

**CORPORATION OF THE TOWN OF GEORGINA**

**REPORT NO. RC-2017-0041**

**FOR THE CONSIDERATION OF  
COUNCIL  
NOVEMBER 22, 2017**

**SUBJECT: JACKSON'S POINT HARBOURFRONT REDEVELOPMENT PLAN –  
UPDATE**

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**1. RECOMMENDATION:**

1. That Council receive Report No. RC-2017-0041 prepared by the Recreation and Culture Department and the Development Services Department on November 22, 2017 respecting the Jackson's Point Harbourfront Redevelopment Plan – Update.
2. That Council provide direction on the initiation of discussions of a potential land exchange or acquisition with the MSR Lalu Jackson's Point Inc. lands.
3. That Council receive and provide direction on the concept design from The Planning Partnership showing the Town lands accommodating a boat launch, fuel and pump out facilities to be included in the Harbourfront Redevelopment Plan.

**2. PURPOSE:**

To provide Council with an update on the Jackson's Point Harbourfront Redevelopment Plan following the September 19, 2017 report.

**3. BACKGROUND:**

On September 19, 2017, Council approved the following recommendations for the Jackson's Point Harbourfront Redevelopment Plan:

**RESOLUTION NO. C-2017-0482**

- #1. That Council receive Report No. RC-2017-0032 prepared by the Recreation and Culture Department and the Development Services Department on September 19, 2017 respecting the Jackson's Point Harbourfront

Redevelopment Plan – Recommendation Report and the Heritage Impact Assessment, and receive the presentation;

- #2. That Council generally support the initiation of discussions of a potential land exchange or acquisition with the MSR Lalu Jackson's Point Inc. lands and that staff in consultation with Town solicitor bring back a report outlining the proposed framework for such discussions.
- #3. That staff report back with options of providing boat launch, fuel and pump out services on the existing town owned property.
- #4. That Council direct staff to evaluate the 2017 harbour operation and recommend an operating model for consideration during the 2018 budget deliberations.
- #5. That Council endorse the Georgina Heritage Committee recommendation and direct staff to include the former Bonnie Boats Marina Property and Bonnie Park on the Town's Heritage Registry.
- #6. That Council endorse as a condition of site plan approval for the former Bonnie Boats property or Bonnie Park, the requirement for the preparation and submission of an Interpretive Strategy and Implementation Plan to the satisfaction of the Director of Development Services.
- #7. That Staff consult with the property owner MSR Lalu Jackson's Point Inc. and York Regional Police to determine how the Belfast Truss System located in the warehouse building at the Lorne Street frontage of the former Bonnie Boats property will be removed from the warehouse in a manner that allows for it to be reused on site or used in conjunction with an Interpretive Strategy.
- #8. That all above scenarios be undertaken with the view of providing waterfront facilities including but not limited to a boat launch, pump out and fuel.

**Carried unanimously**

For clarity, the status of Resolution C-2017-0482 from September 19, 2017 is outlined below:

- #2, #3 and #8 will be the focus of this report
- #4 is being presented in a separate report on today's agenda
- #5 is complete, both properties have been added to the Heritage Registry
- #6 will be included as a condition of site plan approval for both sites. The requirement has been communicated to YRP and MSR Lalu Jackson's Point. YRP has already retained a consultant to begin working on the Interpretive Strategy and Implementation Plan for the Marine Unit site.

- #7 staff have communicated the requirement with respect to the Belfast Truss System and will work with the property owner to determine how it will be reused on the site or in conjunction with an Interpretative Strategy

As directed by Council, staff began preparing some of the discussion points for the consideration of land acquisition or exchange. It was anticipated that the framework for the discussion would have been brought back to Council for consideration in today's report, however, on November 8, 2017 Council raised concerns with Recommendation #2 (C-2017-0482). This came as a result of information received on November 1, 2017 that a rendering of a condo development was posted on MSR Lalu's website promoting a future development. Although the information communicated that it was at 20 Bonnie Blvd. (lands owned by MSR), the picture appears to show the condo on Town owned lands. Staff immediately contacted MSR and requested that the photo be taken down and that an explanation be provided as to why this image was posted. MSR responded by immediately removing the image and apologized for what they described as miscommunication within their organization. Staff then met with MSR to discuss this matter. MSR shared with staff that they accept total responsibility for the image being posted and they intend on providing a public apology for their actions. At this point, staff require further direction from Council on Recommendation #2 (C-2017-0482).

