

Jackson's Point

Redevelopment Plan

What We Heard Report

August 29, 2017



GEORGINA

The Planning Partnership

N Barry Lyons Consultants
TOURISTICS
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Plan B Natural Heritage
Ontario Water Centre

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Study Area

Introduction

The Town of Georgina initiated a study of Jackson's Point Harbour that will result in a comprehensive Redevelopment Plan and ultimately set out a vision for the area.

The study area includes lands owned by the Town, MSR LALU (former Bonnie Boats), York Regional Police, Ramada Hotel, and the associated water lots.

On August 10th, 2017, The Planning Partnership and the Town of Georgina held the second Public Workshop Event for the Jackson's Point Harbourfront Redevelopment Plan.

The purpose of this event was to report out on the study process and consultation findings including the results of the workshop on June 8th and June 10th, 2017, the options and their evaluation.

Four options were presented to the community to gather further input on the site and its potential evolution.

This report summarizes “What We Heard” at the second community workshop, and through emails up to August 29, 2017.

Options

Four options were presented to the community at the second community workshop. Two options - 1a and 1b - explore choices for the park configuration with and without a boat launch with no realignment of the property boundaries.

Features of Option 1a

- ① Bonnie Park maintained in its current location
- ② Single lane boat launch (20' or less)
- ③ Parking lot reconfigured to accommodate trailer parking
- ④ Balance of public parking in Lorne Park maintained
- ⑤ Use of ROW lands for public parking and/or trailer parking
- ⑥ Upgraded washrooms for public and boating
- ⑦ Playground can be maintained in existing location or moved closer to beach if desired
- ⑧ Lorne Park trail connection maintained
- ⑨ Expanded Town slips in harbour - requires partnership due to water lot ownerships
- ⑩ Enhanced amenities at Malone Wharf
 - maintain dive access
 - naturalized areas
 - potential seasonal bridges linking breakwaters
 - observation area
 - platform along wharf edge for fishing
- ⑪ Low density residential on Malone Road
- ⑫ York Regional Police controlled lands with no public access
- ⑬ Likely limited development potential on MSR/Lalu lands, could be fenced for safety reasons
- ⑭ Concept illustrating Ramada's development objectives of 60 unit residential/hotel building
- ⑮ Existing hotel remains

Note proximity of boat launch to beach could result in the removal of one or more mature trees, require fencing for safety, and result in loss of some slips.

Option 1a



No realignment of property boundaries



With Boat Launch

93m of public water's edge



Options

Features of Option 1b

- ① Bonnie Park maintained in its current location
- ② Public gathering area
 - naturalized areas
 - observation area
 - opportunity for pavilions/pop-up retail
- ③ Public parking in Lorne Park maintained
- ④ Use of ROW lands for public parking
- ⑤ New building incorporating washrooms for public and boating, marina office, potential retail
- ⑥ Playground can be maintained in existing location or moved closer to beach if desired
- ⑦ Lorne Park trail connection maintained
- ⑧ Expanded Town slips in harbour - requires partnership due to water lot ownerships
- ⑨ Enhanced amenities at Malone Wharf
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Option 1b



No realignment of property boundaries



Without Boat Launch

93m of public water's edge



Options

Two options - 2a and 2b - explored choices for the park configuration in association with development, with and without a boat launch.

Features of Option 2a

- ① Bonnie Park shifts north to include channel frontage, maintains lake frontage
- ② Single lane boat launch (20' or less)
- ③ Parking lot includes vehicular and trailer parking
- ④ Use of ROW lands for public parking and/or trailer parking
- ⑤ Public gathering area
 - naturalized areas
 - observation area
 - opportunity for pavilions/pop-up retail
- ⑥ New building incorporating washrooms for public and boating, marina office, potential retail
- ⑦ Playground can be maintained in existing location or moved closer to beach if with other amenities
- ⑧ Lorne Park trail connection maintained
- ⑨ Expanded Town slips in harbour - requires partnership due to water lot ownerships
- ⑩ Enhanced amenities at Malone Wharf
 - maintain dive access
 - naturalized areas
 - potential seasonal bridges linking breakwaters
 - observation area
 - platform along wharf edge for fishing
- ⑪ Low density residential on Malone Road
- ⑫ York Regional Police controlled lands with no public access
- ⑬ New development in exchange for channel lands
 - park addressed by front doors and windows
 - parking located away from the park
- ⑭ Concept illustrating Ramada's development objectives of 60 unit residential/hotel building
- ⑮ Existing hotel remains

