

September 8th, 2020

By-laws – suggestions

1. 4.12 Fencing

Fencing that is erected directly on property lines tight to sidewalks and streets within the village cause problems for snow removal equipment. It also can cause problems within the village for property owners. Case in point – property owner started to erect fence, before he barely got started the neighbour erected their fence right on property line, leaving no room for lawn mowing or maintenance between fencing. The support feet of the new fence were also over the property line.

I would suggest there be a fencing set back from the owners property line to allow for maintenance.

2. 4.29 Parking requirement

The minimum for parking is currently one space. Case in point – 10 years ago the duplex built at 14 Cedar Street had only 1 parking spot as per by-law. This caused problems with snow plowing and parking. “No parking” signs were erected after the build and then parking tickets were issued. There is absolutely no space for a 2nd vehicle or for anyone to stop by. Congestion has been created at this location.

I would suggest that a minimum of 2 spaces be required on new residential buildings.

3. 7.1 Commercial MCR

There are approximately 13 lots within the village of Spencerville with MCR designations. When these lots are severed the retained lot remains MCR. The village is a heritage village with a farming/agricultural background. Keeping the integrity of the village and quality of life for residents is important. Condensing the village into a tight bedroom community will not support the local businesses and destroy the appeal of the village. Case in point – to-date this has happened twice in the village causing problems for public works, the community and neighbouring residents.

“The Official Plan provides a framework which will guide land use decisions within the Township’s boundaries for the next 20 years. Because decisions which implement growth and development have long lasting impacts, it is incumbent on

everyone to ensure that those decisions reflect community values and will result in more livable communities which promote and protect the health of residents and are economically and environmentally sustainable.”

I would suggest severance of any existing MCR lots in the village of Spencerville are designated R2 upon severance. That would require conditions being placed on the severance application by the Twsp of EC that the lot severed will be zoned as R2. An exception may be required in this by-law for the village of Spencerville. This would ensure the future integrity of the village and adhere to the official plan.

Note: possible concerns

- i) Additional cost for re-zone – Applicant is already paying for the cost of severance application. To-date the 2 properties that have been built were for profit, not individual purposes.
- ii) I would hope if the re-zone designation is done during the severance process a re-zoning application would not be necessary.
- iii) If a re-zoning application is still necessary for the township. I would suggest the cost be waived as there are a limited number of lots this would apply to.

Wendy Van Keulen

From: Chris marcellus [REDACTED]
Sent: September 8, 2020 5:54 PM
To: Wendy Van Keulen
Subject: Draft plan and September 8th meeting

Hi, sorry I was unable to attend this meeting. I want to submit my presentation to you via email. I have only just become aware of these changes when reading the journal from September 3rd.

Re: campers and RVs staying on private property for weekends or longer but not 'seasonal'. I believe that the council has no right to restrict the Use of these vehicles on private property and should not become involved in vexatious complaints between neighbours in the community. If people are breaking the law then complaints should be filed with the police. The council should not be involved in complaints from neighbours if no bylaw is being broken period. The proposal to prevent people having guests stay on their own private property in recreational vehicles should not be allowed to become bylaw. This proposed law is overreaching and infringes on citizens abilities to enjoy their own property peacefully. Furthermore this law would violate an essential right under the Canadian Charter of Rights and Freedoms; our right to peaceful assembly. I want my right to assemble with my friends and family peacefully for weekends or longer, and especially in this age of social distancing, with any means possible, including the use of a recreational vehicle.

Regards,
Christopher Marcellus

Get [Outlook for iOS](#)

3+

Wendy Van Keulen

From: Sandra's iPad and phone [REDACTED]
Sent: September 8, 2020 7:58 PM
To: Wendy Van Keulen
Cc: Mayor; Tory Deschamps
Subject: Bylaw

RE: Draft plan & Meeting September 8th 2020

Hi, sorry I was unable to attend this meeting. I want to submit my presentation to you via email. I have only just become aware of these changes when reading the journal from September 3rd.

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Regards,

Sandra Lawrence

Wendy Van Keulen

From: Matt McDowell [REDACTED]
Sent: September 8, 2020 8:04 PM
To: Hugh Cameron; Mayor; Stephen Dillabough; Tory Deschamps; Wendy Van Keulen
Subject: RE: Draft plan & Meeting September 8th 2020

Hi, sorry I was unable to attend this meeting. I want to submit my presentation to you via email. I have only just become aware of these changes when reading the journal from September 3rd.

Re: campers and RVs staying on private property for weekends or longer but not 'seasonal'. I believe that the council has no right to restrict the Use of these vehicles on private property and should not become involved in vexatious complaints between neighbours in the community. If people are breaking the law then complaints should be filed with the police. The council should not be involved in complaints from neighbours if no bylaw is being broken period. The proposal to prevent people having guests stay on their own private property in recreational vehicles should not be allowed to become bylaw. This proposed law is overreaching and infringes on citizens abilities to enjoy their own property peacefully. Furthermore this law would violate an essential right under the Canadian Charter of Rights and Freedoms; our right to peaceful assembly. I want my right to assemble with my friends and family peacefully for weekends or longer, and especially in this age of social distancing, with any means possible, including the use of a recreational vehicle.

Regards,
Matt McDowell
Hyndman Road
613-285-9975

5+

Wendy Van Keulen

From: Chantal Gravel [REDACTED]
Sent: September 8, 2020 8:37 PM
To: Wendy Van Keulen; Mayor; Tory Deschamps; Hugh Cameron; Stephen Dillabough
Subject: Private property rights

RE: Draft plan & Meeting September 8th 2020

Hi, sorry I was unable to attend this meeting. I want to submit my presentation to you via email. I have only just become aware of these changes when reading the journal from September 3rd.

Re: campers and RVs staying on private property for weekends or longer but not 'seasonal'. I believe that the council has no right to restrict the Use of these vehicles on private property and should not become involved in vexatious complaints between neighbours in the community. If people are breaking the law then complaints should be filed with the police. The council should not be involved in complaints from neighbours if no bylaw is being broken period. The proposal to prevent people having guests stay on their own private property in recreational vehicles should not be allowed to become bylaw. This proposed law is overreaching and infringes on citizens abilities to enjoy their own property peacefully. Furthermore this law would violate an essential right under the Canadian Charter of Rights and Freedoms; our right to peaceful assembly. I want my right to assemble with my friends and family peacefully for weekends or longer, and especially in this age of social distancing, with any means possible, including the use of a recreational vehicle.

Regards,
Charles Hunt
Norma Hunt

Sent from Yahoo Mail on Android

Wendy Van Keulen

From: kmcdonald [REDACTED]
Sent: September 8, 2020 8:44 PM
To: Wendy Van Keulen; Mayor; Tory Deschamps; Hugh Cameron; Stephen Dillabough
Subject: Campers on private property

RE: Draft plan & Meeting September 8th 2020

Hi, sorry I was unable to attend this meeting. I want to submit my presentation to you via email. I have only just become aware of these changes when reading the journal from September 3rd.

Re: campers and RVs staying on private property for weekends or longer but not 'seasonal'. I believe that the council has no right to restrict the Use of these vehicles on private property and should not become involved in vexatious complaints between neighbours in the community. If people are breaking the law then complaints should be filed with the police. The council should not be involved in complaints from neighbours if no bylaw is being broken period. The proposal to prevent people having guests stay on their own private property in recreational vehicles should not be allowed to become bylaw. This proposed law is overreaching and infringes on citizens abilities to enjoy their own property peacefully. Furthermore this law would violate an essential right under the Canadian Charter of Rights and Freedoms; our right to peaceful assembly. I want my right to assemble with my friends and family peacefully for weekends or longer, and especially in this age of social distancing, with any means possible, including the use of a recreational vehicle.

Regards,

Kady McDonald

Sent from my Bell Samsung device over Canada's largest network.

Wendy Van Keulen

From: Jones, Carl [REDACTED]
Sent: September 8, 2020 9:00 PM
To: Wendy Van Keulen

Hi everyone! I have just sent the below email to Wendy Van Keulen at wvankeulen@twpec.ca who is the community development coordinator. I am about to also send it to the mayor and my ward councilor, I will post all their email addressed below. PLEASE FEEL FREE TO COPY MY EMAIL and SEND IT AS WELL!!! the more submissions we make the better chance we have of stopping this proposed infringement of our Private PROPERTY RIGHTS! Better yet, give your councilor a call.... I have posted the councilor's emails and phone numbers below.

RE: Draft plan & Meeting September 8th 2020

Hi, sorry I was unable to attend this meeting. I want to submit my presentation to you via email. I have only just become aware of these changes when reading the journal from September 3rd.

Re: campers and RVs staying on private property for weekends or longer but not 'seasonal'. I believe that the council has no right to restrict the Use of these vehicles on private property and should not become involved in vexatious complaints between neighbours in the community. If people are breaking the law then complaints should be filed with the police. The council should not be involved in complaints from neighbours if no bylaw is being broken period. The proposal to prevent people having guests stay on their own private property in recreational vehicles should not be allowed to become bylaw. This proposed law is overreaching and infringes on citizens abilities to enjoy their own property peacefully. Furthermore this law would violate an essential right under the Canadian Charter of Rights and Freedoms; our right to peaceful assembly. I want my right to assemble with my friends and family peacefully for weekends or longer, and especially in this age of social distancing, with any means possible, including the use of a recreational vehicle.

Regards,

Patrick (Pat) Sayeau Mayor mayor@twpec.ca 613-657-1087

613-340-5862

Tory Deschamps Deputy Mayor tdeschamps@twpec.ca 613-803-2505

Hugh Cameron Ward 1 Councillor hcameron@twpec.ca 613-657-4730

613-724-3533

Stephen Dillabough Ward 2 Councillor sdillabough@twpec.ca 613-925-3103

<http://www.twpec.ca/wp-content/uploads/2018/08/Ward-Map.pdf> WARD MAP - may have to cut and paste to your browser

Sent from my Bell Samsung device over Canada's largest network.

Wendy Van Keulen

From: Tanya [REDACTED]
Sent: September 8, 2020 9:36 PM
To: Mayor; Hugh Cameron; Stephen Dillabough; Wendy Van Keulen
Subject: Draft plan

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Re: campers and RVs staying on private property for weekends or longer but not 'seasonal'. I believe that the council has no right to restrict the Use of these vehicles on private property and should not become involved in vexatious complaints between neighbours in the community. If people are breaking the law then complaints should be filed with the police. The council should not be involved in complaints from neighbours if no bylaw is being broken period. The proposal to prevent people having guests stay on their own private property in recreational vehicles should not be allowed to become bylaw. This proposed law is overreaching and infringes on citizens abilities to enjoy their own property peacefully. Furthermore this law would violate an essential right under the Canadian Charter of Rights and Freedoms; our right to peaceful assembly. I want my right to assemble with my friends and family peacefully for weekends or longer, and especially in this age of social distancing, with any means possible, including the use of a recreational vehicle.

Wendy Van Keulen

From: [REDACTED]
Sent: September 9, 2020 11:45 AM
To: Wendy Van Keulen; Mayor; John Hunter
Subject: Meeting on Sept 8

Hello,

I was unable to attend the meeting yesterday discussing zoning bylaws. I want to submit my concerns to you so that they are known. I have only just become aware of these changes.

Re: campers and RVs staying on private property for weekends or longer but not 'seasonal'.

I believe that the council has absolutely no right to restrict the use of these vehicles on private properties and should not become involved in vexatious complaints between neighbours in the community. If people are breaking the law then complaints should be filed with the police. The council should not be involved in complaints from neighbours if no bylaw is being broken.

The proposal to prevent people having guests stay on their own private property in recreational vehicles should not be allowed to become bylaw. This proposed law is overreaching and infringes on citizens abilities to enjoy their own property peacefully.

Furthermore, this law would violate an essential right under the Canadian Charter of Rights and Freedoms; our right to peaceful assembly. I would like to retain the right to assemble with my friends and family peacefully for weekends or longer, and especially in this age of social distancing, with any means possible, including the use of a recreational vehicle.

Thanks,

Erika Moore and Sébastien Momy
Property owners in Spencerville

10+

Wendy Van Keulen

From: [REDACTED]
Sent: September 8, 2020 8:55 PM
To: Wendy Van Keulen; Mayor; John Hunter
Subject: Draft plan and meeting, September 8th 2020

Hello,

I was unable to attend the meeting this evening discussing zoning bylaws. I want to submit my concerns to you so that they are known. I have only just become aware of these changes.

Re: campers and RVs staying on private property for weekends or longer but not 'seasonal'.

I believe that the council has absolutely no right to restrict the use of these vehicles on private properties and should not become involved in vexatious complaints between neighbours in the community. If people are breaking the law then complaints should be filed with the police. The council should not be involved in complaints from neighbours if no bylaw is being broken.

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Thanks,

Erika Moore and Sébastien Momy
Property owners in Spencerville

From: [Township of Edwardsburgh/Cardinal](#)
To: [Wendy Van Keulen](#)
Subject: [SPAM] Township of Edwardsburgh/Cardinal ""
Date: September 29, 2020 10:10:14 PM
Importance: Low

From: Kelly Hubbard

Email: [REDACTED]

Address: [REDACTED]

Postal Code: K0e1x0

Mailing List for Open House and Public Meeting: Mail, Email
Notify of Decision: Yes

Subject:

Message Body:

Mayor, Deputy Mayor and councillors,

I wish to express my disagreement with the suggested zoning pertaining to the weekend and short term use of RV 'campers' in Edwardsburgh/Cardinal. I read Mayor Sayeau's article in the Sept. 3 issue of the South Grenville Journal.

As mentioned in the article, 'the public reaction to the increasing use of recreational vehicles has been clear' in opposition. I feel and have seen otherwise in the community both online and in personal discussions.

The residents of Edwardsburgh Cardinal that I have heard from are not in favour of such a prohibition and are strongly against it.

Those in favour of weekend and short term use of campers on their property are thinking of cousins having a camp out at their Grandparents house, an annual family reunion, friends gathering for a weekend while taking in our Spencerville Fair, hunters, anglers, a baseball team during a tournament, our Beaver and Scout troops having an overnight and practicing the skills they've learned. The list goes on.

In this time of Covid-19, these RV's offer a safe way to maintain contact with our friends and families and maintain physical distance to keep our community safe.

An enacted bylaw prohibiting short term use of recreational vehicles is not just prohibiting an RV, it is taking away many residents rights, traditions they hold important and meaningful future memories.

Please consider this when making your decisions.

Thank you,
Kelly Hubbard

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This e-mail was sent from a contact form on Township of Edwardsburgh/Cardinal (<http://www.twpec.ca>)

12+

From: [Township of Edwardsburgh/Cardinal](#)
To: [Wendy Van Keulen](#)
Subject: [SPAM] Township of Edwardsburgh/Cardinal "Rv by law"
Date: September 30, 2020 8:52:34 AM
Importance: Low

From: Kathleen Graham

Email: [REDACTED]

Address: [REDACTED]

Postal Code: K0E1T0o

Mailing List for Open House and Public Meeting: Email

Notify of Decision: Yes

Subject: Rv by law

Message Body:

It is very stupid if you cant park your Rv on your own property

[REDACTED]

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This e-mail was sent from a contact form on Township of Edwardsburgh/Cardinal (<http://www.twpec.ca>)

13+

From: [Township of Edwardsburgh/Cardinal](#)
To: [Wendy Van Keulen](#)
Subject: [SPAM] Township of Edwardsburgh/Cardinal "By law changes"
Date: September 30, 2020 10:06:32 AM
Importance: Low

From: Catherine Copeland
Email: [REDACTED]
Address: [REDACTED]
Postal Code: K0E1X0

Mailing List for Open House and Public Meeting: Email
Notify of Decision: Yes

Subject: By law changes

Message Body:

I find all the talk surrounding this subject very confusing. I am interested in any changes that are being considered for rural living. Thankyou

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This e-mail was sent from a contact form on Township of Edwardsburgh/Cardinal (<http://www.twpec.ca>)

14+

From: [Township of Edwardsburgh/Cardinal](#)
To: [Wendy Van Keulen](#)
Subject: [SPAM] Township of Edwardsburgh/Cardinal "HOBBY FARM-LIVESTOCK RULES"
Date: October 1, 2020 12:28:17 PM
Importance: Low

From: ARLENE HUTCHINSON

Email: [REDACTED]

Address: [REDACTED]

Postal Code: KOE 1EO

Mailing List for Open House and Public Meeting: Email

Notify of Decision: Yes

Subject: HOBBY FARM-LIVESTOCK RULES

Message Body:

HAVING BEING BORN AND RAISED AND STILL LIVE HERE-CHANGES ARE VAST. ZONING AND BYLAWS MUST BE IN PLACE AND ENFORCED PERTAINING TO RESIDENTIAL AND FARM ANIMALS..LIVESTOCK ARE WITHIN 100 FEET OF MY FRONT DOOR 365 DAYS A YEAR.mY HOME FOR 49 YEARS IS LOOSING ITS VALUE DAILY ALSO CHECK OUT THE FENCING BYLAW WITH THE FARMS ABSOLUTELY BACKWARDS

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This e-mail was sent from a contact form on Township of Edwardsburgh/Cardinal (<http://www.twpec.ca>)

15+

From: [REDACTED]
To: [Wendy Van Keulen](#)
Subject: Fw: do you have any other suggestions, or better way to do this I am all ears
Date: October 1, 2020 12:40:54 PM

here it is Wendy

ty

From: Pat Grant
Sent: Thursday, October 1, 2020 9:50 AM
Subject:

I am going to seek to change some zoning bylaws and planning issues like:

No drilling into bedrock for basements and, hydrogeo studies be done by **builder**, before any drilling is allowed in the village of Spencerville

All new wells should have well siting done to assure existing wells can tolerate the changes

No more than 1 drilled well on any severed lot of less than 50' frontage (size allowed with one service) after site planning completed

All new builds in village of Spencerville must have min 50' frontage due to highly vulnerable aquifer and our Official plan and single service, being the sewer system area—no exceptions

A severed lot can retain initial zoning **ONLY** if it faces the street from which it was severed. Zoning is not transferred if severed lot faces a different street or to manipulate the building code

Issuing of building permits should be accompanied only after a thorough investigation of the property has been conducted, and application has been properly completed with correct information and Tarrion Warranty proof is there

All neighboring properties must be afforded complete information on new build, **BEFORE**, any permit is issued, and be allowed opportunities to have their input documented

All agencies involved in allowing severances and building permits must perform their due diligence and no more rubber stamping from their desk --they must do visual visits at the very least, of the site

Planning Committee need to take every precaution, like being fully aware of the topography, history of Village, and proceed with caution regarding ever allowing condos in our small rural one serviced area

Official Plan must be adhered to, to protect the properties already in existence and surrounding new building sites

Patricia Grant

16+

From: [Township of Edwardsburgh/Cardinal](#)
To: [Wendy Van Keulen](#)
Subject: [SPAM] Township of Edwardsburgh/Cardinal "5th wheel on own property bylaw"
Date: October 2, 2020 8:22:41 AM
Importance: Low

From: Roxane Villeneuve

Email: [REDACTED]

Address: [REDACTED]

Postal Code: K0E 1T1

Mailing List for Open House and Public Meeting: Email

Notify of Decision: Yes

Subject: 5th wheel on own property bylaw

Message Body:

In the future, perhaps there could be a clause in the bylaw for special circumstances.

A lack of transparency and information cost us a large sum of money this summer. It's also come to our attention that we were miss informed about having a trailer on our property and we had to pay to have it removed. When it could of stayed there to begin with.

Having a trailer or 5th wheel on your private property being stored or used for special purposes should be allowable. Since we are a private road and we have no services from the township what's so ever we should be granted some leeway. We pay a large some in taxes yearly and many of the residences feel like they are being harassed. On a few occasions people have sold their homes due constant harassment.

Letting the bylaw remove trailers will remove more of our rights and freedom. In these times of uncertainty 5th wheels and trailers are very important for many reasons.

Social distancing being at the top of the list. Mental health another key reason.

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This e-mail was sent from a contact form on Township of Edwardsburgh/Cardinal (<http://www.twpec.ca>)

I would like to address the issue around using campers and RVs within the township. The people of the township want to hear very CLEARLY what your bylaw intentions are surrounding this issue.

I have gathered what information I could, from the media and from the minutes of the September 8th meeting.

Patrick Sayeau – Mayors column sept 23rd

we have seen a number of issues arise because of problems with the existing Zoning By-Law and the Committee opened initial discussions on increasing use of Travel Trailers, Fifth Wheelers and “Campers”, as weekend or semi-permanent dwelling units in such locations as Tuttle Point Road, County Road #44 and other areas within the township. **What are these issues and how did they arise? Are these neighbourhood complaints, and if so, why is the council getting involved? Why would the council propose a blanket bylaw over the whole township to deal with some complaints in a few small areas?**

In the same column written by mr Sayeau referring to the September 8th meeting;

Mr. Pentz heard a full airing of the problems and the objectives to be reached in arriving at solutions. **However; the problems nor the objectives were included in the minutes of the September 8th meeting, and neither was your proposed solution. What is your Solution?**

From the Minutes of the Sept 8 meeting

There was a discussion on how long an RV could be parked at a specific location. Mr. Pentz noted that the zoning bylaw is not the appropriate method for stating specific timeframes, however through the building code, occupancy restrictions would assist in preventing and enforcing how long someone can set up an RV **So I ask; does this mean that you are not going to address the issue in township bylaws and only rely on the building code? IF so, why are there ANY bylaws preventing people in the township from using campers on their own property?**

The minutes go on to say; Members noted that their intention is not to prevent a family from storing their RV in their driveway, nor prevent someone in a residential area from using their RV, for example, on a weekend for a family or friend to visit. It was noted that a traveling RV stopped to spend a day or two at the boat launch area in Cardinal. **What does the boat launch in cardinal have to do with private properties and why would you impose a blanket bylaw over the whole township to deal with that?**

Committee discussed at length the ongoing complaints and concerns raised by the public with respect to the use of camper trailers within the Township. Members noted that some residents along Tuttle Point have reported complaints about RV's being set up for months at a time, rather than someone using the

RV for a weekend visit. **What people are doing with their own campers on their own land in Tuttle Point shouldn't be a concern for the council WE DO have an existing bylaw – No. 4.32 (c) Recreational vehicles used as *seasonal* dwellings on vacant lots are forbidden. SO; if this bylaw is not being broken, then why is the council harassing residents for using their own trailers on their own property with an existing house?**

We only have a short summer - Why should the residents of this township be prevented from camping on our own properties for the season of summer??

- Mr. Pentz noted that setting up an RV for a weekend to visit family/friend isn't a concern, however if the RV is there for a long period then it could be an issue if the RV is being utilized as an un-permitted second dwelling unit. **This needs to be clarified, how long are you willing to let the citizens of this township use their own camper on their own property for? We want to know what you think is the correct restriction to impose on the residents of this county to use their own property how they see fit!!!**

South Grenville Journal sept 17th

Sayeau – 'I have had my family come on our family reunion weekend with five or six trailers and stay the weekend. There is nothing in the law that prevents that. It never was and never will be. We're not out to do that kind of stupidity' **BUT you are. I want to ask mr. Sayeau why it is ok for him to have people camp with trailers on his property, but when I camped for 1 weekend this August on my property that I acquired in July, I was immediately given a court summons from the council and the threat of a fine. THIS shows clearly that what you say and what you do is not consistent and some of the people of this township are fed up and angry at how you are dealing with us.**

Deschamps noted that the council is in no way targeting any taxpayers in the community. **However there are people here, more than just myself, that DEFINITELY feel targeted. We feel like you have overstepped your authority in trying to deal with the complaints of a few, by harassing and threatening us, and taking us to court, for using our own camper on our own private properties! AND now it seems that you want to punish the whole community by imposing further restrictions.**

My recommendations to the community development committee.

- 1) **Meetings should be recorded for public viewing as the regular council meetings are. This will give the public more clarity about your intentions and what changes to bylaws they can expect.**
- 2) The committee should not create any further bylaws that restrict the use of campers or RVs on private property
- 3) The committee should change the existing bylaw 4.32 c , and allow people to use their campers on their own lots during the spring, summer and fall season. This bylaw is overreaching. As well as remove trailer from the definition of 'structure' in the definition terms.
- 4) The council should review it's own bylaw enforcement policies – it specifically states that the council does not become involved in neighbourhood complaints, nor does it act upon vexatious complaints from neighbours. This is obviously what is happening here with all of this concern over people camping on their own property.

Nov 2, 2020 CDC Meeting
Delegations and Presentations

a.

Mr. Richard Lafontaine

Mr. Lafontaine, property owner and resident of Tuttle Point provided Committee with an overview of his opinion and stance with respect to issues concerning camper trailers/RV's on Tuttle Point. Mr. Lafontaine highlighted that there has been increased new development on Tuttle Point and thinks that the zoning bylaw should make a special consideration for Tuttle Point due to its unique geographic composition. Mr. Lafontaine noted his concerns with new development and trailers/rv's destroying the area, due to its fragile state. He states that there should be stricter rules to regulate trailers/rv's on Tuttle Point, specifically not allowing them to be there all season. He noted his concerns with respect to the trailers/rv's almost doubling the population of Tuttle Point and potentially negatively impacting the sanitary safety of the land and properties. Mr. Lafontaine noted that the Tuttle Point area was originally an island and is fragile in nature, especially with increased population and traffic/use of the area. Members inquired about the percentage of seasonal versus permanent residents living on Tuttle Point. Mr. Lafontaine estimated that approximately 60 plus percent of residents are permanent. It was noted that the property owners own both the north and south side, along with the road/lane that runs through the centre in order for others to access their own private land. Members inquired if there is a property owners association that collects money to maintain the road or other aspects of the land. It was noted there are is a small group of volunteers that have formed a road committee, approximately 30 years ago, where they informally collect money to complete some summer and winter road maintenance, such as adding gravel and providing some snow removal.

There was a general discussion with respect to the property owners contributions to the informal maintenance committee, specifically as to whether all property owners contribute to the maintenance and the impact of rental/air bnb's along the island. It was noted that it is optional for property owners to contribute to assist with the maintenance. Members suggested that the residents of Tuttle Point continue to follow the zoning bylaw review process in order to keep informed of the discussions taking place.

-DEFINITION AS WRITTEN IN EXISTING ZONING BY-LAW-

Domestic Fowl Coop means an accessory residential structure consisting of a coop and run and intended to house a maximum of five (5) female egg laying chickens or five (5) female ducks. Domestic Fowl Coops shall securely contain the animals and will conform to the policies of Section 4.4 Domestic Fowl.

-PROPOSED CHANGE BY NOVA TECH-

DOMESTIC FOWL COOP shall mean an accessory residential structure consisting of a coop and run and intended to securely house a maximum of five (5) female egg laying chickens or five (5) female ducks.

-CONCERNS-

By specifying the maximum numbers and types of fowl/poultry allowed in a Domestic Fowl Coop, the definition above will be applied to the Zone irrespective of property size. This will also effectively disallow the keeping of all other poultry such as turkey, geese, pigeons, and Guinea fowl by omission. Pigeons are specifically not allowed in Residential zones according to the Animal Control By-law, but there should not be restriction against them in Rural or Agricultural zones by exclusion nor omission.

Moreover, by specifying the sex of the birds as written, this definition is either allowing any number of male birds, or allowing none – which would prevent the raising of meat birds, or even the reproduction of current stock. A commercial hatchery does not check the sex of newly hatched poultry unless the customer pays specifically for male or female birds. The birds may nearly be full-grown before a person can know if they comply with the bylaw as written.

Many properties in our township contain laying hens for personal use and some offer farm gate sales of eggs to neighbours and through-traffic. To meet the demand for any number of customers, five laying hens is not going to produce enough ‘dozens’ of eggs to offer for sale, let alone satisfy their own home consumption. Additionally, do chicks, poults, ducklings, goslings, or other youngstock count toward the maximum number of birds allowed?

PROPOSED CHANGE BY CONOR CLEARY

DOMESTIC FOWL COOP shall mean an accessory residential structure consisting of a coop and run intended to securely house fowl/poultry according to the allowable size, separation distances, and capacity of the zone wherein the coop exists.

-DEFINITION AS WRITTEN IN EXISTING ZONING BY-LAW-

Hobby Farm means a lot used primarily for residential purposes where accessory uses may include small market gardening for retail sale at a Farm Produce Outlet and/or the keeping of farm animals for the personal use of the residents thereon.

-PROPOSED CHANGE BY NOVA TECH-

HOBBY FARM – ~~See Agricultural Use~~ shall mean a lot used primarily for residential purposes where accessory uses may include small market gardening and/or the keeping of farm animals for the personal use of the residents thereon.

-CONCERNS-

“...the personal use of the residents thereon.” could be interpreted to disallow the sale of animal product to the public whether on-farm or off-farm. By stating ‘market gardening’, the bylaw is allowing the sale of produce (vegetables, flowers, etc.) to the public without allowing the same provision for animals.

PROPOSED CHANGE BY CONOR CLEARY

HOBBY FARM – shall mean a lot used primarily for residential purposes where accessory uses may include small market gardening and/or the keeping of livestock.

OR

HOBBY FARM – shall mean a lot used primarily for residential purposes where accessory uses may include small market gardening and/or the keeping of livestock for farmgate sales.

