

Jackson Park Master Plan



September 1999

The Planning Partnership
W.F. Baird & Associates

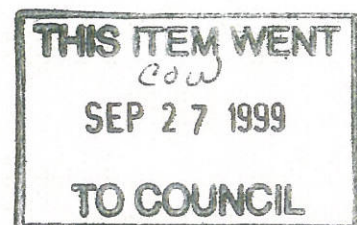


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PART A - INTRODUCTION

1. The purpose of this report is to provide our final recommendations on the use and development of Jackson Park. Jackson Park is located on D'Aoust Bay on the western shoreline of the Township of Tiny in Concession 9. The lands abut Plan 776, which was registered in 1931 by Mr. Octave Pilon.

Description of Jackson Park and Area

2. The southern portion of the park is the site of an open and undefined parking area that is flanked on the west side by a rock groyne extending into Nottawasaga Bay. The outer tip of the groyne consists mostly of quarried armour stone placed on top of the remains of a timber pile. The rock groyne is approximately 80 metres in length. A boat ramp is located at the southern extent of this area, to the east of the rock groyne. The boat ramp appears to have been in this location for a number of years and is in need of some repair to fix the cracks in the cement. The boat ramp also slumps in a number of locations.
3. The northern half of the park is currently the site of a small picnic area, a washroom facility and a grassed area. The western portion of this area (which was purchased by the Township in 1995) is fenced and not directly accessible from the eastern portion of the property. The lands adjacent to the water's edge are generally rocky with some sand and it is not very suitable for swimming. A number of mature trees are located throughout this area.
4. The park is located in an established residential neighbourhood. Homes are located to the north of the park, on the north side of Cove Lane. A number of homes and commercial uses are located to the east of the park on the south side of Tiny Beaches Road. These uses front on the beach which is located immediately to the east of the park.
5. According to a number of residents who are familiar with the history of the area, a breakwater/pier was first constructed on the lands in the 1930's with a grant from the Federal government. The dock had two sets of stairs and was accompanied by a roofed pavilion. In the 1950's, Mr. Jackson applied to the Federal government to build a marina on the property. After the marina was approved, Mr. Jackson built a shop for supplies and to carry out the marina operation. Mr. Jackson also installed a gas pump. The marina changed ownership in the 1960's and the operation began to fall into disrepair. By 1977, the building had burned down and the slips and walkways were under water. The building was eventually demolished and in the early 1990's, the lands that were the site of the marina were filled in by the Township.

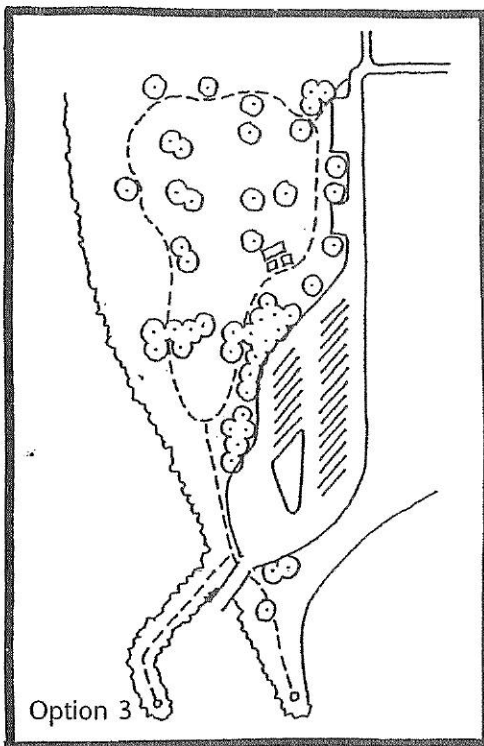
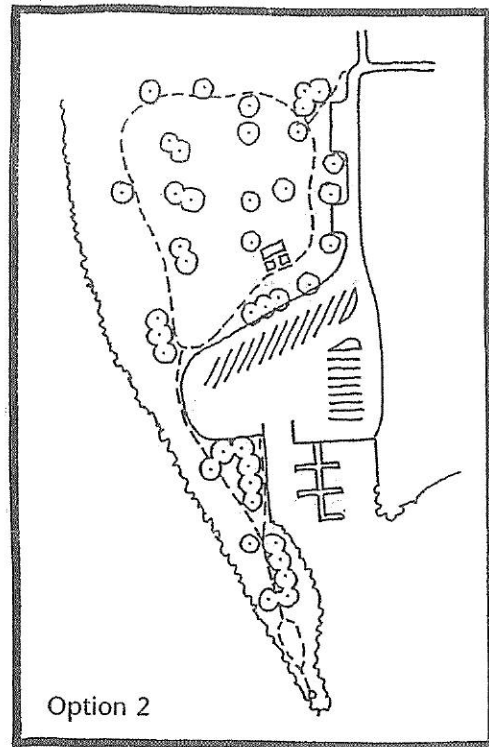
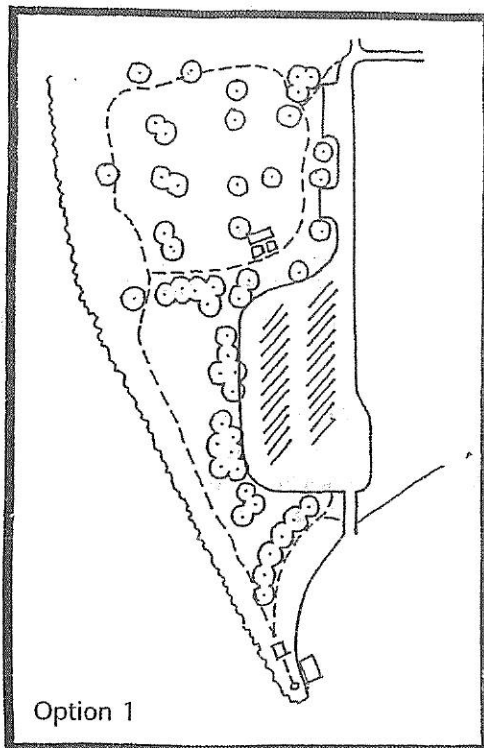
Description of Master Plan Process