Option 2a

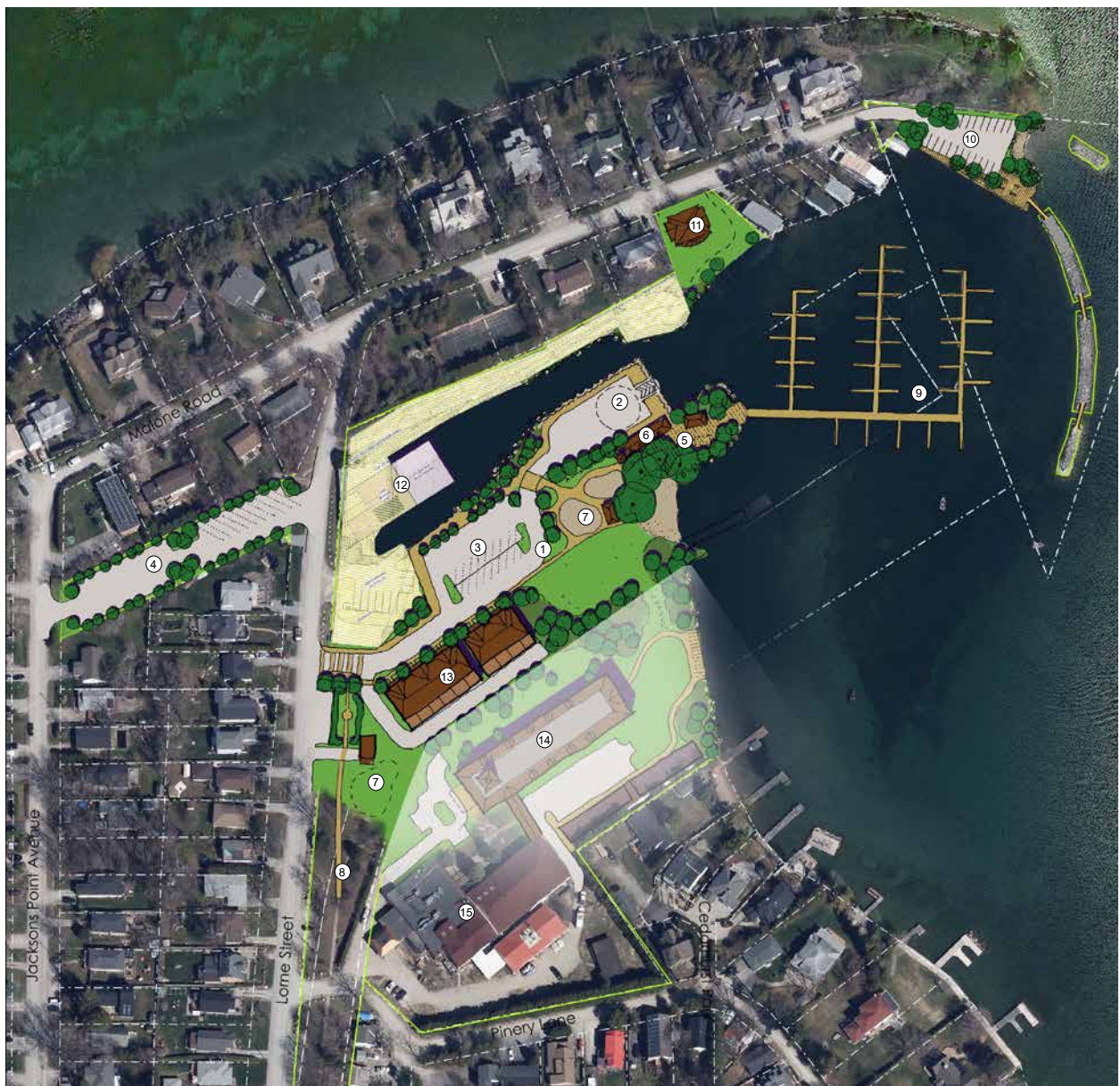


Realignment of property boundaries



With Boat Launch

265m of public water's edge



Options

Features of Option 2b

- ① Bonnie Park shifts north to include channel frontage, maintains lake frontage
- ② Expanded 'green' component of park for public use if no launch
- ③ Smaller public parking within Bonnie Park
- ④ Use of ROW lands for public parking
- ⑤ Public gathering area
 - naturalized areas
 - observation area
 - opportunity for pavilions/pop-up retail
- ⑥ New building incorporating washrooms for public and boating, marina office, potential retail
- ⑦ Playground can be maintained in existing location or moved closer to beach if with other amenities
- ⑧ Lorne Park trail connection maintained
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Option 2b



Realignment of property boundaries



Without Boat Launch

265m of public water's edge



Workshop Comments

The following is a record of the comments recorded onto the panels of the four options presented at the second workshop:

Option 1a

No realignment of property boundaries
With Boat Launch
93m of public water's edge

This is the preferred option

This option is realistic

Maintain the linear park from Lake Drive

Malone Wharf upgrades are good, should have slips

Don't change the parking boundaries

Single family house or two singles on Malone Road is okay. The bylaw prohibits the roof line from being higher than Malone Road

Separate development on hotel property is good

Boat launch is good, add gas bar

Town should purchase the MSR property

You get both a boat launch and green space

Slips and a gas bar are needed

Concern over water quality at beach due to lack of water flow caused by the spit and harbour

Keep all the park land

Have a gateway and signage improvements

Need to negotiate with York Regional Police to retain some of the land and prime waterfront taken away from Jackson's Point. This is a terrible deal

Option 1b

No realignment of property boundaries
No Boat Launch
93m of public water's edge

Increase parking spaces within Lorne Park

Maintain linear flow to the park, add a pathway

Washrooms should be set back from the water

Add family change rooms

Malone Wharf looks good

Have a kayak and canoe launch at Malone Wharf

Malone Road property should be single home only

Who owns the water lot along the shore of the infill house on Malone Road

No boat launch, but the area should still be a destination with restaurant, boardwalk and bike access

Not having a boat launch is a negative, doesn't support transients

Don't like the area with buildings close to the water

Town could purchase the MSR lands without swapping land

If there is a swap between MSR, then MSR should cover the costs of channel remediation

Need a cross walk at playground

York Regional Police owned land is a wasted space

Buy land from MSR, terminate the police deal as it will kill Jackson's Point harbour

Make things better but leave green space alone

Make 20 Bonnie Boulevard historic, have the Town buy it, maintain it and run it properly

Option 2a

Realignment of property boundaries
With Boat Launch
265m of public water's edge

This gets my vote

Good option if possible

You would get a boat launch and green space (but there is some concern about lost park space)

Enhance the Lorne Street streetscape

Malone Wharf is an underutilized asset, and is poorly maintained. Would like it enhanced with pedestrian lighting and a look out platform. Like the walkway along the spit

Malone Wharf should have a kayak and canoe launch

Like the access along the spit and the improvements to the wharf

Who owns the water lot by the infill house on Malone Road and for what purpose?

Malone Wharf should have a washroom building

Ensure adequate parking for the residents of the new development

No overnight parking except for boaters or events

Add more trailer spots in the easement

Have a crosswalk from the parking easement to the park

Add green space and reduce the size of the parking spaces in the park area

Entry doesn't seem welcoming

There is too much asphalt

Should buy the MSR channel, and not develop in the park

Provide a WIFI hotspot

Must have boat launch and gas bar

Current boat launch locations are not feasible, too many challenges (capacity)

Challenge York Regional Police about maintaining the existing boat launch for public use

Buy the MSR land and negotiate that they remediate it

Swap should include land and funds, shoreline and soil remediation and more public benefits

Buy Bonnie Boats and run it as a marina. Buy the tip including the buildings and parking

Like that the police are here and the north shore is not used for green space

Don't like that the York Regional Police now have limited public access to the Lake Simcoe waterfront

Would like to see a destination restaurant

Need a gas dock and transient slips. Orillia, Barrie and Friday Harbour will all these

Marina facilities, including a boat launch, are key

Stormwater concerns regarding the paved parking area in the easement

Don't degrade the environment

Workshop Comments

Option 2b

Realignment of property boundaries

No Boat Launch

265m of public water's edge

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

Development is too chunky

Development is not inviting and does not create an open park

Looks like private entry to private property

Development does not look pretty

Development should be 2 storeys maximum

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

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

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

Infill house on Malone Road should be a single family dwelling

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

Remove the bridge and end the lease agreement

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

Who pays to remediate the MSR lands?

