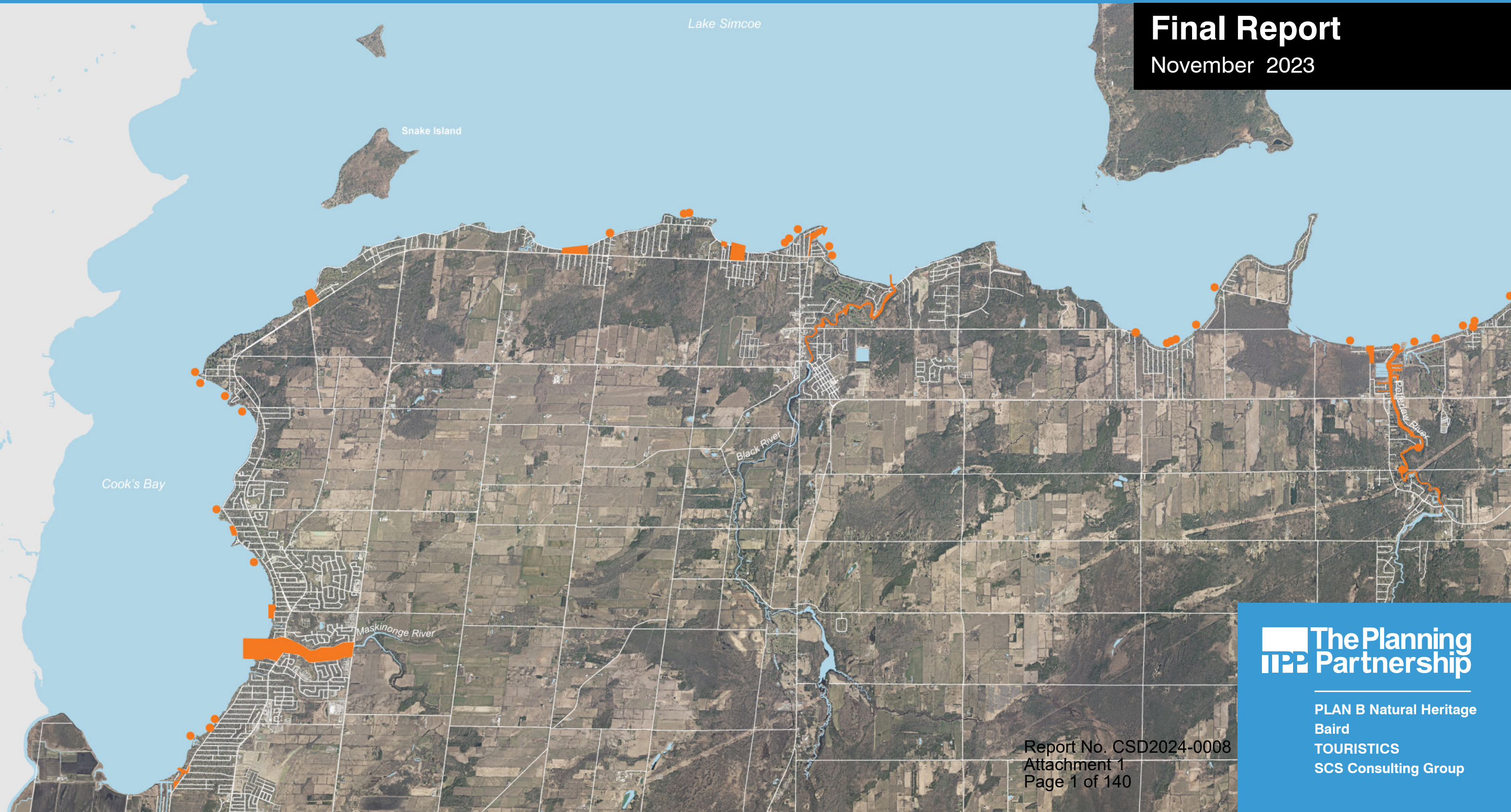


Waterfront Parks Master Plan

Final Report

November 2023



 **The Planning
Partnership**

PLAN B Natural Heritage
Baird
TOURISTICS
SCS Consulting Group

Report No. CSD2024-0008
Attachment 1
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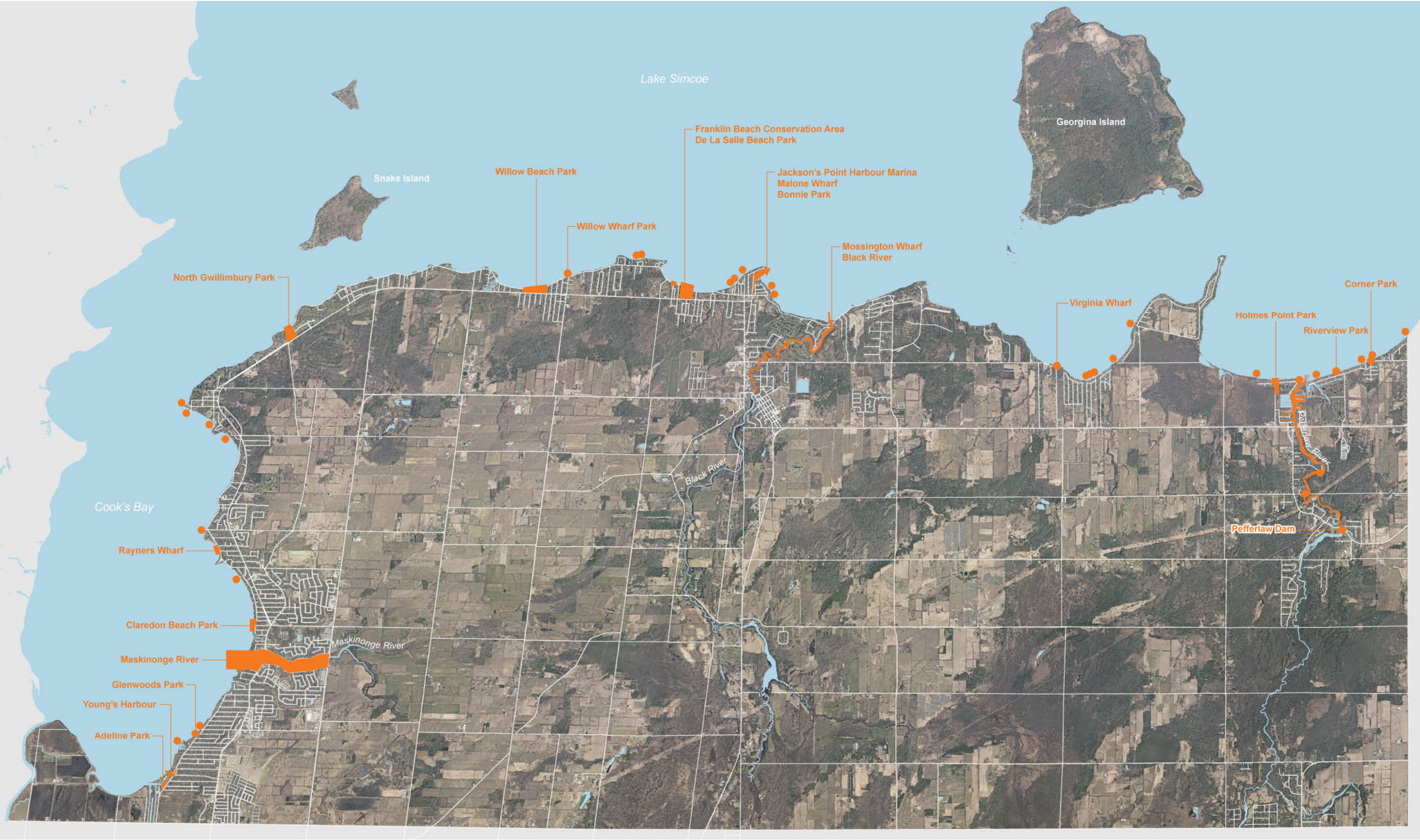
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Waterfront Parks Master Plan - Parks



Map of Georgina showing the parks and properties included in the Waterfront Parks Master Plan

Introduction

The Town of Georgina's Waterfront Parks Master Plan provides a framework for decision making for waterfront parks and roads that end at the shoreline of Lake Simcoe. The Town has a tremendous asset being located on Lake Simcoe with 52 kilometres of shoreline. The Waterfront Master Plan provides direction for detailed planning and design of seven Destination Waterfront Parks and nine Community Waterfront Parks, totalling 25 hectares. In addition, there are 27 public roads that end at the water's edge providing additional opportunities for residents to access to the lake.

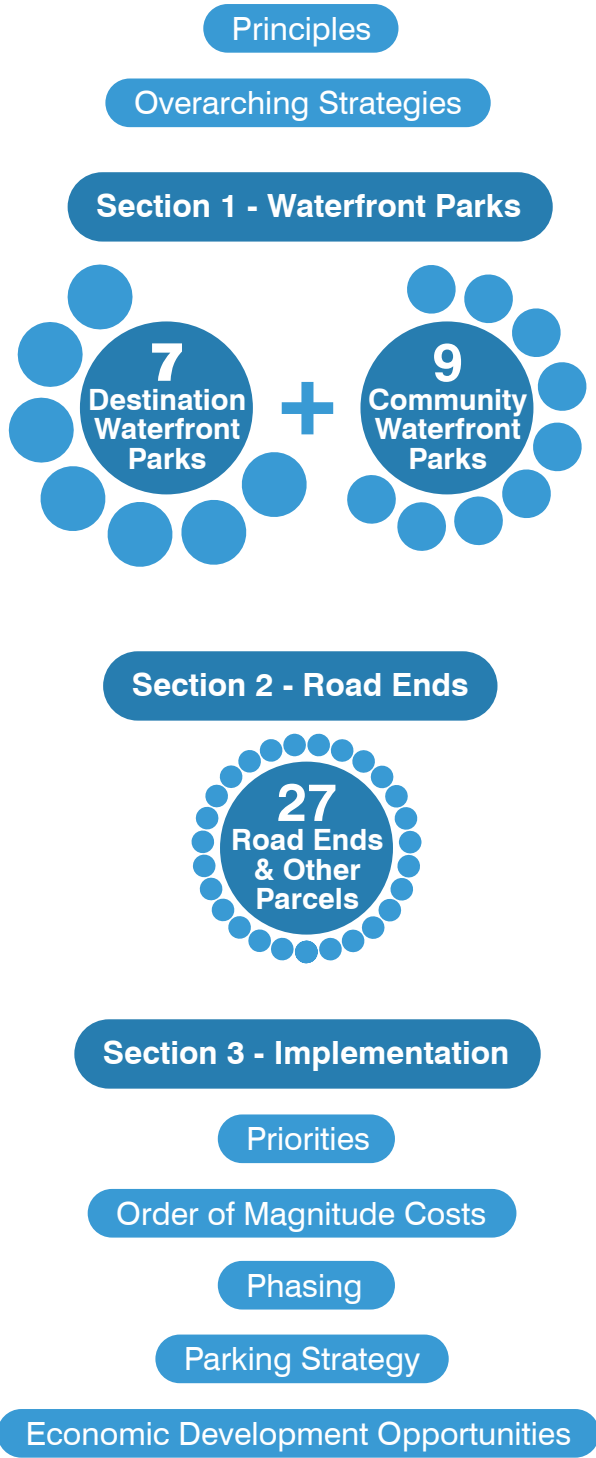
The Waterfront Parks Master Plan is divided into three sections. **Section 1** includes a description of the Destination and Community Waterfront Parks. Concept plans are included for key waterfront parks to use as a point of departure for detailed planning and design. Some of the smaller Community Waterfront Parks include a description of possible changes and opportunities to consider and do not include a concept drawing. The Maskinonge River and Mossington Wharf/Black River locations were included in the scope of the Master Plan to review specific opportunities (a pedestrian bridge crossing and repurposing of a wharf) in the larger context of the river systems.

Section 2 provides an inventory of Town owned roads that end at the water. There are 27 publicly owned road ends and other waterfront properties along Lake Simcoe and the Pefferlaw River. These publicly owned sites offer a tremendous opportunity to expand the community's access and enjoyment of the lake. They provide "windows to the water", points from which to view the water, launch a canoe or kayak, and places to swim and fish. These opportunities are particularly important to thousands of Georgina residents who do not own waterfront properties.

Section 3 provides direction for implementation and summarizes:

- Priorities and phasing
- Order of magnitude capital costs
- Parking strategy
- Economic development opportunities
- Revenues and Expenses

How to Read This Report:



The Waterfront Parks Master Plan process was divided into three parts. Parts 1 and 2 included the creation of conceptual plans for selected parks and areas, as well as operational plans for the waterfront parks, marinas and Town owned properties such as municipal road-ends, wharves and boat launches.

Part 1 was completed between February 2020 and October 2021 and was focused on the Town's largest waterfront parks: Willow Beach Park, Franklin Beach Conservation Area, De La Salle Beach Park, Holmes Point Park along with the Jackson's Point area (harbour marina, Malone Wharf and Bonnie Park) and the Mossington Wharf, and the Black River north of High Street in Sutton. The Part 1 report was posted to the project webpage. Its content included in this report.

Part 2 was completed between March 2022 and August 2023 and was focused primarily on smaller waterfront parks, including Adeline Park, Young's Harbour Park, Claredon Beach Park, Rayners Wharf, Virginia Wharf, and included the larger North Gwillimbury Park, along with the Pefferlaw River (and Pefferlaw Dam Park) and the Maskinonge River. Part 2 also looked at the road ends and other Town-owned waterfront properties located along the water.

Part 3 was completed in fall 2023 and focused on summarizing the findings of Part 1 and Part 2 and providing recommendations for implementation.

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 Waterfront Parks Master Plan.

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.

Relevant Previous Studies

The Town has completed many studies over the past several years that form an important foundation for consideration of opportunities for the waterfront parks. This chapter provides a summary of the relevant studies.

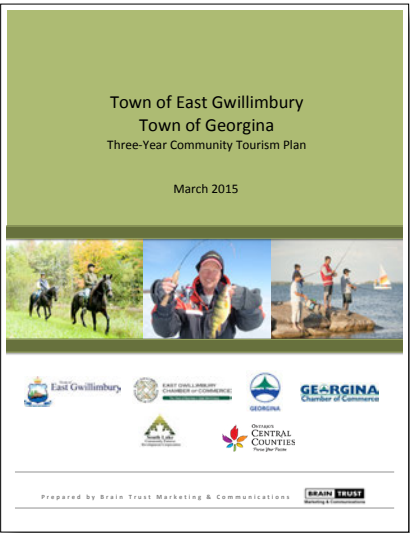


Strategic Plan 2019-2023 (2019)

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.



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.

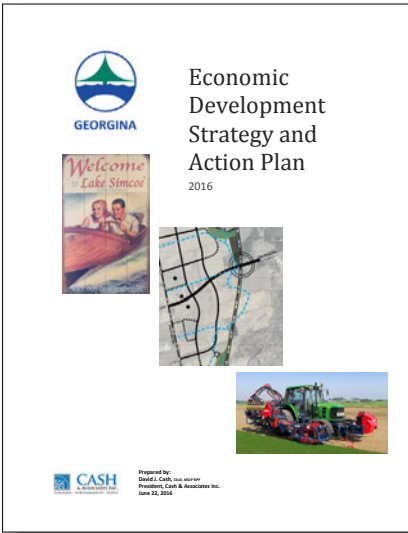
The Tourism Task Force attended a working session with the goal of identifying and ranking East Gwillimbury and Georgina's tourism assets. These assets included the 5 components of tourism; attractions, tourism businesses, infrastructure, hospitality and promotion.

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.



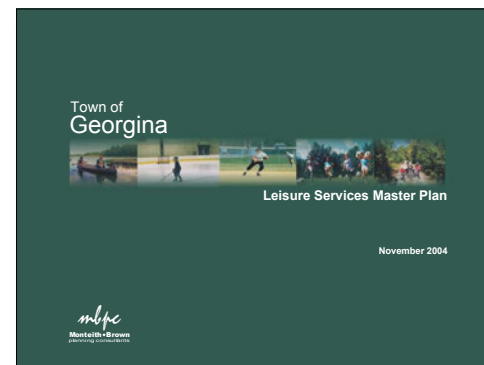
Economic Development Strategy & Action Plan (2016)

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, meetings 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.



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.

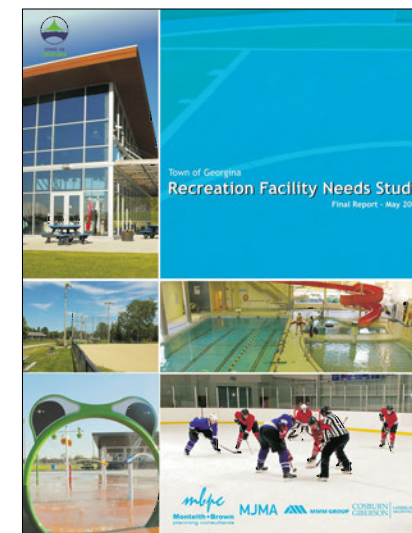
Walking for leisure and cycling are the activities that Georgina residents participate the most. Running/jogging and in-line skating/rollerblading are also in the top 10 activity list. The community has requested more paved trails (second most requested new facility) and more nature trails (fifth most 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 Parks Master Plan was completed within the framework of community engagement. The Master Plan engagement process was divided into two parts, with Part 1 focusing on the larger, most popular waterfront parks beginning in early 2020 and Part 2 on the remaining waterfront parks beginning in 2022.

In **Part 1** of the Master Plan, the first round of workshops for the larger, more popular waterfront parks 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.

The second round of workshops in Part 1 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 (posted to the project webpage), November 2020, summarizes input that was received on each park.

An online survey was administrated in Part 1 through the Metroquest platform and hosted on the Town’s project web page. The survey was used to get additional input on the information presented at the November 2020 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 which was posted to the project webpage. The responses in relation to key components of the concept plans is included in the Part 1 park descriptions.

In total, 1,555 people answered the survey producing over 50,000 data points and almost 1,900 comments.

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 in Part 1 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)

Town of Georgina

Waterfront Parks Master Plan



The Town of Georgina is preparing a Waterfront Parks Master Plan to establish a vision and framework for implementation and direction for operations and management for Georgina's waterfront parks. The Waterfront Parks Master Plan is being done in three parts, with the first part approved by Council. The first part focuses on parks along the south shore of Lake Simcoe:

- Willow Beach Park
- Franklin Beach Conservation Area
- De La Salle Beach Park
- Jackson's Point Harbour Marina, Malone Wharf and Bonnie Park
- Holmes Point Park
- Mossington Wharf and the Black River to Sutton

The Planning Partnership, consultants specializing in landscape architecture, planning and urban design, are leading the Master Plan in association with specialists in coastal engineering, tourism and environmental analysis and the Town staff team.

The Waterfront Parks Master Plan is in the early stage when the team is seeking input to help understand issues at each one of the park zones and some of the key opportunities for change.

How can you share your thoughts during this time of restrictions on physical interaction?

The Planning Partnership has organized a series of virtual meetings to discuss each park zone.

Please join one or more of the virtual meetings

October 14, 2020
10 am to 11:30 am Willow Beach Park
12:30 pm to 2 pm Franklin Beach Conservation Area
2:30 pm to 4 pm De La Salle Beach Park
4:30 pm to 6 pm Jackson's Point Harbour Marina, Malone Wharf and Bonnie Park

October 15, 2020
10 am to 11:30 am Holmes Point Park
12:30 pm to 2 pm Mossington Wharf and the Black River to Sutton

To register visit georgina.ca/WaterfrontParksPlan

A meeting link will be sent the day before the meeting.

The virtual meetings will be recorded and posted to the project webpage. A summary of the input received will be posted to the project's webpage.
georgina.ca/WaterfrontParksPlan

The Town's contact for the Waterfront Parks Master Plan is:
Stephanie Fraser, OALA
Landscape Architectural Planner
Operations & Infrastructure
sfraser@georgina.ca
905-476-4305, ext. 2417



Notice for the first workshop in Part 1



Diagram summarizing engagement in Part 1 of the Master Plan



Pop-up engagement at De La Salle Park in 2021 (image: Georgina Post)

At the beginning of **Part 2** of the Waterfront Parks Master Plan, one-on-one conversations were held with residents, councillors and the mayor in June and July 2022 to understand some of the issues and opportunities to consider along the waterfront, in the smaller waterfront parks, and in road ends and other Town-owned waterfront properties.

The first round of workshops in Part 2 were held on June 20 and June 21 2022. Four online workshops were held:

- Adeline, Young's Harbour and Glenwoods Park;
- Maskinonge River, Claredon Beach and Rayners Wharf;
- the Waterfront From Sibbald Point to Thorah park Road and Pepperlaw River; and,
- North Gwillimbury Park and Willow Wharf.

Approximately 80 people registered to join 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 second round of workshops in Part 2 were held on November 29, 2022. Two online workshops were held to discuss preliminary ideas for:

- Adeline Park
- Young's Harbour
- Glenwoods Park
- Maskinonge River
- Claredon Beach Park
- Rayners Park
- North Gwillimbury Park
- Willow Wharf Park
- Riverview Park
- Corner Park
- Pepperlaw Dam Park
- Waterfront road ends.

Approximately 80 people registered to attend one of the sessions. Each meeting began with a presentation on what we heard on opportunities and issues to consider, early ideas, followed by an interactive discussion on the early concept plan for each park. Each workshop was recorded and posted to the project webpage.

In addition, public presentations at Council were made on:

- March 21, 2023
- May 17, 2023
- July 12, 2023

Town of Georgina

Waterfront Parks Master Plan



GEORGINA

The Town of Georgina is preparing a Waterfront Parks Master Plan to establish a vision and framework for implementation and direction for operations and management for Georgina's waterfront parks. The second part of the Master Plan is underway focusing on:

- Adeline and the Off Leash Dog Park
- Young's Harbour
- Maskinonge River
- Rayners Park
- Claredon Beach Park
- North Gwillimbury Park
- Waterfront from Sibbald Point to Thorah Park Road (excluding Holmes Point Park)
- Pefferlaw River
- Glenwood Park, Sheppard Park and Wharf and Willow Wharf Park

The Planning Partnership, consultants specializing in landscape architecture, planning and urban design, are leading the Master Plan in association with specialists in coastal engineering, tourism and environmental analysis and the Town staff team.

This part of the Waterfront Parks Master Plan is in the early stage. The team is seeking input to help understand issues and some of the key opportunities for change.

The Planning Partnership has organized a series of virtual meetings. Please join one or more of the virtual meetings

June 20, 2022 2 pm to 3:30 pm	Adeline Park, the Off-Leash Dog Park, Young's Harbour and Glenwood Park
6:30 pm to 8 pm	Maskinonge River, Claredon Beach Park and Rayners Wharf
June 21, 2022 2 pm to 3:30 pm	Waterfront from Sibbald Point to Thorah Park Road and Pefferlaw River
6:30 pm to 8 pm	North Gwillimbury Park, Sheppards Park and Wharf and Willow Wharf Park

To register, visit georgina.ca/WaterfrontParksPlan

A meeting link will be sent the day before the meeting.

The virtual meetings will be recorded and posted to the [project's webpage](#). A summary of the input received will be posted to the [project's webpage](#).

The Town's contacts for the Waterfront Parks Master Plan are: Bob Ferguson Manager, Parks Development and Operations 905-465-7784 bferguson@georgina.ca	Dan Buttineau Director of Community Services 905-476-4301 dbuttineau@georgina.ca
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Notice for the first workshop in Part 2

Overarching Strategies Across All Waterfront Parks

Wayfinding/Signage

The waterfront parks are signed, and some have directional signs from key roads. A broader wayfinding and signage strategy will orient people to all the Destination Waterfront Parks and provide useful information using maps, directional signs, identifier signs and interpretive panels. The framework to guide the location and type of wayfinding and signage is based on an intent to enhance awareness of the Destination Waterfront Parks for Town residents and visitors and to facilitate clarity and ease of movement to and among the parks.

- 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 parks 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:

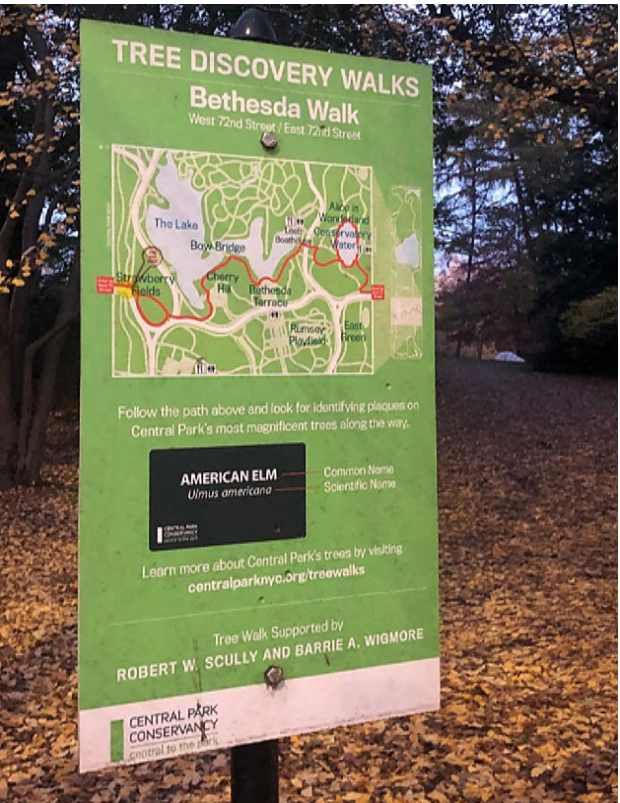
‘Please have an enjoyable time on the beach, while respecting private property of homeowners and the beach neighbourhood. The map at the entrance shows you the limits of public areas.’

‘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.
- 6 Consolidate the direction to multiple destinations in Directional Signs.
- 7 Provide a collection of information such as a map showing parking, key destinations and walking radius in an Information Kiosk or on a pedestal.
- 8 Provide information on historic, cultural or environmental features on Interpretive Signs at key destinations aligned with the heritage/historic walks.
- 9 Identify key destinations such as parks, public docks, municipal buildings in a Destination Sign.
- 10 Identify waterfront road ends with an icon so Town residents know this is public property and a place those that don’t live on the lake can go to put a canoe or kayak in the lake, swim or sit.
- 11 Prepare a Waterfront Parks Code of Conduct to set out what’s expected from anyone who visits a waterfront park in Georgina.



Site Furnishings

- 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.



Public Washrooms

Throughout the master plan process, the need, design, and the location of public washrooms in many of the parks was a key point of conversation. Washrooms provide an important amenity to users and an opportunity to expand the range of programs and activities that can be enjoyed in the parks. As such, the role of a washroom pavilion becomes a key element in the broader design ambitions of a park. Far too often, washroom buildings are a dreary afterthought in the design of park, where maintenance of mechanical systems and building assembly decay quickly becoming an ongoing financial burden. On the other hand, a washroom facility, designed as an integral part of the park, constructed for purpose, longevity, and ease of maintenance, is an investment in the network of waterfront parks. Both approaches have costs, associated with construction, but one has a diminishing value as the building deteriorates from use and abuse, the other, grows in value as its utility and durability continue to support a full range of uses and activities of the park. One is a cost to the community, the other, an investment in the community.

Many of the waterfront concepts locate permanent washrooms within the context of other design considerations. During subsequent design phases, it will be important to consider:

Design Intent

The design intent is more than just the purpose of the building. The design intent is related to the context of the site: where the park is located, what activities are planned for the park and who uses the park. Equally important are issues of topography, views, sun exposure, public access, servicing access, existing and planned landscape features. These issues provide the context within which the building will become a key organizational element. The objective is to enhance the parks with the addition of improved washrooms to reinforce the connectedness of these parks through built form, materials, and landscape. Like the parks themselves, each different in size and context, each washroom facility can have its own function, size and relation to its particular context, but linked together with familiar form and building finishes to make them a recognizable signature of Georgina.

Location

Each preliminary concept locates a washroom within the context of the broader design intentions for the park. The intent was to locate washrooms near specific program components where people congregate such as play areas, sport surfaces, parking etc. The building's

programmatic components (washrooms, mechanical room, storage, and maintenance space) can be separated under a large canopy roof to create an entry feature. Some sites allow for a washroom building to be both entry pavilion and central gathering hub, such as the proposed location for a new washroom building in North Gwillimbury Park and Holmes Point Park. The location, at the convergence of pedestrian walkways, adjacent to both parking lots and children's play areas, is ideal for welcoming visitors arriving on foot, bicycle, or automobile.



