2017

Mr. Brady

The [Options and Comments received August 10<sup>th</sup>](#) can be found online. These were on display on August 30 - a complete record of the comments received on each of the four concepts. This is also summarized in the [What we Heard Report dated August 29](#) also found online. It is important to remember that public input is one of the inputs to decision making along with the consulting team's input, input from Town staff, technical agencies and the landowners.

We will be posting a notice, but there is not enough room to fully capture all of the information that went into the development of the next steps. We also don't know what direction Council will choose. Therefore, it would be premature to promote or assume 2B is Council's desire. Thus, the notice will be posted to promote the September 19<sup>th</sup> Council meeting and will encourage the public to visit the Town's webpage for full details on the project that way they can view all of the background information. A similar notice will be posted in the Advocate, on the Town's webpage, on social media. All stakeholders received an email yesterday reminding them of the Council meeting and encouraging them to visit the Town's webpage for more details.

Regards,  
Robin

**From:** P&KBrady

**Sent:** Thursday, September 07, 2017 9:33 AM

**To:** Robin McDougall <[rmcdougall@georgina.ca](mailto:rmcdougall@georgina.ca)>

**Cc:**

**Subject:** Re: Jackson's Point Harbour Redevelopment Plan unveil of preferred option on August 30, 2017

Good morning Robin,



Thanks for the email addressing some of my concerns advanced to you yesterday. I am pleased with your clarification re the council meeting to be held on September 19.

Unfortunately my concern regarding the weighting of public input versus the developers wish list was not addressed. Unless I misread the crowd (and I was there) that attended at the Ramada for the unveil of the preferred option on August 30, it appeared to me that public opinion would indicate Option 1 (leave it more or less as it is) to be the preferred option. What I was looking for from you yesterday was some kind of indication that public concerns have been factored in. It would be nice to have some proof (emails, perhaps a petition) that public input actually indicates that option 2b (condo on the park, diminished parking and beach access, loss of easy access to the docks, total loss of vehicle access to the lake for ice fishing or even observing the lake from your vehicle, ownership of an abandoned marina and the attendant remedial costs pertaining to that, etc.) was the preferred public opinion. After all, if public opinion has been misread or misrepresented and council votes to swap away the greenspace of Bonnie Park, it could drastically affect how people vote for their representatives in the upcoming election.

Also, I was asking if some signage making the general public aware of option 2b and the effect that that option would have on the park could be distributed. As people are very busy these days, and all of this process has taken place over the summer when no one was paying attention, it might be advisable to attempt to bring everyone up to speed before the September 19 meeting. A few strategically placed notices would assure me that the Town was as conscientious as possible at this late date in bringing this before the public. Not everyone reads the local paper.

Thanks, I look forward to your reply, Paul Brady, Jackson's Point

**From:** Robin McDougall

**Sent:** Wednesday, September 6, 2017 6:29 PM

**To:** P&KBrady

**Cc:** [REDACTED]

**Subject:** RE: Jackson's Point Harbour Redevelopment Plan unveil of preferred option on August 30, 2017

Mr. Brady

Public comments are still welcome, however, as we are preparing the staff report comments received after August 30<sup>th</sup> will be copied in the staff report and will be addressed on September 19<sup>th</sup>. This is a traditional format used for all Planning reports.

In anticipation of the public interest in this report, it was recommended that the report be held on its own dedicated Council meeting.

Similar to other Council meetings, there is a Speakers section and speakers from the gallery are welcome to speak to the report that is on the agenda. If you wish to speak please complete a Speakers Form which will be located at the back of the Council Chambers and hand it to the Clerk prior to the commencement of the meeting.

September 19<sup>th</sup> Council meeting is a formal Council meeting, therefore, Council will take into consideration any Speakers comments, deliberate the staff report and/or presentation from the Consultant. They may ask staff or the consultants questions for clarifications.

Based on the information received through the staff report and the discussion during the meeting Council will then consider the Recommendations in the report.

Once we receive Council's direction at the meeting, we will then be able to determine our next steps.

Similar to other Council meetings, the agenda and report will be posted on the website a week in advance of the meeting.

Regards,  
Robin

**From:** P&KBrady [REDACTED]  
**Sent:** Wednesday, September 06, 2017 12:19 PM  
**To:** Robin McDougall <[rmcdougall@georgina.ca](mailto:rmcdougall@georgina.ca)>  
**Cc:** [REDACTED]

**Subject:** Re: Jackson's Point Harbour Redevelopment Plan unveil of preferred option on August 30, 2017

Ms. McDougal,

Thanks for the update. I didn't realize there would be a cutoff on submissions from the public. I hope that submissions received after September 1 are also considered, given that a lot of people are still trying to understand what exactly happened to make option 2b the preferred option. Actually, I still have a few concerns that maybe you could help me with. It will probably be easiest to list them in point form to help you answer them.

- 1- To what degree was public input considered in the decision to make option 2b the preferred option? Was only input from identifiable sources considered? Will this input be included in the report?
- 2- What exactly is the purpose of the September 19th meeting? Why is it a special meeting and not included in the regular September 20th meeting?
- 3- Will speakers from the gallery be invited to address council and staff or must any comments be made as a presentation?
- 4- Will staff and council engage the speakers and presenters or will concerns be addressed in a later email?
- 5- As we approach the final decision on whether or not to swap the parkland greenspace for MSR's remaining holdings, will anything be done to make the greater public aware of the pending decision? Will signage showing option 2b as the desired option be posted in the general area (Bonnie Park, Lorne Park, the Oaks, on the message board at the Georgina Sailing club, on the message board in the Jackson's Point Parkette, etc.)?

A lot of people who will be affected are still unaware of this project and how far along we are in the process, or the dramatic changes that will affect Bonnie Park. People who are not following this closely may not be aware that the Ramada has pulled out of the project therefore making the charrette redundant. This fact should be included in the signage already discussed.

Thanks, if any more concerns come to mind, I will forward them to you.



Regards, Paul Brady, Jackson's Point

**From:** Robin McDougall

**Sent:** Tuesday, September 5, 2017 4:00 PM

**To:** Paul Brady

**Cc:** [REDACTED]

**Subject:** RE: Jackson's Point Harbour Redevelopment Plan unveil of preferred option on August 30, 2017

Mr. Brady

Councillor Sebo forwarded your email to staff. Thank you for your submission.

At this time, staff and the consultants are currently preparing the reports that will be presented at the Council meeting being held on Tuesday September 19<sup>th</sup> at 7 p.m. Any written submissions received as of August 30<sup>th</sup> will be attached to the upcoming staff report. Therefore, as your submission was received August 31<sup>st</sup>, it will be included as an attachment to the staff report.

Regards,  
Robin

**From:** Frank A. Sebo

**Sent:** Thursday, August 31, 2017 12:22 PM

**To:** Karyn Stone <[kstone@georgina.ca](mailto:kstone@georgina.ca)>

**Subject:** Fwd: Jackson's Point Harbour Redevelopment Plan unveil of preferred option on August 30, 2017

Fyi

Sent from my Samsung Galaxy smartphone.

----- Original message -----

**From:** P&KBrady [REDACTED]

**Date:** 2017-08-31 9:09 AM (GMT-05:00)

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** Jackson's Point Harbour Redevelopment Plan unveil of preferred option on August 30, 2017

Mayor and Council, The Planning Partnership,

I am addressing you this morning to express my concerns regarding the selection of option 2b as the preferred option. How this option came to be the preferred option is a total mystery to me. It creates a private lakefront oasis for the condo dwellers, severely limiting access and parking to the public (the rightful owners) who want



to use the publicly owned beach and totally removes access to the lake for ice fishers or day boaters, depending on the season.

It appears to me that public comment was totally disregarded and The Planning Partnership was focused on appeasing the desires of the developer who has purchased the former Bonnie Boats property. I find it incredible that a highly respected company such as TPP would be party to a plan that would do anything but enhance access to a publicly owned lakefront park.

In my opinion, if this option is allowed to go to the next step, this will be the biggest mistake made by any Georgina council, and that is saying something.

Sincerely, Paul Brady





**CULTURAL HERITAGE EVALUATION REPORT  
20 BONNIE BOULEVARD AND BONNIE PARK**

**JACKSON'S POINT  
TOWN OF GEORGINA  
YORK REGION, ONTARIO**

Prepared for:  
The Planning Partnership  
1255 Bay Street, Suite 500  
Toronto, ON M5R 2A9

ASI File: 17CH-078

September 2017



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**CULTURAL HERITAGE EVALUATION REPORT  
20 BONNIE BOULEVARD AND BONNIE PARK**

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TOWN OF GEORGINA  
YORK REGION, ONTARIO**

**EXECUTIVE SUMMARY**

ASI was retained by the Planning Partnership on behalf of the Town of Georgina to complete a Cultural Heritage Evaluation Report for 20 Bonnie Boulevard and Bonnie Park, within the unincorporated community of Jackson's Point in the Town of Georgina, Ontario. The following is intended to provide Town Council with a Cultural Heritage Evaluation of the two properties with the intention of assessing their cultural heritage value. Neither property has previously been identified as heritage resources on the Town of Georgina's Heritage Register or under the *Ontario Heritage Act*.

Based on the results of archival research, a field review and an assessment of their cultural heritage value using Ontario Regulation 9/06, this report finds that 20 Bonnie Boulevard and Bonnie Park both contain significant cultural heritage value. Both properties contain physical, historical and contextual value as the current and historical uses of both sites contribute to and reflect the history of the Jackson's Point community.

In recognition of the land use policies that envision the redevelopment and enhancement of the harbourfront, the report provides an assessment of potential conservation and mitigation measures that Town Council can use to conserve the cultural heritage value of the properties as part of any future development or enhancements.

The Ontario Government's Heritage Impact Assessments for Provincial Heritage Properties Bulletin (2017) provides guidance for consideration and good stewardship of cultural heritage resources including:

- Retaining heritage resources and attributes in situ
- Changes or alterations that are consistent with accepted conservation principles
- Adaptive re-use of a property – alteration of a property to fit new uses or circumstances of the property in a manner that retains its cultural heritage value or interest
- Public interpretation or commemoration of the property

## PROJECT PERSONNEL

<i>Senior Project Manager:</i>	Rebecca Sciarra, MA CAHP Partner Director, Business Services Division
<i>Project Manager</i>	Annie Veilleux, MA, CAHP Senior Heritage Specialist Manager, Cultural Heritage Division
<i>Cultural Heritage Specialist</i>	James Neilson, MES Cultural Heritage Specialist
<i>Project Administrator:</i>	Carol Bella, Hon. BA Research Archaeologist and Administrative Assistant
<i>Field Survey:</i>	Rebecca Sciarra,  Annie Veilleux  James Neilson
<i>Report Preparation:</i>	James Neilson  Laura Wickett, BA (Hon), Dip. Heritage Conservation Cultural Heritage Assistant
<i>Graphics:</i>	Adam Burwell, MSc Archaeologist, Geomatics Specialist, Operations Division
<i>Report Reviewers:</i>	Rebecca Sciarra  Annie Veilleux





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## 1.0 INTRODUCTION

ASI was retained by the Planning Partnership on behalf of the Town of Georgina to complete a Cultural Heritage Evaluation Report for 20 Bonnie Boulevard and Bonnie Park, within the unincorporated community of Jackson's Point in the Town of Georgina, Ontario. The following report is intended to provide Town Council with a Cultural Heritage Evaluation of the two properties through a review of the property's history and an evaluation of its cultural significance using Ontario Regulation 9/06 of the *Ontario Heritage Act (OHA)*. The properties are not recognized on the Town of Georgina's Heritage Register nor do they have any status under the *OHA*.

This report is intended to provide an analysis of 20 Bonnie Boulevard and Bonnie Park for the purposes of understanding the cultural heritage value of the site. The principal aims of this report are to:

- Provide an historical overview of the properties;
- Describe existing conditions and heritage integrity; and
- Evaluate the properties using Ontario Regulation 9/06 of the *OHA* to determine their cultural heritage value and draw conclusions about the properties' heritage attributes.

### 1.1 Location

The subject properties are 20 Bonnie Boulevard and Bonnie Park<sup>1</sup> in Jackson's Point in the Town of Georgina. Both properties are located to the east of Lorne Road (Figures 1 and 2). 20 Bonnie Boulevard is a complex of buildings (previously known as the Bonnie Boats Marina) that have allowed for the storage and maintenance of boats and other watercrafts. To the south of 20 Bonnie Boulevard is Bonnie Park, a 2.82 acre park, which runs parallel to Lorne Road from Lake Road to the Jackson's Point Harbour.



Figure 1: Location of 20 Bonnie Boulevard (red) and Bonnie Park (blue) (OpenStreetMap, Annotated by ASI)

<sup>1</sup> Bonnie Park is locally known to apply to the park located north of the Ramada driveway/Thompson Drive, with what is locally known as "Lorne Park" to the south. However, the parks share one parcel and therefore have been considered in their entirety for the purposes of this assignment as determination of cultural heritage value is considered in relation to an entire property. As such, all references to "Bonnie Park" in this report also refer to the land that encompasses "Lorne Park"



Figure 2: Map of the subject properties



Figure 3: Map of buildings at 20 Bonnie Boulevard



## 2.0 LEGISLATION AND POLICY CONTEXT

The authority to request this heritage assessment arises from the *Ontario Heritage Act*, Section 2(d) of the *Planning Act*, the *Provincial Policy Statement* (2014), and the Town of Georgina's *Official Plan*.

The *Ontario Heritage Act* (OHA) enables designation of properties and districts under Part IV and Part V, Sections 26 through 46 and also provides the legislative bases for applying heritage easements to real property.

The *Planning Act* (1990) and related *Provincial Policy Statement* (PPS 2014) make a number of provisions relating to heritage conservation. One of the general purposes of the *Planning Act* is to integrate matters of provincial interest in provincial and municipal planning decisions. In order to inform all those involved in planning activities of the scope of these matters of provincial interest, Section 2 of the *Planning Act* provides an extensive listing. These matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the *Act*. One of these provincial interests is directly concerned with:

- 2 (i) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest.

The *PPS* indicates in Section 4 - Implementation/Interpretation, that:

- 4.7 The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.

Official plans shall identify provincial interests and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.

Official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions. Official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.

Those policies of particular relevance for the conservation of heritage features are contained in Section 2, *Wise Use and Management of Resources*, in which the preamble states that "Ontario's long-term prosperity, environmental health, and social well-being depend on protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits."