Town could purchase the MSR lands without swapping for it

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

Should have crosswalks from the easement parking to the park

Need access to water, fuel, ice/convenience

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

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

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

Swimming quality is deteriorating

Groins were built 10-15 years ago

Coastal zone situation has to be addressed in this process

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

Nice but needs a boat launch

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

More docks are good

Seasonal gas pumps would be good

Malone Wharf development is very good

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

More shoreline walkways are good

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

Email Comments

The following is a summary of comments sent to the Jackson's Point Redevelopment Plan email address regarding the four options presented:

Option 1a

No realignment of property boundaries
With Boat Launch
93m of public water's edge

1a would be my choice due to washroom location and visual lines through out the park

2 votes for option 1a with a new boat launch and the playground maintained in the same location

The only plan that will work is 1a. This park works well the way it is and most people want it to remain that way. Moving the playground is a safety hazard. Also the boardwalk is a waste of money

Plan 1a is the most appealing. Suggest leaving the playground where it currently is and add a splashpad. The ROW parking should be just for trailers, the rest should be residential and public parking

What incentive does the Town have to bring tourists here? Bring shops, restaurants to the Town and rebuild the Red Barn Theatre. Take a look at Main Street and Riverwalk Commons in Newmarket and how they have revitalized it

Enhance what we already have, don't completely change it or build condominiums. Keep the natural beauty of the harbour and let's make it a beautiful place to come visit and spend time

I like Plan 1a best, except for the wasted space at MSR/Lalu lands

If the option is to do nothing then there is no need to pour money into redeveloping something in a half efficient manner (wouldn't make sense to put in a boat launch and trailer park, but not have gas facilities). This may cause problems and require rescue crews if boats launch and realize there is no gas and no where to fill up for miles

This area should be maintained as a Harbour area on the lake and therefore needs provide the essentials to make it work, boating and boat launch

Consider sharing the existing boat launch with the York Regional Police

Town should purchase the MSR lands with the water lot. This would allow for a bigger park and eliminate the concern people have over the development

Parallel parking the boats along the outer side of the 3rd arm would provide more safe passage

Channel could only be shared if widened to 30' so two boats could pass. A 30' channel would enable a barge to pass through if the channel is dredged

Unfortunate the existing MSR property would be fenced in Option 1. The MSR lands is not a good trade for existing historical parkland. The Town should purchase and develop as a functional marina

Only Option 1a and 1b be considered. Not including a boat launch would drive revenue away

Trailer parking in right of way lands is a no go. This is one of the few natural corridors to the lake left

I would like to see enhanced amenities at all of the areas of the park not just Malone Drive. I don't see how any of this is really very different from the other designs in the previous charrettes

On the weekends and some weekdays there were a dozen people with trailers launching watercraft constantly, in and out, of the channel for hours

These are public lands, the Town must not be conned into thinking that a trade is beneficial for the public, especially with the channel being potentially locked

For the Town to purchase a potential environmental catastrophe from a private land owner (who is to lawfully bring the property up to environmental standards before sale) to the taxpayers is insane. Do not swap parks for town houses or condos lest this town will be remembered for that legacy of catering to corporate interests lest the public's

Like the location of the boat launch and using the ROW for parking. Like the enhanced amenities at Malone Wharf. The park still needs fill to prevent flooding

Email Comments

Option 1b

No realignment of property boundaries
No Boat Launch
93m of public water's edge

Options 1a and 1b retain the historic configuration of the park, retains access for ice fishermen, and retains greenspace for public use

If the MSR property must be fenced, then that is appropriate, however, might other options be considered?

Explore agreement with YRP to use half the channel and existing boat launch

My preference is for design 1b

In option 1b, sight lines appear to be blocked to portions of the park

Does Council really want to become landlords for a retail store?

If MSR fences their property line, I think it is still possible to get parking on each side of the laneway beside Lorne park. It may require moving the laneway over a few feet into the park and changing it to angled parking, but it would maintain near the same level of parking

I think maintaining land boundaries, making cost effective improvements and focusing on improving what we have is the best choice

Option 1b best serves the public and those with boats in slips

This park should be kept as a park and absolutely no housing put on it. I do not want to see a "mini harbourfront" created

The park would be utilized more if the weeds were removed so that it is swim-able. Geese are a problem and deters day tourists

Like the public gathering area by the water with new building incorporating washrooms for public and boating, marina office and potential retail

At the workshop I've heard the breakwater boardwalk may not happen. Please try to reconsider and make it safer if possible

Very excited about the Malone wharf improvements, especially the launch for kayaks/canoes/inflatables, as well as boardwalk and other improvements

All of the parking by the park should be public parking. This would give more space for vehicles with trailers to get turned around in order to launch their boats and the right of way should be all trailer parking

Leave the playground where it is. It is not safe to have it close to water

There is very little wrong with Bonnie and Lorne Parks as they stand. It needs a boat ramp, leveling out and maybe rebuilding of a dock, that's all

I like the idea of a boat launch but don't think any of the plans provide enough room for truck turnaround. A longbox truck with a boat is 50 - 60 ft long. The current plans have a turnaround with 45-50 ft diameters. Boat trailers also have wheels near the back making them less maneuverable

I think the added parking in the right of way, the beautification of Malone Wharf and the possibility of a larger harbour are all fantastic

Any proposed plans for the harbour area That does not include fuel for boats is a major concern

I will be asking for a property tax reduction for not having a nearby accessible marine fuel source on the water

Dislike that there is no boat launch included, like that the ROW is used for parking. Like the enhanced amenities at Malone Wharf. The park needs fill to prevent flooding

Option 2a

Realignment of property boundaries With Boat Launch 265m of public water's edge

The preferred options would be 2a and 2b with and without boat launch

This is one of the unique harbour areas along the lake from Keswick to Pepperlaw and it offers potential for development near by. Redevelopment needs to be forward thinking with boaters, gas docks, and a boat launch in mind

Prefer Options 2 with a stronger preference to 2b. The plan enhances Bonnie Park and would create great walking spaces for everyone to enjoy. What a great plan. I am not a big fan of the amount of space allocated to parking and the boat launch

I am appalled that Council would even entertain the thought of selling off or trading any of the park lands

The trade-off involved in options 2a and 2b is far too great. Current MSR lands are only 30-40 feet wide and would require a great deal of funds to rehabilitate. Giving away a large portion of a busy park for this small sliver of land seems to be a very bad deal. After a few years of MSR paying commercial property tax on this essentially useless (commercially speaking) land, a better deal could be reached. Condos would make the area residentially focused and move the area away from being a harbour destination. If the added waterfront area could be used for additional transit boat parking, I could see it adding more value; but with the YRP not allowing this, it is likely that the new walkway would be used less than the present park

Emerging Option 2a is the best out of the ones presented. Option 1a is the second best if land exchanges cannot happen

If financially feasible and environmentally sound, gas and diesel would be desired by boaters

The design of the boat launch makes the turn into the launch quite tight. Foresee issues with traffic and potential collisions. Locating it in another location would minimize noise and pollution in the harbour. Maybe down by Kennedy Road or De LaSalle

No to Option 2. Interesting that MSR held the isolated pie shaped property bordering Lorne Street, Bonnie Boulevard and YRP Marine Unit as it plays a major role in new development (Option 2) on park land

Options 2a and 2b result in loss of historic connection to the property, the gateways creates a private park feel, and the placement of the building will create a bunker-like atmosphere at the gate. Lack of access to the lake for ice fishermen and loss of green space

Where will new property lines be? No clarity on how much public parkland will be lost or how the encroachment of new docks onto Ramada water lot will be handled. Lack of access to the lakefront by people walking from Lake Drive East

The boat launch will be very difficult to use, and parking will be used primarily by condo dwellers

Like the location of the boat launch. Concerned about liability if channel property is contaminated. Like ROW used for parking and the enhanced amenities at Malone wharf. Park needs fill to prevent flooding. Concerned about height of residential development. Like the public gathering area and the new washroom building

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

We note that in Emerging Option 2 the swimming dock has disappeared but there is no mention of the removal on the plan

Consider using the launch area for pop ups and festivals (work with Sibbald's Point to coordinate)

Leaning towards option 2a. Boat launch area and accompanying parking sites should be designated for winter angler access

Email Comments

Option 2b

Realignment of property boundaries
No Boat Launch
265m of public water's edge

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

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

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

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

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

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

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

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

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

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

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

Adequate parking

Keep trailer parking away from the park, and in the right of way lands only

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

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

Couldn't a boat launch be put at Malone Wharf?