Park Washroom

Number of Stalls, Gender Separation, Temporary Toilets

The parks are designed to accommodate a range of activities in all seasons and therefore it is challenging to determine the occupant load for a washroom building to serve the park with accuracy. Washrooms in parks have been trending away from the conventional gender-based washrooms, multi-fixture with toilet cubicles, urinals, and sinks, to a unisex approach that uses separate washroom stalls, each with toilet, sink, appurtenances, and lockable door. Beyond being more private and pleasant to use, this trend has shown that it is possible to service many parks with fewer washroom fixtures than might otherwise have been anticipated. For example, the Leslie Street Spit in Toronto sees hundreds of people daily, walking, cycling, skiing, skateboarding, through the vast 5 km long nature reserve, and the park is served with only four washroom stalls at entry pavilion. Stanley Greene Park, a small yet highly used neighbourhood park in Downsview, with has a very active junior skateboard park, tennis courts and a children's play area, is served by only two universal washroom stalls. Most of the Destination Waterfront Parks in Georgina could be

adequately served with the provision of four washroom stalls, with the exception of De La Salle Park, where the associated sports activities require additional washroom



Stanley Park, Toronto Washroom



Sibellius Park, Toronto, Washroom

Portable Toilets

There are in the order of 25 portable washrooms in the waterfront parks that are serviced by a third party, a cost effective solution for providing this amenity to visitors. In order to contribute to the park design, a permanent location should be created for portable toilets to be delivered, locked in place, vertical and neatly aligned. In the simplest form, the portable toilet location needs to be a flat concrete surface and a broad canopy for protection from the elements. The pavilions, when constructed using a similar palette of form and materials as the larger park washroom buildings, brings a familiar signature to the park, linking them to the network waterfront parks. With an addition of bike racks, signature landscape planting, seating elements, lighting, information board, these pavilions can be transformed into ideal rest stops along the scenic route.

Permanent washrooms

All washroom buildings should be constructed for year-round use, even when programming schedules call for the building to be closed over the winter months. Seasonal buildings are prone to rapid decay, rot, and mold when moisture (water and vapour) and air are not properly managed. The uncontrolled movement of moisture and air through the construction assemblies is the primary cause of building deterioration and failure. Rather, the washroom buildings should be constructed to the highest standards of design and performance, meeting or exceeding Ontario Building Code requirements for sustainability and minimal carbon footprint.

Materials & Methods

Construction materials and methods of construction for the washroom buildings should be simple and common, made special and elegant through the design and detail of the building. The materials should be durable, sustainable, and recyclable, with low carbon footprints in their manufacture, delivery, and installation. They should be sourced locally whenever possible. This palette of materials could include:

Sanitary Service

Holmes Point Park and Pefferlaw Dam Park are in areas that do not have municipal sanitary services for which there are three options:

1. Conventional Septic Tank

There are many variations to the basic set up, but essentially, waste from the building flows, or is pumped, to a buried, double compartment, tank where the waste is separated into sludge and effluent (solid and liquid). The effluent then flows into a drainage bed composed of a vast grid of drainage tile that is laid over a bed of sand and stone, called the leaching bed. The effluent is filtered, by the leaching bed and eventually leaches its way back to the ground water table.

The advantages of this system are that it is a common type of installation, parts and components are readily available and the regulations for installations are well known. For these reasons, the septic tank system is the least expensive method for handling on site waste management. However there are disadvantages to this system that have an impact on the initial cost savings which include:

- It requires a large area to accommodate the leaching bed.

- Requires soil types that augment the leaching process beyond the leaching bed.
- Ground surface, over the leaching bed cannot be used to plant trees or be covered with hard surfaces materials.
- The system requires periodic, mechanical, removal of the solid waste from the septic tank.
- Leaching beds have a relatively short lifespan before the filtration layers of sand and stone are contaminated (about 15 years), after which the leaching bed must be decommissioned and replaced.

2. Ecoflo Biofilter

The Ecoflo Biofilter is a trickling filter system that uses peat to treat wastewater. It is composed of a large bottomless shell that sits over top of a bed of harvested peat. Sanitary waste flow to the top of the peat where the solid waste is captured and the effluent trickles through the peat into a sublayer to drainage tile, sand, and stone, much like a typical leaching bed. This is the final filtering stage before the water infiltrates native soil and the water table. It is a hybrid between composting system and a conventional septic tank system. Solid waste breaks quickly through aerobic decomposition, and the effluent filtration system is much more compact than a conventional leaching bed. The advantage of this system is that the aerobic decomposition creates none of the smell normally associated with septic systems and requires much smaller area for the leaching bed than a conventional septic system so it can be installed on more compact sites.

The disadvantages include:

- Deep excavation is required to provide all the varied layers of filtration in this gravity-based system. Therefore, it is not always compatible on sites with unsuitable soils conditions or a high water table.
- The system requires that the harvested peat layer be replaced every eight years.

3. Clivus Multrum

Clivus, is a composting toilet system that consists of a double layer tank designed to separate solid waste and leachate. The tank is located directly below the toilet fixture where the waste falls onto a sloped plane of wood chips and peat. The liquid is filtered through the wood chip base and collected in a lower compartment

of the tank. Oxygen and vermiculture are added to the waste pile, to promote aerobic decomposition and the leachate is collected, along with the grey water from sink fixtures, and dispersed through a shallow leaching bed or collected for fertilizer. The tank is also fitted with an access hatch the allows for the composted soil to be harvested periodically for other uses around the site. Simple and elegant in its science and design, this system is odourless, requires very little maintenance eliminates the big filtration bed associated with other septic systems, and has no limit to the longevity of its performance. The disadvantage is that the building requires a basement for access to the tank which is an additional construction cost and periodic monitoring of the tanks is required, especially if the washroom facility is seasonally closed from use.

Recreation Facilities

- 1 Add exercise stations and promote as a walking/fitness circuit.
- 2 The Waterfront 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)

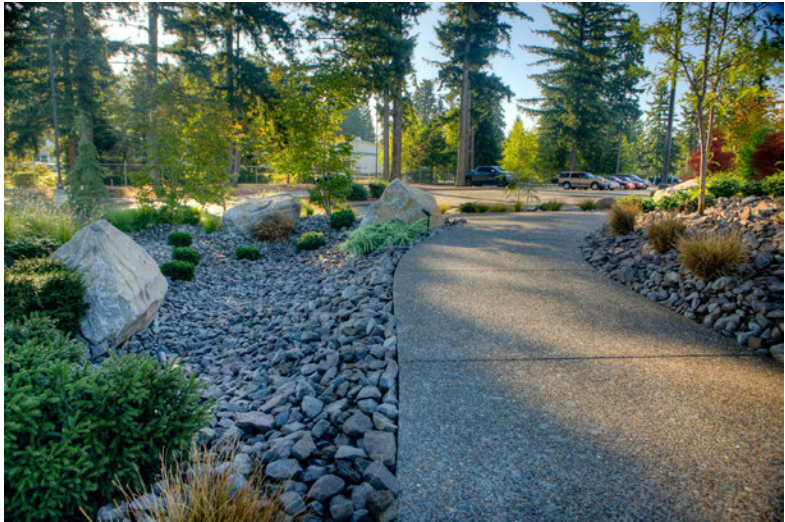
- Minimum and maximum plant sizes
- Species that are encouraged in different conditions (along the water, adjacent to neighbouring homes, at entrances, etc.)
- Species that are encouraged in different wind / sun / soil conditions
- Species that are to be avoided due to disease, pest, maintenance issues

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



Section 1 - Waterfront Parks

- Destination Waterfront Parks
- Community Waterfront Parks
- Fishing
- Boating
- Playground/Swimming

- Lake Drive Shoreline Jurisdiction Action Plan (not included in the Waterfront Parks Master Plan)
- Lake to Lake Route (Shared Roadway)
- Other Town-Owned Parks/Recreation Facilities
- LSRCA Land, Provincial Parks, Regional Forest
- Beach Association Private Parks



Map of Classification of Town-Owned Waterfront Parks in Georgina

Framework for Waterfront Parks

The waterfront parks have been categorized as either "Destination" or Community" waterfront parks based on their facilities, size, location and access. The Destination Waterfront Parks provide a number of locations along the shoreline as the primary destinations for residents and visitors. The Community Waterfront Parks, primarily serving Town-wide residents, are also distributed along the shoreline and provide key locations for fishing, swimming and/or boating.

Destination Waterfront Park

Serves residents from across the Town and is a destination for visitors.

Destination Waterfront Parks (from West to East):

- North Gwillimbury Park
- Willow Beach Park
- Willow Wharf Park/ClearWater Farm
- De La Salle Park
- Jackson's Point Harbour Marina/
Malone Wharf/Bonnie Park
- Holmes Point Park
- Pefferlaw Dam Park

Community Waterfront Park

Primarily serves residents of Georgina and includes:

- parking, to serve residents not within walking distance
- seasonal washroom(s)
- a specific focus where it is primarily used for:
 - fishing
 - boating (launch or tie up)
 - swimming
 - children's play

Community Waterfront Parks (from West to East):

- Adeline Park
- Young's Harbour Park
- Glenwoods Park
- Claredon Beach Park
- Rayners Park
- Franklin Beach Conservation Area
- Virginia Wharf
- Riverview Park
- Corner Park

Destination Waterfront Parks

North Gwillimbury Park

Context

North Gwillimbury Park is a 4.5 hectare area owned by the Town of Georgina that has direct access to both Lake Drive N and Metro Road N. The Park is across Metro Road N from the former Maple Leaf Estates. Recently 360 hectares of wetland and forest has been transferred to the Lake Simcoe Region Conservation Authority for stewardship.

The Park has a children's playground, open play fields, seasonal washrooms and a picnic pavilion that is in poor condition and slated for upgrading. There are 57 parking spaces that are operated as Pay and Display. The Park is adjacent to a stormwater management pond built as part of the residential development to the east.



Context map of North Gwillimbury Park

Land Ownership



Facilities & Amenities



Lake Drive running through North Gwillimbury Park



Shoreline and Lake Drive at North Gwillimbury Park



Shoreline at North Gwillimbury Park



North Gwillimbury Park

Natural Heritage

- Manicured park grounds with planted eastern white cedar, Scots pine, white pine, red/silver maple, sugar maple, willow, white birch, poplar, and Manitoba maple. Trees range from 10 to 60 + cm in diameter.
- Patchy shoreline vegetation with armour stone and beach stone protection. Dominant species include willow, Manitoba maple, red-osier dogwood, honey-suckle, brambles, aster/goldenrod, and perennial forage grasses.
- Stormwater management facility (constructed wetland) in northeast corner.
- Paradise Beach-Island Grove Provincially Significant Wetland Complex to the south of Metro Road.



Natural Heritage map of North Gwillimbury Park

Coastal Review

- Shoreline exposed to Lake Simcoe and protected with boulders, trees, shrubs
- Evidence of erosion behind boulder protection due to overtopping and ice
- Cobbles in nearshore lakebed



Existing shoreline conditions along North Gwillimbury Park

What people said

- Very difficult to access the water because the slope is steep
- Can be connected to LSRCA owned lands to the south
- Great location and has been used for highly attended events like the Terry Fox run
- Not walking distance for most people, so parking can be a problem since most people will be driving to it
- Lake access here is limited
- Park has a lot of potential
- Possibly the creation of a soccer field etc would allow for more consistent use during the weekdays
- Not great swimming
- No beach, gets deep, a lot of current
- Underused from a waterfront park perspective
- Used to be well used in the winter
- Trail on sound side of Metro is snowmobile trail,
- Slope for machines to get to the ice

Concept

North Gwillimbury Park is one of seven Waterfront Destination Parks in the Town. There is a tremendous opportunity to enhance the landscape of the Park to extend the natural heritage features of the adjacent former Maple Leaf Estates lands. Through naturalization of some areas of the Park, the natural heritage system can be enhanced.

Lake Drive N is re-routed to the south and east to allow the two disconnected portions of the park to be connected and to give pedestrians uninterrupted access to the water's edge. This is the same approach recommended for the redesign of Willow Beach and De La Salle Parks in Part 1 of this study. The existing Lake Drive N road bed is recommended to be used as a multi use path, while the new Lake Drive N alignment is illustrated as a winding park drive defining the park and stormwater management pond. Although these two areas are located on either side of the new road, they should be physically linked with walkways and views, and thematically linked with planting strategies and the design of built elements.

Parking is slightly expanded to provide 70 Pay and Display parking spaces.

A series of steps and a viewing and seating platform is suggested along the lake to provide improved access for swimming and viewing from the slope.

The existing playground could be expanded, given the significance of this park. The picnic pavilion is planned to be upgraded by the Town and a permanent washroom should be considered for this Park.



- 1 Accessible ramp to viewing / seating platforms stepping down to the lake
- 2 Renovate existing picnic structure
- 3 Expanded parking lot
- 4 New Washroom Building
- 5 4.5m wide multi-use path (and route for service vehicles) on former road bed
- 6 Re-located Lake Drive
- 7 Expanded playground and splash pad
- 8 Pond, naturalized landscape and existing path connected to park
- 9 Crossing and connection to Lake Simcoe Region Conservation Authority lands
- 10 Maintain road for driveway access
- 11 Enhanced pedestrian trails

Concept Plan for North Gwillimbury Park



Precedent image for terracing/seating down to the lake

Access

Lake Drive N is rerouted to connect the two parts of the park and enable a direct connection between the Park and the water's edge. A multi use trail for walking and cycling provides a link through the Park. Access is maintained to existing residences just west of Metro Road N. Parking is expanded to accommodate 70 stalls controlled through Pay and Display.

Landscape & Grading

The landscape in this Park should be enhanced to provide enhance the natural heritage system of the area. By removal of the fence around the adjacent stormwater management pond, the naturalized landscape can be enhanced. The existing shoreline vegetation should be enhanced with locally indigenous plant species A 1-2 m wide “no mow” zone along the shoreline should be re-established and be augmented with native plantings.. This location is ideal for an osprey platform.

Recreation & Park Amenities

A year round washroom should be provided in this Park since it's a Destination Waterfront Park. The existing park pavilion is slated for enhancement by the Township. The large grass areas of the park are ideal for open play areas. A waterside terrace is suggested to provide direct access to the lake and an area for seating.



Precedent image for a tree-lined rerouted Lake Drive



Precedent image for new public washrooms



Operations & Management

Park Component	Victoria Day to Labour Day	September to Victoria Day
Washrooms/ Changerooms/Pavilion	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
Shoreline		
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	Pay and Display parking Parking free for residents with a Resident Parking Pass	
Playground	Inspect monthly	Inspect monthly

Order of Magnitude Capital Costs

Access includes:	\$3,850,000
- new road	
- park walkways/paths	
- multi use trail along Lake Drive	
- parking	
- steps and terrace at shoreline	
- swimming platform	
Landscape & Grading:	\$450,000
- trees and shrub planting	
-	
Recreation & Park Amenities:	\$2,000,000
- permanent year round washroom	
- additions to playground	
Signage & Site Furnishings:	\$25,000
- interpretive panels	
- park sign	
- benches	
- waste receptacles	
- picnic tables	

Immediate Next Steps

- Detailed park design
- Traffic study and engineering design of realignment of Lake Drive North
- Remove fence separating stormwater management pond from the park
- Design of park washroom building

A Note About Order of Magnitude Costs and Phasing of Construction

Order of magnitude costs based on past construction projects in Georgina and included for budget setting purposes only.

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 staff to explore funding/grant programs.

The significant place-making changes to the parks may also disrupt park use. Construction phasing can be established to minimize the disruption to the park as much as possible, and to use some areas/facilities during this time.

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'	Gas; launch ramp; marine supplies; engine repairs; 15 & 30 amp. power; picnic tables; winter boat storage
		70 - 22'	
		24 - 24'	
		10 - 26'	
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 armoured 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.

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.



Natural Heritage map of Willow Beach Park



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

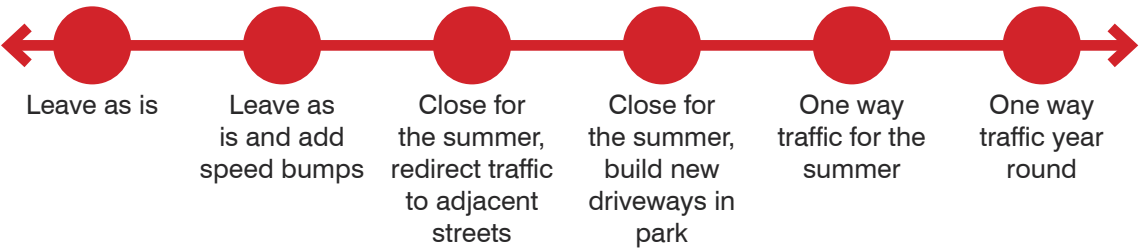
- A park without large poorly drained areas
- Healthy trees
- Safe access down to water
- Place to launch canoes/kayaks, place for dogs, place for residents only at the water's edge
- Buoys to keep boats away from swimming, life guard station
- Signage of what you can and can't do
- More parking, better 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

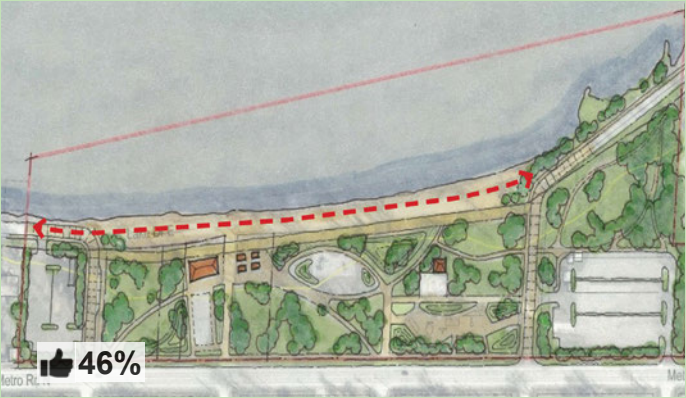
The results of the online survey of various components on the Willow Beach Park concept revealed support for all components of the concept, in particular for redirecting Lake Drive away from the beach.

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.



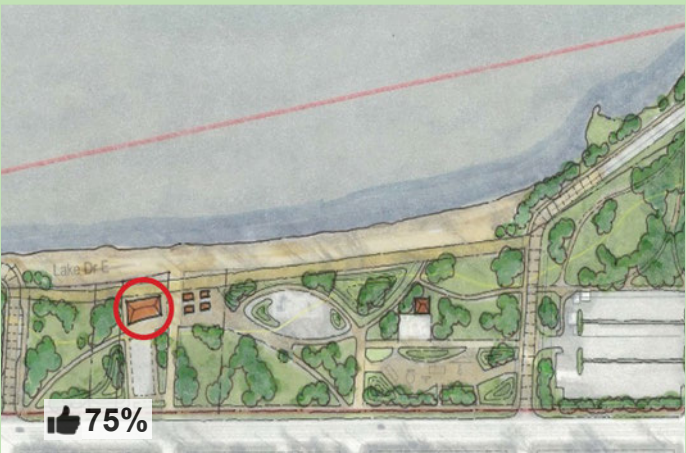
Make Lake Drive One-Way

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



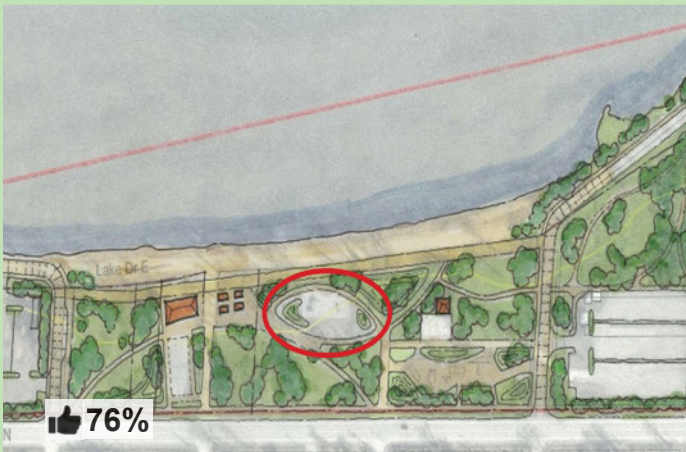
Winterized Washrooms

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)



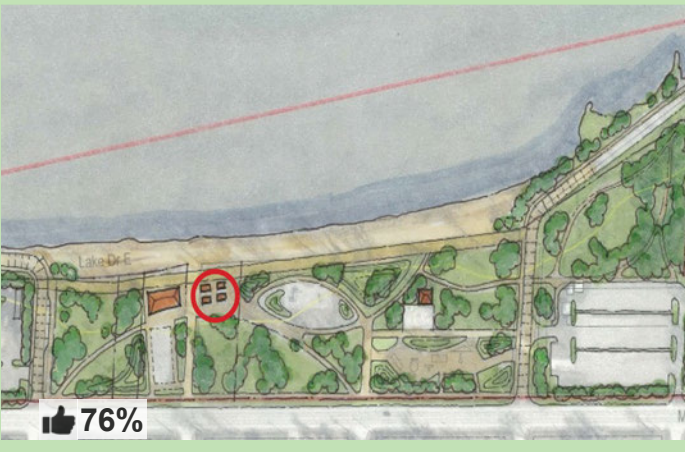
Upgrade Playground

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.

Willow Wharf Park/ClearWater Farm

Context

Willow Wharf Park is 0.23 hectares located at the end of Kennedy Road about 0.4 km north of Metro Road N. The pier/wharf is approximately 66 m long. The Park is popular for swimming, picnicking and fishing from dock. Eight residents only parking is provided off of Lake Drive E. The Town has leased private property on the east side of Kennedy Road (owners of the Lakeview Grocery and Convenience Store) and provide approximately 30 public Pay and Display parking. Seasonal washrooms are also located in the parking lot.

The Lakeview Grocery and Convenience Store is opposite the park and is a popular stopping point for cyclists and an amenity for park users. The store has a small outdoor patio and also provides parking.

York Region operates a Water Treatment Plant on the east side of Kennedy Road. There are two buildings: a stone building with Field Studies immediately adjacent to the parking lot and the larger Water Treatment Plant closer to Metro Road N.

ClearWater Farm almost abuts Willow Wharf Park. Since 2018, the Ontario Water Centre, an educational charity, has leased 9 hectares of a 12.5 hectares owned by the Town. The lease runs through to June 2048. The Water Centre's mission is:

"Engaging young people in water-wise connection with the land through science, technology and the arts. We are inspired by water. We create ripples."

It is working to transform the 180-year old Reed Farm into ClearWater Farm, a living laboratory that honours history and advances four strategic objectives:

- Place-based Education engaging children and youth in experiences related to food, water and the land.
- Educational Farming showcasing organic and regenerative approaches to food security
- Water Conservation to understand how wise land use can improve the health of the lake, mitigate changing climate and extreme weather effects.
- Economic Development with community efforts to help Georgina be a place that is deeply connected to Lake Simcoe and boasts a local food economy.

ClearWater Farm is a learning property where young people of all ages connect with nature to learn about the business of agriculture from seeding, growing, harvesting



Context map of Willow Wharf Park/ClearWater Farm - area leased to ClearWater Farm from the Town is hatched

to marketing and selling. It offers school programs, events, a farmers and artisan market and tours. Every Saturday in the summer of 2022, every Saturday the farm market included farm tours, music, arts, children's programs, music, and food and artisan stalls.

Land Ownership



Land Ownership map of Willow Wharf Park/ClearWater Farm area (approximate)

Facilities & Amenities



Facilities & Amenities map of Willow Wharf Park/ClearWater Farm



Willow Wharf Park



The wharf at Willow Wharf Park



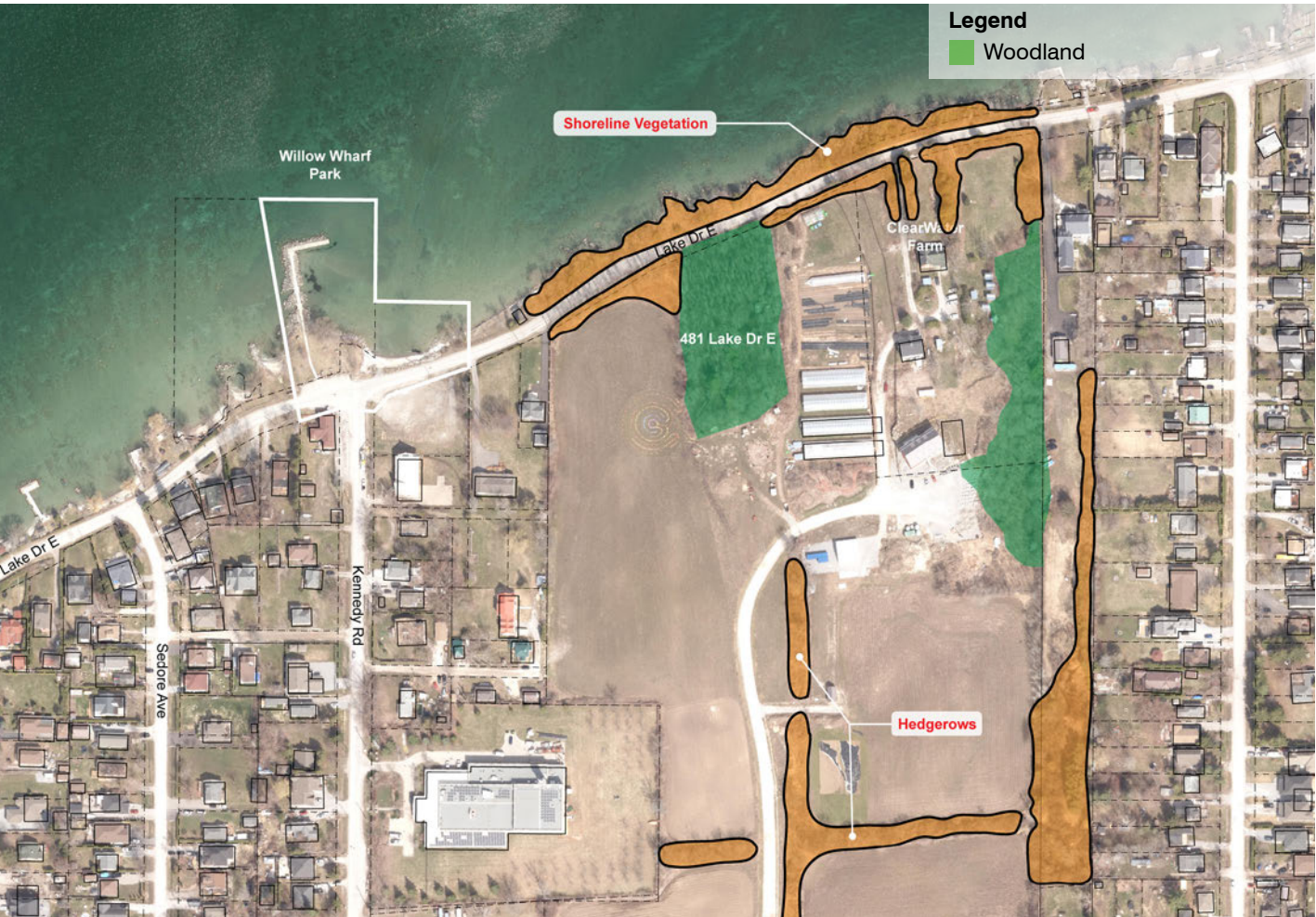
Lake Drive in front of Willow Wharf Park



Willow Wharf Park

Natural Heritage

- the woodlot on the west side of ClearWater was an orchard
- the orchard is now dominated by ash in varying stages of decay
- understory is threatened by buckthorn
- Ontario Water Centre have applied for a grant to enable a two year project to revitalize its tree cover.