Accordingly, in subsection 2.6, *Cultural Heritage and Archaeology* makes the following relative provisions:



- 2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.
- 2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

This provides the context not only for discrete planning activities detailed in the *Planning Act* but also for the foundation of policy statements issued under Section 3 of the *Planning Act*.

The Town of Georgina's *Official Plan* establishes the basis for the requirement of this CHER (Town of Georgina 2016). Relevant policies include:

## 2.2 Guiding Principles and Objectives

- 2.2.2.9 To conserve, protect and enhance the Town's cultural heritage resources and promote cultural expression in the Town.
- 2.2.12.6 To recognize, conserve and promote cultural heritage resources and to perpetuate their value and benefit to the community as outlined in the Town's Municipal Cultural Plan.

## 8.8 Cultural Heritage and Archaeological Resources

- 8.8.2 The Town, through its Municipal Cultural Plan, recognizes the importance of culture in the community, and therefore shall support those uses which further the goals and strategies outlined in the Municipal Cultural Plan.
- 8.8.3 The Town, through its Municipal Cultural Plan seeks:
  - (a) The conservation of the Town's cultural heritage resources by identifying, recognizing, preserving, protecting, improving and managing those resources, including the potential for their adaptive reuse;
  - (b) The integration of the conservation of cultural heritage resources into the Town's general planning approach;
  - (c) The promotion of an understanding and appreciation of the cultural heritage resources of the Town to both residents and visitors; and
  - (d) The protection and conservation of Métis and First Nation significant archaeological resources.
- 8.8.4 The Town will protect cultural heritage resources by requiring the identification, restoration, protection and maintenance of such resources as part of the development approvals process.
- 8.8.8 The Town, through the Georgina Heritage Committee, may examine buildings and sites with regard to the desirability and suitability for restoration, conservation purposes, and support initiatives, such as the creation of built heritage resource information bases, comprehensive





heritage site inventories and heritage master plans. The Town, in consultation with the Georgina Heritage Committee, may also consider areas within the municipality for future designation as Heritage Conservation Districts and may also designate buildings and structures of heritage significance under the Ontario Heritage Act.

- 8.8.18 The Town shall give consideration to the effects of municipal public works or similar municipal undertaking affecting buildings of cultural heritage value or interest. Consideration shall also be given to conserving cultural heritage resources or other such resources that are under municipal ownership and/or stewardship.

The Town of Georgina created the *Sutton/Jackson's Point Secondary Plan* (dated July 17, 2013) to provide a specific set of policies and guidelines for the community. The *Secondary Plan* includes the following relevant heritage policies:

- Principle 3: To promote and strengthen a community structure that includes two local centres and two urban corridors that are the focus of intensification and new development which provides a range of housing, businesses and services in a manner that respects the community's cultural heritage and history.

#### Policies (Section 13.2.3.3)

- a) Council recognizes the importance of cultural heritage resources within Sutton/Jackson's Point. Therefore, Council will work with the Georgina Heritage Committee, the Georgina Island First Nation and the community in general, to identify and conserve significant cultural heritage resources and shall, whenever possible, incorporate these resources into new development plans. In addition, all new development will be planned in a manner which preserves and enhances the context in which cultural heritage resources are situated.
- e) It shall be the policy of the Town that individual properties may be considered for designation pursuant to the provisions of the Ontario Heritage Act if they exhibit or contain one or more of the following:
  - (i) The property has design value or physical value because it:
    - is a rare, unique, representative or early example of a style, type, expression, material or construction method;
    - displays a high degree of craftsmanship or artistic merit; or
    - demonstrates a high degree of technical or scientific achievement.
  - (ii) The property has historical value or associative value because it:
    - has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;
    - yields, or has the potential to yield, information that contributes to an understanding of a community or culture; or,



- demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.
- (iii) The property has contextual value because it:
- is important in defining, maintaining or supporting the character of an area;
  - is physically, functionally, visually or historically linked to its surroundings; or,
  - is a landmark.
- f) It shall be the policy of the Town that designated properties will be kept on a register. In addition to designated properties, the register may include properties the Town believes to be of cultural heritage value or interest, but are not designated.
- g) The Town shall give consideration to the effects of municipal public works or similar municipal undertakings affecting buildings and features of historical significance. Consideration shall also be given to conserving built heritage resources, cultural heritage resources or other such resources that are under municipal ownership and/or stewardship.

## 2.1 Consultation

ASI was invited to make a presentation to the Georgina Heritage Committee on July 24, 2017. The presentation introduced ASI staff, outlined the scope of work for the Cultural Heritage Evaluation Report and solicited the Committee and any other attendees to provide further information about the potential cultural heritage value of the subject properties and which may not have been available in the documentary record.. No additional information was received from the Committee at the July 24<sup>th</sup> 2017 meeting. Information regarding the transfer of ownership of Bonnie Park was provided by local resident Paul Brady at the Georgina Heritage Committee Meeting.

The following individuals and organizations were contacted with or provided information regarding the two properties.

**Table 1: Results of Consultation**

Contact	Organization	Date(s) of Communications	Description of Information Received
Melissa Matt	Georgina Archives	July 24, 2017	Historical information and photos
Geraldine Slark	Georgina Library	July 24, 2017	Access to the Georgina Library
Lorne Prince (Chair), Terry Russell (Vice Chair), Councillor Frank Sebo, Wei Hwa, Allan Morton, Krista Barclay, Denise Roy	Georgina Heritage Committee	July 24, 2017	The Heritage Committee was provided the opportunity to inform ASI of any further information that may not have been received to this point. No further information was provided by the committee
Paul Brady	Private Citizen	July 24, 2017	Historical information pertaining to Bonnie Park
Shelli Giff	Private Citizen	July 30, 2017	Historical information pertaining to how the property meets the <i>Ontario Heritage Act</i> Ontario Regulation 9/06 criteria.



## 2.2 Cultural Heritage Evaluation Report

The scope of a Cultural Heritage Evaluation Report (CHER) is guided by the Ministry of Tourism, Culture and Sport's *Ontario Heritage Toolkit* (2006). Generally, CHERs include the following components:

- A general description of the history of the study area as well as a detailed historical summary of property ownership and building(s) development;
- A description of the cultural heritage landscape and built heritage resources;
- Representative photographs of the exterior and interior of a building or structure, and character-defining architectural details;
- A cultural heritage resource evaluation guided by the *Ontario Heritage Act* criteria;
- A summary of heritage attributes;
- Historical mapping, photographs; and
- A location plan.

Using background information and data collected during the site visit, the cultural heritage resource is evaluated using criteria contained within Regulation 9/06 of the *OHA*, which evaluates the property based on the following set of criteria:

- i) Design/Physical Value;
- ii) Historical/Associative Value; and
- iii) Contextual Value.

## 3.0 HISTORICAL CONTEXT AND CONSTRUCTION

### 3.1 Introduction

A review of available primary and secondary source material was undertaken to produce a contextual overview of the two properties, including a general description of Euro-Canadian settlement and land-use. The following section provides the results of this research.

The subject properties are located in Lots 1 & 2, Concession 9 in the Town of Georgina. The properties are located in Jackson's Point, a historically industrial and cottage/recreation community, within the Town of Georgina.

### 3.2 Local History and Settlement

#### 3.2.1 Indigenous History

The Indigenous history of the Region of York is approximately 11,000 years old. The first indication of aboriginal settlement in York Region dates to the early 16th century and has been uncovered through extensive archaeological research and assessments conducted from the early 19<sup>th</sup> century to the present day. The various watershed systems in the greater Toronto area made it a natural location for settlement by the Ontario Iroquois.



The first written accounts of early Ontario are found in the journals of Samuel de Champlain, the French explorer who visited the Huron nation in 1615 to establish trade agreements. The Huron-Wendat, were a political confederation of several Iroquoian-speaking tribal groups. Like all Iroquoian peoples, the Huron-Wendat lived in extended family longhouses organized into hamlets, villages and towns. The longhouse structure derived its name from its long rectangular shape. A tall protective wall constructed of large posts called a palisade surrounded longhouse villages. The longhouse was a bark-covered structure supported by vertical wood posts. The Huron-Wendat are known to have exploited Lake Simcoe for its fisheries. Champlain noted in his journals that the Huron-Wendat used a number of fish weirs, known now as the Atherley Narrows, to catch large quantities of fish which they preserved for winter. The Atherley Narrows were declared a National Historic Site in 1982.

Between 1615 and 1649 numerous French traders, Coureurs de bois and missionaries traveled to Huronia (near today's Midland) to strengthen trade relationships and develop social and religious ties between the Huron and France. In 1616 Etienne Brule, the French-Canadian explorer was the first European man to travel the Carrying Place Trail with the Huron-Wendat. Aboriginal peoples established the Carrying Place Trail, a portage route running 45 kilometres (28 miles) from Lake Ontario to Lake Simcoe by way of the Humber and Rouge Rivers systems.

With the construction of Yonge Street, the Carrying Place Trail soon fell into disuse and Yonge Street became a major transportation route, not only for military activity and trade between the Lake Huron shore and the Lake Ontario shore, but for settlers accessing newly opened lands. From Yonge Street, settlement spread westward along the newly surveyed township roads. (ASI 2012b)

The Archaeological Management Plan for the Region of York - Technical Report identifies the whole of Jackson's Point as having pre-contact archaeological potential; however no archaeological sites have yet been identified at Jackson's Point (ASI 2012a).

### ***3.2.2 Town of Georgina***

The land within the Town of Georgina was first surveyed in 1817, with the earliest Euro-Canadian settlement occurring in 1815, following the conclusion of the War of 1812. Captain James O'Brien, the former commander of Fort Penetanguishene during the War of 1812, was one of the first settlers and the founder of the Village of Sutton, one of the first commercial centres in the town. Large tracts of arable land facilitated agriculture and pasture in the area, while several streams draining into nearby Lake Simcoe powered grist and saw mills, allowing the area to thrive economically. After incorporating the adjacent Township of North Gwillimbury, Georgina continued to prosper and increase in population. In the 1840s the population of Georgina was around 500 people, with a steady increase to 2,500 inhabitants in the 1880s. The construction of the Toronto and Nipissing Railway with a terminal at Jackson's Point on Lake Simcoe in 1877 facilitated tourism into the area, which saw an influx of fishermen, boaters, and cottagers during the summer months. In 1971, the Town of Georgina was amalgamated with other neighbouring communities and included in the newly created Regional Municipality of York (Mika and Mika 1981).

### ***3.2.3 Jackson's Point***

Jackson's Point was named for John Mills Jackson (1764-1836), an anti-government writer who opposed the elite "Family Compact" that ran the province at the turn of the nineteenth century. Jackson initially



came to Canada from England for one year in 1806 and his petition for a land grant was denied, likely due to his association with other anti-government leaders, such as Surveyor-General Charles Burton Wyatt and politician Joseph Willcocks (Hopkins 1993). He returned to Canada in 1811, and in 1816 ran unsuccessfully for election in York East. That same year he petitioned again for a land grant and was denied a second time for his political ideologies. In 1828, Jackson bought land in the Town of Georgina from his daughter Amelia's husband, Captain William Bouchier. Here, he built a log cabin, which he lived in until he died in 1836. This point of land became known as Jackson's Point (Hopkins 1993).

William Bouchier was issued the first land grant in the Town of Georgina in 1819 (Hopkins 1993). Bouchier served in the British Navy in the War of 1812 and received a grant of 1,200 acres on the shores of Lake Simcoe including the town sites of Jackson's Point and Sutton. Jackson's Point was established as a port with a wharf that allowed for steamships to deliver food and supplies from other points around Lake Simcoe (Hopkins 1993).



Figure 4: Postcard of Jackson's Point Harbour, date unknown (Georgina Archives)

In the mid- to late-1800s until the turn of the century, Jackson's Point had a strong industrial focus. The area was home to a sawmill operated by John McDonald, Levi Miller and William S. Ramsay, with the harbour often filled with lumber from the immediate area (Figure 5 to Figure 7). When timber resources were depleted, the harbour became home to a lucrative ice cutting operation (Figure 8 and Figure 9). In the 1890s, the Knickerbocker Ice Company operated by James Fairhead built four large icehouses with a capacity of ten thousand tons at Jackson's Point near the railway. Similarly, the Lake Simcoe Ice Company operated from an 18-room icehouse, each a hundred feet long, thirty feet wide, and thirty feet high. These companies delivered ice throughout the Greater Toronto Area and the United States until artificial ice production became more prominent (Hopkins 1993; Georgina Pioneer Village & Archives).



Figure 5: Miller and Ramsay Sawmill at Jackson's Point (Georgina Archives)



Figure 6: Timbers in Jackson's Point Harbour. The "Enterprise" boat in the background. (Georgina Archives)



Figure 7: Timbers loaded onto a train in Jackson's Point (Georgina Archives)



Figure 8: Ice cutters on Lake Simcoe (Georgina Archives)



Figure 9: Ice workers load ice onto elevators (Georgina Archives)

In 1877, a branch of the Toronto & Nipissing Railway, called the "Lake Simcoe Junction Railway" was built (Figure 10). Two years later, the company built a wharf at Jackson's Point large enough to hold four



eight-wheeled freight cars (Figure 11). The railway made Jackson's Point an attractive option for resort traffic from the city in the summer and ice-fishing and ice-harvesting in the winter. With the advent of the car and refrigeration, Jackson's Point's status started to diminish, and the need for a station in Jackson's Point disappeared completely when the Midland Railway Company opened a line to Sudbury via Pefferlaw, a village to the east of Jackson's Point. Freight and passenger service to Jackson's Point ended in 1928 (Hopkins 1993). In addition to the Lake Simcoe Junction Railway, the Lake Simcoe branch of the Toronto and York Radial Railway line, which ran along Yonge Street from Toronto, first provided Jackson's Point with trolley car service in 1907. With a station located on the south side of Lake Drive, the service provided Torontonians with access to Jackson's Point until 1948 (Figure 13) (Hopkins 1993).



Figure 10: Railway map showing the Lake Simcoe Junction Route to Jackson's Point. (Toronto Library, 912.713 N59)



Figure 11: The Enterprise adjacent to the railway wharf (Georgina Archives)



Figure 12: The railway wharf (Georgina Archives)



Figure 13: Jackson's Point Radial Railway Station (Toronto Library 976-21-10)

The arrival of the railways gave Jackson's Point unprecedented accessibility. The community earned the name "Ontario's First Cottage Country" (Georgina Pioneer Village & Archives). People from the south would venture to Jackson's Point to escape urban life, by living in cottages and taking steamboats around the lake (Figure 14 and Figure 15).





