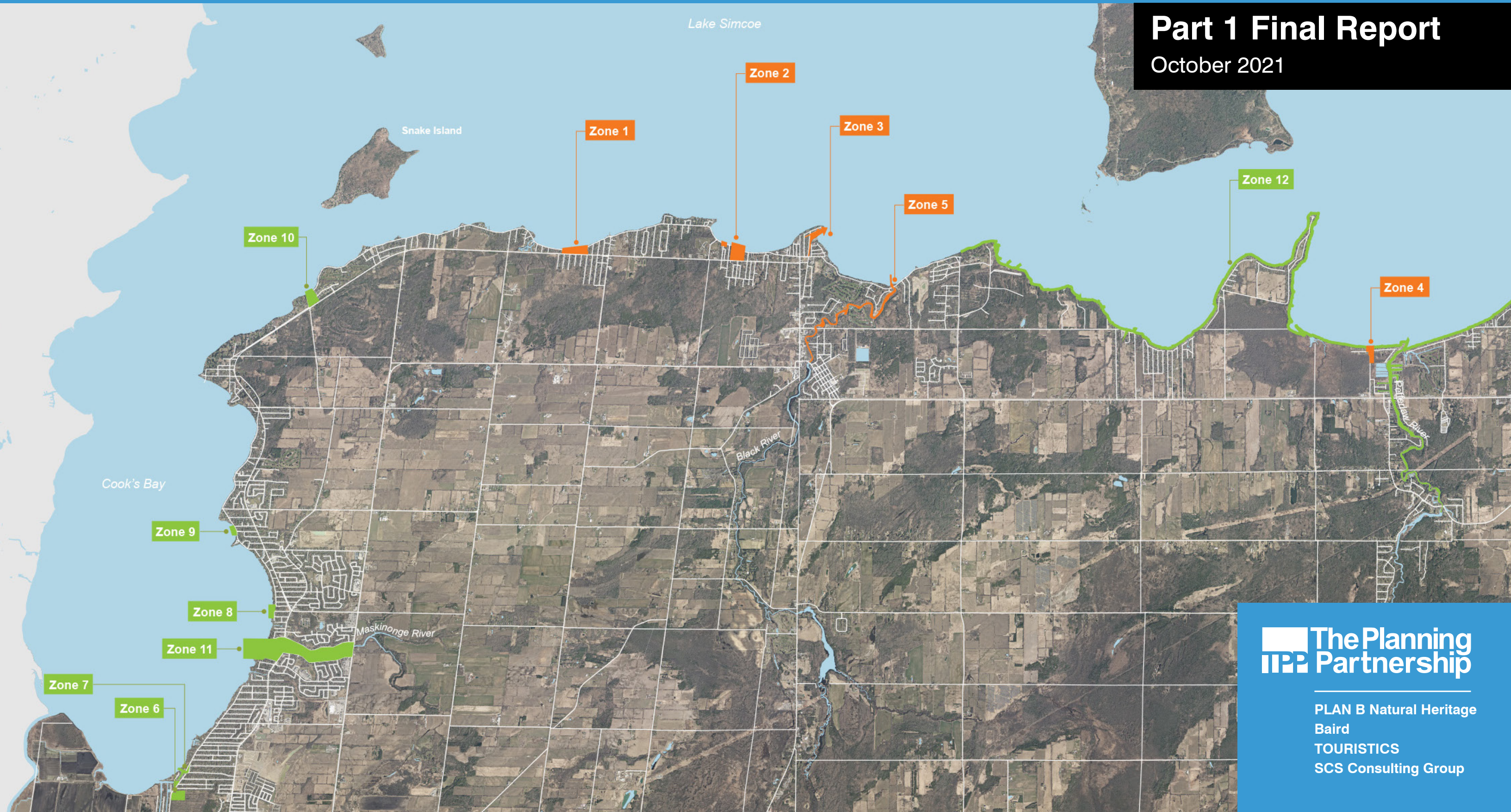


Town of Georgina

Waterfront Parks Master Plan

Part 1 Final Report
October 2021



 **The Planning
Partnership**

PLAN B Natural Heritage
Baird
TOURISTICS
SCS Consulting Group

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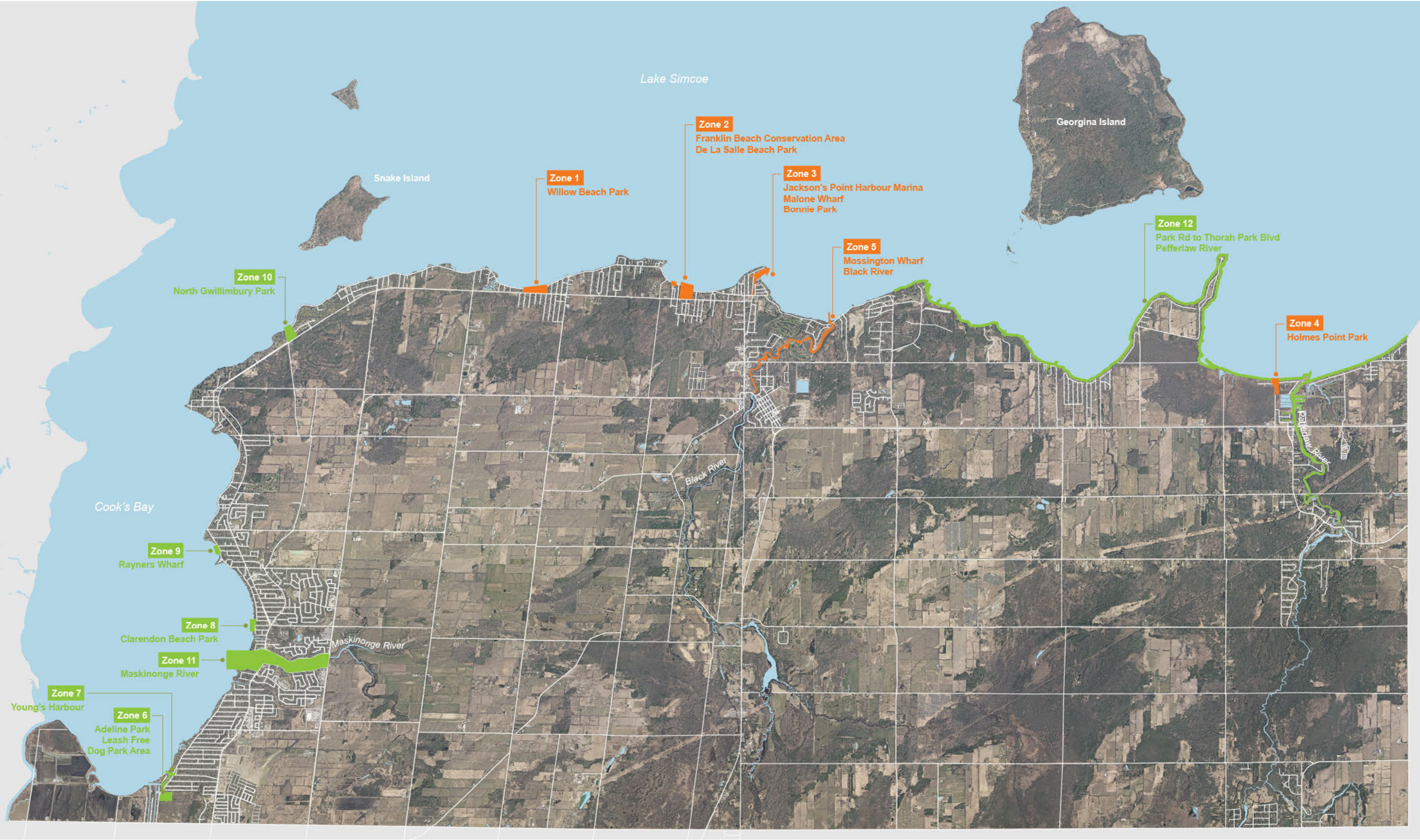
Zone 2 De La Salle Park & Franklin Beach Conservation Area 26

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Waterfront Parks Master Plan - Part 1 (Orange)



Map of Georgina showing the Waterfront Parks Master Plan - Part 1 zones in orange

Introduction

The Town of Georgina is preparing a Waterfront Master Plan to provide a framework for decision making for existing and potential waterfront parks along the shoreline of Lake Simcoe. The Waterfront Master Plan is divided into three parts. Parts 1 and 2 includes the creation of conceptual plans for selected parks and areas, as well as operational plans for the waterfront parks, marinas and Town owned open-spaces such as municipal road-ends, wharves and boat launches. The Part 1 areas were selected to focus on the immediate needs of the largest waterfront parks, along with the Jackson’s Point Harbour marina, the Mossington Wharf, and the Black River north of High Street in Sutton.

The Part 2 areas will focus on smaller waterfront parks and evaluate opportunities for enhancement and improvements to maximize the potential use of the areas.

Part 3 will summarize the findings of Part 1 and Part 2, and provide recommendations on the following:

- Future economic development opportunities
- Developing business opportunities and partnerships
- Sustainable management
- Operational practices
- Parking by-law and strategy
- Legislative, policy and by-law updates
- Purchase and sale of lands and/or assets
- A 10-year implementation strategy

The Planning Partnership, Baird, PLAN B Natural Heritage and Touristcs were retained for Part 1 of the Waterfront Parks Master Plan for This report addresses:

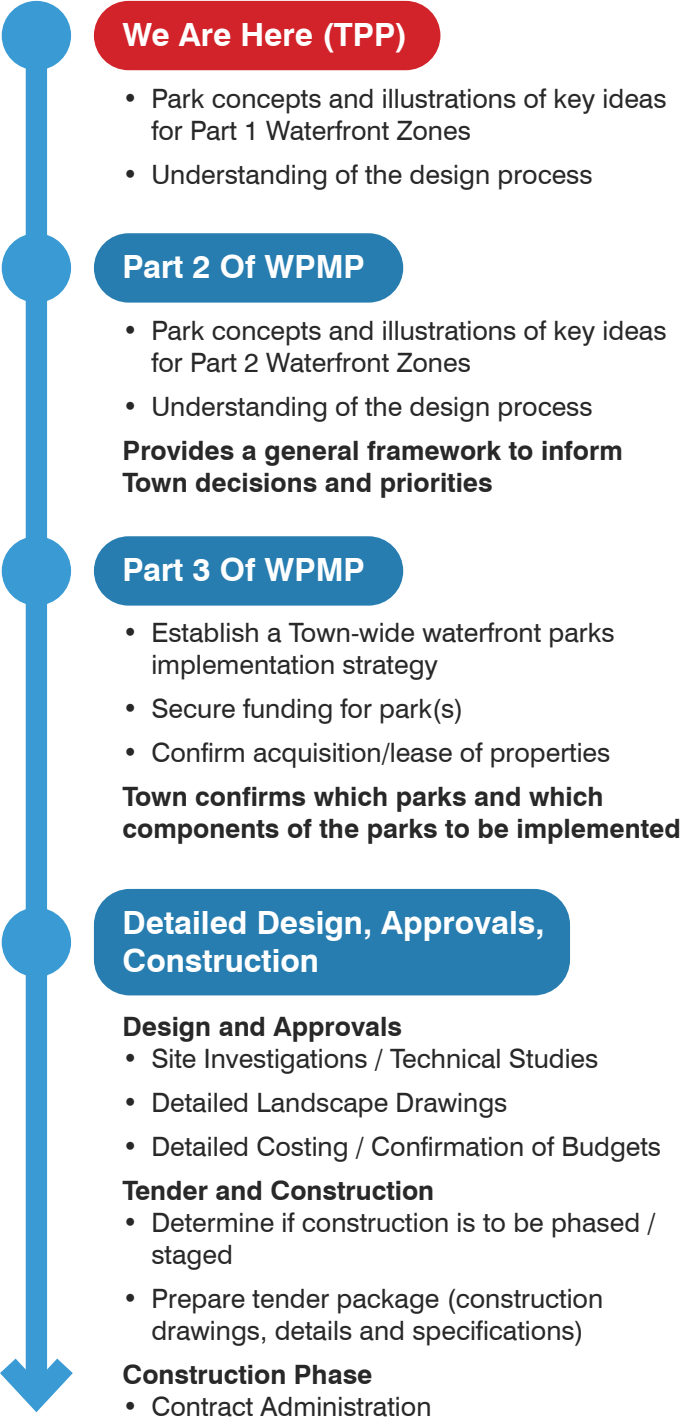
- Zone 1:** Willow Beach
- Zone 2:** Franklin Beach Conservation Area & De La Salle Park
- Zone 3:** Jackson’s Point Harbour Marina, Malone Wharf & Bonnie Park
- Zone 4:** Holmes Point Park
- Zone 5:** Mossington Wharf, Black River to Sutton

Study Process



Waterfront Parks Master Plan

Completion of Part 1 of the Waterfront Parks Master Plan (WPMP) is the first step in a longer process. The results of this exercise provides the broad design frameworks for each park that were generated through a collaborative process sharing work in progress at each stage in the evolution of ideas. The design framework for each zone has attempted to balance the greater community needs with the often competing concerns and interests of residents in the immediate proximity of each park.



There are many influences on determining the implementation of improvements to the waterfront parks, including:

- opportunities presented to ‘piggy back” with other capital projects
- focus of specific funding programs
- strategy to “sprinkle” improvements across all zones
- strategy to focus on one or two zones:
 - the parks with the most significant pressure points, such as Holmes Point
 - desire to enhance boating
 - desire to upgrade existing locations, such as Malone Wharf
 - desire to connect the park to the beach at Willow Beach

Staff and Council will consider all of the variables and influences when making decisions on projects to implement.

The waterfront parks included in Part 1 include the significant town-wide parks intended to provide amenities for all Georgina residents. Georgina's waterfront is an important component of the Town's Strategic Plan, Economic Development Plan and Tourism Plan and, therefore, the parks also play a role in attracting visitors to Georgina. While the waterfront parks are flanked by residential neighbourhoods, they are not neighbourhood parks, but function as important resources to be shared with all.

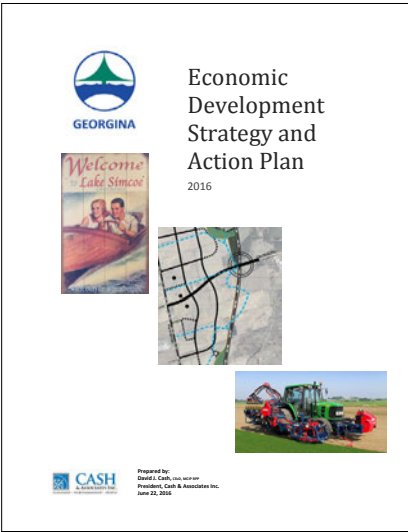
Relevant Previous Studies



Strategic Plan 2019-2023 (2019) *Town of Georgina*

The Town's *Strategic Plan 2019-2023* outlines the collective focus of Council for its term of office. Combined with the Town's Official Plan, and sub-strategies, it functions as a critical and overarching document that guides decisions, priorities and activities at the Town. The Strategic Plan lays out a vision and mission, four priorities, each with associated objectives, and 39 specific actions that will be undertaken over the plan's four year horizon.

The vision for the Town is "to be a progressive and vibrant growing community on the south shore of Lake Simcoe, with a balance of rural and urban character". The Mission for the Town is "to promote a high quality of life for our residents through exceptional service, community engagement and a framework which supports a thriving economy." The four priorities are: Grow Our Economy; Promote a High Quality of Life; Engage Our Community and Build Partnerships; and, Deliver Exceptional Services. The action to Develop a Waterfront Strategy is listed under the objective Build a Healthy, Safe and Accessible Community as part of the priority to Promote a High Quality of Life.

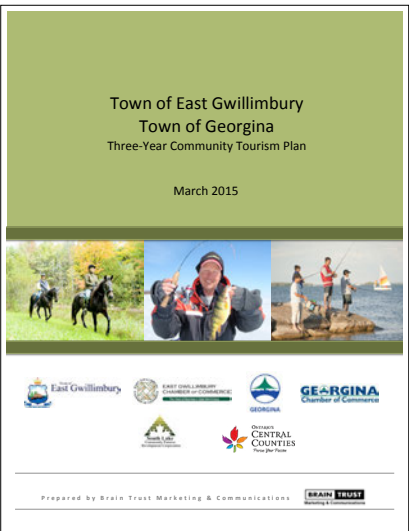


Economic Development Strategy & Action Plan (2016) *Town of Georgina*

The 2016 Economic Development Strategy & Action Plan provides an update to the Town's 2009 Economic Development Strategy. The process involved a research and data analysis phase, public consultations, consultations with the Town's Economic Development Committee and the formulation of a set of Strategies, Actions and Outputs. The study recognizes that the Town has Lake Simcoe access and 52 kilometres of shoreline and that this is unique for tourism and recreation. It identifies as a weakness that public beaches lack amenities and commercial services. It also identifies the opportunity to improve and better leverage public beaches and public swimming.

Relevant recommendations include:

- Increase slip development to accommodate more boaters at Mossington Park, Jackson's Point.
- Complete a feasibility study for an enhanced public pier/harbour and related commercial development on Lake Simcoe, with a focus to attract recreational boaters, fishers, and related economic spinoff.
- Create new attractions – Lake Simcoe and River Boat Cruises, public beach commercial area with adequate parking.



Three-Year Community Tourism Plan (2015) *Town of Georgina/Town of East Gwillimbury*

In 2013, Central Counties Tourism presented its communities with the opportunity to complete a tourism planning exercise that would result in a Community Tourism Plan. The Town of East Gwillimbury and the Town of Georgina and the local Chambers of Commerce partnered to develop the local strategy. The Community Tourism Plan: identifies and ranks tourism assets & markets; identifies the tourism industry stakeholders and agencies involved in tourism; assigns roles and responsibilities to avoid duplications and gaps; and acts as a framework for business, local government and other key organizations. The Tourism Plan aims to ensure that East Gwillimbury and Georgina optimize the benefits available from tourism activities.

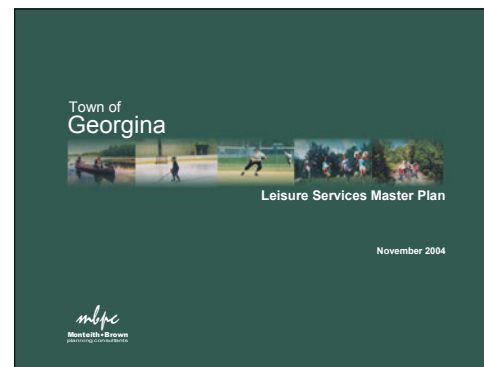
The Tourism Task Force attended a working session with the goal of identifying and ranking East Gwillimbury and Georgina's tourism assets. These assets included the 5 components of tourism; attractions, tourism businesses, infrastructure, hospitality and promotion.

Under the Attractions component on tourism, the majority of East Gwillimbury and Georgina's tourism attractions are considered secondary attractions that don't necessarily draw visitors on their own, but rather in a grouping of experiences within a cluster, one of which is identified as Beaches and Waterfront Parks (Georgina beaches; De La Salle Park, Holmes Point Park, Jackson's Point/Bonnie Park, North Gwillimbury Park, Willow Beach Conservation Area, Willow Wharf and Young's Harbour).