-DEFINITION AS WRITTEN IN EXISTING ZONING BY-LAW / PROPOSED CHANGE BY NOVA TECH-

LIVESTOCK UNIT

- **LARGE LIVESTOCK UNIT**, for the purpose of this By-law, shall mean one of the following: cows, horses, donkeys, alpaca and lama or similar.
- **MEDIUM LIVESTOCK UNIT**, for the purpose of this By-law, shall mean one of the following: sheep, goats, or pigs.
- **SMALL LIVESTOCK UNIT**, for the purposes of this By-law, shall mean one of the following: chickens, ducks, turkeys, geese or rabbits.

-CONCERNS-

- Stating 'cows' instead of 'cattle' technically limits the animal to be female only.
- The Small Livestock Unit only lists five types of animal, leaving out some types of domestic fowl, which could become an issue because an existing section in our Zoning By-law does prohibit any animals not singled out as allowable:
 - **4.21 Keeping of Animals and Kennels**
 - (a) No animals other than those permitted by the Municipality's Animal Control By-law, as may from time to time be enacted by the municipality under the Municipal Act, shall be kept in any Residential Zone.
- Fixed grammar and spelling (added Oxford Commas, fixed llamas).

PROPOSED CHANGE BY CONOR CLEARY

LIVESTOCK UNIT

- **LARGE LIVESTOCK UNIT**, for the purpose of this By-law, shall mean one of the following: cattle, horses, donkeys, alpacas, llamas, or similar.
- **MEDIUM LIVESTOCK UNIT**, for the purpose of this By-law, shall mean one of the following: sheep, goats, pigs, or similar.
- **SMALL LIVESTOCK UNIT**, for the purposes of this By-law, shall mean one of the following: chickens, ducks, turkeys, geese, rabbits, or similar.

-DEFINITITON AS WRITTEN IN EXISTING *2012* ZONING BY-LAW-

4.17 Hobby Farms

A maximum of five (5) nutrients units, as defined by the Minimum Distance Separation Formulae I and II, are permitted on a Hobby Farm provided that such animal(s) is/are housed in a building or structure specifically designed for such purposes. For six (6) or more nutrient units, a permitted Hobby Farm is subject to the MDS calculation as developed by the Ontario Ministry of Agriculture, Food and Rural Affairs, as amended from time to time.

-DEFINITITON AS WRITTEN IN EXISTING *2018* ZONING BY-LAW AMENDMENT-

4.17 Hobby Farms

For the purposes of this section:

- 2 small livestock units equals 1 medium livestock unit
- 4 small livestock units equals 1 large livestock unit
- 2 medium livestock units equals 1 large livestock unit

Notwithstanding the provisions of subsections 10.1 (c)[i] and 10.2 (c)[iv], for a lot with an area of 1.6 ha (4.0 ac.) up to 3.2 ha (8.0 ac.) a maximum (8) small livestock units or their equivalent in any combination shall be permitted on a Hobby Farm provided that such animal(s) is/are housed in a building or structure specifically designed for such purposes.

For a lot with an area greater than of 3.2 ha (8.0 ac.) up to 5.0 ha (12.3 ac.) a maximum (12) small livestock units or their equivalent in any combination shall be permitted on a Hobby Farm provided that such animal(s) is/are housed in a building or structure specifically designed for such purposes.

For any lot greater than 5.0 ha (12.3 ac.), a maximum of five (5) nutrients units, as defined by the Minimum Distance Separation Formulae I and II, are permitted on a Hobby Farm provided that such animal(s) is/are housed in a building or structure specifically designed for such purposes. For six (6) or more nutrient units, a permitted Hobby Farm is subject to the MDS calculation as developed by the Ontario Ministry of Agriculture, Food and Rural Affairs, as amended from time to time."

4.44 Domestic Fowl

In the Hamlet Residential (HR) zone, notwithstanding the provisions of Section 4.1 (c), (d) and (e) for Accessory Buildings Minimum Yard Requirements, a Domestic Fowl Coop shall be permitted accessory to a permitted residential dwelling subject to the following provisions:

- i) Minimum lot size is 0.4 ha (0.98 ac.)
- ii) Domestic Fowl Coops and runs must be a minimum of three (3) metres from rear and interior side lot lines; 1
- iii) Domestic Fowl Coops and runs must be a minimum of ten (10) metres from any window or door opening of a dwelling on an adjacent lot;

- iv) Domestic Fowl Coops and runs must be a minimum of fifteen (15) metres from any well;
- v) Domestic Fowl Coops and runs must not be located in any front or exterior side yard; and
- vi) Runs shall be constructed to provide a minimum of 0.9m² and a maximum of 2.3m² of floor space per hen."

-PROPOSED CHANGE BY NOVA TECH-

4.4 Hobby Farms and Keeping of Domestic Fowl

~~Hobby farms shall be permitted as an agricultural use in accordance with the following provisions:~~

1. Notwithstanding the provisions of this By-law to the contrary, a hobby farm, as defined herein, shall be permitted on a lot in any Rural (RU) or Agriculture (A) zone, provided that such livestock are housed in a building or structure specifically designed for such purpose, and subject to the following provisions:

- 1. On a lot having an area of 1.6 ha up to 3.2 ha, a maximum of eight (8) small livestock units or their equivalent in any combination shall be permitted.
- 2. On a lot having an area greater than 3.2 ha up to 5.0 ha, a maximum of twelve (12) small livestock units or their equivalent in any combination shall be permitted.
- 3. On a lot having an area greater than 5.0 ha, a maximum of five (5) nutrient units, as defined by the Minimum Distance Separation Formulae, shall be permitted. For six (6) or more nutrient units, a hobby farm shall be subject to the setbacks determined by the Minimum Distance Separation Formulae developed by the Ontario Ministry of Agriculture, Food and Rural Affairs.
- 4. For this purpose of calculating livestock units, the following shall apply:
 - 2 small livestock units equals 1 medium livestock unit
 - 4 small livestock units equals 1 large livestock unit
 - 2 medium livestock units equals 1 large livestock unit

2. Notwithstanding the provisions of Section 3.1, a domestic fowl coop, as defined herein, shall be permitted accessory to a permitted residential dwelling in the Hamlet Residential and Rural zone, subject to the following provisions:

- 1. The minimum lot area shall be 0.4 ha
- 2. Domestic fowl coops and runs shall be a minimum of 3 m from rear and interior lot lines
- 3. Domestic fowl coops and runs shall be a minimum of 10 m from any window or door opening of a dwelling on an adjacent lot;
- 4. Domestic fowl coops and runs shall be a minimum of 15 m from any well;
- 5. Domestic fowl coops and runs shall not be located in any front or exterior side yard; and

6. Runs shall be constructed to provide a minimum of 0.9m² and a maximum of 2.3m² of floor space per hen.

1.6 hectares = 3.95 acres 3.2 ha = 7.9 ac 5.0 ha = 12.35 ac 0.4 ha = 0.99 ac	3 metres = 9.8 feet 10 m = 32.8 ft 15 m = 49.2 ac	0.9 square metres = 9.7 square feet 2.3m ² = 24.8ft ²
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-CONCERNS-

NUTRIENT UNITS as defined by the Ontario Ministry of Agriculture, Food and Rural Affairs do not equal LIVESTOCK UNITS.

There is a huge discrepancy in the terms here, and it is very limiting to basic agricultural practices.

For example, the *2012 Nutrient Management Tables for Ontario Regulation 267/03* list the number of animals *per* nutrient unit for **rabbits** to be 40. This means that 40 grown rabbits equal one nutrient unit according to this scientific nomenclature. Using the proposed change to the by-law to allow a maximum of five nutrient units on properties 5.0 hectares (12.35 acres) and up, the property owner could keep 200 rabbits. Some types of poultry can have 300 animals per nutrient unit, meaning 1,500 birds on 5 ha.

However, if the property is between 3.2 hectares and 4.9 hectares, the owner is only allowed to keep up to 12 small livestock units which equals 12 rabbits. Moreover, if the owner of the larger property has more than five nutrient units, they are not limited by the cap of 200 rabbits if they can effectively manage the manure according to the Province's regulations. The contrast in this section can be demonstrated by calculating the same for each animal type to varying results.

Nutrient Units are very data-heavy and not practical for direct inclusion in by-laws as they can change upon ministerial review but swapping them out for Livestock Units is not a simple solution. Doing this creates a very wide gulf between a larger Agricultural Zone and a half acre residential lot with a few pet chickens – which should be allowed on any property with a dwelling and space for an adequate coop. Specifically, the proposal as written does not allow any livestock on properties under 3.95 acres, which is an apparent oversight from the previous passing of the by-law amendment in 2018.

-PROPOSED CHANGE BY CONOR CLEARY-

I recommend we remove the restrictions on livestock units and nutrient units altogether to allow the provincial Nutrient Management Act, minimum distance separation, and building permit processes to regulate the numbers of livestock on properties.

The welfare of animals and the hygienic state of properties and dwellings can be enforced through the Animal Control By-law which has fines in place for "Failure to remove excrement", "Keeping animal causing disturbing noise or sound in the neighbourhood", and "Keeping animal causing disturbing noise or sound in any dwelling, apartment or other residence" for example.

Page 77

Should 'Port of Prescott' be updated to 'Port of Johnstown'?

From: [REDACTED]
To: [Wendy Van Keulen](#); [Dave Grant](#); [MAYOR Sayeau](#)
Subject: Re: tonight's public meeting
Date: November 23, 2020 12:46:36 PM

hi

the versions of the OP do not /have not represented this township as a township made up of villages and hamlets, in a rural area, but more as a town/city area—the zoning bylaws based on it also compromises our rural, cultural areas as well

those of us who live here in these villages like our way of life, or we would move

do I support industrial/residential growth? you bet! as long as it does not cause our township to become the next town Kemptville/Prescott

by definition Kemptville is still considered a village but a whole lot closer to becoming a town—growing up there I have watched what very poor planning has done to that place

A rural way of life is so very special and those of us who love it are slowly watching it disappear

tell me why we always hire city planners to do our OPs—are there no rural planners?

I agree the old OP and the new one are strikingly similar so I assume then the status quo is acceptable to this council—would be nice to see an engineering company with some sense of what rural life means and the

differences between towns/cities and townships with villages and hamlets trying to survive and maintain our way of life for future generations

the sales of houses here in this village alone is rapid, as more and more folks are getting out of these overpopulated, overburdened town/cities--

if we maintain the pace like what occurred on David Street this year, God help us all—this was somehow allowed to happen in our village

To this day, something./somebody needs to be held accountable to assure us it cannot happen again

rural properties need 2 acres, well it should be five acres—most of our farms are disappearing - such a shame

the definition of village and town, pretty much sums up my argument—just wish planners took it more to heart when writing the OP

now you have my opinion—

Please know I am very concerned about this council's apparent lack of concern about maintaining our village structure

I have seen so much residential development and have never seen my taxes drop on time in 50 years of paying them—so what really is the purpose on infilling ever piece of land that is not even large enough to comply with the OP and bylaws??

I just cannot get it? Maybe just too dumb, but I don't think so. Aging and watching our way of life disappear is a huge downer for me—Just what legacy are we leaving behind if nothing is ever questioned any more

Pat

From: [Township of Edwardsburgh/Cardinal](#)
To: [Wendy Van Keulen](#)
Subject: Township of Edwardsburgh/Cardinal "Zoning Bylaw"
Date: March 12, 2021 1:45:01 PM

From: Philip Bury
Email: [REDACTED]
Address: [REDACTED]
Postal Code: K0E 1X0

Mailing List for Open House and Public Meeting: Mail, Email
Notify of Decision: Yes

Subject: Zoning Bylaw

Message Body:
Are drafts ready for review? When will there be public meetings?

--

This e-mail was sent from a contact form on Township of Edwardsburgh/Cardinal (<http://www.twpec.ca>)

From: [Township of Edwardsburgh/Cardinal](#)
To: [Wendy Van Keulen](#)
Subject: Township of Edwardsburgh/Cardinal "personal camper uses bylaws"
Date: March 17, 2021 2:52:07 PM

From: Ronald Albert Perrin

Email: [REDACTED]

Address: [REDACTED]

Postal Code: K0E 1E0

Mailing List for Open House and Public Meeting: Mail, Email

Notify of Decision: Yes

Subject: personal camper uses bylaws

Message Body:

We understand that the EC twp are enacting a draconian bylaw to penalize camper uses by property owners for their own personal family.

We stand in opposition to this unjust bylaw.

Sincerely, Ron Perrin

--

This e-mail was sent from a contact form on Township of Edwardsburgh/Cardinal (<http://www.twpec.ca>)

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Donna walker
Date: May 30, 2021 9:55:22 AM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Sunday May 30th 2021 9:54 AM with reference number 2021-05-30-001.

- **Your Name**

Donna walker

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0E 1E0

- **Please share your feedback**

I think people should be able to have family camp in their backyard sometimes that is the only way family can be together I see nothing wrong with it

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Tim Gilligan
Date: May 30, 2021 10:01:21 AM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Sunday May 30th 2021 10:00 AM with reference number 2021-05-30-002.

- **Your Name**

Tim Gilligan

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0E 1E0

- **Please share your feedback**

I would like to comment on the zoning bylaw review that is currently underway, and specifically section 3.12.3 regarding occupancy restrictions in a recreational vehicle.

While I understand the need to restrict the ability for people to live full time in an RV, I believe the section as written is too restrictive as it forbids casual stays in an RV on your own property. I don't see an issue with allowing children/grandchildren an occasional sleep over in the back yard, or if company from out of town visits for a weekend, there is no harm in allowing them to use the RV to sleep in for a few nights.

I'm wondering if you would consider a change to allow for occasional RV occupancy, limited to 5 consecutive nights (or some other reasonable number of nights) on residential property, similar to section 4.1 Special Exemption Zones, where occupancy is permitted for 7 days or less during the off season at Grenville Park. Some will argue that it would be unenforceable but I expect the bylaw will be complaint driven so it wouldn't be a whole lot different than what is currently written as far as enforcement goes. If somebody was having difficulties with a neighbour that are serious enough to consider bylaw

enforcement, showing proof that they are living in the RV would not be difficult.

Most will agree that there is a need for bylaws to ensure all residents can live in harmony, but please keep in mind that we live in a largely rural area where people choose to live to enjoy freedoms not allowed in large cities. Please consider this when approving bylaws so we can continue our rural way of life without overreaching bylaws.

Thank you for the opportunity to comment.

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Arlene Hutchinson
Date: May 30, 2021 10:29:45 AM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Sunday May 30th 2021 10:29 AM with reference number 2021-05-30-003.

- **Your Name**
Arlene Hutchinson
- **Your Email Address**
[REDACTED]
- **Home Address**
[REDACTED]
- **Postal Code**
KOE1E0
- **Please share your feedback**
Brouseville zoned as Hamlet needs to be required distance for livestock to be away from peoples homes and wells especially with no respect for anything or anyone. Terrible upkeep depreciation of others home value
- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**
Email
- **Would you like to be notified of the passing of a new zoning bylaw?**
Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Laci Temple
Date: May 30, 2021 11:05:20 AM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Sunday May 30th 2021 11:05 AM with reference number 2021-05-30-004.

- **Your Name**

Laci Temple

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0E1E0

- **Please share your feedback**

I don't agree with the proposed bylaws dictating how residents cannot utilize their properties to temporarily accommodate visitors in recreational or marine vehicles. This would prevent my children from having safe summer sleepovers with friends in the future (whether we sleep in the boat or RV, apparently neither would be allowed); prevent family reunions from happening once the world normalizes (we all know how important social support and connection is during an isolated time like this); and may prevent my father-in-law who owns Bridgewaters Inn from helping out fellow community members who may have been stuck without housing and no other options (he's allowed them to pull up their recreation vehicles until they problem-solve their housing situation). There will always be bad apples in every situation, but those are the same people who do not respect bylaws in the first place so these rules would have no efficiency on cleaning up those properties any way in my opinion.

Furthermore, I also see issue with the shipping container clause - with the tiny home movement gaining momentum, alongside the economic and lack of housing challenges happening in this area, these type of structures offer quality, affordable building material to utilize for tiny home building. We need to come together to support

and help our fellow neighbours through this tough time, not throw more and more rules at them...

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Catherine Wilson
Date: May 30, 2021 12:44:19 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Sunday May 30th 2021 12:44 PM with reference number 2021-05-30-005.

- **Your Name**

Catherine Wilson

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0E 1E0

- **Please share your feedback**

The idea that you can pass a bylaw that would prevent any owner from having visitors visiting you with a camper or a tent is ludicrous and is tantamount to violating your liberties. This law even prevents you from having a spirited activity with your children on your own property. I have real concerns with individuals who would even propose such an idea. We already have bylaws that are useless why are you trying to pass laws that violate our liberties now. Its unconstitutional!

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Andrew Roth
Date: May 30, 2021 12:46:18 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Sunday May 30th 2021 12:45 PM with reference number 2021-05-30-006.

- **Your Name**
Andrew Roth

- **Your Email Address**
[REDACTED]

- **Home Address**
[REDACTED]

- **Postal Code**
K0E1E0

- **Please share your feedback**

I don't agree with restricting the use of recreational camper vehicles on one's own property. I don't see much difference between storing it and having someone use it. From the outside it looks about the same, maybe just expanded. Not a big deal. Given how difficult housing is to find, to me this is pretty fair to allow such vehicles on one's own property. I see such uses often in the town here and have no problem with it nor do I think it looks bad.

There is no reason given either for this rule.

I think that rule should be removed, or at least amended to have some allowance. If you need to restrict it, perhaps limit to 1 per property lot, or a certain number of days per year allowed.

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**
Email
- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Dale and Brenda Byrd
Date: May 30, 2021 8:17:34 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Sunday May 30th 2021 8:16 PM with reference number 2021-05-30-007.

- **Your Name**

Dale and Brenda Byrd

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0E1T1

- **Please share your feedback**

Please tell the people phoning to complain.. everyone has friends family over in summertime with campers tents etc.. this is not a permit habitat they are living in... stop calling us we are no longer acting on the complaints that have no zero meaning.. there are much more important issues for our councillors to deal with..

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Chuck Barton
Date: May 31, 2021 8:31:20 AM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Monday May 31st 2021 8:30 AM with reference number 2021-05-31-001.

- **Your Name**

Chuck Barton

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0E-1E0

- **Please share your feedback**

Firstly I am confused with the zoning map of Cardinal, concerning my 3 1/2 acre property. It used to be zoned outside of town , now it appears inside of town. Second it looks like it's commercially zoned, which would be a big unwelcome change. There is cg1 labeled in the centre of my property.

Secondly making it illegal to allow friends to camp, on my large property, for any length of time is outrageous. There should at the very least be a size of property clause to this ammendment.

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Daina Bessette
Date: May 31, 2021 3:34:19 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Monday May 31st 2021 3:33 PM with reference number 2021-05-31-002.

- **Your Name**
Daina Bessette

- **Your Email Address**
[REDACTED]

- **Home Address**
[REDACTED]

- **Postal Code**
K0E1t1

- **Please share your feedback**

I read with great interest the proposed zoning by law changes to Additional Dwelling Units (Second Units) Section 4.8.

Re: Must be located on a property with access on an improved street (no private roads).

We live on Riddell Rd, a private road which we own up to County Rd 2. We have a detached garage with a separate upper level of 1200 sq feet currently used for storage but would be an ideal granny flat for our elderly parents . Would there be a process under this bylaw to apply for special exemption allow this?

There are some existing waterfront properties in the area that are on private roads that have second dwellings, would they be exempt from the new bylaw?

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**
Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Linda Wilson
Date: June 1, 2021 9:09:32 AM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Tuesday June 1st 2021 9:07 AM with reference number 2021-06-01-001.

- **Your Name**

Linda Wilson

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0E 1E0

- **Please share your feedback**

Greetings TWPEC ,

My husband and I moved to Cardinal from Barrie, ON in 2019. We love our new community and, post COVID, want to do our part as citizens to contribute to its improvement.

My husband and I could not believe when we were advised by other members of the community that TWPEC has a bylaw that prohibits someone staying in a camping trailer, RV, etc overnight or even for a few days. Fine -- \$1000 per day if reported. That is outrageous! We live a long way from our friends and family. We also have limited sleeping room in our new house. Our driveway is large enough to park an RV without impacting traffic or my neighbours' enjoyment of their property. So, where is the harm to the community if a family member brings their trailer or RV and want to sleep in it during their visit? I can appreciate that your goal may be to prevent slums springing up with driveways/properties hosting long term campers etc for profit but it seems ridiculous to prevent a homeowner from having a guest stay in their mobile home for a short duration This bylaw needs to be changed! Counsel, I believe, should be more concerned with the maintenance of buildings -- especially on the main street of Cardinal. There is a derelict building by the drug store which used to

be an grocery store. Why has the township not taken action with the owner(s) and forced them to maintain it in good repair? Currently, it is an eyesore, probably full of vermin and a potential hazard based on its current condition.

Changing the bylaw with respect to outlawing campers/trailers for a stay or short duration etc would go a long way in demonstrating that TWPEC mayor and counsel are actually listening to the people who live in their community and pay property taxes. My taxes in Cardinal are significantly higher than what I paid in Barrie, ON --- and Barrie provided a lot more service for my tax dollars! Please do the right thing -- change or eliminate this bylaw. Thank you.

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Fawn
Date: June 1, 2021 10:39:20 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Tuesday June 1st 2021 10:38 PM with reference number 2021-06-01-002.

- **Your Name**

Fawn

- **Your Email Address**

[REDACTED]

- **Home**

[REDACTED]
602 Latimer Rd

- **Postal Code**

K0E1W0

- **Please share your feedback**

I staunchly disagree with the idea that tiny homes, shipping container homes and the like be outlawed in this township. The use of shipping container homes and tiny homes is not only eco friendly, but far more economical for individuals seeking to save money to scale into a home of their dreams. As somebody who reaped the benefits of formerly living in a converted 300ft construction trailer, I cannot see why this proposal came to be. I absolutely would love to know the rationale behind this proposal which seems like nothing more than an effort to lasso more taxpayer money.

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

From: noreply@twpec.ca on behalf of [REDACTED]
To: [Wendy Van Keulen](#)
Subject: Zoning for Cardinal KOA-609 Pittston Road, Cardina
Date: July 7, 2021 11:59:54 AM

Hi Wendy,

Just following up on our discussions concerning the re-zoning of the Cardinal KOA property and to advise that the whole property should be zoned the same. The portion of the land south of the creek should also be zoned the same as the land north of the creek.

If you have any questions you can give me a shout at [REDACTED]

Thank you
Karen

Origin: <https://www.twpec.ca/en/business-and-development/business-and-development.aspx>

This email was sent to you by Karen McAndrew [REDACTED] through <https://www.twpec.ca>.

**MINUTES
COMMUNITY DEVELOPMENT COMMITTEE**

**Monday, July 5, 2021, 6:30 PM
Council Chambers and by Zoom
18 Centre Street, Spencerville ON
Contact the Township Office to Register
(613)658-3055**

PRESENT: Deputy Mayor Tory Deschamps
Mayor Pat Sayeau
Councillor Hugh Cameron
Councillor Stephen Dillabough
Councillor John Hunter
Conor Cleary
Cody Oatway
Chris Ward

REGRETS: Greg Modler

STAFF: Dave Grant, CAO
Rebecca Williams, Clerk
Wendy VanKeulen, Community Development Coordinator
Candise Newcombe, Deputy Clerk

1. Call to Order – Chair, Tory Deschamps

Deputy Mayor Deschamps called the meeting to order at 6:30 p.m.

2. Approval of Agenda

Moved by: Councillor Cameron

Seconded by: C.Ward

That the agenda be approved as presented.

Carried

3. Disclosure of Pecuniary Interest & the General Nature Thereof

None.

4. Business Arising from Previous Committee Meeting Minutes (if any)

None.

5. Delegations and Presentations

a. Brent Salmon

Mr. Salmon presented his concerns with respect to the use of RV's on vacant lots. He has been in ongoing disputes with the land owners regarding their improper use of the land for RV camping since as early as 2012. Mr. Salmon requested clarity on the bylaw concerning the use of RV's on residential property and requested that Committee define parameters within the current bylaw to empower enforcement. Setting parameters on a time limit for stay period, how many RV's are allowed on a residential lot at one time, and how many people total are allowed at one time, would aid in alleviating some disputes by clearly outlining what is and what is not allowed. Mr. Salmon suggested that primary residents' concerns should supersede private property owners as it is their primary residence.

Committee inquired on the support Mr. Salmon had received from neighbours and like-minded citizens in regards to this issue. It was noted there is a social media group discussing local issues such as residential RV camping. Mr. Salmon suggested that most residents are unaware of the happenings of these gatherings that occur a minimum of annually, however, have increased in frequency over past years. Members noted their knowledge of the issues with the terminology of the current bylaw, and expressed their desire to have the bylaw written in a more common language to ensure a complete understanding of the restrictions outlined.

Members inquired if it was a better option to pursue the issue through the criminal system. It was noted that the issues have been continuous and a definitive infringement of municipal bylaw is likely the best option for rectifying the situation as the litigation process has not proven to remedy the situation.

Committee thanked Mr. Salmon for his delegation.

b. Mayor Pat Sayeau and UCLG Manager of Economic Development Ann Weir

The Mayor presented the Job Site Challenge project proposal presentation prepared for presentation to the province and Newmark site selector representatives on behalf of the Township of Edwardsburgh Cardinal. He outlined the area proposed for the challenge, referred to as the Cedar Grove Road site, which consists of approximately 2800 acres of readily developed land for prospective manufacturers. The convenient distribution method available were outlined including highlighting the two intersecting major highways, access to the Port of Johnstown, as well as outlining that the existing abandoned rail bed could be revitalized to a functioning line.

The Mayor introduced Ms. Ann Weir from the United Counties of Leeds & Grenville who was in attendance to display the support of the UCLG in the

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Kady McDonald
Date: July 14, 2021 4:30:28 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Wednesday July 14th 2021 4:30 PM with reference number 2021-07-14-005.

- **Your Name**

Kady McDonald

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0e1xp

- **Please share your feedback**

Remove point (3) in section 3.12, Occupancy Restrictions - Any recreational vehicle, except in a tourist campground or as a temporary use in accordance with Section 3.22 of this By-law.

Re-instate the old bylaw 3.22, No recreational vehicle can be used as a SEASONAL dwelling & define seasonal as any period of 3 months or more.

Under permitted uses for any zone, weekend and short stay (less than 1 month) camping, including use of RVs, is an approved use, as long as it is for the personal use of the property owner/s and family.

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Mail

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Linda Schenck
Date: July 14, 2021 6:51:25 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Wednesday July 14th 2021 6:50 PM with reference number 2021-07-14-006.

- **Your Name**

Linda Schenck

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0e1e0

- **Please share your feedback**

I am against not being able to have a camper or tent set up on my private property that I pay taxes for. What right does your bylaws tell me what I can do on my property that I have paid for. You guys are taking more and more rights away from us and it's not right. Who ever drew up this bylaw needs to give their head a shake and who do they think they are sticking their noses into everyone's business of their property. I say butt out. If you want to do something stop all these dogs running loose and pooping on lawns and breeding dogs that are yelping and screaming the owners back yards who the heck wants to hear that every day. And letting their cats run free all over town. That's all ok but you can't go sleep in a tent in your yard or in your camper on your property

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Mail

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Wally Douglas
Date: July 14, 2021 7:02:30 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Wednesday July 14th 2021 7:01 PM with reference number 2021-07-14-007.

- **Your Name**

Wally Douglas

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0E1E0

- **Please share your feedback**

I would like to add my opinion on the by law not allowing the use of campers on residential properties in the township. As we all know that in this day and age we teach and preach NOT to drink and drive and with the covid pandemic restrictions many people have become resorting to more family gatherings, home weddings and social events at there homes in order to comply with the standards of the health protocols. Now given the fact that we as adults we must teach our younger children not to drink and drive. Having overnight guests sometimes can be a burden when you do not have enough room for everyone. There is no harm especially in the rural areas of the township during the summer months for use of campers at ones own residence. There are many factors that also could come to play as to why the need to use one. Some people could simply not have air conditioning and opening up all windows in a camper sometimes is cooler for a nights sleep or the use of the A/C other situations such as power outages where the trailers/campers have 12 volt lighting systems. We as a township can not and must not fall into adopting big city by laws that hurt mostly the rural people that who have elected you to keep all our best interests first. I plead with this council to make amendmentsto allow overnight staying within our township even if there is a lited time period per year and on

emergency or approval basis.
Thankyou for accpeting my opinion
Wally Douglas

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Kathleen Graham
Date: July 14, 2021 7:25:25 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Wednesday July 14th 2021 7:24 PM with reference number 2021-07-14-008.

- **Your Name**
Kathleen Graham
- **Your Email Address**
[REDACTED]
- **Home Address**
[REDACTED]
- **Postal Code**
K0E1X0
- **Please share your feedback**
Camping in you yard should be all right with reason . Not living in your trailor or rv
- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**
Email
- **Would you like to be notified of the passing of a new zoning bylaw?**
Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Brenda Byrd
Date: July 14, 2021 8:04:23 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Wednesday July 14th 2021 8:04 PM with reference number 2021-07-14-009.

- **Your Name**

Brenda Byrd

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0E1T1

- **Please share your feedback**

I feel that the township should allow overnight camping on private property.. this is a ridiculous bylaw that should not even have all the time and money spent talking about .. just fix it..