Natural Heritage map of Willow Wharf Park/ClearWater Farm

Coastal Review

The condition of Willow Wharf was reviewed:

- Trunk is filled with boulder protection (0.3 to 1.8 m dia.)
- Two concrete box culverts in trunk permit flow, improved water circulation
- Concrete walkway on trunk
- Evidence of loss of core material, poured concrete repairs previously undertaken
- Loss of core from under concrete walkway is visible, walkway unsupported in places
- L-head of wharf is steel sheet pile with a concrete cap
- Loss of core material suggested by slope in concrete cap
- Poured concrete has been used to fill gaps where boulder protection damaged
- Condition of steel sheet pile requires more detailed assessment



Existing shoreline conditions along Willow Wharf Park

Concept

The location of Willow Wharf Park presents an opportunity to make a stronger connection with the nearby ClearWater Farm to create a new Waterfront Destination Park with a focus on environment and agriculture. The concept plan illustrates Willow Wharf Park connected with sidewalks, or a boardwalk, enhanced landscape and signage to link ClearWater Farm (with one possible concept plan overlaid on the adjacent sketch). This provides a destination combining the water's edge park, swimming and wharf with the agricultural and environmental education centre at ClearWater Farm with the opportunity to share facilities and amenities. The concept illustrates opportunities for pedestrian connections along Shady Lane and Fawn Lane along the south side of the Water Treatment Plant and Field Studies building.

The concept for Willow Wharf Park illustrates a suggestion to realign Lake Drive E to the south to create more space on the water side of the road and a wider beach. Parking is removed from the edge of the Park in favour of maximizing the green space. This location could be a popular destination for cyclists along the Lake Drive.

York Region is rehabilitating the Georgina Water Treatment Plant which will include health and safety upgrades at the plant, installing a second watermain along Kennedy Road, repairing the damaged outfall pipe and installing the invasive mussel control system. The chlorine line in the intake pipe has been damaged and is not reducing the quagga mussel growth effectively and it needs to be replaced. Rehabilitation and construction work will take place between summer 2023 and fall 2024. The Region requires a staging area to undertake work at Willow Wharf. Consideration is being given to offering the use of Town owned lands on the south side of Lake Drive E. With the exception of temporary use for staging, lakeside lands should not be used for parking. This location is opposite the lake, offering direct connection to the beach at Willow Wharf. Landscape planting, a pavilion, picnic area and a natural playground are all possibilities for the lands used for temporary staging.

What people said

- Consider connection Willow Wharf Park with ClearWater Farm; more extensive mixed visitor experience with more outdoor gathering; joint use of parking and amenities
- Pier is used all year
- Popular for skating inside the 'L' of the pier
- Popular for viewing ice boulders



Concept Plan for Willow Wharf Park/ClearWater Farm

- 1 Shift road to gain more beach and landscaped area on the lake side and remove parking in park
- 2 Redevelopment permitted
- 3 Leased parking to continue
- 4 Uses to augment Willow Wharf Park and complement ClearWater Farm - temporary /seasonal parking, event space, expansion of natural heritage features, permanent washroom, open air pavilion, etc.
- 5 Boardwalk/sidewalk/path
- 6 Restoration of woodlot
- 7 New barn for year round use, fully serviced (with washrooms for ClearWater uses)
- 8 Nearshore Discovery Area
- 9 Shoreline Experiential Learning Area
- 10 Kids Naturalized Discovery Space
- 11 Existing Garage
- 12 Market Garden
- 13 Market Place and Village Green
- 14 Existing Biodigester
- 15 Parking (150 vehicles)
- 16 Proposed Orchard Outdoor event spaces
- 17 Possible temporary accommodations
- 18 Future farm plots
- 19 Agricultural use/parking

Operations & Management of Willow Wharf Only

Park Component	Victoria Day to Labour Day	September to Victoria Day
Washrooms	Temporary washrooms in the parking lot on the east side of Kennedy Road. Daily maintenance provided by the supplier	Temporary washrooms removed on Labour Day
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
Overall park management	Pick up garbage, liaison with visitors periodically between 8:00 am to 6:00 pm daily	
Parking	Pay and Display parking in the lot east of Kennedy Road Parking free for residents with a Resident Parking Pass	

3. Willow Wharf

There is evidence of repairs undertaken at the wharf including:

- boulder protection possibly added after original construction due to previous damage, some evidence of movement
- loss of core material
- concrete poured over boulders due to loss of material

Depths along wharf are shallow and not suitable for diving. It is also not suitable for boat docking (~0.4 m deep along a steel sheet pile wall. Much of wharf is protected by boulders. Annual monitoring and structural inspection of wharf condition is recommended.

Examples of partnerships with non-profit groups who program and enhance public parks/spaces

- Evergreen Brick Works, Toronto**
Evergreen Brick Works is a community hub and sustainability demonstration centre in a former brick factory in Toronto's Don Valley. The Brick Works is run by Evergreen, an urban environmental charity, in partnership with the City of Toronto, and is also used as a base for social enterprises and events.
- The Bentway, Toronto**
The Bentway is a site under the Gardiner Expressway from Strachan Avenue to Fort York Blvd that is programmed as a new model for public space, with year-round activities and events, public art installations, recreational amenities and programs, community programming and performances. It is run by the Bentway Conservancy, a charitable non-profit in partnership with the City of Toronto.
- Willow Park Ecology Centre, Halton Hills**
The Willow Park Ecology Centre is an ecology park and outdoor education centre located in the hamlet of Norval at the confluence of the Credit River and Silver Creek. It provides educational and stewardship programs as a service to the public, with outdoor activities, and programs for people of all ages. The Centre is run by an incorporated not-for-profit on land leased from Credit Valley Conservation through an agreement with the Town of Halton Hills.

1. Private Lands

The lands on the south side of Lake Drive E are privately owned, with the east parcel leased to the Town for parking. They are designated Serviced Lakeshore Residential Area in the Town's Official Plan. In considering a new Waterfront Destination Park in this area, a longer term strategy for parking is required as there are development permissions on the current lands. The purpose of the Serviced Lakeshore Residential Area designation is:

to recognize the existing residential areas along the lakeshore that are serviced or partially serviced by municipal water and sanitary sewers. Within this designation, severance policies permit only limited growth to ensure that the cultural heritage and lake-oriented character that is unique to the Serviced Lakeshore Residential Areas is conserved and enhanced.

The following permitted uses and policies apply to the Serviced Lakeshore Residential Area 7:

- a single detached dwelling;
- an accessory apartment;
- a garden suite;
- community facilities such as halls, arenas, police and fire
- stations, medical facilities, recreational facilities;
- institutional uses such as places of worship and
- cemeteries;
- local commercial uses that are complementary to or serve residential area;
- a home occupation; and
- Short-term Rental Accommodation may be permitted within a single detached dwelling, or an accessory apartment on the same lot as a single detached dwelling.

Land use policies direct that the creation of residential lots may be permitted by severance. It is the intention of the policy not to allow new plans of subdivision. Due to servicing constraints, the total number of new lots to be permitted by severance within this Area is not to exceed 50. An Official Plan Amendment is required to exceed the creation of new lots beyond 50 to ensure the sustainability of Lake Simcoe, to demonstrate the appropriateness of allowing for additional residential growth within this area, and to ensure that servicing capacity is available.

2. ClearWater Farm

ClearWater Farm is an excellent example of the opportunities for public lands created through partnerships with non profit groups. Georgina's population is growing, visitors from across the GTA are discovering the Town's waterfront parks, and with limited resources the Town can no longer be solely responsible for the increasing capital and operating costs for its waterfront parks and public lands. Many municipalities are building successful relationships with non profit groups to enhance and program its public parks and spaces. ClearWater Farm has demonstrated the opportunities of working with non-profit groups to realize a shared aspiration for public land. Working together, the Town and ClearWater Farm can help to create a new waterfront destination combined with Willow Wharf Park that provides an option to some of the Town's most popular waterfront parks.

ClearWater Farm has invested approximately \$15m into the development and programming on the site with no capital contributions from the Town. The Town assists with operations, including snow removal, road maintenance and landscaping.

ClearWater Farm has established a respectful partnership with Chippewas of Georgina Island First Nation, have implemented programming geared to school groups and the community and have multi year apprenticeships for sustainable farmers and educators.

ClearWater Farm has built water, sewer and gas connections to the site, built a four-season educational event barn, completed landscape enhancements, built paths,installed lighting, built stormwater management facilities, developed 150 accessible parking spaces, built three greenhouses, and a marketplace gathering area and a commercial mini-biodigester to transform food organics into natural gas, compost and organic fertilizer.

Over the coming years, ClearWater will focus on woodland management to remove invasive species, developing a discovery space on the shoreline, programming for experiential learning in nature and providing a destination for visitors from across the GTA,

ClearWater Farm is considering the possible co-development with various municipal/educational partners of "Nibiscapes" a unique 19,000 sq ft. nearshore watershed discovery/learning area with two sites: one on the south side of Lake Drive E and another at the water's edge.

Order of Magnitude Capital Costs
(Willow Wharf only)

Access includes:	\$1,000,000
- realign Lake Drive to the south - park walkways/paths - sidewalk along Lake Drive and Kennedy Road	
Landscape & Grading:	\$30,000
- trees and shrub planting - regrading to address drainage issues	
Signage & Site Furnishings:	\$10,000
-park sign - benches - waste receptacles - picnic tables	

A Note About Order of Magnitude Costs and Phasing of Construction

Order of magnitude costs based on past construction projects in Georgina and included for budget setting purposes only.

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 staff to explore funding/grant programs.

The significant place-making changes to the parks may also disrupt park use. Construction phasing can be established to minimize the disruption to the park as much as possible, and to use some areas/facilities during this time.

Immediate Next Steps

- Town of Georgina and Ontario Water Resource Centre to prepare a Memorandum of Understanding regarding the use of this Destination Waterfront Park
- Continue to collaborate with York Region to confirm requirements for a construction staging area
- Sidewalk/pedestrian route on Lake Drive

De La Salle Park

Context

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

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 area (approximate)



Existing conditions at De La Salle Park

Facilities & Amenities



Facilities & Amenities map of De La Salle Park

Natural Heritage

Existing Conditions

- 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 area

Coastal Review

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



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.

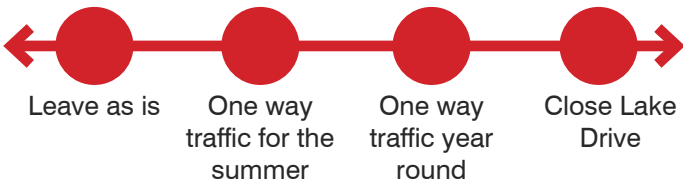


Concept Plan for De La Salle Park

- 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
- 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
- trees and shrub planting - regrading to address drainage issues - berms	
Recreation & Park Amenities:	\$750,000
- play courts - play facilities - add accessible washrooms	
Signage & Site Furnishing:	\$200,000
- 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.

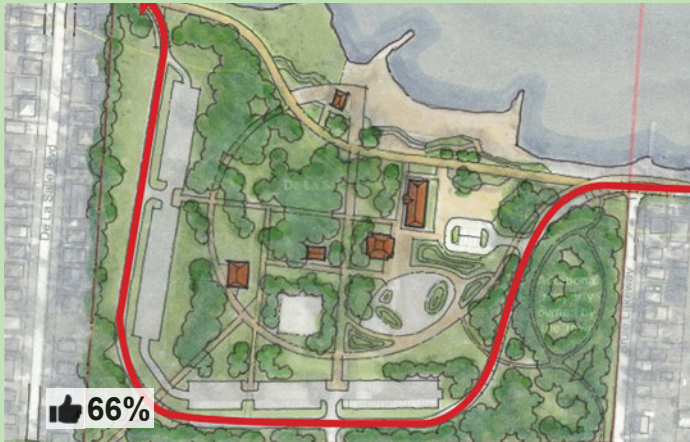
Some of the concepts include significant place-making projects that will change the character of the park. They will require commitment from Council to allocate funding or to staff to explore funding/grant programs.

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.

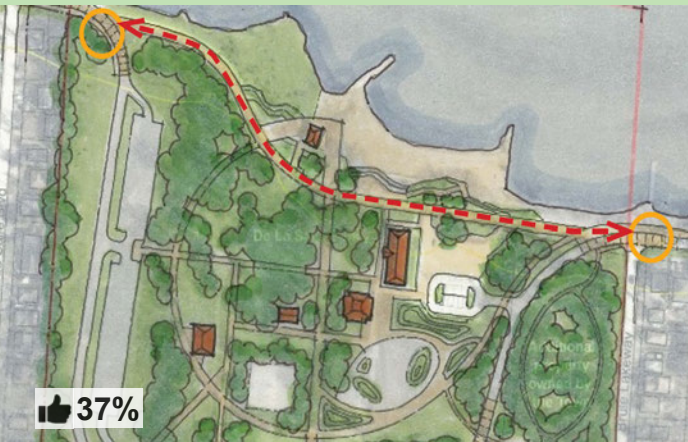
Immediate Next Steps

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

De La Salle Park Survey Results



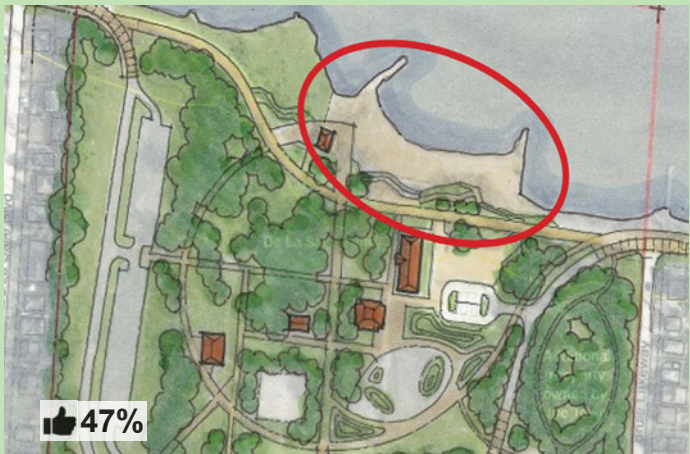
Close Lake Drive
Close Lake Drive along De La Salle Park and build a new park driveway along the west and east edges of the park



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



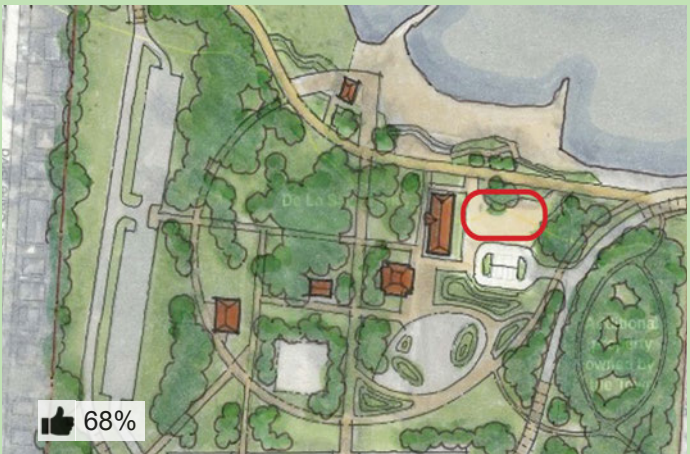
Lake Drive As Is
No change to Lake Drive, don't close in the summer, will remain open to cars



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



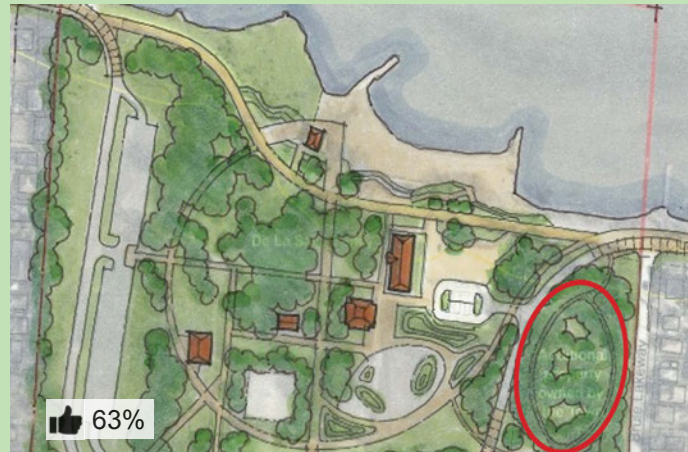
Winterized Washrooms
Make existing public washrooms available through all four seasons



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

Report No. CSD2024-0008
Attachment 1
Page 49 of 140

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.

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

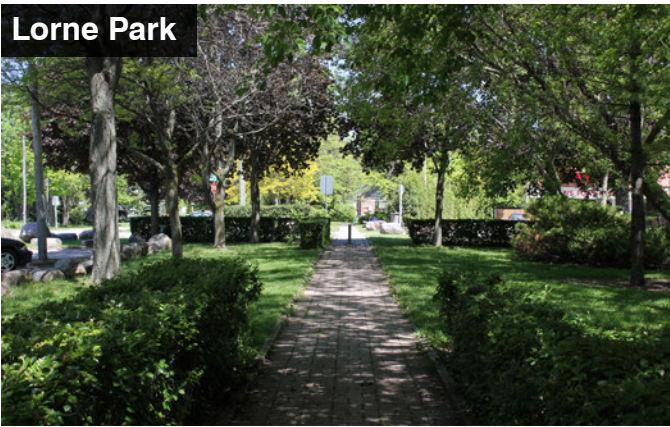


Facilities & Amenities map of Jackson's Point

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.

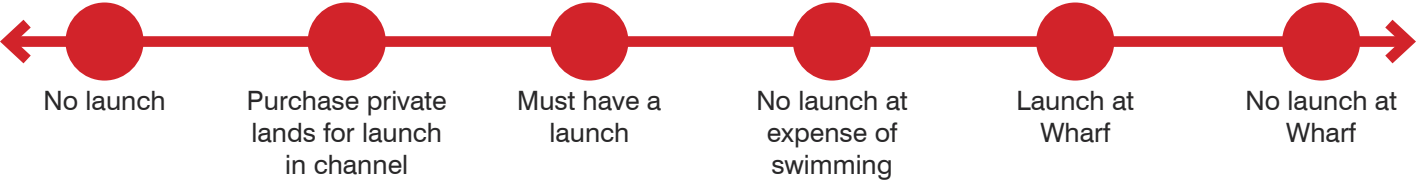
The marina piers and boat slips are re-oriented, with an option for expansion. The boat launch is located in the marina. Parking is illustrated on the municipally owned property on the west side of Lorne Street.

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 / armoring)
- 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



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



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.

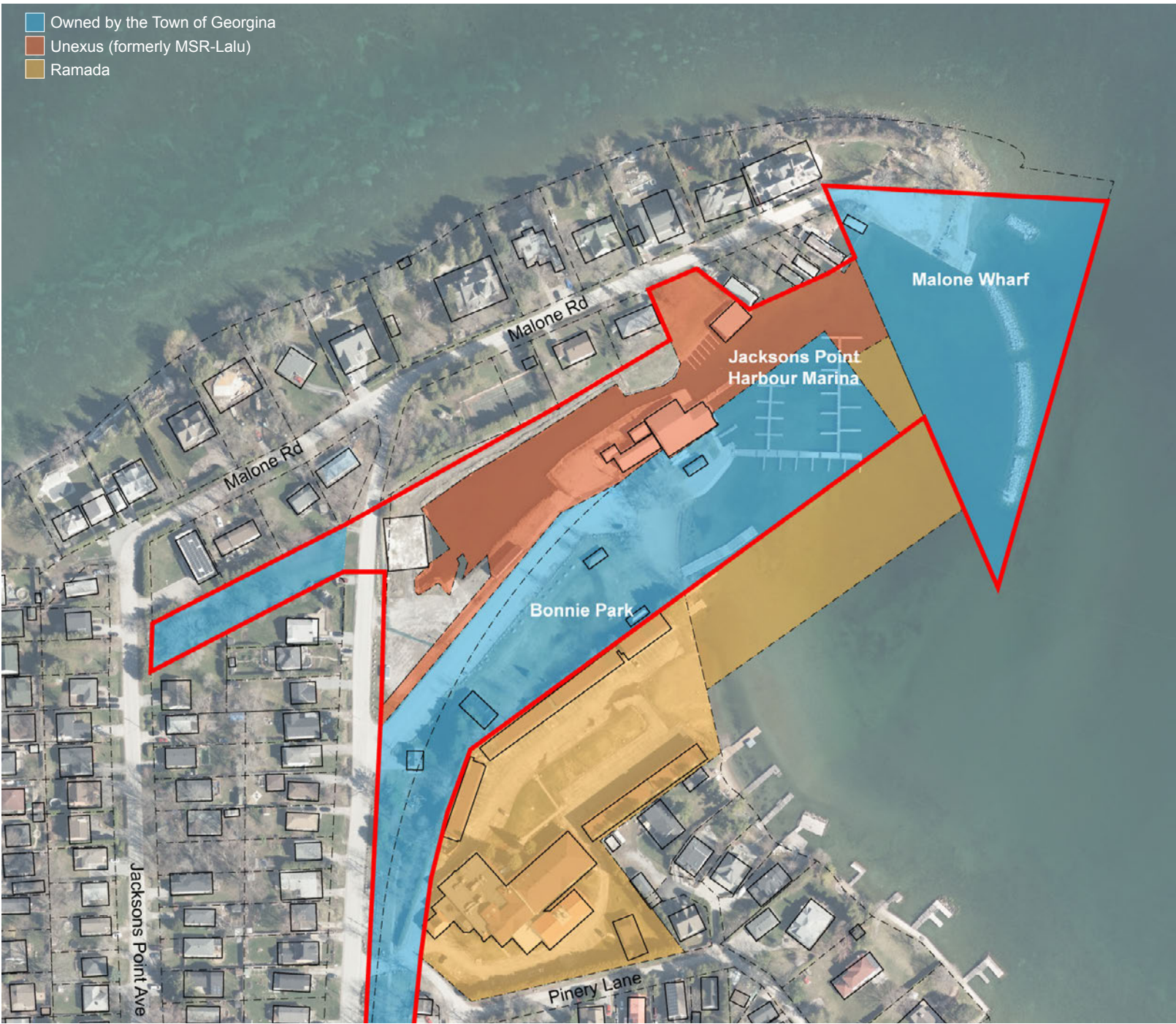
In this configuration, the marina has a total of 61 slips comprised of:

- 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		
• The Town would continue to have a marina on the waterfront • Town would receive an annual payment according to the lease agreement	• 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	• 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		
• 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	• 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



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



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



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



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



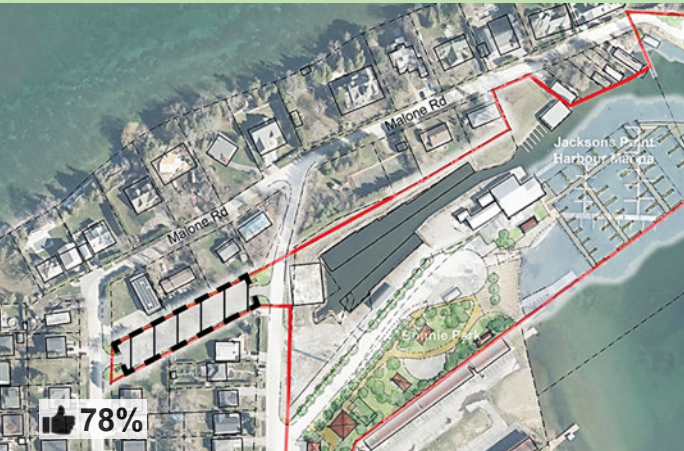
Water's Edge Deck
Create a new deck on piers over the beach, to overlook the lake (with or without a boat launch)



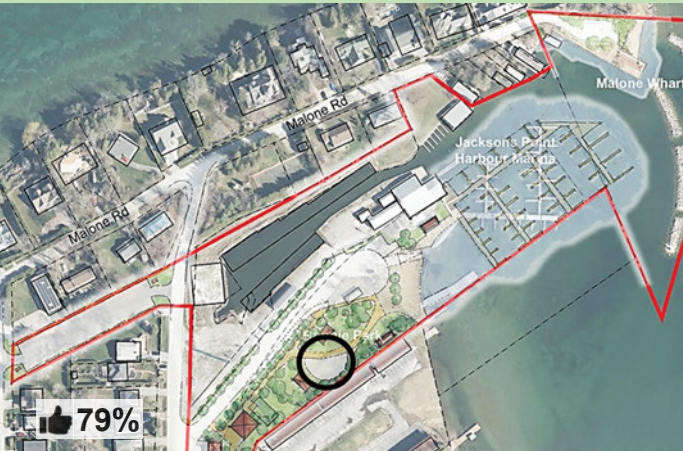
Expand Marina
Expand the marina to approximately 80 slips (transient and seasonal boaters) with gas and pump-out



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



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



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



Pedestrian Walkway
Add a pedestrian walkway/boardwalk on Malone Wharf



Breakwater Boardwalk
Add a boardwalk along the breakwater at Malone Wharf

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

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

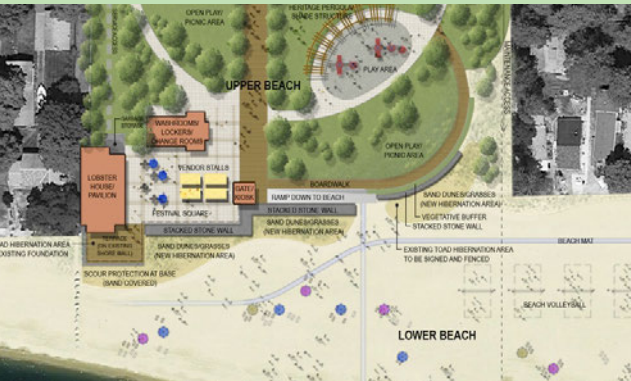
Bay Beach, Town of Fort Erie

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.

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.

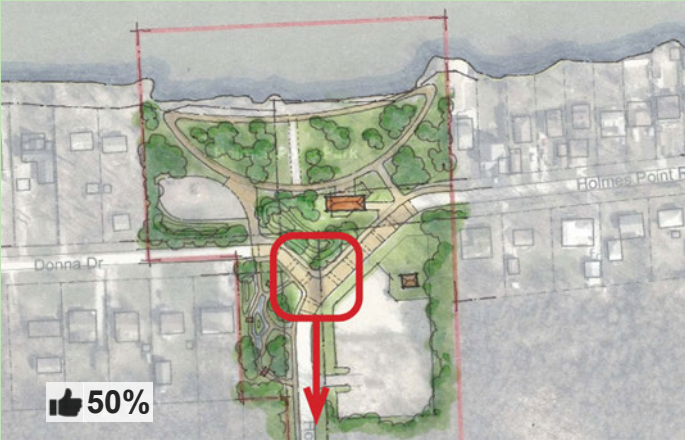
Holmes Point Park Survey Results



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

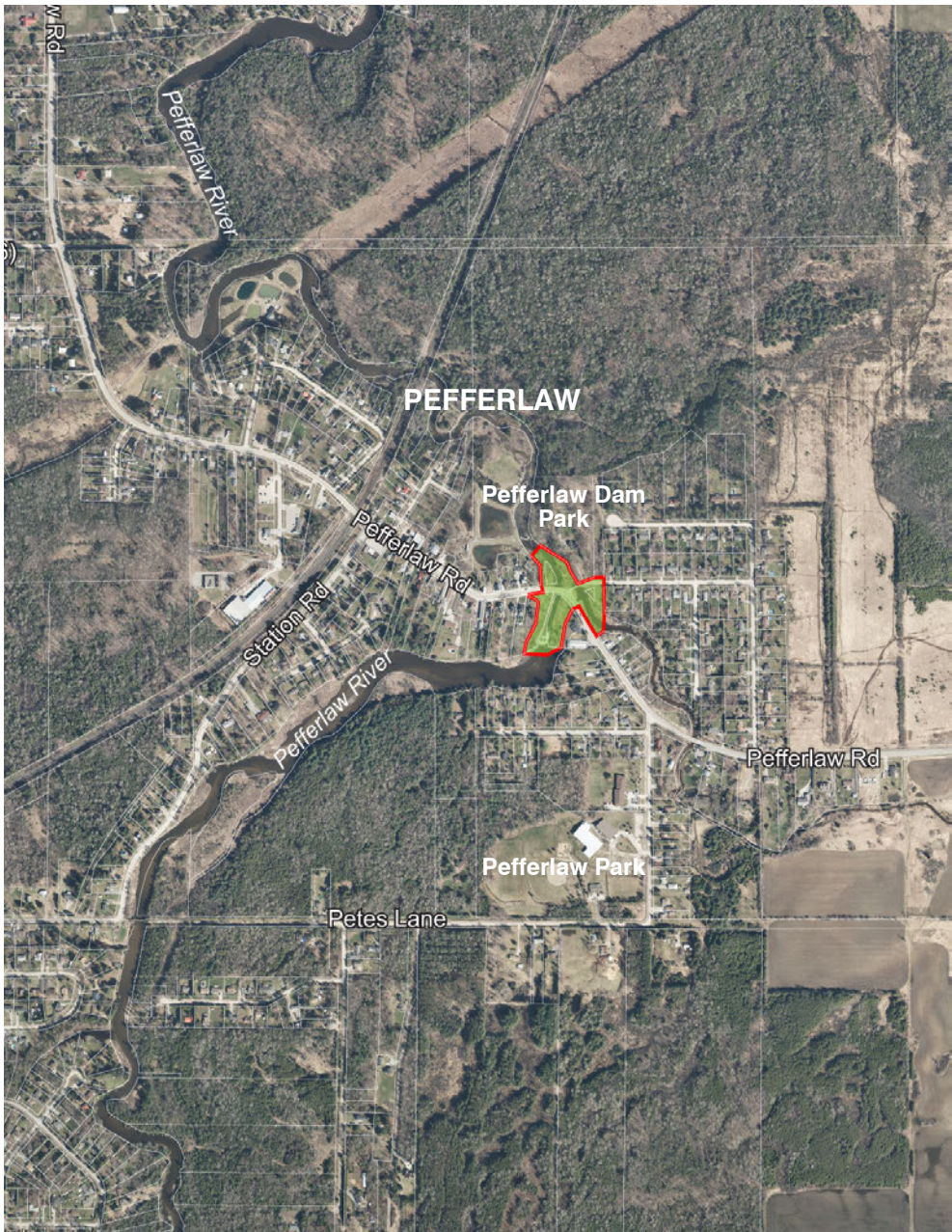


Adventure Playground
Add an adventure playground on the west side of Holmes Point Road south of Donna Drive

Pefferlaw Dam Park



Pefferlaw Dam Park parcels (land)
0.76 Ha (1.88 acres)



Context

The lands, management and operation of the former Pefferlaw Conservation Area was transferred to the Town in June 2022. Pefferlaw Dam Park is a 0.76 ha park that includes lands on both sides of Pefferlaw Road and includes land along the Wilfrid Branch. The downstream channel, the upstream pond and park were the Pefferlaw Conservation Area.