With respect to Recommendation #3 (C-2017-0482), staff revisited The Planning Partnership's (TPP) option 1a (Attachment 1) which was one of the options shared during the public engagement sessions leading up to their final recommendations. This option shows a small boat launch (20' or less) on Town lands. With Council's direction to consider the ability to provide a boat launch, fuel and pump out on Town lands, this option required a revised plan in order to accommodate the additional marine facilities. 1a did not include fuel or pump out and it removed the washroom/shower building which would be needed for an expanded marine operation. The boat launch depicted in 1a accommodates a boat size of 20' or less, which would be very limiting in terms of accommodating a broader boating community.

Therefore, it was determined that a new concept design was needed to show an expanded marine operation as requested by Council. This concept design would demonstrate how all of these marine amenities could be accommodated within the limits of Town owned lands. The Planning Partnership (TPP) was retained to prepare this concept design for the Town owned lands incorporating a boat launch, fuel and pump out. TPP was also directed to incorporate other necessary marine amenities to support the boat launch function (i.e. launch size, turning radius for trailer/vehicle, staging area, parking for trailer/vehicle while maintaining parking for vehicles only).

TPP worked with Baird Coastal Engineering firm to generate the concept design shown in Attachment 2.

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

In light of the direction from Council on November 8, 2017 to hold off further action on Recommendation #2 (C-2017-0482), staff require direction from Council on this matter.

As for Recommendation #3 (C-2017-0482), TPP prepared a concept plan highlighting the following key elements of accommodating the expanded marine operation, while preserving as much parkland as possible:

- Beach area would need to be closed. There is simply not enough space to accommodate a beach and the boat launch and existing pier which will serve as a staging area for boats;
- Majority of parkland preserved, however, there would be a small reduction to accommodate boat launch function;
- Existing washroom/shower building maintained to be used in the expanded marine operation;
- Distance from launch ramp to trailer parking in Right of Way could slow operations;
- Number of existing parking spots maintained but realigned to the property line for efficiency and to open up the public views of the waterfront;
- Reduction of 2 finger docks (4 berths) to accommodate fuel/pump out;
- One Picnic shelter would need to be relocated to accommodate boat/trailer turning radius. Heritage feature would be preserved;
- Existing pier currently used by swimmers would no longer be available for swimming but would be maintained for the purpose of a mooring/staging area which is needed to support the boat launch operation; and,
- Some vegetation would need to be removed, relocated or replaced.

The largest physical change or impact of accommodating the boating amenities within Bonnie Park is in the elimination of the existing beach/swimming area. Historically, the Park was a beach/swimming destination prior to the harbour being added to the Town's facility. After the harbour was added, the harbour and swimming amenities have been able to share the space. Some have enjoyed the combined opportunities offered today, while others have expressed concerns about the conflict between swimmers and boaters. If Council desires to incorporate the boat launch, fuel, pump out and other supporting marine amenities within Town owned lands, the beach/swimming area would need to be closed. Also, the Jackson's Point Harbour and Bonnie Park would change to focus on the provision of a boating facility, while other Town waterfront sites would continue to provide swimming opportunities for the community.

The concept design shared today is for information purposes only and to be included in the Harbourfront Redevelopment Plan as a possibility that requires further detailed analysis (i.e. capital and operating costs).

**5. RELATIONSHIP TO STRATEGIC PLAN:**

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

GOAL 1: "Grow Our Economy"

GOAL 2: "Promote a High Quality of Life"

GOAL 3: "Engage Our Community & Build Partnerships"

GOAL 4: "Provide Exceptional Municipal Service"

**6. FINANCIAL AND BUDGETARY IMPACT:**

As a result of Council's request for further consideration of the option to incorporate marine facilities (boat launch, fuel and pump out) within Town owned lands, TPP was contracted at an upset limit of \$5,000 to provide the additional concept plan as shown in this report.

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

There are no public notice requirements for this report.

**8. CONCLUSION:**

In reconciling Recommendation #2 and #3 from Council Resolution #C-2017-0482, it was staffs intention to bring Recommendation #3 (Bonnie Park design) for information and it also seemed appropriate that results of Recommendation #2 (discussion of exchange/acquisition) would be brought to Council at the same time providing the ability to compare and assess the two scenarios. However, based on the concerns expressed by Council on November 8<sup>th</sup>, 2017, staff require direction on Recommendation #3 and further direction on Recommendation #2.