6. On June 14, 1999, Council adopted a series of recommendations made by The Planning Partnership, in consultation with municipal staff, regarding a Shoreline Parking Management Strategy. The intent of the Strategy is to outline how the Township's shoreline areas can be managed on a consistent and equitable basis.
7. One of the elements of the strategy is to make better use of the larger blocks of Township-owned land along the shoreline. Each of the larger park blocks could potentially accommodate more people than the smaller road allowances, primarily because of their size. In addition, there is a much greater opportunity to provide buffers between the use of these blocks and neighbouring land uses in the form of landscaping and/or fencing. Each of these larger park blocks also has unique characteristics which can be improved to provide opportunities for public use in the Township.
8. Jackson Park is one of these larger park blocks. It is currently used as a picnic area and is large enough to be better utilized as a public park. The park is also currently the site of one of only three public boat ramps on the western shoreline of the Township. The park also offers excellent views of Georgian Bay. This is the first of the larger park blocks to be reviewed since there are a number of issues revolving around the use of the boat ramp that need to be resolved in the short term, in advance of the Summer of 2000.
9. On the basis of the above, The Planning Partnership was retained to complete a Master Plan for Jackson Park. The process was initiated in April 1999 and the first public meeting was held on July 10, 1999. Notice of the meeting on July 10, 1999 was mailed to all those within 400 feet of Jackson Park.
10. Notice of the July 10, 1999 meeting was also placed in the Midland Free Press and the Observer. In addition to mailing notices to all those within the area, notices were also mailed to the following associations/groups:
 - Carusoe Bay Beach Association;
 - D'Aoust Beach Association;
 - Federation of Tiny Township Shoreline Associations;
 - Ossossane Beach Association; and,
 - Tiny Residents Working Together.
11. The public meeting on July 10, 1999 was attended by approximately 100 people. At this meeting, people indicated that the existing location of the boat ramp should be reviewed to determine if it is in the most appropriate location on the property. Options discussed at the meeting included moving the boat ramp to the west side of the rock groyne, dredging a channel where the old marina was once located and leaving the boat ramp in the existing location, with some minor improvements.
12. In a report to Council dated July 9, 1999, we indicated that it was our opinion that the location of the boat ramp on the property and the control of the watercraft in the area are the two most important issues to be resolved as part of this planning process. On

this basis, and upon Council's direction at the July 12, 1999 Council meeting, we met with Mark Kolberg, P.Eng. of W.F. Baird & Associates Coastal Engineers Ltd. to discuss Jackson Park. The purpose of the meeting was to obtain Mr. Kolberg's preliminary thoughts on a variety of boat launch options and to request that he submit a proposal to complete a preliminary assessment of those options. On the basis of this meeting, a proposal was submitted to complete the work and Council, at their July 26, 1999 meeting, resolved to retain Mr. Kolberg.

13. A Discussion Paper was then prepared and a number of the issues that were raised at the July 10, 1999 meeting were assessed by both our firm and a marine engineer. Included within the Discussion Paper were three land use options for consideration. The three land use options are shown on the next page. The Discussion Paper was sent to all residents within 400 feet of Jackson Park and made available at the municipal office to anyone.
14. A second public meeting/workshop was held on August 28, 1999. The purpose of this meeting was to present three conceptual land use options to the public and to obtain feedback on the options and solicit comments on some of the other issues raised in our Discussion Paper. The second public meeting/workshop was very well attended with over 85 people in attendance.

THREE LAND USE OPTIONS



PART B – WORKSHOP COMMENTS

15. As noted in the previous section, approximately 85 people attended the public meeting/workshop on August 28, 1999. A short presentation was made at the beginning of the meeting to provide the people in attendance an overview of the work that we had already completed and of the concept plans that were prepared for discussion purposes.
16. Following this presentation component of the meeting, the attendees were divided into three groups, with each being led by a different individual. The purpose of the workshop was to ensure that as many people as possible had the opportunity to comment on the concept plans and to make their wishes known in an informal setting. Below is the consensus that was reached by the public at each of the workshop discussions:
- **Jackson Park should be the site of a boat ramp.** Many people indicated that there are few boat ramps on the western shoreline in the Township of Tiny and that this location appeared to be very suitable for the continued use and siting of a boat ramp. Many other people also suggested that the Township should consider a long-range plan which involved the review of other suitable locations for a boat ramp in the future. These people felt that if a better location was found, secured and developed, there may be less of a reliance on the Jackson Park boat ramp in the future.
 - **The existing location of the boat ramp is the preferred option.** Many 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.
 - **The boat ramp should be widened.** Many people indicated that the width of the boat ramp was unsafe and instead should be designed to be between 14 and 16 feet wide. This would ensure that people who were not as adept at backing their boats into the water can also use the boat ramp without the risk of harming their boat, vehicle or injuring themselves.
 - **A physical separator between the boat ramp area and the swimming area located to the east of the road allowance should be constructed.** Some people suggested that a type of jetty be extended into the water, others suggested that poles or a dock be extended into this area. People generally felt that erecting such a structure would reduce any impacts between swimmers and boaters in the area.
 - **The final location of the boat ramp in the general area of the road allowance is flexible.** It was concluded that since the boat ramp will have to be

reconstructed in any event, moving the boat ramp to the west and further away from the swimming area would be in the public interest.

