

**THE CORPORATION OF THE TOWNSHIP OF LAKE OF BAYS
REPORT**

TO: Mayor and Members of Council
FROM: CAO/Treasurer-Don H. Chevalier
DATE: October 13, 2009
RE: Proposed Norway Point Park Improvements

RECOMMENDATION

Be it resolved that the Council of the Corporation of the Township of Lake of Bays hereby accepts the staff report dated October 13, 2009 "Proposed Norway Point Park Improvements" and direct staff to establish terms of reference and broaden the representation on the Norway Point Park Task Force to propose a viable alternative for the multi-use facility consideration in the 2010 budget.

ORIGIN

- Delegation to Council on August 11, 2009 on concerns of vandalism at Norway Point Park.

ANALYSIS

In response to Council's direction to staff at the August 11, 2009 meeting to commence discussions with the Lake of Bays Islanders Association, the following proposal for a cost recovery permitting system at Norway Point Park allows for both water access residents and day users to access Lake of Bays through Norway Point Park. The proposed project involves introducing directional signage, concrete barriers, expansion of existing day use parking, construction of new parking area for permit users, additional docking provided by the municipality with applicable rezoning and building permits.

Parking

- Expansion of parking area for permit holders only (55 feet x 100 feet).
- Day use parking area to expand to allow for up to 6 vehicles with trailers.

Permit System:

- Designated parking & docking areas to be established for both permit holders and day users.
- Permitting system to be implemented for water access residents to allow for:
 - one boat slip.
 - one resident parking space.
 - one visitor parking space (additional permit fee to apply).
- All vessel & vehicle registration numbers and license plates to be provided to the municipality with name, property location, mailing address and contact telephone numbers.

Policies and By-laws

- Directional signage will be established and designated "No Parking/Tow Away Zone" in order to allow for vehicles with boat and trailers to easily drive into Norway Point in order to launch a boat and park one vehicle and boat trailer for a 12-hour period (day use).
- Docking will be established for water access residents and day use. Water access residents will have a dock designated for their exclusive use and a separate dock will be designated for day use only. Day use docking will be first come first served and have an established allowable docking period.
- No trailer storage.
- Permitting system policy to be created for water access points within Lake of Bays.
- Norway Point access to be recognized & regulated within Lake of Bays Parks & Parkland by-law.

FINANCIAL IMPACT

Phase I (2009)

Description	\$
Concrete barriers	\$3,000
Survey	1,000
	\$4,000

Phase II (2010)

Description	\$
Permits	\$500
Signage	2,500
Parking expansion (day use)	8,000
Parking area developed (permits)	22,000
Rezoning	500
Docks	77,000
Building permit	1,000
	\$111,500

With a potential cost recovery permitting system each water access resident (17) will provide the municipality \$1,400 per year amounting to projected revenues of \$23,800 annually or a 5-year payback period. The permit fee is payable by January 1st to cover the upcoming season (May 1st to November 1st each calendar year) over a 5-year term with proceeds to be directed to the Parks Reserve Fund. This permit fee may be adjusted with additional requested permit holders for additional docking. (Refer to the attached sketch.)

Since the above-mentioned proposal involves a substantial investment by the municipality for infrastructure and to obtain a broader perspective from the public, it is recommended that the municipality take additional time to review this proposal in detail in a proactive manner. Council needs to establish terms of reference for the task force and expand representation to address the following points over the winter season and present viable alternatives for the multi-use facility.

Challenges

Vehicular parking

- water access residents/guests
- day users
- guests of neighbouring property owners
- contractors
- extended family members of water access residents
- guests of property owners elsewhere on Lake of Bays
- Other?

Trailer Parking

Docking

- water access residents/guests
- day users
- guests of neighbouring property owners
- contractors
- extended family members of water access residents
- guests of property owners elsewhere on Lake of Bays
- Other?

Commercial Use

- Ramp access for barge traffic

Considerations

- Expand representation on ad hoc committee
- Terms of reference
- Timing of project implementation
- Who pays?
- Permit fee
- Competition with local marinas
- Boat, barge, trailer and vehicular traffic
- Other?