Among the demand generators that specifically motivate visitors to travel to the area are several generators relevant to the Georgina waterfront, including: Lake Simcoe (ice fishing, fishing, boating, beaches), Resorts and Cottages, Camping, The Briars Resort, and Golf Courses.

For tourism infrastructure, the report notes that in the several marinas and boat launches in the Town of Georgina, most docking slips are used by seasonal boaters with only a limited number for transient visitors

Regarding public beaches in the Town of Georgina, the report notes that there is a limited amount of parking (all paid), and that visitors to the beaches rarely explore other areas within Georgina and therefore the economic impact of day use visits to these areas is limited to the parking fees that are generated. Sibbald Point Provincial Park also offers day use beach access with the purchase of a daily permit.



Leisure Services Master Plan (2004)

Town of Georgina

The Town's 2004 *Leisure Services Master Plan* established a policy framework which is used to guide the provision of parks, recreation, and leisure services in Georgina for both current and future populations. The goal of the Plan is to enhance the quality of life of all residents of all ages and abilities. The Master Plan provided direction for the next 10 years and included a prioritized Implementation Plan that responds to the leisure needs of Georgina residents.

40% of poll respondents indicated that waterfront parks are not meeting their needs and identified such factors as overcrowded beaches, poor access and a lack of parking as issues. There was also varying opinion on the balance between serving local residents and the seasonal populations. More study on the topic was recommended.

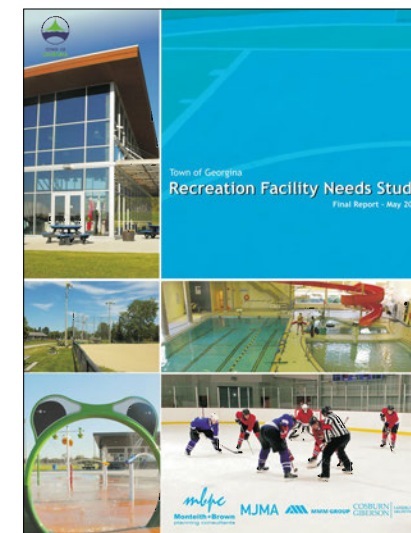
Walking for leisure and cycling are the activities that Georgina residents participate the most. Running/jogging and in-line skating/rollerblading are also in the top 10 activity list. The community has requested more paved trails (second most requested new facility) and more nature trails (fifth most requested). Trends and the aging profile of the community also support the provision of a good network of trails and linkages.

A strategic direction is to develop a waterfront focus for Georgina that provides opportunities for leisure, recreation and community development.

The need for more natural areas and passive park areas, particularly in the vicinity of the waterfront, was identified through the public consultation process.

While residents indicated that Lake Simcoe is one of the Town's greatest assets, one of the key issues is the lack of waterfront access (also applies to the Town's other waterfront assets, Pefferlaw, Black, and Maskinonge Rivers). More public access to waterfront and beaches is required. The Town should pursue a program of securing additional lakefront lands in order to increase the opportunities for public access to Lake Simcoe and the Pefferlaw, Black, and Maskinonge Rivers. The Town should seek sites on an opportunity-basis in locations that increase linkage/connectivity/access to the waterfront.

The Leisure Services Department needs to work closely with the Town's Planning staff to ensure that all potential waterfront opportunities associated with new development are identified and, where possible, that access is secured.



Recreational Facility Needs Study (2014)

Town of Georgina

The 2014 *Recreation Facility Needs Study* identifies current and future needs for recreation and park facilities in the Town of Georgina and establishes a strategy to guide their development. Key Study objectives include facility rationalization, a needs assessment, and a feasibility analysis.

It is expected that a majority of residents drive (and will continue to drive) to community-level recreation and leisure facilities (adequate parking will be important).

There is high demand for trails and routes connecting destinations.

Multi-use parks and facilities are preferred over single-use venues.

There is high support for additional public funds for improving waterfront parks: 92% of respondents support additional spending on improving or developing waterfront parks and beaches (the highest of any activity). Additionally, playgrounds received 75% support and beach volleyball courts 41%.

Recommendation 16 – Consider upgrades to the De La Salle chapel to improve functionality and to strengthen its rental profile (e.g. expanded kitchen, electrical service, etc.)

Recommendation 27 – Work with Lake Simcoe Soccer Club to reconfigure existing field at De La Salle Park to meet the needs of the long term player development model

Recommendation 38 – Maintain the current parkland classification system, but consider the addition of a new subset of Neighbourhood Parks – Village Greens within the next Official Plan Review

Recommendation 41 – Seek to maximize Planning Act provisions in acquiring active parkland (or cash-in-lieu).

Strategic acquisitions or agreements to increase the supply of lakefront property are also desired.

Recommendation 42 – Prepare a Waterfront Parkland Strategy to identify opportunities for improving existing municipal assets (e.g., public beaches, shorelines, support infrastructure, etc.) and enhancing public access to the Town's waterfront.



Lake to Lake Cycling Route & Walking Trail (2013) York Region

The *York Region Pedestrian and Cycling Master Plan* (2008) proposed the concept of a cycling route and walking trail on and off-road route from Lake Simcoe at the northern edge of the Region of York through the City of Toronto to Lake Ontario in the south.

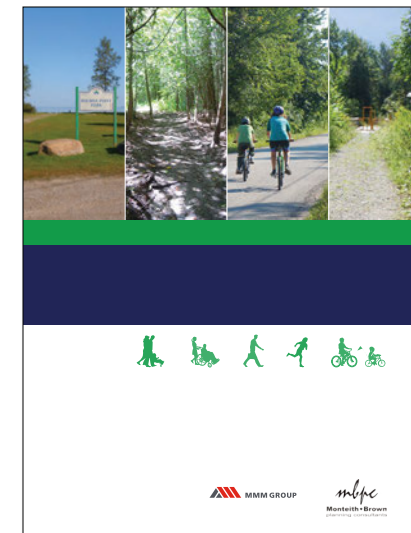
The Region completed the *Lake to Lake Cycling Route and Walking Trail Feasibility and Design Study* that selected a preferred route alignment as well as a preliminary design and details about how the Lake to Lake Route could be implemented within the Region.

The Lake to Lake Route will be a major recreational and commuter “regional-trail” and is expected to be a major destination and amenity for all York Region and City of Toronto residents and visitors.

The proposed Lake to Lake Cycling Route and Walking Trail would include multi-use paths adjacent to or in place of sidewalks, multi-use paths through green spaces as well as some signed routes on low volume, low speed roads.

In Georgina, the proposed route begins at Virginia Beach, follows Black River Road before cutting through Sibbald Point Provincial Park, then following the existing on-road signed route on Hedge Road, Lake Drive East, Lake Drive North and connecting to the existing multi-use path along The Queensway South in Keswick, following Bayview Avenue as an on-road signed route and then on to Lake Drive South to the Town boundary at Ravenshoe Road.

The Lake to Lake Route primarily follows existing signed routes through Georgina. The study recommends considering reducing the speed to 30 km/h on these roads and installing sharrows in the centre of the travel lane.



Trails & Active Transportation Master Plan (2014) Town of Georgina

The 2014 Trails and Active Transportation Master Plan is part of the Town of Georgina's commitment to providing its permanent and seasonal residents as well as its visitors with a range of active transportation and active recreation alternatives, highlighting the opportunities to develop an integrated, connected and continuous trail and active transportation system.

The Town has several kilometres of existing signed on-road facilities along Lake Drive/Hedge Road and paved shoulder routes on Metro Road. These facilities provide connections to key community waterfront destinations. The Lake Drive/Hedge Road route goes from Sibbald Point Provincial Park to Church Road at Metro Road in Keswick. Of the existing multi-use trails, none directly connects to the waterfront.

The proposed network includes creation of segments necessary to complete York Region's Lake to Lake Cycling Route and Walking Trail, including extending the route south through Keswick via a signed on-road facility to connect to Lake Drive South and on to the Town boundary at Ravenshoe Road, and extending the route eastwards through Sibbald Point Provincial Park and along Black River Road to Virginia Beach.

For the Lake Drive North and Lake Drive East/Hedge Road segments, the potential to install Bicycle Route signs and pavement markings was highlighted, as well as the implementation of a pilot project.

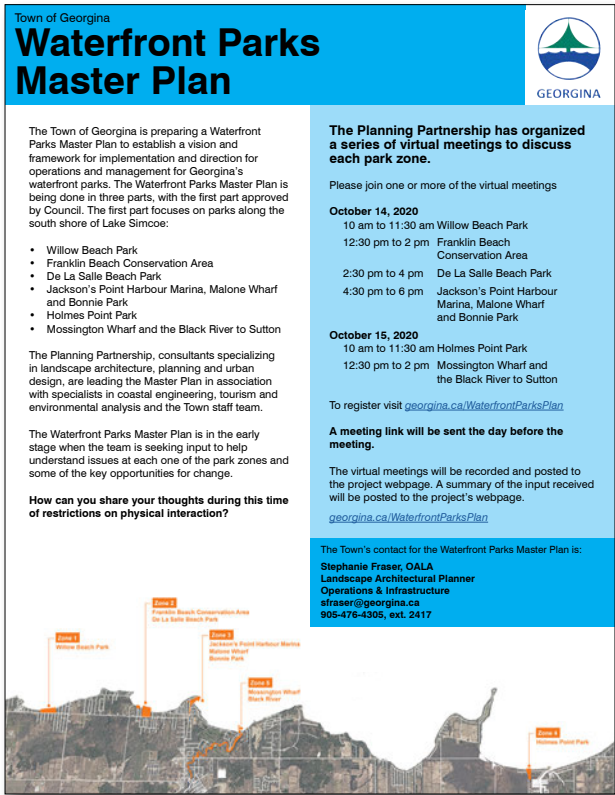
The report also included the recommendation from the 2013 Environmental Assessment for a pedestrian bridge over the Maskinonge River that called for construction of a new pedestrian bridge from a municipal property on the south of the river north of R L Graham Public School to the marina on Riveredge Drive on the north of the river.

During public consultations, respondents indicated that segments along the waterfront should be priorities across the entire Town for short-term implementation.

Summary of Public Engagement

The Waterfront Master Plan was completed within the framework of community engagement throughout the process primarily through online workshops, with additional focused meetings on specific topics, an online survey and input received through email.

The first round of workshops were held on October 14 and 15, 2020. A total of 8 online workshops were held: two for Willow Beach and Jackson’s Point due to high level of interest and one each for Franklin Beach, De La Salle, Holmes Point and Mossington Wharf. In total approximately 115 people joined one of the workshops. Participants were asked to register through Eventbrite, after which they were sent a link to the meeting. Each meeting was recorded and posted to the Town’s webpage. Each workshop began with a presentation on the park context, natural heritage and shoreline conditions, followed by an interactive discussion to understand the opportunities for change and the challenges or concerns to consider. The What We Heard Report #1, October 2020, summarizes the input received on each one of the waterfront parks.



Notice from the first workshop

The second round of workshops were held on November 21 and 22, 2020. Six online workshops were held, one for each of the six waterfront parks. Approximately 80 people joined one of the online workshops. Each meeting began with a presentation on what we heard on opportunities and issues to consider, early ideas for each park, followed by an interactive discussion on the early concept plan for each park. Each workshop was recorded and posted to the project webpage. The What We Heard Report #2, November 2020, summarizes input that was received on each park.

An online survey was administrated through the Metroquest platform and hosted on the Town’s project webpage. The survey was used to get additional input on the information presented at the November workshops on the ideas being considered for each of the waterfront parks. The survey ran from January 5, 2021 to February 16, 2021. The survey provided an overview of the preliminary concepts for each waterfront park that were presented during the November 2020 workshops. The survey asked participants to indicate if they agree or disagree with direction of the various elements of each concept by giving a thumbs up (agree) or thumb down (disagree). The results of the survey are summarized in the What We Heard Report #3.

In total, 1,555 people answered the survey producing over 50,000 data points and almost 1,900 comments. The following is a summary of the number of times questions were rated for each park:

- Willow Beach: 1088 - 1352
- Franklin Beach: 1045 - 1191
- De La Salle Park: 1045 - 1245
- Jackson’s Point: 915 - 1126
- Holmes Point Park: 841 - 1018
- Mossington Wharf: 895 - 935

We were interested to understand people’s connection to Georgina’s waterfront parks. The total numbers in these breakdowns does not add up to 1,555 as people do not answer all questions.

The breakdown of the number of people by their age range is:

- 171 65 and older
- 607 41-64
- 347 26-40
- 58 19-25
- 7 18 and under

Of the people who answered this question, 64% were women, 34% were men and 2% identified as other.

Almost 50% of the people answering this question do not live within walking distance of one of the waterfront areas. Of the people who answered this question, the following number of people live within walking distance of:

- 585 none of the waterfront parks
- 247 Willow Beach Park
- 133 Jackson’s Point
- 86 De La Salle Park
- 53 Mossington Wharf
- 43 Holmes Point Park
- 34 Franklin Beach Park

Almost 66% of the people answering this question visit one of the waterfront parks at least once a week in the summer. How often do you go to a waterfront park in Georgina?

- 321 A few times a week in the summer
- 240 Once a week in the summer
- 222 Every day in the summer
- 165 A few times a month in the summer
- 157 Rarely or never
- 89 Once a month in the summer.

De La Salle Park is most visited of the 5 parks in Part 1. Which waterfront park do you visit the most? (Note that Mossington is not a public park)

- 447 De La Salle Park
- 390 Willow Beach Park
- 169 Jackson’s Harbour/Bonnie Park/Malone Wharf
- 107 Holmes Point Park
- 46 Franklin Beach Park

A second online survey on the revised concept designs was posted to the project webpage and promoted through emails and the Town social media platforms, and hard copies were made available at the pop-up sessions. The survey was available August 19, 2021 to September 7, 2021. A total of 253 people responded to the survey providing comments on additional amenities to be incorporated into the concept plans for each of the parks.

Pop-up consultation sessions were held at the waterfront parks to provide residents and visitors with an opportunity to see the concept plans in person. Presentation panels for all 5 zones within Part 1 of the Master Plan were displayed at each pop-up session. The sessions included:

- Willow Beach (August 21, 2021),
- De La Salle Park (August 21, 2021 and September 1, 2021),
- Jackson’s Point Harbour/Bonnie Park (August 28, 2021)
- Holmes Point Park (August 28, 2021).

The third round of workshops were held on September 21, 2021. Two online workshops were held, to present the final concepts, framework for operations and management and high order of magnitude costs for all of the areas included in Part 1. Approximately 60 people joined the online workshops. Participants were asked to register through Eventbrite, after which they were sent a link to the meeting. Each meeting was recorded and posted to the Town's webpage.

In addition, a number of topic focused meetings were held with:

- Jackson's Point Harbour Slipholders
- York Region
- Town of Georgina Waterways Advisory Committee
- Georgina Island First Nation
- York Region Police
- Lake Simcoe Region Conservation
- Salvation Army (significant landowner adjacent to Franklin Beach and De La Salle Park)

 **16** workshops + **5** park pop-ups

 **1,550** survey responses

 **263** survey respondents

 Emails

 Input through social media

 One-on-one conversations and small group

 **2** council presentations

Principles

The waterfront parks provide year round waterfront access and recreation amenities for all residents in Georgina and are important components on the Town's economic and tourism development strategies.

Six fundamental principles form the foundation of the concepts for the waterfront parks.

Connect to the Water:
Being on the lake is what makes the Georgina waterfront parks special and a tremendous draw to the community and visitors. Making sure that connections to the water are easy, accessible, natural and beautiful will ensure that this continues to be the case.



Pedestrian Priority:
The enjoyment of the waterfront parks relies upon safe, clear and accessible routes for pedestrians, from the various activity zones and picnic areas of the parks to one another and to the water's edge.



Safety for Park Users:
The key areas where pedestrian safety should be prioritized are in and around driveways and parking areas. Pedestrians and vehicles can share and use these areas safely through designs that include a combination of signage, pavement markings and other visual landscaping elements that cue the users to these shared spaces.



Variety of Activities/Flexible Spaces:

The waterfront parks support the recreational needs of users, which can vary over the seasons and over time. In order to serve as broad a range of users as possible, parks should be designed with inherent flexibility in their spatial organization and layout to accommodate a diversity of users and activities.



Clear Organization:

A clearly organized park goes hand-in-hand with the other principles so that access and circulation among passive and active zones are seamless, and zones are compatibly located to one another and in relation to their surroundings.



Tourism and Economic Development:

The waterfront parks are recognized as being integral to Georgina's economic development and tourism strategy. Additional amenities and services will help to attract visitors and when well located and designed will enhance the character and appeal of the parks.

Overarching Strategies Across All Parks

Wayfinding/Signage

- 1 Develop a wayfinding strategy to direct people to and along the waterfront. Banners, directional signs and a waterfront logo can be used to identify the ‘ways to the lake’. Other ways to enhance wayfinding could include special pavement markings, inscriptions on landscape elements, recurring iconic elements, colours and patterns.
- 2 Develop an overall waterfront park map to locate each park along the waterfront, to let people know “you are here”, to broaden awareness of the context and extent of the waterfront parks network and to identify options for use.
- 3 Develop a map for each park that identifies the park boundaries, adjacent private property, walkways, facilities and any special features or attractions.
- 4 Consider Park ‘Mind Your Manners’ information panels to communicate appropriate behaviour / activities in the park (using positive messaging, rather than emphasizing everything that’s not allowed).

For example:

‘Please have an enjoyable time on the beach, while respecting private property of homeowners and the beach neighbourhood. The map at the entrance shows you the limits of public areas.’

‘Welcome to Willow Beach Park! Your respect and care for these facilities and other park users will make the park an enjoyable place for everyone.’

- Please park in the designated parking areas.
- Please have a great time on the beach and take your garbage with you when you leave
- Help us to protect the beach and the natural areas on the park
- Enjoy the beach until dusk
- Bring your dog, but keep your pet on a leash

Thank you.

- 5 Develop an interpretive strategy for the waterfront (parks) to tell the story of the place, its history, and its cultural and natural heritage.



Site Furnishing

1 Prepare waterfront park standards or 'kit of parts' to establish a coordinated palette of site furnishings that should be used consistently and to help brand the components of the Town's waterfront park network. Furnishings include seating, tables, waste/recycling receptacles and bike racks. Well maintained and co-ordinated furnishings demonstrate that the parks are well cared for and valued by the Town.



Washrooms, Changerooms, Park Pavilions

1 Park buildings including washrooms, changerooms and park pavilions should be designed as "jewels in the landscape". Each should be well designed within each park specific context and building location.