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

The most important aspect in all of these plans is the fact that if you are reconfiguring the park to include a boat launch, trailer parking, etc. must incorporate a gas dock. It seems unnecessary to spend township money on reconfiguring the harbour for harbour activities (i.e. boat launch, etc.) if you do not have retail and gas dock facilitates for people to use

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

Should support year round facility usage, both for boating, ice fishing, snowmobiling, etc. The design should include retail / restaurant components to draw people in and spend money

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

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

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

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

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

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

Options 2a and 2b are potentially favourable, as these lands involve a land swap would prefer to see development of a higher density building

General Comments

Rivera Park in Lindsay is the kind of park that Jackson's Point Bonnie Park could be. Large planters filled with flowers, mature trees for shade, a large washroom (showers for \$5) and serviced with 30 amp power at boat moorings to attract people to spend money in town. Jackson's Point shuns visitors, business opportunities or tourism, and just wants grass for use by a few families in the immediate neighbourhood

Concerns regarding privacy and security between the park and the hotel

The harbour and park are valuable resources but very limited in size. Some of the trade-offs could be overcome by purchasing the MSR Lalu leftover lands and by thinking carefully about the whole Jackson's Point / Sutton area as a single destination

Swimming appears to have received short shrift in the emerging options and water quality in beach area is generally poor. If the beach is to stay, the Town should look at regular water quality improvement. A number of companies provide pumping out for harbours or the Town could purchase equipment

Be creative on the ROW and areas that are needed for boat launching. Add interesting paving materials and/or leave some areas of the ROW as green space for overflow parking at busy times

Assure there is better signage to direct people to the harbour, attractions and link current and future walking paths, etc.

Look to utilizing roadways adjacent to the main area as pay and display parking

Assure that all new buildings, including the police building, create a theme which can be extended to other areas of the De La Salle, Jackson's Point Destination Area

MSR Lalu made a bad deal. Capitalize on it and negotiate hard to get the best for the citizens of the Town

Negotiate with the Police to take a community policing approach. Consider shared washroom or gathering facilities

Widen the channel if needed to create two lanes and put the ramp at the top rather than the mouth of the channel

Signage is key, look to improvements on Dalton Road for walking and cycling, and expand the walkability to De La Salle and to Sutton and the Dalton Road commerce areas

Naturalizing the shoreline of the channel should not be onerous in cost and would remove the Town's concerns about liability if it procured or leased the MSR channel lands for the public

The planning process needs to step-up natural conservation and restoration principles. Eliminate a fueling station for motorized water craft. Would like to see a new naturalization/restoration initiative for the existing park area at the beach.

Propose a modest Birding Node be designed. SLSN would be happy to partner with the Town of Georgina and other to develop this asset.

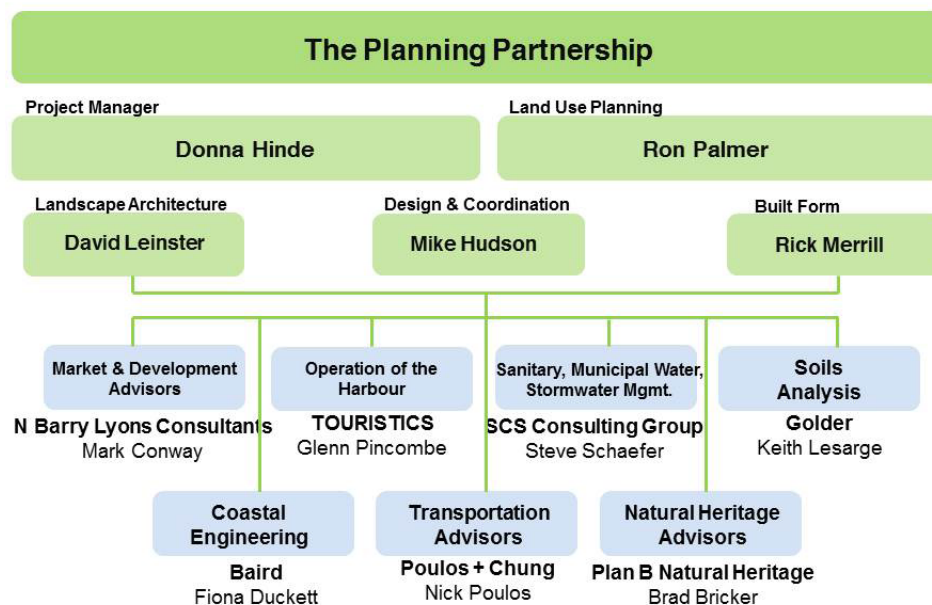
Snorkeling and diving enthusiasts need a facility.

Things are moving perhaps too fast to fully explore, research and consider the important natural, historical and cultural heritage resources at Jackson's Point, rushing to a design solution, before all of the information is complete and confidently evaluated.