Views/Perspectives

- Contractors
- Marina operators
- Water access residents
- Day users
- Neighbouring property owners
- Seasonal/permanent residents
- Other?

Alternatives

- Maintain status quo
- Expand vehicular parking
- Expand municipal docking
- Introduce permit system
- Issue licence of occupation for additional docks
- Combination of above-mentioned
- Other?

Submitted by:



Don H. Chevalier
C.A.O./Treasurer

Proposed development/construction

PLAN 35R- 20079

RECEIVED AND DEPOSITED
DATE: DEC 0 3 2003

M. Chasie Anla

LAND REGISTRATION OF MUSKOKA TOWNSHIP
I REQUIRE THIS PLAN TO BE DEPOSITED UNDER
THE LAND TITLES ACT.
DATE: DECEMBER 3, 2003

B. Magee
G. BRET MAGEE
ONARIO LAND SURVEYOR

SCHEDULE

PART 1 LOT 1 CON
PART OF LOTS 22 & 23, CON. 13
PART OF ORIGINAL SHORE ROAD ALLOWANCE IN FRONT
OF LOTS 22 & 23, CON. 13
THEY BEING CLOSED BY BY-LAWS 30721
AND 30722
APPLICATION D-16)

NOTE:
DISTANCES SHOWN ON THIS PLAN
ARE IN FEET AND CAN BE CONVERTED TO
METRES BY MULTIPLYING BY 0.3048.

LEGEND
DISTANCES ARE IN FEET AND DECIMALS THEREOF
BEARINGS ARE LISTED AND ARE REFERRED TO THE
WESTERN LIMIT OF PART 3, BR-1657 HAVING A BEARING
OF N89°51'30"W AS SHOWN THEREON.

□ DENOTES FOUND MONUMENTS
○ DENOTES PLANTED MONUMENTS
○ DENOTES SHOWN MONUMENTS
○ DENOTES SHOWN MONUMENTS FROM BR-1657 X 24'
BY
○ DENOTES SHOWN MONUMENTS FROM BR-1657 X 24'
BY
○ DENOTES ALY LINDON, O.L.S.
○ DENOTES J.E. SANDOZ, O.L.S.
○ DENOTES JAMES H. SANDOZ, O.L.S.
○ DENOTES JAMES H. SANDOZ & MARGARET L.M., O.L.S.
○ DENOTES JAMES H. SANDOZ & MARGARET L.M., O.L.S.
○ DENOTES JAMES H. SANDOZ & MARGARET L.M., O.L.S.
○ DENOTES JAMES H. SANDOZ & MARGARET L.M., O.L.S.
○ DENOTES JAMES H. SANDOZ & MARGARET L.M., O.L.S.

SURVEYOR'S CERTIFICATE
I HEREBY CERTIFY THAT THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE
WITH THE ACT AND THE REGULATIONS MADE THEREUNDER.
THE SURVEY WAS COMPLETED ON THE 30TH DAY OF
OCTOBER, 2003.

B. Magee
ONARIO LAND SURVEYOR
OCTOBER 31, 2003

Tulloch ENGINEERING
& SURVEYING
55 GARDNER STREET, SUITE 201, UNIT 2
MUSKOKA, ONTARIO, CANADA
PHONE: (705) 691-7881
FAX: (705) 691-7882
EMAIL: BR. ELM: TLE35R-2079

PLAN OF SURVEY OF
PART OF LOTS 22 & 23, CONCESSION 13
AND
PART OF THE ORIGINAL SHORE ROAD ALLOWANCE
IN FRONT THEREOF
(CLOSED BY BY-LAWS 123 & 133 ATTACHED TO APPLICATION D-16)
GEOGRAPHIC TOWNSHIP OF RIDGOUT
NOW IN THE MUNICIPALITY OF LAKE OF BAYS
DISTRICT MUNICIPALITY OF MUSKOKA
G. BRET MAGEE, O.L.S.
SCALE 1"=50'
2003