Prepared and Recommended by:

Recommended by:

\_\_\_\_\_  
Robin McDougall, B.A., KINE, DPA  
Director of Recreation & Culture

\_\_\_\_\_  
Harold Lenters, M.Sc.Pl., MCIP, RPP  
Director of Development Services

Approved by:

\_\_\_\_\_  
Winanne Grant, B.A., AMCT, CEMC  
Chief Administrative Officer

*Attachment 1: Option 1a from TPP's review of JP Harbourfront Redevelopment Plan*

*Attachment 2: Bonnie Park Conceptual Facility Fit Study for Marine Facilities*

# Options

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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



# The Planning Partnership

Urban Design, Landscape Architecture, Planning, Communications

## MEMORANDUM

**To:** Robin McDougall  
**From:** Mike Hudson  
**Date:** November 8, 2017  
**Subject:** Bonnie Park Conceptual Facility Fit Study for Marine Facilities  
**Job Number:** 1982

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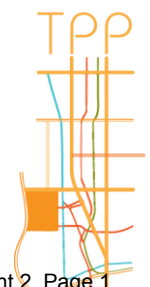
As per your request, attached as Figure 1 is a conceptual site plan that incorporates a boat launch, fuel and pump-out dock and related facilities (i.e. parking) on the existing Town lands (Bonnie Park, Lorne Park and Right of Way). Below is a description of the conceptual site plan.

### Design Parameters:

- Boat launch accommodating up to 35' boats
- Space for trailer parking
- Existing parking maintained
- New fuel and pump-out dock

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www.planpart.ca

1255 Bay Street, Suite 500  
Toronto, Ontario, M5R 2A9





## Boat Launch

- Single lane ramp (6.5m width) with boarding pier
- Ramps typically designed at 12-15% slope, top of ramp at 0.3m above high water level
- Ramp location in site plan is estimate only, will need to be confirmed based on detailed bathymetry and topography
- Ramp could be widened to double lane (11.5m), however the maneuvering/turn-around area is somewhat constricted for a double launch ramp
- Boarding pier provides staging area for boat before launch/haul-out
- Existing pier can be maintained to assist with boat staging before and after launch/haul-out, which would be helpful considering the long distance to the trailer parking area
- Dredging will be required in the launch area for navigable water depths

## Docks, Fuel/Pump-out

- Existing dock configuration maintained as much as possible
- New fuel/pump-out dock located at end of main access dock, where boat maneuvering, approach and departure have the most space, reduces conflicts with other marina patrons
- New fuel/pump out dock takes the place of 4 finger docks (8 berths)
- 2 new finger docks can be added to the existing configuration
- net loss of 2 finger docks (4 berths)
- Dock length 25m appropriate for servicing two smaller vessels (25'-30' length)
- Dock could remain in water year-round with proper design and appropriate seasonal maintenance
- Dredging likely required, especially for new finger dock close to shore

## Land-based Fuel/Pump-out support

- For planning purposes, two 5,000 liter fuel tanks require approximately 5 x 10 metres and can be located above or below grade
- Wastewater holding tank(s) assumed to have same physical size needs (but would not be necessary if connected directly to municipal sanitary system)
- Utility lines from tanks to fuel/pump-out dock would be concealed/buried
- Vehicular loading/servicing spot shown adjacent to tanks (near ramp) for fuel truck – can also be used by marina patrons for loading
- Small building/kiosk for fuel pump operators shown adjacent to existing washroom

**\*\*all fuel, pump-out infrastructure will need to meet applicable regulations, codes and standards\*\***



## Maneuvering Area

- Size of turnaround sufficient for typical pickup truck/trailer (35') combo
- Size is slightly wider than typical Town cul-de-sac dimension (shown as dotted circle on site plan)
- Given location of launch ramp at end of a long approach road, and narrow width available for maneuvering, a 180 degree turn (as shown on site plan) may be the best option to allow launch – drivers can get their vehicles straightened out for easiest backing up to ramp
- A larger turn around/maneuvering area may be desirable from a vehicular operations perspective, however, would compromise the remaining 'public' lake frontage