Recreation Facilities

- 1 Add exercise stations and promote as a walking/fitness circuit.
- 2 Willow, De La Salle and Holmes Point parks are suitable locations for adventure play facilities. that respond to the specific natural context of each park.
- 3 Waterfront locations are the Town's most prominent public spaces. They should include high quality and well maintained play facilities.
- 4 Provide flexible multi-use play courts to support a diversity of activities and programs, including basketball, skateboarding, pickle ball and roller blading.
- 5 Ensure that playgrounds include accessible play structures and facilities.



Landscape

- 1 Prepare comprehensive landscape design guidelines to formalize the current practices and provide direction to ensure best practices for future development and improvements. Some of the considerations that should be addressed include:

Understanding Site Conditions and Context

- Soils standards
- Topography and drainage approaches
- Address hazard limit
- Responding to microclimate (Sun, shade and wind)
- Interfacing with adjacent natural features

What, Where and How to Plant, based on

- The Ecological Zone
- Micro-climate conditions
- Traffic and activity Zones
- Maintenance and operations regime
- The desired landscape character

Recommended Plant Species (Trees, Shrubs and Ground Covers)

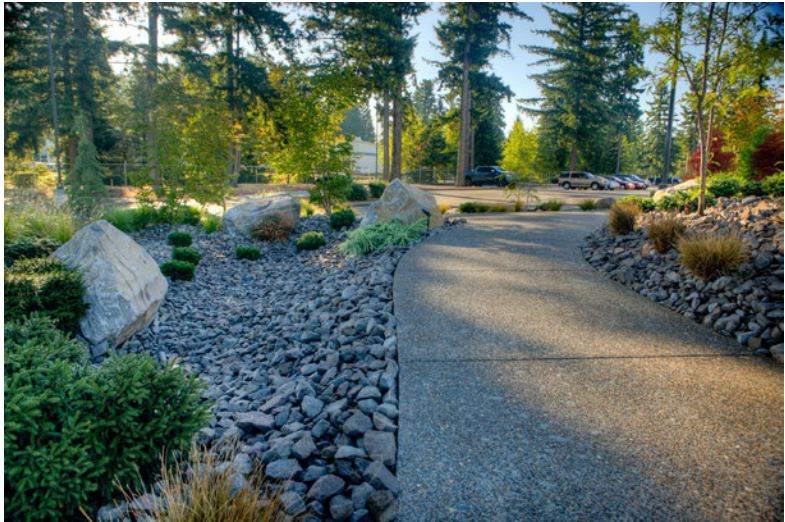
- Minimum and maximum plant sizes
- Species that are encouraged in different conditions (along the water, adjacent to neighbouring homes, at entrances, etc.)
- Species that are encouraged in different wind / sun / soil conditions
- Species that are to be avoided due to disease, pest, maintenance issues

Management and Monitoring Protocol

- Monitoring success of plant material
- Management of invasive species
- Maintenance manual
- Mowing
- Weeding
- Replacement
- Watering
- Pruning

Planting Design Approval Process (for Consultants)

Planting Details



Waterfront Park Use

- 1 Limit the size and number of beach umbrellas, tents, tarps, cabanas etc. allowed for each visitor group to ensure valuable beach space is shared, views are not blocked and access to the water's edge is not restricted.
- 2 Monitor the capacity of the sand beach and/or park. Implementation of monitoring will require that the sand beach and/or park be fenced and entrances are controlled through gates. Entrance fees may be required to cover additional staff costs.
- 3 Provide space for year round sports and recreation activities including for example, kite boarding, ice fishing, equipment rentals, pop up retail/food, food trucks, events and celebrations.

Zone 1 Willow Beach Park

Context

Willow Beach Park is a 4.4 Ha public waterfront park located in Willow Beach between Lake Drive East and Metro Road North. The park is jointly owned by the Lake Simcoe Region Conservation Authority and Town of Georgina, and managed by the Town. Willow Beach Park includes a 530m beach, picnic areas, a playground, washroom and change room facilities and parking for 150 vehicles.



Context map of Willow Beach Park

Amenities & Services Within 1km

Name	Number of Slips		Amenities & Services
Willow Beach Marina	156	52 - 20' 70 - 22' 24 - 24' 10 - 26'	Gas; launch ramp; marine supplies; engine repairs; 15 & 30 amp. power; picnic tables; winter boat storage
Willow Wharf Park			Wharf, parking and store

Land Ownership



Land Ownership map of the Willow Beach Park area (approximate)

Facilities & Amenities



Facilities & Amenities map of Willow Beach Park



Lake Drive in front of Willow Beach Park



Cars parking on the beach along Lake Drive for ice fishing



Existing playground in Willow Beach Park



Existing washrooms/change rooms in Willow Beach Park

Natural Heritage

- Mainly comprised of manicured grass with scattered planted trees and shrubs.
- Scattered trees and shrubs along shoreline.
- Shoreline armored with evidence of erosion.
- Generally low-lying with several small depressions that hold rain and snow melt.
- Small drainage swale on west edge of westerly parking area that drains to the lake.
- No identified natural heritage system (NHS) features within the park.
- A small, low lying area subject to seasonal ponding of water is located at the western end of the park.
- A small cluster of trees that extends onto an adjacent property is located at the eastern end of the park.

The vegetation is dominated by European Buckthorn (invasive) and ash.

- Lake Simcoe is designated as part of the Town's and York Region NHS. Lake Drive East separates the active park area from the Lake Simcoe shoreline.
- There are no barrier free environmental connections between the park and the shoreline, and NHS features to the south (i.e. Carol Avenue – large block of woodland/wetland habitat). Park is flanked by existing residential development.



Natural Heritage map of Willow Beach Park

Coastal Review

The shoreline is a sand and cobble beach with intermittent boulders. Lake Drive East is located approximately 3m inshore from the boulders and runs parallel to the beach. The boulders are intermittent with no geotextile placed as a filter layer. The road may be at risk of undermining due to shoreline erosion and monitoring is recommended. The beach is very narrow at 1 to 2 m wide. There is a small fillet beach retained by a boulder groyne at the east end of Willow Beach. A number of mature trees are located at the west end with smaller trees in the central section. Several culverts drain onto the beach.

Early concepts considered widening the beach, however, the Lake Simcoe Region Conservation Authority does not support beach widening through the use of groynes and expanding the beach into the Lake. Alternatively, the beach could be expanded inshore if Lake Drive East was relocated or removed creating a significant benefit to shoreline.



Existing shoreline conditions along Willow Beach Park



Concept

The concept plan for Willow Beach Park gives priority to pedestrians and cyclists over cars. The plan envisions that the park's green space is directly connected to the water's edge by redirecting Lake Drive to Metro Road North through new driveways and parking lots along the park's east and west sides. The existing Lake Drive right-of-way is transformed into a widened beach with a new lakefront promenade that accommodates pedestrians, cyclists and emergency access, and safely connects the sand beach and green space portions of the park.

New picnic areas, washrooms, multi-use play courts, and play facilities are linked along a main park pathway. The new washroom building, which may include change-rooms and lockers, is centrally located to be easily accessible from all areas of the park. Consideration should be given to maintaining the new building year-round to accommodate year round use. Willow Beach Park is a popular location for access to the lake for ice fishing, snowmobiles and kite boarding. A paved terrace in along the lakefront promenade may be used as flexible park space, and accommodate special events as well as pop-up / seasonal vendors.

What people want

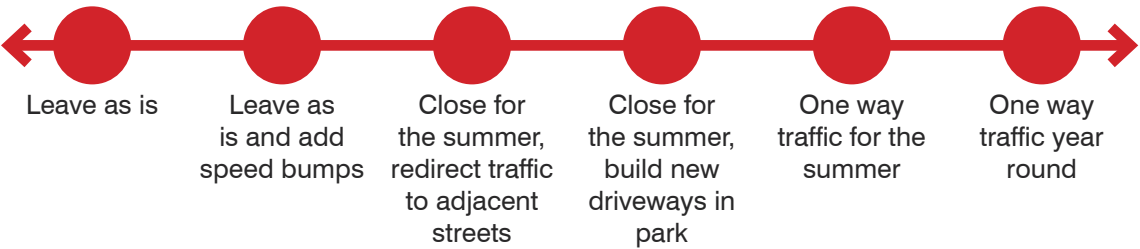
- A park without large poorly drained areas
- Healthy trees
- Safe access down to water
- Place to launch canoes/kayaks, place for dogs, place for residents only at the water's edge
- Buoys to keep boats away from swimming, life guard station
- Signage of what you can and can't do
- More parking, better managed
- More facilities like an exercise circuit, splash pad, bigger playground, skate park, sports fields and storage racks for canoes/kayaks
- Better washrooms and change rooms
- Make sure we can accommodate ice fishing, snow machines, ATVs, space for events, place for community activated public art
- Widened beach

We also heard the full spectrum of opinion on Lake Drive and opportunities for new commercial/food, retail uses.



Concept Plan for Willow Beach Park

Full spectrum of opinion on Lake Drive



Full spectrum of opinion on new commercial/retail/food



Access

Lake Drive is redirected to Metro Road at the west and east edge of the park. New driveways through the park are illustrated with paving to slow vehicle traffic and create safe pedestrian crossing from the parking lots to the park. A transportation study will be required to determine the best way to redirect Lake Drive traffic through the park and onto Metro Road N at Willow Beach. This is an idea that has been explored and illustrated for years.

The Lake Drive diversion at Willow Beach Park represents a small portion (4%) of the total 12 km which comprise the scenic ‘Lake Drive’, and a small nod to priority given to the safety and enjoyment of the park for pedestrians in this popular beach.

The existing Lake Drive right-of-way, which consists of 525 metres of the park's frontage, is re-imagined as a lakefront promenade for pedestrians and cyclists. The park concept proposes that part of the existing right-of-way may be used to expand the sand beach inland, thereby doubling the size of the existing sand beach.

A lakefront promenade, accommodating both pedestrians and cyclists in a separate cycling lane, is illustrated along the beach. As a destination and resting area along the Lake-to-Lake Trail, it will be important that signage in Willow Beach Park clearly indicates reduced cycling speeds along the beach promenade to ensure that the space is shared / used in a safe manner. The lakefront promenade will be designed to accommodate emergency access.

The existing McNeil Road right-of-way is transformed into a pedestrian connection and route for emergency access.

A new sidewalk is illustrated along the south side of Metro Road N along the park frontage to ensure safe pedestrian access.

Parking is located along the west and east sides of the park, well screened with landscaping and setback from adjacent houses. Approximately 280 parking spaces are provided, an increase from the existing 150 spaces provided.

The concept accommodates access to the lake in the winter for activities including ice fishing, snowmobiling and kiteboarding. The parking lot on the west edge of the park is the best location for accessing the lake in the winter. It will be important to restrict parking along the beach in the winter to minimize the impact of vehicles on the sand.

With the widened sand beach area, canoes and kayaks can easily be launched from the shoreline and the shallow water's edge along the beach.

The swimming area will be demarcated with buoys to ensure boats stay a safe distance from swimmers.



Illustration of transformed Lake Drive: redirection at Willow Beach, expanded sand beach and a new pedestrian and cycle path (that also accommodates emergency access)



At Lake Wilcox Park, Richmond Hill, Olde Bayview Avenue was closed to connect the park to the lake and create a pedestrian promenade



Lake Drive is almost 12 km in length - proposed redirection is for 500 m at Willow Beach

Operations & Management

Landscape & Grading

The park should be regraded to address the current issues with flooding in specific areas. Grading of the park should move stormwater away from pedestrian and activity areas by redirecting flow to planted, naturalized areas, and bio-swailes.

Additional tree and shrub planting should be strategically placed to define walkways and activity areas. They should also be considered in the context of creating shade, screening, and moments of landscape interest.

The existing sand beach is expanded inland, creating a total beach area of approximately 6,000 m² in size.

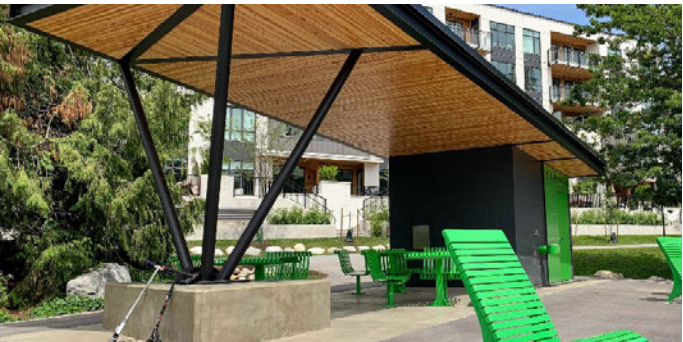
Recreation & Park Amenities

Willow Beach Park is well used year round. The park provides access to the lake in the winter for ice fishing, snowmobiling and kiteboarding, and can provide a full range of recreation facilities including an upgraded playground, adventure play area on the berm south of the sewage pumping station, youth focused multi-use play courts, exercise stations and open lawn areas for picnicking, active/passive recreation and informal play.

The existing washrooms in Willow Beach need replacement as they are not accessible, not well lit and generally in poor condition. A new permanent, year round washroom and change room is illustrated in a central location in the park, easily accessible from the beach and the green space. The washroom building is envisioned as a "jewel in the landscape" and not simply a utilitarian building. Seasonal washrooms could also be added to the west and east edges of the park.

A paved terrace beside the new washroom building, offers a flexible park space that may be used for events as well as pop-up/seasonal vendors or food trucks.

Park Component	Victoria Day to Labour Day	September to Victoria Day
Washrooms/Changerooms	Daily cleaning Open from 8:30 am to 8:00 pm	Weekly cleaning Open from 8:30 am to 4:00 pm
Landscape	Cut grass once a week Prune trees as needed	Prune trees as needed
Garbage	Pick up every day Pick up twice a day on Saturday and Sunday (July and August)	Pick up once a week
Beach	Groom beach daily Buoys around swimming area No BBQs, tents, only small umbrellas	Monitor beach weekly to ensure no damage from parked vehicles
Overall park management	Monitor parking, pick up garbage, liaison with visitors periodically between 8:00 am and 6:00 pm daily	Monitor park weekly
Parking	Parking Pay and Display Parking free for residents with a Resident Parking Pass Paid duty police officers on weekend to manage parking	Parking Pay and Display Parking free for residents with a Resident Parking Pass
Playground	Inspect monthly	
Sewage Pumping Station	Regularly monitor odours from the sewage pumping station to ensure no noxious fumes that will affect the use and enjoyment of the park	Regularly monitor odours from the sewage pumping station to ensure no noxious fumes that will affect the use and enjoyment of the park



Precedents of park washroom buildings

A Note About Order of Magnitude Costs and Phasing of Construction

Order of magnitude costs based on construction projects in Georgina are included for budget setting purposes for detailed park design. Costs are estimated from rough calculations of quantity based on the sketches and applying unit costs for various items from Georgina construction projects.

Some of the concepts include significant place-making projects that will change the character of the park. They will require commitment from Council to allocate funding or to staff to explore funding/grant programs.

The significant place-making changes to the parks may also disrupt park use for a season or two. Construction phasing can be established to allow partial use of the parks during construction. Inevitably, there will be disruption to use during implementation.

Order of Magnitude Capital Costs

Access includes:	\$2,800,000
- remove Lake Drive at Willow Beach	
- new Lake Drive connections	
- new lakefront promenade	
- park walkways/paths	
- sidewalk along Metro Road N	
- parking	
Landscape & Grading:	\$650,000
- trees and shrub planting	
- regrading to address drainage issues	
- berms	
Recreation & Park Amenities:	\$2,500,000
- play courts	
- new play facility	
- permanent year round washroom	
Signage & Site Furnishings:	\$100,000
- interpretive panels	
- park sign	
- benches	
- waste receptacles	
- picnic tables	
Expand Beach	\$500,000

Immediate Next Steps

- Traffic study of Metro Road N on redirecting Lake Drive at Willow Beach
- Detailed design of new washroom/change room building

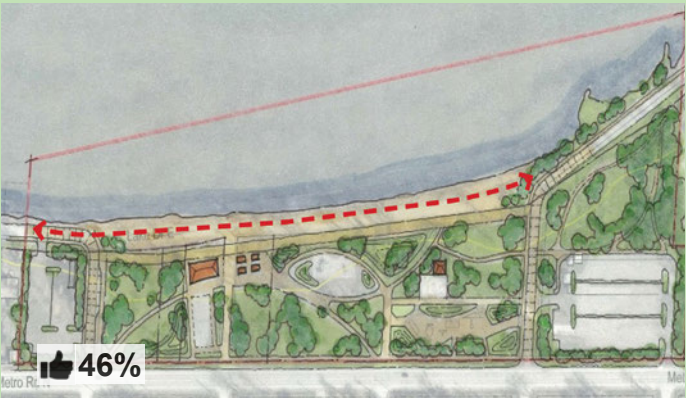
The results of the online survey of various components on the Willow Beach Park concept revealed support for all components of the concept, in particular for redirecting Lake Drive away from the beach.

Willow Beach Survey Results



Redirect Lake Drive

Permanently transform Lake Drive at Willow Beach to create a widened beach. Add a pedestrian promenade and cycling route. New driveways take traffic to Metro Road N



Seasonal Closures

Close Lake Drive along the Park to cars for the summer and redirect cars to adjacent streets. Use the road for pedestrians and cyclists only in the summer. Beach remains as is.



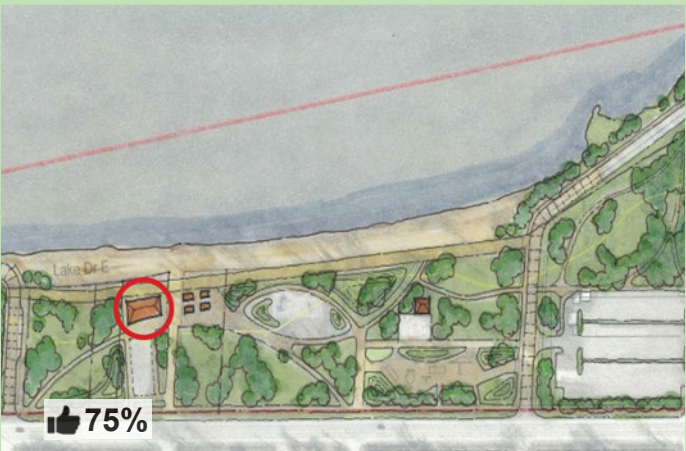
Make Lake Drive One-Way

Make Lake Drive one-way eastbound, use other lane for pedestrians and cyclists only. No change in beach



Leave Lake Drive As Is

No change to Lake Drive and no seasonal closures. It would remain open to cars. No change in the beach



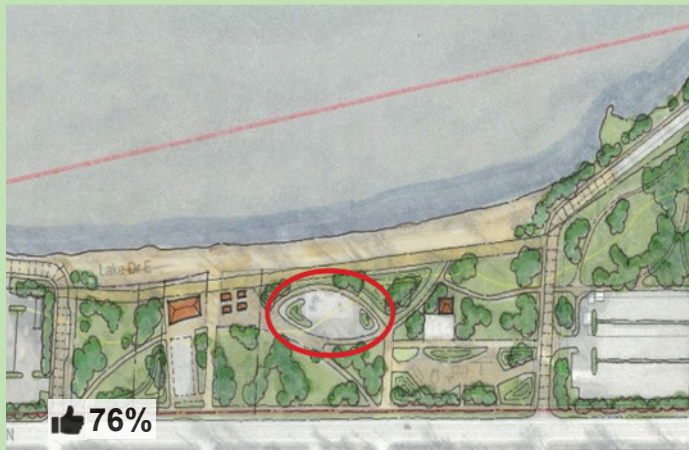
Winterized Washrooms

Build new winterized washrooms that can be used in all four seasons



Adventure Playground

Add a new adventure playground in the area on the north side of Metro Road North (number 7 on the concept plan)



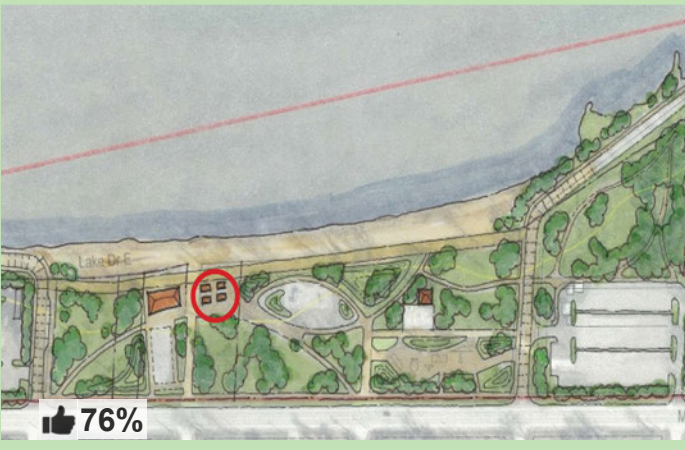
Upgrade Playground

Expand and upgrade the existing playground



Improve Drainage

Improve the drainage in the Park to create level and drier areas for picnicking



Pop-Up Commercial Space

Include an area for pop up and/or seasonal commercial uses.