This location is a gateway to Pefferlaw approaching from the south passing over the river with open views into the park. The wide shoulder along Pefferlaw Road provides for some on street parking as no parking is provided in the park. Access by authorized vehicles is available via a gravel road on the west side of the Pefferlaw River. A gate at Pefferlaw Road on the west and east sides restricts unauthorized access into the park.

The LSRCA retained specialists in 2019 to assess the concrete and truss over the dam. The substructure of the dam was originally constructed in the early 1880's to provide water storage to power three mills. Mill races (ceased operations) were constructed on the east and west sides of the Main Branch of the Pefferlaw River. The dam was rehabilitated in 1982, with construction of the current steel truss pedestrian bridge, concrete repairs of the piers and substructure elements. In 1990 the structure was converted from a twin sluice configuration to a single sluice.

Access across the dam is provided by a steel truss approach, and a steel truss operation span. The Conservation Authority's study assessed two options for improving the truss pedestrian bridge: improving it as a short term solution or replacing it. It was recommended to replace it at a cost of approximately \$62,000 (based on the 2019 study by D.M. Wills Associates Limited).

Concept

The concept illustrates the continued use of the park for picnicking, walking and relaxing by the water's edge. River edge trails, park walks, upgraded landscape and a new washroom provides amenity for park users. A small parking area (10 spaces) is illustrated off of Pefferlaw Road. It is recommended that this be controlled by Pay + Display with parking free for residents with a Residents parking Pass. Special paving on the road signifies the park frontage and together with the curve in the road will encourage traffic to slow down. A canoe and kayak launch is illustrated on the west side of the river. A storage rack would be ideally located here for residents to keep their canoes and kayaks at the river.

Existing Conditions





Concept Plan for Pefferlaw Dam Park

- 1

Maintain naturalized buffer
- 2

Special paving to identify passing through the park
- 3

New walkway through the park
- 4

New river edge walk/seating area
- 5

Parking (10 spaces)
- 6

Washroom building
- 7

Replace the truss pedestrian bridge
- 8

Canoe and kayak launch

Operations & Management

Park Component	Victoria Day to Labour Day	September to Victoria Day
Washroom/Pavilion	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
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	Pay and Display parking Parking free for residents with a Resident Parking Pass	

Order of Magnitude Capital Costs

Access includes:	\$850,000
- special paving on Pefferlaw Road to indicate park frontage	
- parking lot off of Pefferlaw Road	
- paths through the park	
Landscape & Grading:	\$100,000
- upgrade the landscape planting	
Recreation & Park Amenities:	\$1,600,000
- washroom building	
- canoe/kayak launch	
Signage & Site Furnishings:	\$20,000
- 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 past construction projects in Georgina and included for budget setting purposes only.

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 staff to explore funding/grant programs.

The significant place-making changes to the parks may also disrupt park use. Construction phasing can be established to minimize the disruption to the park as much as possible, and to use some areas/facilities during this time.

Immediate Next Steps

- Build parking lot off of Pefferlaw Road
- Add canoe/kayak launch
- Design of washroom building

Community Waterfront Parks

Adeline Park

Context

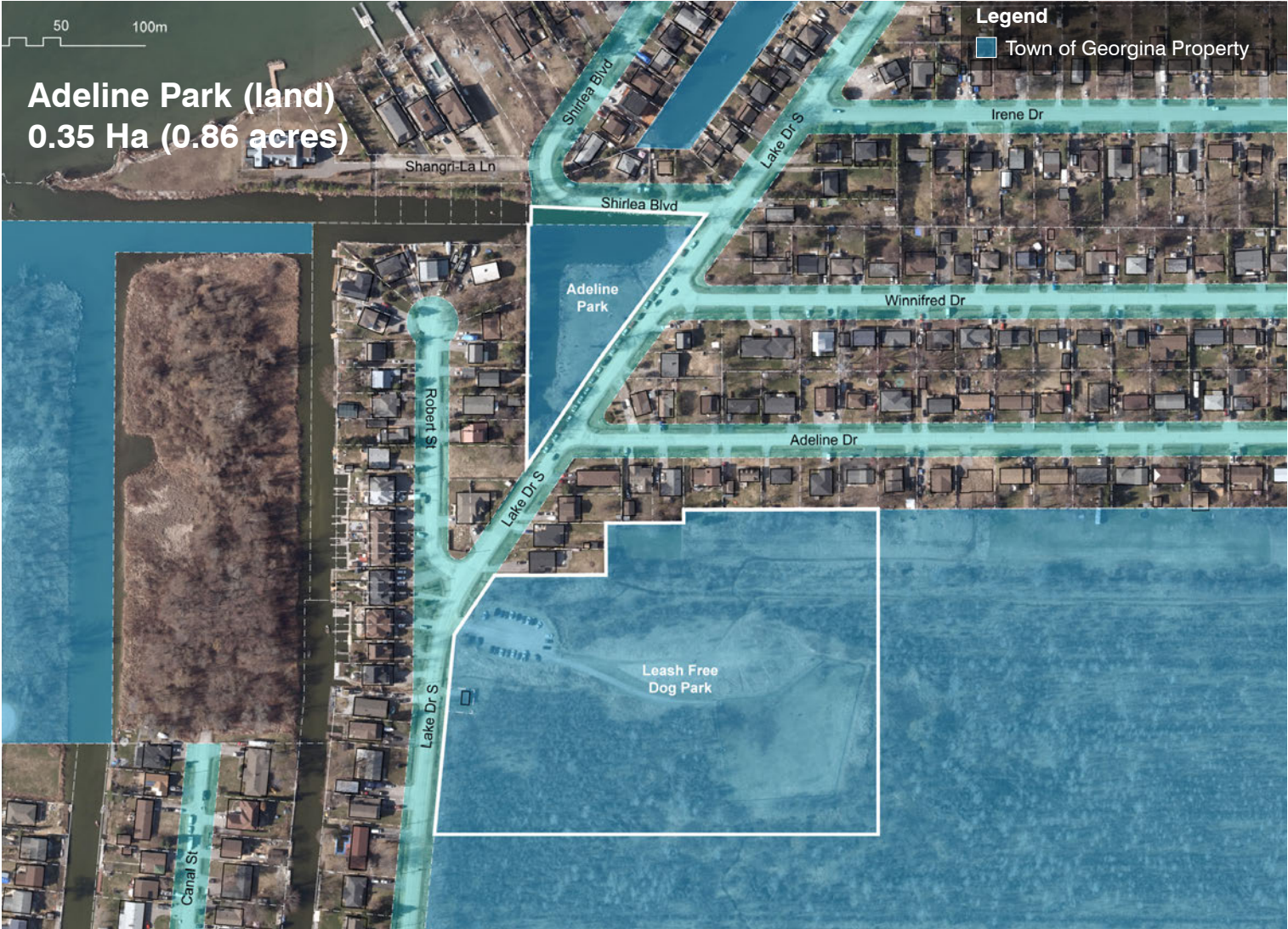
Adeline Park is located in the southern part of Georgina, on Lake Drive S, north of Ravenshoe Road. Adeline Park is 0.35 ha in size (land base) and is owned by the Town of Georgina. Although it is not located directly on the Lake Simcoe shoreline, it has 200 m of water's edge along the canals. Adeline Park is predominately lawn, with naturalization along portions of the shoreline. Benches and seasonal portable washrooms provide some amenity in the Park which is a popular destination for fishing. Parking is accommodated along Lake Drive S and in the Off Leash Dog Park, a short walk south of Adeline Park.

The Leash Free Dog Park is 4.84 ha and is owned by the Town of Georgina. A gravel parking area provides parking for approximately 25 cars. The Leash Free Dog Park is a fenced area accessible by a walking trail from the parking lot. It is included in this Study due to its proximity to Adeline Park and the opportunity it presents to provide additional parking for the park.



Context map of Adeline Park

Land Ownership



Land Ownership map of Adeline Park area (approximate)

Facilities & Amenities



Facilities & Amenities map of Adeline Park



Lake Drive in front of Adeline Park



Leash Free Dog Park



Adeline Park

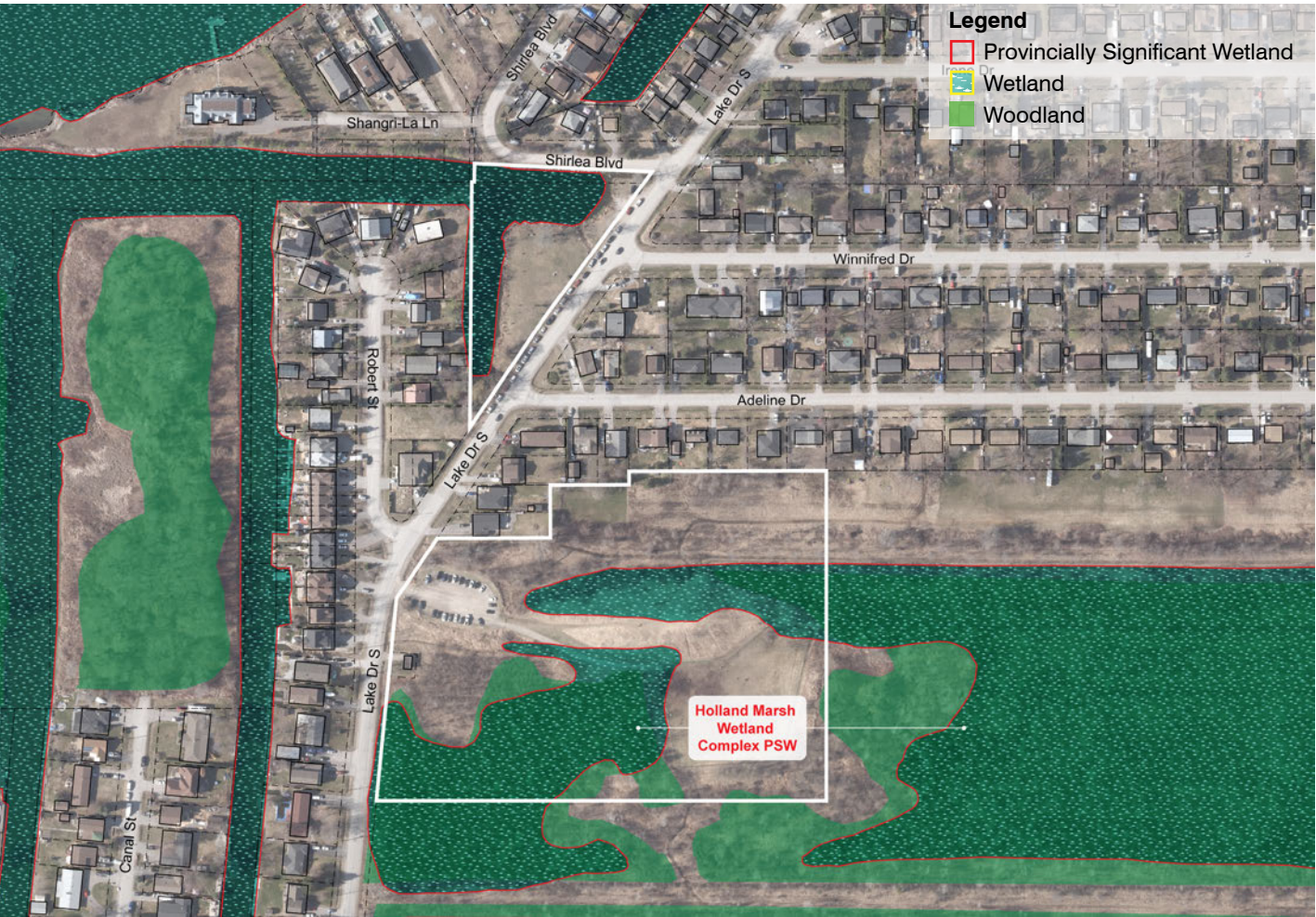


Adeline Park boat launch

Natural Heritage

- Narrow inlet with a shoreline fringe of cattail, red-osier dogwood, shrub willow, phragmites, reed canary grass and duckweed
- Scattered shoreline trees – willow, cottonwood, poplar, and white pine
- Manicured park grounds with planted red/silver maple trees.
- Shoreline littered with garbage
- Roadside drainage inputs to the lake.
- Holland Marsh Provincially Significant Wetland designation associated with the harbour and near shore areas.
- Potential habitat for aquatic fish species at risk (Black Redhorse-Threatened).¹

¹Species at risk found or potentially found is identified for the Lake Simcoe shoreline within the study area (Source: DFO 2022 – Aquatic Species at Risk Map).



Natural Heritage map of Adeline Park & Off Leash Dog Park

Coastal Review

- Canal with vegetated shoreline.
- Depths appear to be limited in the canal, a bathymetric survey would be required to confirm.
- Sheltered with very limited wave exposure.
- No significant shoreline erosion observed.



Existing shoreline conditions along Adeline Park

Concept

Adeline Park is a Community Waterfront Park providing an important amenity for the southwest area of the Municipality. As a Community Waterfront Park, it provides access to the water's edge primarily for Town residents for fishing. A walkway along the naturalized shoreline would define access and limit impact on the planting. A small children's playground would provide additional amenity in this park. Water access should be limited to canoes and kayaks, as larger boats can be launched from Young's Harbour only 275m north on Lake Drive S. This eliminates the need for parking to accommodate cars and trailers. A sidewalk is suggested along the west side of Lake Drive S to provide a connection to Young's Harbour and south to provide safe pedestrian access to additional parking in the gravel parking lot at the Off Leash Dog Park.

What people said

- Very popular for fishing, many launch their boats here
- Good location to launch canoes, kayaks, paddleboards
- Canals require dredging
- Cute little park, use is seasonal with perch fishing bringing the highest demand for this park in the spring/early summer
- During the weekends it can be shoulder-to-shoulder along the water
- People backing onto the park from Robert Street have disruption due to people getting their line snagged on their property, people trespassing etc.
- Multiple requests for fishing to be banned here
- Weeds, lake bed depth is an issue as in most places along the shore of Lake Simcoe
- Passive changes here, including improving the ramp for loading/unloading of small craft and benches in the park, signs explaining more parking at the dog park would be helpful



Concept Plan for Adeline Park

- 1 3.0m wide walking / fishing promenade
- 2 Playground
- 3 Shift paved roadway approximately 1.5m to gain more landscape area / potential walkway
- 4 Waterside viewing / seating area
- 5 Approximately 16 lay by parking on Lake Drive
- 6 2.0m wide sidewalk
- 7 Pedestrian crosswalk
- 8 Expand to 46 parking spaces

Operations & Management

Park Component	Victoria Day to Labour Day	September to Victoria Day
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
Overall park management	Pick up garbage, liaison with visitors periodically between 8:00 am to 6:00 pm daily	
Parking	Pay and Display parking in the Dog Off Leash Park and along the west side of Lake Drive S. Parking free for residents with a Resident Parking Pass	

Access

Lake Drive S between the Leash Free Dog Park and Young's Harbour should be configured to accommodate a sidewalk on a least one side. With larger boat launching at Young's Harbour and additional parking at the Off Leash Dog Park, it is important to provide safe pedestrian access among this cluster of three parks.

A defined water's edge trail will help to manage the use by anglers as certain times of the year.

Parking is provides on Lake Drive South (16 spaces) and in an expanded parking lot (46 spaces) at the Leash Free Dog Park.

Landscape & Grading

Slight berming in the landscape will add character to the Park and define the areas of activity. The naturalized plantings along the shoreline should be augmented to create a consistent and robust edge along the shoreline. The shoreline appears stable due to its sheltered location, and does not require protection works. Additional deciduous canopy trees should be added to provide more shade.

A 1-2 m wide “no mow” zone should be established along the waters edge to deter access to the waters edge, to augment habitat and stabilize the shoreline.

The naturalized shoreline buffer should be augmented with locally indigenous plant species and follow LSRCAs guidelines.

The use of chemical fertilizers, herbicides, and pesticides should be minimized in manicured grassed areas.

Roadside bio-swales along Lake Drive S could be used to polish/filter road runoff before it flows into the lake.

Recreation & Park Amenities

A new children's playground is suggested for this Park. The playground, and associated shaded seating would expand the function of this park to include families. Being a Community Waterfront Park, seasonal washrooms are appropriate for this location.

Order of Magnitude Capital Costs

Access includes:	\$1,100,000
- park walkways/paths	
- sidewalk along Lake Drive	
- parking	
Landscape & Grading:	\$60,000
- trees and shrub planting	
- regrading to address drainage issues	
- berms	
Recreation & Park Amenities:	\$720,000
- new play facility	
- seasonal washroom	
Signage & Site Furnishings:	\$10,000
- 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 past construction projects in Georgina and included for budget setting purposes only.

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 staff to explore funding/grant programs.

The significant place-making changes to the parks may also disrupt park use. Construction phasing can be established to minimize the disruption to the park as much as possible, and to use some areas/facilities during this time.

Immediate Next Steps

- Replant at the boat launch to create a waterside area for fishing/viewing with signage directing boat-ers to Young's Harbour
- Sidewalk along Lake Drive South to the Leash Free Dog Park
- Add small children's playground

Young's Harbour Park

Context

Young's Harbour Park consists of 0.47 hectares of land on a canal leading to Lake Simcoe, with 200 m along the lake's shoreline. The Park also includes 0.33 hectares of land located on the east side of Lake Drive S used for parking associated with the Park. The Park has a boat launch, children's playground, seasonal washrooms, benches and waste receptacles. There are 8 residents only parking spaces adjacent to the launch and 27 parking spaces operated with Pay and Display.



Context map of Young's Harbour Park

Land Ownership



Land Ownership map of Young's Harbour Park area (approximate)

Facilities & Amenities



Facilities & Amenities map of Young's Harbour Park



Shoreline along Young's Harbour Park



Playground and drainage culvert



Boat launch area



Residents only parking area

Natural Heritage

- Narrow fringe of cattail along shoreline with scattered eastern white cedar, willow, and Manitoba maple.
- Mature silver maple trees and manicured grass associated with picnic area.
- Manicured grass with planted Austrian pine in parking area.
- Cattail lined drainage swale along south side of public boat launch.
- Holland Marsh Provincially Significant Wetland designation associated with harbour and near shore areas.
- Potential habitat for aquatic fish species at risk.



Natural Heritage map of Young's Harbour Park

Coastal Review

- Canal with shoreline sheltered from wave action.
- Private development with docks along south arm, main channel is open without docks.
- Phragmites debris at boat launch.
- Culvert flowing into the canal near the boat launch; section of steel sheet pile adjacent to the culvert.
- The shoreline in the approach channel has some erosion, trees observed with roots exposed due to erosion.
- Erosion may be in part due to boat wake.
- The park is a stewardship demonstration site, river-stone and bioengineering were used, along with plantings to stabilize the shoreline. Timber piles are also visible.



Existing shoreline conditions along Young's Harbour Park

Concept

Young's Harbour is a Community Waterfront Park, servicing primarily the residents of Georgina. The concept illustrates reconfiguring Lake Drive S at Walter Drive to improve access, circulation and visibility to the park and water. A walkway along the water's edge and terrace at the lake edge are added. The boat ramp is upgraded and the gravel area is reconfigured to allow adequate man-oeuvring at the ramp. A washroom building is suggested, located to create a visual landmark to identify the Park's location. Parking is reconfigured across the street provid- ing 30 car spaces and 10 car/trailer spaces.

What people said

- Historically dredged this location
- Fantastic location and well used for boat launches and fishing.
- Parking lot across the street gets in rough shape and can get very busy.
- Similar to around Adeline, the lake bed is rising here with weeds.
- Passive improvements to the park, such as picnic tables/benches installed and possibly a paved path to the end to help people with mobility issues.
- Parking lot could use some work.
- The area will need to be dredged if we're to con- tinue using it
- Used year round, thick ice – like a city on the ice
- Residents cleared snow for skating rink, cars parked on ice side by side



Concept Plan for Young's Harbour Park

- 1 3.0m wide walking promenade
- 2 Existing playground
- 3 Permanent Washroom Building
- 4 Upgrade Boat Launch and remove parking at the launch
- 5 Expanded / re-configured parking for cars and trailers
- 6 Reconfigure intersection with special paving to mark public park
- 7 Lookout terrace
- 8 Shoreline enhancement
- 9 Sidewalk connection to Adeline Park and to parking lot
- 10 New boat tie up
- 11 Enhanced tree planting and landscape

Access

Lake Drive S is reconfigured at Walter Drive to create a green gateway to the Park. This helps to normalize the "T" intersection with Walter Drive. Parking is expanded in the area on the east side of Lake Drive S, while still maintaining a significant buffer of landscape. A sidewalk is recommended along the west side of Lake Drive S to connect with Adeline Park.

Landscape & Grading

The landscape along the water's edge should include a variety of native, riparian plant species based on the Lake Simcoe Region Conservation Authority guidelines in a 1-2m wide "no mow" zone.

Roadside drainage outlets to the lake would benefit from bio-swale treatment to improve polishing/filtering of runoff.

Boat speed should be regulated through signage to protect shoreline and aquatic wetland vegetation.

The use of chemical fertilizers, herbicides, and pesticides should be minimized in manicured grassed areas.

Future dredging of canals will require a permit from the Conservation Authority and must consider aquatic species at risk protected under the Endangered Species Act.

The shore protection at west end of Park should be improved. Phragmites should be removed from the launch area.

Recreation & Park Amenities

A new washroom building is suggested to meet the needs of the Park and launch users. With expanded parking, and removal of informal ramp for larger boats at Adeline, it is expected this Park will see an increase in use. The washroom would also serve users of Adeline Park and the Leash Free Dog Park, as well as use in the winter. Dock tie up should be added.



Operations & Management

Park Component	Victoria Day to Labour Day	September 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 once a week
Parking	Pay and Display parking Parking free for residents with a Resident Parking Pass	
Playground	Inspect monthly	Inspect monthly

Order of Magnitude Capital Costs

Access includes:	\$1,750,000
- road realignment	
- park walkways/paths	
- sidewalk along Lake Drive	
- parking	
- upgrade boat launch	
- shoreline	
Landscape & Grading:	\$75,000
- trees and shrub planting	
- regrading to address drainage issues	
- berms	
Recreation & Park Amenities:	\$1,500,000
- Permanent washroom	
Signage & Site Furnishings:	\$12,500
- interpretive panels	
- park sign	
- benches	
- waste receptacles	
- picnic tables	

Immediate Next Steps

- Redesign the parking area to accommodate more cars
- Traffic/engineering design for the realignment of Lake Drive and new configuration for the intersection with Walter Drive

A Note About Order of Magnitude Costs and Phasing of Construction

Order of magnitude costs based on past construction projects in Georgina and included for budget setting purposes only.

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 staff to explore funding/grant programs.

The significant place-making changes to the parks may also disrupt park use. Construction phasing can be established to minimize the disruption to the park as much as possible, and to use some areas/facilities during this time.

Glenwoods Park

Glenwoods Park (land)
0.27 Ha (0.66 acres)



Description
Glenwoods Park is a Community Waterfront Park serving primarily Town of Georgina residents. A children's playground and parking for residents only is provided. The park is primarily lawn with shade trees and naturalized shoreline.

- Challenges**
- pedestrian safety in this area without sidewalks
 - no swimming

- Possible Changes/Opportunities to Consider**
- provide additional deciduous shade trees
 - provide a swimming platform to enable swimming from the water's edge location, while still naturalizing the shoreline.
 - Lake Drive S and the intersection with Parkwood should be painted or special paving should be used to indicate the location of the park and the priority given to pedestrians
 - augment existing shoreline vegetation with locally indigenous plant species.
 - establish a 1-2m wide “no mow” zone along shoreline to increase habitat and promote stabilization.
 - minimize or avoid the use of chemical fertilizers, herbicides, and pesticides in manicured grassed areas.
 - install an osprey platform

Existing Conditions



Claredon Beach Park

Claredon Beach Park (land)
1 Ha (2.44 acres)



Description
Claredon Beach Park is a Community Waterfront Park, primarily for the residents of Georgina. It is a one hectare park that has had recent improvements made including a new playground, trees and shrubs, benches and picnic tables, trails and parking. The shoreline and drainage swales have been naturalized and shade trees added. There is a small beach that is maintained along the south side of the Park. As well as being a popular destination for beach access, it's well used for kite surfing, launching kayaks and ice fishing.

- Challenges**
- lack of parking
 - need for a year round washroom as this is a popular site for year round use
 - need fencing to control the access for ice fishing to avoid impact to the shoreline

- Possible Changes/Opportunities to Consider**
- add Pay and Display in parking lot
 - remove drainage swale and parking along park frontage
 - permit on street parking on streets within a 5 minute walk of the Park
 - adopt a broader approach to landscape by considering the landscape features of the neighbourhood residents only waterfront space to the south and the privately owned development site to the north
 - may be an opportunity to secure waterfront public parkland through the development approval process for land to the north, in particular an opportunity to provide a pedestrian link south from Cooks Bay Drive, through the development parcel to maintain access to the Park from the neighbourhood to the north

- incorporate plantings within the creek (at the culvert) to polish/filter road runoff before it enters the lake.
- augment existing shoreline vegetation with locally indigenous plant species.
- create a “no mow” zone along shoreline to increase habitat and stabilization.
- avoid the use of chemical fertilizers, herbicides, and pesticides in grassed areas.
- create designated locations for snowmobile/ATV access to the lake, with shoreline improvements.
- install an osprey platform
- add snow fencing to control the access for ice fishing to avoid impact to the shoreline

Existing Conditions



Rayners Park



Rayners Park (land)
0.27 Ha (0.67 acres)



Description
Originally Rayners Park was the site of a marina that when closed, the land was purchased by the Town. The 0.27 hectare park has a limited land base along the water's edge and includes 18 resident's only parking along Rayners Road. The Park has a boat launch and is a popular location for fishing, swimming and picnicking. It is also the location of interpretive signage for the shoreline restoration project of the Lake Simcoe Region Conservation Authority.

The shoreline is on the open lake and exposed to wave action and ice. North of the dock, the shoreline is protected with boulders and plantings. The pile supported dock has boards that are rotted in places and boulders in the near shore prevent the use of the north side of the dock. There are signs of damage to the concrete slab of the launch and exposed rebar.

- Challenges**
- conflict among Park users; anglers disrupting boat launching, conflict between swimming and boating, conflict between swimming and fishing
 - can be long wait times for people launching boats on weekends

- Possible Changes/Opportunities to Consider**
- accommodate all uses, define and sign swimming on the north side of the dock
 - delineate parking spaces in the Rayers Road lot
 - mark the intersection of Rayners Road and Lake Drive N to indicate pedestrian priority
 - complete a detailed assessment of the dock and ramp

Existing Conditions



Franklin Beach Conservation Area

Context

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.

