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## PART D – ANALYSIS AND RECOMMENDATIONS

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41. A Master Plan that incorporates the recommendations made in this section of the report is found on the next page. A discussion of each of the issues that were raised as part of the planning process is below. A full size version of the master plan is found in the pocket attached to this report.

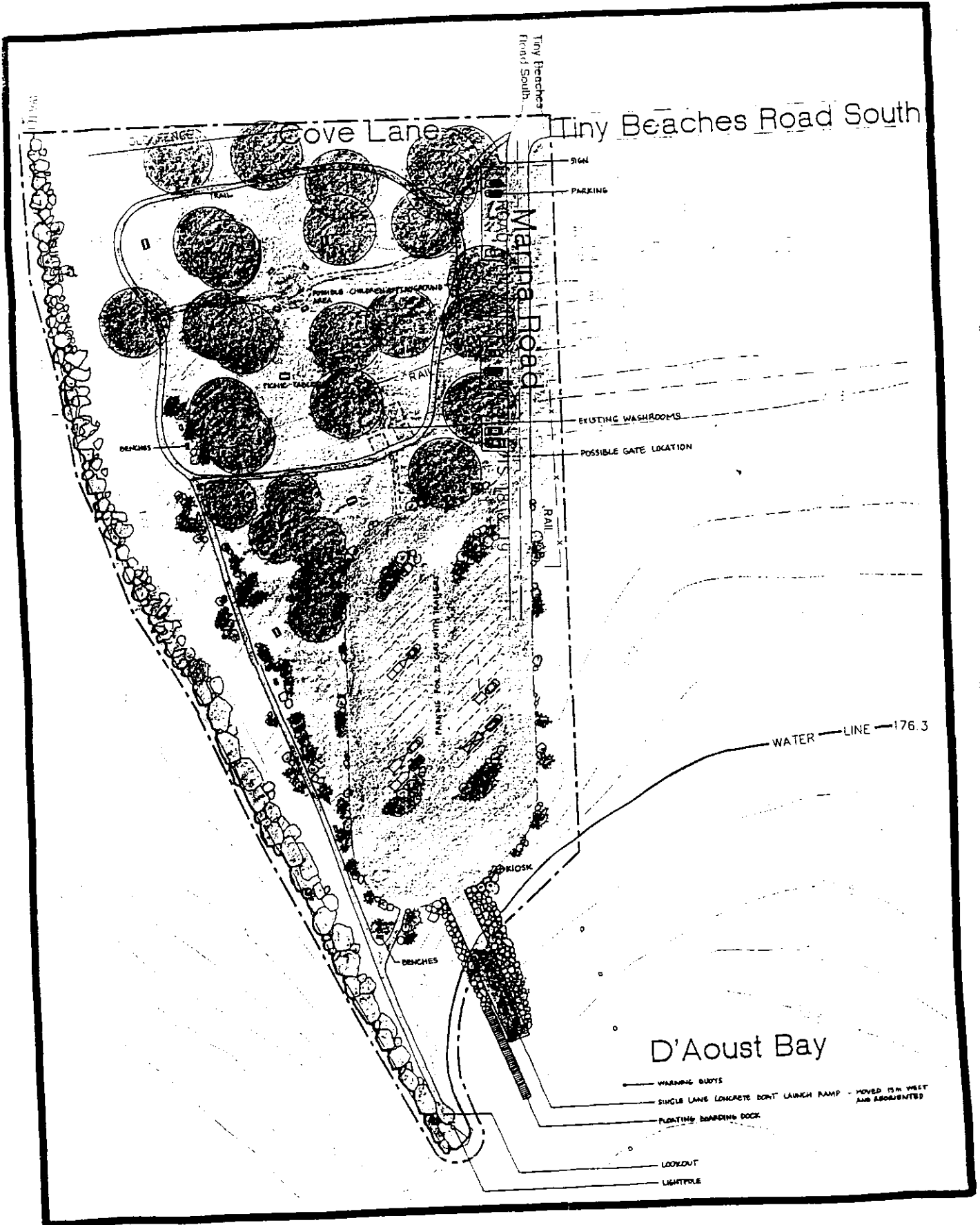
### THE USE OF THE PARK FOR A BOAT RAMP

42. The majority of the people at both public meetings supported the retention of a boat ramp on the property. Some felt that a boat ramp should be removed. The people in support of the boat ramp believed that the boat ramp is an asset to the community and should be improved and/or relocated on the site to ensure that it is available. It is noted that the boat ramp also serves residents of other neighbouring communities who wish to access Nottawasaga Bay.
43. It is our opinion that given the absence of other suitable public boat ramp facilities along the western shoreline, the continued use of this property as a location for a boat ramp is logical and appropriate. However, as has been recommended by a number of residents, the establishment of other viable boat ramps on the western shore would ensure that one boat ramp alone does not become a focal point for use.