- **Parking should be maximized on the property.** Most people thought that a minimum of 20 parking spaces for trucks and trailers would be appropriate on site. However, no one wished the parking area to extend into the park area on the northern part of the property. Most people did not want to see the parking area paved.
- **A boardwalk/path system should be developed along the western edge of the park.** Such a boardwalk/path would link the two components of Jackson Park and would encourage the passive use of the park by area residents and others.
- **There was no need to develop other facilities at the park.** Most people wished there to be an upgrade of the washroom facility on the property. However, most of the people wished that the park area remain as natural as possible with the addition of a few trees and shrubs.
- **The parking lot should be open for all to use.** Many people suggested that the usage of the site be monitored for at least one year to determine whether there is a need in the future to set up a system whereby people would pay to park and/or to use the ramp.
- With respect to **enforcement**, the majority of the people at the meeting indicated that there are no concerns with the normal operation of boats in this particular area. However people were very aware that there was an issue with Personal Water Craft (PWC's), in the area but conclusions from the group on how to control their use was not discussed at this meeting.

PART C – REVIEW OF WRITTEN SUBMISSIONS

17. A number of written submissions have been considered as part of this Master Plan process. These submissions include:
- a commentary on the future use of Jackson Park submitted by the Tiny Beaches Boaters Association (TBBA) on August 28, 1999;
 - reports to Council from the Personal Watercraft Committee dated March 4, 1999, May 4, 1999 and July 13, 1999;
 - an undated letter from Mary MacIntosh;
 - an undated letter from Florence Pierson;
 - a letter from R. J. Cutler dated July 9, 1999;
 - a letter from Antonio and Isobel Gaio dated July 12, 1999;
 - a letter from Catrina Galati dated July 22, 1999;
 - a letter from Bob Buchkowsky dated July 22, 1999; and,
 - letters from David Alexander dated July 25, 1999 and August 13, 1999.

The TBBA submission is contained within Appendix A. The Personal Watercraft Committee reports are contained within Appendix B. The remaining letters are contained within Appendix C.

A description of the submissions is below.

TINY BEACHES BOATERS ASSOCIATION (TBBA)

18. The TBBA submitted a brief on August 28, 1999 to The Planning Partnership. The entire text of our Discussion Paper was reproduced in the brief and comments were made on each of the points contained in our Discussion Paper. It is noted in the TBBA report that they support the efforts of Council to develop a master plan for Jackson Park in an open consultative process.
19. With respect to the use of the park for a boat ramp, the TBBA is in support of the retention of the boat ramp on the property. The TBBA goes further to state that there is a need for three adequate boat ramps on the western shoreline of the Township of Tiny. One such location could be the boat ramp located next to the Alberts Marina in Concession 17.

20. The TBBA appears to be in support of the retention of the boat ramp in its current location. It is noted in their report that the present ramp site affords wave protection against high wave action on Georgian Bay and that during stormy weather, waves can reach a height of two metres. It is submitted that vessels in a holding pattern awaiting ramp use would be placed in potential danger if the ramp were located to the western shoreline. It is further stated that the rock groyne and the natural features of the bay afford the necessary protection to accommodate a holding pattern for a significant number of vessels to safely come to port. It is felt that relocating the boat ramp to the western shore may not be environmentally supportable, given the presence of fish habitat in the area.
21. In terms of the enforcement of policing issues that are a concern in this area, the TBBA states that it is the Ontario Provincial Police (OPP) that are responsible for monitoring and enforcing boating regulations. It is therefore suggested that the OPP be called upon to deal with this issue. However, the TBBA supports the reductions of speed limits to 10km per hour for all watercraft in the vicinity of the launch ramp. It is suggested that the speed limit apply to a width of 100 metres from the western shore of the Township.
22. The TBBA further suggests that the Township hire someone with a cell phone during the busy weekends and summer vacation times to monitor and enforce the use of water craft in this area. It is also suggested that the Township consider levying a reasonable fee to cover the Township cost of operating the boat ramp.
23. The TBBA also supports the establishment of a permit parking system on the property. However, it is also suggested that a portion of the boat and trailer parking area be set aside for residents of neighbouring municipalities and visitors and that these outside residents and visitors pay a fee to use the facilities much like the system that has been established in the Town of Penetanguishene.

At the present time, it is our understanding that Penetanguishene charges \$14.00 to launch a boat at the Town dock. This fee increases to \$17.00 if the operator is a non-resident. The two day/long weekend charge is \$17.00 and \$21.00 respectively. The weekly charge is \$25.00 and \$30.00. In addition to the above, a fee for parking in the parking lot is required. The daily fee is \$4.00, the two day/long weekend fee is \$7.00 and the weekly fee is \$10.00. There is no distinction in the parking fees between residents and non-residents.

24. With respect to the remainder of Jackson Park, the TBBA recommends that the rock groyne be reconstructed to provide for the development of a pedestrian walkway. It is also suggested that the picnic area be moved to the location of the fenced area and that the washroom facilities be relocated to the northeastern portion of the park. Landscaping and buffering to minimize the impact of the use of the site on adjacent properties was also recommended.

