

## **CORK/ SAIL KINGSTON COMMENTS ON**

### **EXPLORATIONS 1.0 – 4.0**

**17 NOVEMBER 2016**

CORK's preferred choice among the four Explorations is 2.0, provided it includes the breakwall at the south end of the KP property. This breakwall is key since without it, it would not be feasible to launch and recover boats in the prevailing winds in Kingston. With a combination of ramps all along the south shore of KP and a breakwall that allows boat launching along its inner western end, the concentration of aquatic facilities, adequate boat storage and parking in the south end of KP would be excellent for CORK and other aquatic activities without disrupting other users of KP or POH. As lesser points, greater spacing between trees would allow boats to move up to storage areas without becoming entangled with branches and removal of the section of the road that crosses the southern end of the property (or a secure and definite means of blocking that section during CORK events) would avoid all conflict between sailors and vehicles.

CORK's second preference would be 3.0 since this version also has a breakwall on the south side of the KP property. However, that begs a major question – why go to the expense of building a breakwall at KP and still keep the POH building across the harbour? With a new breakwall, it only makes sense that CORK and other aquatic activities would be located at that breakwall, assuming that space would be available in the southern cruciform building in KP. Operating from the south end of KP would have the advantages noted for exploration 1.0 except that there is much too little space for boat storage during CORK events. To be feasible, the mid-rise buildings at the southern end would have to be removed, the number of trees significantly reduced and the road removed or controlled during CORK events. If CORK operated from the POH building on the west side of the harbour in this version, there is still insufficient room for boat storage, which would call for removing the residential buildings on the west and north sides of the harbour. In effect, this would be maintenance of the status quo with the current POH building and parking, but removing the residential buildings to provide sufficient boat storage area during CORK events. Significant expansion of the current ramps and reconfiguration of docks would be necessary to handle the boats already coming to CORK and certainly the numbers and types expected in the future. Modification of the small beach next to the present Coast Guard building to facilitate launching windsurfers and kiteboards would make the harbour much more attractive to both those types of racers and other users such as scuba divers.

Exploration 4.0 provides greater challenges for all boaters. Apart from the lack of parking for users of the marina and CORK competitors, the situating of the docks on the east side of the

harbour means that green spaces on that side are essentially unavailable for boat storage and transit in and out of harbour will be quite difficult for all types of boats. Even to create sufficient square footage for boat storage during CORK events would require removal of the townhouses along King Street and the northern third of those on the west side of the harbour. Ramp expansion and modification of the beach would certainly be necessary in the effort to make this Exploration feasible for sailing.

As depicted, Exploration 1.0 does not allow CORK operations. While inclusion of all the indoor space required to run CORK in the high rises on the west side of the harbour would work in theory, there is insufficient room left for boat storage during events. Creating that room would require removal of at least two of the high rises on the west side of the harbour. Once again, significant expansion of ramps and modification of the beach by the Coast Guard would be called for. This Exploration keeps KP almost as it is now but at the expense of trying to squeeze high rises, CORK and other users into the western side of the harbour, a solution that does not work.