ORIGINAL DATA FROM

TO	FROM	BEARING	DISTANCE
1	2	N 89° 51' 30" W	187.00
2	3	S 89° 51' 30" E	187.00
3	4	N 89° 51' 30" W	187.00
4	5	S 89° 51' 30" E	187.00
5	6	N 89° 51' 30" W	187.00
6	7	S 89° 51' 30" E	187.00
7	8	N 89° 51' 30" W	187.00
8	9	S 89° 51' 30" E	187.00
9	10	N 89° 51' 30" W	187.00
10	11	S 89° 51' 30" E	187.00
11	12	N 89° 51' 30" W	187.00
12	13	S 89° 51' 30" E	187.00
13	14	N 89° 51' 30" W	187.00
14	15	S 89° 51' 30" E	187.00
15	16	N 89° 51' 30" W	187.00
16	17	S 89° 51' 30" E	187.00
17	18	N 89° 51' 30" W	187.00
18	19	S 89° 51' 30" E	187.00
19	20	N 89° 51' 30" W	187.00
20	21	S 89° 51' 30" E	187.00
21	22	N 89° 51' 30" W	187.00
22	23	S 89° 51' 30" E	187.00
23	24	N 89° 51' 30" W	187.00
24	25	S 89° 51' 30" E	187.00
25	26	N 89° 51' 30" W	187.00
26	27	S 89° 51' 30" E	187.00
27	28	N 89° 51' 30" W	187.00
28	29	S 89° 51' 30" E	187.00
29	30	N 89° 51' 30" W	187.00
30	31	S 89° 51' 30" E	187.00
31	32	N 89° 51' 30" W	187.00
32	33	S 89° 51' 30" E	187.00
33	34	N 89° 51' 30" W	187.00
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61	62	N 89° 51' 30" W	187.00
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63	64	N 89° 51' 30" W	187.00
64	65	S 89° 51' 30" E	187.00
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101	102	N 89° 51' 30" W	187.00
102	103	S 89° 51' 30" E	187.00
103	104	N 89° 51' 30" W	187.00
104	105	S 89° 51' 30" E	187.00
105	106	N 89° 51' 30" W	187.00
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119	120	N 89° 51' 30" W	187.00
120	121	S 89° 51' 30" E	187.00
121	122	N 89° 51' 30" W	187.00
122	123	S 89° 51' 30" E	187.00
123	124	N 89° 51' 30" W	187.00
124	125	S 89° 51' 30" E	187.00
125	126	N 89° 51' 30" W	187.00
126	127	S 89° 51' 30" E	187.00
127	128	N 89° 51' 30" W	187.00
128	129	S 89° 51' 30" E	187.00
129	130	N 89° 51' 30" W	187.00
130	131	S 89° 51' 30" E	187.00
131	132	N 89° 51' 30" W	187.00
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141	142	N 89° 51' 30" W	187.00
142	143	S 89° 51' 30" E	187.00
143	144	N 89° 51' 30" W	187.00
144	145	S 89° 51' 30" E	187.00
145	146	N 89° 51' 30" W	187.00
146	147	S 89° 51' 30" E	187.00
147	148	N 89° 51' 30" W	187.00
148	149	S 89° 51' 30" E	187.00
149	150	N 89° 51' 30" W	187.00
150	151	S 89° 51' 30" E	187.00
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154	155	S 89° 51' 30" E	187.00
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156	157	S 89° 51' 30" E	187.00
157	158	N 89° 51' 30" W	187.00
158	159	S 89° 51' 30" E	187.00
159	160	N 89° 51' 30" W	187.00
160	161	S 89° 51' 30" E	187.00
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174	175	S 89° 51' 30" E	187.00
175	176	N 89° 51' 30" W	187.00
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215	216	N 89° 51' 30" W	187.00
216	217	S 89° 51' 30" E	187.00
217	218	N 89° 51' 30" W	187.00
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