Zone 2 De La Salle Park & Franklin Beach Conservation Area

Context

Franklin Beach Conservation Area

Franklin Beach Conservation Area is a 0.5 Ha public waterfront park located in Franklin Beach along Lake Drive East. The park is owned by the Lake Simcoe Region Conservation Authority and managed by the Town of Georgina. Franklin Beach Conservation Area includes a 100m beach, picnic areas, and seasonal washroom facilities.

De La Salle Park

De La Salle Park is a 6.2 Ha public waterfront park located in Franklin Beach between Lake Drive East and Metro Road North. The park is owned and managed by the Town of Georgina. De La Salle Park includes a 100m beach with accessible ramp, picnic areas, a picnic shelter, a playground, soccer field, beach volleyball court, washroom and change room facilities, a rental hall, and parking for 176 vehicles.



Context map of De La Salle Park & Franklin Beach Conservation Area

Amenities & Services Within 1km

Name	Units	Amenities & Services
Gypsy by the Lake B&B	3 rooms	
Salvation Army Camp/ Jackson's Point Confer- ence Centre	78 rooms, 8 cottages, Cedar Lodge (30 guests)	recreation facilities, dining hall, recrea- tion hall, conference centre

Land Ownership



Land Ownership map of the De La Salle Park & Franklin Beach area (approximate)



Existing conditions at De La Salle Park

Facilities & Amenities



*Facilities & Amenities map of De La Salle
Park & Franklin Beach*



Existing conditions at Franklin Beach Conservation Area

Natural Heritage

Existing Conditions (Franklin Beach)

- Manicured grass with planted trees and shrubs.
- Scattered trees and shrubs along shoreline.
- No identified NHS features within the park.
- No direct connection to other NHS features (flanked by residential development).

Existing Conditions (De La Salle Park)

- Manicured grass with planted mature trees and shrubs (locust, red/silver maple).
- Narrow fringe of trees and shrubs along the shoreline.
- Small woodland on adjacent property owned by the Town. Woodland mainly comprised of ash, white cedar, white spruce, and buckthorn. Extensive downfall of trees within woodlot and ash decline due to Emerald Ash Borer. Existing trail in middle of feature.



Natural Heritage map of the De La Salle Park & Franklin Beach area

Coastal Review

Franklin Beach Conservation Area

The shoreline along Franklin Beach Conservation Area is a narrow sand beach separating Lake Drive East from Lake Simcoe. The road may be at risk of undermining due to shoreline erosion and monitoring is recommended. The beach property boundary is fenced at either end. A number of trees are located between the road and the water’s edge. Several culverts drain onto the beach.

De La Salle Park

The shoreline along De La Salle Park can be divided into four sections. The west end is a low eroding bank with intermittent boulders providing limited protection. No geotextile was observed and there are stretches where no boulders have been placed. Lake Drive East runs along the top of bank. Culverts were observed draining from the bank. The next section to the east is a grassed picnic area protected with boulders. Some level of overtopping occurs, as evidenced by the ice observed in the picnic area. Moving east, there is a sand beach retained by two boulder groynes. Wheelchair access is provided via a wooden ramp. The most easterly shoreline is an unprotected low vegetated bank. Lake Drive East is in proximity to the top of bank.



Aerial view of the De La Salle Park shoreline



Existing shoreline conditions along De La Salle Park & Franklin Beach

Overall Concept



Overall Combined Concept Plan for De La Salle Park and Franklin Beach CA

Lake Drive has been reconsidered through De La Salle Park to focus on creating a more direct connection to the lake, giving priority to pedestrians and safety for park users. The existing Lake Drive right-of-way is transformed into a new lakefront promenade that accommodates pedestrians and cyclists, and safely connects the sand beach and green space portions of the parks.

Franklin Beach Conservation Area

Concept

Franklin Beach is envisioned to remain a passive park with public access to the water's edge. With no parking provided at Franklin Beach, it is accessible primarily on foot or on bike. The green space remains as grass and trees, with a seasonal washroom added. The concept plan illustrates the addition of a new sidewalk to connect to De La Salle Park, and beyond to Jackson's Point. Special paving on Lake Drive will signify to drivers that the road is passing by a waterfront park where pedestrians are given priority to access the beach.

What people want...

- To add landscape plants that have cultural value
- A swimming area where boats are kept away, especially since this is an accessible beach
- Better management of parking, an area for accessible only parking
- Seasonal washrooms
- Bike racks
- Make sure that year round use is accommodated for ice fishing and snow machines
- Better connection to De La Salle Park



Concept Plan for Franklin Beach Conservation Area

Access

Lake Drive remains on its current alignment. Special paving is suggested to mark the significance of this location adjacent to a waterfront park, signalling this is a pedestrian priority zone. Cyclists should also slow down through Franklin Beach to give priority to pedestrians crossing the street.

A new sidewalk on the south side of Lake Drive will provide safe pedestrian access to De La Salle Park and on to Jackson's Point.

A sidewalk on the east side of Franklin Beach Road and the north part of Albert Street will provide pedestrian access.

The public access to the park from Albert Street should be signed.

A new walkway is illustrated to organize the location of a seasonal washroom and site furnishings.

The swimming area will be demarcated with buoys to ensure boats stay a safe distance from swimmers.

The park will continue to provide access for ice fishing and snowmobile in the winter.

Landscape & Grading

Additional tree and shrub planting should be strategically located and chosen in the context of creating shade, screening, and moments of landscape interest.

The existing treed area should be managed to remove shrubs and ensure visibility into all areas of the park.

Recreation & Park Amenities

Franklin Beach is a small waterfront park. The park provides access to the lake in the winter for ice fishing and snowmobiling, and provides a space for picnicking, passive recreation and informal play associated with beach access.

A seasonal washroom should continue to be placed in the park.

A skating trail along the lake edge received a lot of support in the online survey and should be pursued.

Operations & Management

Park Component	Victoria Day to Labour Day	September to Victoria Day
Washrooms	Daily cleaning by third party operator	
Landscape	Cut grass once a week Prune trees as needed	Prune trees as needed
Garbage	Pick up every day Pick up twice a day on Saturday and Sunday (July and August)	Pick up once a week
Beach	Groom beach daily Buoys around swimming area	Monitor beach weekly to ensure no damage from parked vehicles
Overall park management	Monitor park, liaison with visitors periodically between 8:00 am and 6:00 pm daily	Monitor park weekly
Parking	Two accessible resident only parking spaces	Two accessible resident only parking spaces

A Note About Order of Magnitude Costs and Phasing of Construction

Order of magnitude costs based on construction projects in Georgina are included for budget setting purposes for detailed park design. Costs are estimated from rough calculations of quantity based on the sketches and applying unit costs for various items from Georgina construction projects.

Some of the concepts include significant place-making projects that will change the character of the park. They will require commitment from Council to allocate funding or to staff to explore funding/grant programs.

The significant place-making changes to the parks may also disrupt park use for a season or two. Construction phasing can be established to allow partial use of the parks during construction. Inevitably, there will be disruption to use during implementation.

Order of Magnitude Capital Costs

Access:	\$425,000
<ul style="list-style-type: none">- special paving features or markings on Lake Drive- sidewalk on Lake Drive- walkways/paths- two accessible parking spaces	
Landscape & Grading:	\$90,000
<ul style="list-style-type: none">- trees and shrub planting- regrading to address drainage issues- berms	
Recreation & Park Amenities:	\$20,000
<ul style="list-style-type: none">- seasonal washroom	
Signage & Site Furnishings:	\$15,000
<ul style="list-style-type: none">- interpretive panels- park sign- benches- waste receptacles- picnic tables	

Immediate Next Steps

- Construction of sidewalk on south side of Lake Drive
- Implementation of special paving on Lake Drive to slow traffic along Franklin Beach

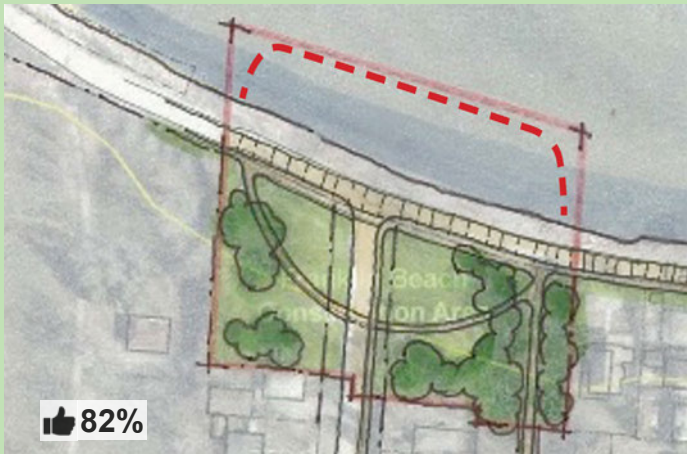
Franklin Beach Survey Results



New Sidewalk
Build a sidewalk on one side of Lake Drive to connect Franklin Beach to De La Salle Park



Lake Skating Trail
Add a skating trail along the shoreline to connect to De La Salle Park



Demarcated Swimming Area
Demarcate a swimming zone with buoys



Seasonal Washrooms
Add seasonal washrooms that would not be winterized

The results of the online survey of various components on the Franklin Beach concept revealed support for all components of the concept.

De La Salle Park

Concept

Similar to Willow Beach Park, the concept plan gives priority to pedestrians and cyclists over cars by redirecting Lake Drive south along the west and east edge of the park. The plan envisions that the park's green space is directly connected to the water's edge. The existing Lake Drive right-of-way is transformed into a new lakefront promenade that accommodates pedestrians and cyclists, and safely connects the sand beach and green space portions of the park. Parking is organized along the realigned Lake Drive such that park visitors have direct access to the green space.

Picnic areas, washrooms, multi-use play courts, and play facilities are linked along a main park pathway. The north parking lot is re-imagined as a paved terrace that is flexible space accommodating parking associated with events at the chapel, pop-up / seasonal vendors, or a play court. The concept incorporates the newly acquired land on the east side of the park and illustrates opportunities for additional recreation activity in this area.

What people want...

- Notices at the beach re: water quality
- Buoys to keep boats away from the swimming area; life guards
- A bigger strategy for parking that includes parking off site with shuttle
- More parking, better managed parking
- More recreation facilities, e.g. splash pad, adventure play
- Expanded beach, perhaps on the grassy area
- Add an education centre
- Upgrade washrooms
- Storage racks for canoes/kayaks
- Year round use
- Fenced dog park

We also heard the full spectrum of opinion on Lake Drive and opportunities for new commercial/food, retail uses.

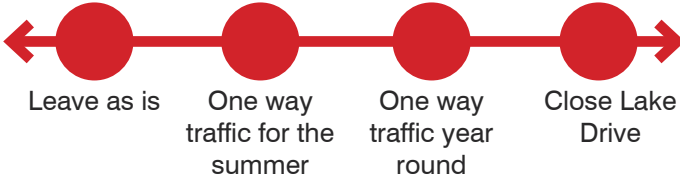


Concept Plan for De La Salle Park

- 1 Lakefront pedestrian /cycling promenade
- 2 Lake Drive redirected through the park with special paving
- 3 Parking areas distributed along the new park drive
- 4 Walkway along Metro Rd. N
- 5 Strolling circuit / adult fitness stations
- 6 Events plaza / hard surface play court (basketball)
- 7 Expanded playground / adventure play area
- 8 Frisbee golf/ adventure play in wooded area. Remove existing building.
- 9 Existing beach volleyball
- 10 Stepped seating / ramp to beach / look-out area
- 11 New walkways
- 12 Additional picnic tables / shelters
- 13 Deck/overlook at existing washroom with storage for canoes/kayaks under. Possibility for the addition of an accessible washroom

- Legend**
- Study Area
 - - - Property Lines
 - - - Boat Free Zone
 - - - Lake Shoreline Hazard

Full spectrum of opinion on Lake Drive



Full spectrum of opinion on new commercial/retail/food



Evolution of ideas for De La Salle Park



First concept drawing for De La Salle Park



Early thinking on an option to create park/beach uninterrupted by a road, by redirecting through traffic to Metro Road N at Kennedy Road and Dalton Road



Early thinking on an option to create park/beach uninterrupted by a road by redirecting Lake Drive to Metro Road N on the west side of the park.



Preliminary concept showing a redirected Lake Drive along the edges of the park to allow uninterrupted connection between the beach and park



First version of the final concept, primarily similar to the preliminary concept.



Further refinement of the final concept for De La Salle Park with the redirected Lake Drive relocated and the parking reorganized

Access

Lake Drive is redirected through the park, away from the beach on an alignment that follows the edges of the park adjacent to a vegetated buffer along the west and east sides. The existing connection with Metro Road N remains. There is no connection to Brule Lakeway from the redirected Lake Drive and Brule Lakeway is closed at Metro Road N

The existing Lake Drive right-of-way, which consists of 380 metres of park frontage, is re-imagined as a lakefront promenade for pedestrians and cyclists. As a destination and resting area along the Lake-to-Lake Trail, it will be important that signage in De La Salle Beach Park clearly indicates reduced cycling speeds along the lakefront promenade to ensure that the space is shared and used in a safe manner.

With realignment of Lake Drive, it is suggested that the existing large culvert used for pedestrian access to the beach be closed.

A new sidewalk is illustrated along the south side of Lake Drive east of Brule Lakeway to connect to Jackson's Point, providing a safe route for pedestrians between these two destinations. The sidewalk west of the park will connect to Franklin Beach.

A new sidewalk is also illustrated on the north side of Metro Road along the park frontage.

Parking is located along the realigned Lake Drive, well screened with landscaping and setback from adjacent houses. Approximately 250 parking spaces are provided, an increase from the current 175 spaces.

The concept accommodates access to the lake in the winter for activities including ice fishing, snowmobiling and kiteboarding.

The swimming area will be demarcated with buoys to ensure boats stay a safe distance from swimmers.



Illustration of a sidewalk on Lake Drive between Jackson's Point and Franklin Beach Conservation Area

Landscape & Grading

The park should be regraded to address the current issues with flooding in specific areas. Grading of the park should move stormwater away from pedestrian and activity areas by redirecting flow to planted, naturalized areas, and bio-swales.

Additional tree and shrub planting should be strategically placed to define walkways and activity areas. Plant species should also be considered in the context of creating shade, screening, and moments of landscape interest.

The natural area on the east side of the park will need to be managed by removing invasive plants, dead and dying trees and Ash trees damaged by Emerald Ash Borer.



Map showing location of proposed sidewalk on Lake Drive (in yellow)



Recreation & Park Amenities

De La Salle Park is well used year round. With the re-aligned Lake Drive, the existing soccer field on the west side of the park will be removed and use will be accommodated in existing Town facilities. The park provides access to the lake in the winter, and provides a full range of recreation facilities including an upgraded playground, adventure play area, youth focused multi-use play courts, beach volleyball, exercise stations and open lawn areas for picnicking, active/passive recreation and informal play. Disc golf or other active recreation could be accommodated in the east wooded area of the park.

Early concepts explored the option of expanding the beach. The Lake Simcoe Region Conservation Authority Watershed Development Guidelines do not support shoreline alteration. Opportunities to replace the existing grass area and remove the armoured shoreline were considered but not pursued in light of the Guidelines.

The existing washrooms centrally located in the park and at the beach are generally in good repair. The concept plan illustrates a new deck around the beach washroom offering a location for seating and beach overlook. The area under the deck could be used to store canoes and kayaks. Consideration should be given to adding an accessible washroom on the lower/beach level of the building, under the upper deck.

A paved terrace beside the chapel offers a flexible park space that may be used for events, pop-up/seasonal vendors or food trucks or a sports court, or additional parking.

The original house on the east side of the park will be removed.



Illustration of new deck and overlook around existing washroom building

Operations & Management

Park Component	Victoria Day to Labour Day	September to Victoria Day
Washrooms/Changerooms	Daily cleaning Open from 8:30 am to 8:00 pm	Weekly cleaning Open from 8:30 am to 4:00 pm
Landscape	Cut grass once a week Prune trees as needed Manage the wooded area on the east side of the park	Prune trees as needed
Garbage	Pick up every day Pick up twice a day on Saturday and Sunday (July and August)	Pick up twice a week
Beach	Groom beach daily Buoys around swimming area No BBQs, tents, only small umbrellas	Monitor beach weekly to ensure no damage from parked vehicles
Overall park management	Monitor parking, pick up garbage, liaison with visitors every day between 8:00 am and 6:00 pm daily	Monitor park weekly
Parking	Parking Pay and Display Parking free for residents with a Resident Parking Pass Paid duty police officers on weekend to manage parking	Pay and Display Parking free for residents with a Resident Parking Pass
Playground	Inspect monthly	

Order of Magnitude Capital Costs

Access:	\$5,500,000
<ul style="list-style-type: none">- remove Lake Drive along water's edge- new alignment for Lake Drive- walkways/paths- parking- sidewalk on Lake Drive to Jackson's Point	
Landscape & Grading:	\$1,250,000
<ul style="list-style-type: none">- trees and shrub planting- regrading to address drainage issues- berms	
Recreation & Park Amenities:	\$750,000
<ul style="list-style-type: none">- play courts- play facilities- add accessible washrooms	
Signage & Site Furnishing:	\$200,000
<ul style="list-style-type: none">- interpretive panels- park sign- benches- waste receptacles- picnic tables	

A Note About Order of Magnitude Costs and Phasing of Construction

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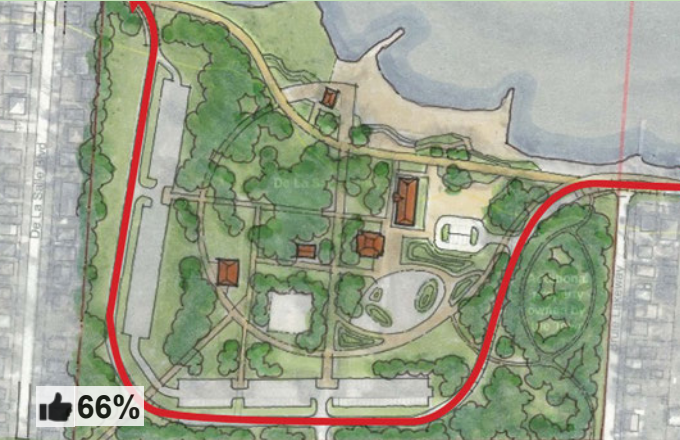
Some of the concepts include significant place-making projects that will change the character of the park. They will require commitment from Council to allocate funding or to staff to explore funding/grant programs.