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Gloria Knapp
Date: July 14, 2021 10:00:29 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Wednesday July 14th 2021 9:59 PM with reference number 2021-07-14-010.

- **Your Name**

Gloria Knapp

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0E 1E0

- **Please share your feedback**

I don't see the need for this addition to the bylaw - as seen by the response here the change to the bylaw is not required as written. I personally have a family gathering once a year for a weekend - We have a great location - central for all and it has never disturbed any of my neighbors in previous years - they have also been invited to join in as we usually have some entertainment. This new bylaw would cancel that event that we all look forward to. There is no logical reason why I cannot continue with our family tradition. My family all camps so they bring their units and stay - I do not have the room to accomodate them otherwise - no drinking and driving...

An easy solution to this controversy -

Remove point (3) in section 3.12, Occupancy Restrictions - Any recreational vehicle, except in a tourist campground or as a temporary use in accordance with Section 3.22 of this By-law.

Re-instate the old bylaw 4.32(c), No recreational vehicle can be used as a SEASONAL dwelling & define seasonal as any period of 3 months or more.

Under permitted uses for any zone, weekend and short stay (less than 1 month) camping, including use of RVs, is an approved use, as long as it is for the personal use of the property owner/s and family

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Mary Craddock
Date: July 15, 2021 6:56:27 AM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Thursday July 15th 2021 6:55 AM with reference number 2021-07-15-001.

- **Your Name**
Mary Craddock

- **Your Email Address**
[REDACTED]

- **Home Address**
[REDACTED]

- **Postal Code**
K0E 1X0

- **Please share your feedback**
Most of my family lives in western Canada. And at times other than COVID, they have come to visit on their way to Eastern Canada. Some of them bring motorhomes, or trailers, and sometimes tents. And I am confused, are they not allowed to do this? And can my grandchildren not experience 'camping out in Nana's yard' with their tents? Not sure what this by-law is all about, but sounds very restrictive. Not sure why the township would like to interfere in private family visits.

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**
Email

- **Would you like to be notified of the passing of a new zoning bylaw?**
Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Cindy Egan
Date: July 15, 2021 10:21:40 AM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Thursday July 15th 2021 10:07 AM with reference number 2021-07-15-002.

- **Your Name**
Cindy Egan
- **Your Email Address**
[REDACTED]
- **Home Address**
[REDACTED]
- **Postal Code**
K0E 1X0
- **Please share your feedback**
Good morning,

We feel voicing our opinion loudly with this matter is needed. Being from the city and making a move to Spencerville last year for peace, quiet, wide open spaces and freedom from "CITY" bylaws, is now turning into a completely different feel with these new bylaws being introduced in our new community. Dictating how we use our property goes against every reason we moved here, fining innocent people for camping out with their children/friends on their property is WRONG, telling us that we cannot have our family visit and sleep in a RV, trailer or tent on our property is WRONG, this isn't a violation ,its called living, its called loving, its called making wonderful memories in a place that is our home. This bylaw should not have made it to the table! Live and let live. Lets keep country living "country living" and not turn this beautiful area into a suffocating bureaucratic place like the city. Our taxes should be going towards making things and this community better not tearing it and families apart.

Warm regards,
Cindy Egan

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

No, thanks

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Amy Locke
Date: July 16, 2021 9:01:26 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Friday July 16th 2021 9:00 PM with reference number 2021-07-16-004.

- **Your Name**

Amy Locke

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0E1T1

- **Please share your feedback**

I do not support the new bill as it has been passed. The feedback that i will provide, is that we undeniably should be allowed to use our property for personal use and our own recreational use, be it with a tent for the grandchildren, in an open starred night sky, or for overflow for family members for a weekend experience. By passing this law you have denied us the very simple and basic quality of time with our family and friends. (Even more significant on our mental and emotional states after having been in lockdown-and now getting to a place where we can interact/socialize) not to mention the ability to create memories for ourselves and our families. This is what builds childhood memories, and family traditions.

For those of us who wish to use our properties for family and friends, should not be penalized/charged or be fined with such an absurd, irrational by-law. There are so many more major areas of concern. This one should never have been brought to the table nor should it ever have been passed.

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**
Email

- **Would you like to be notified of the passing of a new zoning bylaw?**
Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Brittany Byrd
Date: July 17, 2021 9:32:26 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Saturday July 17th 2021 9:31 PM with reference number 2021-07-17-001.

- **Your Name**

Brittany Byrd

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0E1T1

- **Please share your feedback**

I understand the concerns for the zoning bylaw. Being a resident of Tuttle Point since 2018 I've noticed it had gotten much busier in terms of traffic. My husband and I have been looking to purchase a camper to go camping over the last two years. For the majority of the time it would probably sit unused, but we plan on using it to go to different provincial parks and for my spouses family. They are all from out of town and we don't have the space in our home to accommodate overnight guests. We don't get many visitors as none of them want to make the long drive for an afternoon visit.

We have also considered putting up a small bunkhouse for our daughters so they can have their own "teen hangout space".

This bi-law would potentially interfere with the enjoyment of our own personal use of our property.

I used to live on Gillis St in the sub division and my next door neighbour had his camper parked in his driveway year round.

I don't feel that because we are on Tuttle Point the rules should differ. We still contribute to municipal taxes.

I appreciate your consideration of our feedback.

- **If you would like to be notified of an upcoming open house or**

public meeting, please let us know how we can contact you.
Email

- **Would you like to be notified of the passing of a new zoning bylaw?**
Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Theresa Byrd
Date: July 19, 2021 12:15:26 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Monday July 19th 2021 12:14 PM with reference number 2021-07-19-002.

- **Your Name**

Theresa Byrd

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0e1t1

- **Please share your feedback**

My suggestion would be if property owners would like to have a trailer onsite permanently for their own use, and taxes are the issue request more taxes for the trailer. As for the odd weekend here and there perhaps have a permit (free) but township would then know. I agree that people should not be profiting from having a trailer on property but I feel it would be a case by case. In most cases families are just enjoying their property with their families and the Township should be encouraging this, not discouraging.

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Anthony Gilmer
Date: July 19, 2021 8:15:25 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Monday July 19th 2021 8:15 PM with reference number 2021-07-19-003.

- **Your Name**
Anthony Gilmer

- **Your Email Address**
[REDACTED]

- **Home Address**
[REDACTED]

- **Postal Code**
K0E1T1

- **Please share your feedback**

There it is in the intro " reflect the needs of the community " . The bylaw has been in effect since 2012 with not much affect to the best of my knowledge. Does the community need me to send home a drunk driver? What about a high driver? This RV/camper trailer bylaw creates a no win situation for a homeowner. Everyone in this township would I hope, makes a logical decision! It pits neighbours against neighbours. Tuttle Point is a prime example. One neighbour moves out and the phone calls stop (200 calls in a year)! Our Mayor even mentioned that in a private message sent to me " all is quiet at Tuttle Point so far" yes it is and it is nice!

We have a problem and a lot of residence are up in arms over it. If you have a problem the best way out is to find a solution! A completed ban of all camping on your property in my opinion isn't the solution! It must be amended, and allow people to enjoy their homes, family, friends and the often overlooked staycation!

Can we not put our community heads together and solve this? What about a week permit ? What about a weekend pass? What about a website check in for people planning a weekend or week family staycation?

People are going to break the bylaw, it is a fact! Do you have the manpower to enforce the bylaw? Easy to do when the infraction is out in the open like Tuttle Point. How about the property owner with a 2/3/4 acre treed property? Explain to me how a resident in the far North East of the township is able to complain about a trailer parked in the south eastern part of the township. How is this fair? How is it fair for a vindictive or former resident of a neighbourhood allowed to complain about others?

Some serious thought needs to go into amending this bylaw, It is far too overreaching and I feel invades on peoples normal everyday life and wellbeing!!

Thanks Anthony Gilmer

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from David Moulton
Date: July 20, 2021 6:38:25 AM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Tuesday July 20th 2021 6:38 AM with reference number 2021-07-20-001.

- **Your Name**

David Moulton

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

k0e 1t1

- **Please share your feedback**

I feel everyone should have the right to stay or have family or friend's stay in a camper/bunkie on their property. This bylaw is ridiculous. Not only that people are doing it all the time and thats ok until there's a complaint? i think this bylaw should be terminated!

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Rebecca Moulton
Date: July 20, 2021 8:16:41 AM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Tuesday July 20th 2021 8:15 AM with reference number 2021-07-20-002.

- **Your Name**

Rebecca Moulton

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0e1t1

- **Please share your feedback**

Hi there I feel that your bylaw on letting someone stay on your own property for a day or two in a trailer or even a tent is absolutely crazy! I get that people shouldn't rent out there property's but having a friend over and owing my house and land I feel I shouldn't need to worry about getting charged to have company stay!

Thanks Becky

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Donna Starkey
Date: July 21, 2021 11:17:25 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Wednesday July 21st 2021 11:16 PM with reference number 2021-07-21-002.

- **Your Name**

Donna Starkey

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0E1T1

- **Please share your feedback**

Recreational Vehicles:

The new zoning Bylaw allows for a recreational vehicle to be parked in your driveway (or side or rear).

1. If a Temporary Use Permit is issued for a new construction, shouldn't the resident be required to cease using the vehicle as a residence instead of being required to remove it within 30 days? .. (since the bylaw allows them to have it in their driveway).

2. Will a temporary use permit be issued for renovation which makes the house inhabitable, or only for new builds? (ie: mold removal or flood damage repairs etc).

3. What is an "approved on site sewage disposal system"? Does this mean septic, town sewer connection, composting toilet?

Chicken Coops:

Domestic Fowl Coops are allowed in (RU) (A) and (HR). Does that mean they are not permitted in (R1) (R2) (R3) and (LRS)?

If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Susanne Zorzella
Date: July 29, 2021 1:20:26 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Thursday July 29th 2021 1:20 PM with reference number 2021-07-29-001.

- **Your Name**

Susanne Zorzella

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0E 1T1

- **Please share your feedback**

Hi,

Peter Davies and I have taken a close look at the draft by-laws and have a number of questions and comments, particularly as they pertain to the RLS zoning.

As it is not possible to use this form to send attachments we have sent an e-mail with several attachments to the attention of Wendy Van Keulen for distribution to the committee.

We have also registered to attend an open house and hope to have an opportunity to discuss some of the questions raised.

Susanne Zorzella

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Email

- **Would you like to be notified of the passing of a new zoning**

bylaw?

Yes

[This is an automated email notification -- please do not respond]

From: [REDACTED]
To: [Wendy Van Keulen](#)
Cc: [REDACTED]
Subject: Submission to the draft by-law review discussion
Date: July 29, 2021 1:21:33 PM
Attachments: [DEFN OF LIMITED SERVICES.pages.zip](#)
[ACCESS TO PUBLIC SERVICES.pages.zip](#)
[MINIMUM LOT SIZE.pages.zip](#)
[FLOOR SPACE INDEX.pages.zip](#)
[MINIMUM YARDS, FRONTAGE AND LOT COVERAGEFRONTAGE - RLS ZONE.pages.zip](#)
[WATER SETBACK.pages.zip](#)

Wendy,

Attn: Community Development Committee

Ref: Draft By-Law Review

We have taken a close look at the proposed Zoning By-Law. In general, the editorial and format changes have made the by-law more user friendly, with information presented and grouped in a more consistent and comprehensible manner. However, the magnitude of the changes means that their effects are difficult to analyze. Many changes, such as maximum building heights and minimum lot area are clear, but others, particularly the removal, addition and modification of definitions are not easily identified.

Particularly concerning is that no explanations for the changes are offered, thereby raising the question of why? Some changes are minor, such as the reduction of maximum building height from 11 m to 10 m, but others, such as maximum lot coverage and the introduction of a "floor space index" have significant implication for land owners. Without explanation or at least a description of the policy objectives that are intended to be achieved, the changes appear arbitrary.

We have focused our review on the portions of the by-law affecting the RLS zone. Enclosed with this letter are short discussion papers on several issues we have identified so far, including:

1. Definition of Limited Services;
2. Access to Public Services;
3. RLS Minimum Lot Size;
4. Floor Space Index;
5. Minimum Yards, Frontage and Lot Coverage; and
6. Water Setback.

The first of these issues, the definition of "limited services", is perhaps the most intriguing. Based on the currently by-law, a distinguishing feature of the RLS zone is a lack of public services such as road maintenance and curb side garbage collection. But this criterion is removed from the draft by-law and is inconsistently applied for the properties in the proposed RLS zones. We are left wondering what property characteristics require that the RLS zone be the most restrictive Residential Zone.

Based on the assumption that the RLS zone is intended to be applied to properties accessed by private road, we are preparing a summary of those properties that appear to have been improperly zoned. This will be submitted separately.

We look forward to hearing a response to our observations and are available for questions and discussion.

Regards.

Susanne Zorzella and Peter Davies

[REDACTED] [REDACTED]

DEFINITION OF LIMITED SERVICES

ISSUE	The meaning of “Limited Services” in RLS is not clear.
SUMMARY	The description of “limited services” has been removed from the draft by-law, leaving no criteria with which to judge which properties should be in the zone. However, the current description of limited services is insufficient to justify the zoning restrictions applied
RECOMMENDATIONS	The revised zoning by-law should include: a. a definition for "limited services"; and b. a summary of what distinguishes RLS from other residential zones (e.g. properties accessed by private road);

TEXT IN BY-LAW

VERSION	SECTION	TEXT
2012-35	6.4	In the Limited Services Residential zone, there is no intent by Council to maintain roads. Other municipal services may not be available or may be restricted, and there is no intent by Council to upgrade such levels of service.
DRAFT (MAY 2021)	6.5	<DELETED>

DISCUSSION

1. The statement in section 6.4 of the current by-law that in the RLS zone there is no intent to maintain roads and that municipal services may be unavailable or restricted does not specify the criteria by which a property would be assigned to that zone.
2. One can infer that the RLS zone is intended to reflect the Township Official Plan, section 5.3.19, which states, "Where access to properties is provided by private roads, municipal services such as snow ploughing or road maintenance and improvement are neither available nor the responsibility of the Township." In other words, the RLS zoning applies to those properties accessed by private road. There are several issues with this interpretation:
 - a. Many of the properties zoned RLS in both the current and May 2021 draft by-laws are located on and accessed by public roads.
 - b. The status of properties with access from both private and public roads is unclear.
 - c. Beyond not maintaining or plowing private roads, there is no indication of which municipal services may not be available nor the criteria for deciding on availability. This issue is of particular importance for emergency services such as police, fire and ambulance.
 - d. Simple access by private road does not explain why the RLS zone has significantly greater zoning restrictions than other residential zones.
 - e. The Township Official Plan defines private roads as “rights-of-way which provide access to two or more properties but which have not been assumed by the Township for maintenance purposes.” What is the difference between two properties with a shared driveway accessing a public road and two similar properties that access the road via individual driveways?

DEFINITION OF LIMITED SERVICES

3. The description of limited services has been removed from the draft zoning by-law, however the new zoning is generally more consistent with the interpretation that properties with access by private roads are to be in the RLS zones.

4. Regardless, the “access by private road” criteria is insufficient to justify the somewhat greater zoning restrictions placed on RLS as compared to other residential zones and, in the case of lot coverage, the RU zone in the draft revision. The revised zoning, shown in the following table, is significantly more restrictive in a number of provisions than the current by-law. Why? What characteristics of properties accessed by private roads demand these restrictions? What public good is achieved?

PROPOSED ZONING PROVISIONS - DRAFT BY-LAW (MAY 2021)

Zone	Lot Area (Min) ha	Frontage m	Yards (Min) - m				Building Height m	Lot Coverage	Floor Space Index
			Front	Exterior Side	Interior Side	Rear			
RU (Single Dwelling)	1	70	7.5	7.5	6	7.5	10	20%	
RLS	1	45	7.5	7.5	6	7.5	10	10%	10%
R1 (Private Service)	0.4	30	7.5	7.5	6	7.5	10	30%	
HR	0.4	30	6	6	3	7.5	10	30%	
MCR (Private Service)	0.4	30	6	6	3	6	15	45%	

ZONING CHANGES RELATIVE TO CURRENT ZONING BY-LAW

<- LESS RESTRICTIVE	NO CHANGE	MORE RESTRICTIVE ->

RECOMMENDATIONS

Specific elements of the proposed zoning are discussed in separate submissions. However the precise meaning and intent of RLS zoning must be addressed first and the meaning of RLS precisely defined in the by-law.

ACCESS TO PUBLIC SERVICES

ISSUE	There is no evident standard for determining whether a private road is suitable for public service access.
SUMMARY	The Township Official Plan directs the Township to recognize limitations in the provision of public services, including emergency protection services, in the Zoning By-law or municipal agreement. The current Zoning By-law mentions the subject briefly but is not precise. There is no specific mention of emergency services. The May 2021 draft is silent on the issue.
RECOMMENDATIONS	<ul style="list-style-type: none">• In accordance with the official plan, the Township should promulgate any limitations in providing public services on private roads or driveways.• Standards should be established to inform owners on private roads of the necessary requirements to ensure that, as a minimum, emergency services are available

TEXT IN BY-LAW

VERSION	SECTION	TEXT
2012-35		<NOT MENTIONED>
DRAFT (MAY 2021)		<NOT MENTIONED>

DISCUSSION

1. Section 5.3.19 of the Township Official Plan notes that where "access to properties is provided by private roads, municipal services such as snow plowing or road maintenance and improvement are neither available nor the responsibility of the Township. Additionally, in some cases **other public services** such as school busing and protection to persons/property from services including **police, fire and ambulance may be unavailable or limited in nature**. *The Township shall attempt to recognize such limitations through the mechanisms of the Zoning By-law and/or municipal agreements.*" (emphasis added).
2. Although section 6.4 of the Zoning By-Law notes that in the RLS zone municipal services may not be available or may be restricted, there is no mention which public services will be restricted nor the criteria for deciding. The May 2021 draft by-law is silent on restrictions affecting municipal and other public services.
3. We are not aware of any municipal agreement concerning the provision of public services.
4. Although the Official Plan makes specific mention of private roads, it is assumed that protection of property services could also be restricted via any private driveway inadequately designed or maintained to support access by emergency vehicle.
5. The provision of services, particularly emergency services, is of concern to every property owner. The revised Zoning By-Law should:
 - a. identify which public services are unavailable for each property; and
 - b. specify the minimum construction and maintenance standards for access roads and driveways to ensure protection services can respond directly to a building on a property.

ACCESS TO PUBLIC SERVICES

RECOMMENDATIONS

1. In accordance with the official plan, the Township should promulgate any limitations in providing public services on private roads or driveways.
2. Establish standards to inform owners on private roads of the necessary requirements to ensure that, as a minimum, emergency services are available

RLS MINIMUM LOT SIZE

ISSUE	The 1 ha minimum lot area is inconsistent with the reality of RLS properties.
SUMMARY	With the reduction in the number of lots in the draft by-law, the RLS zone becomes increasingly an artifact of history where access to mainly smaller waterfront properties was provided by private roads. The Official Plan prohibition of new private roads means that there will be few, if any new RLS lots. Setting a smaller minimum lot area will have no significant effect on increasing the number of RLS lots through severance.
RECOMMENDATIONS	The revised zoning by-law should set the RLS minimum lot area to 0.4 ha.

TEXT IN BY-LAW

VERSION	SECTION	TEXT
2012-35	6.4 (b)	Minimum lot size for any dwelling: 1.0 ha (2.47 ac) * If an engineering report, prepared by a qualified engineer licensed to practice in Ontario, demonstrates that private on-site sanitary services are environmentally sustainable on a smaller lot, the minimum lot size may be reduced to 4,000 sq.m.
DRAFT (MAY 2021)	6.5.2	Lot Area (minimum) 1.0 ha

DISCUSSION

1. MINIMUM LOT SIZE.

- a. The objectives for establishing minimum lot sizes can include:
 - (1) concentrating population into specific areas to promote efficient use and optimization of public services, and
 - (2) ensuring that the environment can support a given density of development.
- b. When combined with other zoning restrictions such as building size, minimum yards, and lot coverage, minimum lot sizes can be intended to achieve more subjective goals such as maintaining the “character” of a community.
- c. Lot size restrictions apply to new development and not to existing properties. Section 7.1 of the Township Official Plan specifies that where land is divided into new, smaller parcels the minimum lot size shall be 1.0 ha except in the village of Cardinal or in other “exceptional” circumstances. Existing undersized lots are “grandfathered” and may be used for building purposes in accordance with section 6.5 of the Official Plan.

2. RELEVANCE TO THE RLS ZONE.

The 1 ha minimum lot size is inappropriate for the RLS zone because:

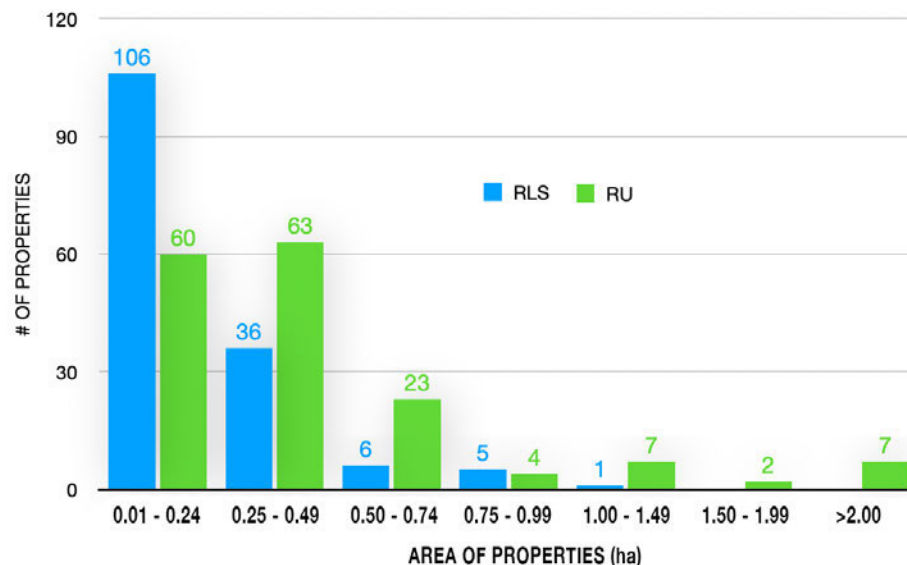
- a. CONTROLLING FUTURE DEVELOPMENT IS NOT A SUBSTANTIAL ISSUE:

RLS MINIMUM LOT SIZE

- (1) Except for the limited possibility of severance, (discussed further below) there will be no new RLS lots created. The Township Official Plan paragraph 5.3.7 prohibits the creation of new private roads. RLS properties are distinguished solely by the fact they are accessed by private roads. Without new private roads, no area can be rezoned to RLS.

b. THE 1 HA MINIMUM IS INCONSISTENT WITH THE REALITY OF RLS PROPERTIES:

- (1) The majority of lots zoned RLS are substantially less than one ha¹:
 - (a) Of the 321 lots currently zoned RLS (comprising most properties south of CR 2 along the St Lawrence, exclusive of settlement areas):
 - (i) the average lot size is 0.41 ha,
 - (ii) only 17 are at least one ha in area, and
 - (iii) half (166) are less than 0.25 ha.
 - (b) The draft by-law reduces the number of lots zoned RLS to 154 with an average area of approximately 0.24 ha.
- (2) The following graph shows the number of properties by size for the proposed re-zoning. For the RLS zone:
 - (a) 98% will be less than 0.5 ha,
 - (b) 69% will be less than 0.25 ha, and



¹ The lot size data was taken using the area measurement tool on the Leeds and Grenville Property Lookup GIS utility (<https://uclg.maps.arcgis.com/apps/Viewer/index.html?appid=b563b852d0a641d19c81a619fa404847>)

RLS MINIMUM LOT SIZE

(c) only one lot will be 1 ha or larger (i.e. 11 Village Edge Road at 1.03 ha).

c. SEVERANCE CAN BE EFFECTIVELY CONTROLLED THROUGH A SUBSTANTIALLY SMALLER MINIMUM LOT AREA

- (1) With some variation between the existing by-law and the May 2021 draft², the Township standard for the minimum lot area of residential zones with private sewage and water services is 0.4 ha.
- (2) If the RLS minimum lot area is set to 0.4 ha only six RLS properties (of 154) could theoretically be severed. These are listed in the following table. All are currently developed.

NO	STREET	LOT AREA
1111	CR 2	0.86
1113	CR 2	0.83
1711	CR 2	0.83
66	Empire Hanna	0.81
116	Gallop Canal	0.83
11	Vic Woodland	1.03

- (3) The 0.4 ha minimum lot area is used here because it is common in the Township. But a smaller lot area could also effectively control any threat of run away RLS development. For example, reducing the minimum lot size to 0.25 ha would only increase the number of severable lots to 12 creating a (probably unlikely) potential for 19 additional RLS lots.

d. RLS LOTS ARE AN “EXCEPTIONAL SITUATION”

- (1) As noted above, the Township Official Plan permits lot sizes smaller than 1 ha in exceptional situations. Three examples of such exceptions are provided, but the wording of the plan does not limit the exceptions to these examples.
- (2) Although most RLS lots are not in settlement areas, the zoning is residential by name and intent. In fact it is the most restrictive residential zone. It is unique in character and is limited in size. It is the very definition of exceptional.

e. THE LARGE MINIMUM LOT ADVERSELY AFFECTS OTHER ZONING PROVISIONS

- (1) There is a rough correlation between the minimum lot area and other zoning provisions such as frontage, yard setbacks and lot coverage. Generally the larger the minimum lot, the more restrictive the other provisions. This is intuitively understandable as a means to control the density of structures in various zones.
- (2) As can be seen in the table on the next page, the proposed RLS zoning is significantly more restrictive in a number of areas than the other similar residential zones and the MCR zone. If a significant proportion of the RLS lots

² In the current by-law, the HR zone has a 1 ha minimum and the RLS zone permits a 0.4 ha lot with on-site sewage. In the May draft, the exception for RLS is removed and the HR size reduced to 0.4 ha.

RLS MINIMUM LOT SIZE

were at or above the 1 ha area, these zoning provisions might make sense, but they are incompatible with the actual RLS properties.

PROPOSED ZONING - DRAFT BY-LAW (MAY 2021)

Zone	Lot Area (Min) ha	Frontage m	Yards (Min) - m				Building Height m	Lot Coverage
			Front	Exterior Side	Interior Side	Rear		
RU (Single Dwelling)	1	70	7.5	7.5	6	7.5	10	20%
RLS	1	45	7.5	7.5	6	7.5	10	10%
R1 (Private Service)	0.4	30	7.5	7.5	3	7.5	10	30%
HR	0.4	30	6	6	3	7.5	10	30%
MCR (Private Service)	0.4	30	6	6	3	6	15	45%

(3) This topic is discussed in greater detail in separate submissions.

3. SUMMARY. With the reduction in the number of lots in the draft by-law, the RLS zone becomes increasingly an artifact of history where access to mainly smaller waterfront properties was provided by private roads. The Official Plan prohibition of new private roads means that there will be few, if any new RLS lots. Setting a smaller minimum lot area will have no significant effect on increasing the number of RLS lots through severance.

4. OPTIONS

a. Three options to address this issue are:

(1) Reduce the minimum lot size to an appropriate size.

(2) Establish a minimum lot size for each property based on actual size.

(3) Eliminate the minimum lot size for RLS properties.

b. The first option is likely the easiest to implement, retains consistency between the RLS zone and other residential zones and would limit the ability to create new RLS lots through severance. A minimum of 0.4 ha would make the RLS zone consistent with the other residential zones and would continue the effective minimum lot size for RLS from the current by-law.

c. At least one Ontario municipality, Beckwith Township, has adopted option two by setting the area and frontage for each lot in accordance with the registered plan documenting that property. The advantage of this approach is unclear, may not be practical for Edwardsburgh Cardinal and would complicate but not eliminate severance applications.

d. Option three, eliminating the minimum lot size in the RLS zone, would create more potentially severable lots. In practice many lots could not be severed because they could not meet other requirements for residential use such as water and flood plain development restrictions, suitability for private water and sewage systems, etc. However even a remote threat of increased residential density near the St Lawrence may be contrary to the communities desire to maintain the character of the area.

5. RECOMMENDATIONS The revised zoning by-law should set the RLS minimum lot area to 0.4 ha.

FLOOR SPACE INDEX

ISSUE	“Floor Space Index” has been added as a zoning restriction for RLS	
SUMMARY	<div>1. The “floor space index” is a new restriction on dwelling size, limiting the ratio of floor area to the property area.</div> <div>2. The need for this provision is not clear, particularly as it is applied only to the RLS zone.</div> <div>3. Combined with the addition of unfinished cellars and basements over 6.9 feet to the definition of floor area, the provision represents a substantial change in the allowable size of dwellings in the RLS Zone.</div> <div>4. The provision will likely drive requests for minor variances. For example, at least two recent projects on Tuttle Point would have required minor variances under this provision. Yet, without a clear understanding of the objectives of the provision how will variances be adjudicated?</div>	
RECOMMENDATIONS	Remove Floor Space Index from the draft By-Law.	
TEXT IN BY-LAW		
VERSION	SECTION	TEXT
2012-35	Definitions	<Not part of by-law>
DRAFT (MAY 2021)	Definitions	FLOOR SPACE INDEX shall mean the ratio of the total floor area of a dwelling and any other habitable building such as a sleeping cabin, if applicable, to the area of the lot on which the dwelling is situated, expressed as a percentage.