Presentation



The Team



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Presentation

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

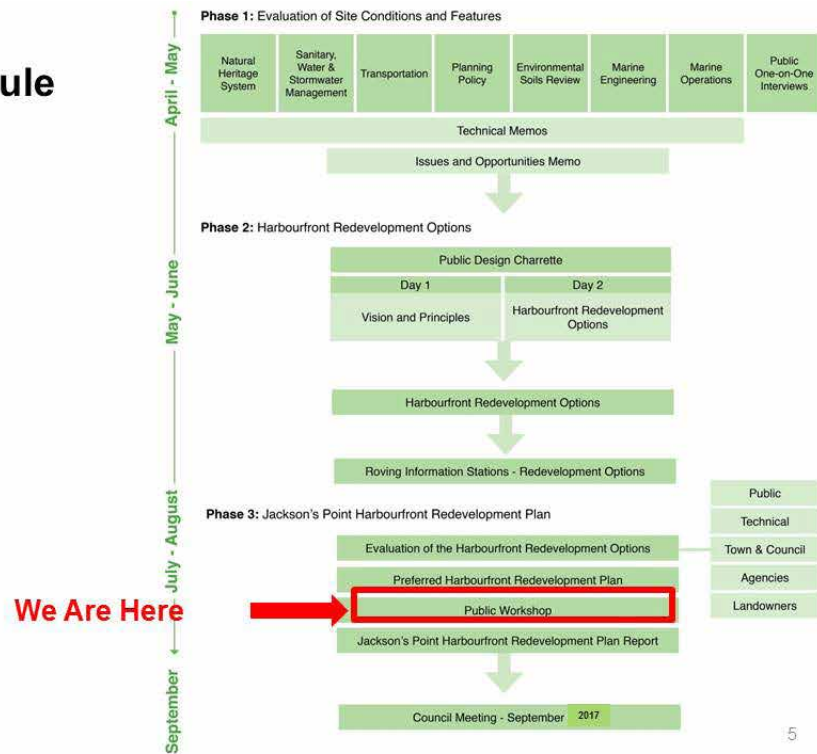
3

Presentation

1. Study process and consultation
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4

Schedule



5

Consultation to date



One-on-One Interviews
45+



Total Emails 60+
Emails after June Workshop 25+



June Workshop
2 days



Online Survey Respondents 120



Roving Information Stations
Georgina Farmers Market
July 9, 2017



Social Media
Facebook and Twitter

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

Petition and its updates

Festival on High Street
July 22, 2017

Movie in Jackson's Point Parkette
July 22, 2017

6

Today's session

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

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Presentation

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

8

Town Owned Land



Ramada Owned Land



York Regional Police Owned Land



MSR LALU Owned Land



Total Study Area



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

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

Presentation

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

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Charrette



Workshop – June 8th, 2017
Day 1



One on one interviews
Meeting with Residents



Walkshop



Public Workshop 1
Vision and Guiding Principles



Public Workshop 2
Vision and Guiding Principles



Workshop – June 10th, 2017
Day 2



Design Charrette: Morning
4 Concepts Generated



Design Charrette: Afternoon
3 Concepts Generated



Visual Preference Survey

16



Design Day Charrette Results: **Morning Session**



Table 1



Table 2



Table 3

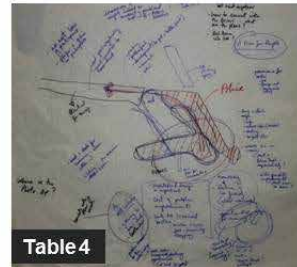


Table 4

17



Design Day Charrette Results: **Afternoon Session**



Table 1



Table 2

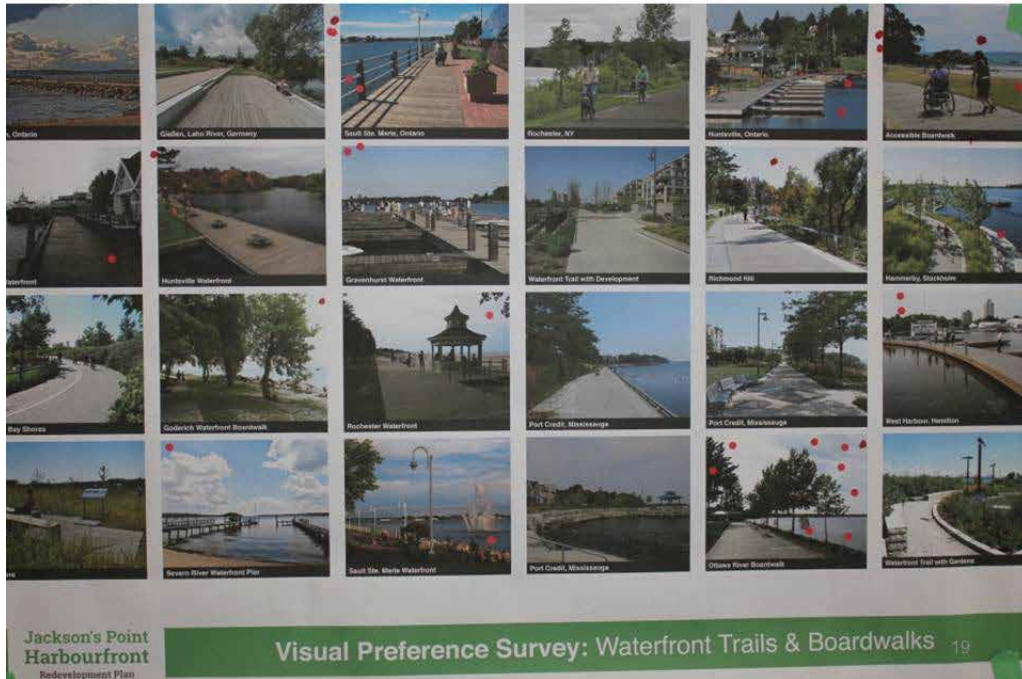


Table 3

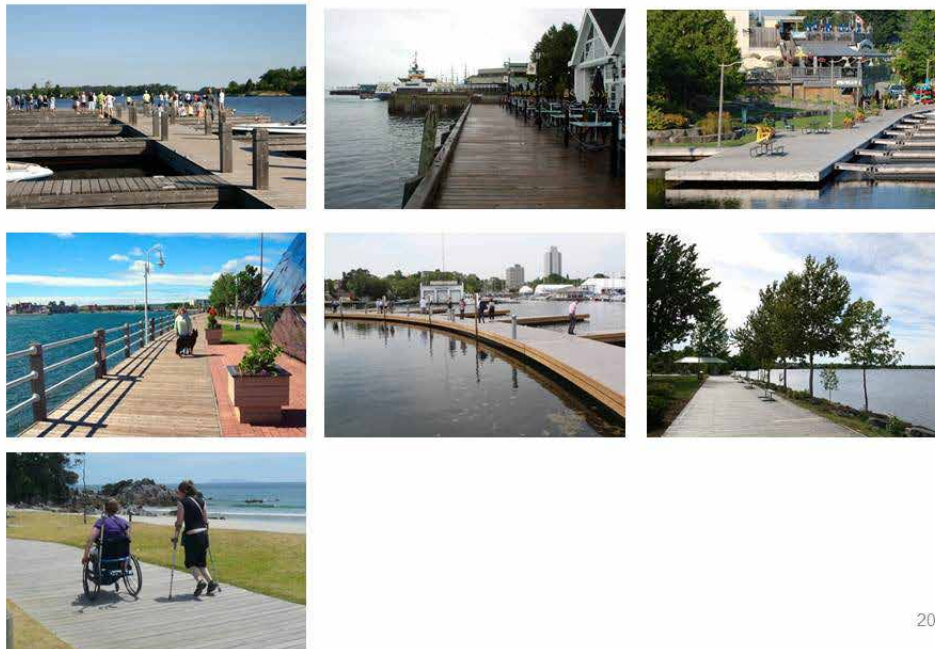
18



Visual Preference Survey



Most Frequently Selected: Waterfront Trails and Boardwalks



20



Most Frequently Selected: **Waterfront Pavilions**



21



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





Most Frequently Selected: **Waterfront Parks**



23



Most Frequently Selected: **Housing**



24

Presentation

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

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Goal of preparing options

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

Design is an iterative process

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



Redevelopment Plan: **Option 1**

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



Option 1



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

77 TOTAL

No Gas

Launch Ramp at
Malone Wharf

Improved
washrooms



Remove 26 'motel'
units

14 new townhouses

325m² commercial

1 single detached
(Malone Road)