The significant place-making changes to the parks may also disrupt park use for a season or two. Construction phasing can be established to allow partial use of the parks during construction. Inevitably, there will be disruption to use during implementation.

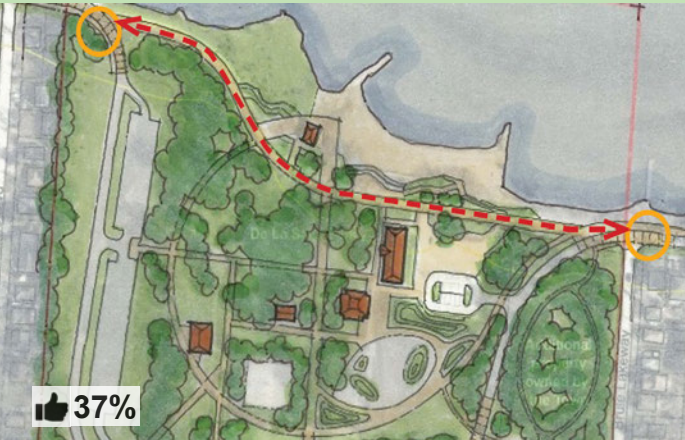
Immediate Next Steps

- Sidewalk on Lake Drive
- Detailed design of overlook/deck at the lake side washroom building

De La Salle Park Survey Results



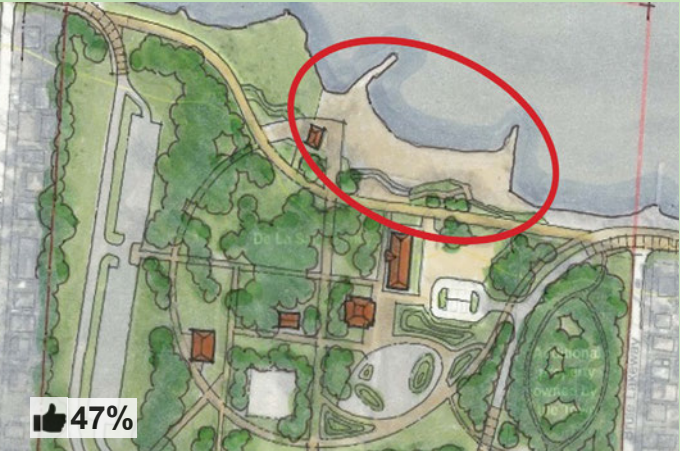
Close Lake Drive
Close Lake Drive along De La Salle Park and build a new park driveway along the west and east edges of the park



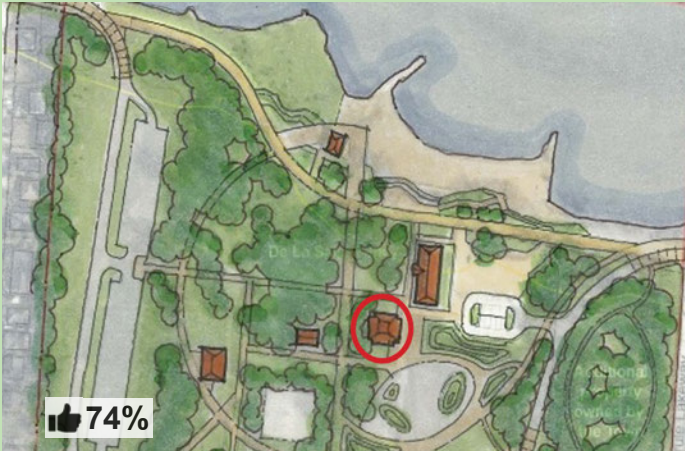
Seasonal Closures
Leave Lake Drive where it is, close it in the summer, re-direct traffic to streets east and west of the park



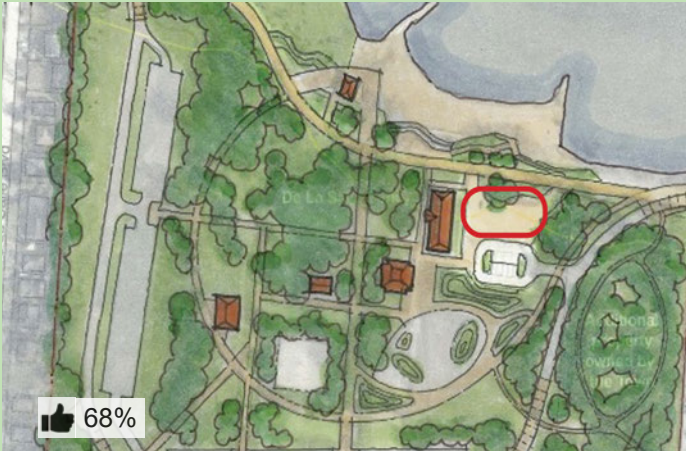
Lake Drive As Is
No change to Lake Drive, don't close in the summer, will remain open to cars



Fence off Beach
Fence off the beach area and add an entrance gate to manage capacity



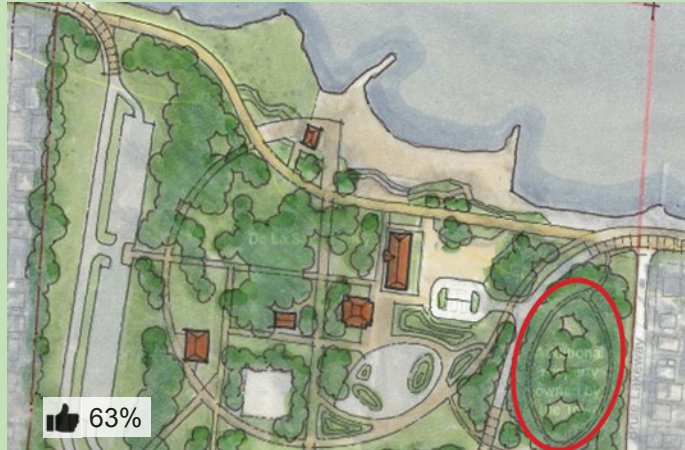
Winterized Washrooms
Make existing public washrooms available through all four seasons



Events Plaza
With redirecting Lake Drive or seasonally closing it, create an events plaza/play court on the existing north parking lot



New Deck and Overlook
Add a deck/overlook around the existing washroom building at the beach. Could use space under the deck for canoe/kayak rental



Frisbee Golf
Add frisbee golf/disc golf and adventure play to the wooded area on the east edge of park



Sidewalk to Jackson's Point
Build a sidewalk on Lake Drive to connect De La Salle to Jackson's Point

The results of the online survey of various components on the De La Salle Park concept revealed support for all components. There was little support for leaving Lake Drive as it is.

Zone 3 Jackson's Point

Context

Zone 3 includes Bonnie Park, Lorne Park, Jackson's Point Harbour Marina and Malone Wharf. Bonnie Park is a 1.2 Ha public waterfront park in Jackson's Point, located east off Lorne Street. Lorne Park is a linear park along the east side of Lorne Street. Jackson's Point Harbour Marina is a 0.47 Ha marina owned and managed by the Town of Georgina. Malone Wharf is a 0.16 Ha publicly-owned pier.

Bonnie Park includes a 25m beach, a picnic shelter, a playground, washroom facilities, and parking for 46 vehicles. Lorne Park includes a playground and parking for 6 vehicles. Jackson's Point Harbour Marina includes a 56 slip marina and a fishing pier. Malone Wharf includes a fishing pier and parking.



Context map of Jackson's Point

Amenities & Services Within 1km

Marinas

Name	Number of Slips		Amenities & Services
Jackson's Point Harbour Marina	56	32 - 20' 12 - 24' 12 - 28'	15 amp. power; picnic tables; beach; children's playground

Accommodation

Name	Units	Amenities & Services
Ramada by Wyndam Hotel	120 guest rooms	Restaurant; bar; indoor pool; sauna; spa; playground; sundries mart; fitness centre; meeting rooms; business centre
The Briar's Resort & Spa	64 guest rooms 10 cottages	Dining rooms; lounge; spa; meeting rooms; tennis courts; swimming pool
Whispering Pines B&B	5 rooms	Salt water pool

Land Ownership



Land Ownership map of the Jackson's Point area (approximate)

- Bonnie Park**
1.2 Ha (3 acres)
25m of Beach
- Malone Wharf**
0.16 Ha (0.4 acres)
- Jackson's Point Harbour Marina**
0.47 Ha (1.2 acres)

Facilities & Amenities



Facilities & Amenities map of Jackson's Point

Malone Wharf



Lorne Park



Jackson's Point Harbour Marina



Bonnie Park



Natural Heritage

Existing Conditions

- Mainly comprised of manicured grass with planted trees and shrubs (i.e. Bonnie Park, Lorne Street). Small sand beach present (Bonnie Park).
- Associated with Jackson's Point Harbour Marina and Malone Wharf.



Natural Heritage map of the Jackson's Point area

Coastal Review

Bonnie Park and Jackson's Point Harbour Marina includes several hundred metres of waterfront. This site was studied previously as part of the Jackson's Point Waterfront Master Plan and the coastal conditions are described in further detail in Baird's 2017 Coastal Engineering Review as part of that project. Key features include a marina, boat house, parkland, a public beach, parking lot, wharf and a series of offshore breakwaters that provide shelter to the marina.

The Bonnie Park beach is located on the north side of the timber dock. The shoreline at the north end of the public beach is protected with armour stone. A steel sheet pile wall with concrete apron protects the shoreline from the beach northward to the marina. A detailed inspection would be required to determine the condition of the wall.

The marina is located north of the public beach and includes a pile supported timber dock with two floating finger piers. A series of detached rubble mound breakwaters extend from Malone Wharf, providing shelter for the marina.

Malone Wharf is located north of the marina. The concrete wharf is in a deteriorated state of repair with significant cracking and spalling. The timber rub rail has been damaged. Depths observed along the wharf were generally less than 1 m.

During the previous study, two expansion options were considered for the marina (47 to 50 slips). The size of the marina is currently limited by the shelter area provided by the breakwaters and by the land base. Depths are also shallow in places, restricting access to shallow draft vessels.



Bonnie Park and pier



Existing shoreline conditions along Malone Wharf

York Region Marine Unit at Jackson's Point

The York Regional Police (YRP) Marine Unit consists of three boat slips for police vessels, office space for police staff, and storage space. The new facility serves to meet the growing safety demands on Lake Simcoe and significantly increases police response capacity. The facility was completed in 2020.



York Region Marine Unit at Jackson's Point



Location of York Region Marine Unit at Jackson's Point

Concept

The concept for the Bonnie Park, Malone Wharf, and the Jackson’s Point Harbour marina balances the wide variety of interests in this location. There are strongly held opinions with respect to the beach – does it stay or go?, the boat launch – if there is one, where does it fit? and the marina – does it expand or not, does it include expanded services, what’s the split between seasonal and transient boaters? The design process has considered the various interests and illustrates a scenario that seeks to balance the often competing interests and the challenges of abutting ownership and agreements.

Bonnie Park, is pending designation under the Ontario Heritage Act, is envisioned to include a new playground and splash pad relocated away from the pumping station, a new washroom and a relocated picnic shelter. While an option to add a deck at the water’s edge was considered, that option is not carried forward in favour of maintaining the beach. Bonnie Park is an ideal location for Information panels to describe the significance of the park, the history of the harbour and the Malone Wharf.

Malone Wharf is re-imagined as an area where pedestrian access and space is clearly defined from the road and parking. A pedestrian walkway is illustrated along the water’s edge terminating at an open air pavilion. The water testing station remains at this location, however, it can be wrapped with an information/interpretive sign. The vehicle entrance and parking should be clearly marked. The concept illustrates a boardwalk on the breakwater leading to the lighthouse.

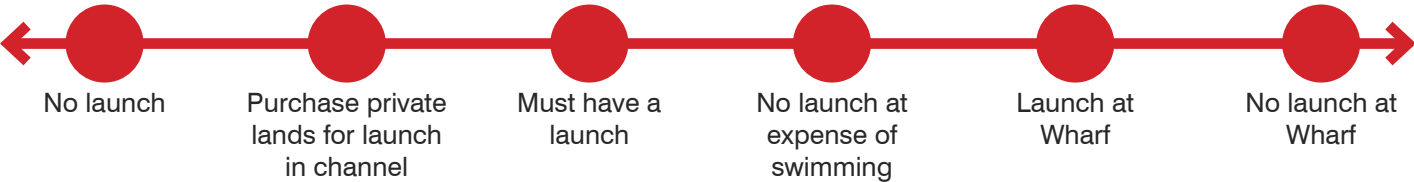
The marina piers and boat slips are re-oriented, with an option for expansion. The boat launch is located in the marina. Parking is illustrated on the municipally owned property on the west side of Lorne Street.

What people want...

- Not to lose beach at the expense of marina, but will need swimming barriers and need to manage geese
- An improved playground with a splash pad
- Solve the odour problems in the park
- Some want parking (including for trailers) on land between Lorne and Jackson’s Point Ave. Others don’t want it
- Some want more visitor parking on Lorne. Others said no, for residents only
- Some want more parking along the channel, others said no
- Some want more shops, food. Others said no, because shops are on Lake Drive, a short walk away
- Recognition of the heritage with possibly a marine museum, interpretive signage and story boards
- A washroom, organized parking, walkway on breakwall, place for birdwatching on Malone Wharf
- Some want a second swimming area on Malone Wharf, others said no to swimming in this location
- Town should purchase the Bonnie Boats property

We also heard the full spectrum of opinion on the marina and boat launch.

Full spectrum of opinion on Boat Launch



Full spectrum of opinion on Marina



Concept Plan for Jackson's Point



Malone Wharf

- 1 Redefined driveway and parking
- 2 Defined pedestrian area (boardwalk, paving, seating, bollards)
- 3 Park entrance with look-out (requires some shoring / armouring)
- 4 Landscape to screen adjacent neighbour
- 5 A new focal point (pergola, public art, shade structure) and screening of water level monitoring station
- 6 Breakwater boardwalk
- 7 Lighthouse

Bonnie Park/Marina

- 8 New parking for cars and trailers
- 9 On street resident only parking
- 10 Street trees along both sides of driveway
- 11 Reduced driveway width to create more space for park
- 12 Lay-by area for drop off and trailer queueing
- 13 Public Washroom & Washroom/Shower for marina
- 14 Relocated/new playground and splash pad, away from the pumping station and closer to lake
- 15 Relocated picnic shelter
- 16 Beach
- 17 Marina office
- 18 Boat Launch
- 19 Winter access to lake
- 20 Marina
- 21 Potential Future Marina Expansion

Concept Plan for Bonnie Park, the Jackson's Point Harbour Marina and Malone Wharf

Access

The driveway to the marina and Bonnie Park is maintained with 20 parking spaces and lay by parking for the boat launch. Trees are suggested for both sides of the entrance road. The road ends in a turn-around at the marina to accommodate the boat launch.

Additional parking for 10 vehicles and trailers and 20 standard vehicles is illustrated in the municipally owned land west of Lorne Street. On street parking for 43 vehicles is illustrated along Lorne Street, including in the right-of-way just north of the driveway. A parking space will be protected for the fire truck.

Vehicle access to Malone Wharf is provided with an entrance road and parking for 6 vehicles. Safe pedestrian access is provided on the defined boardwalk/path along the water's edge.

Landscape & Grading

The existing beach at Bonnie Park remains. Management of the geese will be required to ensure enjoyment of both the beach and park.

Trees are located to define the walkways and provide a screen to the Ramada Hotel.

Trees are located to line the park entrance drive.

On Malone Wharf, trees are planted on the boardwalk to create shaded seating areas. Trees and shrubs are illustrated along the north edge abutting private property

The York Region Police lands on the north side of the channel should be naturalized.

Recreation & Park Amenities

Bonnie Park is a beloved park used year round. In the winter it is well used for access for ice fishing and snowmobiling. The beach is maintained and with reconfiguration of the marina, boats will be directed away from the swimming area.

The playground should be upgraded with a splash pad added. These play facilities should be relocated away from the pump station.

The land along the south side of the channel and the existing buildings are privately owned. There may be opportunities to collaborate with the owners to consider options to reuse the existing buildings for community use.

The concept illustrates park washrooms central to the beach and playground. The building could be designed to include a separate facility with washrooms and showers for the marina. Seasonal washrooms should be provided on Malone Wharf.

Winter access is maintained from the beach.



Illustration of approach to Marina and boat launch area



BEFORE



Illustration of new pedestrian walkway and open air pavilion at Malone Wharf



BEFORE

Boat Launch Options

The York Region Police (YRP) have exclusive use of the channel regardless of ownership. The narrowing of the channel limits public access for boats and creates a conflict with the activities of the YRP.

The online survey revealed strong support for a boat launch in Jackson’s Point. Three options were considered:

Adjacent to the Beach

This option was explored as there are examples of a boat launch adjacent to swimming on other waterfronts. In Jackson's Point, this option was explored with a dock that separated the launch from the beach. There were concerns that activity from both the launch and the marina would impact swimming at the beach, all located in a small area contained by the dock along the south edge of the beach.



Boat launch at beach at Lake Eugenia



Boat launch and marina at beach at Lake Rousseau

Malone Wharf

An option to locate the launch at the Wharf was also explored as it was understood that this location historically had a launch. There was concern about the distance to parking located off of Lorne Street from this launch location and the impact on the marine railway.

Marina

An option to include a boat launch in the marina was considered and is reflected on the concept plan as the best of the three options. The launch accommodates boats up to 35 feet.

Jackson's Point Harbour Marina

The boat slips are reoriented to fit entirely within the Town’s water lot ensuring most of the boating activity is directed away from the channel and to accommodate a boat launch. The configuration of the docks also provides a separation to the slips from the beach. The marina has always existed primarily within the Town's water lot, surrounded by two water lots in private ownership operating with a shared understanding of the benefit of the marina and the interest to continue to provide navigation access.