Figure 14: The steamboat "Otonabee" with passengers from Jackson's Point (Toronto Archives Fonds 1244 Item 2315)



Figure 15: Visitors to Jackson's Point embark on steamboats (Toronto Archives Fonds 1244 Item 2316)

Jackson's Point Park, which included the lands along Malone Road from Jackson's Point Avenue, east to the wharf, and almost halfway south down Lorne Road, was a prominent spot for political gatherings. In 1908, the Park hosted a visit by Prime Minister Sir Wilfred Laurier (Figure 16 and Figure 17). However, the Park was most well-known as a venue for events and picnics. From 1907 to 1921 (when it moved to Island Grove (Globe 1921)), Jackson's Point Park was most well-known for hosting the Lennox Annual Picnic, a day-long event consisting of political speeches, games, sports, and parades (Figure 18 to Figure 21). Lennox was the local Member of Parliament and the event attracted thousands of people from throughout York County.

In 1906 Lennox took up a cottage at the lakeshore and the following year he had the first of many Conservative Picnics at Jackson's Point. The first year 6-7000 people arrived by radial, railway, boats, cars, bicycles and many varieties of rig. Almost every year between 1907 and 1933 'Uncle Herb' hosted this popular picnic on the south shore, though by 1920 the festivities were moved to Island Grove. Many years saw crowds of 15 000 up to 20 000 gather to celebrate. The event was kicked off with a decorated motor car parade from Sutton, hundreds of cars travelling towards the Point accompanied by a dozen or so brass bands. In 1916 a number of returned soldiers were the focus of the parade. Events such as football and baseball competitions between towns from all over, aquatic sports such as swim races and one feat called "walking the greasy pole", dancing, fireworks, tug-of-war competition, lacrosse, foot races, sailing races, "The Greatest Baby Contest in the Province" had prizes for best all-round baby, fat baby, and a highly commended baby. There was a midway and games such as ball-throwing, ringing canes, poodle dogs, fortune tellers, snake charmers, trinket sellers, dancing in the pavilion. And what was a political picnic without speeches by politicians from all over Ontario? A large platform was erected festooned with flags and banners from where the politicians would make their speeches, one after the other, while supporters (or otherwise, the event was free, after all) looked on and listened. There were always several bands from various towns to provide the music. In 1912 it was compared to the CNE. (Matt 2016)





Figure 16: Parade for Prime Minister Laurier  
(Georgina Archives)



Figure 17: Button from Prime Minister Laurier's visit to  
Jackson's Point (Georgina Archives)



Figure 18: Vehicles at the Lennox Picnic at Jackson's  
Point (Georgina Archives)



Figure 19: Vehicles at the Lennox Picnic at Jackson's  
Point. Ice storage buildings in the background.  
(Toronto Archives, Fonds 1244, Item 0178)



Figure 20: Vehicles at the Lennox Picnic at Jackson's  
Point. Jackson's Point Park in the background.  
(Toronto Archives, Fonds 1244, Item 1368)



Figure 21: Ceremony at the Lennox Picnic (Toronto  
Archives, Fonds 1244, Item 2311)



### 3.3 Land Use History

#### 3.3.1 20 Bonnie Boulevard

The subject properties are located in Lot 1 & 2, Concession 9 in the Town of Georgina. The Patent Map notes that William Bouchier was granted the two lots from the Crown (Figure 49). Bouchier served in the British Navy in the War of 1812 and received a grant of 1,200 acres on the shores of Lake Simcoe including the town sites of Jackson's Point and Sutton. Bouchier sold the property to his brother James in 1822. The property was sold again in 1828 to John Mills Jackson, the namesake of Jackson's Point (see Section 3.2.2 for more information about Jackson). The property stayed in the Jackson family until 1855.

The 1860 Tremaine Map shows the area as part of a small village with a street layout that does not appear to relate to the existing town (Figure 50). The point to the north of the subject properties is described as Bouchier's Point. By 1877, the *Illustrated Atlas of York County* labels the point as Jackson's Point, and the Lake Simcoe Junction Railway now traverses through the village and terminates on the subject properties (Figure 51). Note that the railway does not appear to be entirely within the boundary of the subject properties. This is due to the georeferencing of the subject properties on the map and inaccuracies in the creation of the historical map,

From the 1860s to the 1890s, the property was on land that was part of an industrial area owned at various times by John McDonald, Levi Miller, and William S. Ramsay. On this land and within the harbour were a sawmill (Figure 22) and ice cutting companies (Figure 23). According to Matt (2016):

Around the 1860s, Miller and McDonald built a sawmill at Jackson's Point. In the 1870s the Ramsay family of Sutton is employed at running the sawmill in that village. By the 1880s, Ramsay has joined the milling operation at Jackson's Point. He is Captain of the Steamer tug, Kendrick, which is used for hauling logs around the harbour. By the 1890s, with the company's timber supplies running short, much of the sawmill operation is torn down, with much of the lumber being reused to build massive ice houses. The company focuses on the growing ice industry at the point, and constructs a derrick and warehouses for loading and storing this commodity.





Figure 22: Timbers in Jackson's Harbour and the sawmill in the background (Georgina Archives)



Figure 23: Ice cutters adjacent to the railway wharf. (Georgina Archives)



Figure 24: Spectators watch a regatta from the railway dock at Jackson's Point (Georgina Archives)



Figure 25: Ice cutters in front of the ice elevator (Georgina Archives)

Ramsay and Miller also owned a mill at Belle Ewart (Thompson). In 1878, Ramsay sold 2.82 acres of land to the Lake Simcoe Junction Railroad Company to allow the railway to extend to a dock in the Jackson's Point harbour, which was wide enough for two tracks (Figure 24) and allowed for the loading of wood and ice to be shipped south (York Region Land Registry Office; Thompson). These industries hired carpenters and lumbermen from throughout Georgina Town (Thompson). When the sawmill was shut down, it was replaced by ice houses operated by the Lake Simcoe Ice Supply and Cold Storage Company (Thompson). A large four-storey icehouse covered three acres of the grounds and ice was floated through a channel in the ice to the icehouse then up an elevator into each building (Figure 25). The ice industry survived until artificial ice became more common in urban centres.

In 1893 Plan 69 was created by the Village of Sutton, and later in 1907, D.W. McDonald created Part Block G, Plan 69, which consisted of all of the land north of Lake Drive and east of Dalton Road, with the modern day Bonnie/Lorne Park forming the western boundary (Figure 27). That same year, Arthur Grew moved to Jackson's Point and began making canoes, rowboats and sailboats in a building built on the site of the existing property (Figure 26) (Fossey 2006). The map of the aforementioned Plan shows the original boat house on the site of 20 Bonnie Boulevard. Grew learned his boatbuilding skills in the Toronto Harbour under the eye of the Aykroyd Brothers (Fossey 2006). According to Fossey (2006: 7), "boats were built in a small second floor loft type workshop over the storage and wet slip boat rental area of the building. Larger or heavier boats were lowered down to ground level on an inclined ramp located on the outside of the building." This building appears on the 1929, 1935, and 1939 Topographic Maps and depicts the subject properties as part of an open space surrounded by the cottage community (Figure



52 to Figure 54). The Lake Simcoe Junction Railway is no longer shown to reach the subject properties. According to Davidson<sup>2</sup> (2017), the existing Workshop and Paintshop date to the early 1920s though this could not be corroborated via the archival record and assessment of building materials.



Figure 26: Original Grew Boathouse

<sup>2</sup> Graydon Davidson is an employee at Bonnie Boats Marina and provided ASI with a tour of the buildings. Graydon had a wealth of knowledge about the history of the site and his assistance was greatly appreciated.



Figure 27: Map of the Jackson's Point Park Subdivision (Georgina Archives)

The Jackson's Point Park included the lands along Malone Road from Jackson's Point Avenue, east to the wharf, and almost halfway south down Lorne Street (Figure 28 to Figure 31). In 1919, 30 acres of the Park along with a hotel, pavilion, eight cottages, boarding house, wharf, several thousand feet of lake frontage and athletic grounds were put up for sale and in 1920 portions of the Park were sold off in building lots (Toronto Daily Star 1919, Georgina Archives).





Figure 28: Aerial photo of Jackson's Point showing the harbour and its relationship to Jackson's Point Park (Georgina Archives)



Figure 29: Aerial photo of the intersection of Lake Drive and Dalton Road showing Jackson's Point Park (Georgina Archives)



Figure 30: Aerial photo of the intersection of Lake Drive and Dalton Road showing the southern portion of Jackson's Point Park (Georgina Archives)



Figure 31: Aerial photo of Jackson's Point, showing the Subject Properties and Jackson's Point Park (Thompson)

In 1932, Clarence A. Kemp, a prominent businessman from a well-known Toronto family, purchased the Grew boat company (Fossey 2006). Kemp retained Grew and his staff for nearly two decades. Prior to World War II, the property was a training spot for Canadian Sailors. During World War II, Kemp purchased Gidley Boat Co. in Penetanguishene and merged the two companies. The company was issued a government contract along with other similar companies to contribute to the wartime efforts. The company built hundreds of plywood pontoon bridge barges for the Canadian Army, along with Fairmiles, which were wooden anti-submarine vessels used for carrying depth charges, gun units, and scientific sounding and listening devices (Fossey 2006). One of the vessels constructed by the company was the Fairmile B, which was a 112-foot-long board built of mahogany, teak and oak, and powered by two gasoline engines. No evidence was uncovered that suggests that any wartime boats were produced in Jackson's Point. In 1950, Kemp sold his shares in Grew Boats along with the Penetanguishene plant and renamed his company to the Bonnie Boat Company (Fossey 2006). At this point, 14- to 16-foot wooden outboard motor boats were built on the site (Figure 33).



Figure 32: Clarence Kemp (left) (Fossey)

In 1952, Stan and Bill Sellers bought Bonnie Boats (Figure 34) and built a canal and thirty new boat slips (Fossey 2006). The 1954 aerial photo shows the property as it would have looked when the Sellers purchased the property (Figure 55). The Warehouse building (Figure 3) is clearly visible in the aerial photo in its location on the present channel. Hopkins (1993) notes that the new boathouse and the modern boat slips were built in 1967 as part of Canada's centennial. The Warehouse building was moved offshore at this time to its current location near Lorne Street (Figure 35).



Figure 33: A Grew Boat (Fossey)



Figure 34: A Bonnie Boat (Fossey)

A postcard of the site from 1969 shows the property as it looked immediately after the 1967 improvements were made to the Marina (Figure 35). The image shows the property much as it looks today though the Warehouse building's red clapboard has not yet been overclad and the adjacent pier is still present. Aerial photography from 1970 also displays the significant changes made to the Marina in the late-1960s (Figure 56). The approximately 140m channel is visible with covered boat slips lining each side. The Warehouse building is visible along Lorne Street at the end of the channel (Figure 35).



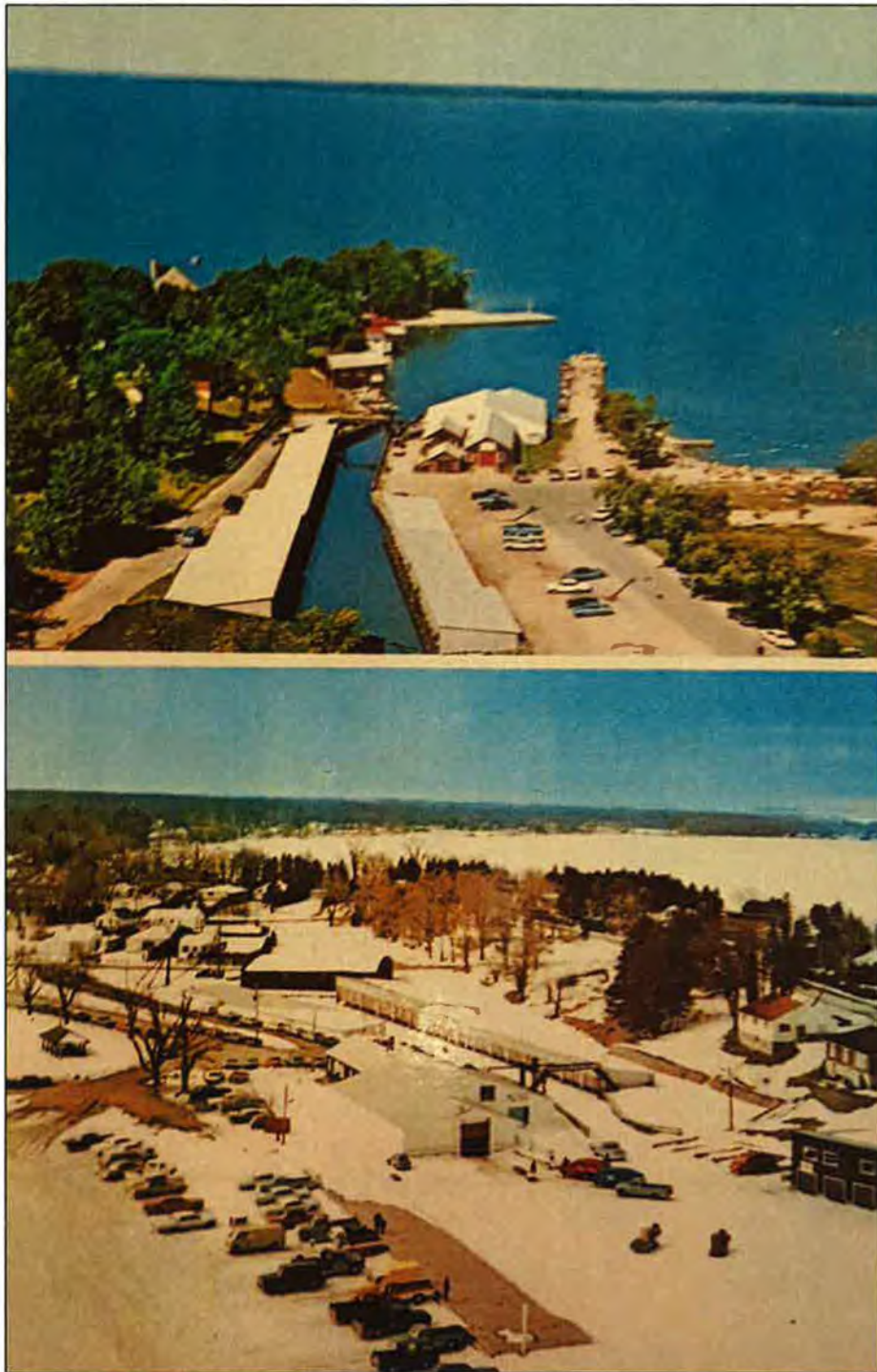


Figure 35: 1969 postcard of the Bonnie Boats Marina (Ontario Archives F 4521-236)

In the 1980s, two proposals were put together to revitalize the subject properties. In 1983, the Ontario Association of Architects created a proposal to revitalize Jackson's Point called CAUSE. The plan envisioned new residential development adjacent to the harbour, enlargement and enhancements of the park and beach area and the creation of year-round commercial and residential facilities that incorporated recreational uses such as indoor swimming, racket sports, and an observation deck (Figure 36)(Ontario Association of Architects 1983). As part of the plan, the Bonnie Boats Marina was proposed as one of 12 heritage designated properties. In 1987, Hough, Stansbury & Woodland Ltd. developed a plan to redevelop the Marina and the adjacent Bonnie Park (Figure 38 and Figure 39). The plan called for an expansion of the marina, a new boardwalk, an expanded beach, expanded parking and drop-off zones (Hough, Stansbury & Woodland Ltd 1987). The existing facilities were to remain on the property; however, neither of the plans ever came to fruition.