## Trailer Parking

- 16 vehicle/trailer parking stalls (3.5m by 16.5m) fit within the Right of Way
- This may be a low number (the Jackson's Point Harbourfront Redevelopment Plan provided 20), but may be suitable to the number of yearly launches
- Trailer parking is remote to the boat launch area, separated by a public road, and may slow down launch operations
- Additional trailer parking can be accommodated within Bonnie Park, taking the place of grass area, or, along Lorne Street in parallel fashion (taking the place of the existing parking and landscaping)
- Additional trailer parking was not shown within Bonnie Park in an effort to preserve as much green space as feasible

## Vehicle Parking

- There are 39 existing parking spots in Bonnie Park
- They are relocated to the MSR-Lalu property line for efficiency
- 40 parking spots are provided in the site plan

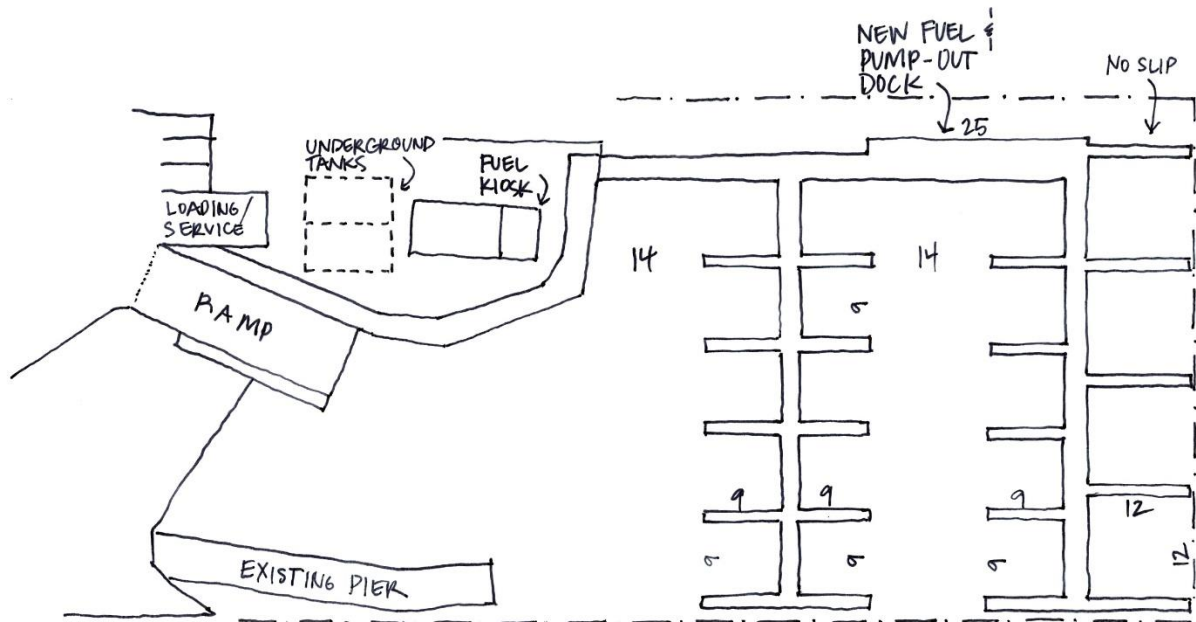
## Other Notes

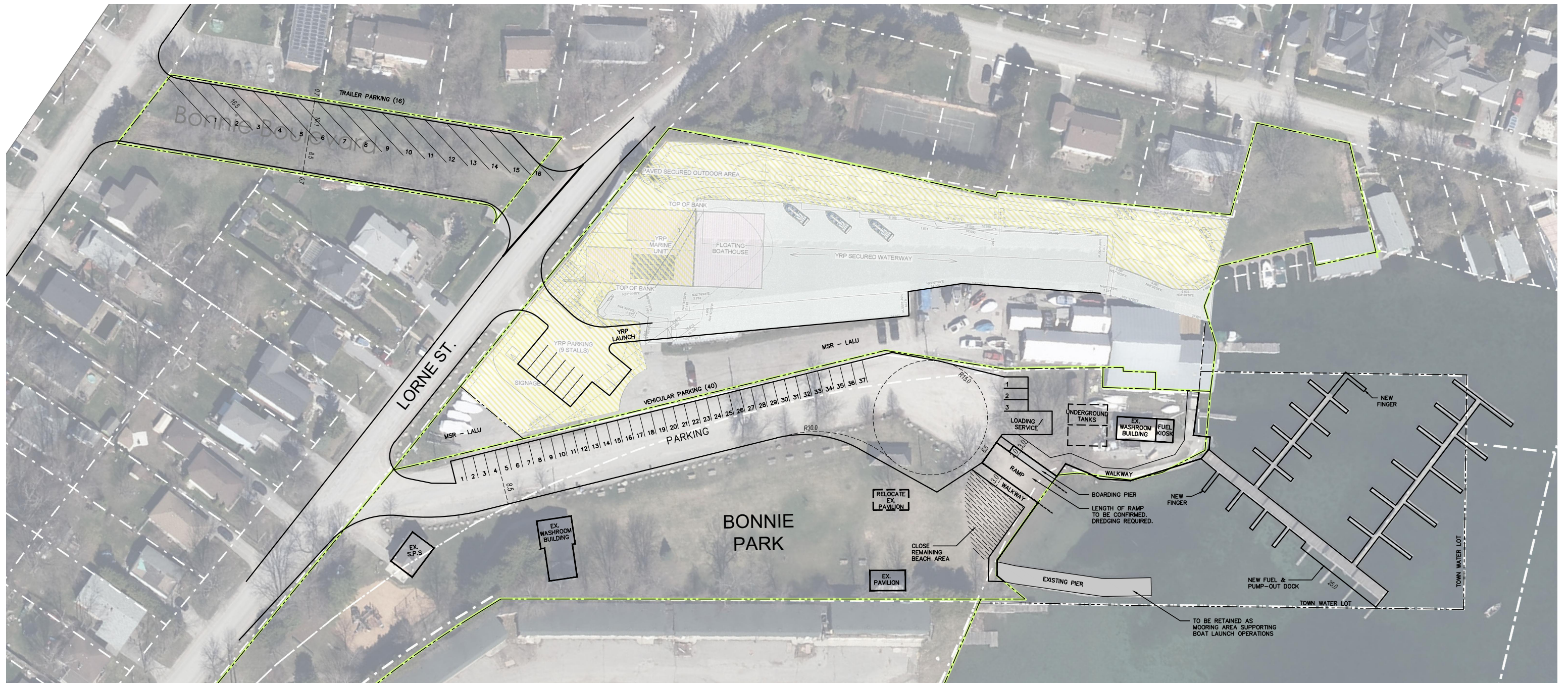
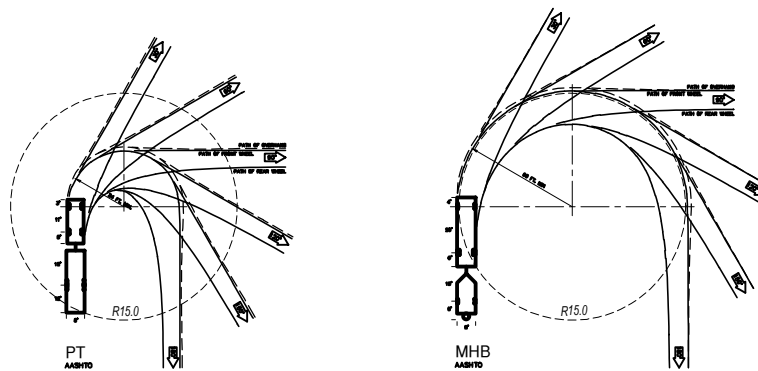
- Site plan is based on airphoto information. No CAD base information (survey), topographic or detailed bathymetry was used
- No detailed studies have been undertaken
- Dredging is likely required to facilitate boat launch and dock arrangement
- Maintenance dredging may also be required in future, representing an ongoing cost



## Alternative Water Lot Configuration

- An alternative concept re-configures the docks to be within the Town's water lot ownership (existing dock configuration overlaps other water lot ownerships)
- Fuel/pump-out dock switches to north side of dock area
- Finger dock length increased to 9m, with some 12m docks
- Location of main access dock (headwalk) to the north side may increase agitation within the marina basin in comparison to existing conditions, however it is unknown what level of protection the existing main access dock provides – would require detailed study of wave exposure
- Potential reduced conflict between YRP access to lake and marine facilities (berths and fuel/pump-out traffic)
- The approach to the launch ramp by boat is more constricted in this alternative
- This alternative prepared only for comparison purposes