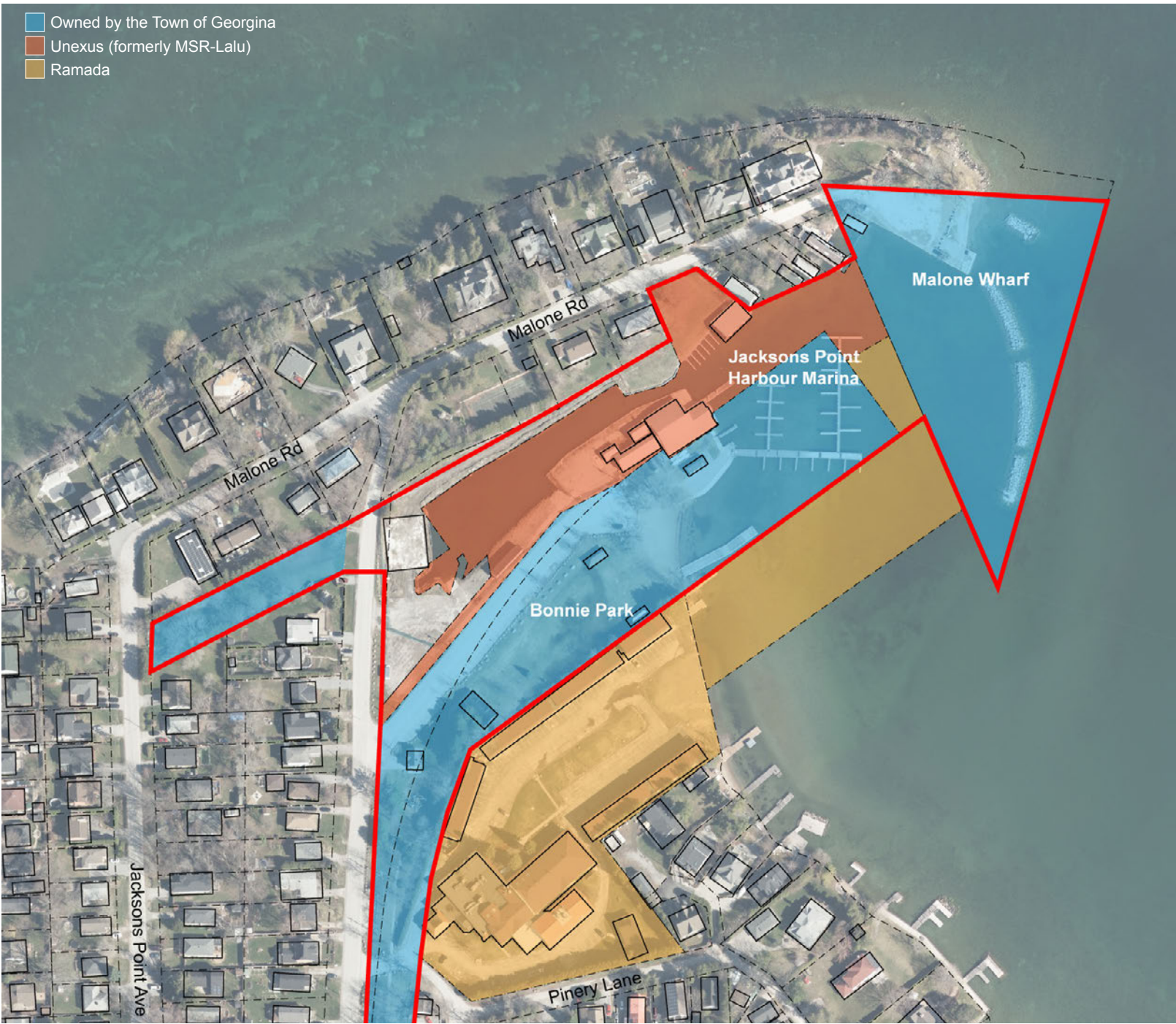
In this configuration, the marina has a total of 61 slips comprised of:

- 24 - 20 ft slips
- 20 - 26 ft slips
- 17 - 30 ft slips

Expansion into the adjacent water lot could allow for an additional 9 - 30 ft slips and 5 – 46 ft slips. Early discussion with owners of the adjacent water lots have revealed some support for expansion of the slips on their water lots.

With the location of the boat launch in the marina, the adjacency of the beach and the privately owned lands at the mouth of the channel, there is no room to accommodate gas and pump out associated with the marina. The provision of these services could be explored in the future depending on the plans for the adjacent privately owned lands. In the interim, partnerships will be explored with one or more of the private marinas to offer pump out services.

Water circulation in the marina basin is reduced by the breakwaters that shelter the marina from wave action. Marine plant growth was observed and depths are shallow in some areas. The proposed docks are floating and should not significantly impact circulation. A water quality monitoring program is recommended at the beach.



Ownership Map

The existing marina operations building will be removed for the access and manoeuvring area for the boat ramp. The concept plan illustrates marina operations in a summer trailer adjacent to the ramp access. The location can be reconsidered depending on proposals for the adjacent private lands.

There is approximately 40 parking spaces, 10 spaces for vehicles and trailers, plus approximately 43 spaces on Lorne Street. Standards for the provision of parking spaces for marina slips are in the order of 0.6 spaces/slip, resulting in approximately 37 spaces required which are provided on the concept plan.

Marina Layout

In order to meet the current and future boater market between 2020 and 2034, two possible expanded configurations are proposed for the marina as shown in the table below. To better address the growth in length of boats within the seasonal market area of the marina the two suggested scenarios include a significant but reduced number of 20 foot slips (6 metres) and an increased number of slips 26 feet and longer (8 metres). Most marinas in Ontario no longer provide slips less than 25 feet (7.62 metres) as boats of that length are typically trailered to a launch ramp on an as used basis.

Length of Slip	Number of Slips		
	Existing Marina	Scenario A	Scenario B
20 feet (6 metres)	32	24	24
26 feet (8 metres)	12	20	20
30 feet (9 metres)	12	17	26
46 feet (14 metres)			5
Total Number of Slips	56	61	75

Potential Configuration of an Expanded Jackson’s Point Harbour Marina

Projected Demand for Seasonal Slips

It is expected that demand for seasonal slips will come from:

- Latent demand existing because of the short-fall of seasonal slips within the 50 kilometre market area of the Jackson’s Point Harbour Marina;
- Trade up from existing marinas as this facility will be the newest in the market area with much sought after 9 and 14 metre slips; and,
- Current seasonal slips holders.

It is recommended that expanded Scenario A provide 51 seasonal slips and Scenario B 65 seasonal slips.



Concept Plan for proposed Jackson's Point Harbour Marina layout

Marina Operations

Projected Demand for Transient Slips

The projected demand for transient slips at the Jackson’s Point Harbour Marina takes into consideration that gas and pump out are not provided in the immediate future. It is recommended that the expanded Scenario A and B marina provide 10 dedicated transient slips.

In catering to the transient boater market, the number of boats attracted will vary widely depending on the day. An established marina (i.e. Year 4 or 5) in a good market can expect to reach high occupancy rates on holiday week-ends and established special event weekends. Monday through Friday are difficult days to attract transient boat-ers even with very attractive discounts.

Time Period	(expected occupancy rate at an established marina in a good market)
Holiday Weekends	90 to 100%
Existing Special Event Weekends	75 to 100%
New Special Event Weekends	65 to 85%
Normal Weekends	55 to 65%
Normal Weekdays	5 to 10%

The projections for transient boaters assume three time periods: less than 1 day, 1 day, and more than 1 day stays and that transient boaters will use the 26, 30 and 46 foot slips (i.e. 8, 9 and 14 metre slips). Both Scenario A and B assume the transient slips will be comprised of 6 - 26 foot slips, and 4 - 30 foot slips (i.e. 6 - 8 metre slips, 4 - 9 metre slips).

While the review of the revenues and expenses for the marina between 2012 and 2019 indicates that the marina does well financially, indirect costs covered by the municipality are not included within the specific facility budget. Revenue from seasonal slip rentals represents the major revenue source with only a small portion coming from transient slip rentals (no revenues were reported for 2017 to 2019), parking and boat launch sales. The profit margin before depreciation and reserves for replacement at Jackson’s Point Harbour Marina ranged between 14.7 percent and 55.8 percent compared to the range of 11.7 percent (for resort/residential marinas) to 23.8 percent (for private marinas) and 20.0 percent (for municipal marinas).

The marina operations have historically been managed by Sail Georgina. Other forms of operation and manage-ment include either operating the marina using municipal staff (i.e. the person responsible for winter activities) or hiring a Marina Manager on a contract basis for a limited number of weeks each season. The number of available seasonal slips (48) and total slips (56) at Jackson’s Point Marina would preclude the option of leasing the property to a private operator. There are currently only three other facilities in the seasonal boating market area with fewer slips than Jackson’s Point:

- McGregor on the Water – 50,
- Coves of Keswick Marina – 52, and
- Island Grove Landing & Marina – 18.

The fixed costs (labour, office supplies, and insurance) associated with operating a marina typically mean that a private operator has to offer in excess of 200 slips to be profitable. Insurance, in particular, is much higher with privately operated marinas as municipalities can get a rider on their overall insurance policy to cover that of the marina.

Private Operator Management	Town Management	Short Term Contract Management
Pros		
<ul style="list-style-type: none">• The Town would continue to have a marina on the waterfront• Town would receive an annual payment according to the lease agreement	<ul style="list-style-type: none">• Provides Town with total control over what happens at and in marina basin• Increase economic impacts accruing from operation of marina• Increase economic impacts due to transient boater expenditures	<ul style="list-style-type: none">• Provides Town with good control over what happens at and in marina basin• Increase economic impacts accruing from operation of marina• Increase economic impacts due to transient boater expenditures• Contracted Marina Manager would train staff to operate the marina• Contracted Marina Manager would be less expensive than municipal employee thus reducing operating costs and increasing profitability
Cons		
<ul style="list-style-type: none">• Direct control over operation of the marina would be in other than the Town’s hands• Town would receive a lesser percentage of operating profits• Little interest in Increasing economic impacts accruing from operation of marina• Higher insurance costs• Marina in private hands would expect higher return on investment therefore fees and charges would be higher• Would likely be less transient slips, leading to loss of spending in Town and surrounding area and resultant economic impacts	<ul style="list-style-type: none">• Duties of municipal employee re-directed to marina during boating season would need to be covered by another individual	

Pros and Cons Associated with Operational Models

Operations & Management

Park Component	Victoria Day to Labour Day	Labour Day to Victoria Day
Washrooms	Daily cleaning Open from 8:30 am to 8:00 pm	Weekly cleaning Open from 8:30 am to 4:00 pm
Landscape	Cut grass once a week Prune trees as needed	Prune trees as needed
Garbage	Pick up every day Pick up twice a day on Saturday and Sunday (July and August)	Pick up twice a week
Beach	Groom beach daily Buoys around swimming area	Monitor beach weekly to ensure no damage from parked vehicles
Overall park management	Monitor parking, pick up garbage, liaison with visitors every day between 8:00 am and 6:00 pm daily	Monitor park weekly
Parking	Parking Pay and Display Parking free for residents with a Resident Parking Pass	Parking Pay and Display Parking free for residents with a Resident Parking Pass
Playground	Inspect monthly	

Trends in Recreational Boating & Marinas

- Most boats are being used less and less
 - 40 percent or more of seasonal boaters never take their boat out of the slip during the boating season
 - Current trend is for larger vessels (i.e. 46 feet and over) and smaller boats (i.e. 24 to 28 feet)
 - Longer, wider, deeper boats, with more things requiring power supply
 - 30 and 50 amp service is now standard for average marinas, and can range up to 100 to 200 amps for larger sized boats
 - Boating trends all point towards ease of use combined with comfort
 - Cost of entry and use for boating and age of those purchasing a boat are both increasing
 - Many marinas are now offering a type of concierge service, checking out that the boat is working, that batteries are charged, that fuel and water tanks are full, and provide cleaning and provisions
- Additional services and amenities are increasingly expected, including provisioning & breakfast items (muffins, juice, tea, coffee, newspaper etc.), laundry and dry cleaning, bicycles (rental or complimentary)
 - Marinas changing focus to become destinations both for transients as well as locals, including festivals, cookouts and social functions
 - Boaters increasingly expect boating support apps and GPS-enabled route planning
 - Boaters are looking for marinas equipped with cellular boosters, charging ports and more robust electrical systems
 - Website and app design will continue to grow in importance as a critical part of marina infrastructure
 - WiFi is now considered an essential service by many boaters when choosing a marina
 - Use ‘dead’ space for dock rental for personal watercraft such as jet skis, kayaks, canoes, paddle boards as additional revenue source

Order of Magnitude Capital Costs

Bonnie Park

Access:	\$400,000
- Park driveway	
- walkways/paths	
- parking	
Landscape & Grading:	\$200,000
- trees and shrub planting	
- regrading to address drainage issues	
- berms	
Recreation & Park Amenities, can include:	\$2,500,000
- play facilities	
- permanent washroom	
Signage & Site Furnishing, can include:	\$80,000
- interpretive panels	
- park sign	
- benches	
- waste receptacles	
- picnic tables	

A Note About Order of Magnitude Costs and Phasing of Construction

Order of magnitude costs based on construction projects in Georgina are included for budget setting purposes for detailed park design. Costs are estimated from rough calculations of quantity based on the sketches and applying unit costs for various items from Georgina construction projects.

Some of the concepts include significant place-making projects that will change the character of the park. They will require commitment from Council to allocate funding or to staff to explore funding/grant programs.

The significant place-making changes to the parks may also disrupt park use for a season or two. Construction phasing can be established to allow partial use of the parks during construction. Inevitably, there will be disruption to use during implementation.

Malone Wharf

Access:	\$200,000
- boardwalk on wharf	
- boardwalk on breakwater	
- parking	
Landscape & Grading:	\$15,000
- trees and shrub planting	
- regrading to address drainage issues	
- berms	
Recreation & Park Amenities:	\$140,000
- shade structure	
- seasonal washroom	
Signage & Site Furnishing:	\$10,000
- park sign	
- benches	
- waste receptacles	
- picnic tables	

Marina

Boat Launch	\$150,000
Marina	\$1,500,000*
Repair shore wall	\$450,000

**The costs for the marina assume replacement. A detailed inspection of the docks, slips and breakwater was not completed as part of the scope of work, and will be required for detailed design of the marina.*

Immediate Next Steps

- Implementation of parking lot on lands west of Lorne
- Detailed design of marina and boat ramp

The results of the online survey of various components for Jackson's Point revealed strong support for a boat launch, but no clear preference for one of the three locations for a boat launch. There was strong support for expanding the marina, but support for leaving the sand beach or adding the water's edge deck was exactly the same at 73%. There was strong support for the other components of the concept.

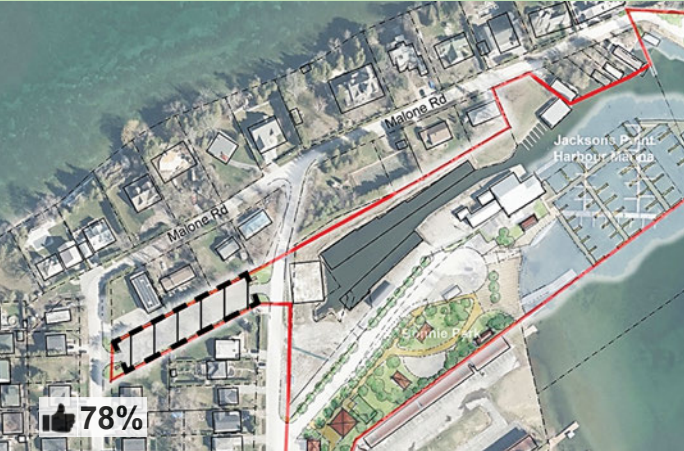
Jackson's Point Survey Results



Boat Launch at Beach
Add a boat launch (#1 on map) in the harbour with the beach maintained or a water's edge deck added



Maintain Beach
Maintain the beach as is (with or without a boat launch)



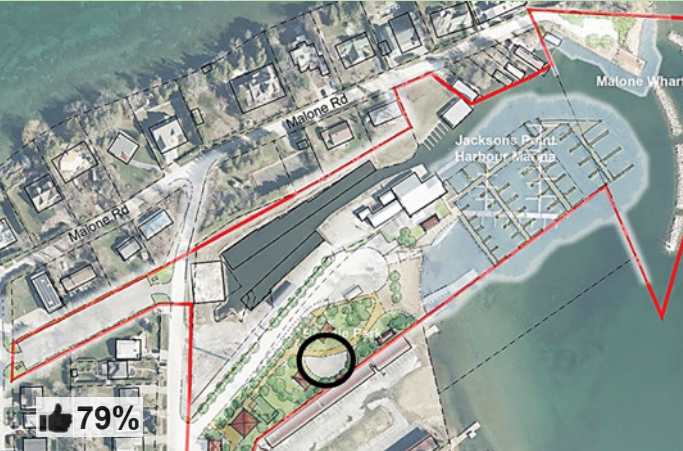
More Parking
Provide more parking on the Town-owned land between Lorne Avenue and Jackson's Point Avenue (black dash on map)



Boat Launch Marina
Add a boat launch in the harbour (#2 on map) located such that the existing marina building will be relocated, with a water's edge deck added or the beach maintained



Water's Edge Deck
Create a new deck on piers over the beach, to overlook the lake (with or without a boat launch)



Playground
Relocate and expand the playground and add a splash pad (black circle on map)



Boat Launch Malone Wharf
Add a boat launch at Malone Wharf (#3 on map)



Expand Marina
Expand the marina to approximately 80 slips (transient and seasonal boaters) with gas and pump-out



Pedestrian Walkway
Add a pedestrian walkway/boardwalk on Malone Wharf



No Boat Launch
No boat launch in Jackson's Point harbour



Leave Marina
Leave the marina as is with no expansion and no gas or pump-out added



Breakwater Boardwalk
Add a boardwalk along the breakwater at Malone Wharf

Zone 4 Holmes Point Park

Context

Holmes Point Park is a 2.6 Ha public waterfront park located in Holmes Point on Holmes Point Road, west of the mouth of the Pefferlaw River. The park is jointly owned by the Lake Simcoe Region Conservation Authority and Town of Georgina, and managed by the Town. Holmes Point Park includes a 50m beach, a picnic area, a playground, washroom facilities and parking for 73 vehicles.