It is our opinion that this is an appropriate strategy and should ensure that Jackson Park does not become overused. In addition, the strategies discussed later in this section of the report dealing with the control of the uses at the park will help reduce the impacts of the use of the park and launch ramp on residents in the area.

### THE LOCATION OF THE BOAT RAMP

44. As has been noted previously in this report, the majority of the people who participated in the Master Planning process expressed the view that the current location of the boat ramp is appropriate. People believed that the routine dredging of the area in front of the boat ramp was a small price to pay for the continued location of the boat ramp on the property. Others recognized that there would be a significant cost involved in relocating the boat ramp to the west side of the rock groyne which extends into D'Aoust Bay.
45. Notwithstanding the above, there are those that believe that the siting of the boat ramp at or near its current location is not appropriate given that the water's edge in the area appears to be moving lakeward. The concern is that if the boat ramp remains in its present location, the boat ramp will be rendered useless over time as D'Aoust Bay fills in. In addition, there is a concern about the continued cost involved with the dredging that may be required in front of the boat ramp to ensure that it remains usable.



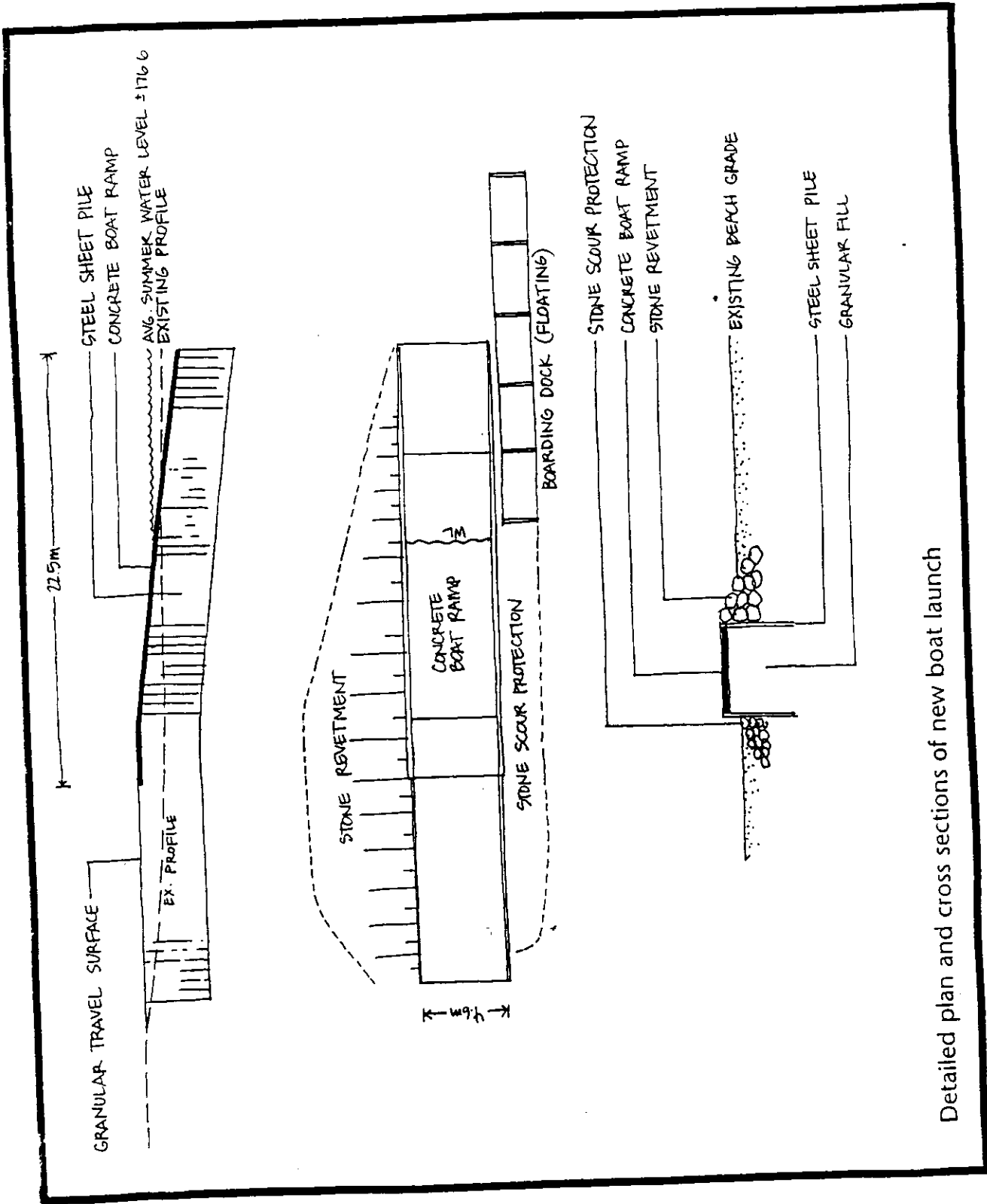
It has been reported by the Assistant Director of Public Works that the area in front of the boat ramp has to be dredged approximately once a week during the summer months. In the past, this dredging has taken place without a permit from the Ministry of Natural Resources (MNR), who have now indicated that a permit will be required before any future dredging takes place. The MNR have also indicated to the Township that they will not issue a permit for dredging this year.