45 stalls in Bonnie
Park

31 stalls on MSR for
commercial

81 stalls on Ramada

23 trailer stalls
(ROW)

Single detached 4
stalls

184 TOTAL



Same as existing

Total water
frontage in public
ownership: 93m

Redevelopment Plan: **Option 2**

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



Option 2



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

65 TOTAL

No Gas

No Launch Ramp

Washrooms on
Malone Wharf



Remove 26 'motel' units

3 new townhouses
(Malone Road)

60 unit apt. with
1000m² commercial



31 stalls in new
Bonnie Park

+ 31 stalls shared with
development

106 stalls for
Ramada/development

30 stalls at Ramada

63 stalls (ROW)

17 stalls (Malone
Wharf)

Townhouses 2 stalls
each

284 TOTAL



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

Ramada: 76m
frontage on Lake
Simcoe

Total water
frontage in public
ownership: 265m

Redevelopment Plan: **Option 3**

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



Option 3



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

85 TOTAL

Gas

Launch Ramp at Bonnie Park

New washrooms



Remove 26 'motel' units

3 Townhouses (Malone Road)

81 unit apt. with 570m² commercial

6 Townhouse (Lorne Park)

1 single detached (Lorne Park)



38 stalls in Bonnie Park

81 stalls for development

54 stalls Ramada
33 stalls (ROW)

22 stalls (Malone Wharf)

Townhouse 2 stalls each

Single detached 4 stalls

249 TOTAL



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

Ramada retains 25m frontage on Lake Simcoe

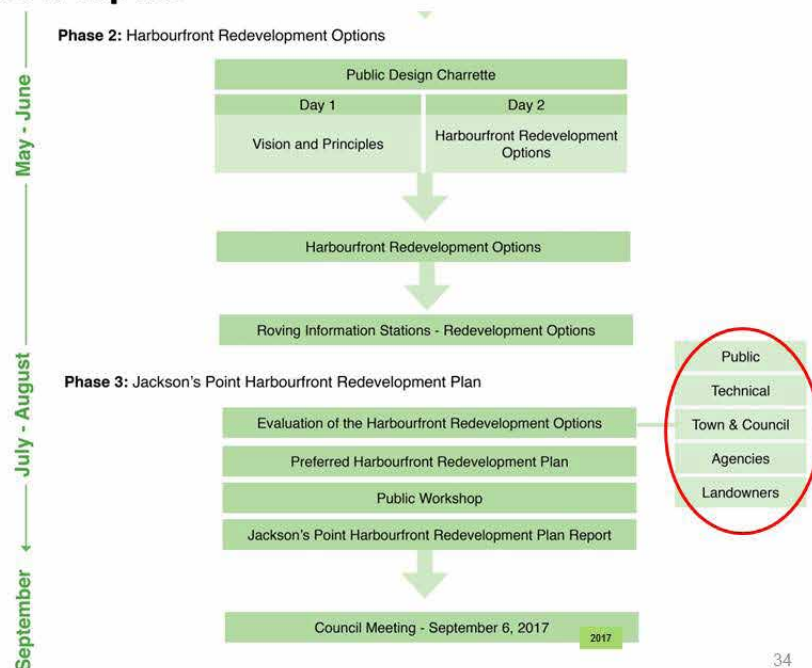
Total water frontage in public ownership: 316m

Presentation

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

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Evaluation Inputs



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Public input - survey design

Distribution

Online and paper survey submission

Submission Period July 7, 2017 to August 4, 2017

Response

120 respondents

118 to 120 responses per survey question

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

Opinion Based Survey

Findings of this survey are qualitative

Findings provided are from an opinion based survey

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

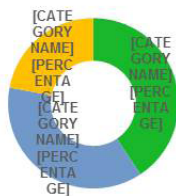
Survey summaries have no statistical significance due to sample size

35

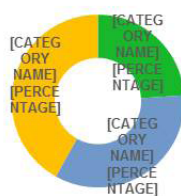
Location of Park

PREFERRED – OPTION 3

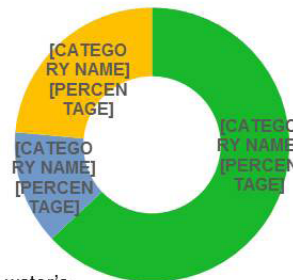
Option 1: Status Quo
(118 Respondents)



Option 2: Channel-side
(117 Respondents)



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



COMPETING INTERESTS

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

BUT other respondents have indicated:

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

NEW SUGGESTIONS FROM THE SURVEY RESPONDENTS:

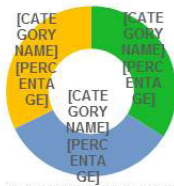
Include conservation and run-off reduction features along waterfront

36

Location of Playground

PREFERRED – OPTION 3

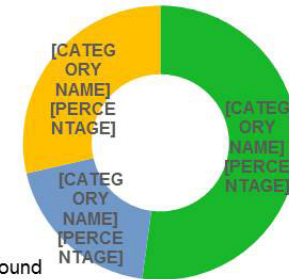
Option 1: Status Quo
(118 Respondents)



Option 2: Status Quo
(117 Respondents)



Option 3: Water's Edge
(119 Respondents)



COMPETING INTERESTS

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

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

BUT other respondents are concerned about Option 3 because of:

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

NEW SUGGESTIONS FROM THE SURVEY RESPONDENTS

Add splash pad at playground
Add security fencing around Sewage Pumping Station

New Pier

CONCERNS

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

COMPETING INTERESTS

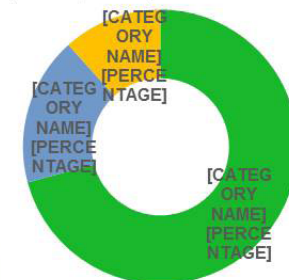
Respondent show support for a pier **BUT** for different reasons:

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

NEW SUGGESTIONS FROM THE SURVEY RESPONDENTS

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

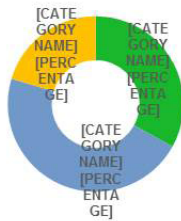
Option 3
(120 Respondents)



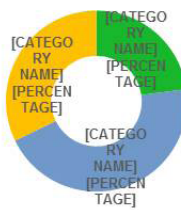
Parking

PREFERRED – OPTION 3

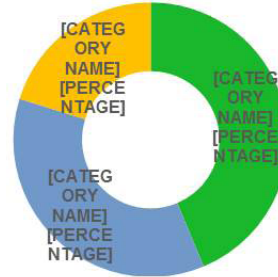
Option 1: Trailer only parking west of Lorne
(119 Respondents)



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



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



COMPETING INTERESTS

- Provide a maximum number of public parking spaces

AND/OR

- Provide a good location and sufficient space for trailer parking

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Parking Continued

CONCERNS FOR PUBLIC PARKING

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

CONCERNS FOR TRAILER PARKING

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

NEW SUGGESTIONS FROM THE SURVEY RESPONDENTS

- Consider places for green overflow parking
- Restrict overnight parking
- No parking west of Lorne