DISCUSSION

1. The May 2021 draft Zoning By-Law adds a definition for “Floor Space Index”, establishing a ratio between total floor area of a dwelling and the area of the lot. This index is applied only to the RLS zone.
2. The obvious intent of the provision is to further restrict building size, which is already limited by:
 - a. maximum lot coverage,
 - b. minimum yards,
 - c. maximum building height, and
 - d. the capacity of a septic system.
3. The need for this additional restriction is not clear, and this lack of clarity is concerning. There are at least two recent projects on Tuttle Point which exceed the floor space index. Would these projects be rejected out-of-hand under the new provisions or would a minor variance be required? What are the criteria for approving the request for minor variance? Indeed what is the issue of public concern that would necessitate the expense and administrative burden of the variance process?
4. The decision to apply the floor space index only to the RLS zone deepens the confusion. What is the difference between an RLS lot, an RU lot and an RH lot of the same

FLOOR SPACE INDEX

size, particularly when they are located next to each other (e.g. 909 and 911 County Road 2)? Why should the owner of a small RLS lot have more restrictions than the owner of a small RU lot?

5. As noted above, the floor space index is likely redundant. There are numerous zoning provisions that restrict building size. In addition, on small lots with private services, a principle factor is the maximum capacity of the septic system, which amongst other things, limits the floor area of the dwellings the system supports.

RECOMMENDATIONS

1. In accordance with the official plan promulgate any limitations in providing public services on private roads or driveways.
2. Establish standards to inform owners on private roads of the necessary requirements to ensure that, as a minimum, emergency services are available

MINIMUM FRONTAGE, YARDS, LOT COVERAGE - RLS ZONE

ISSUE	The minimum lot frontage and minimum interior side yards are significantly increased for the RLS zone while the maximum lot coverage is severely reduced.
SUMMARY	Despite being closer to the HR and R1 zones in terms of property size, the RLS zone is treated more akin to the RU zone in terms of lot frontage and interior side yard minimums. It has the most restrictive lot coverage. No explanation for these limits is provided
RECOMMENDATIONS	Retain the current minimum 30 m lot frontage, 3 m side yard and 20% maximum lot coverage.

TEXT IN BY-LAW

VERSION	SECTION	TEXT
2012-35	6.5	- See table below -
DRAFT (MAY 2021)	6.4	- See table below -

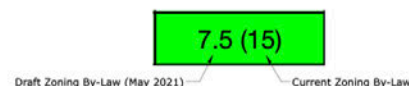
DISCUSSION

1. For the purposes of this discussion:
 - a. Lot frontage is defined somewhat differently in the current and draft by-laws. However in general terms it means the distance between the side property lines.
 - b. Yard means an open, uncovered area associated with a building or structure. The yard requirements specify the setback of the building or structure from the lot lines.

PROPOSED ZONING PROVISIONS - DRAFT BY-LAW VS. CURRENT

Zone	Lot Area (Min) ha	Frontage m	Yards (Min) - m				Building Height m	Lot Coverage	Floor Space Index
			Front	Exterior Side	Interior Side	Rear			
RU (Single Dwelling)	1	70	7.5 (20)	7.5 (10)	6 (5)	7.5 (20)	10 (11)	20%	
RLS	1	45 (30)	7.5 (10)	7.5 (15)	6 (3)	7.5 (8)	10 (11)	10% (20%)	10% (N/A)
R1 (Private Service)	0.4	30	7.5	7.5	6 (2)	7.5 (7)	10 (11)	30% (15%)	
HR	0.4 (1)	30 (20)	6 (4)	6 (8)	3 (4)	7.5 (10)	10 (11)	30% (35)	
MCR (Private Service)	0.4	30	6	6 (3)	3	6	15	45% (no max)	

ZONING CHANGES RELATIVE TO CURRENT ZONING BY-LAW

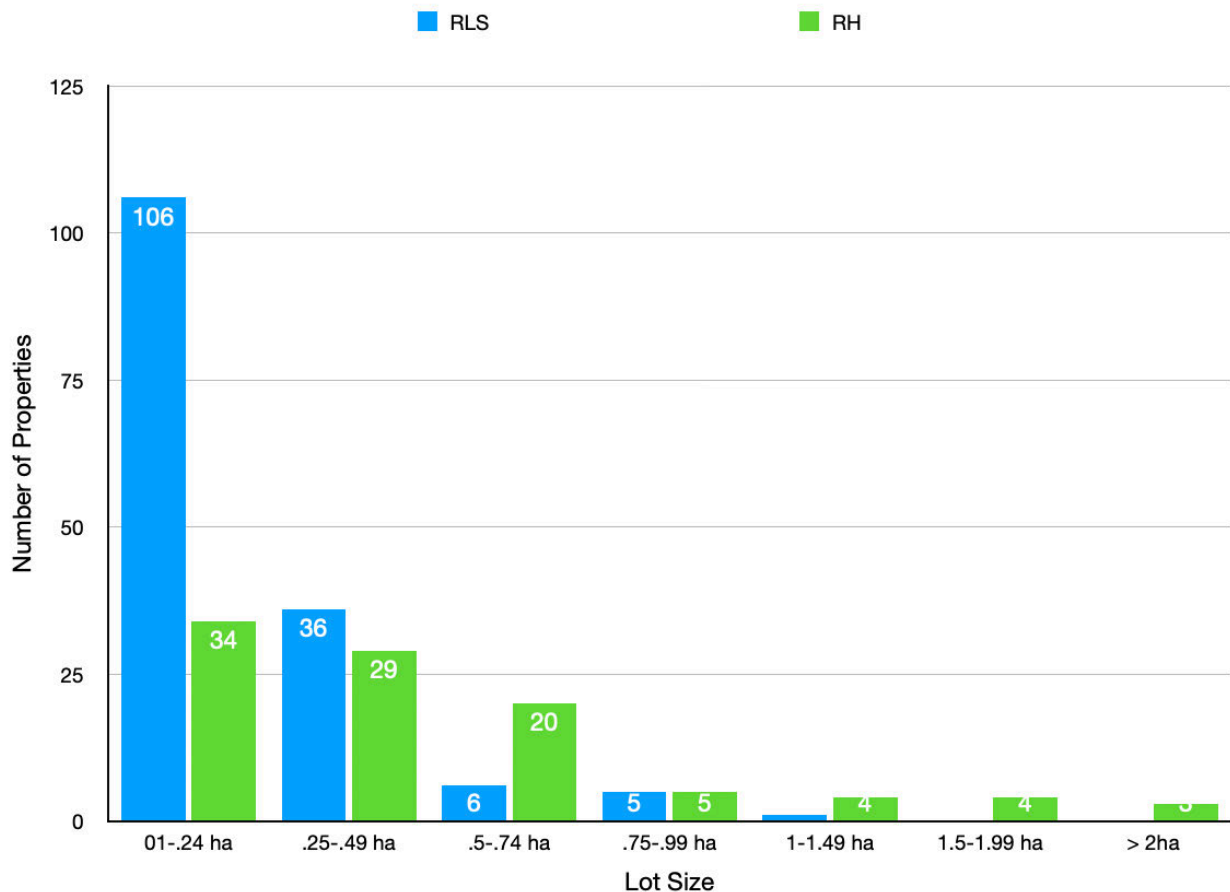


2. The following table compares the current and proposed lot frontage and yard minimums for the RLS zone and other similar zones

3. The rationale for a 50% increase in the minimum lot frontage for the RLS is not clear. Perhaps it reflects an appropriate minimum for a lot of 1 ha. IAs pointed out in our submission on minimum lot size, a 1 ha minimum is inappropriate for the RLS zone because:

MINIMUM FRONTAGE, YARDS, LOT COVERAGE - RLS ZONE

- a. the vast majority of RLS lots are less than 0.5 ha and the average is 0.24 ha; and
 - b. there will be no (or very few) new RLS lots in the future.
4. As shown in the following graph RLS lots are similar to RH lots in lot area distribution, but with a somewhat smaller average lot size. At the very most, the minimum frontage should be the same as the RH zone or 30 m.



5. The proposed increase to the interior side yard to 6 m is problematic. For many narrow lots, a 6 m side yard could severely limit building options. Existing buildings or structures could become non-conforming, possibly preventing enlargement or extension without permission from the Committee of Adjustment. Once again there is no clear reason for the change nor why RLS and R1 zones are considered similar to the RU zone rather than the HR zone. It is recommended that for RLS the interior side yard remain at 3 m.
6. The halving of the maximum lot coverage from 20% to 10% is inexplicable. All other residential zones will have larger lot coverage maximums. What is the policy objective that justifies singling out the RLS zone for this restriction?
7. Considering the actual size of the lots in the proposed RLS zoning, the average lot coverage will be reduced from 480 m² (approx 5200 ft²) to 240 m² (approx. 2600 ft²). Of the

MINIMUM FRONTAGE, YARDS, LOT COVERAGE - RLS ZONE

RLS lots in the .01-.24 ha range, the average lot size is 0.14 ha, giving a maximum lot coverage of 140 m² (approx. 1500 ft²). On Tuttle Point, two recent projects would have exceeded 10% coverage. What criteria would be used by the Committee of Adjustment to approve a minor variance for these projects?

8. As a minimum the 20% maximum lot coverage should be retained for the RLS zone.

RECOMMENDATIONS

8. It is recommended that council:
 - a. retain the current minimum 30 m lot frontage;
 - b. retain the current 3 m side yard; and
 - c. retain the current 20% maximum lot coverage.

30 M WATER SETBACK - TUTTLE POINT

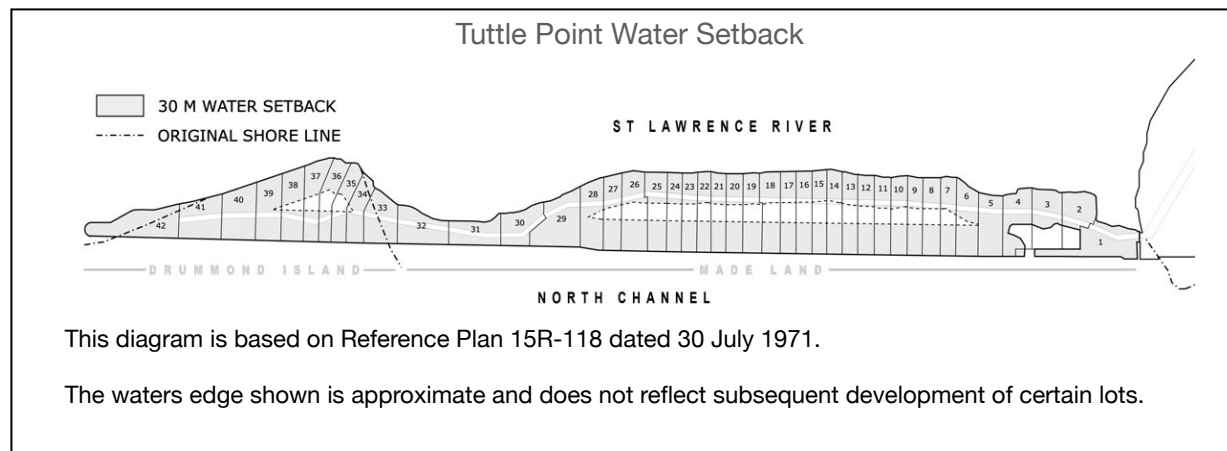
ISSUE	The 30 m minimum water setback provision severely limits development on many waterfront lots, but particularly for Tuttle Point.
SUMMARY	The 30 m water setback encompasses most of the land area of Tuttle Point. Future development of the properties on Tuttle Point cannot, in most cases, comply with the setback and would require a variance. Criteria for approving a variance are not clear and the process would generate expense for the property owners and additional administrative burden for the Township without clear benefit. The environmental protection objectives of the water setback can be met through other means.
RECOMMENDATION	Create a special exception zone for Tuttle Point removing the 30 m water setback requirement.

TEXT IN BY-LAW

VERSION	SECTION	TEXT
2012-35	4.37(c)	The following minimum setbacks from the closest edge of the travelled portion of the road to above or below ground structures shall be required... with the exception of a boat house, dock or wharf, 30 m (98.3 ft) from the top of bank or high water mark whichever is applicable of any adjacent water body or watercourse as defined herein;
DRAFT (MAY 2021)	3.25.2	<p>Except as otherwise permitted by Sections 3.1, 3.11, 3.20 and 3.27 of this By-law, the minimum water setback shall be 30 m for all buildings and structures, including sewage disposal systems but excluding the following:</p> <ul style="list-style-type: none"> • Decks, hot tubs and gazebos which are unattached to a main building; • Marinas, pump houses, stairs, marine facilities and roof decks situated on marine facilities.

DISCUSSION

1. Because of their location and relatively small lot size, development on many waterfront lots is severely limited by the 30 m water setback. This is particularly so for Tuttle Point. Surrounded by water, little of Tuttle Point is outside the 30 m setback and, as showing in the following drawing, many lots have no area clear.



30 M WATER SETBACK - TUTTLE POINT

2. Compliance with the following provisions will be difficult if not impossible for lots on Tuttle Point:

- a. Replacement of Sewage Disposal Systems. The draft by-law, section 3.11, provides that replacement shall be "such that the minimum water setback is the setback of the existing sewage disposal system or as set out in the Ontario Building Code, whichever is greater". This is problematic because:
 - (1) Replacement of a holding tank with a leaching bed and the somewhat more stringent design requirements for modern sewage treatment systems mean that many if not all replacement systems will need to further encroach into the water setback.
 - (2) One lot (#40) has no existing sewage system and no area outside the 30 m water setback.
- b. Enlargement of Existing Structures. Few non-marine structures and none of the residences on Tuttle Point comply with the water setback. Section 6.11.6 of the proposed by-law requires that enlargement of these structures must comply with all provisions of the zoning by-law. With respect to the water setback, this is likely impossible for most structures.
- c. New Structures. There is limited to no space on most lots for new structures that do not encroach into the water setback.
- d. Yard and Water Setback Encroachments. Section 3.27 provides water setback relief for certain structures. Most of the allowable encroachments cannot be met on Tuttle Point.

3. Although the Committee of Adjustment can permit a minor variance of the water setback on a case-by-case basis, more general relief is recommended. An exception for Tuttle Point would:

- a. apply to a large number of properties;
- b. ensure that all properties are treated equally;
- c. reduce the potential cost and planning time for owners developing their property;
- d. reduce the potential workload of the Township staff and the Committee of Adjustment; and
- e. recognize that the non-compliance may not be minor (i.e. less than the 25% difference to the zoning standard mentioned in the note to section 2.4 of the current by-law).

4. General relief from the water setback should not conflict with achieving the primary objective of the setback to protect the shoreline. In fact, development may be beneficial on Tuttle Point.

5. There is little that is natural about the Tuttle Point waterfront. Most of the point is man made, the south shore is mainly comprised of a concrete wall along the North Channel canal, the part of Drummond Island forming the western tip is buried in soil removed during the excavation of the canal, and the waterfront has been repeatedly disturbed over the decades by excavation and fill and by changing use from pasture to orchard to recreational to residential. Much of the early development was likely completed with no permit or reference to environmental concerns.

30 M WATER SETBACK - TUTTLE POINT

6. Future development regulated by the Conservation Authority, the sewage system permitting and inspection authority and the Ontario Building Code will only serve to improve the erosion resistance of the waterfront, remove inappropriate fill, restore crumbling structures, reduce potential sewage system pollution and protect the wetlands.

RECOMMENDATIONS

It is recommended that a special exception zone be established to Tuttle Point removing the requirement for the 30 m Water Setback.

ZONING INCONSISTENCIES - NEW RLS ZONES

ISSUE	The rezoning of RLS properties has created a number of inconsistencies
SUMMARY	The distinguishing feature of a property zoned RLS appears to be access via a private road, although this definition is not included in either the current or proposed by-law. However, if this definition of RLS is applied, a number of properties in the current RLS zones may have been rezoned incorrectly in the proposed zoning by-law.
RECOMMENDATIONS	Review the RLS zoning based on the confirmed definition of RLS (Refer to the “DEFINITION OF LIMITED SERVICES” paper)

TEXT IN BY-LAW

VERSION	SECTION	TEXT
2012-35	Schedule D	
DRAFT (MAY 2021)	Schedule A	

DISCUSSION

1. The current zoning by-law assigns the majority of properties south of County Road 2 outside of settlement areas to the RLS zone. The draft by-law reduces the number of RLS properties significantly, with most of these accessed by “private road”.
2. Determining which properties are properly RLS is complicated by the lack of criteria. Neither the current nor the draft by-law specifies the characteristics of the property that determine assignment to the RLS zone. The allocation of properties in the draft by-law implies that access by private road is a criteria, however other criteria may exist (See the paper “Definition of Limited Services, submitted separately.)

Address	Draft By-Law Zoning	Proposed Zoning	Annex
1427 CR 2	RLS	RU	Z-1
1519 CR 2	RU	RLS	Z-2
1501 CR 2	RU	RLS	Z-2
1505 CR 2	RU	RLS	Z-2
1517 CR 2	RU	RLS	Z-2
1711 CR 2	RLS	RU	Z-3
1709 CR 2	RLS	RU	Z-3
1703 CR 2	RLS	RU	Z-3
1701 CR 2	RLS	RU	Z-3
1717 CR 2	RLS	RU	Z-3
1633 CR 2	RU	RLS	Z-4
1635 CR 2	RU	RLS	Z-4
1631 CR 2	RU	RLS	Z-4
1623 CR 2	RU	RLS	Z-4

Address	Draft By-Law Zoning	Proposed Zoning	Annex
1625 CR 2	RU	RLS	Z-4
1627 CR 2	RU	RLS	Z-4
1827 CR 2	RU	RLS	Z-5
1825 CR 2	RU	RLS	Z-5
1823 CR 2	RU	RLS	Z-5
119 Gallop Canal	RLS	RU	Z-6
120 Gallop Canal	RLS	RU	Z-6
124 Gallop Canal	RLS	RU	Z-6
120 Gallop Canal	RLS	RU	Z-6
118 Gallop Canal	RLS	RU	Z-6
116 Gallop Canal	RLS	RU	Z-6
6 Empire Hanna	RU	RLS	Z-7
3 Empire Hanna	RU	RLS	Z-7
1525 CR 2	RU	RLS	Z-8

PROPERTIES WITH ZONING INCONSISTENCIES

ZONING INCONSISTENCIES - NEW RLS ZONES

3. Based on the sole criteria of access by private road, 28 properties in the current RLS zone (i.e. south of CR 2), listed in the table above, may be zoned incorrectly.
4. A number of these properties have direct access to a public road, making RLS inappropriate. The others, which are assigned to the RU zone in the draft by-law, appear to be accessed by common rights of way, which are defined in the Edwardsburgh Cardinal Official Plans as private roads. As such they should be zoned RLS.
5. Specific information on each property is contained in the annexes to this paper.
6. It is recommended that the zoning of the affected properties be reviewed once the criteria for assignment to RLS are established.

ATTACHMENTS: 8 (Z-1 to Z-8)

ZONING INCONSISTENCIES

Z-1

ADDRESS

1427 COUNTY ROAD 2



CURRENT ZONING

RLS

DRAFT BY-LAY ZONING

RLS

PROPOSED ZONING

RU

REASON

DIRECT ACCESS TO COUNTY ROAD 2

DISCUSSION

As shown in the illustration below, the property can be accessed by both Gullymeade Rd W and from CR 2. Given that the property has direct access to a public road, it should be zoned RU.



ZONING INCONSISTENCIES

Z-2

ADDRESS

1501 COUNTY ROAD 2
1505 COUNTY ROAD 2
1517 COUNTY ROAD 2
1519 COUNTY ROAD 2



CURRENT ZONING

RLS

DRAFT BY-LAY ZONING

RU

PROPOSED ZONING

RLS

REASON

SHARED DRIVEWAY

DISCUSSION

These properties share driveways with each other and other properties zoned RLS in both the current and draft by-laws.

"Rights-of-way which provide access to two or more properties but which have not been assumed by the Township for maintenance purposes" are defined as private roads in the EC Official Plan para 5.2.16.

The grade of CR2 and guard rails prevent direct access from these properties to CR2.



Access to 1501 and 1505



Access to 1517 and 1519

ZONING INCONSISTENCIES

Z-3

ADDRESS

1701 COUNTY ROAD 2
1703 COUNTY ROAD 2
1709 COUNTY ROAD 2
1711 COUNTY ROAD 2
1717 COUNTY ROAD 2



CURRENT ZONING

RLS

DRAFT BY-LAY ZONING

RLS

PROPOSED ZONING

RU

REASON

DIRECT ACCESS TO REGIONAL ROAD 2

DISCUSSION

These properties are grouped with those accessed by Riddell Rd, however all front onto CR 2 and all but one have driveways with direct access to CR 2. The one exception is the driveway for 1717 CR 2 which is just off CR2 on Riddell.

1703 CR 2 has a long driveway from CR 2, but this appears to be on its property and is no different from 2001 and 2011 CR 2 which are zoned RU as shown in the picture at right.

Re-zoning these properties would make them consistent with 1705 CR 2.



ZONING INCONSISTENCIES

Z-4

ADDRESS

1623 COUNTY ROAD 2
1625 COUNTY ROAD 2
1627 COUNTY ROAD 2

1631 COUNTY ROAD 2
1633 COUNTY ROAD 2
1635 COUNTY ROAD 2

CURRENT ZONING

RLS

DRAFT BY-LAY ZONING

RU

PROPOSED ZONING

RLS

REASON

PROPERTIES SHARE DRIVEWAY ACCESS.

DISCUSSION

1623, 1625 and 1627 share an access right-of-way. 1631, 1633 and 1635 also share an access right-of way.

"Rights-of-way which provide access to two or more properties but which have not been assumed by the Township for maintenance purposes" are defined as private roads in the EC Official Plan para 5.2.16.

The grading adjacent CR2 and guard rails prevent direct access to CR 2.



ZONING INCONSISTENCIES

Z-5

ADDRESS

1823 COUNTY ROAD 2
1825 COUNTY ROAD 2
1827 COUNTY ROAD 2

CURRENT ZONING

RLS

DRAFT BY-LAY ZONING

RU

PROPOSED ZONING

RLS

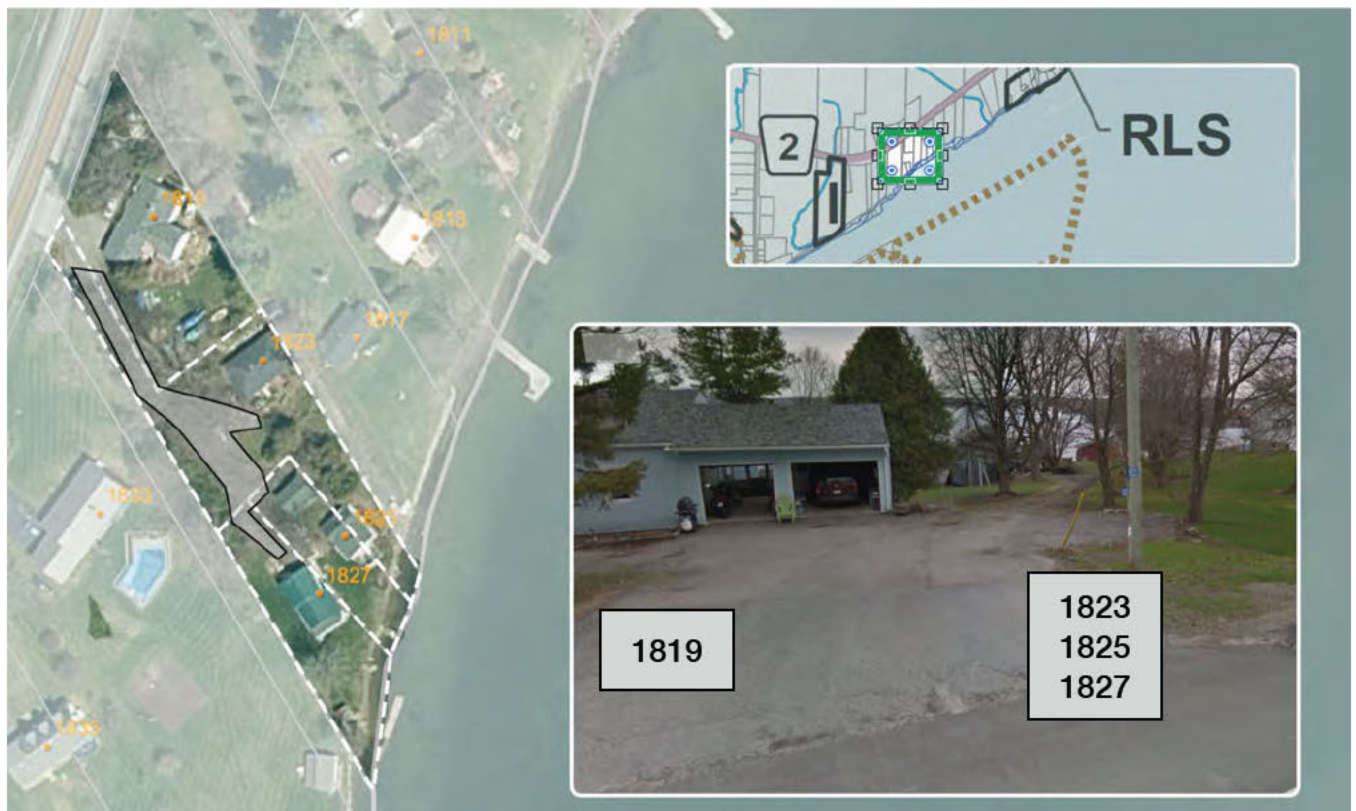
REASON

PROPERTIES SHARE DRIVEWAY ACCESS.

DISCUSSION

1823, 1825 and 1827 share an access right-of-way via 1819

"Rights-of-way which provide access to two or more properties but which have not been assumed by the Township for maintenance purposes" are defined as private roads in the EC Official Plan para 5.2.16.



ZONING INCONSISTENCIES

Z-6

ADDRESS

116 GALLOP CANAL
118 GALLOP CANAL
119 GALLOP CANAL
120 GALLOP CANAL
120-1 GALLOP CANAL

124 GALLOP CANAL
PARCEL ACROSS FROM 124 GALLOP CANAL

CURRENT ZONING

RLS

DRAFT BY-LAY ZONING

RLS

PROPOSED ZONING

RU

REASON

PROPERTIES HAVE DIRECT ACCESS TO A PUBLIC ROAD

DISCUSSION

The numbered properties all have direct access to Gallop Canal Rd and should be zoned the same as the properties on the east side of Gallop Canal Rd.

The property across Gallop Canal Rd from number 124, fronts onto a private road. However, it can be accessed by the public road and could be considered for RU zoning.



ZONING INCONSISTENCIES

Z-7

ADDRESS

3 EMPIRE HANNA RD
5 EMPIRE HANNA RD
6 EMPIRE HANNA RD

CURRENT ZONING

RLS

DRAFT BY-LAY ZONING

RU

PROPOSED ZONING

RLS

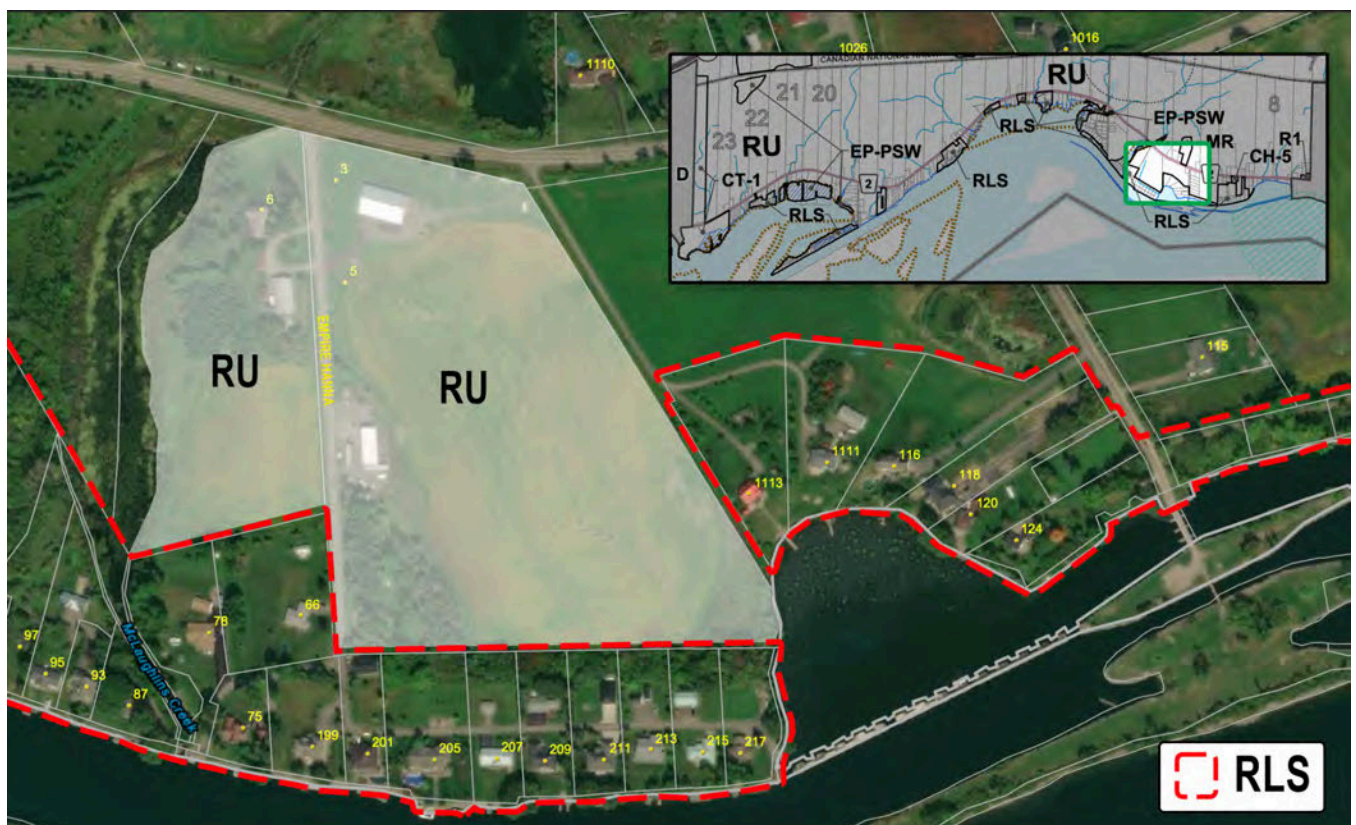
REASON

PROPERTIES ARE ACCESSED BY A PRIVATE ROAD

DISCUSSION

Schedule A to the draft zoning by-law indicates that Empire Hanna Rd is a private road. As such the properties along this road should all be zoned RLS.