46. On the basis of the above, a considerable amount of additional thought has been given to the dredging issue and the location of the water's edge in D'Aoust Bay. In this regard, Mr. Mark Kolberg, P.Eng. of W. F. Baird & Associates has further reviewed the issue and the impact of the construction of the breakwater/pier on the location of the water's edge.
47. It is estimated that the water level shown on Plan 776 (November/December 1931) was 176.1 metres. On the basis of a Small Craft Harbours Plan of the breakwater/pier and launching ramp in May 1985, it is known that the water level at that time was 177.2 metres. That 1985 plan also shows that the water's edge to the east of the breakwater/pier was at approximately at the same location as the water's edge shown on the 1931 plan.
48. Given that the location of the water's edge in 1985 was about the same as the location of the water's edge in 1931, but the water level was 1.1 metres higher in 1985, Mr. Kolberg concludes that the area has certainly filled in since 1931. Using an approximate beach slope of 1:50 (from the 1999 survey) and an adjustment of 1.1 metres for the water level, it is estimated that the 1985 location of the 176.1 metre contour would have been approximately 50 to 60 metres lakeward of the May 1985 water's edge and the 1931 water's edge. It is his opinion that this also approximately corresponds to the general location of the 176.1 metre contour in 1999 when the filling of the old marina is taken into consideration.
49. Mr. Kolberg is of the opinion that the 50 to 60 metre accretion between 1931 and today is the result of the establishment of the breakwater/pier in the 1930's. Given that the dominant wave approach comes from the northwest, and using published headland-bay relationships, it is estimated that the beach would fill-in by about 60 metres following construction of the 100 metre long pier. The filling in of this area would have likely taken place within decades after the pier was constructed.
50. It is further the opinion of Mr. Kolberg that the location of the water's edge to the east of the existing boat ramp is in an approximate equilibrium condition. However, it is noted that the water's edge of this area will vary tens of metres around the general equilibrium point as a result of storms and water level changes.

It is also expected that any additional sand deposited on the beach in D'Aoust Bay will be moved along shore to the south. This is because sand along a shoreline, exposed to a given set of wave conditions, will be sustained at a certain slope and will extend off-shore to a certain depth where, effectively, the sediment is no longer moved. It is noted by Mr. Kolberg that the diffraction of the waves around the rock groyne and into the bay dictates, for the most part, the location of the beach slope in the bay. Placing additional sand on the shore slope only increases the rate of sand transfer, which then eventually returns the slope to its original equilibrium profile. However, it is noted that ice may play a role in moving sediment along and across the shoreline. However, it is

Mr. Kolberg's opinion that wave action will continue to distribute the material deposited by the ice.