40

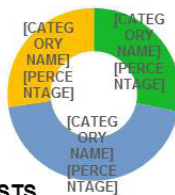
Boating Slips

PREFERRED – OPTION 3

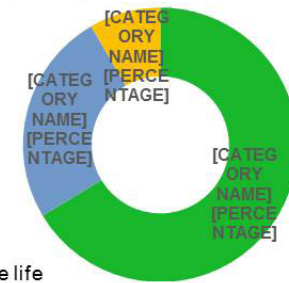
Option 1: Expanded into harbour
(118 Respondents)



Option 2: Status Quo
(117 Respondents)



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



COMPETING INTERESTS

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

BUT with expansion, there are concerns about:

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

NEW SUGGESTIONS FROM THE SURVEY RESPONDENTS:

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

41

Boat Launch

PREFERRED – OPTION 3

COMPETING INTERESTS

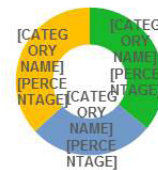
Concern about Option 1 location at Malone Wharf:

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

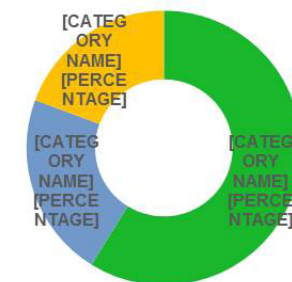
HOWEVER there is also concern about the Option 3 location, closer to Bonnie Park given:

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

Option 1: Malone Wharf
(117 Respondents)



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



42

Malone Wharf – Transient Slips, Washroom and Pedestrian Connection

COMPETING INTERESTS - TRANSIENT SLIPS

While more transient slips are desired, concerns:

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

COMPETING INTERESTS - NEW WASHROOM

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

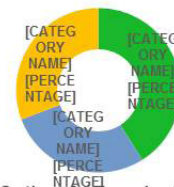
COMPETING INTERESTS - PED CONNECTION

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

NEW SUGGESTIONS FROM THE SURVEY RESPONDENTS

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

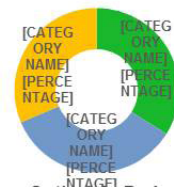
Option 2: Transient Slips (117 Respondents)



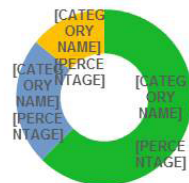
Option 3: Transient Slips (120 Respondents)



Option 2: Washroom (118 Respondents)



Option 3: Ped Connection (120 Respondents)



43

Redevelopment

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

CONCERNS – RAMADA PROPERTY

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

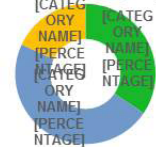
- Lost view of water from Lorne Street
- Private residential use will take away from 'community feel'
- Private interests will benefit at cost of residents
- Residents will use public parking
- Commercial use is not realistic in this location

NEW SUGGESTIONS FROM THE SURVEY RESPONDENTS

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

Include option with no private development

Option 1: Townhomes on Ramada Property



Option 2: Apartment + commercial on Ramada Property



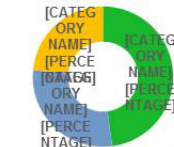
Option 3: Apartment or Townhomes on Ramada Property



Option 1: Water's edge commercial



Option 3: Lorne St. Residential



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Technical Team - evaluation

Jackson's Point Harbour is a Redevelopment Opportunity Area.

The Secondary Plan provides the planning framework to accommodate a mixed density residential community that includes primarily medium and higher density housing and a hotel/resort.

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




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

Technical Team - evaluation

A note on all options:

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

Technical Team - evaluation

-  Least benefit
-  Moderate benefit
-  Most benefit

Mixed Use Waterfront Destination

Option 1

- Limited commercial and residential
- Some expanded boating facilities




Option 2

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

Option 3

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

Technical Team - evaluation

-  Least benefit
-  Moderate benefit
-  Most benefit

Waterfront Green Space

Option 1

- 93 metres of shoreline (same as existing)




Option 2

- 265 metres of shoreline (adds channel)

Option 3

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

Technical Team - evaluation

-  Least benefit
-  Moderate benefit
-  Most benefit

Parking

Option 1

- Net loss of parking
- Dedicated boat/trailer parking




Option 2

- Parking neutral (no gain/loss)

Option 3

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

Technical Team - evaluation

-  Least benefit
-  Moderate benefit
-  Most benefit

Boating

Option 1

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

Option 2

- Minimal new boating facilities

Option 3

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

Technical Team - evaluation

Shoreline

Option 1 - \$

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

Option 2 - \$\$

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

Option 3 - \$\$\$

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

Technical Team - evaluation

Shoreline Cost

Order of Magnitude ranges

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

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

20 new slips \$260K +

Replace existing slips To be determined

Hotel shoreline \$50K +

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

Technical Team - evaluation

Neighbourhood Considerations

Option 1

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

Option 2

- Redevelopment at centre of study area

Option 3

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

Technical Team - evaluation

Neighbourhood Considerations

Option 1

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

Option 2

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

Option 3

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

Technical Team - evaluation

Servicing

Any redevelopment requires:

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

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

Town of Georgina Comments - All Options

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

Option 1

- Concerned about functionality of a Malone Wharf boat launch

Option 3

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

MSR Lalu submission

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

The Planning Partnership initial comments:

Coordination with Ramada?

Open space quantity?

Sewage pumping station?

Underground municipal services in Lorne Park?



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Ramada Submission through their planning consultant

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

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

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

The Planning Partnership initial comments:

Currently the Official Plan permits buildings up to four storeys

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

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



Presentation

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

Towards an Emerging Plan

Status Quo: No Realignment of Property Boundaries

Partnership: Realignment of Property Boundaries







Status Quo

Malone Wharf

No boat launch

Maintain dive access, fishing, bird watching

Enhance the green

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

Accessible access to canoe/kayaks



Status Quo



Right of way

Options for public parking for vehicles and/or trailers



Status Quo



Marina

Space to expand to 75+ slips

Larger slips: 30 & 40'

Potential for gas/pump out dock

Requires partnership:
Some slips for hotel use?