PERSONAL WATERCRAFT COMMITTEE

25. The Personal Water Craft (PWC) Committee is an ad hoc citizen committee that was formed to consider and make recommendations to Council on the problems and safety of PWC's along the shoreline of Georgian Bay. This committee has met on a number of occasions and has provided Council with a number of recommendations. These recommendations were contained in reports dated March 4, 1999, May 4, 1999 and July 13, 1999. The comments of this committee are considered important in this process since the use of personal water craft has been identified as an issue in the Jackson Park Master Planning process.
26. In the March 4, 1999 report the PWC Committee indicated that the *"proximity of the launch site to a swimming area poses a threat to the safety of the swimmers in the Bay that, due to its shallow waters and sandy shoreline, is frequented by many children and adults"*. It is also noted in the submission that unsafe boating practices by some PWC operators could lead to incident or injury by other boaters and swimmers who are in the area. It is also indicated that there is the potential for negative environmental impacts with significant PWC usage in the shallow protected bay and that the significant noise level generated by the increased usage of the launch of PWC's negatively affects the enjoyment of property in the area. On the basis of the above it was recommended in March 1999 that:
- a gate be erected to control entry to the launch ramp;
 - entry through the gate would only be possible with a key that would be obtained by a Township resident that has entered into an agreement with the municipality. The license plate of the tow vehicle and the key number would be identified in the agreement. It is noted that the Township of Sarawak uses this system and that keys are priced at approximately \$10.00 each.
 - the fees collected from the sale of keys would be used for maintenance of the area; ^{60.00}
 - a maximum of 10 to 15 cars with trailers be allowed to park on the property;
 - Council should ban launching or presence of PWC's on its property;
 - Council should hire an attendant to control the usage of launch and parking area with the attendant being on duty from May 15 to September 15 and daily during July and August and on week-ends during other periods;
 - the Canadian Coast Guard should review the site to determine the type of boating restriction that would be appropriate and to obtain their opinion regarding the proper placements of buoys;
 - signs be erected to inform users of the site of the new rules in effect for launching, the purpose of the buoys, the depths of the water and to request that boaters stay out of the shallow areas frequented by swimmers and proceed into the open bay; and,
 - Council advise taxpayers in the May tax bill mailing of the changes of the system related to the boat launching.

27. On May 4, 1999 the PWC Committee submitted another report to Council. Since the submission of the March 4, 1999 report, the PWC Committee met with a representative of the Canadian Coast Guard at Jackson Park to discuss issues related to the usage of PWC's. On the basis of this meeting and some further consideration of the issues, the PWC Committee recommended on May 4, 1999 that:
- the permit parking area for Township of Tiny residents be limited to 20 to 25 tow vehicle and trailers (this is an increase over the previous recommendation of 10 to 15 spaces);
 - the lands not used for parking should be used as a beach volleyball area and/or a seeded picnic area;
 - a gate should be erected to control entry to the permit parking area for tow vehicles and trailers (this recommendation is similar to the recommendation in the March 4, 1999 report);
 - under the private buoy regulations of the Canada Shipping Act, the Township should apply to install a system of private buoys to the east of the rock groyne and launch (the purpose of the private buoys would be to warn that caution should be exercised in the area beyond the buoys due to the presence of swimmers); and,
 - signs should be erected to inform users of the rules in effect, the purpose of the buoys, the shallow nature of the water, the location of the area frequented by swimmers and should include a request that vessels proceed into the open bay away from the shallow swimming area after clearing the buoys.
28. On July 13, 1999, the PWC Committee submitted a further report to Council on the issue of PWC's. Prior to this report being presented to Council, Council did authorize the placement of buoys as recommended in the previous report and a sign was erected at Jackson Park in accordance with the recommendations made by the PWC Committee. However, the PWC committee notes in the July 13, 1999 report that the placement of buoys and the sign have not solved the serious safety problems posed by the PWC's in the Township. It is noted that there have been numerous incidents of PWC's operating in a dangerous and reckless manner in close proximity to the swimmers and other boaters. On this basis, the PWC Committee made a number of additional recommendations to Council. These recommendations are that:
- the Township hire a 'paid duty' police officer to monitor the ongoing problems at the boat launch;
 - a larger and more visibly located sign be erected and the wording be improved on the sign; and,
 - Council immediately make an application for a boating restriction which would prohibit all powered vessels from operating in excess of 5mph in an area to the east of the rock groyne.
29. It is also noted in the July 13, 1999 report that if a boat launch is to remain in Jackson Park, the PWC Committee recommends that:

- the permit parking area be restricted to 15-20 tow vehicle and trailers;
 - the remaining land be used for passive recreational purposes;
 - a gate be installed to control entry into the permit parking area; and,
 - some consideration should be given to hiring an attendant to ensure proper and safe usage of the boat launch and parking area.
30. It is clear that the PWC Committee has been very concerned about the use of PWC's at Jackson Park. Many of the recommendations made by the PWC Committee in the three reports submitted by Council have been carried out. The buoys have been installed, the sign has been improved and a 'paid duty' officer was hired by the municipality. However, a permit parking area has not been established and a gate has not been erected. These are matters that are being considered in the context of this report.
31. It is our understanding that the efforts carried out by Council to date have reduced the likelihood of there being conflicts between the use of the launch ramp and swimmers and other boaters in the area. It is our opinion that the presence of a 'paid duty' officer has much more of an impact on the behavior of PWC operators than any other factor at this particular site. On this basis, it is one of the recommendations in this report that an attendant be hired for the summer to monitor the use of PWC's. This is further discussed in Part D of this report.