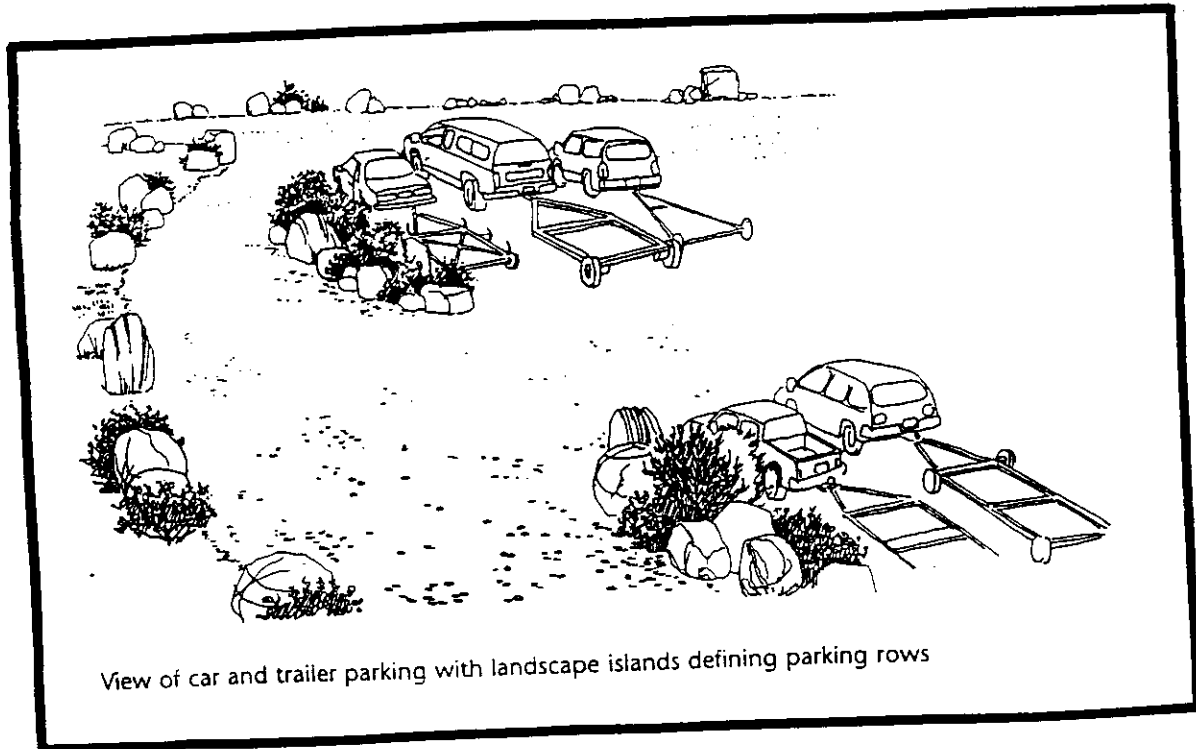
51. On the basis of the above, it is the opinion of Mr. Kolberg that the launch ramp can continue to be sited in the same general location as it is now. However, given that water levels do change over time and given that there is a limited potential for some continued filling-in of the shoreline in this area, it is recommended that the boat ramp be located slightly lakeward from its present position. This will ensure that the ramp is sited in slightly deeper water. The amount of dredging required to accommodate possible fluctuations in the location of the water's edge will therefore be reduced, however periodic dredging may be required.
52. It is proposed that the ramp would be moved out using steel sheet pile. Given that the old breakwater/pier was constructed using timber piles, there is a reasonable expectation that piles would work in this area. It is also proposed to site a floating dock on the west side of the boat ramp in order to assist with the launching of boats and to provide some room to tie up. A cross-section of the proposed boat ramp is shown on the next page.
53. A second dock/pier to separate the boaters and the swimmers on the east side of the boat ramp was considered but is not shown on the Master Plan. It is felt that such a dock/pier could be considered in the future. However, the goal of separating the swimmers from boaters can be achieved through education, enforcement of boating rules and the placement of buoys in this location.
54. The boat ramp is also proposed to be moved 15 metres (50 feet) to the west of its current location to further separate the boaters from the swimmers. The new location has been sited to ensure that boats can continue to have easy access to the ramp. The boat ramp will also have a width of 4.6 metres (15 feet), which will allow for easier access and use.
55. The construction of a new boat ramp at this location will require approvals from both the Ministry of Natural Resources and the Department of Fisheries and Oceans Canada. It is recommended that the design of the boat ramp be finalized and that an application be made to both of these agencies for approval.