An exception might be made for the portion of the property with municipal number 3 Empire Hanna as this property has direct access to CR2.



ZONING INCONSISTENCIES

Z-8

ADDRESS

1525 COUNTY ROAD 2

CURRENT ZONING

RLS

DRAFT BY-LAY ZONING

RU

PROPOSED ZONING

RLS

REASON

THE PROPERTY SHARES A DRIVEWAY WITH 1529 CR 2.

DISCUSSION

1525 shares a driveway with 1529 CR 2, which is zoned RLS.

"Rights-of-way which provide access to two or more properties but which have not been assumed by the Township for maintenance purposes" are defined as private roads in the EC Official Plan para 5.2.16.



From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Marjory Ault
Date: July 29, 2021 2:31:34 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Thursday July 29th 2021 2:29 PM with reference number 2021-07-29-002.

- **Your Name**

Marjory Ault

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

k0e 1x0

- **Please share your feedback**

Remove point (3) in section 3.12, Occupancy Restrictions - Any recreational vehicle, except in a tourist campground or as a temporary use in accordance with Section 3.22 of this By-law. Re-instate the old bylaw 4.32(c), No recreational vehicle can be used as a SEASONAL dwelling & define seasonal as any period of 3 months or more. Under permitted uses for any zone, weekend and short stay (less than 1 month) camping, including use of RVs, is an approved use, as long as it is for the personal use of the property owner/s and family

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from susan marcellus
Date: July 29, 2021 2:33:24 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Thursday July 29th 2021 2:32 PM with reference number 2021-07-29-003.

- **Your Name**
susan marcellus
- **Your Email Address**
[REDACTED]
- **Home Address**
[REDACTED]
- **Postal Code**
k0e1x0
- **Please share your feedback**
camping trailer use on private property should be allowed as per the following recommendations
Remove point (3) in section 3.12, Occupancy Restrictions - Any recreational vehicle, except in a tourist campground or as a temporary use in accordance with Section 3.22 of this By-law. Re-instate the old bylaw 4.32(c), No recreational vehicle can be used as a SEASONAL dwelling & define seasonal as any period of 3 months or more. Under permitted uses for any zone, weekend and short stay (less than 1 month) camping, including use of RVs, is an approved use, as long as it is for the personal use of the property owner/s and family
- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**
Email
- **Would you like to be notified of the passing of a new zoning bylaw?**
No, thanks

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Dave & Ruby Dulmage
Date: July 29, 2021 10:35:25 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Thursday July 29th 2021 10:35 PM with reference number 2021-07-29-004.

- **Your Name**

Dave & Ruby Dulmage

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0E1X0

- **Please share your feedback**

I do not agree that you cannot sleep in your own RV on your own property and I do not agree with not allowing your visiting family to stay in their trailers or motor homes on your property for weekend visits in the summer in your driveway. We have a very large driveway that can accommodate a trailer or motor home.

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Josh philliban
Date: July 31, 2021 5:25:24 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Saturday July 31st 2021 5:24 PM with reference number 2021-07-31-002.

- **Your Name**

Josh philliban

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0E1T1

- **Please share your feedback**

I am opposed to this bylaw as it it is absolutely ridiculous
I have friends and family that visits us from time to time and the camper is the only way we can accommodate them if it was not for the camper they would be unable to visit with us
So what gives the township the right to say who and can't spend the night on my property

.

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Rodney Corey
Date: August 1, 2021 11:39:24 AM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Sunday August 1st 2021 11:38 AM with reference number 2021-08-01-003.

- **Your Name**
Rodney Corey
- **Your Email Address**
[REDACTED]
- **Home Address**
[REDACTED]
- **Postal Code**
K0E1T1
- **Please share your feedback**
Remove point 3 in section 3.12, Occupancy Restrictions - Any recreational vehicle. except in a tourist campground or as a temporary use in accordance with section 3.22 of this By-law. Re-instate the old By-law 4.32. A reduction from 3 months to 30 days would be acceptable.
- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**
Email
- **Would you like to be notified of the passing of a new zoning bylaw?**
Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Dan Poaps
Date: August 2, 2021 7:09:02 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Monday August 2nd 2021 7:08 PM with reference number 2021-08-02-001.

- **Your Name**

Dan Poaps

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0E1E0

- **Please share your feedback**

Bylaw review.

Voicing my complaint on the pushing or passing through 3.12 Occupancy Restrictions. Right now especially with covid going on and lack of availability in housing you people would rather see a tent city erected like Brockville had? Maybe if it was one of our councils children living in squalor their views might change! I have two grown adult children living back home due to not being able to make a go of things in this day and age. If people can't go anywhere you want to even stop them from enjoying life while life itself has been at a stand still for so many. I will take note of my council and make sure to not put my trust in you when it's time to vote again. Seriously there is no compassion in this world anymore just greed!

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Francine Menard
Date: August 2, 2021 7:26:26 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Monday August 2nd 2021 7:25 PM with reference number 2021-08-02-002.

- **Your Name**

Francine Menard

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0E 1X0

- **Please share your feedback**

By Law re Occupancy restrictions

Suggest to re-instate the old bylaw so people can enjoy their camper for a weekend or a week in summertime in their own yard, especially when family are visiting with their RV and only stay for a short period of time. 1 month seems appropriate if friends or family are visiting from out west for example.

I agree to outlaw permanent or semi-permanent habitation in campers but I don't agree to prohibit anyone from camping on their own property for for a short period of time.

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from thomas rae
Date: August 2, 2021 8:37:25 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Monday August 2nd 2021 8:36 PM with reference number 2021-08-02-003.

- **Your Name**

thomas rae

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

k0e 1t1

- **Please share your feedback**

To whom it may concern, In regard to BY-LAW 3.12 SECTION 3, we do not agree that my own RV can not be used temporarily on my own property for a visiting family or myself, short term. We have a dwelling on the property, and pay our property taxes. We understand that you do not want people staying long term in RV's, therefore would like to suggest that you re instate BY- LAW 4.32 (c). Which allows to me to use my own RV on my own property and would stop other people abusing the system staying more than one month in their RV. Thank you. Thomas

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Bob Marcellus
Date: August 3, 2021 3:57:26 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Tuesday August 3rd 2021 3:57 PM with reference number 2021-08-03-001.

- **Your Name**
Bob Marcellus

- **Your Email Address**
[REDACTED]

- **Home Address**
[REDACTED]

- **Postal Code**
K0E 1X0

- **Please share your feedback**

I am concerned with too much interference in our private lives. We do not live in a congested city environment, We live here because of the freedoms we enjoy. Many of these freedoms are protected by grandfathering. I keep my property neat and orderly.

I have a friend in Australia who is building a house out of storage containers and when it is finished it will be nice. If someone wants to do that in this Municipality , they should ne allowed, following the proper channels.

I feel that the Municipality should not interfere wit my storage of my boats and campers on my property . Again we do not live in the city, and have lots of space.

In regards to all9owing people to sleep on my property outside my house, the proposed by-law is overreaching, and infringes on my personal freedoms.

In particular I suggest the following revisions:

Remove point (3) in section 3.12, Occupancy Restrictions - Any

recreational vehicle, except in a tourist campground or as a temporary use in accordance with Section 3.22 of this By-law. Re-instate the old bylaw 4.32(c), No recreational vehicle can be used as a SEASONAL dwelling & define seasonal as any period of 3 months or more. Under permitted uses for any zone, weekend and short stay (less than 1 month) camping, including use of RVs, is an approved use, as long as it is for the personal use of the property owner/s friends and family.

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Kelly Bartlett
Date: August 3, 2021 11:07:24 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Tuesday August 3rd 2021 11:06 PM with reference number 2021-08-03-002.

- **Your Name**

Kelly Bartlett

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0E 1T0

- **Please share your feedback**

Remove point (3) in section 3.12, Occupancy Restrictions - Any recreational vehicle, except in a tourist campground or as a temporary use in accordance with Section 3.22 of this By-law.

Re-instate the old bylaw 4.32(c), No recreational vehicle can be used as a SEASONAL dwelling & define seasonal as any period of 3 months or more.

Under permitted uses for any zone, weekend and short stay (less than 1 month) camping, including use of RVs, is an approved use, as long as it is for the personal use of the property owner/s and family.

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Linda Schenck
Date: August 4, 2021 12:06:33 AM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Wednesday August 4th 2021 12:05 AM with reference number 2021-08-04-001.

- **Your Name**

Linda Schenck

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0e1e0

- **Please share your feedback**

I do not agree with this bylaw we should be able to do what we want on our own property weather it is sleeping in a tent or a trailer. I would never give my vote for this bylaw.

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Mail

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Pedro Arruda
Date: August 4, 2021 9:16:17 AM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Wednesday August 4th 2021 9:14 AM with reference number 2021-08-04-002.

- **Your Name**

Pedro Arruda

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0E1T1

- **Please share your feedback**

Good Morning,

I am writing my concern to the city in regards to the bylaw that is currently in affect in the Town Of Edwardsburgh.

I purchased a piece of land for future development and in order to get in cleaned properly and get it ready for development at a cheaper cost to us was to purchase a trailer, so proceeded with the consent of the city.

The trailer is properly placed in the land and looks impeccable until we are ready to build on it, but never did I think you wouldn't be able to use your trailer for recreational purposes for not even a day in the summer with family and friends in your own land.

I personally don't agree with this law in affect because, I think bringing family and friends to Edwardsburgh strengthens the economy and brings in potential buyers to the area.

Putting a fee on trailers would be a reasonable way of making this law fade away and bring more people to this beautiful town of

Edwardsburgh.

Thank you,
Pedro Arruda

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**
Email
- **Would you like to be notified of the passing of a new zoning bylaw?**
Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Ieland peterson
Date: August 4, 2021 4:24:25 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Wednesday August 4th 2021 4:24 PM with reference number 2021-08-04-003.

- **Your Name**
Ieland peterson

- **Your Email Address**
[REDACTED]

- **Home Address**
[REDACTED]

- **Postal Code**
K0E 1X0

- **Please share your feedback**
To the council of Edwardsburgh Cardinal,

I wish to weigh in on the new by-law changes that limit the use of recreational vehicles on personal property. Any law prohibiting what I can do on my own property is an invasion of my civil liberties. I will however concede to the select few that feel that a camper on their neighbors property will somehow affect them, and would suggest something along the lines of what was proposed in the open letter by Chris Mercellus.

On another note, I disagree with any changes to bylaws that further restrict the free use of personal property. This is an already restrictive township and I regret moving here, I have however found a community I do not wish to leave.

Leland.

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**
Email

- **Would you like to be notified of the passing of a new zoning bylaw?**
Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Bruce Peck
Date: August 4, 2021 6:59:24 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Wednesday August 4th 2021 6:59 PM with reference number 2021-08-04-004.

- **Your Name**

Bruce Peck

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0E1T1

- **Please share your feedback**

I don't believe that council and the township has the right to tell a property owner how they can use their property and we as tax payers to this township should be allowed to make use of our property especially during these trying times during Covid and having a hard time to get out and enjoy our personal space ,we have a government telling us what we can and can't do on our own properties so I believe you should remove point(3) in section 3.12,Occupancy Restrictions and allow we ,the tax payers to this township to use our property as we see fit without the interference of council or any Government.

Thank you

Bruce,Sheri

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Philip Bury
Date: August 5, 2021 9:18:25 AM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Thursday August 5th 2021 9:18 AM with reference number 2021-08-05-001.

- **Your Name**

Philip Bury

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0E 1X0

- **Please share your feedback**

I am zoned MCR. Does this mean that a gas station could be established next door or across the street from my house?

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

[This is an automated email notification -- please do not respond]

From: [REDACTED]
To: [Wendy Van Keulen](#)
Cc: [REDACTED]
Subject: Draft Zoning By-Law Review
Date: August 5, 2021 2:08:22 PM

Attn: Community Development Committee

Ref: Draft Zoning By-Law Review:

Good Afternoon Wendy

At yesterday's open house in Johnstown Steve Pentz and I briefly discussed the rationale for the restrictive zoning for RLS. He stated that RLS lots were generally small and on the waterfront. The zoning restrictions are intended to control over development along the water. I noted that the proposed rezoning will create a number of small RU lots on the St Lawrence and asked why over development was not an issue on those. Steve asked be for examples of the small, waterfront RU lots. I have identified 45 along the St Lawrence as shown in the enclosed tables. One table lists those properties that are less than 0.25 ha and the second those between 0.25 ha and 0.5 ha.

As noted in our paper on zoning inconsistencies in Schedule A of the draft by-law, some zoning assignments may change. These potential changes are identified by colour in the tables: green for RU lots that could change to RLS and blue for RLS lots that could change to RU.

The areas for each property were calculated using the area measurement tool on the Leeds and Grenville Property Lookup GIS [web site](#).

Could you please pass this information to Steve.

Regards,

Peter Davies

[REDACTED]

Address	Area
1223 Blair Road	0.21
1523 CR 2	0.24
1621 CR 2	0.24
1623 CR 2	0.12
1625 CR 2	0.12
1627 CR 2	0.14
1633 CR 2	0.15
1635 CR 2	0.22
1813 CR 2	0.15
1823 CR 2	0.13
1825 CR 2	0.06
1827 CR 2	0.09
1843 CR 2	0.19

2215	CR 2	0.18
2217	CR 2	0.17
2221	CR 2	0.22
120	Gallop Canal	0.23
101	North Channel	0.03
102	North Channel	0.18
104	North Channel	0.06
106	North Channel	0.23

Address	Area
1313 CR 2	0.45
1327 CR 2	0.42
1341 CR 2	0.43
1501 CR 2	0.38
1505 CR 2	0.33
1517 CR 2	0.36
1519 CR 2	0.34
1521 CR 2	0.26
1525 CR 2	0.33
1631 CR 2	0.3
1637 CR 2	0.47
1703 CR 2	0.31
1717 CR 2	0.27
1807 CR 2	0.49
1811 CR 2	0.36
1817 CR 2	0.34
1835 CR 2	0.39
1837 CR 2	0.38
1839 CR 2	0.28
2111 CR 2	0.25
2225 CR 2	0.49
2227 CR 2	0.3
2229 CR 2	0.32
2231 CR 2	0.32
2233 CR 2	0.3
118 Gallop Canal	0.49
120-1 Gallop Canal	0.31
124 Gallop Canal	0.44
5 Judy Pl	0.35

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Patricia Grant
Date: August 5, 2021 4:07:24 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Thursday August 5th 2021 4:07 PM with reference number 2021-08-05-005.

- **Your Name**

Patricia Grant

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0E1X0

- **Please share your feedback**

"open storage definition" 'it does not include....operative or licensed vehicles' a motor home ,RV, is a licensed vehicle so open storage would not apply to them

SECTION 3.12 OCCUPANCY RESTRICTIONS

The word " PERMANENT" 'should be included 'none of the following shall be used as a PERMANENT dwelling or for purposes of human habitation'

SECTION 3.13 -2 REC VEHICLES does not fit under open storage definition, so it is ok to park RV in driveway or on your own property, as per Parking section

PARKING

ANY REC VEHICLE SHALL BE PERMITTED TO BE STORED IN A RESIDENTIAL ZONE, PROVIDED IT IS PARKED ON YOUR LOT WHERE YOU RESIDE, IN A PERMITTED PARKING SPACE OR PARKED ON AN INTERNAL SIDE AND OR REAR YARD

RVS MAY NOT BE PARKED OR STORED ON A SEVERED VACANT LOT
EVEN IF OWNED BY THE RV OWNER

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Monica Hamilton
Date: August 5, 2021 4:39:30 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Thursday August 5th 2021 4:38 PM with reference number 2021-08-05-006.

- **Your Name**

Monica Hamilton

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0E 1X0

- **Please share your feedback**

If By-Laws need to infringe so much on people's lives that we actually need to provide feedback to stop them from infringing on property owners rights to enjoy their own land that they pay taxes on, then it needs to be written in a way that will allow for clear interpretation of the law by everyone and give everyone a certain amount of freedom to enjoy that property.

My Feedback thoughts on this is that if you added the following line somewhere in the definition and in the description of the parts referring to Recreational Vehicles, it would ease many of our minds and better accept the wording of the new by-law. It can be added in parentheses to all relevant sections:

(By-law or definition #XX--XXX allows for occasional use of a recreational vehicle for up to 7 consecutive days 4 times per year with a minimum 2 week vacancy between each use. Any additional uses will need to have a Special Use permit that could or may have a cost involved)

If fairness to all is not given, rebellious people will make matters

worse. We all pay a fair amount of taxes and we should all be treated with some leeway to enjoy our individual properties and by-laws do not need to dictate a normal occurrence to make it into an actual costly court battle just to be able to enjoy their property regardless of rich, "entitled" individuals.

Thank you for your time today.
Monica Hamilton

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Gordon Thorburn
Date: August 5, 2021 5:45:25 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Thursday August 5th 2021 5:44 PM with reference number 2021-08-05-007.

- **Your Name**
Gordon Thorburn
- **Your Email Address**
[REDACTED]
- **Home Address**
[REDACTED]
- **Postal Code**
K0E1X0
- **Please share your feedback**
Rural people will have no voice.
- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**
Email
- **Would you like to be notified of the passing of a new zoning bylaw?**
Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Stephanie Summers
Date: August 5, 2021 9:06:25 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Thursday August 5th 2021 9:05 PM with reference number 2021-08-05-011.

- **Your Name**

Stephanie Summers

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0E1X0

- **Please share your feedback**

My concern is the MCR zone between Centre Street and Sloan Street. There is a total of 5 lots in this area that could be severed with lots off the back of Centre Street, facing Sloan Street. Leaving this section as MCR could result in the building of Quads on Sloan Street. The village designation is R2 Medium density - 12 to 24 units per net hectare. Leaving this area as MCR could mean building quads is a possibility. This would push this area to R3 High density, 24 units per net hectare, which would not conform with the R2 designation and OP. I feel this area should be changed similar to the David/Irving Street split. Growth is important, but it is also important to ensure the rural/village aspect of Spencerville is maintained. Pushing quads into a designated area can cause problems with storm water, parking, etc.

I am hoping you will consider changing this area along Sloan Street.
Thank you, Stephanie

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**
Email

- **Would you like to be notified of the passing of a new zoning bylaw?**
Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from chris marcellus
Date: August 6, 2021 10:36:24 AM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Friday August 6th 2021 10:35 AM with reference number 2021-08-06-001.

- **Your Name**
chris marcellus

- **Your Email Address**
[REDACTED]

- **Home Address**
[REDACTED]

- **Postal Code**
koe 1t0

- **Please share your feedback**
Remove point (3) in section 3.12, Occupancy Restrictions - Any recreational vehicle, except in a tourist campground or as a temporary use in accordance with Section 3.22 of this By-law.
Re-instate the old bylaw 4.32(c), No recreational vehicle can be used as a SEASONAL dwelling & define seasonal as any period of 3 months or more.
Under permitted uses for any zone, weekend and short stay (less than 1 month) camping, including use of RVs, is an approved use, as long as it is for the personal use of the property owner/s and family.
- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**
Email
- **Would you like to be notified of the passing of a new zoning bylaw?**
Yes

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Albert Clarke
Date: August 7, 2021 10:21:25 AM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Saturday August 7th 2021 10:21 AM with reference number 2021-08-07-002.

- **Your Name**

Albert Clarke

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0E 1T1

- **Please share your feedback**

Frederick St is not the best location for a couple of reasons. Prevailing west winds carrying potentially dangerous gases/ odours etc from the industrial park to the subdivision. Secondly water shed. there are 3 water sources the plus ground water that based on the bed rock all direct water towards the Johnstown creek. Environmentally this would not be the best location. last but not least, Fredrick street does not have the infrastructure to manage truck traffic through a residential area, There are sections of the street that are less than 5.5 meter minimum width requirements. For truck traffic a 6-7 meter road should be the minimum requirement.

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Daina Bessette
Date: August 9, 2021 10:11:41 AM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Monday August 9th 2021 10:05 AM with reference number 2021-08-09-001.

- **Your Name**
Daina Bessette
- **Your Email Address**
[REDACTED]
- **Home Address**
[REDACTED]
- **Postal Code**
K0E1t1
- **Please share your feedback**
Re: Additional Dwelling Second Unit

Thank you for the opportunity to provide feedback on the proposed By Laws.

My husband Gilles Bessette and I would like to convert the second floor of our detached garage to an apartment for my senior mother who currently lives alone in Brockville and has no desire to live in a seniors residence especially since the COVID pandemic began.

The proposed bylaw indicates that 2nd units must be on a property with access on an improved road. Riddell Rd is a private road however the right of way that goes to County Rd 2 is attached to/registered to our property at 13 Riddell Rd so we feel we do have access to an improved road. Would this qualify under the new bylaw? If not would there be a process for us to appeal?

Thank you.

- **If you would like to be notified of an upcoming open house or**

public meeting, please let us know how we can contact you.
Email

- **Would you like to be notified of the passing of a new zoning bylaw?**
Yes

[This is an automated email notification -- please do not respond]

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Arlene Hutchinson
Date: August 7, 2021 8:39:24 AM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Saturday August 7th 2021 8:38 AM with reference number 2021-08-07-001.

- **Your Name**

Arlene Hutchinson

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0E 1E0

- **Please share your feedback**

Due to many new homes in area zoning should be adjusted pertaining to livestock and residential areas such as the Hamlet of Brouseville. I have livestock 365 days a year. 65 feet from my front door shed, coral and feeding stations also. What bylaw covers this mess?

- **If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.**

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

[This is an automated email notification -- please do not respond]

August 2, 2021

Council of Edwardsburgh township

MY area of address would be Section 3. 12 in regards to occupancy restrictions In accordance with section 3.22 of this bylaw.

It should be considered to read as prior 4.32 No recreational vehicle can be used as a seasonal dwelling (and define a seasonal dwelling as a period of 3 months or more) At which time a permit could be or would be required for a longer stay approval.

Also to include under permitted uses for ANY ZONE, weekend and short term (less than 3 months camping including us of RV'S or any temporary dwelling should be permitted as long as it is for personal use of the property owner /family

Thank you for your Consideration

Angela & Dale Murphy

EDWARDSBURGH CARDINAL

Township of Edwardsburgh Cardinal

NEW ZONING BY-LAW

Draft 1: OPEN HOUSE AUGUST 2021

Name: DAVID J DULMAGE	Date: AUG 4, 2021	
Organization:		
Address: [REDACTED] SPENCERVILLE		
Telephone: [REDACTED]		
Fax:		
E-mail: [REDACTED]		
If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.	Mail	Email
		X
Would you like to be notified of the passing of a new zoning bylaw?	Yes	No
	X	

Comments:

SOME MISINFORMATION (I BELIEVE) HAS BEEN DISTRIBUTED IN AND AROUND SPENCERVILLE REGARDING RV USE ON PRIVATE PROPERTY.
I FEEL COMFORTABLE WITH THE EXPLANATIONS GIVEN TO ME TODAY REGARDING THE INTENT OF THE BYLAW CHANGES IN RELATION TO RV USE ON PERSONAL PROPERTY

Please return your comments to the attention of:

Wendy Van Keulen, Community Development Coordinator
 Township of Edwardsburgh/Cardinal
 P.O. Box 129
 18 Centre St
 Spencerville, ON K0E1X0
wwankeulen@twpec.ca

EDWARDSBURGH CARDINAL

Township of Edwardsburgh Cardinal

NEW ZONING BY-LAW

Draft 1: OPEN HOUSE AUGUST 2021

Name:	George McDonald.		Date:	A-5 4. 2021	
Organization:					
Address:	[REDACTED]		K4P 0B4		
Telephone:	[REDACTED]				
Fax:					
E-mail:	[REDACTED]		[REDACTED]		
If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.	Mail	Email			
		✓			
Would you like to be notified of the passing of a new zoning bylaw?	Yes	No			
	✓				

Comments:

I own 3 properties within the township, two of which are RLS. One has a home and the other is vacant with plans of building within the next 12-18 months. The reduction of RLS properties from 20 to 10% severely impacts these properties and prevents the construction of nice sized residences which increase the values of the properties around it. I strongly disagree with this change and would propose the new limit to new severances only.

Please return your comments to the attention of:

Wendy Van Keulen, Community Development Coordinator
Township of Edwardsburgh/Cardinal
P.O Box 129
18 Centre St
Spencerville, ON K0E1X0
wwankeulen@twpec.ca

From: [REDACTED]
To: [Wendy Van Keulen](#)
Cc: [REDACTED]
Subject: By-Law Review, Recreational Vehicles
Date: August 11, 2021 8:35:51 AM
Attachments: [RECREATIONAL VEHICLES PERSONAL USE .pdf](#)
[RECREATIONAL VEHICLES USE DURING CONSTRUCTION.pdf](#)
[BOATS AS RECREATIONAL VEHICLES.pdf](#)
[Recreational Vehicles, a discussion paper.pdf](#)

Attn: Community Development Committee

Ref: By-Law Review, Recreational Vehicles

Wendy,

As Recreational Vehicle use continues to be a major discussion topic throughout the Edwardsburg Cardinal communities, and as they continue to proliferate, particularly (but not exclusively) in the waterfront areas of the Township, we thought we would add some thoughts on that topic to our review of the Draft By-laws.

The Guidance issued by TWPEC (Draft 1 - My 2021 - Recreational Vehicles) has been welcomed by many as it grants the right to have a recreational vehicle (one's own or a visiting one) occupied on a residential property, for an unspecified period of time without penalty. As a use for Covid-19 isolation, this is particularly welcome news.

Despite the statement that "while you may park your Recreational Vehicle in your driveway on a developed residential lot, you cannot live there and it cannot be used as a seasonal dwelling or rented as a campsite" there are no definitions or limitations on the use of an RV. Without these, use of an RV becomes open to abuse. As there are no explicit limitations, enforcement becomes complaint driven, and unless someone complains, an RV can be used all summer long without any oversight.

The Draft By-Law has become more specific in defining the use of recreational vehicles on vacant lands during the process of construction. While this is a use limited to the period of time when a building permit has been issued, the further conditions imposed can be very difficult to meet, and we encourage the Committee to re-examine these.

We have included some discussion on a related but as yet unaddressed topic: are boats recreational vehicles? They have been removed from the definition of recreational vehicles in the Draft By-Law. Yet in an area with ample deep navigable waterfront large boats can be used the same way as land based recreational vehicles. As such they can have many of the same issues, with even less oversight.

We encourage the Township to consider creating some more specific definitions and limitations on recreational vehicles, as is happening in many jurisdictions throughout Ontario and beyond, and we encourage soliciting community input for these. And finally, we encourage the Township to be forward thinking and consider whether boats should be included in the definition of Recreational Vehicles.

Attached are four items:

1. RECREATIONAL VEHICLES: PERSONAL USE
2. RECREATIONAL VEHICLES: USE DURING CONSTRUCTION - highlighting the challenges in meeting the new conditions.
3. BOATS AS RECREATIONAL VEHICLES
4. RECREATIONAL VEHICLES: A DISCUSSION PAPER. The research for this was done in March 2021 after a discussion with Counsellor Steve Dillabough about some of the local issues related to RVs. Though we did the research into what is happening across Canada, and specifically across Ontario, for our own information, we summarized it and sent it to Mr. Dillabough at that time. We are attaching it here as it may provide some useful information for the members of the Community Development Committee as well. Note that there are many embedded links to reference materials drawn on for the Paper.

Sincerely,

Susanne Zorzella & Peter Davies



Recreational Vehicles: A Discussion Paper

Introduction

There is on-going discussion within certain sectors of the Township pertaining to the storage and use of recreational vehicles (RVs). These issues are certainly not unique to Edwardsburgh Cardinal. As recreational vehicles have been proliferating across the country¹, particularly within the past year of Covid-19 related travel restrictions, issues are likely to increase². Given the number of questions and opinions about them that have arisen within this Township over the past year, we felt it worth examining what other jurisdictions have done.