OTHER WRITTEN SUBMISSIONS

32. In an undated letter **Ms. Mary MacIntosh** requests that Council consider placing at least two benches at the park for the use of seniors who could use *"such a convenience as a resting place during their daily walks"*. It is noted in the letter that 1999 is the United Nations International Year of the Older Person and the placement of benches for seniors in the park would be in-keeping with this United Nations declaration. It is our opinion that a number of additional benches should be placed at the park, to offer opportunities for seniors and others to enjoy the spectacular views of Georgian Bay.
33. In an undated letter **Ms. Florence Pierson** makes a number of comments regarding the history of Jackson Park. In her letter, she recounts much of the history of the park and of the owners of the marina. It is her recommendation that the park be renamed. Ms. Pierson is of the opinion that the continued use of the name Jackson Park is inappropriate for a number of reasons, as outlined in her letter. It is suggested that the park be named, Pilon Park or Octave Pilon Park after the original subdivider of the area. We have no comment on the naming of the park and would suggest that Council consider this matter in their deliberations.
34. In a letter dated July 22, 1999, **Ms. Catrina Galati** indicates that the lands between Lot 92 on Plan 776 and the water's edge are owned by the Galati's. It is noted in the letter that the Township should be *"advised that any attempt by the Township to assert rights to our property and/or develop the same will be strongly opposed by us. In addition, we shall hold the Township responsible for all costs and damages sustained as a result of the Township's wrongful assertion that it owns our property and/or for trespass onto our property"*.

In a similar letter dated July 12, 1999, Antonio and Isobel Gaio note that they are the owners of the land between Lot 99 of Plan 776 and the water's edge. It is noted in that letter that any move by the Township to *"take-over this area for use by Jackson Park would be viewed as an attempt to the Township to erode our legitimate property rights"*.

In response to these two letters, it is not the purpose of this report to make recommendations on the use of the lands in front of Lots 92 to 112 of Plan 776 at this time. The future use of these lands will be reviewed and considered in a subsequent report.

35. In the letter dated July 22, 1999, Mr. Bob Buchowsky makes a number of observations on the Jackson Park process as a result of attending the Open House on July 10, 1999. It is noted in the submission that there appeared to be consensus that a boat launch is required at the Jackson Park site at that meeting. It is also noted in the submission that options regarding the location of the boat launch itself should take into account the following:
- the cost of each option;
 - safety issues;
 - environmental impacts; and,
 - the need for a viable long-term solution.
36. It is also noted that a key to success in this area is *"proper management, maintenance, monitoring control and active enforcement of rules/regulations."* Mr. Buchowsky notes that PWC's are a major concern for swimmers, boaters and residents of the area and that it is difficult *"to enforce responsible use of PWC's without an active policing presence"*. It is then noted that on-site man power will provide *"a deterrent and a focal point for immediate action and in addition if user fees are implemented this can be accompanied by obtaining documentation such as ownership, address, registrations etc."*
- Mr. Buchowsky also indicates that the boat launch facility and beach/park areas should be self-sustaining from a financial perspective. Lastly, it is noted that there is not a significant need for *"dollars on professional landscaping and that the natural terrain be utilized as much as possible"*. The last point made by Mr. Buchowsky is that Jackson Park should not become the only viable boat launch in the Township.
37. Many of the comments made by Mr. Buchowsky mirror the comments made by the PWC Committee and the TBBA. The recommendation that there be some level of enforcement at the park to control the use of PWC's is a very valid one. If implemented in conjunction with a restriction on the speed of watercraft in this area, it is our opinion that the incompatibility between PWC's and swimmers and other boaters in the area will be significantly reduced.
38. In a letter date July 9, 1999, Mr. R.J. Cutler makes a number of comments regarding the Jackson Park Master Plan. It is noted in the submission that there is a need for a boat ramp in this part of the Township. However, it is also noted that the ramp is too popular and it is believed that this is in part due to the fact that it is one of the few free ramps in the vicinity.

It is noted that by-law officers and the police should routinely check the park to be sure that everyone is behaving in a responsible manner. Mr. Cutler indicates that he would not mind paying an annual fee for the general up-keep of the facility and that the facility could be restricted to people who have paid the fee for its use which he feels would drastically reduce the number of people, boats, cars and trailers using the property.

It is also noted in Mr. Cutler's letter that there should be a much more organized parking arrangement on the property and that the parking areas should be segregated into cars only and trailers only so that better use could be made of the available space. It is lastly noted that he appreciates the work The Planning Partnership has done to date for the Township.

39. In an e-mail dated August 13, 1999 and a letter dated July 25, 1999, Mr. David Alexander makes a number of comments regarding the Jackson Park Master Plan process. In the first submission he thanks Council for the meeting on July 10, 1999. It is noted in the submission *"the character of the park has significantly changed to the detriment of the environment and the local residents since PWC's and to a lesser extent boats are now launched on a daily basis from a deteriorating boat ramp."*

It is noted that there are a number of environmental impacts resulting from the use of the park as a boat ramp. Mr. Alexander recommends that *"prime waterfront should be preserved and used in a responsible manner for the entire Township. To this end I would like to see the park develop with nature and environment in mind."* On the basis of the above, Mr. Alexander recommends that the park be developed as a nature park and developed in an ecologically sensitive way. It is submitted that such a nature park would:

- create jobs for local young people by the rental of canoes, kayaks or sail boats;
 - reduce both fossil fuel and noise pollution;
 - reduce policing of the area and the associated costs;
 - enhance the environmental recovery of the area;
 - create revenue by the above;
 - eliminate the subsidizing of boat ramps for the benefit of minority of residents; and,
 - educate the public on the environmental alternative to traditional recreation.
40. In response to Mr. Alexander's submission, it is our opinion that Jackson Park now exists as an unplanned park. On this basis, a number of major improvements are required to the park to make it function better and to make it more aesthetically pleasing. It is clear to us on the basis of the comments submitted to date, that a number of people in the area support the continued use of Jackson Park as a boat launch ramp location. It is our view that there is a need for boat launch facilities on the western shore of the Township of Tiny to meet the needs of Township residents.