Detailed plan and cross sections of new boat launch

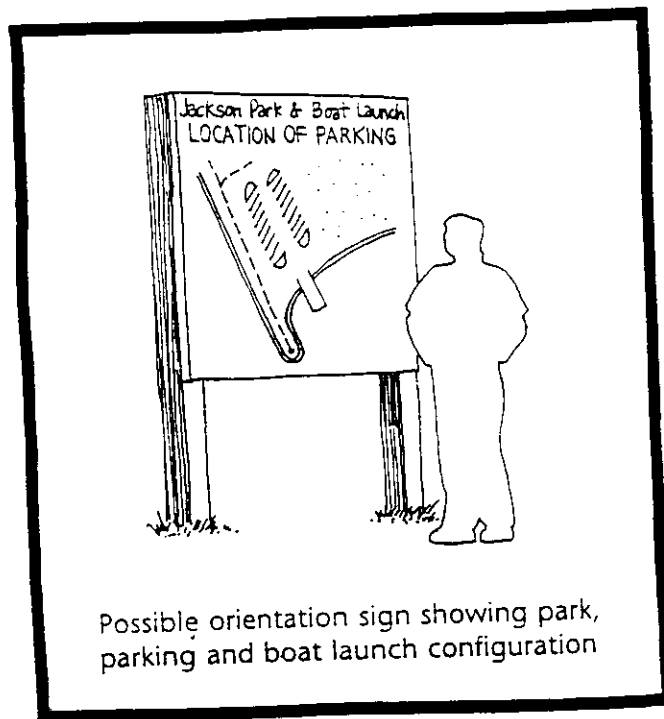
## OTHER ELEMENTS OF THE MASTER PLAN

56. A truck and trailer parking area that is capable of accommodating 22 vehicles has been sited on the property. Many people at the public meetings asked that the size of the parking area be maximized to ensure that as many people as possible could access the boat ramp. A drawing showing how the parking area would be arranged is below.



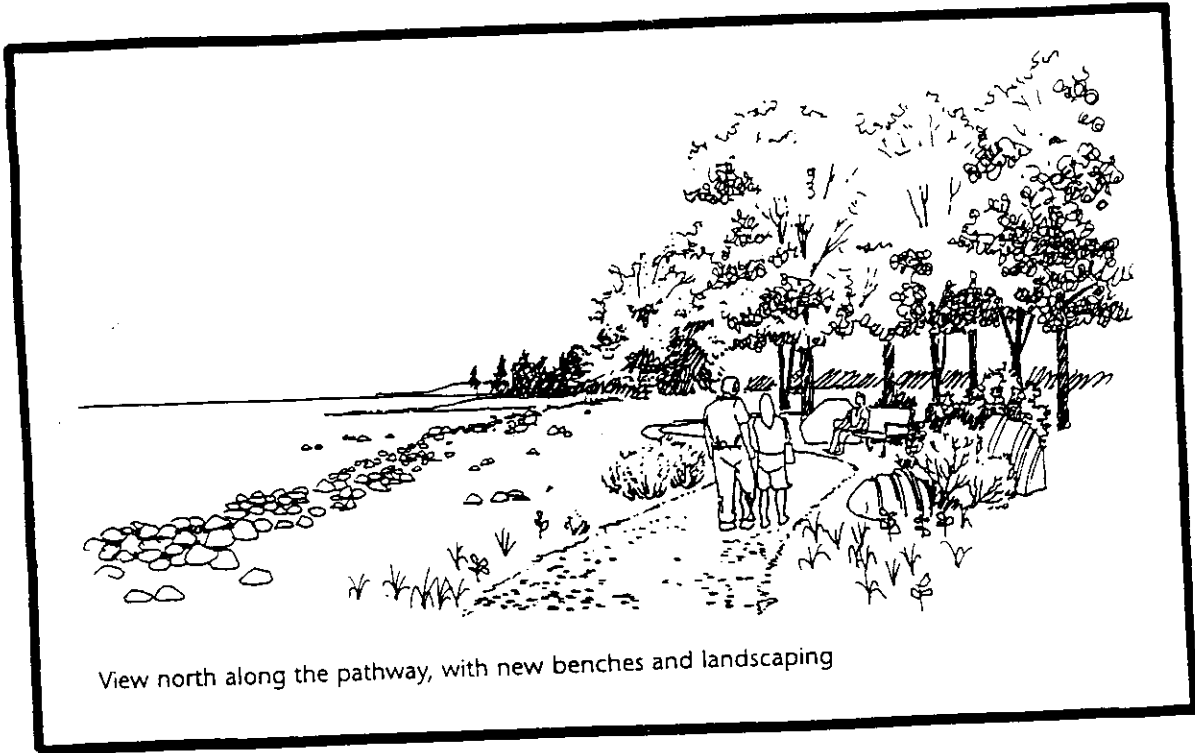
The parking area has been designed in such a manner to provide for the easy launching of boats. As a result, the parking spaces have been angled to ensure that vehicles can easily park after they have launched their boat. It is not proposed that the parking area be paved in order to minimize cost and possible run-off issues. Rather, it is proposed that the parking lot remain with a granular surface. In addition, it is recommended that the parking area be delineated by large rocks and shrubs.