While the term RV covers a broad range of recreational vehicles, including, but not limited to: travel trailers, fifth wheels, motor homes, boats, skidoos, etc., this discussion paper will limit itself to those that are generally considered land based 'homes away from homes'.

The purpose of this paper is twofold:

1. To examine the common concerns identified by other jurisdictions as well as by RV owners
2. To highlight some of the methods for addressing concerns implemented by other jurisdictions

To this end we undertook a web search to collect publicly available documents, including by-laws, studies and discussions papers. We reviewed relevant information from twelve jurisdictions. All are Canadian, with the majority in Ontario. Several were studies, by-law reviews, or guidelines. The remainder are by-laws. (See References List).

¹ <https://crva.ca/rv-shipments-projected-to-eclipse-500000-units-in-2021/>; <https://www.travelandleisure.com/travel-tips/travel-trends/rv-sales-increase-coronavirus>. *Canadian Recreational Vehicle Association Dec.3, 2020*. The Association's year end statistics suggest some 480,000 units were sold in 2020 and project a 20% increase for 2021 to a total of over 502,000 units. <https://www.ctvnews.ca/business/on-the-road-again-rv-sales-spike-as-the-summer-of-covid-19-arrives-1.4993097> On the Road Again: *RV sales spike as the summer of Covid-19 arrives*. CTV National News, June 20, 2020. [Catherine] "Twerd [sales manager at Sicard RV near St. Catharine's, ON] said the reason behind the surge in sales is likely due to mobile homes being seen as a safer and more confined space for those that want to travel without coming into contact with others outside their social bubbles." <https://www.forbes.com/sites/everettpotter/2020/04/19/will-2020-be-the-year-of-rv-travel/?sh=7b99d8c921b8> Forbes April 19, 2020 *Will 2020 Be the Year of RV Travel?* "RVs not only enable [an outdoor] lifestyle; they also provide a self-contained existence that other forms of travel don't allow." <https://www.travelandleisure.com/travel-tips/travel-trends/rv-sales-increase-coronavirus> *Travel & Leisure RV Sales Hit Record Sales Last Month According to New Report*. July 28, 2020. "...since businesses began reopening after the COVID-19 shutdown — prompting an increase in road trips and traveling in controlled environments — RV sales have been steadily growing."

²<https://www.cbc.ca/news/canada/london/ontario-parks-camping-campsites-2021-1.5927993> *Sick of lockdowns, eager campers flood Ontario park reservations sites*. CBC News. February 25, 2021 "... Ontario numbers — provincial park officials say there is an almost 100 per cent increase in reservations over the same time last year..."

This discussion paper is merely intended as an overview and does not attempt to address all the identified issues, nor to make any recommendations.

The paper is divided into three sections plus several appendices:

Section 1 outlines the common issues.

Section 2 is a look at some approaches taken to address some of these issues.

Section 3 is a short summary of the issues raised by area residents.

There is also a short discussion on property rights and obligations drawn from articles from the Law Offices of Stimmel, Stimmel and Roeser.

The appendices provide supplementary information.

Appendix A: Table 1 is an overview comparison between jurisdictions including to the proposed zoning by-law for The Township of Edwardsburgh Cardinal.

Appendix B: Table 2 contains excerpts pulled from some of the references highlighting approaches to storage issues.

Appendix C: Table 3 contains excerpts from the references on approaches to usage issues.

Appendix D: parts of a discussion paper with policy suggestions from Lake of Bays

Appendix E: parts of the by-laws from Northern Frontenac as an example of detailed by-laws

Appendix F: Reference List.

Supply can't keep up with demand for RVs in Ottawa. Chris Kurys *City News*

March 31, 2020

https://ottawa.citynews.ca/local-news/supply-cant-keep-up-with-demand-for-rvs-in-ottawa-3592307?utm_source=Email_Share&utm_medium=Email_Share&utm_campaign=Email_Share.

"Ottawa's RV market hasn't been this hot in at least 30 years, according to a local retailer. With more people looking to take a staycation during the pandemic, and others just itching to get outdoors, the recreational vehicle is a hot commodity. "We're incredibly busy," says Santi Rios of Primo RV Centre.

Rios is the manager of the shop on Moodie Drive and tells CityNews that some items are out of stock until the fall. "Our capacity for selling products seems to be unlimited, but our ability to get that product in has been very, very challenging and there's a variety of reasons for that."

He explains that it's primarily due to supply chains being disrupted and the demand for RVs at historical highs.

And it's not just the baby-boomers looking for campers. Rios says there's a group of new buyers, from the younger generation looking to avoid restaurants and crowds, or those searching for a more active lifestyle.

In this market, Rios says it's important for clients to have some flexibility in their choice, if they can't wait for an RV."

Section 1: Issues related to RVs

This section provides an overview of common issues that have been identified. These fall into two main categories:

1. Storage, which comprises both the location of storage and the number of vehicles; and
2. Use, which involves environmental, municipal and community issues.

Two generally unnamed issues, but ones that underlie a number of the concerns are community aesthetics and property rights.

A. Storage Issues

1. Location

- a. Safety
 - i. Parking on city owned property i.e. streets and front yard 'boulevards' may interfere with emergency services access or obstruct traffic.
 - ii. Blind spots caused when large vehicles or trailers are too close to or on the road
- b. Liability
 - i. Potential municipal liability issues where RVs have been parked on public property for an extended period of time
- c. Aesthetics
 - i. Parked on front yard rather than to the side or behind the house

2. Quantity

- a. Aesthetics of a neighbourhood or property
 - i. Multiple travel trailers on one lot
 - ii. Travel trailers combined with boats, skidoos, ATVs etc.

3. Owner concerns

- a. High cost of off site storage.
- b. Preparation and maintenance. Challenges of preparing for travel or cleaning and maintaining RVs when not on own property.

B. Usage Issues

1. Environmental

- a. Septic Concerns. Impacts from improperly or inappropriately discharged grey and black water (raw sewage).
- b. Load on Services. Septic systems and wells may be strained where RVs are connected to systems servicing the existing dwellings.

- c. Impacts on waterfronts. RVs may not meet setback requirements and other restrictions on waterfront development to mitigate impacts. As they do not have permits, there is no oversight.

2. Municipal

- a. Public Expense Burden. An RV is not an assessable structure on a property and municipalities are unable to tax them as if they were a dwelling. However, the costs of providing services, such as fire and ambulance, garbage pick-up, by-law may be similar.
- b. Slippery Slope. Where RVs are used as seasonal dwellings on a regular basis, owners often construct additions such as decks, docks and sheds.
- c. Safety Concerns. Site development and accessory structures may not be compliant with building code, zoning, conservation authority or other regulatory requirements.
- d. Enforcement Burden. Balancing regulation benefits vs costs.

3. Community

- a. Aesthetics. Recreational vehicles do not always fit in with the character of an area, especially in waterfront and urban neighbourhoods. These aesthetic values are occasionally explicitly defined in formal community “vision” documents or building standards by-laws, but are most often only implied through zoning by-laws, leaving considerable room for interpretation.
- b. Tax fairness. Dwellings and cottages pay taxes; RVs used as cottages on vacant land do not. The *Clear Lake Property Owners Association* paper presents a well argued case on these issues.
- c. Property values. Frequent use of RVs as dwellings, especially for longer terms, may impact the values of neighbouring developed properties.
- d. Excessive noise. Because life is more outdoor oriented than in a home or cottage, noise carries more and is often a concern to neighbouring properties.

4. Owner Concerns

- a. Short-term/overnight stays. Using their own RV to accommodate friends and family for occasional visits.
- b. Visiting RVs. Visitors parking their RVs on an owners property when visiting.
- c. Camping on vacant property. Using their RV on their own vacant property, allowing friends to use it, or holding a gathering of some sort on their vacant land.
- d. Property Rights. ‘It’s my property, I should be able to do this’ vs “my neighbour constantly has extra vehicles and people, impacting the use and enjoyment of my property”.

Section 2: Addressing the Issues

Two newspaper articles from 2020 (see sidebar) indicate that communities in northern Ontario have been seeing an increase in RV campers, and many are now contemplating the licensing of trailers being used outside of trailer parks.

Storage

Storage on vacant land appears to be generally prohibited. The standard approach to storage on residential properties is that an RV must be stored in a side or back yard location, with allowances made for driveway parking where other space is not available, or for a short term while preparing an RV for use. Setbacks tend to apply. In many cases RVs are limited in quantity and must meet size restrictions.

- *Georgina Township*, for example, has introduced seasonal limitations: e.g. a travel trailer or 5th wheel may be parked on a residential lot or driveway between May and October, whereas snowmobiles can only be parked between October and May. The Township also included variables in parking location and quantity of RVs stored dependent on the size of the property.
- *Salmon Arm, B.C.* is working with the community to address location as part of storage overall. There it is particularly clear that improper storage can be a safety issue. Residents share concerns about the high cost of off-site storage, and the difficulty preparing trailers for travel when they are in storage.

Usage by guests, residential lots

There seems to be some consensus among most jurisdictions that the occasional guest staying in an owner's trailer, parked on their own residential property is not a problem. See Table 1 in Appendix A for a comparison of jurisdictions. Many municipalities will explicitly allow such a visit to last up to two weeks, but limit the number of such longer stays per season, for example:

Ontario Municipalities introduce travel trailer licensing fee. Cottage Life Magazine, June 6, 2020

"When asked why Armour passed their trailer licence bylaw, Clerk-Treasurer John Theriault says: 'We were having a lot of people that were basically using trailers as cottages and on empty properties.' This meant people using a trailer did not have to pay taxes on their accommodations the way a cottager would. "The trailer licence sort of compensates for the taxes that everybody else is paying." Armour, however, caps its licence purchases at five years. "The whole idea behind the bylaw was that people would try cottage life and if they liked it then they would build a cottage," Theriault says. Not to mention, "It doesn't look good to have just a trailer on an empty property."

Northern Ontario towns say licensing trailers is 'fair' to cottage owners who pay property tax. Some towns are charging as much as \$1,000 per year for a trailer licence (CBC article from June 18, 2020)

The article points out that more and more towns are regulating trailer usage and imposing licensing fees. It addresses several of the issues and also quotes Camping Ontario executive director Alexander Anderson, who expresses concerns about the enforcement of environmental regulations when trailers are not on properly constructed campsites.

- *Clarendon, Quebec*, suggests that a visitor may stay up to 14 days once in a 90 day period
- *Moonbeam, Ontario* suggests maximum 14 days once per year is the limit.
- *Westaskiwin County, Alberta* has limited such use to specific zones.

Opinions are split between requiring some form of permit for all stays, no matter how short and freely allowing stays up to two weeks, and a number of jurisdictions have made clear that no money may change hands, i.e. RVs may not be used as rental units, nor may vacant lands be rented out as impromptu ‘campgrounds’.

Usage on Vacant Lands

With few exceptions RVs are not permitted on vacant land unless there is a construction project underway. Exceptions include:

- *Clarendon, Quebec*³ permits both short- and long-term use on vacant land, subject to septic, water system, accessory structure regulation, waterfront protection and other requirements.
- *Armour, Ontario* issues annual licenses for the use of vacant land, but caps them at five years, after which time a house or cottage will have to be built. The annual licence only allows use from May through November.
- *The Township of Northern Frontenac, Ontario* allows RVs on vacant land for less than 14 days once every 90 days. For longer temporary or occasional use a municipal licence is required. The licence is zone specific and issued by the Building Department based on site placement approval including proper setbacks, a water supply and a sewage system.
- *Northern Bruce Peninsula, Ontario* has policies to allow permits for large groups such as a scout gatherings or a family reunion to use RVs (or tents) on vacant land for an occasional short duration.

Other municipalities are reviewing the issue.

- *Bonnechere Valley, Ontario* discussion paper suggests trailer use on vacant land should be limited to less than two weeks.
- *Lake Clear Property Owners Association, Lake of Bays, Ontario* points out that trailers on vacant land might be feasible in a rural zoning as the properties are larger and more spaced out, though does not recommend that option.

³ Under Quebec's “Act Respecting Municipal Taxation”, article 231, the Municipality has the right to charge a fee of \$10 per month for the use of a recreational vehicle or trailer by a property owner on his/her lot and is also entitled to payment of compensation for municipal services that are provided.

Environmental Impact

Sewage and grey water disposal is a primary environmental concern. Where camping on vacant lands is allowed, it generally comes with requirements to mitigate potential impacts.

- *Clarendon; North Frontenac and Bonnechere Valley* each require septic systems and wells.

As waterfront lots are a primary (though not exclusive) draw for campers, the impact on waterfronts, wetlands and wildlife habitats is of concern. Concerns include contamination by waste water as well as fish and shoreline habitat destruction.

- *Lake Clear Property Owners Association* in the Bonnechere Valley has done an excellent job of pulling together information on the potential impact of unregulated RV use on the fish populations in that lake.

A conversation with staff at the *South Nations Conservation Authority* indicated that, while the SNCA has no guidances on RVs, they share these concerns.

Licensing

The idea of licensing trailers for occupancy, both short and longer term, is spreading. Through Trailer Permits municipalities are able to exercise some control over issues pertaining to environmental protection, safety and property standards. They can regulate the quantity of trailers and their location and duration and frequency of their use. They also have the ability to define penalties (such as loss of permit) and to recoup some of the costs associated with services provided by the municipality and the impact of this land use intensification.

- *Northern Bruce Peninsula* has declared camping within the Municipality a “public nuisance” and prohibits it if it includes any of a list of offences. It will only be permitted with a licence, which will be issued upon fulfillment of a very detailed requirements.
- *North Frontenac* requires a ‘Site placement approval’ before a permit will be issued.
- *Clarendon, Moonbeam* have embedded Municipal rights of inspection in their permits.
- *Clarendon* will require property owners to pay back costs incurred when there are by-law infractions or the need for public services.

Aesthetics

An issue at times alluded to, but rarely specifically addressed is that of aesthetics. Property standards are typically established in some detail by most jurisdictions, often specifically for urban and waterfront areas. Sometimes there are established ‘visions’ to define the looks of particular areas. Where building permits are issued new construction is usually required to ‘fit in’ with the general look and feel of the surrounding community. RVs on vacant lots, or even RVs on established residential properties may not fit in with the community aesthetics.

This is addressed in the *Lake of Bays Official Plan Review*:

“Specifically related to the waterfront designation, the principles set out in the Official Plan for development in this area prioritize the preservation of the aesthetic qualities and scenic features of the waterfront area, as well as the maintenance of the existing character and traditional land use mix found along the waterfront. Development on waterfront lands must be compatible with abutting land uses. These uses are limited to low density residential uses and a few commercial uses such as resorts and marinas.”

And further from the same review:

“....it is not desirable to permit recreational trailers on vacant lots everywhere in the Township since the Township would lose assessment revenue.... Additional concerns related to the preservation of shoreline aesthetics, potential for excessive noise, maintaining property standards.... “

Rights of Property Owners

Property rights go two ways: what you have the right to do on your own property, and what impact your actions have on the rights of your neighbours.

On Landowner Rights

Adjoining Landowners Rights and Obligations: The Basics *The Law Offices of Stimmel, Stimmel & Roeser* <https://www.stimmel-law.com/en/articles/adjoining-landowners-rights-and-obligations-basics>.

“Adjoining landowners are those persons, such as next-door neighbors, who own land that share common boundaries and thus have mutual rights, duties, and liabilities. The reciprocal rights and obligations of adjoining landowners existed at common law but have been invariably altered or expanded by various state laws and court decisions.

In general, the underlying theme is that adjoining landowners are expected to use their property reasonably without unduly interfering with the rights of the owners of contiguous land. Actions taken by a landowner that appropriate adjoining land or substantially deprive an adjoining owner of the reasonable enjoyment of his or her property is an unlawful use of one’s property.”

Private Nuisance On The Land - The Law and the Remedies *The Law Offices of Stimmel, Stimmel & Roeser* <https://www.stimmel-law.com/en/articles/private-nuisance-land-law-and-remedies>

“As old as the concept of ownership of land is the concept of defending it from the trespass of others. Indeed, one can perhaps define “owning” land as the right to enjoy exclusive possession to it.

A related concept which developed almost as long ago as the right to protect your land against trespass is the concept of “nuisance.” Put in its simplest sense, a nuisance for a property owner is action or condition of other property owners which interfere unreasonably with one’s use of one’s own property.”

Section 3: Issues raised by Township of Edwardsburgh Cardinal Citizens

The discussion around parking and using RVs in The Township of Edwardsburgh Cardinal is growing: newspaper articles have been written, a Facebook site *Edwardsburgh Cardinal citizens against overreaching BYLAWS* has sprung up and the Township has received numerous letters and e-mails pertaining to the issue.

By-law enforcement has been called upon numerous times over the past year. While there is no public record of what the by-law enforcement issues have been, two newspaper articles make it clear that at least some of these pertained to usage on vacant lands. (*Mayor's Column*, Grenville Journal, Sept. 5 2020; Discussion during the DEVELOPMENT COMMITTEE meeting of Tuesday, September 8, 2020, 6:30 PM, item 4. Comprehensive Zoning Bylaw Review).

Most of the issues raised by citizens relate to their rights on their own properties, both residential and vacant. There is a feeling that it should be a property owner's right to do whatever they wish on their own property, and that the Township's by-law that prohibits the use of their RVs on their own lands is 'overreaching'.

Issues raised:

1. Storing their RV on their residential property.
2. Using their own RV which is stored on their residential property to host friends and family stay for short stays.
3. Having friends and family bring an RV and stay in it while visiting.
4. Holidaying on their vacant land and having friends and family do the same.

Two additional concerns have been raised. The first is about lack of clarity of existing by-laws around using an RV while preparing to construct a new residence. This appears to have been addressed in the draft by-laws.

The second pertains to use of vacant land for an event. The excerpt to the right is drawn from the aforementioned Facebook site.

Carl Jones

Chris. I definitely need this tossed. We hold the largest archery tournament in Ontario on our 100 acres Hyndman road. We have over 40 campers staying in my Neighbors field across the road he goes to the trouble of cutting the hay the week before to make this as inviting as possible. We bring in thousands to the community from hotel to restaurants to fuel. We have had great support from local fantastic businesses Food Basics, First Stop rentals, Blair Harris, TSC stores, D&C masonry to name just a few. We have done this for 2 years and blocked for 2 with Covid. We plan on holding this July if rules allow.. if I can write someone in support of getting this stupid law trashed please let me know. We had 177 archers last tournament. I have thousands of dollars invested in targets.

Carl Jones

Porcupine Hollow Archery Range

Appendix A

Table 1: Comparing the Districts

Jurisdiction	Storage		Use		Environ- mental	Permit/ (License)
	<i>Developed</i>	<i>Vacant</i>	<i>Developed</i>	<i>Vacant</i>		
Township of Edwardsburg Cardinal (EC) Ontario (Draft By-law)	Yes	No	No	No (Yes, 2 yrs with building permit.)	When permitted, with septic & water	No
City of Salmon Arm (SA) British Columbia (Review)	Yes, with quantity, size, location restrictions					
Lake of Bays (LB) Ontario (Official Plan Review)	Yes - one	No	No	Suggestion: Maybe in rural zones? Yes, with building permit.	Servicing should be required if habitation were to be allowed.	Considering
County of Wetaskiwin (WA) Alberta (Fact sheet)			Yes in one specific zone, <15 days,	Yes with building permit		Yes, in certain conditions
Municipality of Clarendon (MC) Quebec (By-law)	Yes, one, location restrictions, no services	No	Yes, occasional, <15 days, license	Yes, with services, or limited short term use per annum	Septic, well, setbacks	Yes, with by- law enforcement rights
Billings Township (BT) Ontario (By-law)	Yes, location restrictions	No	Yes, <14 days	Yes, with building permit, 90 days		
Bonnechere Valley (BV) Ontario (Discussion)			Maybe? Concerns about long or permanent use.	Recommend <14 days, longer with permit	On site septic system, water supply for longer stay	Yes, with licensing for better municipal oversight

Jurisdiction	Storage		Use		Environ- mental	Permit/ (License)
	<i>Developed</i>	<i>Vacant</i>	<i>Developed</i>	<i>Vacant</i>		
French River Ontario (FR) Background, draft by-law, fines	Yes	No	Yes, <14 days cumulative/ annum, longer with licence, summer only, some zones only	Yes, with a building permit	Health unit approval if connecting to existing septic system.	Yes
Township of North Frontenac (NF) Ontario (By-law)			Yes, <14 days, once/ 90 days,	Yes, <14 days, once/ 90 days, Longer, max. 1 unit, zone specific, with license, subject building dept. approval	Septic, setbacks etc.	Yes, with site placement etc. approvals
Georgina Township (GT) Ontario (Storage Guide)	Yes: lot size defines quantity, size, duration					
Moonbeam Township (TM) Ontario (By-law)	Yes	No	Yes, once/ annum, <14 days unless permitted, only 1	No	Yes, with septic connection or regularly emptied holding tank	Yes, both short and long (annual) term.
Northern Bruce Peninsula (BP) Ontario (By-law)			Yes, with permit (strict guidelines); <7 days without permit	1 yr with permit during construction ; large group with permit	Yes re: sewage, garbage, fires	Yes,
Armour Ontario (TA) (By-law)			Yes, occasional for guests	Yes, certain zones, max. 5 yrs. May - Nov only; or with building permit.	Setbacks requirement, Trailer must have holding tank	Yes, annual and short term

Appendix B

Excerpts from By-Laws and Papers

The tables contain excerpts of what has been suggested or implemented in the various jurisdictions. This is by no means comprehensive, but is merely intended to provide a brief look for discussion purposes. The initials beside each excerpt correspond to the list of jurisdictions.

Table 2: Storage Issues:

Issues	Excerpts
1. Location	SA. Provided a unit is appropriately parked and insured, a RV may be parked for no longer than 72 hours on a public street as with any other vehicle. (Traffic Bylaw regulations adopted in 1994).
	SA. The parking regulations of the Zoning Bylaw (Appendix 2) limit storage of RVs to the rear and side yard of residential parcels. (Adopted 1995)
	SA. Parking in a driveway or in the front yard of a parcel is not permitted
	HN. 141(3) B (ii)trailer shall be located no closer than the established setback of the main buildings or ten feet from such side lot line, whichever is the greater distance [Note: applies to corner lots. Also have additional specifications for other situations]
	Various townships have added more specifics on location e.g. street parking for a maximum of 12 hours. Driveways for three days to allow prepping for travel. On lots only in rural areas, not in towns.
	MC. The owner of a recreations vehicle or trailer may store it on his/her lot provided that: There is a main building on the lot. There recreational vehicle or trailer is stored in the side or back yard of the main building. The recreational vehicle or trailer is not serve by water, sanitation or electricity.
	NC. 1. Fully operable, completely assembled, supported by inflated tires, and not supported by blocks, jacks or similar supports, except that such vehicles may be safely leveled to maintain the proper flow of propane or other gas to built-in appliances;
	NC. 2. Currently registered for operation on public streets;
	NC. 6. Located entirely on the subject property with no overhang or encroachment permitted into: (a) the public right-of-way,
2. Quantity	SA. Storage of one RV, one travel trailer, and one boat is permitted. (Adopted 1995)

Issues	Excerpts
	LB. One trailer, camper or mobile home may be stored on a lot adjacent or to the rear of a dwelling or a temporary trailer may be permitted in association with a building permit while a dwelling is being constructed.
	HN. 141(3)the owner or occupant of any dwelling unit or lot.....may store or park (a) one boat, which shall not exceed twenty-three feet in length, with or without boat trailer....exclusive of hitch or tongue (b) a trailer or trailers, none of which shall exceed twenty-three feet in length, exclusive of hitch or tongue
	MC. A maximum of one recreational vehicle or trailer may be stored per lot.
	GT. Created a table outlining the number of recreational vehicles of all types that may be parked on a property, depending on the property size. It also defines timeframes. No usage information available however.

Appendix C

Table 3: Usage Issues

Excerpts from By-Laws and Papers

1. Environmental	NF. (Here licensed, long-term use on vacant properties is permitted) A Recreational Vehicle shall be serviced with an onsite Class 1 sewage disposal system and Class 2 sewage disposal system or an onsite Class 4 sewage disposal system approved under the Ontario Building Code.
2. Municipal	CW. Recreation Vehicles including Park Model Trailers are not constructed to the same safety standards of a residential dwelling under Part Nine of the Provincial Safety Codes Act. The use of a Recreation Vehicle as a residence is not authorized under the County of Wetaskiwin Land Use Bylaw nor the Provincial Safety Codes Act. Recreation Vehicles may be evaluated and determined that they are being used for residential purposes if one or a combination of the following is present or occurring: <ul style="list-style-type: none"> • have evidence of a foundation; • permanently remaining on site; • have utilities such as power connected to them; • have fixed renovations or structures such as decks, fireplaces, handrails, new levels or roofs; • have wheels or modes for transport removed; or • have connected private sewage systems.

	MC. Annual fees for a recreational vehicle or trailer municipal services will be established on an annual basis by the Municipality.
	TM. 3.1 No person shall use a trailer without first obtaining a license even if the trailer was legally placed on the property prior to the date of passing of this By-law.
	TM. 6.10 No person being the registered owner of any lot or parcel of land within the Township shall permit any person to locate a trailer on his or her property except in accordance with the provisions of this By-law.
	LB. Licensing- If the Township decides to permit recreational trailers in the Rural designation, we recommend that a policy be included to state that a trailer may be licensed The licensing by-law may specify the period and conditions of occupancy and the fees for recreational trailers. Licensing provisions shall not apply to trailers where they are only stored and not used. A licensing fee would permit the Township to recuperate revenues that would otherwise be made if the lot were developed for a single detached dwelling. [This was not a recommended option]
	NF. By-Law # 42- 20 4 a) All Applications submitted for consideration shall be subject to an Application Fee (non-refundable deposit) as set out in the Township's Fees and Charges By-law. If the Licence is refused the fee is non-refundable. This fee covers the review of the Application, initial location inspection and placement inspection. [Fees are renewable annually]
	BP. Schedule A 3. A group or individual(s) may make application to Council for permission to be exempt from the provisions of this by-law for special occasions such as scouts/guides events, family reunions, etc. There will be no charge for such permit unless Council determines otherwise.
	TM. 3.0 No person shall use a trailer on any Waterfront Residential (RW) Zone or Seasonal Residential (SR) Zone within the Township for more than 14 days in any calendar year unless the person has first obtained a license under the provisions of this By-law. The use or storage of a trailer on a vacant lot shall not be permitted.