PART D – ANALYSIS AND RECOMMENDATIONS

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.

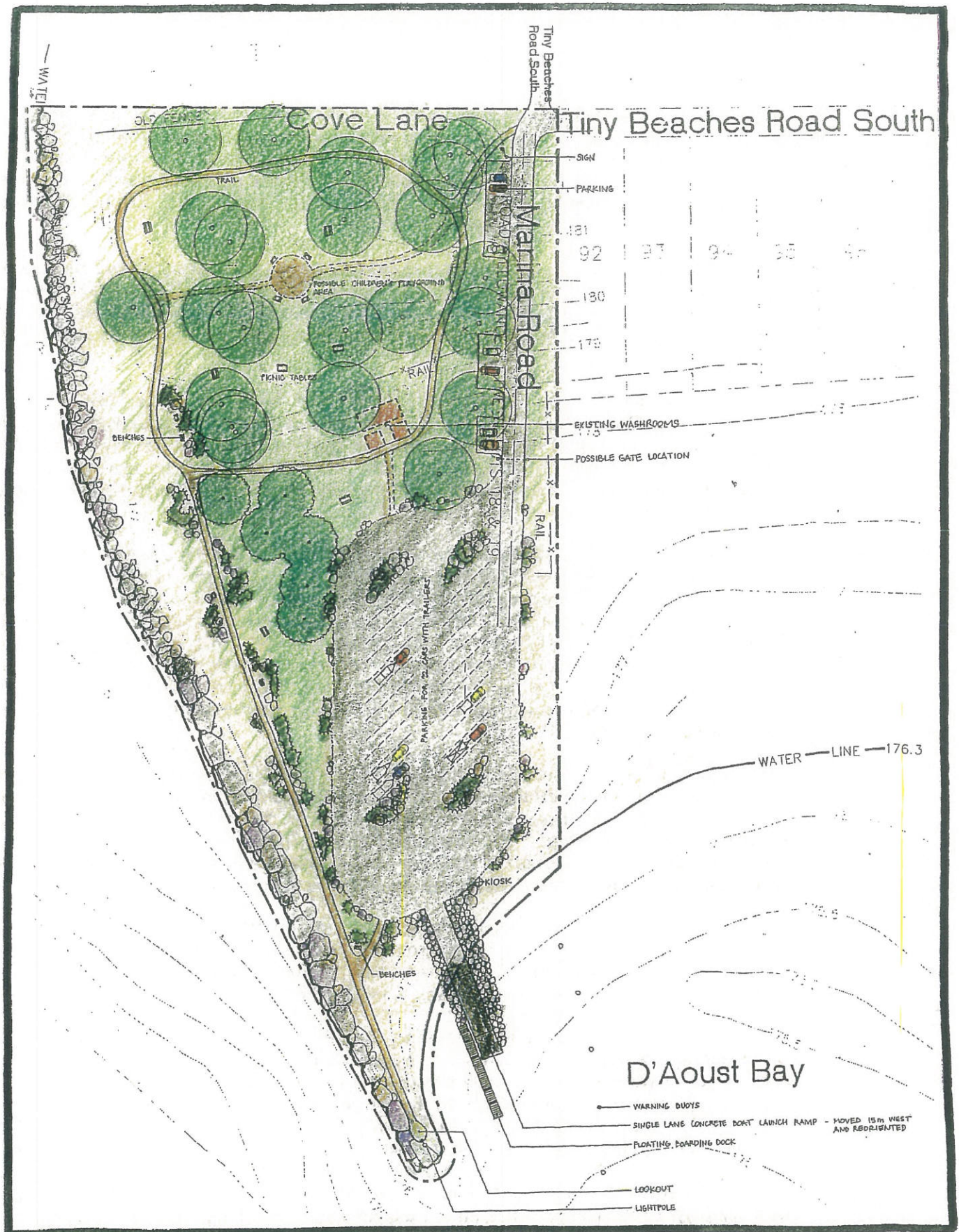
THE USE OF THE PARK FOR A BOAT RAMP

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.