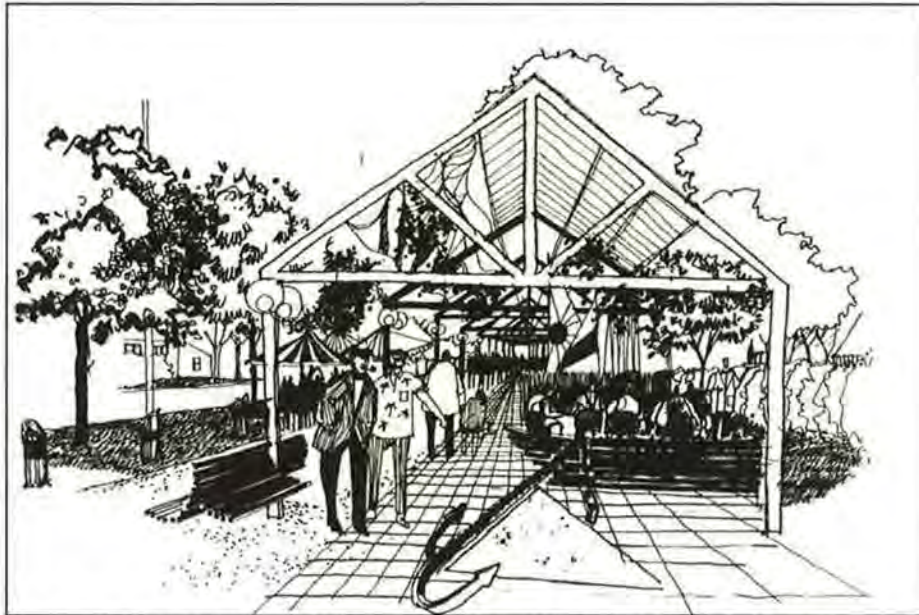


Figure 36: Jackson's Point CAUSE Plan - sketch of the linear portion of Bonnie Park (Ontario Association of Architects)

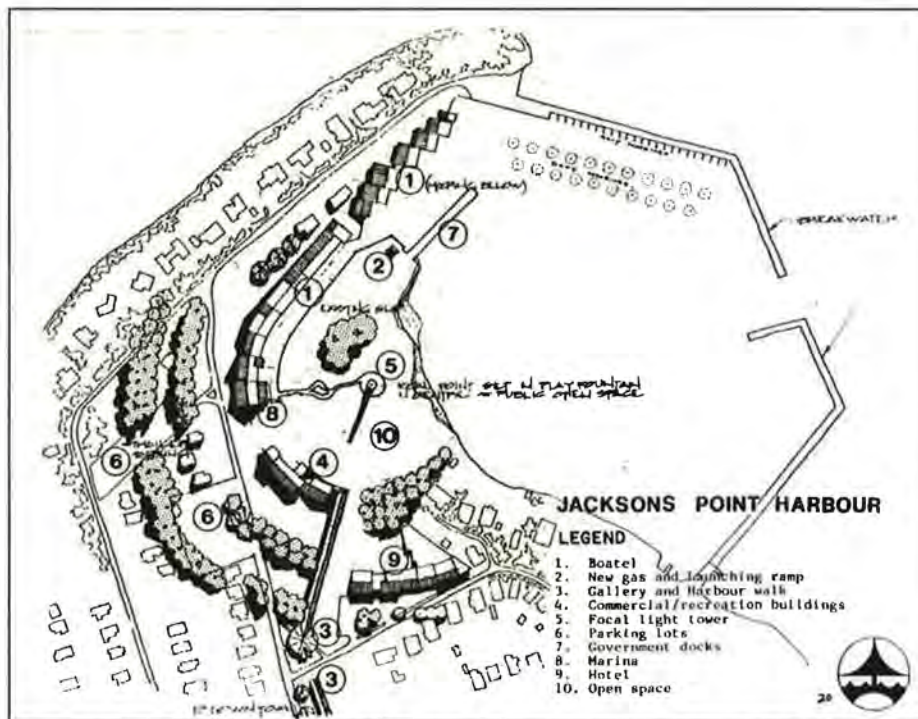


Figure 37: Jackson's Point CAUSE Plan - Harbour Plan (Ontario Association of Architects)



Figure 38: 1987 Conceptual Plan by Hough, Stansbury & Woodland Ltd for the Subject Properties (Ontario Archives F 4521-236)

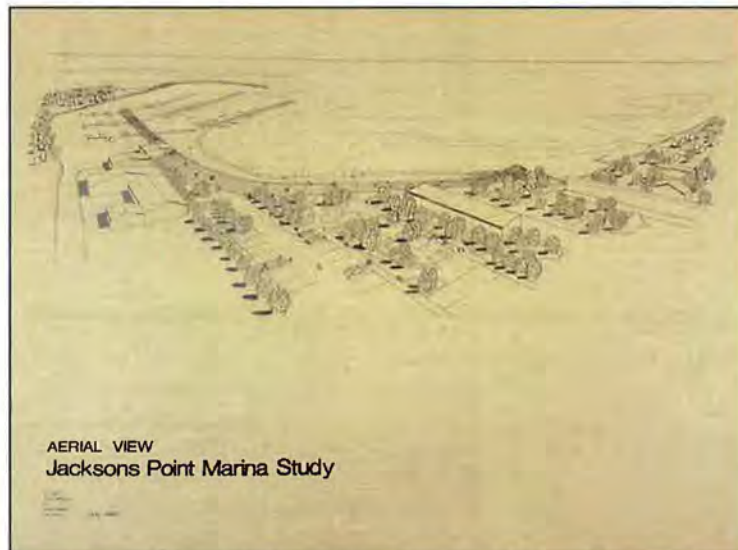


Figure 39: 1987 Conceptual Plan by Hough, Stansbury & Woodland Ltd for improvements to the Subject Properties (Ontario Archives F 4521-236)



### 3.3.2 Bonnie Park

In 1878, William S. Ramsay sold 2.82 acres of land to the Lake Simcoe Junction Railroad Company to allow the railway to extend to a dock in the Jackson's Point harbour, which allowed for the loading of wood and ice (Figure 41) (York Region Land Registry Office, Thompson). An ice storage facility would be built approximately on the site of the existing park and/or the adjacent Ramada hotel (Figure 40). A railway station would be built on the east side of Lorne Street, north of Lake Drive (Figure 42 and Figure 43) (Johnston 1990).



Figure 40: Ice storage facility on the site of Bonnie Park (Georgina Archives)



Figure 41: Railway wharf in Jackson's Point Harbour (Georgina Archives)



Figure 42: Jackson's Point Railway Station (Georgina Archives)



Figure 43: Jackson's Point Railway Station (Georgina Archives)



Figure 44: Railway workers in 1898 on the tracks (Georgina Archives)

In the early-1900s, Jackson's Point Park was a large park adjacent to the railway corridor. Here, large public picnics and social events were held, including the Sutton Fair and Horse Show and the Lennox Picnic. Trains would arrive at the Jackson's Point Railway Station and continue to the harbour where visitors could board the "Enterprise" (Figure 45) or "Islay" (Figure 46) steam ships (Johnston 1990).



Figure 45: The Enterprise at Jackson's Point (Georgina Archives)



Figure 46: The Islay at Jackson's Point (Georgina Archives)

In 1934, Stephen Sellers constructed the Edgewater Park Dance Pavilion on the site of the existing beach at Bonnie Park. Prior to this, it appears that the old wharf was used for recreational purposes once the rails



were removed (Figure 47). The Edgewater building remained on site until 1963 (Young 2002). According to Young (2002), the wood from the pavilion was reused throughout the area including within the adjacent marina, though this could not be corroborated via the archival record and assessment of building materials.



Figure 47: Postcard of Jackson's Point Harbour showing the edge of the park and the wharf (Georgina Archives)

In 1937, the railway right of way consisting of 2.82 acres was granted to the Municipality of Sutton to be used as a public right-of-way. This area would become the modern-day Bonnie Park. When the train tracks were removed, those pieces that were in good condition were reused as part of the breakwater and docks at the De la Salle Camp nearby (Johnston 1990).



Figure 48: Aerial view of Jackson's Point Harbour. The Edgewater Park Dance Pavilion is located on the water's edge at the top of the photo (Georgina Archives)

In 1954, Bonnie Park appears as a green space to the south of the Bonnie Boats Marina, with a tract of green space running parallel along Lorne Street (Figure 55). Along the water's edge is the Edgewater Park Dance Pavilion (Figure 48) and two smaller rectangular pavilions (which have been maintained to this day) are situated to the south.

The 1970 aerial photo depicts Bonnie Park now without the Edgewater Park Dance Pavilion, which was torn down in the previous decade (Figure 56). The two adjacent pavilions remain while a third pavilion has been built closer to Lorne Road. This pavilion remains to this day and has acted a municipal building and snack bar. Beside the park is a hotel which remains to this day.

Bonnie Park saw a number of enhancements following the revitalization projects. In 1988, a new playground was built (Figure 57) and by 1995, a linear path system was installed to link the playground to Lake Drive (Figure 58). A new pier was installed and later lengthened, while large stones were installed along the edge of the park around this time as well. A municipal storage building was built beside the playground in 2008.

The pier was demolished between 1988 and 1995 and replaced with a smaller pier for a short time. The pier and slip system that presently exists was built by 1999 (Figure 59).



### 3.4 Mapping



Figure 49: Patent Map of 1841-1853 showing William Bouchier as the original owner of Lots 1 & 2 in Conc. 9. (Ontario Archives RG 1-100-O-0-731)



Figure 50: 1860 Tremaine Map (Tremaine 1860)

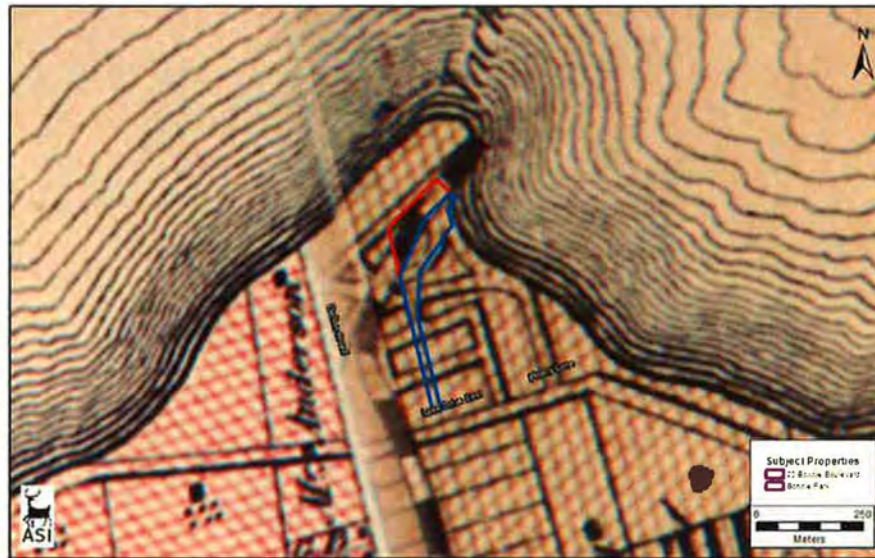


Figure 51: 1877 Illustrated Atlas of York County Map. (Miles & Co. 1878)

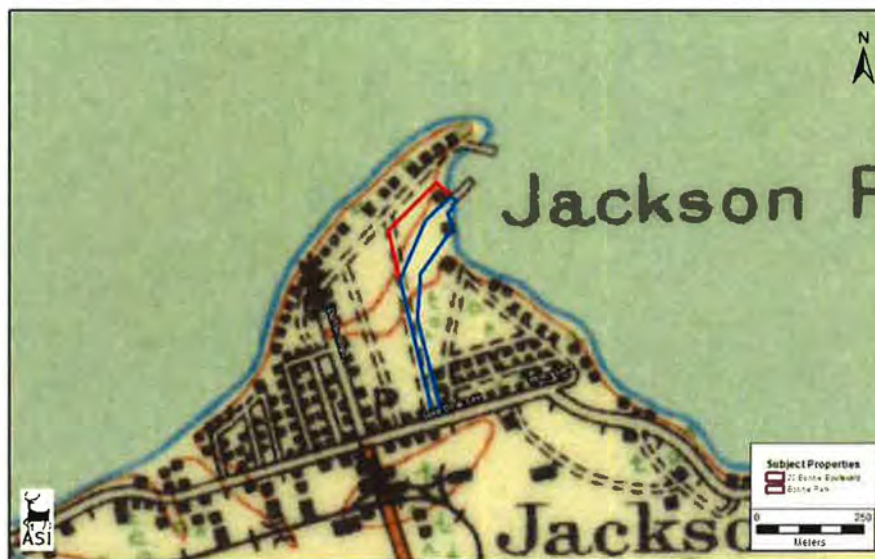


Figure 52: 1929 Topographic Map (Department of National Defence 1929)