Existing Conditions



Context map of 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 Conference Centre	78 rooms, 8 cottages, Cedar Lodge (30 guests)	recreation facilities, dining hall, recreation hall, conference centre

Land Ownership



Land Ownership map of the Franklin Beach area (approximate)

Facilities & Amenities

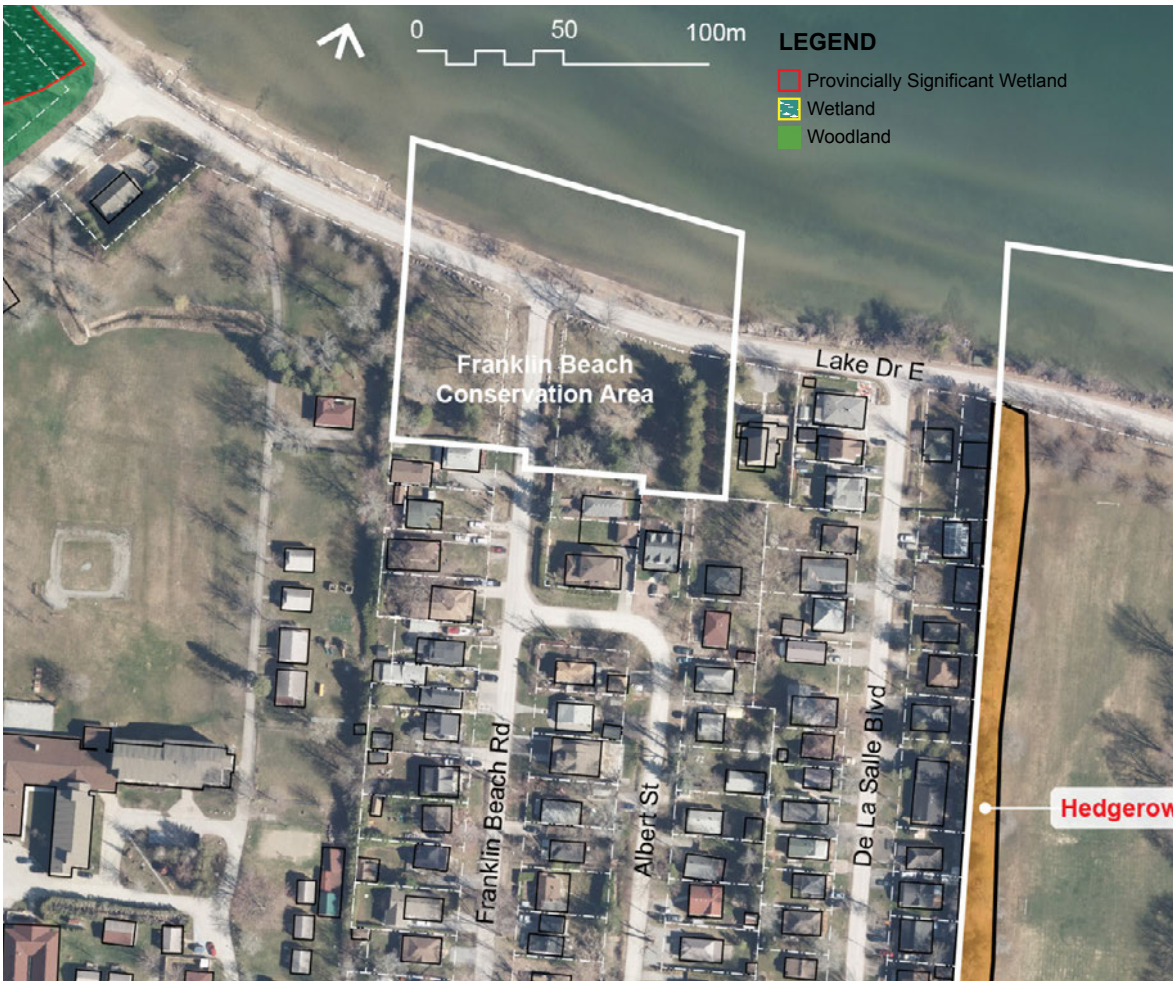


Facilities & Amenities map Franklin Beach

Natural Heritage

Existing Conditions

- 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).



Natural Heritage map of the Franklin Beach area

Coastal Review

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.



Existing shoreline conditions along Franklin Beach

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

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

Order of Magnitude Capital Costs

Access:	\$425,000
- special paving features or markings on Lake Drive - sidewalk on Lake Drive - walkways/paths - two accessible parking spaces	
Landscape & Grading:	\$90,000
- trees and shrub planting - regrading to address drainage issues - berms	
Recreation & Park Amenities:	\$20,000
- seasonal washroom	
Signage & Site Furnishings:	\$15,000
- 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.

Franklin Beach Survey Results



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



Demarcated Swimming Area
Demarcate a swimming zone with buoys



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



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.

Virginia Wharf



Description

Virginia Wharf is located at the end of Hadden Road, east of the Virginia Beach Marina and Business Centre owned and operated by the Chippewas of Georgina Island. The Wharf is a popular location for fishing and boat launching. The Wharf was visually reviewed during this Study:

- Trunk is filled with boulder and limestone armour protection (0.5 to 1.2 m dia.)
- Approach is grassed
- Construction is rock filled timber cribs with a timber deck
- Timber deck in reasonable condition, inclined timber on west side of trunk shows deterioration
- Boulder protection along offshore side of L-head
- Steel sheet pile repairs along east side of trunk and south face of L-head
- Some deterioration of timber cribs

Challenges

- no parking close by; no room for turn around

Possible Changes/Opportunities to Consider

- collaboration with the Chippewas of Georgina Island who own lands south along Hadden Road to include public parking
- identify on street parking near the post boxes on Hadden Road
- evidence of repairs undertaken at the wharf including: Steel sheet pile possibly added after original construction due to previous damage, concrete poured over boulders due to loss of material
- not suitable for boats docking (~0.3 m deep along steel sheet pile wall, much of wharf is protected by boulders)
- structural inspection recommended if modifications to wharf use considered
- enhance boat launch on east side of wharf
- granular base for ramp

Existing Conditions



Riverview Park



Riverview Park (land)
0.28 Ha (0.7 acres)



Description

Riverview Park is a 0.28 ha park on Lake Simcoe near the east edge of the Town in Pefferlaw. The Park is a Community Waterfront Park serving primarily Georgina residents. The shoreline is regularly cleared of vegetation to allow for swimming. The park is a open lawn with picnic tables, waste receptacles and a seasonal washroom. Parking is provided along the street edge.

The Town will be reconstructing 1400 m of Irving Drive from Clovelly Cove to its western limit. The work is expected to be complete early in 2023. Irving Drive will be reconstructed similar to its existing condition.

Challenges

- lack of parking
- with vegetation cleared along the shoreline, it does not help to filter runoff or naturalize the water's edge.

Possible Changes/Opportunities to Consider

- permit on street parking on streets within a 5 minute walk of the Park
- Irving Drive should be painted or special paving should be used to indicate the park frontage and the priority given to pedestrians
- install a swimming platform to enable swimming while allowing for shoreline naturalization
- add a children's play structure
- augment existing shoreline vegetation with locally indigenous plant species.
- establish a 1-2m wide “no mow” zone along shoreline to increase habitat and promote stabilization. This will also help to control geese
- minimize or avoid the use of chemical fertilizers, herbicides, and pesticides in manicured grassed areas.
- install an osprey platform

Existing Conditions



Corner Park

Corner Park (land)
0.22 Ha (0.55 acres)



Description
Corner Park is a 0.22 hectare park in Pepperlaw as the east edge of the Town. It is adjacent to Clovelly Cove, a boat launch. The Park is a Community Waterfront Park, primarily for Town residents. Natural vegetation has been cleared from the shoreline for swimming. The Park is an open grass area, with a seasonal washroom. No stopping/parking is permitted along the park edge.

The Town will be reconstructing 1400 m of Irving Drive from Clovelly Cove to its western limit. The work is expected to be complete early in 2023. Irving Drive will be reconstructed similar to its existing condition.

- Challenges**
- no stopping for drop off
 - lack of parking, needed for residents not within a walk

- Possible Changes/Opportunities to Consider**
- permit on street parking on streets within a 5 minute walk of the Park
 - The curve on Irving Drive should be painted or special paving used to indicate the park and the priority given to pedestrians
 - install a swimming platform to enable swimming while allowing for shoreline naturalization
 - add a children's play structure
 - establish a 1-2m wide “no mow” zone along shoreline to increase habitat and promote stabilization. This will also help to control geese
 - minimize or avoid the use of chemical fertilizers, herbicides, and pesticides in manicured grassed areas.
 - install an osprey platform

Existing Conditions



Maskinonge River

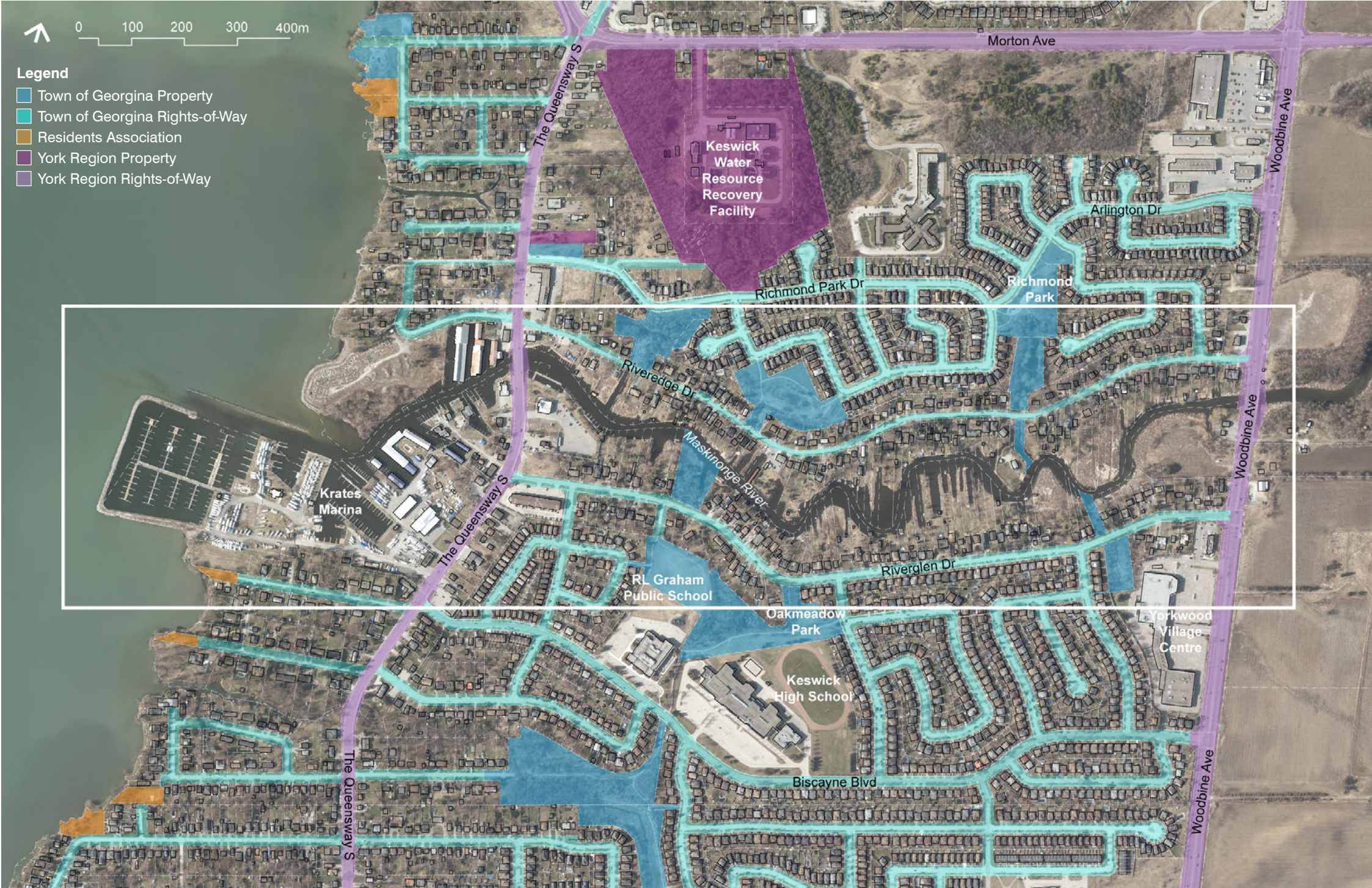
The Maskinonge River focus area is focused on the mouth of the river and the reach immediately upstream to Woodbine Avenue. The map on the facing page illustrates Town owned land along the river's edge.

The River flows through a residential area and commercial area on The Queensway S. This focus area provides a special opportunity to provide a waterfront green space and public access in this Urban Centre.



Land Ownership map of Maskinongne River area (approximate)

Land Ownership



Land Ownership map of Maskinongne River area (approximate)



Existing conditions in the Maskinongne River area

Natural Heritage



Natural Heritage map of Maskinongne River

Key Considerations

There are four key considerations in this area:

1. Krates Marina

Krates Marina is large privately owned full service marina, with 500 slips for transient and seasonal boater, two boat launches, boat storage, boat rental, gas, washrooms, 20 serviced seasonal RV sites, RV rental and service, beach, playgrounds, pool and clubhouses. They have no plans for change at the Marina.

Commercial uses on the east side of The Queensway S have boat tie up on the south shore of the River.

2. Water Quality and Quantity

The focus area for the Waterfront Master Plan is a small fraction of the entire 63.5 sq. km watershed of the River. The Maskinonge River Subwatershed Plan completed by the Lake Simcoe Region Conservation Authority in 2010 was an extensive study of the water quality and quantity, aquatic habitat, fluvial geomorphology and terrestrial natural heritage system. The River's subwatershed is largely agricultural causing impacts on water quality from removal of riparian vegetation and sediment-laden runoff entering the River. The River's subwatershed lacks the ground water influence of the Oak Ridges Moraine as a very small portion of the subwatershed falls in the moraine as result flows are low. The Subwatershed Plan includes 137 recommendations related to 8 topics: planning and policy, use of better management practices, changing the way things are done "on the ground", applied research and science, monitoring, management/ rehabilitation and restoration, adaptive response and communications.

The focus area for the Waterfront Master Plan is the built up area of Keswick. Paved surfaces, removal of shore-line vegetation, construction of canals all contribute to the low groundwater levels, reduced base flow and poor water quality.

It is imperative to protect existing naturally vegetated Town-owned properties due to the overall lack of riparian habitat downstream from Woodbine Avenue. Remnant deciduous forest (and drainage) features north of Riveredge Drive and south of Richmond Park Drive should also be protected. Detailed field investigations will be required to identify opportunities for trail access to the rivers edge, and for trails within features north of Riveredge Drive.

Lake Simcoe Stewardship Guidelines (2009)

Private property owners have an imperative role to play in helping to improve water quality and flow in the Maskinonge River. Removal of shoreline vegetation, manicured lawns, creating hard edges along the shoreline and building canals along the shoreline have an impact on flow and water quality. The Simcoe Stewardship Guide helps home owners identify and implement practices that will improve the natural landscape and water quality. The amount of water moving through the various landscape features determines the amount of water available - actions of all property owners affects water quality in the River.

The Stewardship Guidelines set out a clear understanding of the role of property owners by explaining the importance of shoreline areas providing ecological corridors with trees, shrubs and grasses acting as filters to prevent pollutants from getting into the water by trapping sediment, capturing runoff, creating habitat and preventing erosion.

Water levels are controlled by the Trent-Severn Waterway. Fluctuation is due mainly to precipitation, evaporation, groundwater flow and runoff into the river and lake. With climate change, decreases in ground and surface water will lower water levels. The Stewardship Guide recognizes that the Maskinonge River is at high risk of depletion of flow, hence the imperative of everyone doing their part to maximize infiltration to recharge the groundwater and minimize contamination from over fertilized lawns.

The Stewardship Guidelines provide specific worksheets for homeowners along the water's edge to assess the ecology of the water course at their property the vegetation buffer along its edge, the shoreline slope and character, barriers and excess nutrients.

3. Development Lands

The parcel of land on the north side of the River at the end of Riveredge Drive is a site where redevelopment is being considered by the owners. It will be constrained by the location of a Provincially Significant Wetland and setbacks from the Lake Simcoe shoreline. According to the Keswick Secondary Plan, these lands are included in the Maskinonge Urban Centre which:

functions predominantly as a tourist and recreational oriented area focused around marina related and other commercial uses surrounding the Maskinonge River. From the Maskinonge River the Urban Centre stretches north along The Queensway to the intersection of The Queensway, Metro Road North and Morton Avenue locally referred to as the "5-corners". It is envisioned that this Urban Centre will serve as a focal point of Keswick by developing into a mixed-use, tourist commercial, recreational and residential centre, with enhanced connections and public access to the Maskinonge River and Lake Simcoe shoreline

The Secondary Plan sets out that Urban Centres are to be planned :

- As destinations for residents, tourists and businesses;
- To promote economic revitalization, recognizing the potential for adaptive re-use, redevelopment and intensification;
- To be successful mixed-use neighbourhoods that accommodate a broad range of housing types and tenures, and contributes substantially to a complete, healthy and sustainable community;
- To include urban park spaces, where feasible, which connect to the Town's trail and active transportation network;
- To act as hubs for local and regional transit, and to accommodate and support significant transit infrastructure; and,
- To provide public service facilities, amenities and infrastructure that will attract population and employment growth.

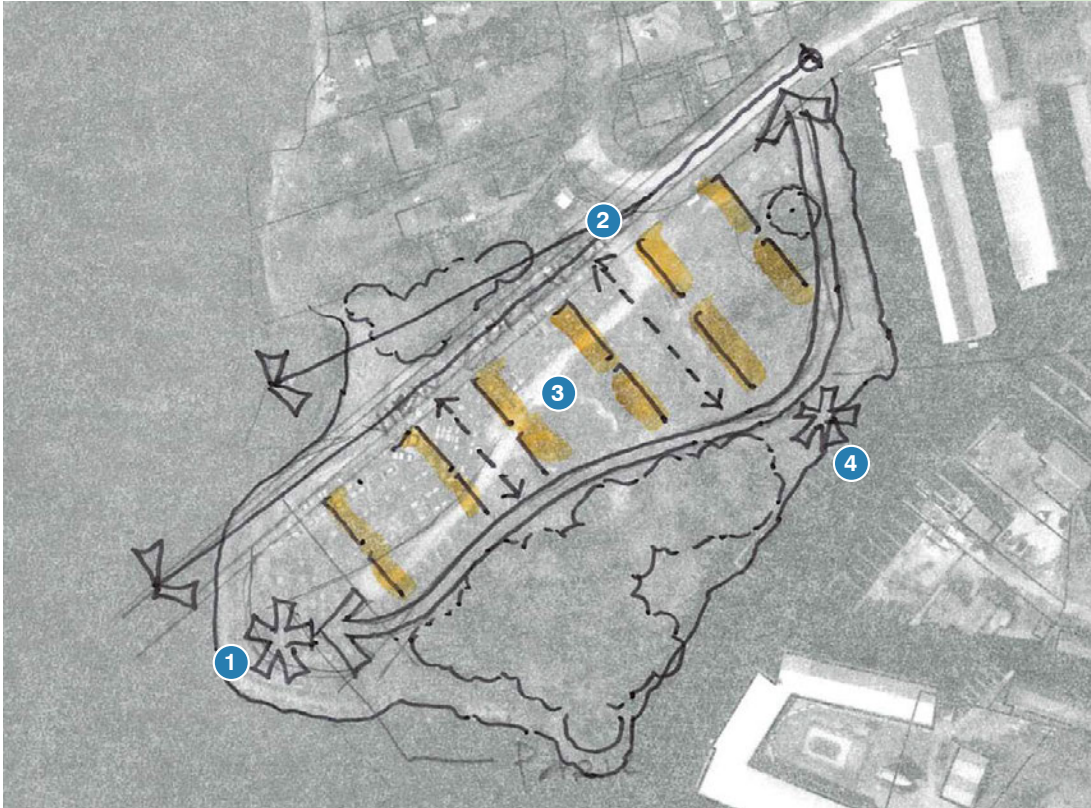
Permitted uses on lands designated Urban Centres include:

- Existing low-rise residential uses;
- Mid-rise residential uses;
- Special needs housing;
- Home occupations;
- Live-work units;
- Public service facilities;
- Short-term rental accommodations;

- 1 Open space / public park
- 2 Maintain view vista to the lake
- 3 The depth and orientation of the developable area lends itself to block oriented perpendicular to the (new) road and to locating parking behind the units.
- 4 Dock/terrace at water's edge



Airphoto locating the parcel at the end of Riveredge Drive



- Day care facilities;
- Places of worship;
- Private schools;
- Restaurants, retail and service commercial uses, limited in size to 4,000 square metres of gross floor area per individual business;
- Hotels;
- Business or professional office;
- Cultural, entertainment and recreational uses; and,
- Parking facilities at-grade and/or in structures.

Policies direct that:

- Buildings within the Urban Centres designation shall have a minimum height of 2-storeys and a maximum height of 6-storeys or 20 metres, whichever is less. Where a minimum height of 2-storeys is not feasible or desirable for the site, Council may consider 1-storey buildings without an Amendment to this Plan. Further, additions or renovations to existing 1-storey buildings are not required to have minimum height of 2-storeys.
- The Urban Centres designation shall accommodate a mixture of uses distributed throughout each of the Urban Centres. A mixture of uses is encouraged not just within the designation in general, but also on individual development sites.
- Development along The Queensway should prioritize incorporating a mix of uses.
- The design of buildings in the Urban Centres designation shall enhance the quality of the pedestrian environment by:
- Incorporating high-quality design including built form, architectural details, landscaping and signage;
- Requiring that buildings be located close to the street, and shall facilitate pedestrian activity and access;
- Requiring that all buildings abutting The Queensway include articulated façades and the use of quality materials;
- Encouraging active uses at-grade abutting The Queensway such as restaurants, retail and service commercial uses to animate the streetscape; and,

- Residential dwelling units abutting The Queensway shall be located above the first floor, at-grade along the rear or side façades of a building, or fronting onto side streets.
- Where feasible, development along The Queensway is encouraged to involve the consolidation of existing lots to create a more viable development parcel.
- Drive-thru facilities shall not be permitted in the Uptown Keswick Urban Centre and the Maskinonge Urban Centre designations.
- All lands within the Urban Centres designation are identified as being within a Community Improvement Project Area. The Town may consider the preparation of a Community Improvement Plan in order to establish a more detailed plan for the area, identify public realm improvement priorities, and establish incentive programs to assist the private sector in improving their properties.

Urban and Architectural Control Guidelines will also apply to new development in the Maskinonge Urban Centre.

4. Pedestrian Bridge

A pedestrian bridge to provide a link for Georgina's trail system has been considered for a about 10 years. This is a challenging project given current property ownership and the natural heritage features of the River. The River is identified as a Provincially Significant Wetland that extends along a tributary through the Town owned property.

An Environmental Assessment for the Maskinonge River was completed in 2013 to study the opportunity to create a safe pedestrian crossing that avoided The Queensway S. Doing nothing, providing a pedestrian bridge crossing and improving existing pedestrian routes on roads were assessed.

The Environmental Assessment recommended a new pedestrian bridge located on Town owned property on the south side of the River, crossing towards the private properties on the north side, north and west of the Town owned property. The Environmental Assessment included an estimated cost of approximately \$1.2 m for the bridge.

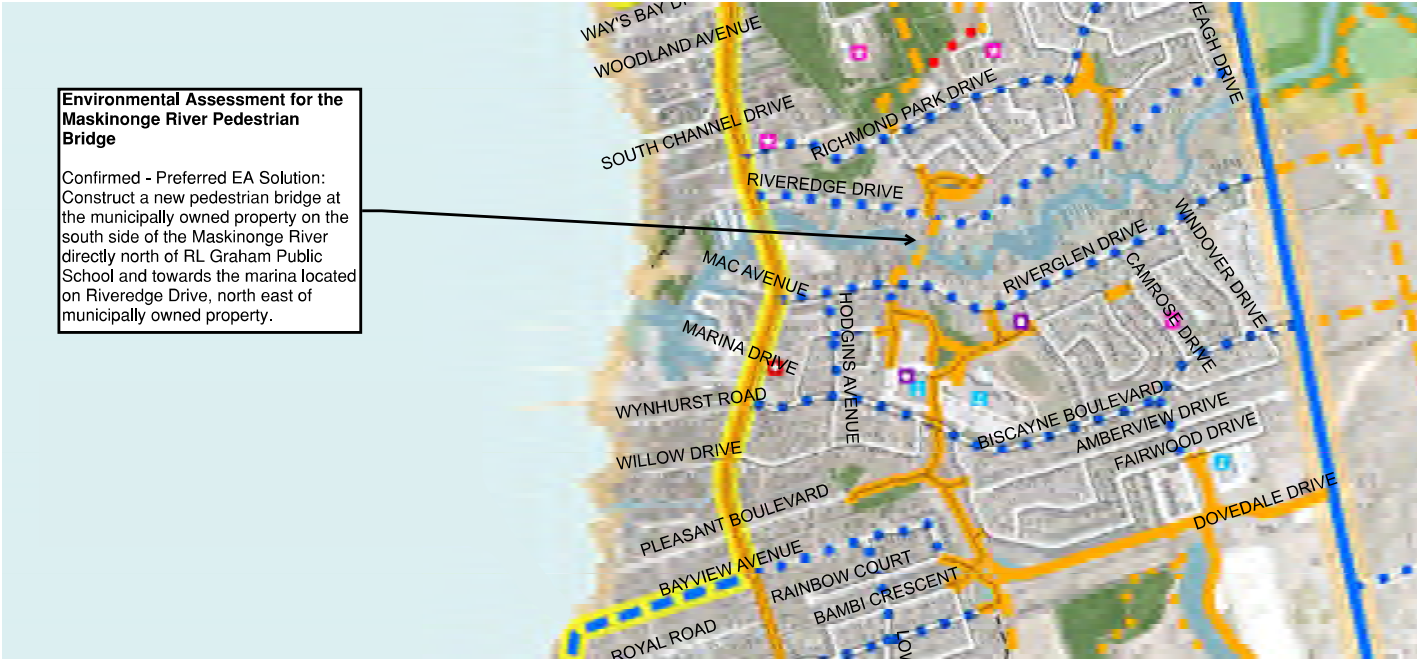
The Town's subsequent Trails and Active Transportation Master Plan completed in 2014 concluded that the location for the proposed pedestrian bridge was "appropriate and consistent with good trail planning and mitigates an existing major barrier in the recreation trail network in Georgina".

The possibility of a pedestrian bridge over the River is a complex study and approval process. The time and cost involved needs to weighed against all of Georgina's waterfront priorities.

In considering a new pedestrian bridge, the proposed works should:

- not create additional offsite flooding upstream and/or downstream of the crossing.
- not increase flow velocities in the watercourse and should minimize channel erosion (generally should not be located across the curving section of a meander to limit susceptibility to bank erosion).
- span the watercourse and not require alteration to natural channel's form which will compromise the function of the watercourse.