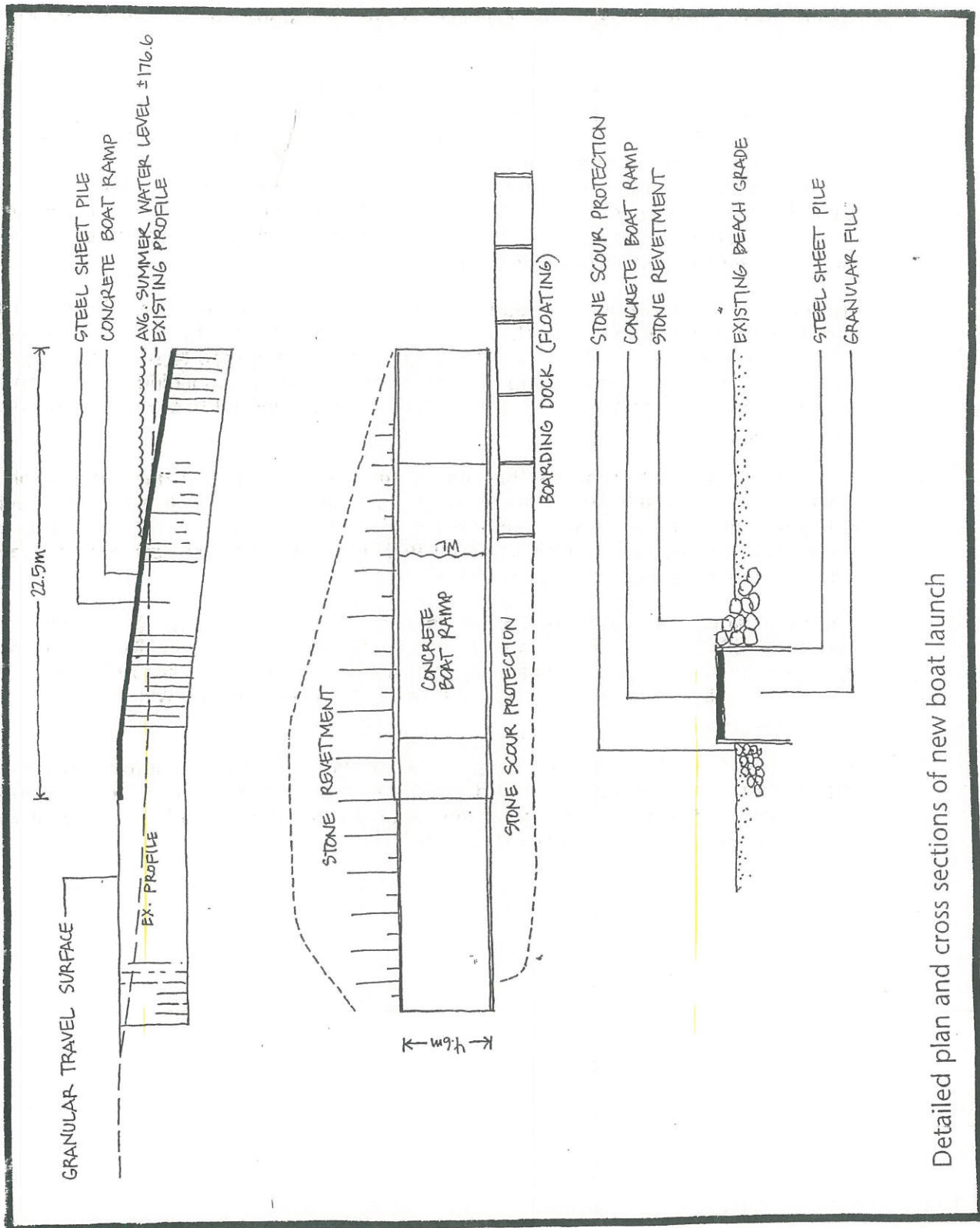
It has been reported by the Assistant Director of Public Works that the area in front of the boat ramp has to be dredged approximately once a week during the summer months. In the past, this dredging has taken place without a permit from the Ministry of Natural Resources (MNR), who have now indicated 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.

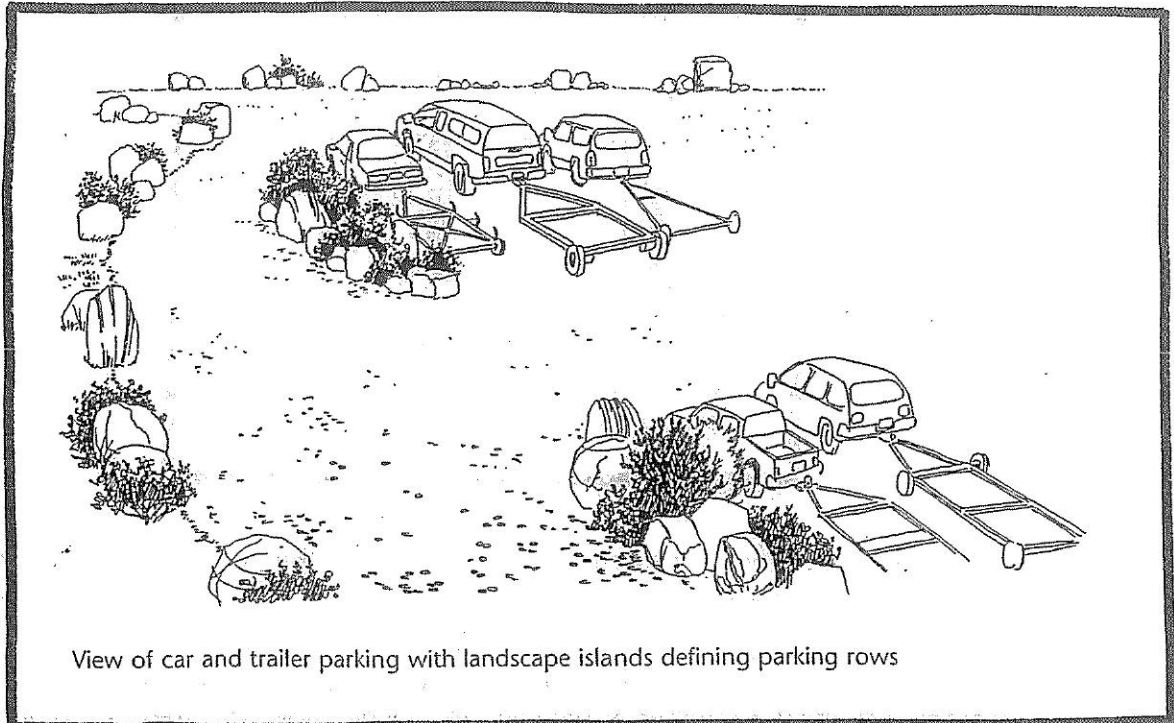
51. On the basis of the above, it is the opinion of Mr. Kolberg that the launch ramp can continue to be sited in the same general location as it is now. However, given that water levels do change over time and given that there is a limited potential for some continued filling-in of the shoreline in this 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