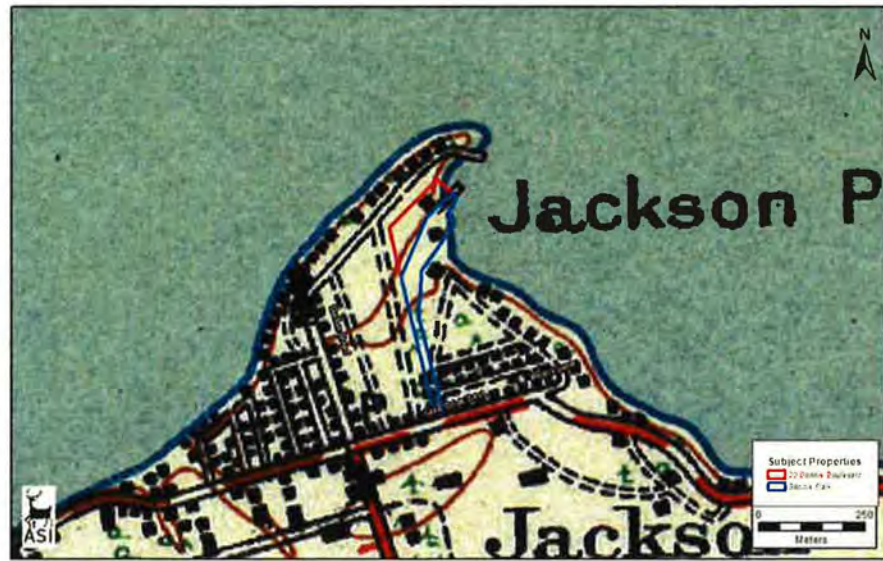


Figure 53: 1935 Topographic Map (Department of National Defence 1935)

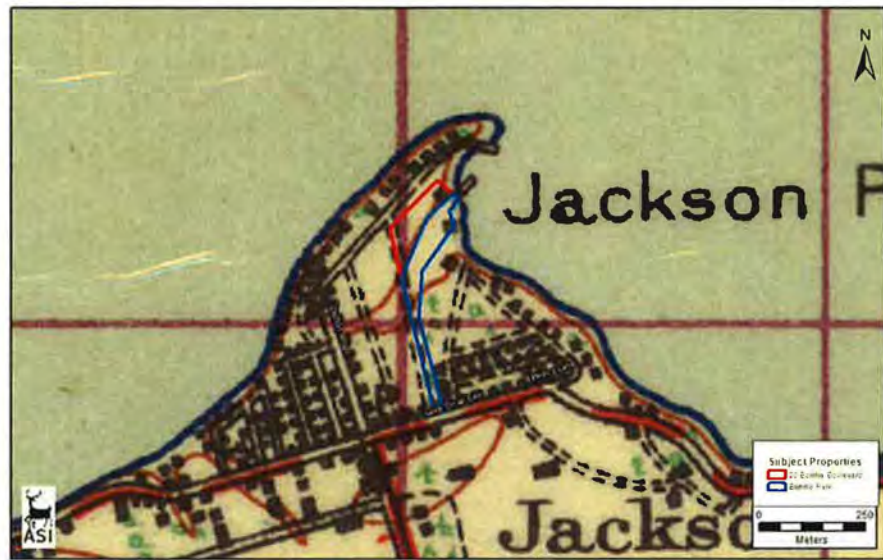


Figure 54: 1939 Topographic Map (Department of National Defence 1939)

### 3.5 Aerial Photographs



Figure 55: 1954 aerial photo (York Region)



Figure 56: 1970 aerial photo (York Region)





Figure 57: 1988 aerial photo (York Region)



Figure 58: 1995 aerial photo (York Region)



Figure 59: 1999 aerial photo (York Region)

#### 4.0 EXISTING CONDITIONS AND INTEGRITY

A field review was conducted by James Neilson, Annie Veilleux, and Rebecca Sciarra of ASI, on July 24, 2017 to survey and document the study area and environs. Data was collected to describe the existing conditions and integrity of 20 Bonnie Boulevard and Bonnie Park, and to evaluate the properties using Ontario Regulation 9/06 of the OHA in order to determine whether they retain cultural heritage value. This section provides a general description of the properties and associated built heritage resources and cultural heritage landscapes.



Figure 60: Map of the Subject Properties



#### 4.1 20 Bonnie Boulevard

The property at 20 Bonnie Boulevard contains a series of utilitarian buildings, previously used for marina purposes, built between 1920 and 1967. The property consists of the following buildings (Figure 61):

- One showroom built between c.1920 and 1954
- One paintshop built between c.1920 and 1954
- One warehouse building built between 1933 and c.1950
- One workshop built between 1954 and 1967
- One storage room built between 1954 and 1967
- One workshop built in 1967
- Two sheltered slips built in 1967



Figure 61: Arrangement of buildings and slips located at 20 Bonnie Boulevard

#### 4.1.1 Showroom

Date of construction: Built between 1920-1954.



Figure 62: c.1920 photo showing no evidence of Showroom on the Harbour (Georgina Archives).



Figure 63: 1954 aerial photo showing the Showroom (York Region).

The Showroom is a two-storey structure built to the north of the Subject Property. The building is a wood frame building with clapboard siding and an aluminum shed roof. The first floor contains slips for four boats, which are accessed by two doors on the north elevation facing Malone Road. The slips are made of wood. The second floor is accessed via a large opening with a recently built sliding wood door, which can be reached by a wood bridge that allows for the loading and unloading of boats. The interior features wood floors, beams, posts and a wood roof. The north elevation contains four sets of fixed wood windows divided into three panes by muntins. The west elevation contains three sets of paired fixed wood windows each divided into three panes by muntins with aluminum exterior moldings and sills. The south elevation contains four large single pane wood windows.





Figure 64: North and west elevations of the Showroom.



Figure 65: West and South elevations of the Showroom.



Figure 66: Interior photo of the Showroom.



Figure 67: One of the four slips on the first floor of the Showroom.

#### 4.1.2 Paint Shop

Date of construction: Built between 1920-1954



Figure 68: c.1920 photo showing no evidence of the Paint Shop (Georgina Archives).



Figure 69: 1954 Aerial showing the Paint Shop (York Region).

The Paint Shop is a wood frame building with clapboard siding and an aluminum gable roof located behind and entered via the 1967 Workshop. The interior consists of wood floors and wood paneling on the walls and ceiling. Wood mouldings are used throughout. The southwest elevation contains two six-over-six double hung wood windows. The northwest elevation contains two six-over-six double hung wood windows and three fixed windows divided into six panes. The northeast elevation contains two six-over-six double hung wood window and the door to the adjacent 1967 Workshop.



Figure 70: North and west elevations of the Paint Shop.



Figure 71: Window and door on north and east elevations.



Figure 72: Paint Shop interior.



Figure 73: Paint Shop interior.



#### 4.1.3 Warehouse Building

Date of construction: Built between 1933-1954. Moved to current location in 1967.

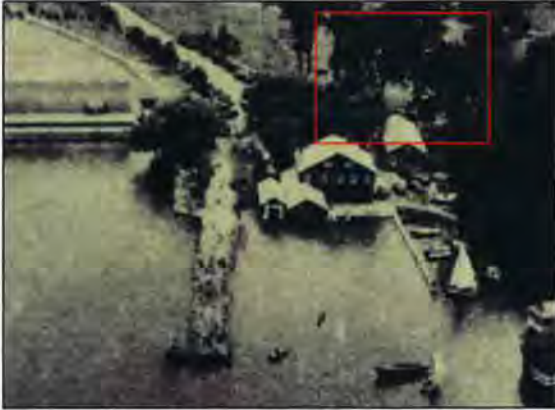


Figure 74: Post-1933 photo of Jackson's Point Harbour. The Edgewater Dance Pavilion is visible on the left. The Warehouse Building is not yet constructed on site. (Georgina Archives).



Figure 75: Photo taken between 1933-1954 of the Warehouse Building in its original location (Georgina Archives).



Figure 76: 1954 aerial showing the Warehouse Building on its original site (York Region).



Figure 77: 1970 aerial photo showing the Warehouse Building in its current location following construction of the channel.

The Warehouse Building is the largest building on site. The building is a wood frame structure with red clapboard that has been overclad. The red clapboard is visible on the north elevation. The building was originally moved from a location near the harbour to make room for the 1967 improvements to the site. As such, unlike the other earlier buildings on site, this building sits on a poured concrete floor. The building can be entered via two garage doors or an entrance door on the south elevation. Two fixed windows are located on the west elevation. Two vents are located below the roof line on the south elevation. The building features a curved aluminum roof supported by a Belfast truss system, which is a lattice style truss primarily used in the late-nineteenth century and early-twentieth century. The Belfast truss was an economical style used in hangar-type buildings which require a wide span, such as those hangars built to accommodate airplanes in World War I (Gould 2001). While others may exist, it is one of two known buildings in Canada that use a Belfast truss system (the other being a hangar at CFB Borden).



Figure 78: South and east elevations of the Warehouse Building



Figure 79: South and west elevations of the Warehouse Building



Figure 80: Belfast Truss system within the Warehouse Building.



Figure 81: Interior of the Warehouse Building.



Figure 82: Cement floor of the Warehouse Building.

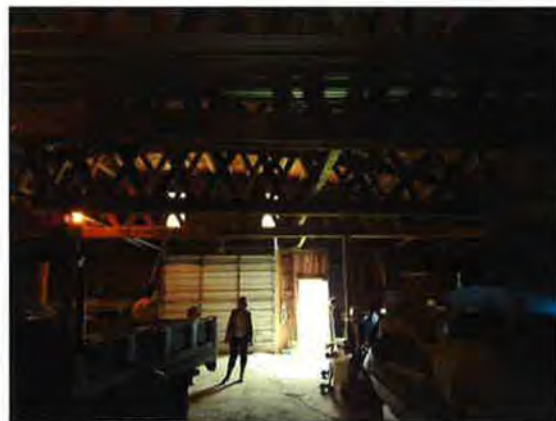


Figure 83: Interior of the Warehouse Building.



#### 4.1.4 Workshop

Date of construction: Built between 1954-1967



Figure 84: 1954 aerial photo showing evidence that the Workshop is not present at this time (York Region).



Figure 85: 1970 aerial photo showing the Workshop in its current location (York Region).

The Workshop is a one storey wood frame building with clapboard siding and an aluminum gable roof built on a rectangular footprint between the channel and Jackson's Point Harbour. The interior features wood floors, wood panel walls and ceilings. Wood plank braces are visible within the interior space. The interior space is divided into one large work space and a small office. Two wood doors lead to adjacent spaces (the Paint Shop and the 1967 Workshop), though the west door leading to the 1967 Workshop suggests that the building was built before the 1967 Workshop. The moldings around the windows are wood. The building is entered from the south elevation, which also contains a garage door. Two six-over-six double hung wood windows flank the entrance. The side elevations both feature six-over-six double hung wood windows and a single pair of six-over-six double hung aluminum. Plastic signage sits below the gable above the garage door along with a metal light fixture. The exterior moldings around the windows and doors are aluminum.



Figure 86: West elevation of the Workshop.

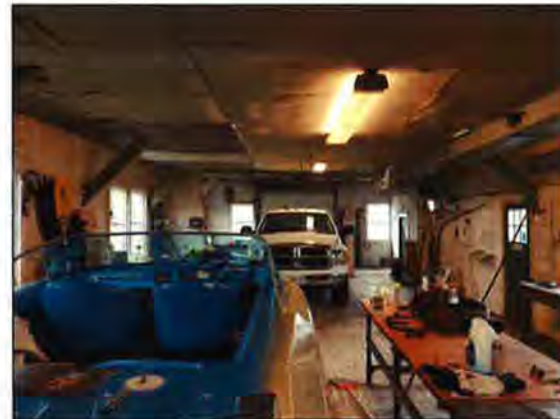


Figure 87: Interior of the Workshop.



Figure 88: North elevation windows and door, and roof bracing.



Figure 89: Detail of the wood floor.



Figure 90: Office space within the Workshop.



Figure 91: Detail of the bracing in the Workshop.

#### 4.1.4 Storage Room

Date of construction: Built between 1954-1967



Figure 92: 1954 aerial showing no evidence of the Storage Room (York Region).

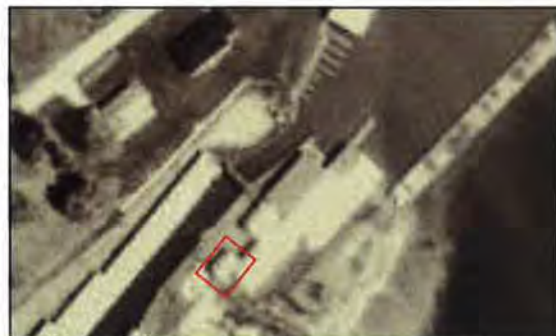


Figure 93: 1970 aerial showing the Storage Room in its current location (York Region).



The Storage Room is a wood frame building with clapboard siding and an aluminum gable roof. The building is accessed from the adjacent Work Shop and via sliding wood garage doors on the north and south elevations. Fixed wood windows divided into six panes surrounded by wood moldings are located beneath the gable above the sliding doors on both elevations.



Figure 94: West elevation of the Storage Room.



Figure 95: North and east elevations of the Storage Room.



Figure 96: Storage Room interior.



Figure 97: Storage Room interior.

#### 4.1.6 1967 Workshop

Date of construction: Built in 1967



Figure 98: 1954 aerial showing the original Grew Boats Building in the location of the existing 1967 Workshop (York Region).



Figure 99: 1970 aerial showing the 1967 Workshop adjacent to the new channel (York Region).

The 1967 Work Shop is a two storey wood frame structure with aluminum siding and an aluminum gable roof located on the harbour to the north of the other Workshop. The building sits on an L-shaped footprint on wood footings. The building features four main spaces. The first significant space creates a link between the other Workshop, the Paint Shop and the 1967 Workshop. The second space is a long rectangular workshop/store space with three fixed windows and a wood paneled floor. A sliding garage door is located at the north end of the room and provides access to the harbour. Adjacent to this room is a covered set of wood slips for boat storage. This slip provides direct access to the harbour. Above this space is a second storey that is accessible by a central staircase. This space sits below the truss system spanning the roof of the building. The second floor has wood floors, a single fixed window and four skylights are visible. Outside of the workshop is a wooden dock and two gas pumping stations.



Figure 100: North and east elevations of the Workshop.



Figure 101: Interior space linking the Workshop to the 1920s Workshop and Paint Shop.





Figure 102: Workshop interior.



Figure 103: Workshop interior.



Figure 104: Workshop interior.



Figure 105: Workshop interior.



Figure 106: Wood footings beneath the Workshop.



Figure 107: Workshop interior.

#### 4.1.7 Sheltered Slips

Date of construction: Built in 1967



Figure 108: 1954 aerial showing no evidence of the Storage Room (York Region).



Figure 109: 1970 aerial showing the Storage Room in its current location (York Region).