Detail of Map 4.4 from the 2014 Trails and Active Transportation Master Plan



Existing Town and Regional Active Transportation Conditions

- Existing On-Road Route
- Existing Off-Road Route
- Trail Access Point
- Lookout Point

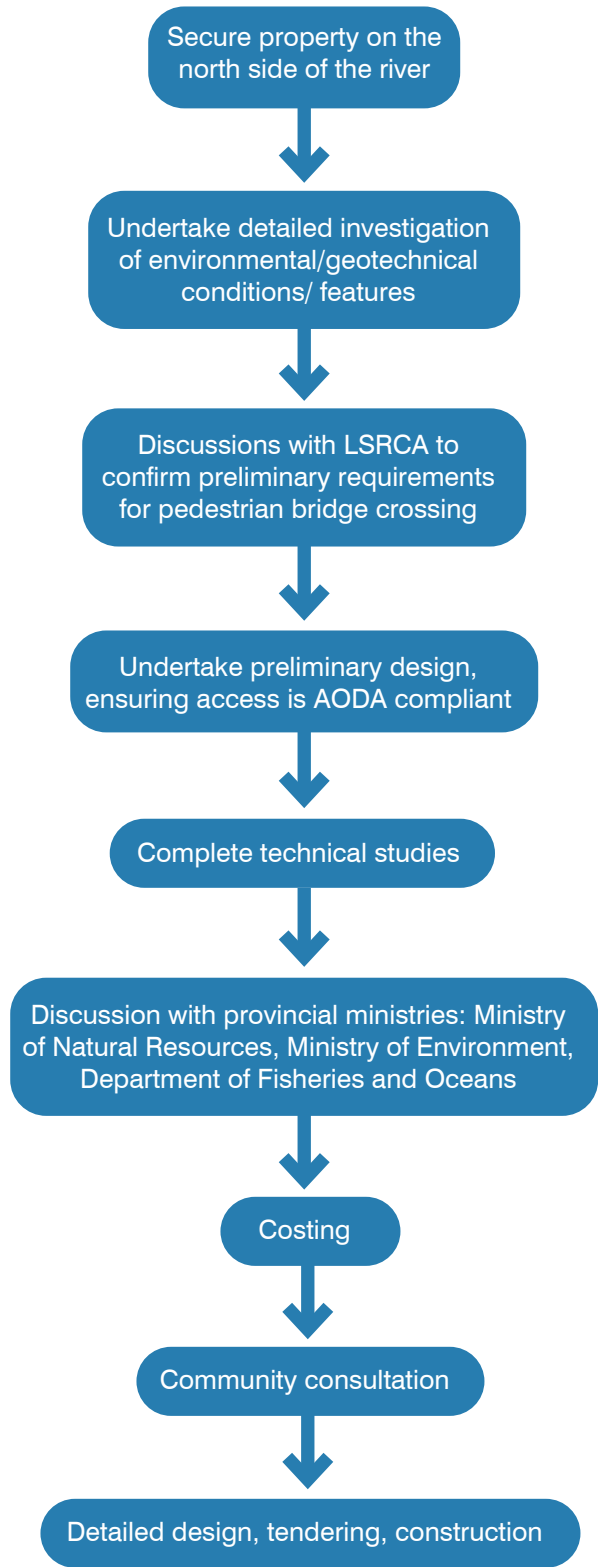
Previously Proposed Active Transportation Conditions¹

- Proposed On-Road Route
- Proposed Off-Road Route
- Lake to Lake Route
- Proposed Park

New Suggested Trails & Active Transportation Connections

- Candidate On-Road Route
- Candidate Off-Road Route
- Desired Connection²
- Connection to Boundary Municipality

Steps for Implementing a Pedestrian Bridge



- allow natural processes associated to the natural channel including sediment transport, down-cutting, lateral and longitudinal migration over the planning horizon.
- not include hardening of the watercourse bed in the design
- have a 5-year conveyance/height (minimum 1m) however, the height will also be dependent on boating requirements.

Given that the Environment Assessment completed in 2013 determined enhancing pedestrian crossing on The Queensway was not the preferred alternative, a preliminary design for a pedestrian bridge could be undertaken to update the capital cost of construction, the approvals required and estimate timing. Securing public property on the north side of the River for a landing is a critical step, before proceeding with preliminary design of the bridge.

The location identified in previous studies is in the floodplain, areas identified as erosion hazard and in a Provincial Significant Wetland.

To demonstrate no impacts to the control of flooding, or erosion, and ensure the safety of people and property, the following information could be required as part of a submission for review:

Minimum Technical Requirements:	Included in the submission:
Technical Memo	scope of work
Key Plan	site location, watercourse and structure location
General Arrangement drawing	plan and profile views (inclusive of existing and proposed conditions, grades, etc.)
Erosion and Sediment Control Plan	locations and details of the ESC measures, construction access, dewatering requirements, and flow diversion as necessary, applicable notes
Construction Staging Plan	site layout of temporary construction measures inclusive of staging and sequencing as necessary
Restoration and Stabilization	protection measures during and after construction and rehabilitation/restoration of the site
Hydraulic Analysis	report and digital copy of models that confirms there will be no offsite flooding or erosion impacts as a result of the proposed development
Cut/Fill Analysis	incremental (0.3m) cut/fill analysis to maintain floodplain storage.
Fluvial Geomorphic Assessment	all abutments should be outside of the erosion hazard as determined through this report
Hydrogeology Report/analysis	groundwater investigation where groundwater interferes with the proposed work
Environmental Impact Study	may be required depending on the scope of work and location of abutments
Geotechnical & Structural Design Reports/Analysis	Geotechnical, and Structural design recommendations related to grading, bridge and abutment works. The recommendations should confirm the works can withstand impacts and lateral forces related to flooding and structural integrity confirmation where crossing overtops during major flows

List of minimum technical studies that may be required as part of submission for review

Mossington Wharf/Black River/Mill Pond Park

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.

This area 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. The Link Community Centre is located on the west shore of the River.

A road end at the west end of King Street in Sutton provides the only direct public access to the Black River apart from in Mill Pond Park.

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	



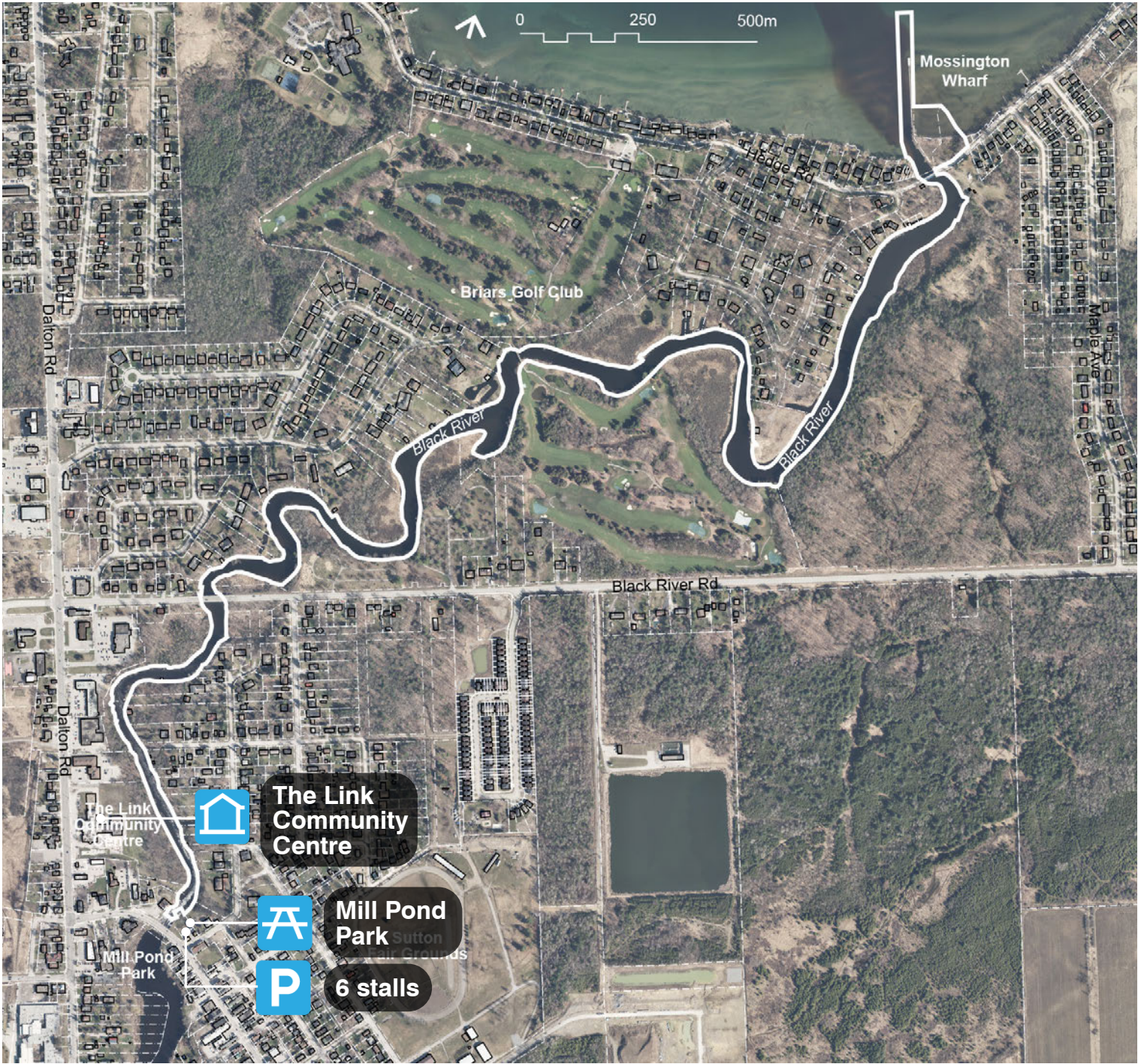
Context map of the Black River/Mossington Wharf area

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 Mill Pond Park.
- 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

Type text

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.

What We Heard

Wharf

- 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

Black River

- 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

New Park

- 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

- 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

- 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

- 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

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.

Mill Pond Park

There is a concrete pad/wharf at the river's edge in Mill Pond Park, but there is no path and access requires walking down a grassy slope. The water levels in the river and the fixed height of the concrete pad mean boaters cannot currently safely enter or exit boats at the park unless the vessel is a pontoon boat or larger, but the river's navigability for boats of that size is questionable. The 2018 *Mossington Wharf Engineering Study* by Colliers recommended the addition of removable finger docks at Mill Pond Park to allow for boating use and to promote boaters to visit shops along High Street. There are currents in front of Mill Pond Park due to the dam at High Street, and it should be confirmed whether finger docks are feasible in this location.

The addition of a dock at Mill Pond Park was supported by 62% of respondents in the online public survey conducted in January and February 2021.

AODA accessibility requirements to allow access to the water's edge should be implemented at the time of any park improvements. Accessibility concerns for the finger docks would also have to be addressed.

The King Street road end is relatively close to Mill Pond Park, approximately 650m up River Street. It is a potentially suitable location for launching small non-motorized boats and watercraft, or boats with low draft. Improvements should be considered to allow launching from this location and to facilitate awareness of the road end from Mill Pond Park.

Immediate Next Steps

- Address accessibility issues in accessing the river's edge at Mill Pond Park.
- Confirm if finger docks are feasible and safe considering currents below the dam at Mill Pond Park.
- Explore using the King Street road end as a boat launch and directing boaters there via signage at Mill Pond Park. Consider improvements to the boat launching facilities at King Street, such as signage, a boat ramp, garbage receptacles, etc.

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 opportunities in and around The Link where public access could be provided.

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.

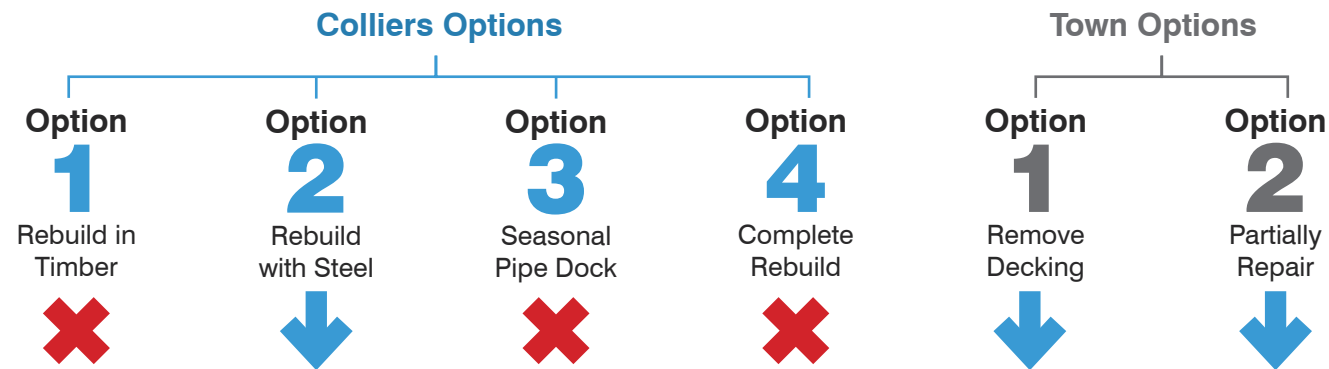
According to Colliers, removing the dock completely is the most cost-effective option as it has the lowest construction cost and there would be no maintenance involved thereafter. Given the structure beneath the waterline remains in place, there would be no adverse impacts to fish habitat in the long 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:

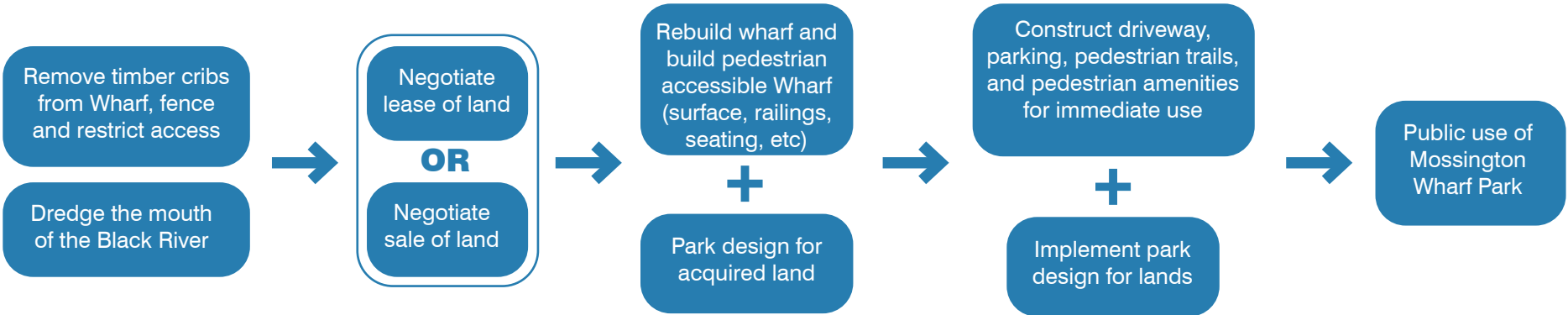
- non-motorized trail use;
- natural heritage education and appreciation; and,
- passive park use on public and institutional land."

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.

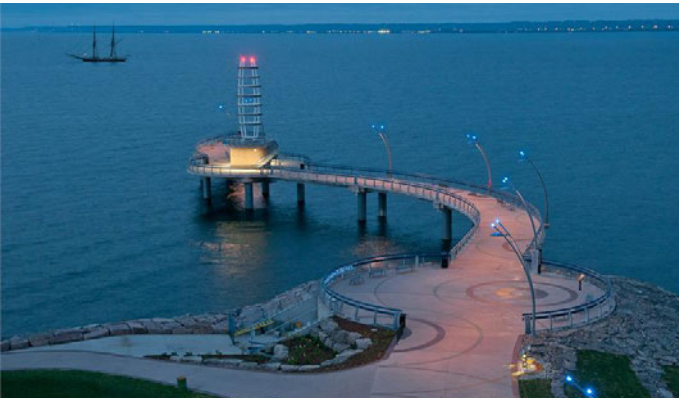
With inclusion of land on which to provide safe vehicle access, parking, amenities and access, the Wharf could be rehabilitated with a timber deck, railings, and amenities within the context of a larger park plan for this location of waterfront access.



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

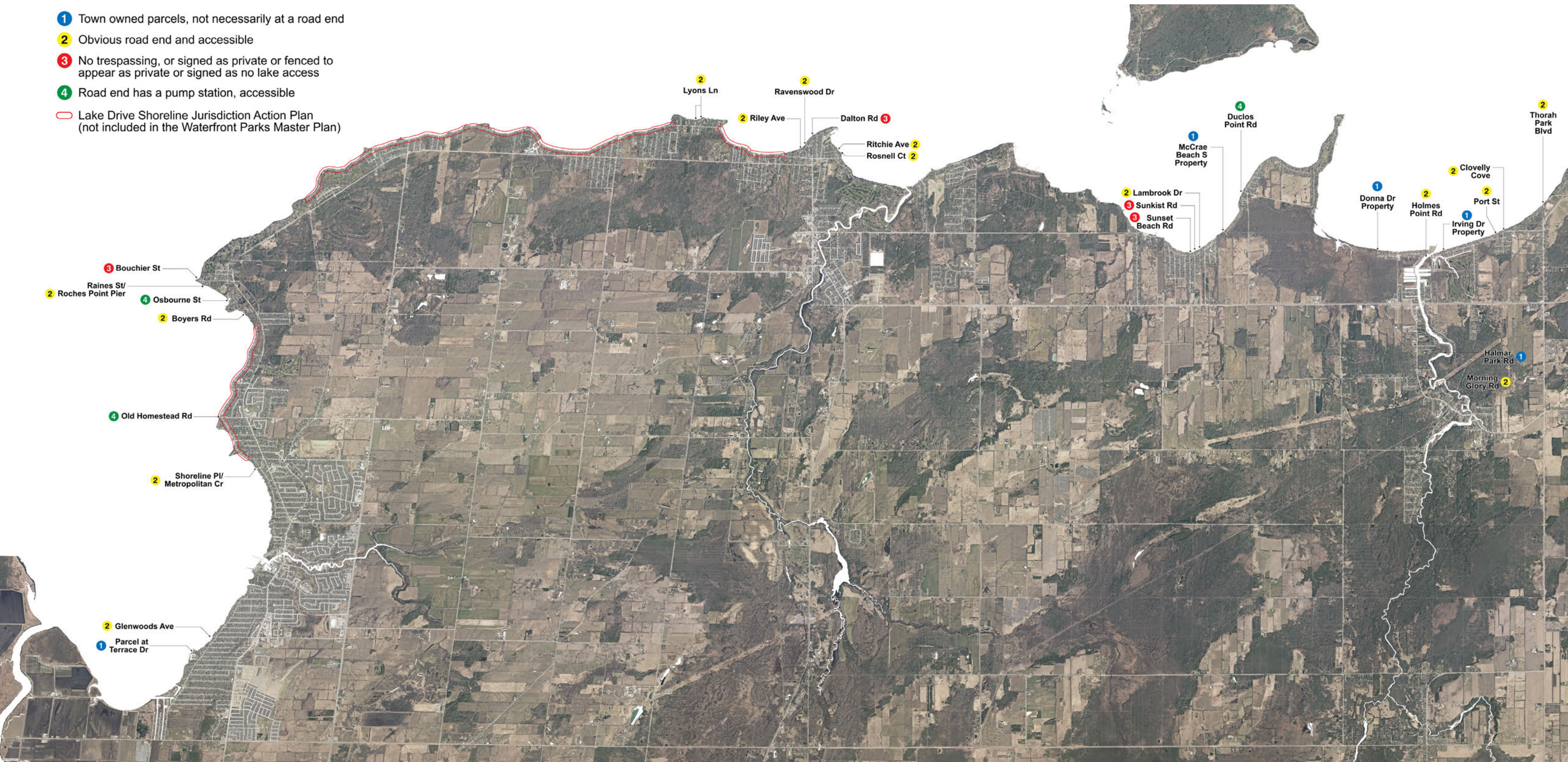
Immediate Next Steps

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

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Section 2 - Road Ends & Other Waterfront Properties

- 1 Town owned parcels, not necessarily at a road end
- 2 Obvious road end and accessible
- 3 No trespassing, or signed as private or fenced to appear as private or signed as no lake access
- 4 Road end has a pump station, accessible
- Lake Drive Shoreline Jurisdiction Action Plan
(not included in the Waterfront Parks Master Plan)



Map of Classification of Publicly Owned Waterfront Road Ends and Properties

There are 27 publicly owned road ends and other waterfront properties along Lake Simcoe and the Pefferlaw River. These publicly owned sites offer the tremendous opportunity to expand the community's access and enjoyment of the lake. They provide "windows to the water", points from which to view the water, launch a canoe or kayak, and places to swim and fish. Assigning exclusive use of the Waterfront Windows to residents in a particular waterfront neighbourhood effectively removes access to the thousands of existing and future Georgina residents who do not live along the waterfront. These opportunities are particularly important to thousands of Georgina residents who do not own waterfront properties. As such, it is important, and should be a priority, to improve access and awareness of these locations to the broader Georgina community.

A Waterfront Window is when a road right-of-way ends at the water. If a road is running along the shore, the right-of-way of an intersecting road must continue past it and into the water to be considered a Waterfront Window. Usually there are private properties on either side of the Waterfront Windows. In areas where Lake Drive North and Lake Drive East travel along the Lake Simcoe shoreline, ownership of the water's edge is at times unclear or disputed. These areas are being addressed by the *Lake Drive Shoreline Jurisdiction Action Plan* and are generally not included in the Waterfront Parks Master Plan unless a public park or clearly public road end is located on the water side of the Lake Drive right-of-way (for example, Old Homestead Road). The *Lake Drive Shoreline Jurisdiction Action Plan* has prepared a compendium of 27 locations along the shoreline that are public properties but are managed by Beach/Residents Associations and are not open for unfettered public access.

There are 27 publicly owned road ends and other waterfront properties along Lake Simcoe and the Pefferlaw River. Westwind Circle and Lyons Lane each have two road ends, but are each mapped with one classification. With the exception of the parcels open only for members of a resident's association, most are unmarked, some say "no trespassing", all are signed as "no parking", and most are maintained with mowed grass.

Of the 27 publicly owned parcels:

- 5 have no indication of public use, not a road end, not signed (Category 1)
- 15 are obvious road ends, with an indication of public use, most are not signed Category 2)

- 4 are signed as private, some are signed for resident's association use, or "no lake access" or fenced to appear private only (Category 3)
- 3 have a pump station and have an indication of public use, not signed (Category 4)

This chapter provides an inventory of the road ends and other waterfront properties, classified according to four categories. Possible improvements or opportunities to consider are described for each.

Category 1: Town owned parcels, not a road end, most have no sign of public use

Category 2: Obvious road end and can be accessed, a few are signed as a public place

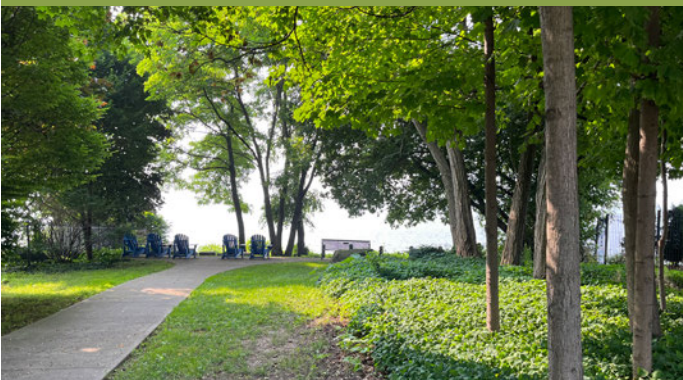
Category 3: Signed as: no trespassing, private for resident's association use only, or no lake access, or fenced to appear as private

Category 4: Road end has a pump station and can be accessed, although not signed as public access

These locations are intended for use by Town of Georgina residents. As locations of public space for public access, it will be important to consider the six directions included on the this page and to establish a protocol for maintenance. Maintenance could include: lawn mowing, garbage collection, management of vegetation, and, furniture repair.

City of Burlington - Windows to the Lake

The City of Burlington has a number of Windows to the Lake that are small parks at the terminus of major north south roads int he city. These locations provide an outlook to Lake Ontario. The Window include park amenities for access, seating and safety. On street parking is not restricted on the roads terminating at the Lake.



In considering public access on the road ends and other properties, signage, information panels and consistent and broadly understood management practices are fundamental. These are six key directions to consider:

1. Sign as public



2. Clear public trail



3. Some parking in the right of way for Georgina residents only



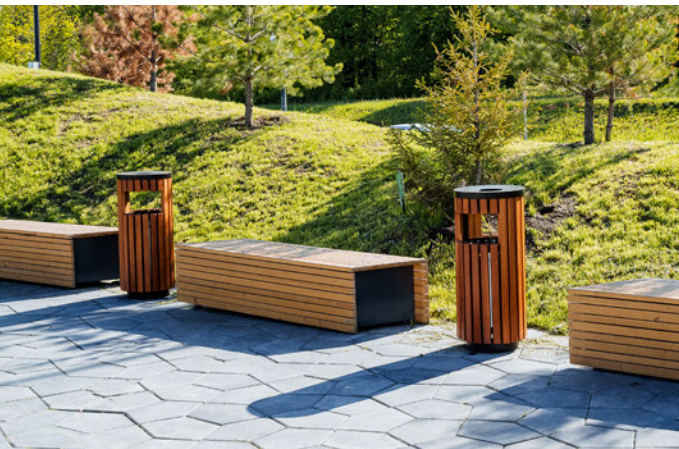
4. Fencing along adjacent private properties



5. Native planting on either side and along shoreline



6. Potential amenities: waste receptacles, seating, canoe/kayak storage



Direction for Publicly Owned Waterfront Road Ends & Properties

Parcel at Terrace Drive 1

Description

The Terrace Drive site is an unmarked area of approximately 0.47 ha at 524 Lake Drive South at the foot of Terrace Drive, west of Lake Drive South. It is adjacent to the Pasadena Marina on the south and a private residence on the north. The site is maintained and the water's edge is a mix of rocks and naturalized vegetation. It appears as if it may be used by the adjacent marina. The west portion of the site with waterfront access is Crown land and making use of it will require leasing or purchasing that portion of land from the Province.

Possible Improvements/ Opportunities to Consider

- confirm ownership and negotiate a lease or purchase the portion up to the water's edge
- identify the site as a Waterfront Window and available for public access
- add amenities, such as seating, picnic tables, waste receptacles
- sign the location as available for public access
- allow residents only parking on Lake Drive S



Existing Conditions



Glenwoods Avenue 2

Description

The Glenwoods Avenue site is the end of Glenwoods Avenue where it also provides access to the driveways of the two houses on this portion of the road. The paved surface of the road ends at the naturalized shoreline, where there's an informal path to the water's edge. No parking is allowed along the road.

Possible Improvements/ Opportunities to Consider

- identify the location as a Waterfront Window and available for public access
- allow for residents only parking along the road edge



Existing Conditions



Shoreline Place/
Metropolitan Crescent 2

Description

This site is public land connecting the cul-de-sac of Shoreline Place with Metropolitan Crescent. The site is maintained and has an informal path to a pedestrian bridge over a creek. The public lands are along the east edge of the Keswick Beach Association, neighbourhood residents only park.

Possible Improvements/
Opportunities to Consider

- sign as public access



Existing Conditions



Old Homestead Road 4

Description

The Old Homestead Road site is the location of a Town pumping station. A paved road provides access to the water's edge. The shoreline is rock, cleared of vegetation. There is a garbage can indicating some recognition of public use.

Possible Improvements/
Opportunities to Consider

- identify the location as a Waterfront Window and available for public access
- allow for residents only parking along the road edge
- no vehicles at the water's edge
- identify location as suitable for launching canoes/kayaks



Existing Conditions



Boyers Road 2

Description

The road end is at the end of Boyers Road west of Metro Road N, just south of Roches Point. This location is well buffered to adjacent residences. The road end is not signed as a point for waterfront access. The water's edge is shallow and a mix of sand and rocks.

Possible Improvements/ Opportunities to Consider

- sign the location as a Waterfront Window
- sign to permit road side parking - considerable space
- paint the concrete blocks to help brand/ identify the waterfront window
- identify location as suitable for launching canoes/kayaks



Existing Conditions



Osbourne Street 4

Description

Osbourne Street provides access to one of the Region's pumping stations, a private marina and residences. This location is signed with a Parks and Amenities Guidelines. The shoreline provides shallow beach access and is connected to the adjacent private greenspace. The lands to the north include remnants of an old dock wall and they are used to store construction material.