	<p>NF. The Township may impose conditions on any Licence issued for a Recreational Vehicle, including without limitation any or all of the following. Where any of the following conditions cannot be met, the Township may refuse to issue a Licence for the Recreational Vehicle:</p> <ul style="list-style-type: none"> i) A maximum of one (1) Recreational Vehicle only, may be occupied or used on a vacant lot zoned Residential Waterfront, Rural, Limited Service Waterfront or Limited Service Rural. ii) A Recreational Vehicle shall be setback a minimum of: FrontYard—7metres (excluding a property on a waterbody); Rear Yard —7 metres; Interior Side Yard —3 metres; Exterior Side Yard —7 metres; 30 metres from the high water mark of all waterbodies; and 30 metres from the boundary of an unclassified wetland. iii) A Recreational Vehicle shall also be setback in accordance with Section 3.27 of the Zoning By-law for Minimum Distance Separation, Influence Areas and Special Setbacks for Livestock Facility, Manure Storage or Aerobic Digester; Waste Management Facilities; Licenced Pits or Quarries; Industrial Uses; Water Bodies; Wetlands and Provincial Highways. iv) A Recreational Vehicle shall be adequately serviced with a potable water supply. v) A Recreational Vehicle shall be serviced with an onsite Class 1 sewage disposal system and Class 2 sewage disposal system or an onsite Class 4 sewage disposal system approved under the Ontario Building Code. vi) The owner of the land shall obtain a Civic Address in accordance with the Civic Addressing Policy.
3. Community	<p>LB. Given the larger lot sizes in the Rural designation, recreational trailers could be permitted without many of the same off-site impacts as would be the case in a Waterfront area. Larger lot sizes, greater distances between properties and greater distances to waterbodies may not require excessive time for enforcement. (Policy adjustments would be needed. See appendix 1 for the recommendations.)</p>
	<p>MC. A stored recreations vehicle or trailer may be used from time to time as temporary short-term (less than 15 days) accommodation for family or guests or the property owner. In no case shall the stored recreation vehicle or trailer be used for long-term (more than 15 days) residential purposes.</p>
	<p>NF. By-Law # 42- 20 3 a) No person shall occupy or use a Recreational Vehicle for more than fourteen(14) consecutive days once in a ninety (90) day period without a Recreational Vehicle Licence issued by the Township.</p>

	<p>MC. Section 6 - Tolerance for Guests' Recreational Vehicles</p> <p>The guest of a property owner may park and use a recreational vehicle or trailer on the owner's lot for no more than fifteen (15) days, provided that there is a main building on the lot. The property owner shall notify the Municipality each time a guest recreational vehicle or trailer is installed for more than three (3) days. Under no circumstances shall a property owner share a fee to a guest for the parking and use of a recreational vehicle or trailer.</p>
	<p>BP. Schedule A 1. Tents, trailers and/or motor homes may park or be parked and occupied on private lots where a residential home or cottage exists that meets the Ontario Building Code and Municipality's Comprehensive Zoning By-law requirements and provided that a total combination of no more than two (2) trailers/motor homes or tents may be permitted at one time for a period of no longer than seven (7) consecutive days and provided that no fee is charged for the occupancy of the said trailers/motor homes or tents.</p>
	<p>BP. 4. General Provisions 1. Notwithstanding Section 4(j), camping within the Municipality is considered a public nuisance and is prohibited if the camping includes any of the following:</p> <ul style="list-style-type: none"> (i) Loud music or any excessive noise which is likely to disturb the inhabitants of the Municipality (ii) Smoke from any source that may disturb the inhabitants of the Municipality (iii) Garbage odours from any waste or other source which likely will disturb the inhabitants of the Municipality (iv) Nudity which is likely to disturb the inhabitants of the Municipality (v) Failure to keep available at any camp site, adequate facilities for the disposal of human waste (vi) Unattended or large open fires which would likely cause damage to the environment or have an adverse effect on any inhabitants of the Municipality (vii) Failure to adequately store or dispose of any good waste or other material which would be likely to attract wild or domestic animals to a campsite (viii) Damage to trees, other vegetations, fish or wildlife habitat at or near a campsite (ix) Trespass to the property of the inhabitants of the Municipality

Appendix D:

Lake of Bays <https://lakeofbays.civicweb.net/document/19614>

Policy suggestions:

The policies of the Rural designation would need to define recreational vehicles and set out new policies for the use of recreational vehicles on vacant lots of record. The Comprehensive Zoning By-law would need to be amended to be up to date with the conditions for the use of recreational vehicles on vacant lots of record and would include:

- 1) That a recreational trailer is considered 'temporary' and not a year-round dwelling;
- 2) That decks, enclosures, and other extensions not be permitted unless they have been specifically designed or pre-engineered for the recreational trailer by a manufacturer and are capable of being removed;
- 3) That recreational trailers shall adhere to minimum lot area, sewage disposal, building setback and other planning requirements, and that such recreational trailers shall only be permitted in the Rural designation or where the By-law specifically permits a recreational trailer;
- 4) That Owners of a recreational trailer shall obtain approval for a sewage disposal system prior to placing their recreational trailer on a vacant lot;
- 5) That individual recreational trailers shall only be permitted where they can be serviced with an adequate potable water supply and an on-site sewage disposal approved under the Building Code Act. Such sewage disposal system will be in addition to a self-contained or on-board holding tank. The intent of this provision is to prevent illegal discharge of sewage or greywater on any lands occupied by a recreational trailer;
- 6) That a recreational trailer may be located on a lot adjacent to a permanent dwelling provided that appropriate measures are taken to minimize visual impact through screening or buffering (will include a reference to site plan control);
- 7) That recreational trailers on individual lots are subject to site plan control (i.e., for walls, fences, trees, shrubs, ground cover, landscaping, installation of on-site sewage and water services); OR
- 8) That recreational trailers on individual lots are subject to a property standards by-law (Section J.69 of the Official Plan) that would regulate such things as garbage, structural maintenance of the trailer, safety, cleanliness, etc.
- 9) That a recreational trailer may be permitted on a shoreline property where it is set back at least 30 metres from the high water mark and where it does not negatively impact the view of the waterfront of adjacent properties;
- 10) That an accessory use to an recreational trailer shall not include a sleep cabin or a second recreational trailer on a lot.

6.3 Preferred Option : Status Quo

The preferred option is to maintain the status quo as it stands in the Official Plan and the land use By-laws. Opening the door to permit trailers in waterfront areas could have unintended consequences such as increasing the cost of providing services, including enforcement, excessive noise, fire safety, etc.. Sending a by-law officer to inspect and ensure that recreational trailers are disposing of sewage in an appropriate manner could mean significant resources depending upon how many residents decide to take advantage of such permission¹. Failing to properly inspect and enforce rules could however lead to environmental damages to lakes in

the Township as well as significant land use conflicts with adjacent waterfront cottage properties. Furthermore, the visual impact of trailers on shoreline lots could take away from the aesthetic character of the shoreline that the policies of the Official Plan seek to protect. Therefore the status quo is the preferred option.

Appendix E

Excerpts from The Corporation of the Township of North Frontenac By-Law # 42- 20 Being a By-law to Licence Recreational Vehicles in the Municipality and to Repeal By-law #83-19

The owner of a recreational vehicle or trailer may store it on his/her lot provided that: There is a main building on the lot.

The recreational vehicle or trailer is stored in the side or back yard of the main building. The recreational vehicle or trailer is not served by water, sanitation or electricity.

A maximum of one (1) recreational vehicle or trailer may be stored per lot. Appendix G

3. Scope

a) No person shall occupy or use a Recreational Vehicle for more than fourteen (14) consecutive days once in a ninety (90) day period without a Recreational Vehicle Licence issued by the Township.

c) No person shall locate a Recreational Vehicle or construct or place any accessory structures associated with a Recreational Vehicle on any property without a site placement approval issued by the Building Department in advance. A recreational Vehicle Licence shall not be issued where a site placement approval has not been issued by the Building Department. The owner of the land upon which a Recreational Vehicle is located, shall be responsible for obtaining a Licence from the Township. A Licence issued pursuant to this By-law authorizes the use and maintenance of a Recreational Vehicle on existing lots for temporary accommodations only. The issuance of a Licence does not grant the Licensee the authority to occupy the Recreational Vehicle on a permanent basis. The issuance of a Licence is not intended and shall not be construed as permission or consent by the Municipality for the holder of the Licence to contravene or to fail to observe or comply with any law of Canada, Ontario or any By-law of the Municipality.

The Township may impose conditions on any Licence issued for a Recreational Vehicle, including without limitation any or all of the following. Where any of the following conditions cannot be met, the Township may refuse to issue a Licence for the Recreational Vehicle:

i) A maximum of one (1) Recreational Vehicle only, may be occupied or used on a vacant lot zoned Residential Waterfront, Rural, Limited Service Waterfront or Limited Service Rural.

ii) A Recreational Vehicle shall be setback a minimum of:

- Front Yard—7metres (excluding a property on a waterbody);
- Rear Yard —7 metres; Interior Side Yard —3 metres;
- Exterior Side Yard —7 metres;
- 30 metres from the high water mark of all waterbodies; and
- 30 metres from the boundary of an unclassified wetland.

- iii) A Recreational Vehicle shall also be setback in accordance with Section 3.27 of the Zoning By-law for Minimum Distance Separation, Influence Areas and Special Setbacks for Livestock Facility, Manure Storage or Aerobic Digester; Waste Management Facilities; Licensed Pits or Quarries; Industrial Uses; Water Bodies; Wetlands and Provincial Highways.
- iv) A Recreational Vehicle shall be adequately serviced with a potable water supply.
- v) A Recreational Vehicle shall be serviced with an onsite Class 1 sewage disposal system and Class 2 sewage disposal system or an onsite Class 4 sewage disposal system approved under the Ontario Building Code.
- vi) The owner of the land shall obtain a Civic Address in accordance with the Civic Addressing Policy.
- e) A deck may be permitted to be constructed as an accessory use to a Recreational Vehicle provided the deck complies with the Zoning By-law and the Ontario Building Code.
- f) Enclosures, overhangs, porches, roof-overs, expansions, or additions are not permitted on or abutting a Recreational Vehicle, with the exception of pre-engineered and removable add-a-room manufactured specifically for the purpose of adding additional space to a Recreational Vehicle.
- g) A gazebo, viewing platform, and/or storage shed with a total area not exceeding 15 square metres are permitted as accessory buildings to a Licensed Recreational Vehicle provided they comply with the Zoning By-law and the Ontario Building Code.

4. Licence Fees

- a) All Applications submitted for consideration shall be subject to an Application Fee (non-refundable deposit) as set out in the Township's Fees and Charges By-law. If the Licence is refused the fee is non-refundable. This fee covers the review of the Application, initial location inspection and placement inspection.
- b) The Licence Fees for every Recreational Vehicle to which this By-law applies shall be as set out in the Township's Fees and Charges By-law.
- c) No Licence shall be issued unless the prescribed fee has been paid.
- d) The Annual Licences issued under this By-law shall come into effect on January 1st and shall expire on December 31st. Annual Licence Fees payable under this By-law will be invoiced by January 15th of each year and shall be payable by February 28th
- e) Interest on the Annual Licence Fee not paid when due shall accrue at the rate 1.25% per month (15%) per annum from the due date to the date of payment.
- f) A refund may be obtained by submitting a request in writing to the Township indicating a Recreational Vehicle will no longer be located on a property and specifying the date on which it is going to be removed and the proposed Removal Inspection Fee as set out in the Township's Fees and Charges By-law. The CBO or designate will complete an inspection within fourteen (14) days after the actual date it is to be removed, to confirm removal. The amount of the refund will be calculated from the first day of the month following the date on which the property owner advised the Recreational Vehicle will be removed and it is confirmed by the CBO that the Recreational Vehicle is no longer located on the property.
- g) The Township shall issue a Licence for a Recreational Vehicle provided that a complete application is submitted to the Township, all pre-conditions as specified in this By-law are satisfied, the Licence fee is paid in full and the use of the property for a Recreational Vehicle conforms with all other applicable law, including the Zoning By-law.
- h) Applications to renew a Recreational Vehicle license or applications for a license for a new Recreational Vehicle in the location where a license for a previous Recreational Vehicle had

been issued may be refused where any terms or conditions of a previous license were breached, at the discretion of the Township.

5. Penalty/Notices of Violation

- a) Any person who contravenes this By-law is guilty of an offence and upon conviction is liable to payment of a fine.
- b) Where any condition of a Licence is breached by any person, whether or not the Township has commenced a prosecution, the Township may revoke the license upon written notice of revocation being served on the owner of the property or such notice being posted conspicuously on the property for which the Licence was issued.
- c) Where a Licence is revoked by the Township, the Licence holder and owner of the property on which the Recreational Vehicle was located shall be jointly and severally responsible for removing the Recreational Vehicle within 14 days of receipt of the notice of revocation.
- d) Where the Licence holder and/or owner fail to remove the Recreational Vehicle in accordance with this By-law, the Township may enter upon the property and remove the Recreational Vehicle without further notice to the owner or Licence holder.
- e) The owner of the property and Licence holder shall be jointly and severally liable for all costs incurred by the Township to remove any Recreational Vehicle from a property where the Recreational Vehicle is located in breach of this By-law. All costs incurred by the Township may be recovered from the owner and/or Licence holder by action or placed on the tax roll for the property where the Recreational Vehicle was located and collected in the same manner as municipal property taxes.

Appendix F:

References

Discussion Papers, Reviews and Summaries

1. **City of Salmon Arm, British Columbia (SA)** <http://www.salmonarm.ca/AgendaCenter/ViewFile/Agenda/11022015-241> (DSD Memorandum RV Regulations Review 26 October 2015)
2. **Lake of Bays, Ontario (LB)** <https://lakeofbays.civicweb.net/document/19614>. (Official Plan Review, Discussion Paper on Tents and Trailers)
3. **County of Wetaskiwin, Alberta (WA)** <https://www.county.wetaskiwin.ab.ca/DocumentCenter/View/458/Straight-Facts-on-Recreation-Vehicle-Use-PDF>
4. **Bonnechere Valley, Ontario (BV)** <http://www.bonnecherevalleytwp.com/download.php?dl=YToyOntzOjI6ImkljtzOjQ6IjEwMTkiO3M6Mzoia2V5IjtpOjY3O30=>. *The Case for Regulation of RVs on Lake Clear*. (A discussion paper on potential environmental impacts of RVs on the lake with recommendations on how to regulate them.)
5. **Georgina Township Ontario (GT)** https://www.georgina.ca/sites/default/files/page_assets/planning_guidetoleisurevehiclestorage.pdf?token=IXNgJ7HX. (Guide to RV storage on private property)
6. **Municipality of French River (FR)** <https://frenchriver.civicweb.net/document/11793/Report%20%20Proposed%20Travel%20Trailer%20Licence%20By-law%20Ju.pdf?handle=D97F0A8245EB46398268AEA4CD851641>. Proposed by-laws with background report

By-Laws

7. **Municipality of Clarendon, Quebec (MC)** https://www.clarendonqc.ca/administration/bylaws/2017-261-Bylaw-for-Trailers_en.pdf. (A thorough set of by-laws regulating trailers.)
8. **Township of North Frontenac, Ontario (NF)** <https://www.northfrontenac.com/en/township-services/resources/Documents/By-Laws/Recreational-Vehicle.pdf>. (Full By-law in Appendix E)
9. **Township of Moonbeam, Ontario (TM)** https://a690e3f5-b7b6-4741-a198-e4aa3a9bd0f9.filesusr.com/ugd/4fe216_8bdc1521821c4a108d769ee0e31da35c.pdf Comprehensive Trailer Bylaw.
10. **Northern Bruce Peninsula, Ontario (BP)** <https://northernbrucepeninsula.civicweb.net/filepro/documents/10853?preview=11121>. (Primarily pertains to usage.)
11. **Billings Township, Ontario (BT)** <https://billingstwp.ca/wp-content/uploads/Bylaw-2017-44-as-amended-Trailer-Restrictions-for-Human-Habitation.pdf>. (Manitoulin Island by laws) <https://billingstwp.ca/wp-content/uploads/By-law-1980-11-Zoning-1.pdf>
12. **The Municipal Corporation of the Township of Armour (TA)** https://irp-cdn.multiscreensite.com/20e551fd/files/uploaded/Bylaw-Trailer_Licence.pdf

Legal Articles

<https://www.stimmel-law.com/en/articles/adjoining-landowners-rights-and-obligations-basics>

<https://www.stimmel-law.com/en/articles/private-nuisance-land-law-and-remedies>

BOATS AS RECREATION VEHICLES

ISSUE	Boats are no longer defined as recreational vehicles in the draft by-laws.
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RECOMMENDATIONS	<ul style="list-style-type: none">• Define boats as recreational vehicles and treat their occupancy similarly to that of land based recreational vehicles;
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TEXT CHANGE IN BY-LAW

VERSION	SECTION	TEXT
2012-35	Definition	The term recreational vehicle includes, but is not limited to, the following: motor homes, travel trailers, tent trailers, campers and boats.
DRAFT (MAY 2021)	Definition	A recreational vehicle may include motor homes, tent trailers, travel trailers or similar.

DISCUSSION

While the discussion around recreation vehicles centres on units that are towable and land based, similar issues can exist around boats. Many boats can be, and are, used as dwellings. In an area such as the Township of Edwardsburgh Cardinal with large amounts of deep and navigable waterfront, using boats as a dwelling at or near private docks outside of marinas is a very real possibility. Hence many of the same issues related to recreational vehicles can arise.

Examples:

1. Is a boat a second dwelling? Air B&B certainly lists stationary boats for vacation rentals quite regularly.
2. If a homeowner rents out his home for the summer, or for periodic vacation rental purposes, can the homeowner live in his boat, moored at or near his property's dock? Or at the dock of a neighbour?
3. If a lot is vacant but has a dock, can a boat be used as a seasonal dwelling there?
4. While a permit is required if a recreation vehicle is used as a dwelling during construction, does a boat used as a dwelling during construction have the same requirements?

RECOMMENDATIONS

- Define boats as recreational vehicles and treat their occupancy similarly to that of land based recreational vehicles;

RECREATIONAL VEHICLES: USE DURING CONSTRUCTION

ISSUE	1. Both the current and the draft by-law permit occupancy of a recreational vehicle during construction for which a building permit is current and until the work is completed or abandoned, though the draft by-law is more restrictive
RECOMMENDATIONS	<ul style="list-style-type: none">• Reevaluate the sewage handling and siting specifications for temporary occupancy of recreational vehicles during construction• specify a permitting process, including any fees, for temporary occupancy during construction.

TEXT CHANGE IN BY-LAW: USE DURING CONSTRUCTION

VERSION	SECTION	TEXT
2012-35	4.39	Temporary Buildings or Structures During Construction (b) In addition, temporary accommodation for a business or other use which is intended to occupy a building which is under construction with the work in progress on such building, may be temporarily permitted on the same lot in the form of a mobile, relocatable, portable or transportable building provided such temporary accommodation is removed from the lot immediately upon completion of construction, abandonment of construction, or at such time as, in the opinion of the Municipality, it is no longer required.
DRAFT (MAY 2021)	3.22	Temporary Uses A recreational vehicle occupied on a temporary basis during the course of construction of a dwelling on the same lot, provided that: <ul style="list-style-type: none">• Temporary connection to an approved on-site sewage disposal system is provided;• A building permit for a dwelling has been issued and remains in force;• The recreational vehicle is located in accordance with the required yards and water setbacks applicable to a dwelling;• In no event shall the recreational vehicle be located on the lot for a period exceeding two years from the date of issuance of the building permit.

DISCUSSION

1. With the exception of the two year limit, the new provisions for use during construction are overly restrictive:
 - The sewage disposal system is often the last structure added during construction of a dwelling, meaning that the temporary accommodation could not be utilized during a significant portion of the building time.
 - Limiting the location of the recreation vehicle to within the required yard and water setbacks reduces the flexibility of a location that avoids conflict with the construction process.

RECREATIONAL VEHICLES: USE DURING CONSTRUCTION

2. The objectives of the sewage disposal and siting restrictions could likely be met through a permitting process that specified the objectives and evaluated the proposed solutions during permit application review.

RECOMMENDATIONS

- Specify the sewage handling and siting objectives for temporary occupancy of recreational vehicles during construction and reevaluate the current draft bylaw requirements based on the objectives;
- specify a permitting process, including any fees, for temporary occupancy during construction.

RECREATIONAL VEHICLES: PERSONAL USE

ISSUE	<ol style="list-style-type: none"> 1. Both the current and draft by-laws prohibit the use of a recreational vehicle as a dwelling. Nevertheless, there is community pressure to permit some temporary occupancy. 2. The guidance paper on Recreational Vehicles (TWPEC Draft 1 - May 2021- Recreational Vehicles) gives general permission for temporary occupancy of recreational vehicles without defining any limitations, thereby making the by-laws prohibiting occupancy essentially unenforceable; 3. The draft by-law no longer explicitly restricts use of a recreational vehicle on vacant land. Though it is implied in section 3.12.3 Occupancy Restrictions, the clarity of the restriction is reduced.
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RECOMMENDATIONS	<ul style="list-style-type: none"> • Investigate the best practices in Ontario municipalities regarding temporary occupancy; • solicit specific public input on community issues and desires; • create specific definitions and limitations for temporary occupancy; • specify the sewage handling and siting requirements for temporary occupancy of recreational vehicles; • specify a permitting process, including any fees, for temporary occupancy.
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TEXT CHANGE IN BY-LAW: PERSONAL USE

VERSION	SECTION	TEXT
2012-35	4.1(b)	Accessory Buildings, Structures* (see definitions, below) and Uses The use of any accessory building for human habitation is not permitted except where specifically listed as a permitted use. e.g. accessory dwelling.
2012-35	*Definitions	*Structure means anything constructed or erected, the use of which requires location on the ground or attached to something having location on the ground, and without limiting the generality of the foregoing, includes a recreational vehicle , a sewage disposal system, a swimming pool, but does not include a fence.
2012-35	4.32(c)	Prohibited Uses Recreational vehicles used as seasonal dwellings on vacant lots are forbidden.
DRAFT (MAY 2021)	3.12.3	Occupancy Restrictions Any recreational vehicle, except in a tourist campground or as a temporary use in accordance with Section 3.22 of this By-Law. (<i>Use during construction- see below</i>)

RECREATIONAL VEHICLES: PERSONAL USE

TWPEC GUIDANCE DOCUMENT	Draft 1 - May 2021 -Recreational Vehicles)	<i>It is important to note that neither the current nor draft new Zoning By-law relating to the use of Recreational Vehicles explicitly allows or prohibits occasional stays for family or friends within a Recreational Vehicle when parked appropriately on a developed residential lot (e.g. children's sleep over, safe alternative to driving home after drinking, safe space for isolation in the fight against covid-19). In preparing the draft new Zoning By-law, the Township does not intend to restrict this type of use. The draft new zoning bylaw does prohibit a Recreational Vehicle from being used as a dwelling for the purpose of human habitation (Section 3.12) except in a campground.This means that while you can park your Recreational Vehicle in your driveway on a developed residential lot, you cannot live there and it cannot be used as a seasonal dwelling or rented as a campsite.</i>
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DISCUSSION

1. The current by-law, section 4.32 (c), forbids the use of a recreational vehicle as a seasonal dwelling on vacant lots. There is no reference to their seasonal use as accommodation on occupied lots. The length of a "season" is not specified.
2. The prohibition of the long-term occupancy of a recreation vehicle outside of campgrounds is logical given the uncertain availability of sewage handling facilities and the potential for such use to become a second dwelling. However, short term occupancy may be acceptable. Accommodation of guests or temporary use by a visitor with a recreational vehicle are examples. Considerations such as traffic, seasonal population growth, noise, the maximum length of occupancy, etc. need to be addressed. Other Ontario municipalities have attempted to address the issue by licensing temporary use and setting cumulative or sequential limits on occupancy, for example.
3. The draft by-law no longer explicitly prohibits the use of recreational vehicles on vacant lands. While the draft by-law's Occupancy Restrictions section implies that recreational vehicles can only be used in designated campgrounds, without an explicit prohibition it could be argued that, given the Township's willingness to allow personal use of recreational vehicles when parked on a residential lot despite the prohibition on their use, then the Township should be equally flexible on vacant lands.
4. The May 2021 Guidance on recreational vehicles is a welcome attempt to resolve a controversial and difficult issue. However, without more explicit definitions and limitations the guidance is open to a broad range of interpretations. This in turn makes enforcement of any by-laws pertaining to occupancy of recreational vehicles on residential lots virtually impossible. As it stands, enforcement is already primarily complaint driven. With this guidance it is left up to the by-law officer, upon receiving a complaint, to decide whether and how to enforce anything - a difficult position. For example how will the following issues be adjudicated if someone complains?
 - a. Relatives stay in a legally parked recreational vehicle most of the summer, but not continuously - at least, not the same set of relatives. Because there are multiple

RECREATIONAL VEHICLES: PERSONAL USE

relatives taking advantage of the accommodation, there is almost permanent occupancy of the recreational vehicle from late spring through fall.

- b. Visitors park and occupy their trailer continuously for a period of three weeks at a friend's house.
- c. A recreational vehicle is parked on a lot with a house that is not habitable and has no electricity, but is therefore not 'vacant'. The vehicle is occupied most weekends and some extended periods throughout the summer months.
- d. Sewage from an RV parked on a developed lot and used occasionally is dumped into the septic tank on the property.
- e. A lot is so small that there is no real place to park an RV, let alone inhabit one without infringing on setbacks.
- f. A homeowner rents out his house as a vacation rental for weekends or weeks at a time and chooses to stay in his own appropriately parked recreational vehicle for each of these durations.

The intent of the guidance is clear, but we believe more specificity is required to ensure that this intent can be enforced.

RECOMMENDATIONS

- Investigate the best practices in Ontario municipalities regarding temporary occupancy;
- solicit specific public input on community issues and desires;
- create specific definitions and limitations for temporary occupancy;
- specify the sewage handling and siting requirements for temporary occupancy of recreational vehicles;
- specify a permitting process, including any fees, for temporary occupancy.

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Heath Ardley
Date: August 15, 2021 4:52:26 PM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Sunday August 15th 2021 4:51 PM with reference number 2021-08-15-001.

- **Your Name**

Heath Ardley

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0E1E0

- **Please share your feedback**

In Regards to the use of Recreational Vehicles, Campers etc., been used as overnight accommodation for our own personal use, or the use of our guests.

I do not agree to the bylaw forbidding this on our own properties... I would like to see this changed to allow for the occasional short term use of campers or RVs on my own property.

Suggestions: Remove point (3) in section 3.12, Occupancy Restrictions. Any Recreation vehicle, except in a tourist campground or as a temporary use in accordance with Section 3.22 of this by-law. Re-instate the old by-law 4.32(c), No recreational vehicle can be used as a seasonal dwelling and define seasonal as any period of 3 months or more. Under permitted uses for any zone, weekend and short stay (less than a month) camping, including use of of RV's, is an approved use, as long as it is for the personal use of the property owner's friends, family or self.

- **Would you like to be notified of the passing of a new zoning bylaw?**

Yes

September 21, 2021

Ms. Wendy Van Keulen,
Community Development Coordinator
Township of Edwardsburgh Cardinal
PO Box 129, 18 Centre St.
Spencerville, ON
K0E 1X0

Via email: wvankeulen@twpec.ca

Dear Ms. Van Keulen:

**RE: RE: Draft New Zoning By-law, Township of Edwardsburgh Cardinal
Our File No. PAR 44311**

We are the planning consultants for TransCanada PipeLines Limited (TCPL), an affiliate of TC Energy Corporation (TC Energy). This letter is in response to notification of the Draft Zoning By-law and request for comments.

TCPL has two high pressure natural gas pipelines crossing the Township. TCPL's pipelines and related facilities are subject to the jurisdiction of the Canada Energy Regulator (CER) – formerly the National Energy Board. As such, certain activities must comply with the Canadian Energy Regulator Act (Act) and the National Energy Board Damage Prevention Regulations (Regulations). The Act and the Regulations noted can be accessed from the CER's website at www.rec-cer.gc.ca.

Policy Context

TCPL's pipelines are defined as Infrastructure in the Provincial Policy Statement (PPS). Section 1.6.8.1 of the PPS states that '*planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.*' The Growth Plan (2020) also references the importance of protecting and maintaining planned infrastructure to support growth in Ontario.

We have reviewed the Draft Comprehensive Zoning By-law and request the following revisions to Section 3.17 to conform to TCPL's current standards: Red – new, strikethrough - remove:

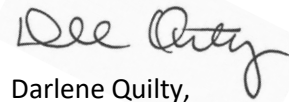
3.17 ~~Setbacks from Natural Gas Pipelines~~ TransCanada PipeLines Limited

Notwithstanding any other provisions of this By-law, the minimum setback of any building or structure from the natural gas pipeline right-of-way shall be as follows:

- ~~Main~~ Building or structure 7m including retaining walls, lanes, parking spaces and parking areas
- Accessory or temporary building or structure 3m including pools, decks and sheds

Thank you for the opportunity to comment. We look forward to reviewing the updated By-law. If you have any questions, please do not hesitate to contact our office.

Sincerely,



Darlene Quilty,
Planning Co-ordinator
on behalf of TransCanada PipeLines Limited



Via E-mail (wvankeulen@twpec.ca)

October 1, 2021

Wendy Van Keulen
Community Development Coordinator
Township of Edwardsburgh Cardinal
18 Center St., P.O. Box 129
Spencerville, ON K0E 1X0

Re: Proposed Comprehensive Zoning By-law of the Township of Edwardsburgh Cardinal

Dear Wendy Van Keulen,

South Nation Conservation (SNC) received a proposed Comprehensive Zoning By-law for the Township of Edwardsburgh Cardinal on August 26, 2021. We appreciate the opportunity to review and comment on the draft Zoning By-law and are happy to answer any question you may have regarding our comments.

After considering the environmental impacts of the proposed zoning by-law amendment on the local environment, as outlined under Sections 2.1 (Natural Heritage), and 3.1 (Natural Hazards) of the Provincial Policy Statement, 2020, issued under Section 3 of the *Planning Act* and considering the Edwardsburgh Cardinal Official Plan, SNC offers the following initial comments:

Comments on Section 2 - Definitions:

1. The definition of "CONSERVATION USE" should be amended to include aquatic characteristics and/or watercourse(s) and that there should be no negative impacts to the landform or natural characteristics. Suggested definition:

"CONSERVATION USE shall mean research observation, education, preservation, improvement and enhancement with respect to natural resources or the natural environment, as well as passive outdoor recreation activities such as hiking that do not involve alteration to the landform that have a negative impact on natural vegetative and/or aquatic characteristics of the land and/or a watercourse.

2. The addition of a definition for "DEVELOPMENT" is encouraged. Suggested definition:

"DEVELOPMENT shall mean the creation of a new lot, a change in land use, or the construction, reconstruction, erection or placing of buildings or structures; and any change to a building or structure that would have the effect of altering the use or potential use of the building or structure, increasing the size of the building or structure or increasing the number of dwelling units in the building or structure"



3. The definition of “EXISTING” should be changed to identify that it refers to legally existing”. This will help to ensure existing structures erected without proper approvals are not treated as legally existing.
4. The definition of “PARTIAL SERVICE” under “SEWAGE AND WATER SYSTEMS” states: “PARTIAL SERVICE shall mean connection to one full service and the other connection to a private service.” For consistency with the definition of “full service” it is suggested that “full” be replaced by “piped public water or sewage” in this definition. Suggested definition:

PARTIAL SERVICE shall mean connection to either piped public water or sewage and the other connection to a private service.

5. The addition of a definition for “REGULATED AREA” is encouraged. Suggested definition:

“REGULATED AREA shall mean the greatest physical extent of the combined hazards, plus a prescribed allowance, as set out in the Conservation Authorities Act.”

6. The addition of a definition for “SITE ALTERATIONS” is encouraged. Suggested definition:

“SITE ALTERATION shall mean site grading, or the temporary or permanent placing, dumping or removal of any material, originating on the site or elsewhere”

7. The definition of watercourse should be amended to remove the terms “natural” and “including creeks and streams” as the term watercourse under the Conservation Authorities Act can include sections of channelized watercourses such as municipal drains that are not necessarily natural. Suggested definition:

WATERCOURSE shall mean a drainage channel that conveys water either permanently or intermittently.