Within the channel built in 1967 are two long covered slips, one on either side of the channel. The slips are wood structures with aluminum siding and aluminum shed roofs. The wood slips provide boat storage for approximately forty boats.





Figure 110: Sheltered slips.



Figure 111: Sheltered slips.



Figure 112: Interior of the sheltered slips.



Figure 113: Sheltered slips.

## 4.2 Bonnie Park

Bonnie Park is a 2.82-acre park with a narrow portion of approximately 320m in length parallel to Lorne Street before making a 45-degree turn and widening as it approaches the harbour. The narrow portion of the park features a linear path system with interlocking brick and hedgerows running down the middle. Large stones and trees line the perimeter of the park along Lorne Street. The opposite side of the park is bordered by residential properties and a hotel. The entrance to the hotel and Thompson Drive cut through the park before it begins to widen. The widened portion of the park features a children's playground and a modern storage building. Where the park starts to make a 45-degree turn towards the lake, there is a pavilion with a metal gable roof and metal siding that was built in the 1960s. Beyond this point the park contains few trees and largely consists of an open green space. Two identical wood pavilions built to resemble earlier railway infrastructure are located near the harbour, each with a metal hip roof. The wood beams, trusses and braces incorporate some minor woodworking flourishes that are based on the woodworking completed on original railway pavilions (Figure 114 and Figure 115). The age of these pavilions appears to date to pre-1954 as they appear on the 1954 aerial photo of the property (however, the earliest pavilions in this location may have been replicas of the historic pavilions, and since then, materials may have been replaced over time). Finally, along the water is a small beach.





Figure 114: Original railway pavilions (Georgina Archives).



Figure 115: Modern pavilions with details based on the original railway pavilions.



Figure 116: Beach and dock along the shore of the park.



Figure 117: The east pavilion.



Figure 118: Truss system within the pavilion.



Figure 119: Truss and brace system.





Figure 120: The west pavilion.



Figure 121: View of the park facing west.



Figure 122: 1960s pavilion.



Figure 123: Storage building and stones marking the perimeter of the park.



Figure 124: Playground.

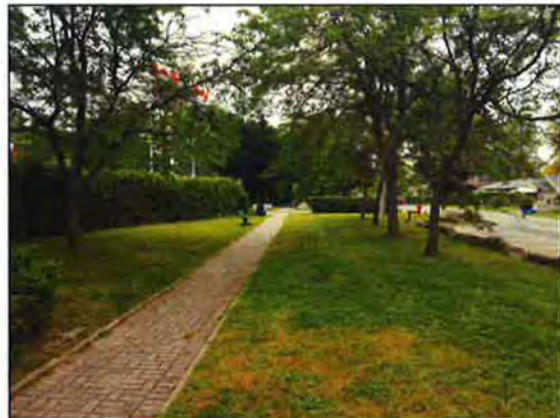


Figure 125: Linear portion of the park and interlocking brick path.





Figure 126: Linear portion of the park with interlocking brick path and hedges.



Figure 127: Entrance to the park from Lake Drive.

### 4.3 Comparative Geographic and Historic Context of 20 Bonnie Boulevard and Bonnie Park

When evaluating properties to determine cultural heritage value or interest, the resource's primary characteristics should be put into appropriate architectural, historical, and/or environmental context. Information was collected on extant known marinas in Georgina to establish how 20 Bonnie Boulevard contributes to an understanding and expression of land use themes significant within the Town of Georgina. Readily-available information on comparative marina complexes located in Ontario and other Canadian jurisdictions was collected to understand trends in materials, styles, types, and physical arrangements that are typical, representative or rare of marina complexes. This information is intended to provide a general framework for understanding the potential design and/or contextual value associated with 20 Bonnie Boulevard. Finally, readily-available information was also collected to characterize the comparative rarity of railway alignments that have been converted into parks and/or recreational or open spaces.

#### 4.3.1 20 Bonnie Boulevard

##### 4.3.1.1 Marina facilities in Georgina

20 Bonnie Boulevard contains buildings and features formerly used as a marina. Two other marina facilities are located in Georgina, and which appear to predate 1954 according to aerial imagery (Table 2). Neither of the other two marina facilities are currently recognized on the Town of Georgina's Heritage Register.

**Table 2: Marina facilities in Georgina**

Building and location	Description
<b>Krates Marina</b> 290 The Queensway South, Keswick	Established in 1930 as a fishing boat rental operation known F.S. Crates and Sons, the facilities at Krates Marina in Keswick have expanded vastly since then. As the business grew to include boat-building and then became a boat dealership, more docks and buildings and a gas pump were added to the marina (Krates Marina). Two structures are visible on 1954 aerial photographs of the marina site which remain on the site today. These are covered boat slips located on the water. They have a simple rectangular design with gable roofs which are










Building and location	Description
	possibly metal. They are utilitarian in design, without ornamentation.
<b>King Dragon Marine</b> 534 Lake Drive South, Keswick	The marina known as King Dragon Marine appears to have been established prior to 1954. The 1954 aerial photograph of the site shows one building which remains today. It appears to be a boat storage building or workshop. It is a large one-storey, rectangular wood frame building with a front gable roof, extra-wide doors and plain window openings. It has a simple utilitarian design.

#### 4.3.1.2 Heritage-Designated Marine-related Buildings

The limited number of marina facilities in the Town of Georgina do not provide an adequate sample for comparative analysis. As such, additional properties that have been evaluated to retain cultural heritage value and which are located in various Canadian jurisdictions have been included to provide a greater understanding of the types of styles, materials, construction methods, contextual environments and/or historical themes that tend to be associated with marina complexes.

**Table 3: Survey of heritage-designated, early-to-mid-twentieth-century buildings with marine industry or recreation functions**

Building and location	Year Built	Description	Photograph
Fishermen's Union Trading Company Premises in Seldom-Little Seldom, Newfoundland and Labrador	1912	A two-storey, low-pitch gable roof building located at the shoreline. Clad in clapboard with wide cornerboards and multi-pane fixed wood windows with plain wood trim. The building has a main facade on both land and water sides, revealing its function as both a fisheries building and a mercantile building.	
The Ottawa New Edinburgh Club Boathouse, Ottawa Ontario	1914-1925	Large, wooden two-and-a-half-storey building clad in wooden cove siding with a shingle roof. Rising from a rectangular footprint, the boathouse features complex massing and large balconies. The hipped-gable roof features dormer windows and a central cross gable over an entrance pavilion. The numerous wood windows are multi-pane with plain wood trim.	
Guelph Boathouse, Guelph, Ontario	Ca. 1930, rebuilt on site of 1916 building	The building features elements of recreational or pavilion style architecture in its decorative upturned eaves and wooden brackets. A one-storey wood frame building, it has an overall low building mass which is representative of the Pavilion style of architecture, as well as a mixture of hip and gable rooflines. Dormer windows on the east and west elevations are unique features. Large paired double-hung multi-pane wood windows with plain wood trim.	

Building and location	Year Built	Description	Photograph
Richmond Boat Builders building (Britannia Shipyard), Richmond, British Columbia	1932, with a 1938 addition	A long, rectangular, gable-roofed wood frame building clad in clapboard with a corrugated metal roof with skylights. Windows are multi-paned single sash wood windows with plain wood trim. Utilitarian features include sliding doors and a hinged flap to enable large pieces of boat timber to be run through the band saw.	 (Building faces river on opposite side)
Shediac Bay Yacht Club Building, Shediac New Brunswick	1962	A one-story, rectangular plan building with a flat roof, clad in corrugated steel. One façade is comprised of large multi-pane windows, with exterior beams forming a triangular motif.	

#### 4.3.1.3 Heritage-Designated Marina Complexes

A survey of Canadian marina and boatworks sites with heritage recognition was conducted. Three comparable complexes of marine-related infrastructure were identified on national and municipal heritage registers across Canada:

**Table 4: Survey of heritage-designated, early-to-mid-twentieth century complexes with marine industry or recreation functions**

Resource	Descriptions	Comparison to Bonnie Boats Marina
<b>Britannia Shipyard</b>	The Britannia Shipyard in Richmond, British Columbia is a complex of workshops and dwellings that served the shore-based salmon fishery. The property was constructed as a cannery (1890), a function it retained until 1918, after which it was adapted for use as a boat repair yard, which operated until 1980. It was designated a national historic site in 1991 because its extant boatworks and shipyard are representative of fishing boat construction and repair activities in Canada's Pacific Coast salmon fishery. Key elements include the extensive site accommodating a complex of buildings associated with the production of fishing vessels; and the typicality of the yard with its informally sited, vernacular buildings (Canada's Historic Places).	Similar to Bonnie Boats Marina, the history of the site's importance to local industry predates the site's use as a shipyard. The complex of vernacular buildings and structures in the yard are valued because their design and arrangement reflect their function in boat construction and repair activities. Unlike the Bonnie Boats Marina, the Britannia Shipyard is considered to have significance on a national level due to its association with the Pacific Coast salmon fishery.
<b>Shediac Bay Marina</b>	The Shediac Bay Marina in Shediac, New Brunswick is made up of a wharf (built ca. 1962), vestiges of a previous wharf first	Similarities to the Bonnie Boats Marina site include its association with local industry, its provision of access to the



**Table 4: Survey of heritage-designated, early-to-mid-twentieth century complexes with marine industry or recreation functions**

Resource	Descriptions	Comparison to Bonnie Boats Marina
	built in 1910 and a building that houses the Shediac Bay Yacht Club (built 1962). The site is designated a Local Historic Place for being the location of a local wharf for nearly a century. The Shediac Bay Marina has value associated with its use as a port facility for the local fishing industry. This site has added heritage value owing to its use as a stopover for seaplanes. It also has heritage value in its role as a marina. The port is used for the activities of the recreational boaters who belong to the Shediac Bay Yacht Club, founded in 1933. Since the 1930s, regattas and sailboat races have been held around the bay (Canada's Historic Places).	waterfront and to recreational boating on the bay. It also demonstrates an accumulation of elements over time, which contributes to the significance of the site.
<b>Davie Shipyard</b>	The Davie Shipyard, est. 1829, is located on the St. Lawrence River waterfront in Lévis, Québec. A marine railway and floating dock are located on the river side, and three buildings are situated across the road. Together they constitute the rare cultural landscape of a shipyard of the wooden sailing ship era. Designed mainly for ship repair and salvage operations, the shipyard was also involved in the construction and winter storage of vessels. The Davie Shipyard was designated a national historic site in 1991 because it is a rare witness to an age of early naval construction in Canada through the nature, diversity and longevity of its activities and through the innovative techniques it used while in operation; and it conserves rare, high quality resources associated with 19th-century naval construction. Its value resides in the integrity of its components, together with their setting and spatial disposition (Parks Canada Directory of Federal Heritage Designations).	The Davie Shipyard is an example of a complex of buildings and structures that share the same function of boat repair, boat manufacturing and boat storage as the Bonnie Boats Marina. Its heritage value is found not only in the way the buildings and their arrangement reflect the shipyard's activities, but also in the longevity of the operations and the rare, early construction techniques employed at the site.

#### 4.3.2 Bonnie Park

There are numerous examples in Ontario of former railways being converted into public parks and recreational trails. The linear form and direction of an original railway alignment is often still legible in the shape of the park, as it is in Bonnie Park. Historically, the Jackson's Point railway had a single track



which ran along the linear portion of the park known today as Lorne Park. The wider portion of the park known as Bonnie Park reflects where the tracks split into two before running out to the wharf. Examples of rail parks with shapes reflective of former railways since removed from the site include Stanley Park in Ottawa, Allandale Station Park in Barrie, Windsor Riverfront Park and David Crombie Park on the Esplanade in Toronto. All of these examples were converted from railways to parks in the second half of the twentieth century and their forms point to the earlier history of the land use and its evolution over time.

The linear form of a railway also often lends itself to conversion into a trail or pathway for cyclists and pedestrians, such as the York Beltline Trail in Toronto, the Georgian Trail in Collingwood, the Cambridge to Paris Rail Trail, and the Lynn Valley Trail between Simcoe and Port Dover, among many others.

Table 5 also presents a range of similar parks located in various Canadian jurisdictions and which have been recognized for their cultural heritage value as it relates to associations with local industry or development of transportation networks critical to early European settlement patterns.

**Table 5: Survey of parks related to industrial and transportation history**

<b>Park name and location</b>	<b>Comparison to Bonnie Park</b>
Tannery Pond Parkland, Markham, ON	<p>Similar to Bonnie Park in its historical association with local industry, also very similar in size (1.4 hectares).</p> <p>A tannery operated here from 1832-1900. The creek was dammed to provide power. Other businesses also developed in the immediate vicinity including a foundry, a bell foundry, a shoe factory and the Maple Leaf Woollen Mills to the south. In 1954, the dam creating the pond was washed away by Hurricane Hazel and it was never rebuilt. In 1998, Markham initiated the rehabilitation of the Tannery Pond lands (unclear if the pond has been re-established).</p>
Spring Valley Park, Brighton, ON	<p>Similar to Bonnie Park in its historical association with local industry.</p> <p>The park and its associated creek are linked to Brighton's early development because they were the site of a mill that supplied power for early industry and furnished the first hydroelectricity to the town.</p>
du Moulin Park, Rockland, ON	<p>Similar to Bonnie Park in its historical association with local industry.</p> <p>Site of a former sawmill, built in 1868 which was the origin of a lumber industry that grew to deliver lumber to England via Montreal with the construction of the Grand Trunk Railway in 1888. Converted to parkland in 1967. Remnants of three stone foundations from the sawmill remain in the park.</p>
Causeway Park, Bathurst, NB	<p>Similar to Bonnie Park in its historical function as a transportation link.</p> <p>A municipal green space along the banks of the causeway that crosses Bathurst Basin. Its value lies in the importance of the park as the site of an historical transportation link, similar to Bonnie Park. Formerly, a bridge on the site provided access to the railway</p>





Park name and location	Comparison to Bonnie Park
	<p>station to the downtown area. The bridge was destroyed by a storm in 1940, and that was when the causeway was built to replace it as a transportation link. It was recognized as a park in 1985 and further developed.</p>
<p>England's Hollow, Miramichi, NB</p>	<p>Similar to Bonnie Park in its historical association with local industry and because one of its character-defining elements is the form (in this case the topography) of the land.</p> <p>A municipal park that consists of an expanse of ground in the form of a ravine on the southern shore of the Miramichi River. Designated for its association with the area's historic shipbuilding industry. This site is the location of a former shipbuilding yard during the era of tall ship construction and early lumber trade at the Port of Miramichi. The site is also valued for its association with a pulp mill established adjacent to England's Hollow. In 1898 the mill acquired the site to use as a water source for its mill in processing wood pulp. Its contoured landscape lent itself as a water holding facility. It was declared a municipal park in 1978. Its heritage attributes include the land's slope towards the river's edge which was conducive to the placement of ship's ways.</p>
<p>The Forge, Saint-Louis-de-Kent, NB</p>	<p>Similar to Bonnie Park in its historical association with local industry.</p> <p>Public park designated for its importance in marking the place where the last blacksmith shop in the village operated. The shop's strategic location in the town made it accessible to the workers in many industries who needed blacksmithing services. The park is also valued for the social aspect of the trade and has archaeological potential.</p>
<p>Eatonia Heritage Park, Eatonias, SK</p>	<p>Similar to Bonnie Park in its historical association with local industry, and specifically a railway.</p> <p>Eatonias Heritage Park is a Municipal Heritage Property occupying a .6 ha lot on a former railway siding at the south end of Main Street in the Town of Eatonias. The property features a train caboose, a two-storey, wood-frame railway station built in 1924, and a two-storey, wood-frame house built in 1917 (which was relocated to this site).</p> <p>The heritage value of the Eatonias Heritage Park lies in its association with the settlement and development of Eatonias. Situated prominently at the head of Main Street, the caboose and station speak to the central role of the railroad in Eatonias's history. The development of Eatonias is tied to the townsite's selection as a divisional point by the Canadian Northern Railway Company, who acquired the townsite in 1918, subsequently subdividing it and selling town lots. The railroad was, for many years, a mainstay of Eatonias's economy and its principal means of access for goods and people.</p> <p>Character-defining elements include the station's location on its original site at the head of the town's principal commercial street</p>

Park name and location	Comparison to Bonnie Park
	and the open grounds around the station allowing for unobstructed sight lines from the street.