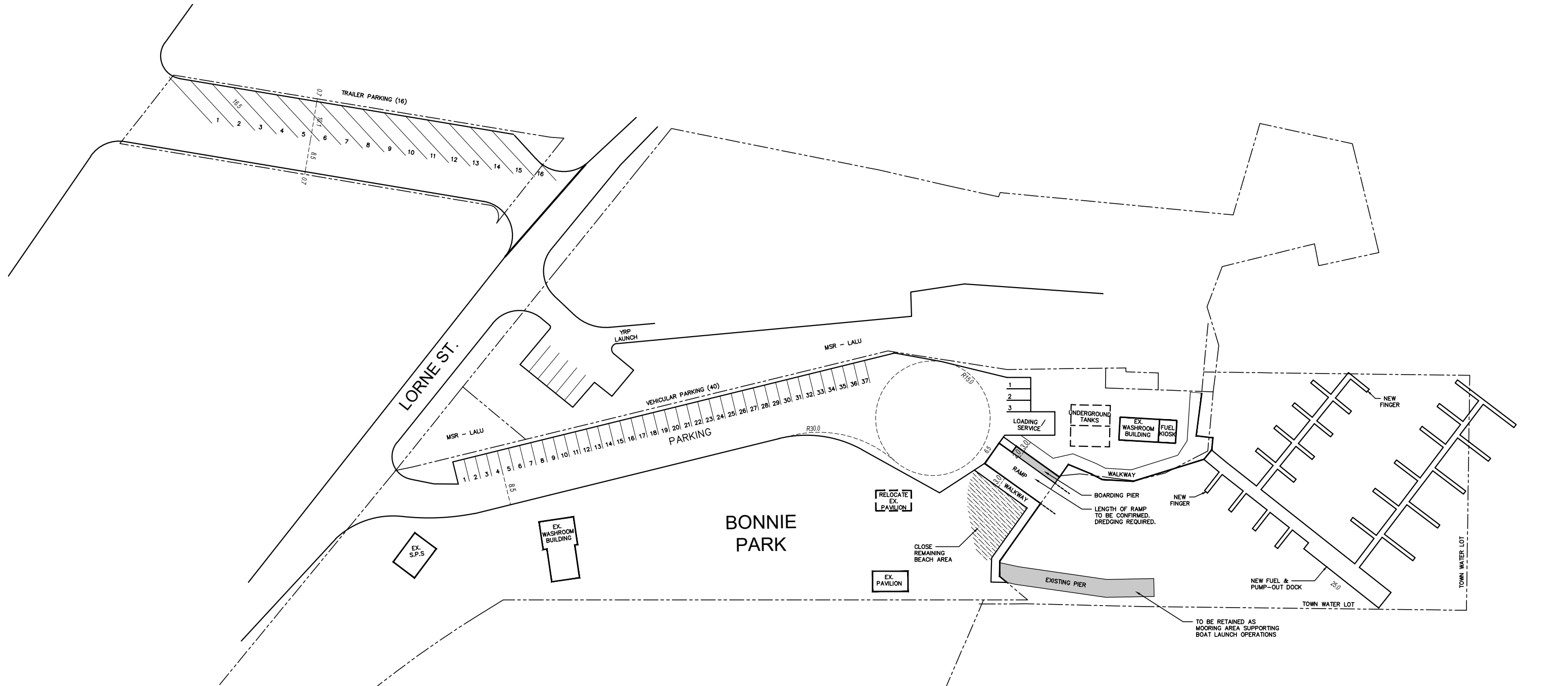
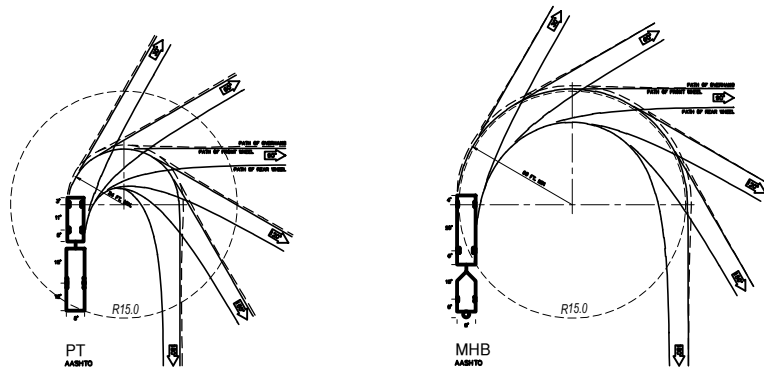
SITE PLAN BASED ON AIR  
PHOTOGRAPHY DIMENSIONS TO BE  
CONFIRMED