Possible Improvements/ Opportunities to Consider

- Sign the location as a Waterfront Window on Metro Road N
- Sign to permit residents only parking on the road
- Paint the concrete blocks to help brand/ identify the waterfront window
- May be an opportunity to expand public ownership on lands to the north
- Clarification of the publicly accessible lands and separation to the abutting Resident's Association waterfront park



Existing Conditions



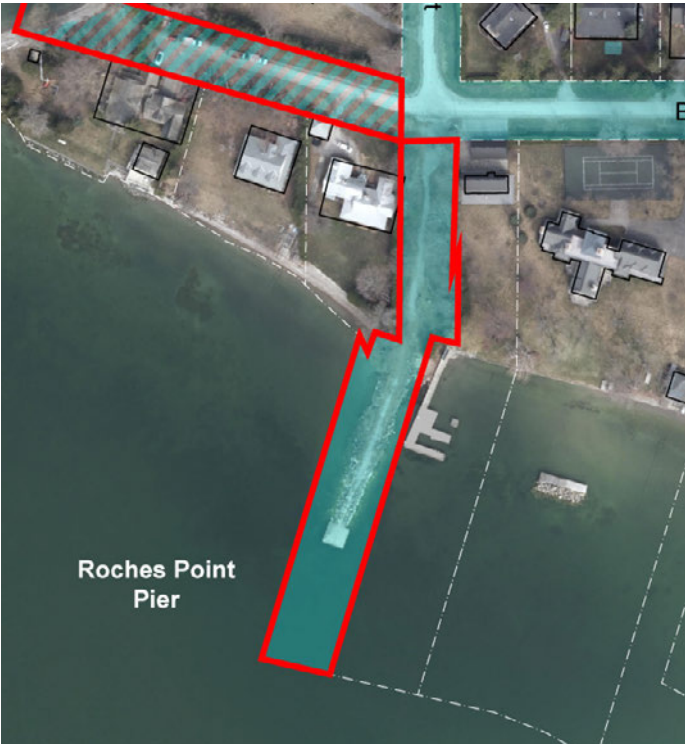
Raines Street/Roches Point Pier 2

Description

Roches Point Pier is at the end of Raines Street. The pier was a federal dock that was taken over by the Town. The Town owned land on the road end and pier is managed by the Roches Point Community Association who also co-insures the property. A gate with a sign indicates the area is Town owned land with the Town's Parks & Amenities Guidelines sign. The site has been landscaped with boulder terraces and planting areas and a fence controls access. This parcel is fenced.

Possible Improvements/ Opportunities to Consider

- Confirm responsibilities for maintenance with the Residents Association
- Permit residents only parking on the nearby street
- Inspect the pier to determine improvements required and confirm responsibilities with Residents Association



Existing Conditions



Bouchier Street 3

Description

The Bouchier Street parcel is around the corner from Roches Point Pier. The street is signed for "no parking" and the end of the road is fenced and signed as private. It is understood that the resident's association co-insures and manages this parcel.

Possible Improvements/ Opportunities to Consider

- Confirm responsibilities for maintenance with the Residents Association
- Permit residents only parking on Bouchier Street



Existing Conditions



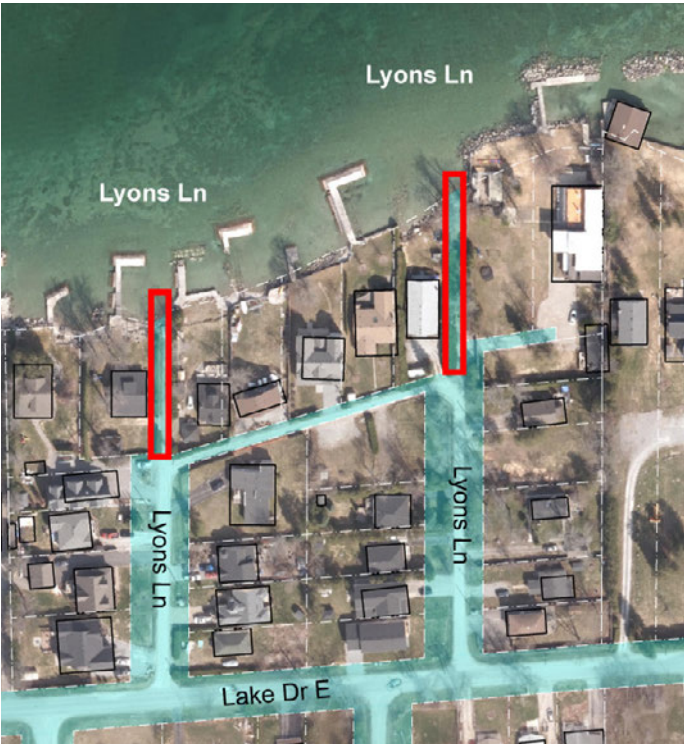
Lyons Lane (West and East) 2

Description

Lyons Lane West and East are just west of De LaSalle Park, north of Lake Drive E. Both Lanes provide access to driveways. Both are gravel road ends. Lyons Lane West ends in a timber platform providing access to the rocky shoreline. The paved road on Lyons Road E ends at a driveway which has a gate. The end of the road is blocked with a bolder. The right of way is clearly maintained as grass is mown.

Possible Improvements/ Opportunities to Consider

- identify the location as a Waterfront Window and available for public access
- allow for residents only parking on Lake Drive East



Existing Conditions



Riley Avenue 2

Description

Riley Avenue is north from Lake Drive E, west of Dalton Road in Jackson's Point. This location provides access to adjacent residents. The road ends at a grass slope to the a sandy beach at the water's edge. Timber steps have been built and benches have been placed on the beach.

Possible Improvements/ Opportunities to Consider

- identify the location as a Waterfront Window and available for public access
- allow for residents only parking along the road edge
- identify location as suitable for launching canoes/kayaks



Existing Conditions



Ravenswood Drive 2

Description

Ravenswood Drive is north from Lake Drive E, west of Dalton Road in Jackson's Point. There is erosion where the paved surface ends. The shoreline has been cleared of vegetation, providing open access to the sandy shoreline.

Possible Improvements/ Opportunities to Consider

- stabilize the end of the paved road surface, regrade the unpaved area, possibly construct bio-swales
- identify the location as a Waterfront Window and available for public access
- allow for residents only parking along the road edge
- identify location as suitable for launching canoes/kayaks



Existing Conditions



Dalton Road 3

Description

The Dalton Road parcel is a significant piece of public land at the end of the road north from Lake Drive E in Jackson's Point. Dalton Road at Lake Drive E is signed "no exist, no paring, no lake access". The shoreline is cleared of vegetation enabling access to the rocky shoreline at the water's edge.

Possible Improvements/ Opportunities to Consider

- sign a public access and a Waterfront Window
- remove signs indicating no lake access
- allow short term parking for residents
- identify location as suitable for launching canoes/kayaks



Existing Conditions



Richie Avenue 2

Description

Richie Avenue is located east of Jackson's Point Harbour, north of Pinery Lane. This location is signed as public with the Town's Parks & Amenities Guidelines sign, a "no cooking in the park" sign and another sign indicating prohibited activity. A trail extends from Pinery Lane to the water edge, the location of a pier, a popular spot for swimming. Poison ivy is growing on south side of the entrance.

Possible Improvements/ Opportunities to Consider

- identify the location as a Waterfront Window
- allow for residents only parking on near by streets
- remove poison ivy



Existing Conditions



Rosnell Court 2

Description

Rosnell Court is south of Richie Ave, and is accessed from Pinery Lane. Rosnell provides driveway access to adjacent residences. There is no indication this is public land. Stairs and a railing provide access to the water's edge where there is a concrete pier with adjoining ramps.

Possible Improvements/ Opportunities to Consider

- identify the location as a Waterfront Window and available for public access
- allow for residents only parking on nearby streets
- improve stairs and railing down to water's edge



Existing Conditions



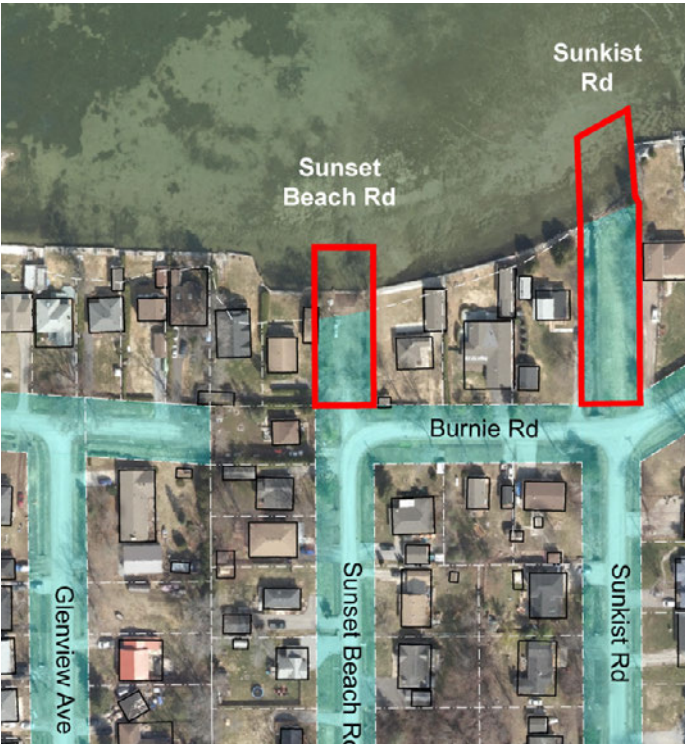
Sunset Beach Road 3

Description

The Sunset Beach parcel is one of three road ends in Sunset Beach located off of Highway 48 in Pefferlaw. The road end is marked a no public access "members only". Naturalized vegetation is maintained along the drainage swale, the landscape is maintained and the shoreline is cleared of vegetation. A small gravel area allow for temporary parking, although the location is signed as no parking. A picnic table and bench were located at the shoreline

Possible Improvements/ Opportunities to Consider

- Confirm responsibilities of the Town and the Sunset Beach Association



Existing Conditions



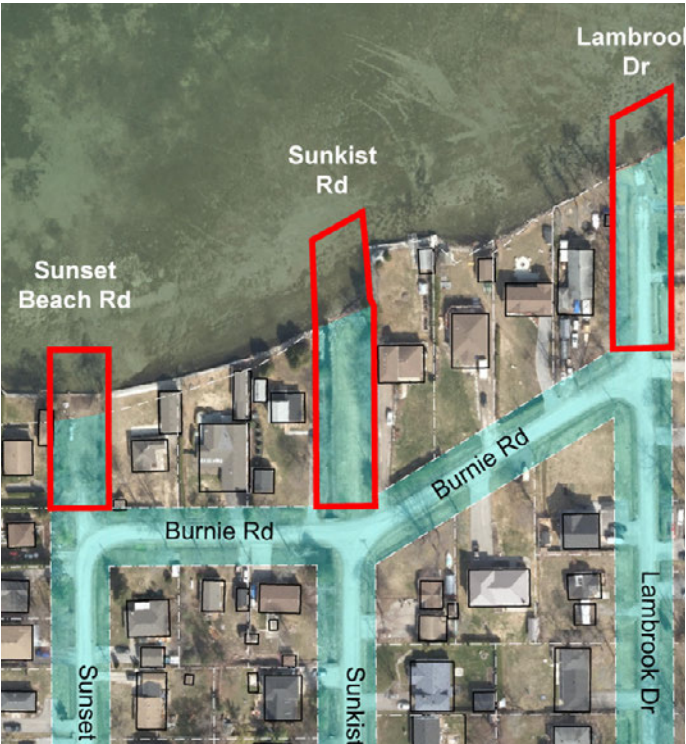
Sunkist Road 3

Description

The Sunset Beach parcel is located off of Highway 48 in Pefferlaw. The road end is marked a no public access "members only". Naturalized vegetation is maintained along the drainage swale, the landscape is maintained and the shoreline is cleared of vegetation. A wood deck has been constructed at the shoreline.

Possible Improvements/ Opportunities to Consider

- Confirm responsibilities of the Town and the Sunset Beach Association



Existing Conditions



Lambrook Drive 2

Description

The Lambrook Drive parcel is also located in Sunset Beach. The road provides access to adjacent residents. The end of the road is a boat launch and grassed area at the water's edge. The naturalized vegetation has been cleared. A Conservation Project sign marks an erosion control project for a drainage swale. A sign next to the boat ramp indicates a private beach, no public access and use by members only. It is likely referring to the private beach association parcel adjacent to the right-of-way, however its location makes the meaning ambiguous.

Possible Improvements/ Opportunities to Consider

- Confirm responsibilities for maintenance of the Town and the Sunset Beach Association



Existing Conditions



McCrae Beach South Property 1

Description

The McCrae Beach South parcel is located north from the end of the cul-de-sac. McCrae Beach S is accessed from Duclos Point Road. The parcel is densely wooded area that is part of the Duclos Provincial Nature Reserve. This parcel has no hunting signs.



Existing Conditions



Duclos Point Road 4

Description

The Duclos Point Rd. parcel is the location of a pump facility for the Town's water supply for use by the Fire Department and a transformer station. The parcel is maintained. The shoreline is a gradual pebble beach.

Possible Improvements/ Opportunities to Consider

- allow residents only parking along the end of the road for residents beyond a short walk
- identify the location as a Waterfront Window and available for public access
- identify location as suitable for launching canoes/kayaks



Existing Conditions



Donna Drive Property 1

Description

The Donna Drive property is located at the end of Donna Drive, north of the cul-de-sac. The parcel is wooded and is part of the Duclos Point Nature Reserve. The parcel is not signed as public land. There are no signs of regular use.



Existing Conditions



Holmes Point Road 2

Description

The Holmes Point Road parcel is the location of a public boat launch. The launch is a gentle slope into the Pefferlaw River with no dock at or out from the shoreline for tie up. No parking is provided at this location. This location is signed with the Town's Parks and Amenities Guideline sign. Vehicles and trailers are parked at the parking lot at Holmes Point Park.

Possible Improvements/ Opportunities to Consider

- re-grade to provide for parking along the access road
- sign as suitable to launch small boats and seadoos.



Existing Conditions



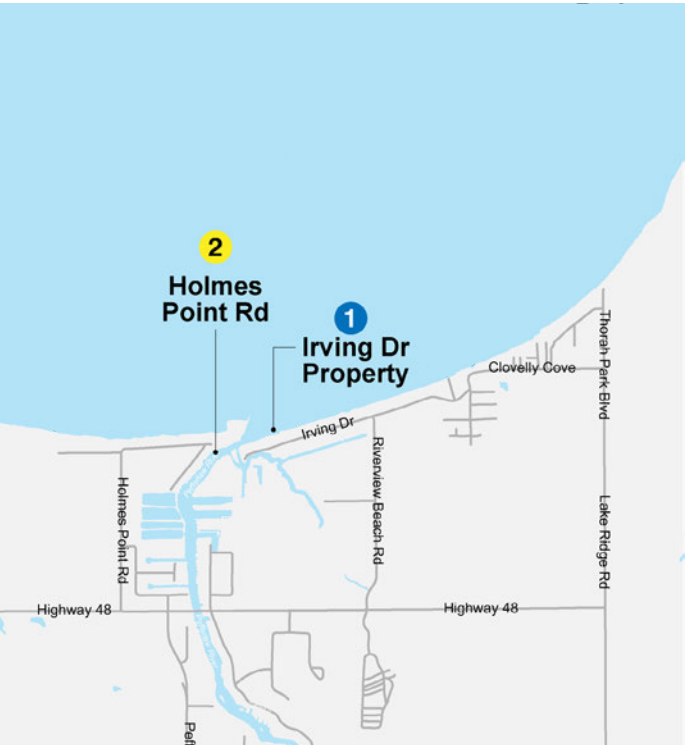
Irving Drive Property 1

Description

The Irving Drive property is 0.46 ha, located near the end of Irving Drive. The entire parcel is wooded with few signs of public use. The Town is underway with preliminary design for the reconstruction of Irving Drive.



Existing Conditions



Port Street 2

Description

Port Street is accessed off of Irving Drive in Pepperlaw. The unpaved road provides access to a number of houses on the street. The Town's Parks and Amenities Guidelines sign indicates public use. Vegetation has been cleared from the water's edge where there is a gentle slope to a rocky shoreline. Boulders have been places to delineate a swimming area.

Possible Improvements/ Opportunities to Consider

- identify the location as a Waterfront Window and available for public access
- allow residents only parking on Port Street for residents that are beyond a short walk
- identify location as suitable for launching canoes/kayaks



Existing Conditions



Thorah Park Boulevard 2

Description

The Thorah Park Boulevard parcel is the east edge of the municipality. The road end provides gentle access to the rocky shoreline.

Possible Improvements/ Opportunities to Consider

- identify the location as a Waterfront Window
- allow for residents only parking
- identify location as suitable for launching canoes/kayaks



Existing Conditions



Halmar Park Road 1

Description

There were no obvious signs that this parcel was in public ownership. It's not signed and there were no signs of a trail through the heavily vegetated parcel. The parcel is accessed off of Halmar Park Road.



Existing Conditions



Morning Glory Road 2

Description

The Morning Glory Road parcel is located at the end of Morning Glory Road off of County Road 21. This parcel is maintained, enabling uninterrupted public access to the edge of the Pepperlaw River.

Possible Improvements/ Opportunities to Consider

- identify the location as a Waterfront Window and available for public access
- allow residents only parking on Port Street for residents that are beyond a short walk
- identify location as suitable for launching canoes/kayaks



Existing Conditions



Section 3 - Implementation

Priorities

Decisions on implementation of the many projects outlined in the Master Plan will depend on a whole host of variables that are difficult to anticipate. One important consideration is to be flexible to respond to opportunities as they may arise, such as piggy backing on other capital projects or to respond to funding programs. Variables for staff and Council to consider when deciding the sequence for implementation include:

- Coordination of other capital works;
- Council priorities;
- Available funding through grants;
- Allocation in the Town’s capital budget;
- Coordination with development on adjacent lands;
- Desire to focus on specific parks;
- Opportunities to spread improvements across all 16 parks;
- Desire to focus on one type of improvement per year for efficiencies– eg. Adding play facilities, adding furnishings, building washrooms;
- Annual allocation of money in the capital budget for waterfront projects;
- Visibility of improvements – a desire to create signature projects;
- Immediate need; and,
- Opportunity for economic development.

We have evaluated the seven Destination Waterfront Parks, and Mossington Wharf and the Maskinonge River bridge, against the following four criteria to recommend a sequencing of improvements.

In need of improvement

Degraded landscape
Play equipment in need of repair
Creates a more sustainable space
Creates a safer, more comfortable public place

Benefits the most Georgina residents

High number of residents within a 15 minute walk (approximately a 1.2 km radius)
--

Solves a problem

Enhancing the park becomes part of a solution for something bigger (e.g. Lake Drive realignment)
Create more parking
Creates a permanent year round washroom
Improves poor drainage/erosion problems
Mitigates contamination

Investment will have an impact on investment, tourism and economic development

Supports nearby businesses, creates opportunities for new businesses
Creates opportunity for new residential development
Creates a highly visible signature waterfront park

The resulting recommended priority of improvements is summarized in the table below.

Table of Recommended Priority of Improvements (1-3 point scale with 3 being the highest/priority for change)

	In need of immediate improvement	Benefits the most Georgina residents	Solves a problem	Investment will have impact	Total	Influences on design
Willow Beach Park	3	3	3	3	12	Lake Drive Traffic Study
De La Salle Park	1	3	3	3	10	Lake Drive Traffic Study
Willow Wharf/ClearWater Farm	1	2	2	3	8	Memorandum of Understanding (MOU) with ClearWater Farm
Holmes Point Park	1	1	3	1	6	
Jackson's Point Harbour Marina/Malone Wharf/Bonnie Park	3	3	3	3	12	Benefits from a decision on adjacent lands
North Gwillimbury Park	1	1	2	1	5	Lake Drive Traffic Study
Pefferlaw Dam Park	1	1	1	1	4	
Mossington Wharf	3	1	1	1	6	Requires property acquisition to create a publicly accessible place
Maskinonge River Bridge	1	1	1	1	4	Specific piece of Infrastructure that primarily benefits one neighbourhood, primarily for access to schools, etc.

Order of Magnitude Costs

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. They do not include contingencies or year over year increases.

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.

The Town is anticipating that up to \$10million can be allocated to waterfront parks over the next 10 years, with up to \$7million available within the next seven years.

The summary of costs in the following table are detailed in the corresponding park descriptions included in Section 1 of this report.

Table of Order of Magnitude Costs for Waterfront Parks

	Access + Parking	Landscape and Grading	Recreation + Amenities	Signage + Site Furnishings	Other	TOTAL
Destination Waterfront Parks						
North Gwillimbury Park	\$3,850,000	\$450,000	\$2,000,000	\$25,000	-	\$6,325,000
Willow Beach	\$2,800,000	\$650,000	\$2,500,000	\$100,000	\$500,000	\$6,550,000
Willow Wharf Park/ClearWater Farm	\$1,000,000	\$30,000	-	\$10,000	-	\$1,040,000
De La Salle Park	\$5,500,000	\$1,250,000	\$750,000	\$20,000	-	\$7,520,000
Jackson’s Point Harbour/Marina	-	-	-	-	\$2,100,000	\$2,100,000
Bonnie Park	\$400,000	\$200,000	\$2,500,000	\$80,000	-	\$3,180,000
Malone Wharf	\$200,000	\$140,000	\$15,000	\$10,000	-	\$365,000
Holmes Point Park	\$1,125,000	\$225,000	\$2,000,000	\$40,000	-	\$3,390,000
Pefferlaw Dam Park	\$850,000	\$100,000	\$1,600,000	\$20,000	-	\$2,570,000
						\$33,040,000
Community Waterfront Parks						
Adeline Park	\$1,100,000	\$60,000	\$720,000	\$10,000	-	\$1,890,000
Young’s Harbour	\$1,750,000	\$75,000	\$1,500,000	\$12,500	-	\$3,337,500
Rayners Park	\$10,000	\$35,000	\$150,000	\$10,000	-	\$205,000
Franklin Beach Conservation Area	\$425,000	\$90,000	\$20,000	\$15,000	-	\$550,000
Glenwoods Park	-	-	\$185,000	\$20,000	-	\$205,000
Claredon Beach Park	\$20,000	\$15,000	\$105,000	\$10,000	-	\$150,000
Virginia Wharf	-	-	-	-	-	-
Riverview Park	-	-	\$185,000	\$10,000	-	\$195,000
Corner Park	-	-	\$185,000	\$10,000	-	\$195,000
						\$6,727,500

Phasing

The following table is a ‘point of departure” for thinking about the **sequence of actions** required to implement ideas explored for each of the waterfront parks:

	2024-2030		2030+		
	Low Hanging Fruit	Short Term	Medium Term	Longer term	Considerations
Destination Waterfront Parks					
North Gwillimbury Park	Remove fence separating storm water management pond from park	Engineering/traffic study to realign Lake Drive	- Detailed park design - Construction of new path and terrace at the shoreline		
Willow Beach	Implement pop up commercial/food trucks	- Engineering/traffic study on Lake Drive to redirect traffic to Metro Road - Detailed park design, including new washroom and road removal	Park construction		
Willow Wharf Park/ClearWater Farm	- Prepare Memorandum of Understanding with Ontario Water Resource Centre to clarify roles and responsibilities for the newly created Destination Waterfront Park - Continue to collaborate with York Region on use of lands for construction staging	Detailed design to realign Lake Drive to south to create larger park/beach	- Construction of sidewalk/pedestrian path along Lake Drive to connect Willow Wharf Park with ClearWater Farm - Detailed design for Willow Wharf Park/Clearwater Farm		- Consider acquisition of Lakeview Grocery and Convenience Store lands - Secure additional lands for use to expand ClearWater Farm and provide connection to Willow Wharf Park - Confirm public lands at Willow Wharf Park
De La Salle Park	Implement pop up commercial/food trucks	- Engineering/traffic study on Lake Drive - Sidewalk on Lake Drive east to Jackson’s Point	- Detailed park design - Park construction including realigned Lake Drive		
Jackson’s Point Harbour, Marina, Malone Wharf and Bonnie Park	Construct public parking on town owned lands west of Lorne Street	Detailed design of marina and boat ramp/Bonnie Park, including washroom	- Detailed design of Malone Wharf - Construction of marina, boat ramp and Bonnie Park improvements	Construction of Malone Wharf	Continue to monitor development plans for adjacent properties
Holmes Point Park	Implement pilot project to manage capacity at the beach	- Detailed design and construction of permanent washroom - Expand the parking lot			
Pefferlaw Dam Park	Build canoe/kayak launches	- Design parking lot off of Pefferlaw Road - Build new/upgrade walkways through the park		Replace the steel truss bridge	
Community Waterfront Parks					
Adeline Park	- Replant/rehabilitate the shoreline at the boat launch - Add signage directing boat owners to Young’s Harbour	Add a sidewalk along Lake Drive South to the Leash Free Dog Park	- Add a children’s play structure - Upgrade the landscape planting - Add a walkway along the water’s edge		
Young’s Harbour		- Engineering/traffic study to assess Lake Drive South reconfiguration and intersection with Walter Drive - Engineering study to upgrade the launch and build the new boat tie up dock	- Design and build a walkway along the water’s edge to the lookout terrace; upgrade boat launch - Engineering design for the expanded parking lot/landscape	Reconfigure Lake Drive and construct the new parking lot	

	2024-2030		2030+		
	Low Hanging Fruit	Short Term	Medium Term	Longer term	Considerations
Rayners Park	• Delineate parking spaces in the parking lot • Provide a sign/map to indicate permitted uses: swimming on the north side of the dock, fishing at the end of the dock, launching	• Complete a detailed assessment of the dock and ramp			• Confirm the north limit of town owned property
Franklin Beach Conservation Area	• Clearly mark public access to the Conservation Area from Albert Street	• Sidewalk on the south side of Lake Drive to connect with De La Salle Park • Special paving on Lake Drive along the frontage of the Conservation Area to slow traffic			• Confirm the west limit of town owned property along the beach
Glenwoods Park	• Paint the intersection with Parkwood Avenue to indicate priority of pedestrians • Add a swimming platform				
Claredon Beach Park	• Add pay and display machine in the parking lot • Snow fencing to control access for ice fishing	• Remove the drainage swale along the park and add parking along the park frontage • Augment shoreline vegetation	• Year round washroom		
Virginia Wharf	• Upgrade the boat launch, add granular material				
Riverview Park	• Add special paving or paint Irving Drive along the park frontage to indicate priority to pedestrians • Naturalize the shoreline • Add a swimming platform		• Add a children’s play structure		
Corner Park	• Add special paving or paint Clovelly Cove along the park frontage to indicate priority to pedestrians • Naturalize the shoreline • Add a swimming platform		• Add a children’s play structure		
Other					
Mossington Wharf/Mill Pond Park	• Remove decking, repair the fencing and monitor • Undertake coastal engineering to confirm feasibility of adding finger docks to Mill Pond Park • Make access to dock at Mill Pond Park AODA compliant				• Negotiate lease of land for public use • Possible land acquisition to enable public access to Wharf
Maskinonge River		• Monitor development plans on the north side of the river to ensure public access to and along the river and at the lake front		Pedestrian bridge: • detailed investigations of environmental geotechnical conditions • preliminary design • technical studies • Approvals • Costing • Detailed design	• Secure property on the north side of the river for a pedestrian bridge

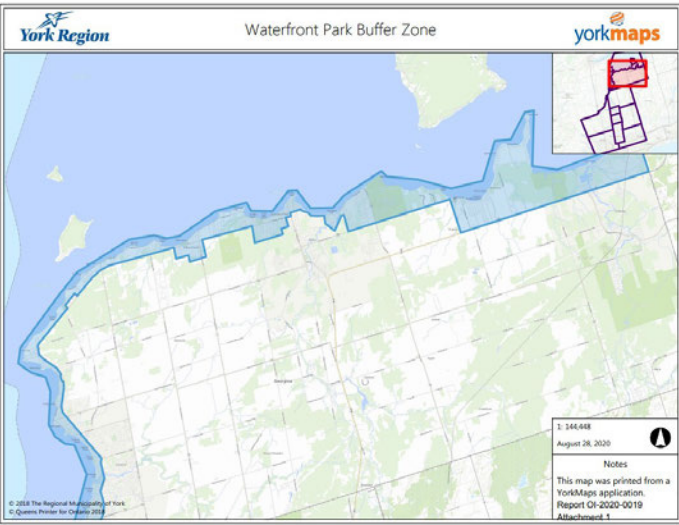
Parking Strategy

Parking was a key point of discussion during every public conversation on the waterfront parks. The Town signs roads close to waterfront parks with no parking or stopping signs, and only the larger parks have off street parking. The waterfront concepts developed for the Destination Waterfront Parks have reconfigured off street parking to balance the provision of parking with other features and amenities. There will be sunny summer weekends where visitation will be high and parking will be at or over capacity. It's critical to not plan parking for these few occurrences because of the impact it will have on the green/park space left. A more significant issue is not allowing parking on streets close to the Community Waterfront Parks. Clearly, the intent is to minimize impact on residents living in proximity to the parks, however, thousands of Georgina residents that do not live on the lake or within a short walk are excluded from being able to use these public places. By not allowing on street parking, residents from outside the immediate area of each park are excluded from using these public parks because they have no where to park.