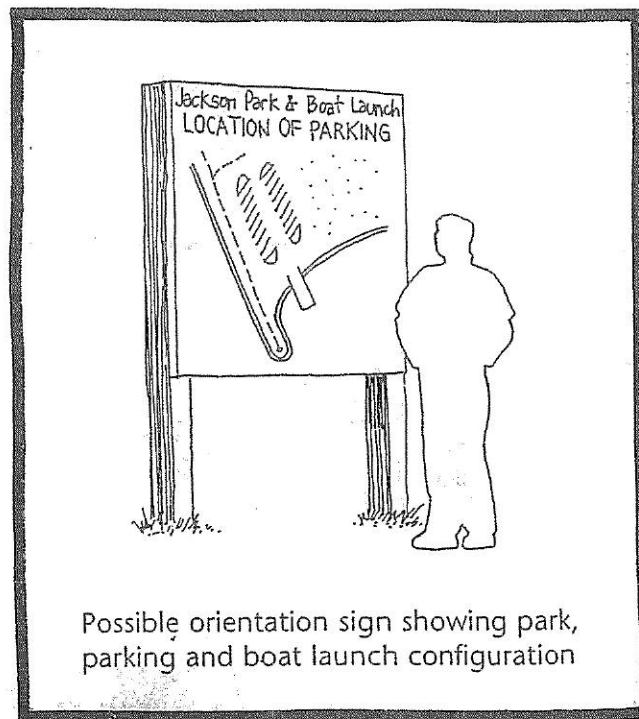
OTHER ELEMENTS OF THE MASTER PLAN

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.



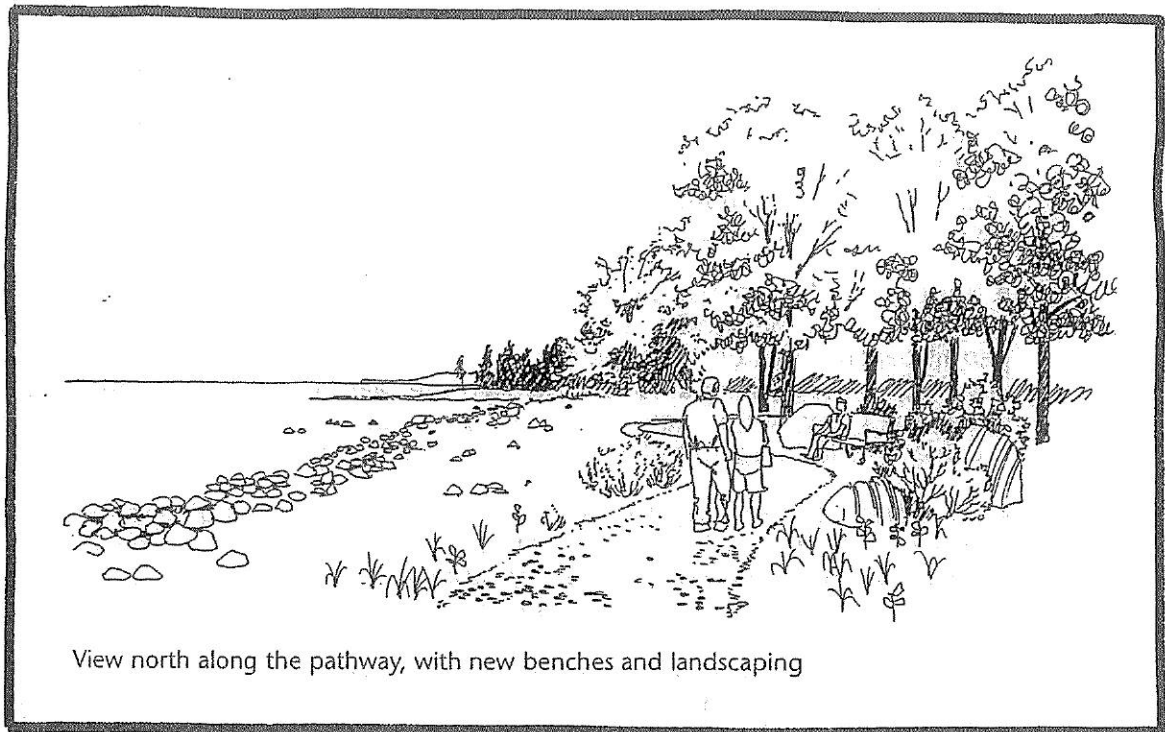
View of car and trailer parking with landscape islands defining parking rows

- 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.

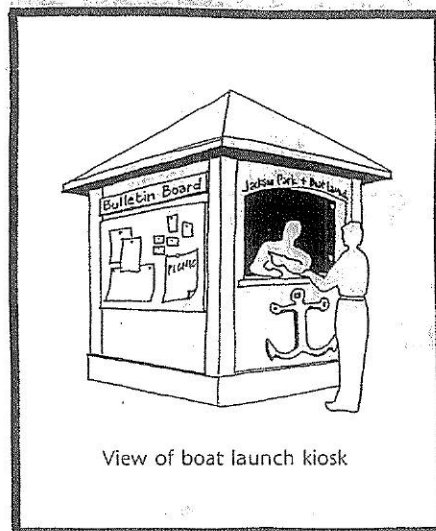


USE AND ENFORCEMENT ISSUES

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.