## 5.0 HERITAGE EVALUATION

### 5.1 20 Bonnie Boulevard

#### 5.1.1 Ontario Regulation 9/06 Evaluation

Table 6 contains the evaluation of the property at 20 Bonnie Boulevard against criteria as set out in Ontario Regulation 9/06 of the *Ontario Heritage Act*.

**Table 6: Evaluation of the property at 20 Bonnie Boulevard using Ontario Regulation 9/06**

1. The property has design value or physical value because it:

Ontario Heritage Act Criteria	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Yes	<p>In comparison to other heritage-significant marinas and boatworks, 20 Bonnie Boulevard is a heavily altered property, with buildings ranging in date of construction from c.1920 to 1967.. While the site has functioned as a marina and boat works for nearly a century, the historical integrity of the site as a whole is not intact, as original buildings on site have been replaced or moved to accommodate new buildings and a channel built in 1967.</p> <p>While the building complex, including the Storage Room, Paint Shop, Workshop, Showroom, 1967 Sheltered Slips, and Workshop, were not found to meet this criterion, available research suggests that the Warehouse Building should be considered a structure that expresses a rare construction method. The Warehouse contains a rare Canadian example of a Belfast truss system, a lattice style truss primarily used in the late-nineteenth century and early-twentieth century. The Belfast truss was an economical style commonly used in hangar-type buildings which require a wide span, such as those hangars built to accommodate airplanes in World War I. It is one of two known examples of this type of truss system in Canada (the other being at CFB Borden).</p> <p>Based on an assessment of other marinas in the Town of Georgina and elsewhere, the complex of buildings at 20 Bonnie Boulevard is similar in terms of style, type, material and construction methods evidenced elsewhere. While there is not an established or authoritative architectural style or building typology for marina-related buildings, a review of other similar complexes in the Town of Georgina and in other jurisdictions confirms that generally this building type can be characterized by its utilitarian and vernacular design. Often, marina buildings are frame structures with clapboard and corrugated steel siding with minimal ornamentation, with interior spaces laid out to accommodate functional uses such as boat storage, painting, and boat production and repair activities. Often, windows and signage are located on building elevations oriented towards the water and marina structures tend to retain functional components such as large sliding doors and hinged flaps. As such, apart</p>





**Table 6: Evaluation of the property at 20 Bonnie Boulevard using Ontario Regulation 9/06**

		<p>from the aforementioned Warehouse Building, the complex of buildings at 20 Bonnie Boulevard is not considered to be a rare or unique marina complex that displays evidence of rare or unique materials, construction methods, or style.</p> <p>Additionally, the results of archival research indicate that this building complex is considered neither an early, nor vanishing, example of marina or boat-building infrastructure in the Town of Georgina. Although the property was developed by Arthur Grew as a boat production in the early twentieth century, the primary buildings of that period have been replaced. Generally, the complex of buildings extant today express the uses and additions made to the property during the Sellers tenure and ownership between the early 1950s and ca. early 2000s. While the Bonnie Boats Marina operations during this time contributed to recreational and boating operations in the Town of Georgina, this complex is not the last of its kind representative of this period.</p>
ii. displays a high degree of craftsmanship or artistic merit, or;	No	The property at 20 Bonnie Boulevard does not meet this criterion. The marina buildings are utilitarian structures and do not exhibit a high degree of craftsmanship or artistic merit.
iii. demonstrates a high degree of technical or scientific achievement.	No	The property at 20 Bonnie Boulevard does not meet this criterion.

2. The property has historical value or associative value because it:

<i>Ontario Heritage Act Criteria</i>	Yes/No	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Yes	The property at 20 Bonnie Boulevard is significant to Jackson's Point as it relates to the industrial and recreational history of the community. The property was the site of a sawmill and ice storage facility, which established Jackson's Point as an important centre for timber and ice cutting in the late-nineteenth century. Later, as part of Jackson's Point Park, the site hosted numerous large social events including the annual Lennox Picnic between 1907 and 1921, one of the largest annual political gatherings in Ontario. As a marina and boat works for the past one hundred years, the site has played a significant role in providing recreational opportunities on Lake Simcoe, which is a significant contributor to the identity of Jackson's Point and the Town of Georgina.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	No	The property at 20 Bonnie Boulevard does not meet this criterion. The site does not yield or have the potential to yield information that contributes to an understanding of the culture of Jackson's Point.
iii. demonstrates or	No	The property at 20 Bonnie Boulevard does not meet this criterion.



**Table 6: Evaluation of the property at 20 Bonnie Boulevard using Ontario Regulation 9/06**

reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.		
3. The property has contextual value because it:		
<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. is important in defining, maintaining or supporting the character of an area;	Yes	The property at 20 Bonnie Boulevard meets this criterion. The property defines and supports the lacustrine character of the area, which is a significant element of the Jackson's Point community and the Town of Georgina.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	Yes	The property at 20 Bonnie Boulevard meets this criterion. The structures and the historical recreational and industrial function of the site are physically and historically linked to the Jackson's Point Harbour, Lake Simcoe and the Jackson's Point community. When combined with the adjacent Bonnie Park, the adjacent boathouses along Malone Road, the Malone Wharf and the breakwall, the complex provides a physical, functional and visually significant harbour landscape.
iii. is a landmark.	No	The property at 20 Bonnie Boulevard does not meet this criterion.

The above evaluation confirms that the property at 20 Bonnie Boulevard contains significant cultural heritage value under the criteria laid out in Regulation 9/06 of the *Ontario Heritage Act*. In particular, it was determined that the property contains physical, historical, and contextual value.

### **5.1.2 Proposed Statement of Cultural Heritage Value**

#### **5.1.2.1 Description of Property**

The property at 20 Bonnie Boulevard is located south of Bonnie Boulevard, east of Lorne Street, and has historically been the location of the Bonnie Boats Marina, a marina complex consisting of eight buildings and a boat channel, built between c.1920s and 1967. The extensive history of the property predates the existing facility, as the site and the adjacent harbour were significant lumber and ice cutting sites dating back to the mid-1800s. The marina was started by Arthur Grew in 1907 with significant alterations and expansion conducted in 1967 and has provided recreational access to the Jackson's Point Harbour and Lake Simcoe and has played a fundamental role in contributing to the character of the community.

#### **5.1.2.2 Statement of Cultural Heritage Value**

The property at 20 Bonnie Boulevard is significant for its physical, historical and contextual value.



The Warehouse Building on the property contains a rare Canadian example of a Belfast truss system, a lattice style truss primarily used in the late-nineteenth century and early-twentieth century. The Belfast truss was an economical style commonly used in hangar-type buildings which require a wide span, such as those hangars built to accommodate airplanes in World War I. It is one of two known examples of this type of truss system in Canada (the other being at CFB Borden).

The property is significant for its historical associations with the industrial, recreational, and social history of the Jackson's Point community. The site is directly related to the timber and ice cutting industries which thrived on the site in the late-nineteenth century. The property contained a large sawmill and ice storage facilities until the late-nineteenth century and early-twentieth century respectively. In addition, as part of Jackson's Point Park, the site hosted numerous large social events including the annual Lennox Picnic between 1907 and 1921, one of the largest annual political gatherings in Ontario. As a marina for the past one hundred years, the site has played a significant role in providing recreational opportunities on Lake Simcoe, which combined with the industrial history of the site makes it a significant contributor to the identity of Jackson's Point and the Town of Georgina.

Contextually, the property defines and supports the Jackson's Point Harbour and the lacustrine character of the area, which is a significant element of the Jackson's Point community and the Town of Georgina. When combined with the adjacent Bonnie Park, the adjacent boathouses along Malone Road, the Malone Wharf and the breakwall, the collective provide a physical, functional and visually significant harbour landscape.

### 5.1.2.3 List of Heritage Attributes

The subject property at 20 Bonnie Boulevard retains the following heritage attributes:

- The location of the property and the collection of buildings adjacent to Bonnie Park, Jackson's Point Harbour and Lake Simcoe, which are associated with the nearly two hundred year evolution of the property's continued industrial and recreational history.
- The Warehouse Building along Lorne Road, a wood frame structure constructed with a Belfast truss roof.

## 5.2 Bonnie Park

### 5.2.1 Ontario Regulation 9/06 Evaluation

Table 7 contains the evaluation of Bonnie Park against criteria as set out in Ontario Regulation 9/06.

**Table 7: Evaluation of the Bonnie Park using Ontario Regulation 9/06**

1. The property has design value or physical value because it:		
<i>Ontario Heritage Act</i> Criteria	Yes/No	Analysis
i. is a rare, unique, representative or early example of a style, type, expression, material or construction method;	Yes	Bonnie Park meets this criterion. The park is an early and representative example of park land established through the conversion of a rail right-of-way to public open space. There are several examples in other Ontario and Canadian jurisdictions of this type of public open space, which have often been established in the second half of the twentieth century as rail infrastructure became redundant or diminished and needs for recreational space increased. Within the Town of Georgina, it is also a unique expression



**Table 7: Evaluation of the Bonnie Park using Ontario Regulation 9/06**

		of the former Lake Simcoe Junction Railway, an important feature which contributed to the industrial and recreational history of Jackson's Point and whose arrival and removal were turning points in Jackson's Point's history.
ii. displays a high degree of craftsmanship or artistic merit, or;	No	Bonnie Park does not meet this criterion. The park does not display a high degree of craftsmanship or artistic merit.
iii. demonstrates a high degree of technical or scientific achievement.	No	Bonnie Park does not meet this criterion. The park does not display a high degree of technical or scientific achievement.

2. The property has historical value or associative value because it:

<i>Ontario Heritage Act Criteria</i>	<i>Yes/No</i>	<i>Analysis</i>
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	Yes	Bonnie Park meets this criterion. The park is the result of the removal of a railway line which was significant in providing access to Jackson's Point for recreational and industrial purposes. Starting at Union Station in Toronto, the railway line brought people from communities in the south to enjoy Jackson's Point Park. In addition, the railway supported the industrial uses of the harbour including the lumber and ice cutting industries, and contributed to shipping these products to communities outside Jackson's Point. The park also featured the Edgewater Park Dance Pavilion from 1934 to 1963, which was an important social space in Jackson's Point. Along with the adjacent Bonnie Boats Marina site, the property played a role in timber production and ice storage throughout the late-nineteenth century and early-twentieth century.
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	Yes	Bonnie Park meets this criterion. The park has the ability to yield further information about the railway line, and contributes to a greater understanding of the industrial history of the adjacent property at 20 Bonnie Boulevard, the Jackson's Point Harbour and Lake Simcoe.
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	No	Bonnie Park does not meet this criterion.

3. The property has contextual value because it:

<i>Ontario Heritage Act Criteria</i>	<i>Yes/No</i>	<i>Analysis</i>
i. is important in	No	Bonnie Park does not meet this criterion. The park is not important in





**Table 7: Evaluation of the Bonnie Park using Ontario Regulation 9/06**

defining, maintaining or supporting the character of an area;		defining, maintaining or supporting the character of the area.
ii. is physically, functionally, visually or historically linked to its surroundings, or;	Yes	Bonnie Park meets this criterion. The park is historically linked to the Jackson's Point Harbour, the industrial function of the adjacent property at 20 Bonnie Boulevard, and the former Jackson's Point Park. The rail corridor played an important part in providing access into and out of the Harbour for materials produced in the harbour and for people visiting Jackson's Point Park.
iii. is a landmark.	No	Bonnie Park does not meet this criterion.

The above evaluation confirms that Bonnie Park contains significant cultural heritage value under the criteria laid out in Regulation 9/06 of the *Ontario Heritage Act*. In particular, it was determined that the property contains physical, historical, and contextual value.

## **5.2.2 Proposed Statement of Cultural Heritage Value**

### **5.2.2.1 Description of Property**

Bonnie Park is located on the south side of Bonnie Boulevard, east of Lorne Street, and consists of an irregularly shaped 2.82 acre property in Jackson's Point in the Town of Georgina, which follows the path of the former Lake Simcoe Junction Railway corridor. From 1887 to 1937 the rail corridor consisted of a railway to a wharf in Jackson's Point Harbour, the Jackson's Point Railway Station, and a number of related railway outbuildings. The park was created when the railway tracks were removed in 1937.

### **5.2.2.2 Statement of Cultural Heritage Value**

Bonnie Park is significant for its physical, historical, and contextual value.

Bonnie Park is an early and representative example of park land established through the conversion of a rail right-of-way to public open space. There are several examples in other Ontario and Canadian jurisdictions of this type of public open space, and which were often established in the second half of the twentieth century as rail infrastructure became redundant or diminished and needs for recreational space increased. Within the Town of Georgina, it is also a unique expression of the former Lake Simcoe Junction Railway, an important feature which contributed to the industrial and recreational history of Jackson's Point. The arrival, and later removal of the railway, were turning points in Jackson's Point development during the nineteenth and twentieth centuries.