Status Quo



Hotel Property

Official Plan and zoning permissions for tourism and commercial uses

Stand-alone development potential in future



Status Quo



MSR/LALU

Official Plan and zoning permissions for tourism and commercial uses

Redevelopment is extremely difficult

Site will likely be fenced

Status Quo

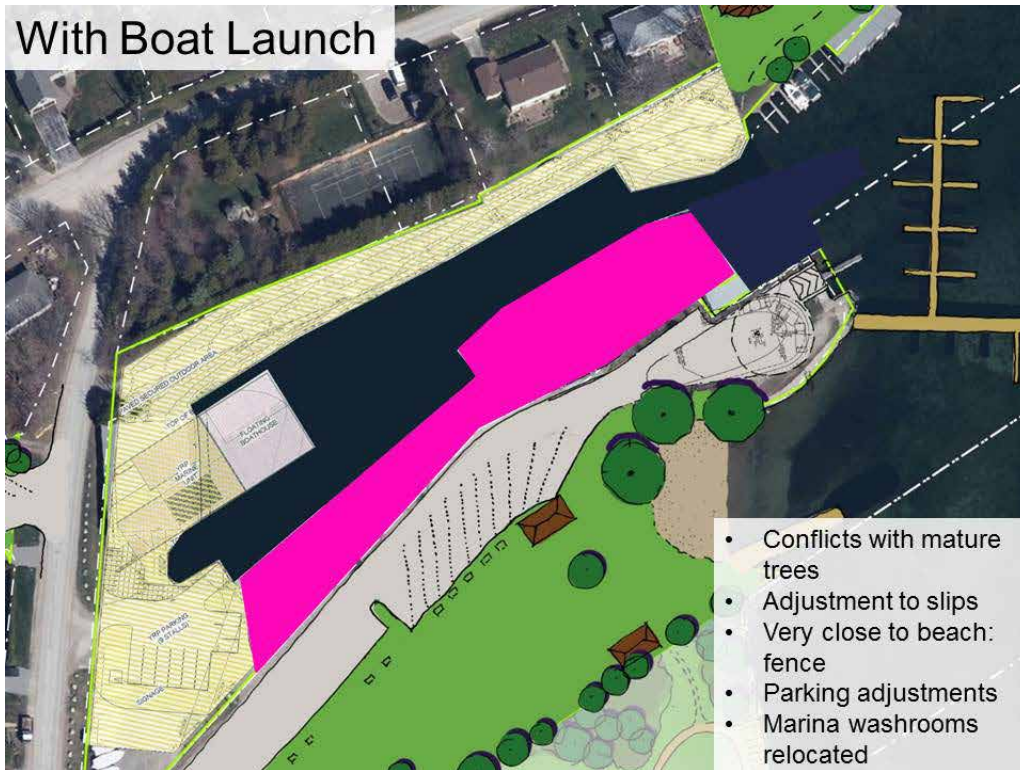


Bonnie Park

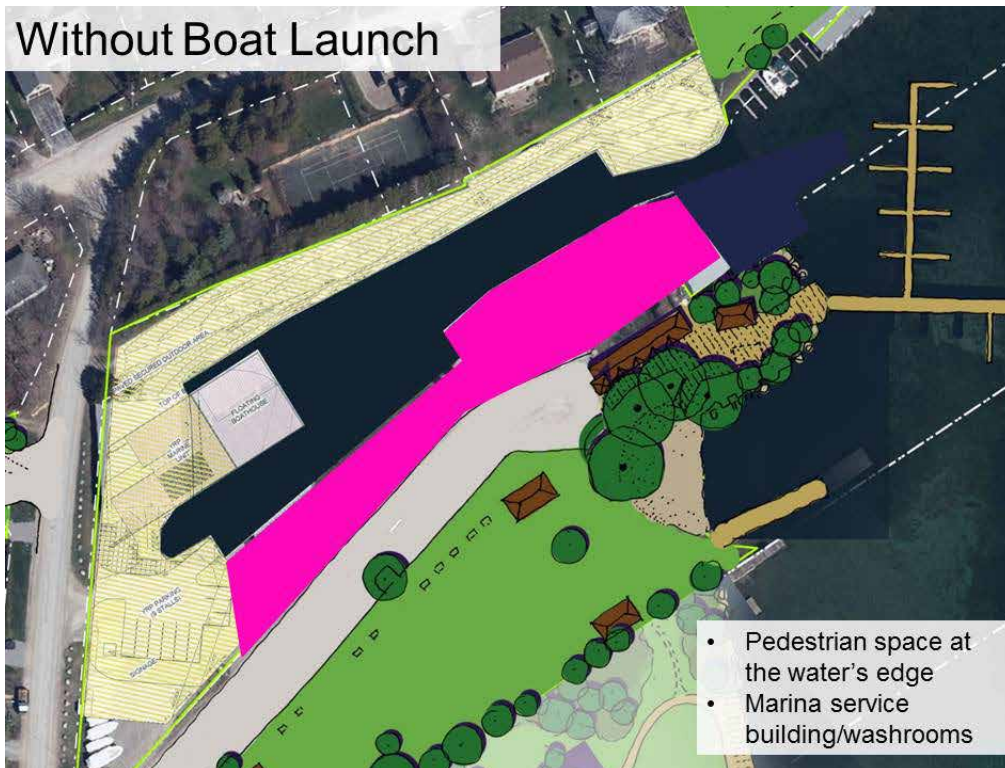
Moderate enhancements to park

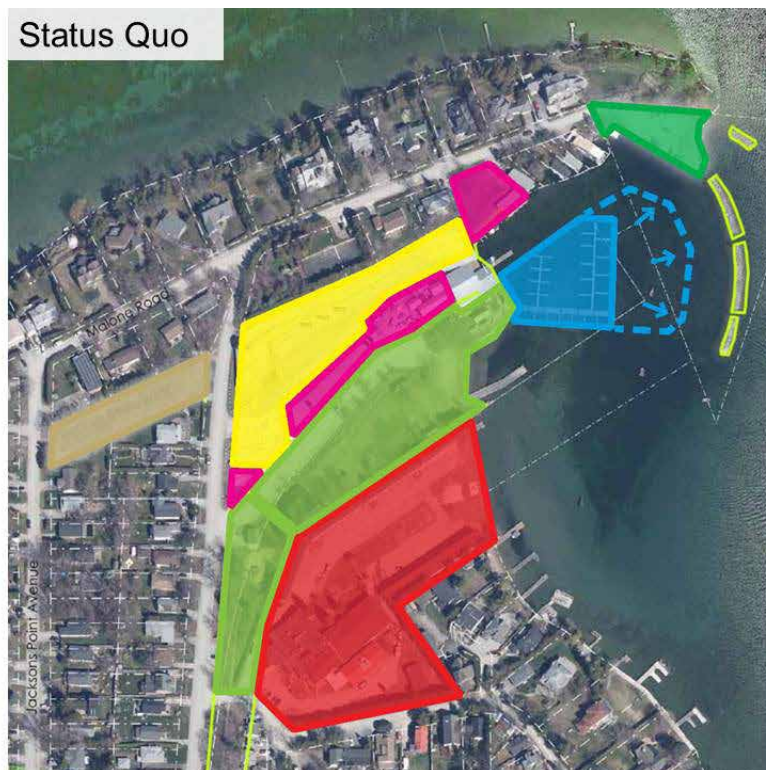
Boats vs Beach?

With Boat Launch



Without Boat Launch







Reconfigure Property Boundaries





Need more input

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

Boat launch **OR** more green space

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



Next Steps

Provide comments on the emerging plans today

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

Please provide comments by August 24th through:

- rmcdougall@georgina.ca
- jacksonspoint@planpart.ca

The Planning Partnership will prepare their Recommendations Report

Council presentation on September 19, 2017



Jackson's Point Harbourfront

Redevelopment Plan Workshop #2

August 10, 2017