57. Given that the parking area will not be paved, marking the parking spots will not be possible. On this basis, it is proposed to site a sign near the boat ramp which to identify how the parking area is arranged. A sketch showing the sign is on the next page.

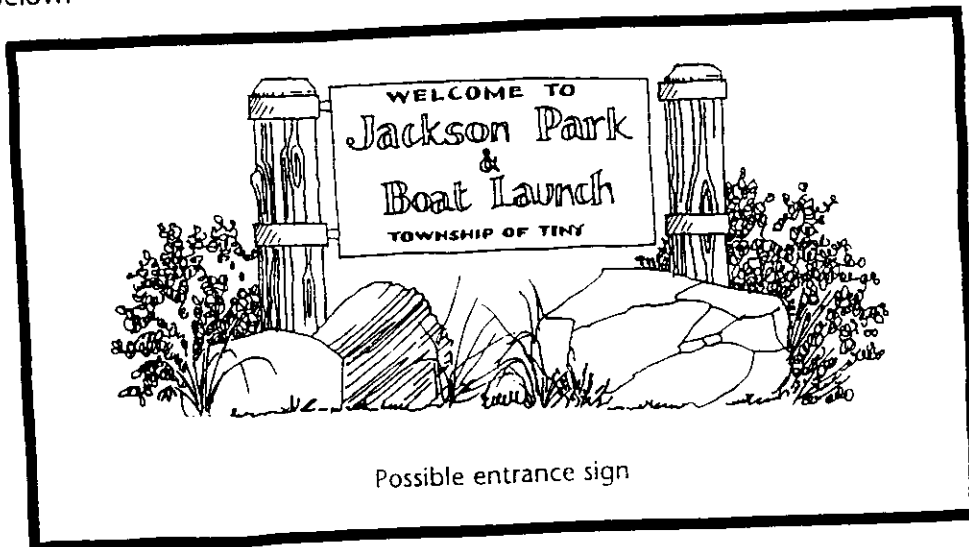


58. As has been recommended by many of the people at the public meetings, the northern portion of Jackson Park remains largely unchanged. However, it is recommended that a trail system be established in this area as shown on the Master Plan. It is also recommended that the existing chain link fence be removed from the property to afford easy access from the eastern portion to the western portion of this area. It is further recommended that a number of benches and picnic tables be sited in this area to allow people to enjoy the view and the park.
59. Although a need for a children's play area has not been identified as part of the consultation process to date, it is our opinion that Jackson Park would be an ideal location for a children's play structure. Such a structure could be located in the centre of the park area in a circular area that would be filled with sand. This is a very common arrangement with some of the newer schools in Simcoe County. The play area would be accessed by a trail running in an east-west direction through the park. A smaller structure could be developed initially and added on to as funds become available. The children's play structure would have to meet all of the most recent regulations regarding the design of play structures.
60. A parking area that has a capacity of 16 vehicles is proposed to be located on the west side of Marina Road. A larger parking area could be considered in the future when the lands to the east of the study area are further considered in the Master Plan. It is also recommended that half of the parking spaces (eight) be set aside for Township residents only. This will ensure that local residents can access the park. The remaining spaces are recommended to be made open parking spaces and therefore available for use by anyone.