The property is significant for its historical associations with the industrial, recreational, and social history of the Jackson's Park community. The park is the result of the removal of a railway line which was significant in providing access to Jackson's Point for recreational and industrial purposes. Starting at Union Station in Toronto, the railway line brought people from communities in the south to enjoy Jackson's Point Park. In addition, the railway supported the industrial uses of the harbour including the lumber and ice cutting industries, and contributed to shipping timber and ice to communities outside



Jackson's Point. The park also featured the Edgewater Park Dance Pavilion from 1934 to 1963, which was an important social space in Jackson's Point. Along with the adjacent property at 20 Bonnie Boulevard, the property played a role in timber production and ice storage throughout the late-nineteenth century and early-twentieth century.

Bonnie Park's contextual value derives from its historical linkage to Jackson's Point Harbour, the industrial function of the adjacent property at 20 Bonnie Boulevard and the former Jackson's Point Park. The rail corridor played an important part in providing access into and out of the Harbour for materials produced in the harbour and for people visiting Jackson's Point Park.

### ***5.2.2.3 List of Heritage Attributes***

Bonnie Park retains the following heritage attributes:

- The location and shape of the park from Lake Drive to Jackson's Point Harbour, as it expresses the layout of the original rail corridor and has contributed to the industrial and recreational history of the area.
- The two wood pavilions in the northernmost portion of the park, which replicate the shape, design and select wood detailing of the historic railway pavilions from the Jackson's Point Railway Station.

## **6.0 CONSERVATION AND MITIGATION STRATEGIES**

The Ministry of Tourism Culture and Sport identifies specific principles that reflect good conservation practice (2006). These include:

1. Respect for documentary evidence. Do not base restoration on conjecture. Conservation work should be based on historic documentation, such as historic photographs, drawings and physical evidence
2. Respect for the original location. Do not move buildings unless there is no other means to save them. Site is an integral component of a building. Any change in site diminishes heritage value considerably.
3. Respect for historic material Repair or conserve rather than replace building materials and finishes, except where absolutely necessary. Minimal intervention maintains the historical content of the resource.
4. Respect for original fabric. Repair with like materials, to return the resource to its prior condition without altering its integrity.
5. Respect for the buildings history. Do not restore to one period at the expense of another. Do not destroy later additions to a house solely to restore it to a single time period.
6. Reversibility. Alterations should be able to be returned to original conditions. This conserves earlier building design and technique. For instance, when a new door opening





is put in a stone wall, the original stones are numbered, removed and stored, allowing for future restoration.

7. Legibility. New work should be distinguishable from old. Buildings should be recognized as products of their own time, and new additions should not blur the distinction between old and new.

8. Maintenance. With continuous care, future restoration will not be necessary. With regular upkeep, major conservation projects and their high costs can be avoided.

The MTCS also recommends that impacts to significant cultural heritage resources be evaluated and appropriate conservation and/or mitigation measures developed (MTCS 2006), typically as part of a heritage impact assessment study. Where a conservation plan and application of the aforementioned principles is not identified as a selected strategy, mitigative measures should be recommended to minimize impacts on significant cultural heritage resources.

To assist in characterizing how a range of conservation and mitigation strategies may be applied to the two subject properties, a range of strategies have been identified based on a review of the Ontario Government's Heritage Impact Assessments for Provincial Heritage Properties Bulletin (2017) and which provides guidance for the conservation and good stewardship of provincial heritage properties. While its intent is to address properties owned by the Ontario Government, the document provides guidance for best practices in the heritage field, which can be useful for any property containing cultural heritage value.

The Bulletin outlines several approaches for conserving or enhancing cultural heritage value and/or heritage attributes. These may include but are not limited to:

- Retaining heritage resources and attributes in situ
- Changes or alterations that are consistent with accepted conservation principles
- Adaptive re-use of a property – alteration of a property to fit new uses or circumstances of the property in a manner that retains its cultural heritage value or interest
- Public interpretation or commemoration of the property

The following tables address these various approaches and assess how they may be applied to identified heritage attributes and for the purposes of conserving and enhancing cultural heritage value of 20 Bonnie Boulevard and Bonnie Park.

**Table 8: Potential Conservation and Mitigation Strategies for 20 Bonnie Boulevard**

Attribute	Conservation Approach	Discussion of Benefits and Challenges
The location of the property and the collection of buildings adjacent to Bonnie Park, Jackson's Point Harbour and Lake Simcoe, which are associated with the nearly two hundred year evolution of the property's continued industrial and recreational history.	Retaining heritage resources and attributes in situ;  The buildings are retained on site as a means of maintaining the association with the industrial and recreational history of the property.	The ability to use the site as a marina may not be feasible or desirable. Many of the buildings provide very specific uses, which may not be suitable for alternative uses without significant alterations, relocation or demolition of buildings.
	Changes or alterations:	Some buildings may not present the ability to be altered or relocated in a

**Table 8: Potential Conservation and Mitigation Strategies for 20 Bonnie Boulevard**

Attribute	Conservation Approach	Discussion of Benefits and Challenges
	Buildings are altered or relocated to allow for a continuation of the industrial and recreational history of the property.	suitable manner due to structural issues or suitability for alternative industrial or recreational uses.
	Adaptive re-use:  All or some buildings are retained for a new use on site. Adaptive re-use might require alterations, relocated buildings or the demolition of some buildings as a means of preserving	Some buildings may not present the ability to be adaptively reused in a suitable manner due to structural issues or suitability for alternative industrial or recreational uses.
	Public interpretation or commemoration:  All or some buildings are retained, removed or relocated and the industrial and recreational history of the site is conveyed through a heritage interpretation strategy.	A robust heritage interpretation strategy would be required to provide an adequate level of commemoration for the history of the site and its buildings. (See Section 6.1 for examples)
The Warehouse Building along Lorne Road, a wood frame structure constructed with a Belfast truss roof.	Retaining heritage resources and attributes in situ:  The building is retained in situ and maintains its continued use as a storage warehouse.	The Warehouse Building may not meet the needs of its current owners to be retained in situ with no alterations.
	Changes or alterations:  The building is retained in situ or in a new location and altered to provide for continued use as a storage warehouse. The Warehouse Building has been moved once before (around 1967) and as such, could be moved again to another site for continued use.	The Warehouse Building would require a structural assessment to determine the feasibility of relocating the building to a new location.
	Adaptive re-use of a property:  The building is altered and/or relocated to provide for new uses.	The Warehouse Building would require a structural assessment to determine the feasibility of relocating the building to a new location. Potential alterations that are required as part of an adaptive re-use strategy will need to be explored.
	Public interpretation or commemoration:	The demolition of the building would potentially involve the removal of a





**Table 8: Potential Conservation and Mitigation Strategies for 20 Bonnie Boulevard**

Attribute	Conservation Approach	Discussion of Benefits and Challenges
	The building is demolished and features of the building, such as the Belfast truss system are reused in a new building or pavilion or as part of an interpretation strategy. Alternatively, the building can be included in an interpretation strategy for the entire property.	rare Belfast truss system. This truss system should be maintained/reused where possible.

**Table 9: Potential Conservation and Mitigation Strategies for Bonnie Park**

Attribute	Conservation Approach	Discussion of Benefits and Challenges
The location and shape of the park from Lake Drive to Jackson's Point Harbour, as it expresses the layout of the original rail corridor and has contributed to the industrial and recreational history of the area.	Retaining heritage resources and attributes in situ:	Bonnie Park, retained in its existing shape does not allow for potential enhancements to the park.
	Bonnie Park is retained in situ, with no alterations to its shape.	
	Changes or alterations:	A realigned shape to Bonnie Park would potentially lose the connection between the history of the site and its existing use. However, an enhanced park in both size and design would mitigate the loss of the shape of the property when combined with an interpretation strategy.
	Bonnie Park is retained but portions of the park are shifted or realigned.	
	Adaptive re-use:	
	N/A	
	Public interpretation or commemoration:	The park may be altered and reoriented, but the history of the site must be reflected in a robust heritage interpretation strategy (see Section 7.0 for examples).
The two wood pavilions in the northernmost portion of the park, which replicate the shape, design and select wood detailing of the historic railway pavilions from the Jackson's Point Railway Station.	Retaining heritage resources and attributes in situ:	The pavilions are not architecturally significant but are early reinterpretations of railway infrastructure, which should be maintained as pavilions. An enhanced park may require moving the pavilions to an alternative site in the park.
	The two wood pavilions are maintained in situ in the northernmost part of Bonnie Park.	
	Changes or alterations:	No concerns.



**Table 9: Potential Conservation and Mitigation Strategies for Bonnie Park**

Attribute	Conservation Approach	Discussion of Benefits and Challenges
	The two wood pavilions are retained but relocated within Bonnie Park	
	Adaptive re-use of a property:  The two pavilions could be altered and reused to provide additional functions or purpose to the pavilion.	The pavilions and their trusses and structural details, which reflect the original railway architecture, will need to be maintained or reconstructed in kind as part of an adaptive reuse strategy. This may present challenges depending on the proposed use.
	Public interpretation or commemoration:  For over sixty years, the pavilions have acted as an interpretation of the railway history of the site and would contribute to a future interpretation strategy.	The pavilions should be maintained or reproduced in kind as early reinterpretations of the railway history of the Park. These buildings may be relocated from their current location as they are not original structures.

## 6.1 Potential Heritage Interpretation Strategies

A means of mitigating the removal of a cultural heritage resource or attribute is through the implementation of a heritage interpretation strategy. Heritage interpretation strategies reflect the cultural heritage value of a property through a range of mediums, which assist in creating a narrative and a sense of place related to a property's heritage significance. Some examples of installations that are typically included in a heritage interpretation strategy include:

- Information boards/panels and signage
- Multimedia displays (photos, video, audio)
- Models and tactile displays
- Landscape design and paving
- Public art/Murals
- Reinterpretation or reinstallation of salvaged heritage attributes in new designs.
- Mobile/smart phone applications

### 6.1.1 Information Boards/Panels and Signage

Information boards/panels and signage can provide context about the historical significance of a property. Where plaques have traditionally acted as the means of commemorating heritage properties, their content, materiality, and location typically do not provide the context and insight necessary to provide captivating interpretation of a property. Best practices in interpretation strategies implement information boards and panels that incorporate historical photos, maps, text, and other information that provide an immersive experience for visitors of all ages and abilities. Where plaques have a limited malleability in terms of design, information boards and panels can be designed in an assortment of shapes and sizes and





incorporated into a variety of features that meet urban design objectives (such as wayfinding, public art, etc).



Figure 128: Maen Llia (Wales)



Figure 129: Fort Frances (Ontario)



Figure 130: Taylor Creek (Utah)



Figure 131: Bedford (UK)



Figure 132: Kincardine Boardwalk (Ontario)



Figure 133: Etched glass outlining the original building (Austria)

### 6.1.2 Multimedia Displays

A multimedia display provides an immersive interpretation experience for all ages and abilities. Displays can include video, photos and/or audio, which tell the story of a place and can be activated by touch screens. Audio recordings of local residents can provide an oral history of the site and provide an inclusive and multi-layered experience that incorporates both local and general knowledge and research.



Figure 134: Touch screen (Malta)



Figure 135: Ireland Park (Toronto)

### 6.1.3 Models and Tactile Displays

Models and tactile displays provide visitors with a physical re-creation of a site, providing spatial awareness and a three-dimensional understanding of a property. Comprised of a wide variety of materials including metal, bronze and graphite, tactile models are durable and can assist with wayfinding. A series of tactile models can depict the evolution of the property.





Figure 136: Parliament Hill (Ottawa)



Figure 137: Old Point Loma Lighthouse (California)

#### **6.1.4 Landscape Design and Paving**

Heritage interpretation can be achieved through creative landscape design to express significant heritage attributes in the built environment. Interpretation can include outlining building foundations in contrasting colours or materials embedded in the ground or through the incorporation of significant motifs or themes in new construction.



Figure 138: Railway interpretation (Australia)



Figure 139: York Beltline Trail with railway interpretation (Toronto)



Figure 140: Berlin Wall (Germany)



Figure 141: Church Foundations (Hamilton)

### 6.1.5 Public Art and Murals

Public art and murals can depict and reinterpret elements that represent the history of a property. A collage of historical imagery that incorporates sites, people and events can be developed with input from the community. Public art pieces can incorporate motifs and elements inspired by or deriving from built heritage. Local or professional artists can be used to create murals and public art pieces.





Figure 142: Mural in Welland (Ontario)



Figure 143: Mural in Oshawa (Ontario)



Figure 144: Sculptures in Timmins (Ontario)



Figure 145: Waterloo Sculpture Garden (Ontario)



Figure 146: Statues and art in Hamilton (Ontario)

### 6.1.6 Reinterpretation /Reinstallation of Heritage Attributes in New Infrastructure

Where whole buildings cannot be conserved, identified heritage attributes can be reinterpreted or conserved and reinstalled in new infrastructure. Bonnie Park contains one such example, through the



incorporation of wood beams, trusses and braces that are based on the minor woodworking flourishes from Jackson's Point's original railway pavilions (Figure 114 and Figure 115).



Figure 147: Betzner Farmstead (Kitchener)



Figure 148: Wall created by remnant ruins (Cambridge)

### 6.1.7 Mobile/smart Phone Applications

The ubiquity of mobile phones creates opportunities to provide dynamic and immersive interpretive content. Applications can be developed to provide information, photos, videos and audio that provide information about the history and evolution of a property. A mobile phone application can be specific to the site or integrated into a larger electronic strategy for an area.



Figure 149: Rideau Canal App (Ottawa)



Figure 150: Example of an app overlaying historical photos on a screen



## 7.0 CONCLUSIONS

Based on the results of archival research, a field review and an assessment of their cultural heritage value using Ontario Regulation 9/06 of the *Ontario Heritage Act*, this assessment finds that 20 Bonnie Boulevard and Bonnie Park both contain cultural heritage value. Both properties contain physical, historical and contextual value.

Draft Statements of Cultural Heritage Value have been crafted, outlining the heritage attributes of each property. Potential conservation and mitigation measures have been included that Town of Georgina staff, Heritage Committee Members, and Council can use to conserve the cultural heritage value and heritage attributes of the properties as part of future development or enhancement projects. These measures include retaining heritage resources and attributes in situ, making sympathetic changes and alterations, adaptively re-using the buildings and/or creating a public interpretation or commemoration strategy.



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