Context map of Jackson's Point

Amenities & Services Within 1km

Marinas

Name	Number of Slips		Amenities & Services
Flying Bridge Marina	100	10 - 20' 50 - 30' 20 - 36' 20 - 40'	Launch ramp; engine repairs; 20 & 30 amp. power; children's playground; swimming pool; basketball court; winter boat storage
Everglades Marina	284	60 - 20' 86 - 26' 74 - 30' 38 - 36' 26 - 42'	Gas, diesel; launch ramp; marine supplies; engine repairs, 15 & 30 amp. power; picnic tables, children's playground; winter boat storage

Accommodation

Name	Units	Amenities & Services
Peninsula Resort	22 motel suites 3 cottages	Park; beach; boat launch; 2 boat slips (suitable for small aluminum boats, canoes, seadoos); boardwalk on Pefferlaw River

Land Ownership



Land Ownership map of the Holmes Point Park area (approximate)



Existing conditions at Holmes Point Park

Facilities & Amenities



Facilities & Amenities map of Holmes Point Park

Natural Heritage

- Manicured grass with landscape plantings on small parcel abutting shoreline.
- Parking area south of Holmes Point Road.
- Parking area flanked by LSRCA regulated wetland (i.e. Morning Glory Swamp – Provincially Significant Wetland) to the south and east.
- Duclos Point Life Science Area of Natural and Scientific Interest (ANSI) located to the west of Holmes Point Road.
- Evidence of parking lot encroachment into regulated wetland.
- Provincially Significant Wetland (PSW) comprised of a deciduous-mixed swamp mosaic (poplar, cedar, birch, maple, ash dominant) that is part of the Town of Georgina and York Region Greenlands system.
- Significant shoreline erosion – poor placement of armour stone limits shoreline protection from wave action.



Natural Heritage map of the Holmes Point Park area

Coastal Review

The shoreline is an eroding low bank with a narrow sand and cobble beach. The eastern shoreline is unprotected and eroding. The shoreline at the west end of the park has been protected with armour stone, however there is no filter behind the armour stone and the protection has failed. There is a sign warning the beach is unsafe for swimming due to high levels of bacteria.



Existing shoreline conditions at Holmes Point Park



Concept

Holmes Point Park is well used year round. It is a very popular destination for swimming, used for ice fishing with hut rental from January to March, snowmobile access to the lake and kiteboarding. The concept plan for Holmes Point Park aims to adjust the park entrance and connection to parking to create more green space. Holmes Point Road is re-directed with a T intersection with Donna Drive. Special paving on the roads at the park entrance would clearly indicate a pedestrian priority zone. The park entrance is defined with landscape grading and planting. A new year round washroom is illustrated in the park. The building is envisioned to include washrooms, changerooms and a verandah/overhang oriented with views of the park and beach. An nature interpretation area and parking remains on the south side of the road.

What people want...

- Permanent washrooms, well managed, no smell
- Washrooms locate in the parking lot
- Better management of the park to avoid overcrowding
- More parking, better managed
- Resident only parking on the land west of the road
- Make the park for residents only
- Some suggested pop up for rental of kayaks, or food, others said no, need to address capacity of the park first, others said leave it to the businesses in the area
- Enhanced landscape, improved drainage
- Easier access to the water, there's a sharp drop
- A bigger beach, - possibly by cutting back into the park
- Better signage
- Fenced dog park
- More shade from sun
- Outdoor shower



Concept Plan for Holmes Point Park

Access

Consideration can be given to managing the capacity of park to ensure the beach and lawn areas are not over crowded. In order to manage capacity, the south front-age of the park would need to be fenced with a gate to manage use in July and August. Admission fees may be required to cover the cost of additional staffing. The area of the beach and the lawn area (excluding the children’s playground) is approximately 0.73 hectares or 7,300 m².

The concept plan illustrates Holmes Point Road re-directed to the east to expand the park entrance with Donna Drive connecting at a T intersection. Special paving across the road would clearly signal a pedestrian priority zone to enable safe crossing from the parking. Consideration should also be given to installing speed bumps on Holmes Point Drive to slow traffic and to have signage at Highway 48 indicating when the Park is full.

It is suggested that parking be expanded to the south with a new entrance and exit to allow for turnaround. Approximately 120 spaces can be accommodated, an increase from 48 stalls. Expanded parking in this location will be designed with permeable material and a land-scape buffer to the adjacent natural heritage feature.

Winter access to the lake occurs along a hard surface path down the centre of the park to the lake edge. Currently vehicles access the shoreline for unloading snowmobiles and fishing huts. The straight line access from Holmes Point Drive is modified with the landscape grading and planting and redirected to the east side of the park. The large parking area should be used to un-load snowmobiles, to reduce the impact on the park and beach.



This property on Holmes Point Road will remain for neighbourhood access only

Landscape and Grading

The shoreline is eroding although some effort has been made to protect it with armour stone. Without filter fabric behind the stone, the shoreline will not be stabilized. The concept plan indicates the need for shoreline stabilization at the beach.

Modest landscape grading at the park entrance helps to define the south edge and the walkways. A new path along the beach and along the grassed area helps to manage use.

Recreation and Park Amenities

A lakeside deck is suggested on the west edge of the park to compliment swimming.

A new location for a washroom is illustrated in the green space of the park. The building is envisioned to be a "jewel in the landscape" and not simply the utilitarian building that currently exists in the parking lot. During conversations with the public, The team heard prefer-ences to locate a new washroom in the parking lot, across the street from the park, because it would smell, block views and take up green space. The team rec-ommends locating the washroom central to where the users are. The well maintained, permanent, year round small park building is envisioned to also include change rooms, a veranda and possibly an entrance gate. The building is oriented imagining a veranda opening views to the park and beach. Like most park buildings, it will be a meeting place and a much needed amenity for park users, especially parents with children. This type of amenity does not belong mixed with cars in a parking lot, creating an unsafe condition for park users, particularly children, having to cross the road, and mix with cars.

The washroom would be serviced with a septic system to be designed and located during detailed the building design.

A new nature interpretive area and pollinator garden is illustrated on the south side of Donna Drive.

The existing playground remains in its current location.



Precedent of park washroom building

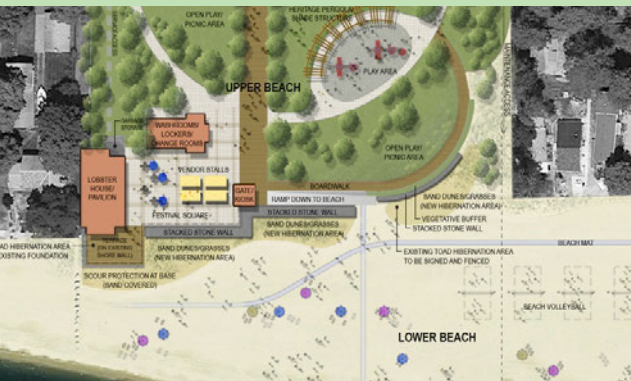
Bay Beach, Town of Fort Erie

Following the implementation of The Planning Partner-ship's design for Bay Beach, the Town implemented a new operating model for the park that included monitor-ing beach capacity through controlled entry.

Beach Capacity
5,000 m2 at 2.5 m2/person = 2000 people

- Beach Admissions (in and out privileges)**
- 9 - 6 pm daily from Victoria Day to Labour Day
 - Residents season pass \$10/member of the household (children 10 years old and under are free)
 - Short term rental operators season pass \$100
 - Day passes \$5
 - Plus paid parking

Prior to Covid, there was approximately \$300,000 in revenues generated from beach admission, far exceeding their projections. The revenue paid for additional operating costs resulting in a surplus that was returned to the general levy.



Measures to manage capacity at Bay Beach



Measures used to control beach usage at Bay Beach included a kiosk controlling entry to the public beach

Operations & Management

There is interest in managing and monitoring the capacity of the beach. In order to do so the frontage of Holmes Point Park along its southern edge will be fenced. An entrance gate and kiosk is located along the east edge of the park. Beach use will be monitored between 9:00 am and 4:00 pm 7 days a week from Canada Day to Labour Day.

Park Component	Victoria Day to Labour Day	September to April
Washrooms	Daily cleaning Open from 8:30 am to 8:00 pm	Weekly cleaning Open from 8:30 am to 4:00 pm
Landscape	Cut grass once a week Prune trees as needed	Prune trees as needed
Garbage	Pick up every day Pick up twice a day on Saturday and Sunday (July and August)	Pick up twice a week
Beach	Groom beach daily Buoys around swimming area No BBQs or tents, small umbrellas only	Monitor beach weekly to ensure no damage from parked vehicles
Overall park management	Monitor parking, pick up garbage, liaison with visitors every day between 8:00 am and 6:00 pm daily	Monitor park weekly
Parking	Parking Pay and Display Parking free for residents with a Resident Parking Pass	Parking Pay and Display Parking free for residents with a Resident Parking Pass
Playground	Inspect monthly	

Order of Magnitude Capital Costs

Access:	\$1,125,000
- realign roads	
- special paving at entrance	
- walkways/paths	
- parking	
Landscape & Grading:	\$225,000
- trees and shrub planting	
- shoreline stabilization	
- regrading to address drainage issues	
- berms	
Recreation & Park Amenities:	\$2,000,000
- play facilities	
- deck at water's edge	
- permanent washroom	
Signage & Site Furnishing	\$40,000
- interpretive panels	
- park sign	
- benches	
- waste receptacles	
- picnic tables	

Immediate Next Steps

- Implement a pilot project to manage capacity at the beach, fence
- Expand the parking lot
- Detailed design of new washroom/change room building

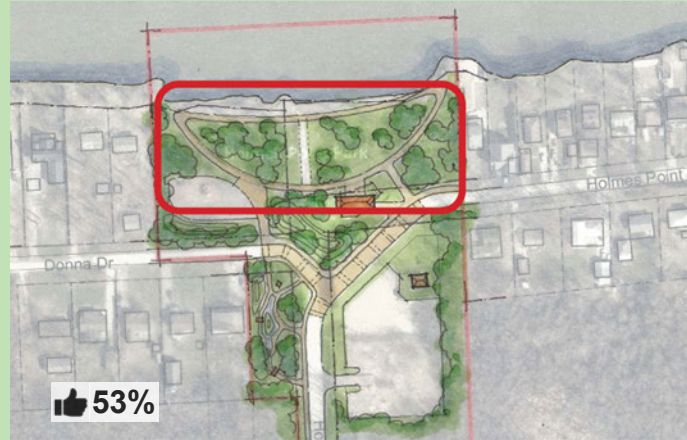
A Note About Order of Magnitude Costs and Phasing of Construction

Order of magnitude costs based on construction projects in Georgina are included for budget setting purposes for detailed park design. Costs are estimated from rough calculations of quantity based on the sketches and applying unit costs for various items from Georgina construction projects.

Some of the concepts include significant place-making projects that will change the character of the park. They will require commitment from Council to allocate funding or to staff to explore funding/grant programs.

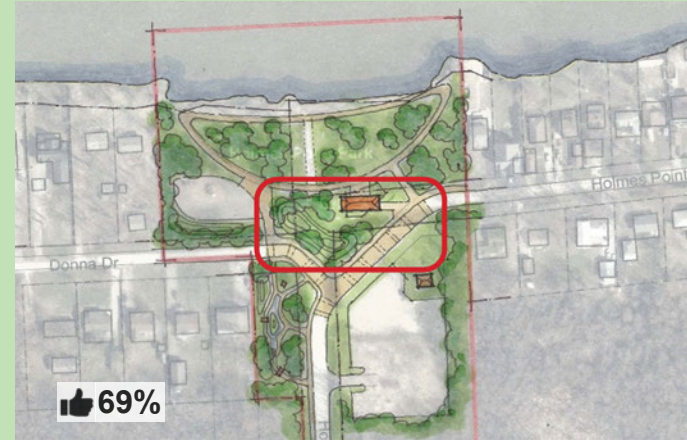
The significant place-making changes to the parks may also disrupt park use for a season or two. Construction phasing can be established to allow partial use of the parks during construction. Inevitably, there will be disruption to use during implementation.

Holmes Point Park Survey Results



Fence Off Park

Fence the Park in the summer and add an entrance gate to control capacity



Expand Park

Expand park at the south edge by redirecting Donna Drive and Holmes Point Road



Car Turn Around

Build a turn-around for cars at the south edge of park rather than expanding the green space. Leave existing roads as is.



Parking

Leave parking as is (outlined in red on map)



Expand Parking

Expand the existing parking lot and accommodate a car turn-around through parking lot (outlines in red on map)



Winterized Washrooms

Build new winterized washrooms that can be used through all four seasons



Washrooms

Build new seasonal washrooms that are not winterized



Adventure Playground

Add an adventure playground on the west side of Holmes Point Road south of Donna Drive

The results of the online survey of various components on the Holmes Point Park concept revealed that support was split on the idea of fencing off the park to manage capacity, adding a car turn around, leaving parking as is and adding seasonal washrooms. There was strong support for expanding the park as illustrated on the concept, expanding parking, adding winterized washrooms and an adventure playground.

Zone 5 Mossington Wharf/Black River

Context

Mossington Wharf is located at the mouth of the Black River off Hedge Road east of the Briars Park neighbourhood. The wharf was formerly owned by the Federal Government and is now owned by the Town of Georgina, but is closed to public access at this time.

Zone 5 also includes 3.75 km of the Black River from Lake Simcoe to Mill Pond Park off High Street in Sutton.

Mill Pond Park includes a picnic area and parking for 6 vehicles. West of the Black River off Dalton Road is The Link Community Centre.

Amenities & Services Within 1km

Golf Course

Name	Holes	Amenities & Services
The Briar's Golf Club	18	Private course; requires membership; driving range; putting & chipping area; pro shop; club house licensed dining, patio & lounge

Accommodation

Name	Units	Amenities & Services
Driftwood Motel	15 rooms	



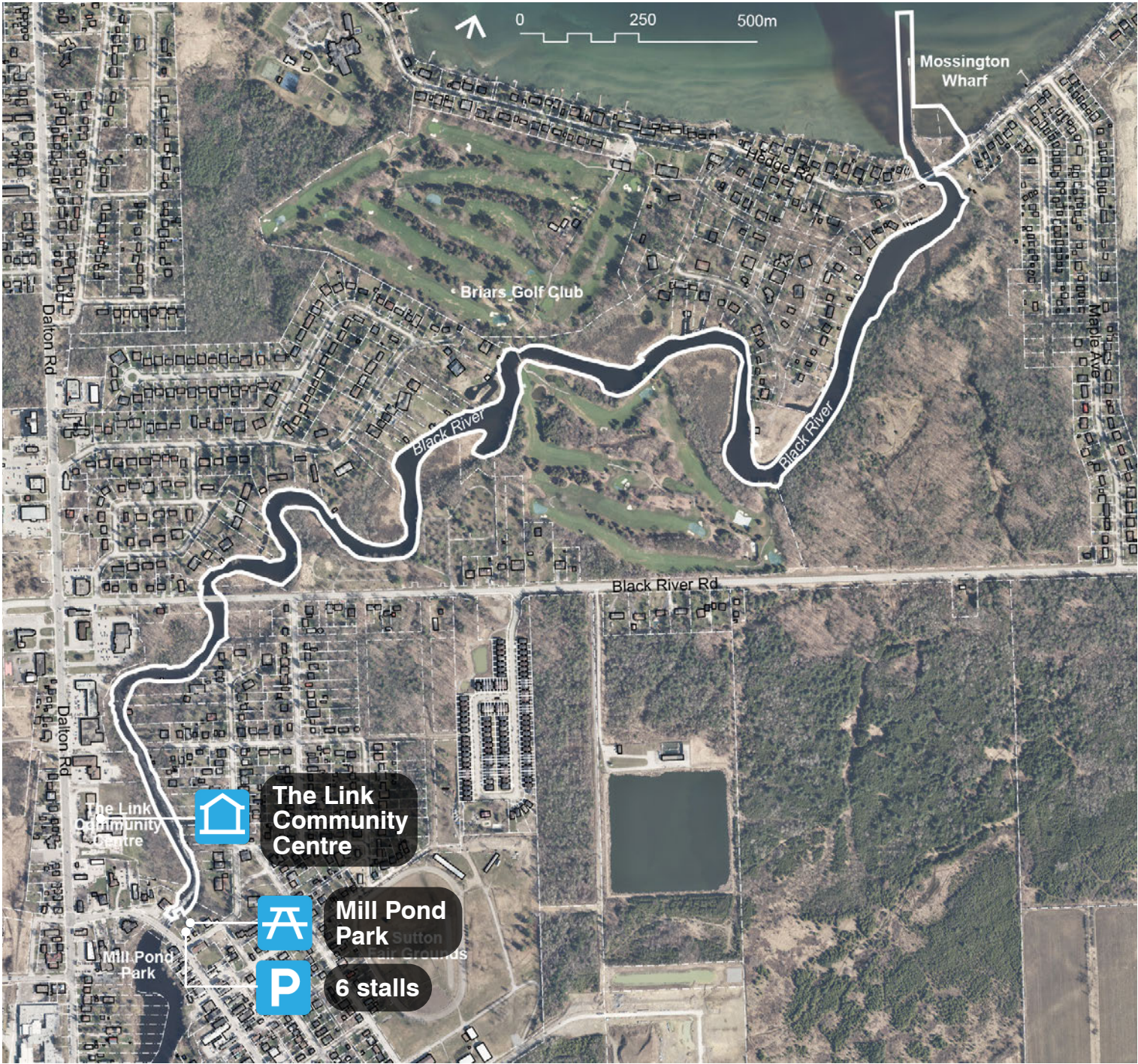
Context map of the Black River/Mossington Wharf area

Land Ownership



Land Ownership map of the Black River/Mossington Wharf area (approximate)

Facilities & Amenities



Facilities & Amenities map of Black River/Mossington Wharf



Existing conditions at Mossington Wharf

Natural Heritage

- Mossington Park Provincially Significant Wetland (PSW) associated with the Black River and associated floodplain. Wetland extends from High Street to the shoreline of Lake Simcoe. Upland deciduous and mixed forest associations flank the river in several locations. The largest block is located to the north of Black River Road.
- Submergent and emergent wetland communities are associated with the PSW along the Black River.
- Adjacent land uses include residential, golf course (The Briar's), and commercial (Dalton Road urban corridor).
- The Black River provides an important linkage connection between the Oak Ridges Moraine to the south and the Lake Simcoe shoreline.
- The Black River is managed as coldwater fish habitat.
- Parcel of land north of Hedge Road is comprised of cultural meadow (disturbed) with clusters of pioneering shrub and tree regeneration (white cedar, white birch, shrub willow, red-osier dogwood). Small cobble beach on shoreline.
- Visible ATV use of area north of Hedge Road.
- Woodland and wetland features flanking the Black River corridor are designated as "Environmental Protection Area" in the Sutton/Jackson's Point Secondary Plan.

Black River

- River is sensitive to large boat traffic. The shoreline exhibits steep/partially eroded banks, with a fringe of emergent and submergent wetland vegetation (PSW). Narrow river channel constrains manoeuvrability for boats.
- Limited parking opportunities at the parkette below the dam.
- Dangerous currents below the dam.
- Several residences, a golf course and a large cemetery occupying significant portions of the river's edge.
- Recreational use of the Black River should be confined to small craft such as canoes and kayaks.