61. A walking trail is proposed along the western perimeter of the study area. This trail would link the park area to the north with the rock groyne. A light post would be sited at the southern end of the walking trail to both aid with navigation and to terminate the waterside trail. Benches would be placed along the walking trail. A sketch showing the walking trail is below.



62. It is proposed that a large sign be erected at the entrance to the park to identify the name of the park and its ownership. A concept for the sign has been prepared and is shown below.





## USE AND ENFORCEMENT ISSUES

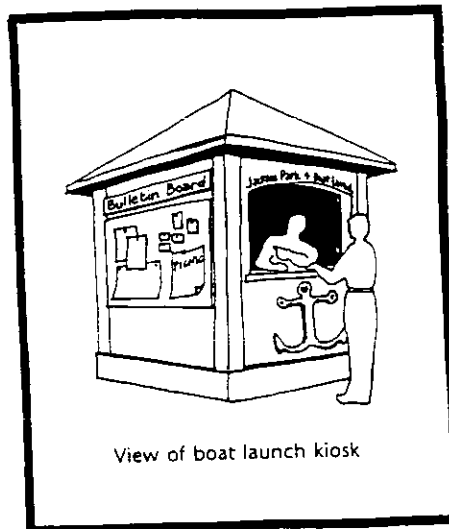
63. With respect to the use of the boat ramp, many people indicated at the public meetings that the boat ramp should be available for general public use. Although there is no evidence to suggest how many non-residents use the boat ramp, it is clear that a number of non-residents from the immediate area rely on the boat ramp to access the waters of Nottawasaga Bay.

64. Given the absence of accurate information on the resident/non-resident split, it is not recommended at this time that the parking area for the trucks and trailers be set aside for residents only. Rather, it is recommended that an effort be made during the summer of 2000 to determine the origin of the users of the facility. This would easily be accomplished if an attendant was required to ask for the name and address of anyone accessing the boat launch facility before it can be used.

It is proposed that an assessment of the number of people using the site and their origin be conducted in September 2000 to determine whether there is a need to designate a permit parking area on the property. If there is a need, a gate could be erected at the entrance to the parking area as shown on the Master Plan. The gate could be opened by using a key, with such a key being issued only to Township residents and in accordance with the terms of an agreement as suggested by the PWC Committee.

65. With respect to user fees, it is noted that most people do not oppose the charging of user fees to access the launch ramp facility. It was suggested by the TBBA that the fees charged by Penetanguishene may be appropriate. It is our opinion that the fees charged by Penetanguishene could be applied here. This fee would be collected by an attendant and would be required prior to the launching of the boat. It is at the time of the payment of the fee that the attendant could collect information of the origin of the user. The collection of the fee would help defray the cost of the attendant and will assist with the cost of maintaining the property.

66. The attendant would be housed in a kiosk near the ramp. The kiosk would have an area of approximately 8 feet by 8 feet with windows on each side and space on one of the walls for a community information board where information could be conveyed to the public. A sketch showing the kiosk is below.



67. With respect to enforcement, it is our opinion that there is a need for on-site personnel to monitor activities of boats and vehicles in the area. It is therefore recommended that any attendant on the site be familiar with boating regulations. Such an attendant would be equipped with a cell phone and would have the ability to call the OPP on an as-needed basis to convey information.

It is also recommended that a concerted effort to be made to encourage the OPP to monitor site use as much as possible through the summer months, to both act as a deterrent to the misuse of boats and vehicles in the area and to educate the public. Consideration could be given to hiring a 'paid-duty' officer in addition on the Canada Day and Civic Holiday weekends to ensure that there is a police presence in the area during these busy times.

68. Lastly, in order to ensure that there are appropriate boating regulations in place in this area, it is recommended that a boating restriction applying to all waters within 100 metres of the water's edge be put in place. This recommendation was made by the TBBA. It is hoped that such a boating restriction will be in effect in the Spring of 2000.

### **COST OF IMPROVEMENTS**

69. On the basis of the recommendations made in this report, it is recommended that \$150,000.00 be set aside to complete the required work. It should be noted that this budget assumes that full construction documents would need to be prepared and all of the work tendered. It is recognized that much, if not all, of the work could be done by the Township, with Township materials and labour. This will significantly reduce the cost. Further work is therefore required on the cost estimate, with input from the Public Works Department.