Georgina has several components to their parking strategy in relation to waterfront parks:

1. Waterfront Park Buffer Zone (WPBZ)

The Waterfront Park Buffer Zone a defined area that “encompasses neighbourhoods where tourism has the potential to cause safety concerns and/or property conflict.” The WPBZ includes the entire shoreline area of Lake Simcoe and all Town roads in lakeside neighbourhoods. No parking or stopping is permitted in this area, and fines of up to \$150 will be given to those who do not comply.



2. Pay and Display Parking

Pay and Display Parking is enforced at the seven Destination Waterfront Parks with rates that vary based on the park and the day of the week from the. Victoria Day holiday to Thanksgiving.

3. Residents Parking Pass

Georgina residents can obtain a maximum of four parking passes per household enabling them to park for free at waterfront parks.

4. Paid Duty Police Officers

The town uses paid duty police officers to control parking at busy times at Willow Beach and De La Salle Park.

Approach to Parking in Other Communities

A review of the parking strategy and management at waterfronts in a number of Ontario communities was reviewed as context for considering changes to the current parking regime in Georgina.

Municipality	Parking	Classification/Ranking
Belleville	• Paid parking along river - lots and on-street • Free lots for parks along Bay of Quinte • Limited space in smaller parks • Large free lots at all main parks	Very Accessible
Cobourg	• Paid public lots available for everyone across the waterfront • Residents can obtain season pass for relatively cheap compared to visitor rate • Free and metered on street parking available for all	Very Accessible
Grimsby	• Accessible, non-restrictive parking • Free lots for both visitors and residents • Free street parking (with time limits on busy or commercial streets) • Majority of community waterfront parks offer parking lots, regardless of size or popularity.	Very Accessible
Kincardine	• Very open to tourism and public beach use • Free lots all main beaches and waterfront parks • Free street parking across the Town	Very Accessible
Fort Erie (Crystal Beach)	• Paid lots and paid on street parking for large, popular beaches • Free parking lots and on street parking in less popular beach parks • Relatively accessible - can be difficult to obtain parking at Bay Beach during peak summer months • Relatively visitor friendly	Moderately Accessible
Saugeen Shores	• Free parking lot available at main beach park • Free street parking city-wide • Waterfront road restricts on street parking	Moderately Accessible
Tobermory	• Paid parking lots and on-street parking in designated areas • Parking space is limited and quickly fills up • First come first serve for both residents and tourists • Inherently accessible and inclusive, yet restrictive due to heavy traffic	Moderately Accessible

Municipality	Parking	Classification/Ranking
The Blue Mountains	- All main beaches have paid public lots \$10/hour for non residents - Free parking for residents - Quite costly to park at popular beaches, however the lots are large and open to all	Moderately Accessible
Grand Bend	- Paid parking during peak months - Free parking during off-season - Limited free lots all year round	Moderately Accessible
Tiny Township	- Very restrictive parking - Parking only available to visitors at 9/36 parking points 5 beaches out of 70km shoreline have paid parking options for visitors - Majority of parking is by resident permit only - Visitors are displeased with the lack of parking and exclusivity	Difficult to Access
Georgina	- Restrictive parking - Large waterfront buffer zone 7 waterfront beaches/parks offer paid parking - All other waterfront parks are inaccessible to visitors	Difficult to Access

Parking Strategy

The following is a **summary of existing parking and suggestions for parking for each of the seven Destination Waterfront Parks and nine Community Waterfront Parks**. It is suggested that residents with a Resident Parking Pass be permitted to park on local streets signed with Residents Only Parking near the Community Waterfront Parks. This enables Georgina residents beyond a short walk access to use the Town’s Community Waterfront Parks. Without these permissions, thousands of Georgina residents who do not live within a short walk of the waterfront park are effectively banned from visiting the Town’s public parks.

	Existing Parking	Recommendations
Destination Waterfront Parks		
North Gwillimbury Park	57 parking stalls - Pay and Display (\$4/hour, \$20/day on weekdays and \$5/hour, \$25/day on weekends) - Parking free for residents with a Resident Parking Pass	65 parking stalls - Pay and Display - Parking free for residents with a Resident Parking Pass
Willow Beach	150 stalls in two parking lots - Pay and Display (\$4/hour, \$20/day on weekdays and \$7/hour, \$35/day on weekends) - Parking free for residents with a Resident Parking Pass - Paid duty police officers on weekend in summer to manage parking	280 parking stalls in two parking lots - Pay and Display - Parking free for residents with a Resident Parking Pass - Paid duty police officers on weekend in summer to manage parking
Willow Wharf Park/ClearWater Farm	8 stalls at Willow Wharf 30 stalls on lands leased from private owner - Pay and Display (\$2/hour, \$10/day on weekdays and \$4/hour, \$20/day on weekends) - Parking free for residents with a Resident Parking Pass - ClearWater: 60 cars on grassed area; 18 spaces around the barn; in the process of approval for a parking lot for an additional 77 spaces	- Remove 8 stalls at Willow Wharf in favour of maximizing the waterfront park space 30 stalls on lands leased from private owner - Pay and Display (\$2/hour, \$10/day on weekdays and \$4/hour, \$20/day on weekends) - Parking free for residents with a Resident Parking Pass - ClearWater: approximately 150 spaces; should also be Pay and Display

	Existing Parking	Recommendations
De La Salle Park	• 175 parking stalls • Pay and Display (\$4/hour, \$20/day on weekdays and \$7/hour, \$35/day on weekends) • Parking free for residents with a Resident Parking Pass • Paid duty police officers on weekend	• 250 parking stalls • Pay and Display • Parking free for residents with a Resident Parking Pass • Paid duty police officers on weekend in summer to manage parking
Jackson's Point Harbour, Marina, Malone Wharf and Bonnie Park	• 70 parking stalls • Pay and Display (\$4/hour, \$20/day weekdays and weekends) • Parking free for residents with a Resident Parking Pass	• 20 parking stalls along the driveway to the marina and Bonnie Park • 10 stalls for vehicles and trailers and 20 stalls for vehicles in new lot on west side of Lorne St • 43 on street parking spaces on Lorne Street • 6 parking stalls on Malone Wharf • Pay and Display • Parking free for residents with a Resident Parking Pass
Holmes Point Park	• 73 parking stalls • Pay and Display (\$4/hour, \$20/day on weekdays and \$5/hour, \$25/day on weekends) • Parking free for residents with a Resident Parking Pass	• Expand the parking lot to accommodate 120 spaces • Pay and Display • Parking free for residents with a Resident Parking Pass
Pefferlaw Dam Park	• No parking	• Add 10 parking spaces • Pay and Display • Parking free for residents with a Resident Parking Pass

	Existing Parking	Recommendations
Community Waterfront Parks		
Adeline Park	• 16 stalls along frontage of park • 26 parking stalls in Leash Free Dog Park • No Pay and Display	• 16 stalls along the frontage of the park • 46 parking stalls in Leash Free Dog Park • Add Pay and Display • Parking free for residents with a Resident Parking Pass
Young's Harbour	• 8 parking stalls at the launch • 27 parking stalls in parking lot • Pay and Display (\$4/hour, \$20/day on weekdays and weekends) • Parking free for residents with a Resident Parking Pass	• Remove parking at launch • 10 car/trailer parking stalls and 30 car parking stalls in reconfigured parking lot • Pay and Display • Parking free for residents with a Resident Parking Pass
Glenwoods Park	• 10 parking stalls • Signed as Residents only parking	• Leave parking stalls on frontage • Allow residents with a Resident Parking Pass to park on local streets
Claredon Beach Park	• 15 parking stalls in parking lot • No Pay and Display	• Add Pay and Display in parking lot • Parking free for residents with a Resident Parking Pass • Allow residents with a Resident Parking Pass to park on local streets
Rayners Park	• 18 parking stalls along Rayners Road • Parking signed for residents only	• Delineate the parking stalls in the lot along Rayners Road • Add Pay and Display • Parking free for residents with a Resident Parking Pass
Franklin Beach Conservation Area	• No parking	• 2 on street parking stalls (signed as accessible) for residents only • Allow residents with a Resident Parking Pass to park on local streets
Virginia Wharf	• No parking	• Identify and sign parking by the post boxes on Hadden Road • Parking to be accommodated in parking lot being constructed by Chippewas of Georgina Island First Nation
Riverview Park	• A few parking stalls along park frontage • No parking on Irving Drive	• Mark 5 parking stalls along park frontage and allow residents with a Resident Parking Pass to park on local streets
Corner Park	• No parking on Clovelly Cove	• Mark 5 parking stalls along park frontage and allow residents with a Resident Parking Pass to park on local streets

Economic Development Opportunities

The Town of Georgina is interested in understanding economic development opportunities of the waterfront that can link to the settlement areas of Jackson’s Point/ Sutton, Keswick or Pepperlaw. This can help support existing business areas and provide service to residents and visitors using the parks.

The seven Destination Waterfront Parks were reviewed for opportunities to provide economic development opportunities. **The following is a snapshot of the context of each waterfront park with respect to proximity to commercial or retail uses that might provide recreation rentals, food, or beverage:**

Destination Waterfront Park	Context of Commercial/Retail Uses
North Gwillimbury Park	• Located on Metro Road North, largely undeveloped on the south side, residential on the north side • Not close to existing commercial/retail uses • Drive to Keswick to Sutton • Add the west end of the scenic Lake Drive route
Willow Beach	• Located on Metro Road North in a largely residential area • Short drive east to Lakeview Grocery and Convenience Store located on Lake Drive opposite Willow Wharf Park
Willow Wharf Park/ ClearWater Farm	• Located on Metro Road North in a largely residential area • Lakeview Grocery and Convenience Store located on Lake Drive opposite Willow Wharf Park
De La Salle Park	• Located on Metro Road North in a largely residential area • 20 minute walk to shops in Jackson’s Point
Jackson’s Point Harbour, Marina, Malone Wharf and Bonnie Park	• Located in Jackson’s Point commercial area • Short walk to shops on Lake Drive • Adjacent to Ramada Inn
Holmes Point Park	• Located at the terminus of Holmes Point Road off Highway 48 • Located a short walk to Peninsula Resort (no equipment rental, food or beverage)
Pepperlaw Dam Park	• Located on Pepperlaw Road • A short walk to food and beverage west on Pepperlaw Road

Pop-Up Commercial/Food Trucks

During the course of sharing ideas for the waterfront parks in public engagement sessions, there was interest in commercial, retail, food outlets and equipment rental being located in the some of the parks. This ranged from food trucks and pop-up retail at one end of the spectrum, to permanent seasonal and year round commercial uses at the other. There are several examples of waterfront parks with pop-up retail and or food trucks that can provide some insight and direction for Georgina. No services are required for food trucks and together with pop-up commercial, can provide a pilot to test the market for more permanent food services or rentals. Their location and number in a park can be nimble to respond to special events with high numbers of visitors.

Some of Georgina’s Destination Waterfront Parks are ideal candidates to pilot a program of food trucks and pop up commercial for rentals of recreation equipment such as canoes, kayaks, paddleboards, umbrellas, chairs, and for provision of food and beverages.

Considerations in developing a program include:

- Provision of hydro and water
- Identification of specific locations to be staked or otherwise marked
- Surcharge in fees for non-Georgina businesses
- Identification of a selection committee and preparation of an evaluation framework to review applications
- Development of procedures for set up and operations of the pop up retail and food trucks

It is recommended that the development of the pop up/food truck program be developed by the Town’s Economic Development and Tourism team. The management of pop up commercial and food trucks should be the responsibility of the Town’s Community Services group.

Examples of Pop Up Retail and Food Trucks on Waterfront

Example #1: Belleville Waterfront

The Belleville Waterfront is in its 5th year of offering seasonal and other short-term, pop-up vendors, and both seasonal and short-term food trucks for equipment rentals and sales, tour providers, activity/event related services, clothing and goods retailers, fitness instructors and local food and craft producers. The pop ups and food trucks are both seasonal and rotating (booked on a one-week rotation) and operate from 11:00 am to 7:00 pm 3 days a week in the month before and after the summer peak and 5 days a week from Canada Day to Labour Day.

The following is a summary of fees charged.

Business	Type	Rate	Term	Dates
Vendor	Seasonal	\$1,800 + HST	Seasonal	May 19 – Sept 17
	Rotating, Pop-Up (hydro only)	\$150 + HST	Weekly	May 19 – June 25, Sept. 9-17
		\$200 + HST		June 28 – Sept 4
Food Truck	Seasonal	\$1,800 + HST	Seasonal	May 19 – Sept 17
	Rotating, Pop-Up	\$300 + HST	Weekly	May 19 – June 25, Sept. 9-17
		\$375 + HST		June 28 – Sept.

The City offers nine 100 sq. ft. seasonal units with water and hydro services, two rotating, weekly units and four sites for food trucks with water and hydro services.

The City sets out the following conditions:

Alterations: The Vendor is responsible for completing the interior fit-up of the shop, as approved by the City. No physical additions, alterations or renovations shall be started without first having obtained proper consent in writing from the City of Belleville’s representative and any building permits required. Should approval be granted, all approved renovations will be at the vendor’s expense and become the property of the City of Belleville unless otherwise negotiated.

Electrical: Each shop is equipped with a 15 amp receptacle. Food trucks will need a 30 amp twist-lock plug. The City will pay all electrical (hydro) charges applicable to the shop, unless the electrical use of the vendor is unusually high, in which case the City will require the Vendor to pay a premium to the City for such utilities.

Garbage: The Vendor will be responsible for his/her own garbage collection and cleaning within the shop area. The vendor is responsible for disposing of all waste material in the garbage receptacle identified for the exclusive use of Pop-ups on the Bay vendors. Waste receptacles located within the park will be maintained by City staff for the use of customers only.

IT Services: Wi-Fi is provided for the public in the park and portable wireless modems will be used to provide private signals to the vendors to support point of sale (POS) systems.

Liability Insurance: After receiving notification of a successful Pop-Ups Proposal, vendors will be required to show proof of \$5 million liability insurance. In addition, all vendors including food vendors/food trucks will be required to have all necessary permits and inspections, including a City of Belleville Permit, 2023 Health, Fire Suppression and Propane Inspections, and TSSA and ESA stickers.

Parking: The site is adjacent to a paved parking area with free parking. Vendors are required to park all vehicles, including employee vehicles in the designated area provided for pop-up vendors (adjacent to soccer field at entrance of park). With the exception of dropping off supplies during off peak times (before 11 a.m. or after 7 p.m.), vehicles cannot be parked or driven outside of the designated parking areas. With the exception of approved food trucks, no vehicles should be driven on grassed areas in the park or on the paved multi-use paths.

Regulations: The Vendor shall comply with the Public Health Act, R.S.O. 1970, Chapter 377, as amended, respecting foodstuffs, and all regulations and conditions within the food premises regulations under the Public Health Act R.S.O., 1990, Chapter 409, Regulation #840. The Vendor will be required to comply with all other municipal, provincial and federal regulations that may be applicable to their business activity.

Storage: The City has provided a limited amount of storage for vendors in a storage container(s) located within Zwick’s Park. This space is to be shared by vendors and shall be used for the storage of supplies or merchandise. No fuel containers or hazardous materials of any kind shall be stored in the storage container(s). If a conflict arises or a vendor breaches these storage requirements, the City retains the right to prohibit storage use.

Wastewater Collection: There are no waste water connections on the property for pop-up vendor use. Vendors are responsible for collecting all waste water produced by the business and disposing of it at the former canteen building located on site as and when directed by City staff. Only minimal amounts of waste water can be disposed of in this manner. All other waste water must be disposed of offsite by the vendor. At no time should waste water be disposed of in the Bay of Quinte or in the park.

Water Services: Limited amounts of potable water are available on site. Vendors may be required to provide their own source of potable water should the City system not be able to provide the required water supply.



A committee of staff from the City of Belleville and representatives from partnering tourism organizations review and select the vendors based on the following framework:

Criteria	Value
Submission Completeness & Quality	10
Alignment/Value Proposition	40
Alignment of vendor’s business to the objective of the Pop-Ups on the Bay:	
• To enhance economic and recreational activity on Belleville’s waterfront,	
• To help create a hub of interest and activity, and	
• To offer residents and visitors an opportunity to experience all the City’s waterfront, trails and parks have to offer	
Demonstrated Ability of Vendor to Deliver on Proposed Products or Services	30
Marketing and Promotion Plans	20
Total Points:	100

Pop-Ups on the Bay, Belleville (images: City of Belleville)



Example #2 Innisfil Waterfront

The Town of Innisfill provides opportunities for pop up shops on their waterfront provided the operator has:

- An approved Town of Innisfil Facility Permit (fee applies)
- Valid insurance, naming the Town as co-insured
- Business licence (if required)
- Food trucks have special requirements and guidelines set out in the Town’s Food Truck License.
- Valid health certificate from Simcoe Muskoka District Health Unit

The permits allow pop ups to operate from 9 a.m. to 9 p.m. In Innisfil Beach Park, there are 10X10’ sites without a shelter with the following fee structure:

- 2 days (Saturday and Sunday) - \$150 (no electricity) \$175 (with electricity)
- 5 days (Monday to Friday) - \$100 (no electricity) \$125 (with electricity)
- 7 days (Monday to Sunday) - \$250 (no electricity) \$300 (with electricity)
- Monthly - \$500 (no electricity) \$750 with electricity

At the Leonard's (10th Line) Beach a 10x10 ft site with no shelter has the following fees:

- 2 days (Saturday and Sunday) - \$125
- 5 days (Monday to Friday) - \$100
- 7 days (Monday to Sunday) - \$200
- Monthly - \$375

The guidelines for the operation of pop ups are:

- Only operate at Innisfil Beach Park or Leonard's Beach during the time noted on permit
- Permits are valid from 9 a.m. to 9 p.m. on the day of your booking
- Location is a maximum of 10x10 feet of space.
- Pre-approved location depending on availability.
- Not permitted to move locations without approval from the Town's Park Staff
- May provide promotional materials related to service to customers at the vendor location

The Town has the following guidelines for setting up:

- Arrive early to give yourself time to park, make it to your approved spot, and set-up. For non-resident permit holders, the Town of Innisfil will provide one temporary parking pass. It cannot be used outside permitted date and time
- Responsible for providing your own equipment and resources. The Town does not supply pop-up shop vendors with tents, tables, chairs, etc.
- Tents, tables, electronic cashiers and payment devices are allowed. Screened tents are allowed. The interior of the tent must be visible from the outside. Tents must be weighted down, but not staked
- Not allowed to move or occupy park picnic table
- Responsible for the set-up and clean-up of your vend- or location. No overnight storage. Take any excess garbage from your site

Example #3 Prescott

Prescott Pop-Ups are designed to support a vibrant waterfront experience that attracts visitors and supports entrepreneurs in the development and growth of their businesses. Their retail opportunity offers pop-up retail shops available for lease from May to October, during the peak tourism season. Three pop-up site options are available:

Shed Pop-Up Sites

Approx. size = 100 sq. ft (10ft. X 10 ft.)
Available for weekend, weekly, monthly, or full season rental. Priority will be given to full season vendors.

Rotary Lighthouse Pop-Up Site

Approx. size = 250 sq. ft (ground floor area)
Available for full season rental only.

Mobile Food Truck Pop-Up Sites

Approx. size = 250 sq. ft (15ft. X 20 ft.)
Available for weekend, weekly, monthly, or full season rental.



Prescott Pop-Ups site, with sheds and food truck
(image: Town of Prescott)

Revenues & Expenses

Revenues Accruing to Waterfront Parks

The seven Destination Waterfront Parks generated \$504,411 in 2022, from parking; rental of picnic areas, shelters, buildings, slips, ice huts and beach volleyball. De La Salle Park generated the largest portion of this revenue at \$204,369, followed by Willow Beach Park at \$129,490.

Among the nine Community Waterfront Parks, the only revenues are an unknown amount from parking at Young’s Harbour and \$1,000 for ice hut rentals at Virginia Wharf.

No revenue is generated by the 26 road end/parcels.

If pop ups for food trucks, kayaks, canoes or paddle-board rentals, bicycle rentals, beach umbrellas and chairs are considered, it is estimated that an additional minimum of \$2,830 and maximum of \$7,650 could be generated annually. In addition, the expansion of the Jackson’s Point Harbour Marina to 61 or 75 slips would increase the marina revenue from \$61,010 to \$131,840 or \$147,790 respectively.

Cost of Maintaining Waterfront Parks

The cost of maintaining the parks on Georgina’s water-front varies depending on the level of activity involved and the effort required to maintain the grounds and facilities. The seven Destination Waterfront Parks required a budget of \$451,422 in 2022, the largest amount \$100,000 required to maintain De La Salle Park. These costs include the provision of portable toilet facilities and staff costs for grass cutting, garbage removal, tree trimming, maintenance, supplies, and snow removal.

The cost of maintaining the nine Community Waterfront Parks in 2022 required a budget of \$230,000, of which the largest amount of \$30,000 was required to maintain Claredon Beach Park. Mossington Wharf and Mask-inonge River area required budgets of \$25,000 each to maintain in 2022. The total budget for the annual main-tenance of these 18 park areas totalled approximately \$700,000.

Based on the above costs, we estimate that the 26 road end/parcels would require an annual budget of at least \$2,500¹ each for a minimum total of \$65,000, bringing the total annual budget for maintenance of the Georgina waterfront greenspace to approximately \$765,000.

¹ There was no annual budget available for the 27 road end/parcels

ClearWater Farm

ClearWater Farm which is considered part of the Willow Wharf Park/ClearWater Farm Destination Waterfront Park is a unique operation to both Ontario and Georgina and the waterfront parks system. Since it’s inception in 2015, the operators have raised \$17,401,000 from private donors and grants for infrastructure investment and the operation of the demonstration projects and youth- oriented programs. To the end of 2022 over \$9,800,000 has been spent in infrastructure improvements to the site. The Farm employs 11 people full time, 12 people part time and has four volunteers for the delivery of three demonstration projects and three youth-oriented pro-grams.

In 2022 ClearWater Farm attracted 2,080 visitors, 1,650 from within Georgina and 430 from other destinations. The operators have projected that these visitation num-bers will increase to 2,800 and 965 respectively in 2023.

All of the youth-oriented programs are provided free of charge and the operators have made a conscious deci-sion to set their rental rates for meetings and weddings above those known for facilities within Georgina.

The following table summarizes the revenues and costs for the waterfront parks and waterfront road ends.

	Possible location of Business Opportunities	Current Revenue (2022)		Rates (2022)	Staff Costs for Park1¹	Suggested Rates for Pop-Ups	Potential Revenue from Changes
		Parking	Other				
Destination Waterfront Parks							
North Gwillimbury Park	• Pop-up/Food Truck in parking lot and/or, • Picnic structure has been refurbished and may have greater rental potential	\$23,450	\$232 (Picnic Shelter)	Picnic Shelter: \$102.83/day Parking Weekday: \$4.00/hour \$20.00/day Weekends/Holidays: \$5.00/hour \$25.00/day	\$50,000 \$2,610²	Pop-Up/Food Truck 2 days Saturday & Sunday: \$150.00 - no electricity \$175.00 - electricity 5 days Monday to Friday: \$100.00 - no electricity \$125.00 - electricity 7 days Monday to Sunday: \$250.00 - no electricity \$300.00 - electricity Monthly: \$500.00 - no electricity \$750.00 - electricity	Pop-Up/Food Truck: \$500 minimum \$1,800 maximum
Willow Beach	• Pop-up/Food Truck near the washrooms/parking lot, or on south side of Lake Drive • Pop-up Kayak/Canoe/Paddleboard rental from parking lot • Pop-up/Beach Umbrella/Beach Chair rental from parking lot	\$129,490		Parking Weekday: \$4.00/hour \$20.00/day Weekends/Holidays: \$7.00/hour \$35.00/day	\$60,000	Pop up/Food Truck (as above) Pop-Up/Vendor 2 days Saturday & Sunday: \$115.00 - no electricity 5 days Monday to Friday: \$75.00 - no electricity 7 days Monday to Sunday: \$190.00 - no electricity Monthly: \$375.00 - no electricity	Pop-Up/Food Truck: \$500 minimum \$1,800 maximum Pop-Up/Vendor: \$190 minimum \$375 maximum
Willow Wharf Park		\$16,850		Parking Weekday: \$2.00/hour \$10.00/day Weekends/Holidays: \$4.00/hour \$20.00/day	\$25,000 \$2,610		
ClearWater Farm			\$5,300,000 for investment in farm activities		\$911,000 (operating costs) \$3,980,000 (infrastructure costs)		

¹ Grass cutting, garbage removal, tree trimming, maintenance, supplies, snow removal, etc.
² Cost of providing portable toilet facilities @\$830.00 for standard unit and \$950.00 for an accessible unit per season

	Possible location of Business Opportunities	Current Revenue (2022)		Rates (2022)	Staff Costs for Park1 ¹	Suggested Rates for Pop-Ups	Potential Revenue from Changes
		Parking	Other				
De La Salle Park	- Convert the lower level of the washrooms on the north side of Lake Drive to pop-up retail and/or, - Locate near the existing rental hall and parking lot on the south side of Lake Drive and/or, - Add a small concession to the rental hall - Pop-up Kayak/Canoe/Paddleboard rental from parking lot - Pop-up/Beach Umbrella/Beach Chair rental from parking lot	\$179,810	\$580 \$2,196 \$11,380 \$3,046 \$6,660 \$697	Picnic Area: \$97.35 per event Picnic Shelter: \$150.84 per event Hall Rental : \$389.42/2pm-2am - licensed event \$239.95/per day - non-licensed event \$28.80/per hour - non-licensed event 972.18/day - commercial event Beach Volleyball: \$13.84/per court/2 hr slot - youth \$26.64/per court/2 hr slot - adult \$68.57/per court/day - tournament Parking Weekday: \$4.00/hour \$20.00/day Weekends/Holidays: \$7.00/hour \$35.00/day	\$100,000	Pop up/Food Truck (as above) Pop-Up/Vendor (as above)	Pop-Up/Food Truck: \$500 minimum \$1,800 maximum Pop-Up/Vendor: \$190 minimum \$375 maximum
Jackson's Point Harbour, Marina, Malone Wharf and Bonnie Park	- Expand number of seasonal and transient slips in existing basin - Pop-up/Bicycle rental from parking lot - Pop-up/Beach Umbrella/Beach Chair rental from parking lot	\$17,070	\$61,010 \$1,000	Parkette/Gazebo: \$99.24/day Ice Hut Rental: \$1000.00/season Parking Weekday: \$4.00/hour \$20.00/day Weekends/Holidays: \$5.00/hour \$20.00/day	\$60,000 \$1,780	Pop-Up/Vendor (as above)	Seasonal/ Transient Slips: 61 slips - \$131,840 75 slips - \$147,790+ Pop-Up/Vendor: \$190 minimum \$375 maximum
Holmes Point Park		\$49,940	\$1,000	Ice Hut Rental: \$1000.00/season Parking Weekday: \$4.00/hour \$20.00/day Weekends/Holidays: \$5.00/hour \$25.00/day	\$60,000 \$4,270		
Pefferlaw Dam Park	Pop-up Kayak/Canoe/Paddleboard rental from parking lot				\$60,000 \$1,660	Pop-Up/Vendor (as above)	Pop-Up/Vendor: \$190 minimum \$375 maximum

	Possible location of Business Opportunities	Current Revenue (2022)		Rates (2022)	Staff Costs for Park1¹	Suggested Rates for Pop-Ups	Potential Revenue from Changes
		Parking	Other				
Community Waterfront Parks							
Adeline Park					\$25,000		
Young’s Harbour				Parking Weekday: \$4.00/hour \$20.00/day Weekends/Holidays: \$4.00/hour \$20.00/day	\$25,000		
Rayners Park					\$25,000		
Franklin Beach Conservation Area					\$25,000		
Glenwoods Park					\$25,000		
Claredon Beach Park					\$25,000		
Virginia Wharf			\$1,000		\$25,000		
Riverview Park					\$25,000		
Corner Park					\$25,000		
Other							
Mossington Wharf					\$10,000		
Maskinonge River					\$10,000		
Road Ends/Other Parcels							
All Road Ends/Other Parcels					\$2,500/road end \$67,500		