Natural Heritage map of the Black River/Mossington Wharf area

- LEGEND**
- Provincially Significant Wetland
 - Wetland
 - Woodland

Coastal Review

Mossington Wharf, located at the mouth of the Black River, is approximately 210 m long and 3 m wide. It is constructed of timber cribs filled with stone ballast with a timber deck. The outer 13 m is constructed of steel sheet pile with a concrete deck. The wharf is in a state of disrepair and is a public safety hazard. The deck boards, wooden piles and timber facing has deteriorated above the waterline. Below the waterline the structure appears to be relatively preserved. Connecting hardware throughout the wharf was either absent, loose, or no longer serving its intended purpose due to degradation of the wood. The entire deck is soft or rotted and some boards have been removed. A fence was erected by DFO in 2018 to restrict public access due to the wharf's unsafe condition, however the fence had been vandalized on the day of the site visit.

The Black River from Mossington Bridge to Mill Pond is 3.6 km long with average depth 3.3 m (Colliers, 2018). Most of the river can support limited motor boats with shallow draft. Off the centre line, subsurface obstructions were encountered. Depths are shallow in the upper reaches near Mill Pond and there are unmarked blind corners. Storm drains were observed and Colliers recommended water quality testing should the river be deemed a recreational asset.

Dredging at the mouth of the Black River has been ongoing since the 1930s. The Town last dredged in 2002. Sediment transport studies including Shoreplan (2013), concluded that dredging would be an ongoing requirement at the mouth of the Black River, to maintain an open channel and the costs would be relatively high due to the total length of channel and frequency of dredging required.

A detailed condition assessment of Mossington Wharf was provided by Colliers (2018) recommending: immediate repair of the fence to restrict access; that if the Town decides to proceed with wharf rehabilitation, Option 2 (repair the wharf with steel reinforcement above waterline) is recommended; and that based on an economic analysis, the Town should forego dredging as the operation has both high capital and maintenance costs that far exceed the potential revenue to the Town. Without dredging the Black River is accessible to kayaks, canoes. The report also noted that permits would be required for wharf rehabilitation work, and that sediment quality was assessed by DCS and SNC-Lavalin. SNC concluded dredgeate could be disposed on land based on regulations in effect at that time (2017).

Previous testing indicated the sediment surrounding Mossington Wharf met requirements for industrial and commercial land use required for disposal (Colliers, 2018). SNC Lavalin (2017) found exceedances for some contaminants and metals and listed specific disposal requirements.

Georgina has completed many studies to assess the condition of the wharf and feasibility of dredging the River:

Colliers, 2018. *Consulting Services – Environmental Services – Mossington Wharf Engineering Study*. Prepared for the Corporation of the Town of Georgina.

Shoreplan Engineering, 2013. *Black River Pier Sediment Transport Study*.

SNC-Lavalin, 2017. *Supplemental Phase II Sediment Quality Assessment*.

Town of Georgina, 2019. *Waterways Advisory Committee Minutes* dated October 22, 2019.

Town of Georgina, 2019. *Request for Tender – Contract No. CAO2019-033A Mossington Wharf Refurbishment Project*



Existing shoreline conditions at Mossington Wharf



Status of Mossington Wharf

In March 2018, the Town signed an agreement transferring possession of Mossington Wharf from the Federal government to the Town.

As part of the transaction, the Town was granted \$770,000.

The agreement requires the Town to operate the wharf as a public harbour for at least 5 years (to May 10, 2023) at the same level of operations as had existed in the 12 months before the registration transfer.

The Town is not restricted in using the money for the wharf repair, however the Town's lawyer suggested using the funds only for wharf repair over the 5 year period and further noted the town is responsible for any environmental cleanup if the need arises.

Action to rehabilitate the Wharf

In June 2019, the Town issued an RFP for consulting environmental services for Mossington Wharf Refurbishment Project

The project included construction services for rebuild of the wharf above the waterline and dredging (50% clean fill, 50% contaminated fill) from the mouth of the Black River. It is our understanding that no bids were received.

On November 21, 2019, the Town resolved that staff be directed to investigate the feasibility and cost to complete necessary repairs to the least damaged southern portion of the wharf, utilizing what can be salvaged from the north portion and report back to Council prior to the commencement of Phase 1 of the Waterfront Master Plan Strategy.

It was further resolved that staff be directed to investigate the feasibility of and cost of dredging to a depth of 5 feet only the portion of the channel along the northern part of Mossington Wharf impacted by littoral drift and again report back to council prior to the commencement of this study.

Mossington Wharf

Mossington Wharf was transferred to the Town in 2018. As part of the agreement, the Town is required to operate the Wharf as a public harbour until 2023. Generally, any opportunity to secure waterfront access helps to augment Georgina’s waterfront parks system. Property acquisition is opportunistic and an opportunity presented itself to take ownership of the Wharf.

From a larger Town wide waterfront master planning perspective, a location for public access to the lake makes sense in the long stretch between Jackson's Point and Holmes Point Park. This location is close to other tourist attractions of Briars Resort and Golf Course and Sibbald Point Provincial Park. Like Lake Drive, Hedge Road is a two lane road with narrow shoulders. The historic one lane bridge at Black River helps to slow traffic. Two Regional roads provide north south access to Hedge Road providing access from the larger area to this location.

The Town owns only a narrow swath of land from Hedge Road to the Wharf, the remainder of the lands on the north and south side of Hedge Road is privately owned.

Although this location was a popular destination and draw for events historically, consideration of public use drew much conversation and competing interests for the possibilities for renewing public use of Mossington Wharf. We heard concerns from residents about public use without the necessary supporting infrastructure of parking, washrooms etc. We heard both sides of opinion with respect to whether to rehabilitate the Wharf or not. We heard of other opportunties such as in and around The Link where public access could be provided.

What We Heard		
Wharf <ul style="list-style-type: none">• If the option was selected to keep the Wharf for boaters only, will be difficult to keep others from crossing private land to get to the Wharf.• Dismantle and remove the Wharf• Wharf should be removed to eliminate attraction to use because there's no facilities• Dredging required is a result of the Wharf – if removed, may not require further dredging• Remove the decking and leave it as a break wall• Retain the least damaged southern portion• Dredge the northern portion of the Wharf	New Park <ul style="list-style-type: none">• Some supported the idea of adding parkland that is environmentally sensitive, assuming there are no implications on private property• Concerned about the impacts from snowmobiles and noise• A park in this location will require another level of oversight because it's out of the way• If land is acquired there will be a chance to manage use• Many expressed concern with parking added in this area due to limitations in Hedge Road and the bridge• Some noted the opportunity to integrate possible park development with bigger development interests– perhaps a lease arrangement could be explored with owners• Even if Wharf is kept, with no park, will need portable washrooms• Great spot for naturalists, area for quiet recreation• Some expressed an opinion that money would be better spent in other locations as purchasing land at the mouth of river will be expensive• Switch to more family oriented activities in a new park• Work with a college to explore opportunities for a Water Research Centre• Don't want what happened this past summer with visitors angry because there's no parking and no washrooms• Some suggested parking elsewhere with shuttle access and that this could alleviate parking on private property	Mill Pond Park <ul style="list-style-type: none">• Strong support for a dock at Mill Pond Park• Check into road ends near Mill Pond Park for additional opportunities to launch a small boat Hedge Road and Bridge <ul style="list-style-type: none">• Bridge is an historically designated structure – cannot be widened• Sidewalks along Hedge Road, extension to bridge would be required for pedestrians and bicycles to make it safer to walk and cycle along the waterfront• Bridge restricts large boats from accessing the river• Leave single lane bridge because it controls traffic• It could be a destination for pedestrians and cyclists, but some said that Hedge Road would need to be upgraded to make it safer for pedestrians and cyclists• Restrict access to pedestrians and cyclists The Link <ul style="list-style-type: none">• Town owned, could be an access point for canoes/kayaks, with launch, accessible at Mill Pond• Gem of the town that's a hidden treasure• Ladies of Lake would likely support improvements at Link: more people have access to the River, more people would be stewards to keep it in good shape• Black River behind commercial uses is where the rear lots are littered with shopping carts and garbage <p>The Briar's Community Association did their own survey that indicated 86% of the respondents supported removal of the Wharf, improving access to the River at Mill Pond Park and the Link. 70% did not support a study of the safety at the Hedge Road bridge at Black River.</p>
Black River <ul style="list-style-type: none">• Concerned about the impact of additional boat traffic in the Black River on natural heritage features• Kayak trip up the river is gorgeous• Concern that dredging will result in the opportunity for louder and bigger boats• It was noted that the river edge could be accessible in Sutton and that a linked trail system was explored in the past• Great destination for quiet, small boats• Consider opportunities for winter tourism – skating		

In considering opportunities for public use of this location, there are four components:

- 1 Condition of the Wharf
- 2 Dredging
- 3 Parking
- 4 Access to the Wharf

1. Wharf

Since acquiring the Wharf, the Town completed a number of studies to assess the capital, operations and maintenance planning for the Wharf including dredging requirements:

- 2018 Mossington Wharf Engineering Study, Colliers
- 2017 Supplemental Phase II Sediment Quality Assessment, SNC-Lavalin
- 2013 Black River Pier Sediment Transport Study, Shoreplan Engineering

Colliers identified four options for the Wharf in their Engineering Study (exerpt from their report);

- 1 Rebuild the Wharf above the waterline with timber decking. The cribwork above the waterline would be rebuilt and new decking installed.
- 2 Rebuild the Wharf above the waterline with additional longitudinal and lateral supports throughout the entire structure. This option provides additional structural support beneath the decking with steel supports.
- 3 Seasonal pipe dock installed in the spring and removed in the fall.
- 4 Complete rebuild with a sheet pile structure, installing a concrete cap and backfill.

Colliers compared and evaluated the four options and removal of the dock against criteria that included design life, maintenance required, design and construction schedule, construction challenges, environmental impact, lifecycle cost and opportunity for public access.

Option 1 scored highly as pile driving will not be required reducing mobilization costs and environmental impact. The option is less expensive than Option 2 while still providing year-round access. The waterline above rebuild is less reliable than Option 2 and therefore may require more extensive maintenance than Option 2 in the coming years if the structure were to degrade.

Option 2, the steel reinforced structure scored highest of the proposed conceptual design options within the Town’s budget.

Option 3, the seasonal dock, scored lowest of the three options on reliability as pipe dock legs are the most likely of the options proposed to be damaged in storm conditions or if the lake were to freeze over prior to the Town removing the structure from the water. The presence of the ballast rock beneath the dock may pose difficulty in constructability as anchors are typically placed beneath the dock structure.

Additionally, the pipe dock legs may need to be additionally reinforced to reach depths of ten feet. Option 3 presented the most expedited construction schedule and least environmental impact during commissioning. Seasonal access decreased Option 3’s availability score as the remaining design options were accessible year-round.

Option 4, the complete rebuild option scored highly with regards to reliability and maintainability as the structure would be least likely to fail of the options presented. Timber decking replacement also would not be required however, vandalism would be more difficult to address on concrete than wood which can be easily replaced.

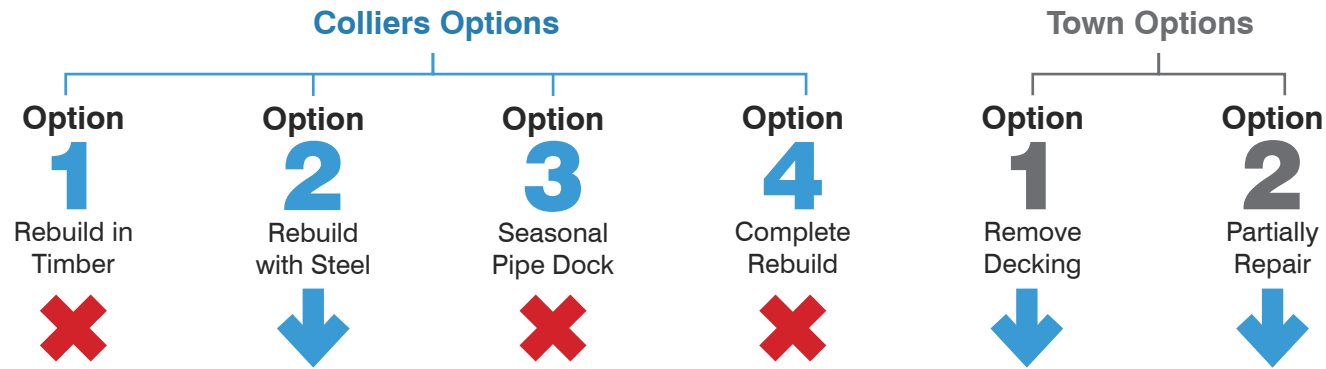
According to Colliers, removing the dock completely is the most cost-effective option as it has the lowest construction cost and there would be no maintenance involved thereafter. Given the structure beneath the waterline remains in place, there would be no adverse impacts to fish habitat in the long term. This option would deem the asset unavailable. As such, dock removal was not recommended by Colliers if the Town wished to incorporate Mossington Wharf into the waterfront strategy.

Subsequent to the work done by Colliers, the Town considered two additional options:

- 1 Remove the decking of Mossington Wharf and leave the break wall
- 2 Repair the least damaged southern portion of the Wharf, using what can be salvaged from the north portion

The Town issued a request for consulting environmental services for the refurbishment of the Wharf in 2019. The project included construction services to rebuild the Wharf above the waterline and dredging from the mouth of the River. No bids were received.

While priorities for land acquisition are confirmed in the subsequent stages of the Waterfront Master Planning Study, there is an immediate priority to address the unsafe conditions of the Wharf. The most cost effective solution is to remove the timber decking, leave the boulders/groin/breakwater and add navigation buoys. Leaving the breakwater would allow consideration for future improvements to the Wharf in the context of providing public access and parking. The very limited amount of publicly owned land is not sufficient to provide safe access to the Wharf, without enabling trespassing onto adjacent private land, in particular the beach. Trespass should be discouraged using signage, fencing and enhanced enforcement.



Evaluating Options for Mossington Wharf

2. Dredging

Dredging to a depth of 5 feet at the mouth of the Black River is considered necessary to enable boating up the Black River to Sutton. It is understood that dredging is not a one time activity, and that it would be required regularly to keep the mouth of the river open.

Discussions for this Zone, included the opportunity to provide additional docks in Mill Pond Park to enable tie up and visits to Sutton.

3. Parking

Parking cannot be provided north or south of Hedge Road as the Town doesn't own the land. The one lane bridge and the physical condition of Hedge Road in proximity to the Wharf restricts on street parking.

There are tremendous opportunities for this location if the property on the east side of the Wharf, north and south of Hedge Road, could be acquired or an arrangement could be made to lease a portion of land for parking. Consideration of land acquisition will be done in future Stage 3 of the Town's waterfront planning.

4. Access to the Wharf

A pedestrian trail could be accommodated along the Hedge Road right-of-way for public access to the Black River, however, with public access comes the need for parking and amenities that cannot be accommodated due to no publicly owned lands. No public access to the Wharf is suggested until parking and washrooms can be provided.



Map of Town-owned land at Mossington Wharf

Making Mossington a Public Park

The privately owned lands south of Hedge Road are identified as New Residential Area and Environment Protection Area in the Sutton/Jackson's Point Secondary Plan. Policies for the Environmental Protection Area permit "Low intensity recreational uses that require very little terrain or vegetation modification and few, if any, buildings or structures, including but not limited to:

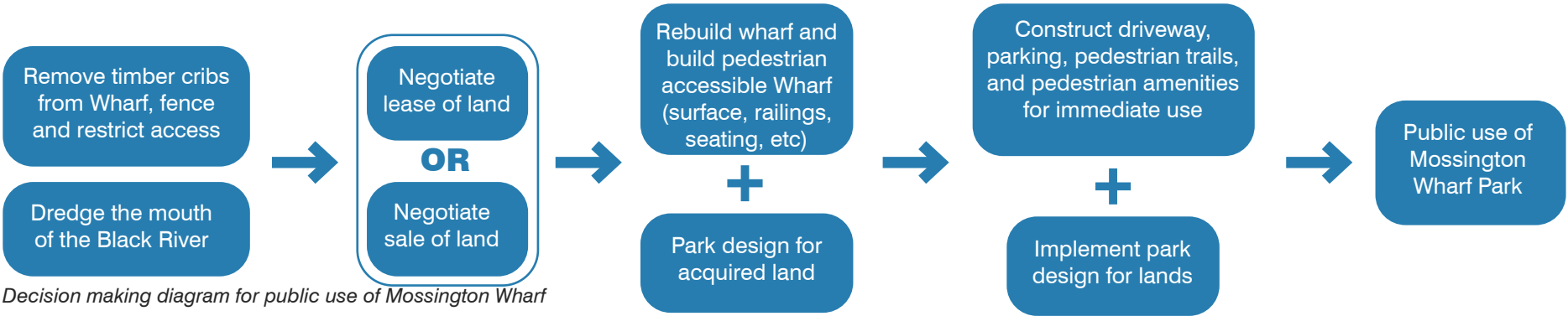
- non-motorized trail use;
- natural heritage education and appreciation; and,
- passive park use on public and institutional land."

With the inclusion of this property, a full range of options could be considered for vehicle access from Black River Road, pedestrian access along Black River, access to the river for canoes and kayaks, managed access to the woodland, adventure themed recreation and pedestrian only access across Hedge Road to the water's edge – all within a framework of protecting the woodland and wetlands in this area. Within this context, consideration could also be given to extending the trail network from the High Street bridge to Black River Road along Black River in behind The Link and other businesses on the west side of the River. This idea was explored almost 10 years ago by Rewilding Lake Simcoe.

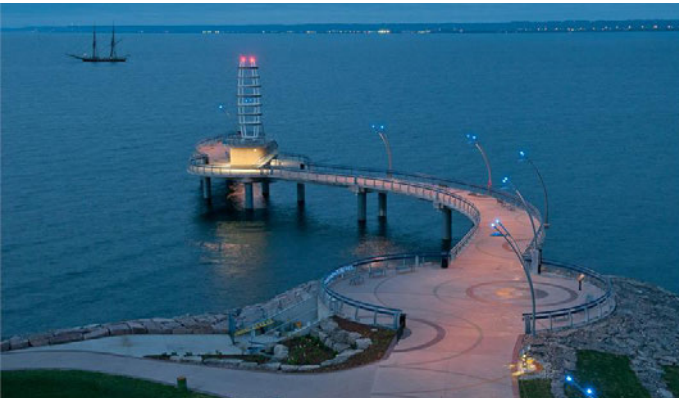
With inclusion of land on which to provide safe vehicle access, parking, amenities and access, the Wharf could be rehabilitated with a timber deck, railings, and amenities within the context of a larger park plan for this location of waterfront access.



There are few options for public ownership along the waterfront between Jackson's Point and Holmes Point



Decision making diagram for public use of Mossington Wharf



Burlington's Brant Street Pier



Huntsville's Hunter's Bay Trail



Port Dover's Pier

Immediate Next Steps

- Remove timber from Wharf, fence and sign as no trespassing



PLAN B Natural Heritage
Baird
TOURISTICS
SCS Consulting Group