## CONCEPTUAL SITE PLAN

### FACILITY FIT STUDY FOR MARINE FACILITIES

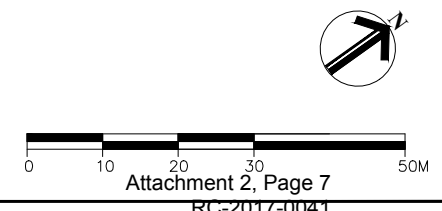
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Attachment 2, Page 6

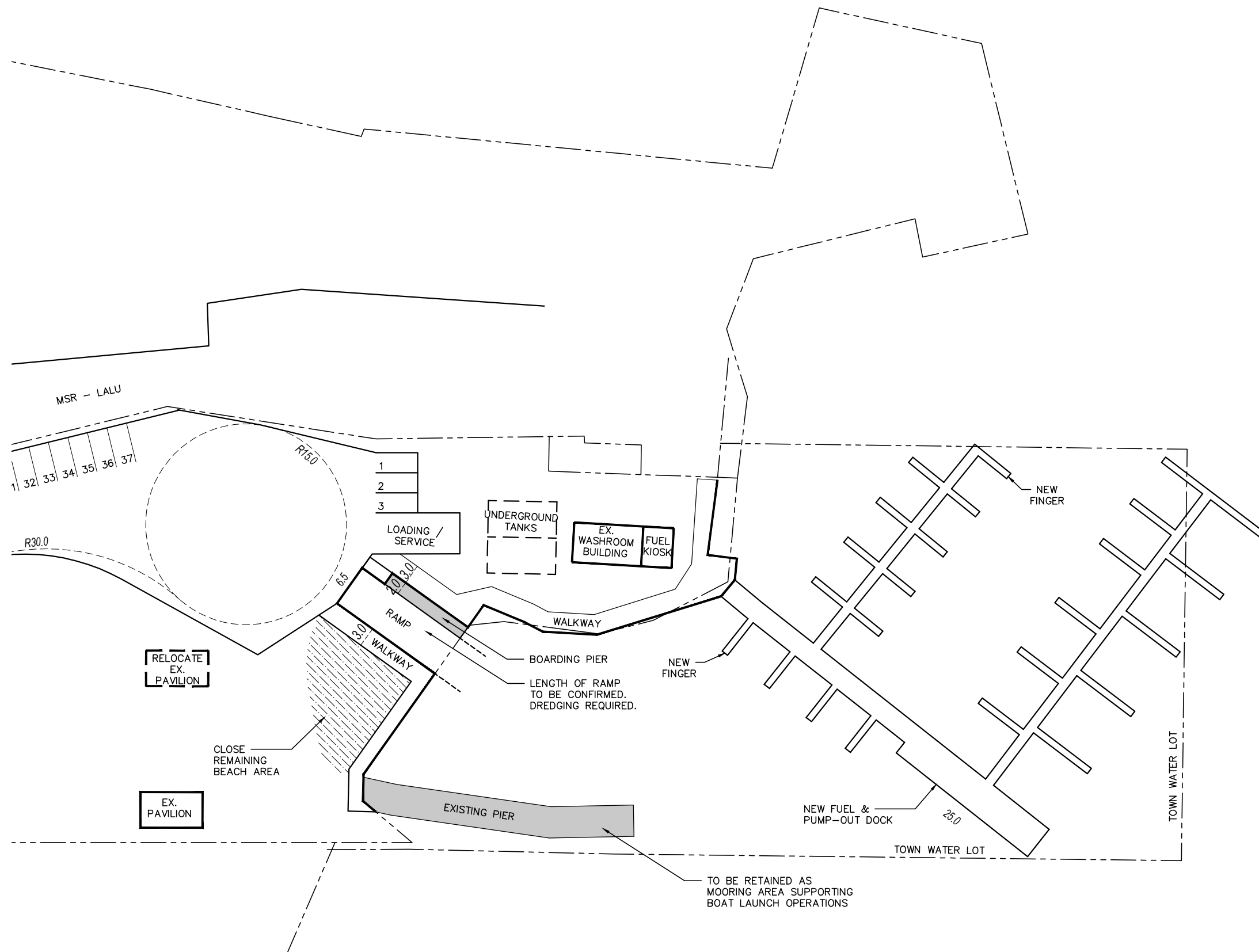
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SITE PLAN BASED ON AIR  
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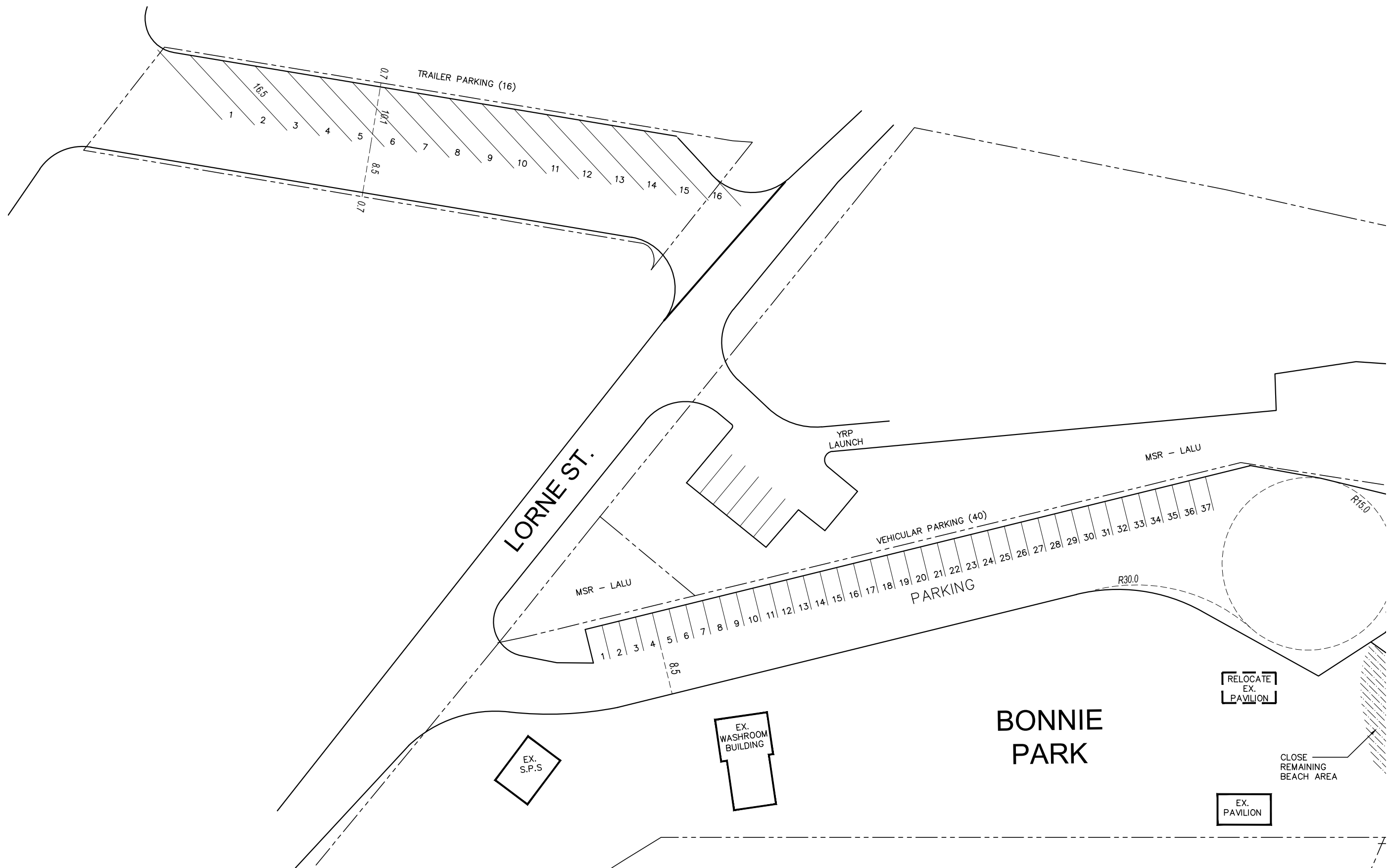
# CONCEPTUAL SITE PLAN FACILITY FIT STUDY FOR MARINE FACILITIES





SITE PLAN BASED ON AIR  
PHOTOGRAPHY DIMENSIONS TO BE  
CONFIRMED

# CONCEPTUAL SITE PLAN (East) FACILITY FIT STUDY FOR MARINE FACILITIES



SITE PLAN BASED ON AIR  
PHOTOGRAPHY DIMENSIONS TO BE  
CONFIRMED

# CONCEPTUAL SITE PLAN (West) FACILITY FIT STUDY FOR MARINE FACILITIES