Comments on Section 3 – General Provisions

8. Section 3.11.4. Replacement of Non-complying Sewage Disposal Systems it is suggested to add a section number for the water setback provisions referred to in this provision. The addition of a section number and cross-referencing would help clarify what provisions apply. This provision and the water setback provisions could clarify the part of the sewage disposal system being measured from. For example, whether the measurement is from the treatment unit, distribution pipe or mantle, or any part of the system. Doing so will add greater clarity and certainty for planning project proponents.



9. Add a note to section 3.11.4 notifying that any development, or site alterations, including replacement of an existing septic, within the regulated area may require a permit from the South Nation Conservation as per section 5.7.1. - Floodplain Overlay Zone, and the potential section on unstable slopes if added.

10. Section 3.16 Setbacks from Environmental Protection (EP-PSW and EP_ANSI) Zones and Natural Heritage Resource Policy Area Designations in the Official Plan identifies the following:

“120 m, or such lesser setback as recommended in an Environmental Impact Study undertaken to the satisfaction of the Township that demonstrates no negative impacts on natural features or ecological functions provided that such lesser setback shall not be less than 30 m.”

The clause should be amended to reflect that no negative impacts should also be demonstrated for hydrological functions.

A provision should be added to note that development within 120 m of a Provincially Significant Wetland is a regulated under the Conservation Authorities Act. The following provisions are suggested:

Development within 120 m of Environmental Protection (EP-PSW and EP_ANSI) Zones and Natural Heritage Resource Policy Area Designations in the Official Plan may require a permit from South Nation Conservation.

Note the PPS, 2020 and the Conservation Authorities Act do not prohibit development or site alterations within the 30 m setback from a PSW provided an EIS demonstrates no negative impact. Based on a quick review of the Edwardsburg Cardinal Official Plan it does not appear that this was required by the Official Plan. The municipality can choose to restrict development in the 30 m setback from a PSW if they would like to require enhanced protection of PSWs.

11. General provisions should be included in the zoning to implement the policies of section “6.17.7 Fish habitat” of the Edwardsburgh/Cardinal Official Plan.

As per section 6.17.7 of the Edwardsburgh/Cardinal Official Plan “most rivers, streams, watercourses, lakes and wetlands may contain fish habitat”.

Interference with a watercourse is regulated under the Conservation Authorities Act and as such any development or site alterations to a watercourse or the banks of a watercourse require a permit from South Nation Conservation. Additional regulated area applies where there is floodplain, unstable slope, or other natural hazards associated with a watercourse.

It is suggested the proposed zoning by-law be amended to include the following provisions:



- All watercourses and waterbodies shall be considered direct or indirect fish habitat unless assessed by a qualified professional as part of an Environmental Impact Study, at the appropriate time of the year, identifies that the watercourse is not fish habitat.
 - Where a watercourse is assumed or confirmed fish habitat any site alterations or development within 120 m of the watercourse may require preparation of an Environmental Impact Study demonstrating, to the satisfaction of the Township, that there will be no negative impacts on the fish habitat or on their ecological function.
 - Interference with a watercourse or development adjacent to a watercourse may require a permit from South Nation Conservation and may require additional approvals from other agencies depending on the work proposed including, but not limited to, the Department of Fisheries and Oceans Canada, and/or the Ministry of Northern Development, Mines, Natural Resources and Forestry.
12. The addition of provision(s) implementing the policies of the Edwardsburg Cardinal Official Plan related to slope stability are strongly encouraged. The provisions should include the following:
- Areas along watercourses may have steep and/or potentially unstable slopes.
 - In considering development and/or planning applications, the approval authority will ensure that erosion potential is considered and may require a geotechnical analysis by a qualified professional.
 - Development and site alterations on or adjacent to lands with steep or potentially unstable slopes and erosion hazards may be subject to the Section 28 Regulation made pursuant to the Conservation Authorities Act and administered by South Nation Conservation. Where such lands are subject to Regulation, no buildings or structures shall be constructed or enlarged, and no development or site alteration such as filling, grading and excavating shall occur without the written permission of South Nation Conservation and restrictions may apply.

These provisions could be incorporated with provisions related to Water Setbacks in section 3.25.

13. Section 3.25 – Water Frontage and Water Setbacks subsection 1 states “Except as otherwise provided by Section 3.2, the minimum water frontage for any lot abutting a waterbody shall be 60 m.”

Waterbody is defined as “... any bay, lake, river, watercourse, canal or municipal drain pursuant to the Drainage Act, but excluding a drainage or irrigation channel.”

Based on the definition the provision requires a minimum water frontage of 60 m on a municipal drain. If this is not the intention it may be important to note in the



provision that it does not include municipal drains. This is simply identified for your consideration.

14. Section 6.18.2 of the Edwardsburgh Cardinal Official Plan states: “Any proposal for development or site alteration proposed to occur less than 30 metres from a water body shall be subject to the policies of the Fish Habitat and Environmental Impact Assessments sections of this Plan.”

Section 3.25 – Water Frontage and Water Setbacks and section 3.27 - Yard and Water Setback Encroachments identifies sections that allow exceptions to the minimum 30 m water setback. Inclusion of a provision to implement the requirements for an Environmental Impact study for development and site alterations closer than 30 m from a fish habitat is encouraged.

15. Section 3.25.2 requires a minimum 30 m water setback for all buildings or structures except as permitted by section 3.2.

Section 3.2 – Existing Undersized Non-complying Lots states “Where, on the date of passing of this By-law, an existing lot has less than the minimum lot frontage, water frontage and/or lot area required by this By-law, or is increased in lot frontage, water frontage and/or lot area but is still undersized, such non-complying lot may be used and a building or structure may be erected, altered or used for a purpose permitted in the zone in which it is located on the date of the passing of this By-law without the requirement to obtain relief from the applicable lot frontage, water frontage and/or lot area provisions of this By-law. This provision shall not be construed as granting relief from any other provisions of this By-law.”

Based on the wording of section 3.2 it does not appear to grant relief from the minimum required 30 m water setback. If the intention of section 3.2 is also to allow a reduced water setback the provision for section 3.2 should be clarified. If there is no intention to reduce water setback for existing undersized non-complying lots, the reference to section 3.2 in section 3.25 should be removed.

16. Provisions for steep or potentially unstable slope and provisions related to fish habitat, when added, should be included or referenced in section 3.25 as results of a geotechnical slope stability study or Environmental Impact Study may impact the required setback from a water body or watercourse.
17. Provisions for the floodplain overlay should be referenced in section 3.25 identifying that water setbacks may be affected by Floodplain Overlay Zone requirements and work beyond the 30 m water setback may require approval from South Nation Conservation if it is in a regulated area and restrictions may apply.



Comments on Section 5 - Zones

18. Section 5.7.1 identifies permitted uses in the floodplain zone. If the definition of existing is left as is it is suggested to add the term “legally” in front of all existing uses listed as permitted in the floodplain zone.

19. Permitted uses in the floodplain overlay zone should include flood and erosion control structures. A definition of flood control structures would need to be added to Section 2 of the by-law. The following definition is proposed:

FLOOD CONTROL STRUCTURE means a structure, improvements, and/or a combination thereof that are generally designed to provide defense against floods, storm surges, and other hazardous events by altering or controlling the flow and/or volume of water. Without limiting the generality of the foregoing, these may include, dikes, spurs, levees, seawalls, weirs, flow splitters, and/or dams.

20. Section 5.7.2. and 5.7.4. should be revised to include the following:

Conservation Authorities implement Development Interference with Wetlands and Alterations to Shorelines and Watercourses regulations, developed under Section 28 of the *Conservation Authorities Act*. Any interference with a watercourse, development, including erection, alteration or change of use of a building, or site alterations within a regulated area may require a permit from South Nation Conservation, and restrictions may apply.

21. There appears to be a numbering error as there is no 5.7.3. This is noted for your consideration only.

Comments based on Part 8 of the Ontario Building Code related to drinking water safety

22. South Nation Conservation reviewed the proposed minimum lots sizes for lots on partial and private services and has identified a few concerns and is suggesting some amendments to the proposed minimum lot sizes for various servicing scenarios below. SNC notes that we are not the septic approval authority for Edwardsburgh Cardinal and as such we strongly encourage you to discuss these comments and suggestions with the septic approval authority, the Leeds and Grenville Health Unit.

- a) South Nation Conservation suggests that minimum lot sizes for lots on partial services in all zones be split into two subsections: lots with municipal sewer services and private wells, and lots with municipal water service and private sewage (septic). This allows for different minimum lot sizes for the two partial service scenarios.



In proposing new minimum lot sizes for partial or private services consideration was given to the minimum lot size required for installation of a septic system including setbacks from wells. Even where lots are serviced by municipal water the installation of septic systems can be prohibited or constrained by the presence of an existing well on the subject or adjoining properties, even if it is not in use, as per the Ontario Building Code. These setbacks are required to ensure a septic system does not contaminate a ground water feature, isn't too close to a property line or a waterbody or watercourse as defined in the Ontario Building Code.

- b) In the Residential First Density Zone minimum lots sizes are proposed as follows:

Single Detached Dwelling:

- Partial service – municipal sewage and private wells – minimum as per existing partial services
- Partial services – municipal water and private sewage (septic) – minimum 0.4 ha
- Private service – 0.4 ha (as currently drafted)

- c) In the Residential Second Density Zone minimum lots sizes are proposed as follows:

Semi-detached

- Partial service – municipal sewage and private wells – minimum as per existing partial services
- Partial services – municipal water and private sewage (septic) – minimum 0.4 ha per semi-detached dwelling
- Private service – 0.4 ha

Note the proposed minimum lot size of 0.4 ha for Partial services – municipal water and private sewage (septic) is based on each semi-detached dwelling being on a separate conveyable lot. This assumption was used to allow for future flexibility if severing the two parts of a single semi-detached building at a future date.

- d) In the Residential Third Density Zone minimum lots sizes are proposed as follows:

Fourplex, Triplex, Townhouse dwelling

- Partial service – municipal sewage and private wells – minimum as per existing partial services



- Partial services – municipal water and private sewage (septic) – for fourplex and triplex - minimum 0.4 ha* total, and for townhouse dwellings minimum 0.4 ha per dwelling unit
- Private service – 0.4 ha*

Note the proposed minimum lot size of 0.4 ha for Partial services – municipal water and private sewage (septic) is based on each townhouse dwelling being on a separate conveyable lot. This assumption was used to allow for future flexibility if severing at a future date.

Apartment dwelling

- Partial service – municipal sewage and private wells – minimum as per existing partial services
- Partial services – municipal water and private sewage (septic) – minimum 0.4 ha* total
- Private service – 0.4 ha*

*An additional footnote is suggested that would identify that the minimum lot size for these development types on partial or municipal services should be minimum 0.4 ha but a larger lot may be required and the minimum lot size should be based on a professional review of the minimum lot size to include the building parking, well (if required), and septic based on the building and density proposed which will affect the size of the building, required parking and size of the required septic system.

e) In the Main Street Commercial zone

- Partial service – municipal sewage and private wells – minimum as per existing partial services
- Partial services – municipal water and private sewage (septic) – minimum 0.4 ha* total
- Private service – 0.4 ha*

*An additional footnote is suggested that would identify that the minimum lot size for these development types on partial or municipal services should be minimum 0.4 ha but a larger lot may be required and the minimum lot size should be based on a professional review of the minimum lot size to include the building parking, well (if required), and septic based on the building and density proposed which will affect the size of the building, required parking and size of the required septic system.

23. South Nation Conservation discussed the minimum required lots sizes for Partial service – municipal sewage and private wells and though no changes to these minimum lot sizes are suggested, our hydrogeologist expressed concern regarding



the density of water taking in small areas if lots of the minimum size identified in the proposed zoning by-law continue to be permitted. SNC strongly encourages undertaking a water quantity assessment to determine the quantity of water available in the aquifers where there are higher densities of wells if that has not yet been undertaken.

Comments on Schedules:

24. Schedules appear to show watercourses and waterbodies in blue. Watercourses and waterbodies should be added to the legend of all schedules.
25. The red boundary outlining the map area obscures the floodplain overlay on Schedule D. It is suggested to revise the schedule to ensure the floodplain overlay area is clear.
26. Schedule B shows some floodplain overlay outside of the map area boundary. It is suggested to only show the floodplain overlay within the map boundaries on each map for consistency.
27. On schedule A the boundaries of the overlay requiring reference to the Official Plan are unclear where they are the same as other map lines. For example, the extent of schedule D, zone boundaries etc.

Recommendation

SNC does not object to the proposed comprehensive zoning by-law; however, we recommend that the above comments be considered and incorporated, where appropriate.

I trust the above is to your satisfaction. Should you have any questions please do not hesitate to call our office.

Sincerely,

Alix Jolicoeur
Watershed Planner
South Nation Conservation

From: [Susanne Zorzella](#)
To: [Tory Deschamps](#)
Cc: [Wendy Van Keulen](#); [Peter Davies](#)
Subject: With thanks!
Date: March 8, 2022 2:19:49 PM
Attachments: [Summary Davies presentation .pdf](#)

Good Afternoon Tory,

Thank you for the opportunity to present at the meeting last evening. Your kindness in extending the time for Peter to speak was appreciated. However, our last minute cutting and rejigging did take its toll, leaving us with a presentation that ultimately was not quite as logical and complete as it should have been!

Suspecting that this might happen, we did quickly produce a summary sheet which we passed to the Clerk to help her with the record keeping. I attach it here for your interest as well.

I'd also like to take a moment to respond to the mayor's comments. He recalled the purpose of the RLS zone was to identify properties on private road and protect the Township from financial obligations by emphasizing that private roads were not assumed or serviced in any way by the Township. That made - and makes - perfect sense. However, the evolving construct of the RLS zone is getting further and further from this objective in three ways. First the words linking the RLS zone to reduced public services have been removed from the draft by-law revision. Second, the assignment of properties to the zone appears to conflict with the Township's definition of private roads. Third, the most recent draft revision assigns only properties on private roads AND on the waterfront to RLS.

In addition to moving the RLS zone away from its original objective, the draft by-law fails to identify all private roads. This omission will become increasingly problematic as people adopt uses that are prohibited on private roads. How will the property owner or the township know whether the road is private?

A second concern is the perception that RLS lots are different from others along the St Lawrence and require special zoning provisions to prevent damage to the waterfront and environmental degradation through over-development. We presented statistics showing that, as a whole, RLS lots are little different from other properties along the river. We questioned what special provisions would be required, given that development on waterfront and adjacent natural heritage features already has specific restrictions in the zoning by-law, and noted that development on smaller lots is constrained by the capacity of a septic system and therefor self limiting.

Our conclusion is that RLS properties have the same potential to impact the river as all the other waterfront properties. Focusing additional provisions to only a subset of these properties, if any are necessary, has an inherent inequity.

We were startled to be challenged to define 'an ask', when our intention had been to simply provide information. I suppose that our 'asks' are inherent in the recommendations summarized on the attached sheet:

- properly define private roads in consideration of the Township Official Plan (an issue in light of who can and cannot have
 - uses such as auxiliary residences - a topic for another discussion!);
- potentially restore the definition of RLS simply as lots on private roads, and provide a clear definition in the by-laws;
- consider creating guidelines for private road maintenance so that no residents suddenly learn that they do not qualify for
 - emergency services in their times of greatest needs,;
- rationalize the zoning requirements of RU and RLS lots, acknowledging that all waterfront lots carry the same burden of
 - protecting the waterfront. Is there any reason why zoning provisions for the two zone have to be different?
- Formally recognize through general provisions that development of smaller or narrower existing lots need reduced
 - setbacks such as 3 m side yards vs. 6 m.

Taken together, these should clarify the by-laws and streamline processes for Development Staff by eliminating many future requests for variances.

Should you or anyone on the Committee wish further information on any of the research or explanation of the points we attempted to make, please feel free to contact us!

Respectfully,

Susanne Zorzella & Peter Davies



SUMMARY AND RECOMMENDATIONS

OF THE PRESENTATION TO THE COMMUNITY DEVELOPMENT COMMITTEE

MARCH 7 2021

PRESENTOR: PETER DAVIES

There are four somewhat interconnected issues in the current and draft zoning by-laws.

1. What is a clear definition of a private road?
2. What is the difference between a waterfront RLS and a waterfront RU property, other than that one is on a private road. And why should they be treated differently?
3. What is a working definition of a small lot?
4. What is a working definition of overdevelopment?

1. PRIVATE ROAD

- Defined in Official Plan as a right of way providing access to two or more properties and having a restricted municipal services such as road maintenance, snow clearing and emergency services
- Status of right of ways for two adjacent properties is unclear: are they all private roads or not?
- Private Roads can be anywhere in the township, not limited to waterfront areas
- Draft By-law states that 'for the purposes of this by-law a drive-way shared by two abutting properties will not be construed as a private road'. What happens if a third property is added?
- At what point does a shared driveway become a private road?

Recommendations:

- Create a precise definition of a private road
- Apply that definition no matter where in the township the private road might be located
- Clarify minimum standards for private roads to permit emergency services access
- Share that information with all owners of property on private roads

2. DIFFERENCES BETWEEN RLS AND RU PROPERTIES

- Both can be found on the waterfront, frequently located side by side
- Only difference is that RLS properties are on private roads
- Similar frontages
- Similar property sizes
- Having different zoning provisions based on differences that don't exist

Recommendations:

- Make RLS and RU provisions the same
- Use RLS only for properties on private roads

3. SMALL LOTS

- Are viewed as a threat to the environment and rural character of an area
- Majority of lots in both RLS and RU are less than .5 hectares
- Water-frontages are also very similar between the two zones, with the RLS average currently 32 m and the RU at 52 m (skewed higher as a result of a small number of lots with large water frontages)

Recommendations:

- Define small properties as .4 hectares or less and/or 18 m frontage in line with other zonings

- Apply the definition to both small RU and RLS properties, as these are often adjacent to each other
- Apply a consistent set of development criteria, taking into account the restrictions automatically imposed by septic, well and hydro. Existing restrictions seem to work well:
 - 3m side-yard setbacks
 - 20% lot coverage

4. **OVERDEVELOPMENT**

- Lot density definitions in the Official Plan indicate that low density is defined as 8-12 residential units per hectare. Density in RU lots ranges from 0.2 to 6.3 units/ha and RLS ranges from 0.8 - 7.7 units/ha.
- Development of residences will automatically be restricted by the capacity of the septic system. Setbacks from waterfront and side-yards, as well as wells and hydro wires will create further restrictions.

Recommendations:

- Overdevelopment does not appear to be a current issue on either RLS or RU lots
- This may be a concern with the development of future private roads, which, as specified in the draft by-laws, will only be condominiums. These restrictions could include:
 - Developing proper road construction requirements, to be met by the developer
 - Appropriate set-backs and other restrictions to create a look and feel that fits in with the surrounding local communities

ZONING BY-LAW REVIEW

THE RLS ZONE

7 March 2022

1

OUTLINE

- Overview of the RLS Zone
- RLS Zoning Issues
- Private Road Issues

2

RLS ZONE

A Brief Summary

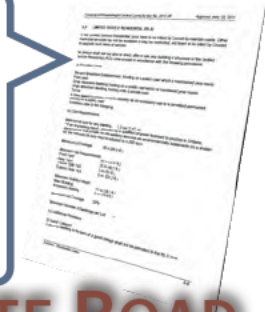


3

RLS ZONE - DEFINITION

6.4

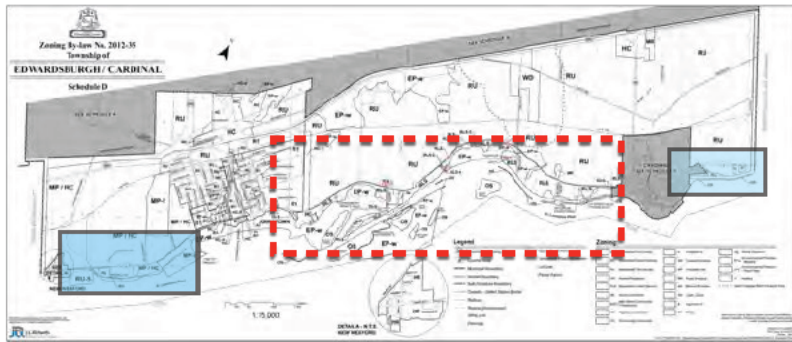
In the Limited Services Residential one, there is no intent by Council to maintain roads. Other municipal services may not be available or may be restricted, and there is no intent by Council to upgrade such levels of service.



≈ PRIVATE ROAD

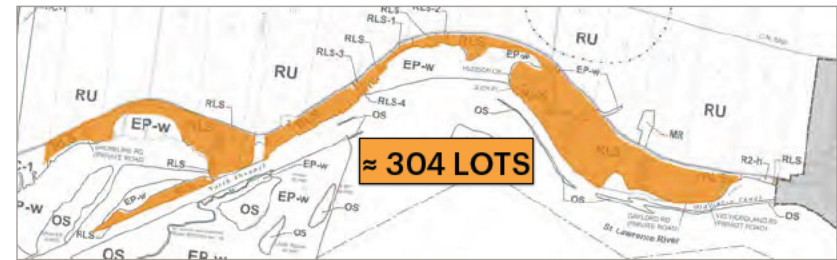
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RLS ZONE



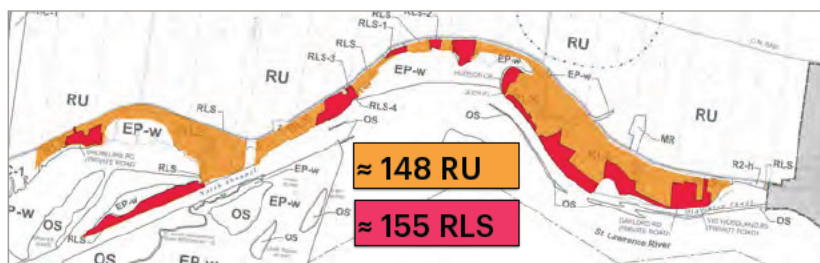
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RLS ZONE - CURRENT BY-LAW



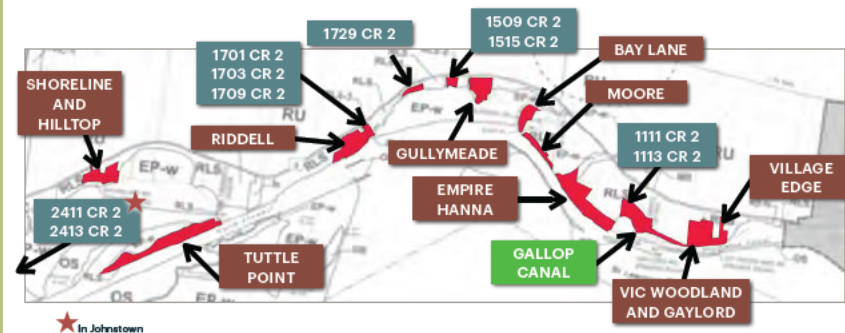
6

PLS ZONE - PROPOSED



7

RLS ZONE - PROPOSED



8

ZONING ISSUES



9

ISSUES

- Rational for RLS Zone
- Assigning Properties to the Zone
- Rationale for Zoning Provisions
- Provision of Emergency Services

10

RATIONALE - WHY AN RLS ZONE?

➤ Intent of the RLS Zone

"... to identify land parcels where access is provided by private road, and to establish special zone provisions that would apply." (NOVATECH)

➤ Two Areas of Focus

- Private Roads
- Special Zoning Provisions

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PRIVATE ROADS - GENERAL

➤ No Universal Definition

- Roads on private property
- May or may not be maintained by a public agency.
- Focus here on Residential Private Roads.

Benefits to Municipalities



Potential Liabilities*



* Mainly for Residents (but not exclusively)

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PRIVATE ROADS - IDENTIFICATION

➤ Reasons to Identify

- **Make Property Owners Aware**
 - Roads not constructed or maintained
 - Municipal services limited or not provided
 - Emergency services may be degraded or unavailable

➤ Identification is complex

13

PRIVATE ROADS - DEFINITION

Township Roads

5.3.10 Township roads are those roads which are owned and maintained by the Township. When development is proposed adjacent to a Township road, approval for an extension must be obtained from the Township. Roads that are not owned or maintained by the Township are not Township roads. Roads that are not owned or maintained by the Township are not Township roads.

5.3.11 Township roads shall generally have a minimum right-of-way width of 20 metres. Township roads shall be constructed to the standards set out in the Township's Road Construction and Maintenance By-law. Township roads shall be constructed to the standards set out in the Township's Road Construction and Maintenance By-law.

5.3.12 Land may be acquired by the Township for the purpose of constructing a Township road. The Township may acquire land for the purpose of constructing a Township road. The Township may acquire land for the purpose of constructing a Township road.

5.3.13 The Township may acquire land for the purpose of constructing a Township road. The Township may acquire land for the purpose of constructing a Township road. The Township may acquire land for the purpose of constructing a Township road.

5.3.14 The Township may acquire land for the purpose of constructing a Township road. The Township may acquire land for the purpose of constructing a Township road. The Township may acquire land for the purpose of constructing a Township road.

5.3.15 Private roads are rights-of-way which provide access to two or more properties but which have not been assumed by the Township for maintenance purposes. Some private roads have been established as registered rights-of-way and are precisely defined on legal plans while others are not clearly identified with respect to their location.

5.3.17 The creation or extension of a private road is not permitted. For the purposes of interpreting this policy, the establishment of a right-of-way to provide shared driveway access for two abutting properties, each of which has frontage on a public road, shall not constitute the creation of a private road. In addition, a consent application for which the sole purpose of which is to legally identify the location of an existing private road shall not constitute the creation of a new private road.

Private Roads

5.3.16 Private roads are rights-of-way which provide access to two or more properties but which have not been assumed by the Township for maintenance purposes. Some private roads have been established as registered rights-of-way and are precisely defined on legal plans while others are not clearly identified with respect to their location.

15

PRIVATE ROADS - IDENTIFYING

Zoning

- Property A RU
- Property B RU

Zoning

- Property A RU
- Property B RU

Zoning

- Property A ?
- Property B ?
- Property C RLS

WHEN DOES A DRIVEWAY BECOME A PRIVATE ROAD?

	RIGHT OF WAY	ABUTTING	PUBLIC ROAD
A	✓	✓	✓
B	✓	✓	✓
C	✓	✓	✓

16

PRIVATE ROADS - IDENTIFYING

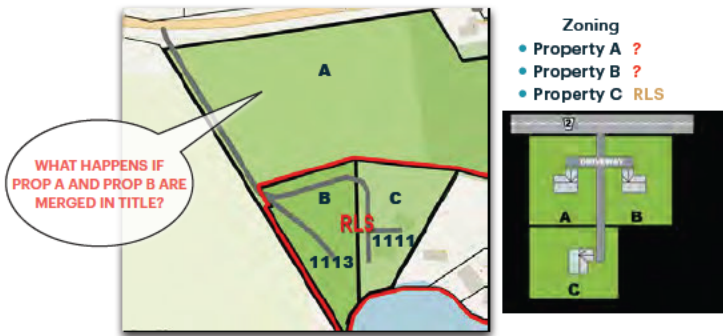
Zoning

- Property A ?
- Property B ?
- Property C RLS

GULLYMEADE ROAD

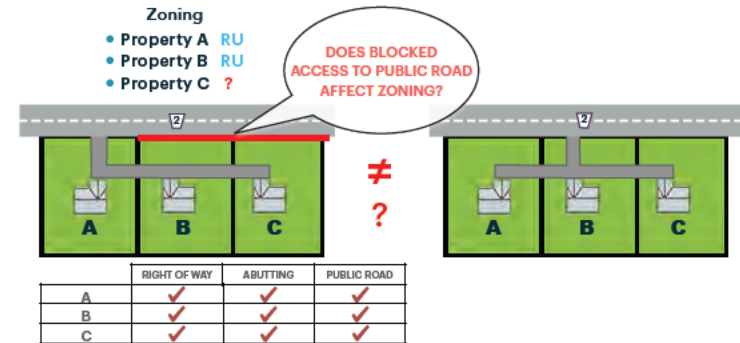
17

PRIVATE ROADS - IDENTIFYING



18

PRIVATE ROADS - IDENTIFYING



19

PRIVATE ROADS - RECOMMENDATIONS

- Clarify Reason for Identifying in a Zone
- Refine Definition
- Continue Staff Review of Proposed Zoning

20

SPECIAL ZONING PROVISIONS

- Novatech describes intent of provisions:
 - "... to control development on lots adjacent to natural features and to minimize site disruption that could impact these features."
 - "... to restrict overdevelopment of lands adjacent to the river and that have limited services (access to a public road)."
 - "... to limit development on smaller properties that are adjacent to natural heritage features including watercourses and lakes."
- Focus is on limiting development on lots that are
 - Smaller
 - Adjacent Natural Features or the River

21

SPECIAL ZONING PROVISIONS

➤ Novatech describes intent of provisions:

- "... to control development on lots adjacent to natural features and to minimize site disturbance and loss of natural features."
- "... to restrict overdevelopment of lands adjacent to the river and that have limited services (access to roads, etc.)"
- "... to limit development on smaller properties that are adjacent to natural heritage features including watercourses and lakes."

Does this only apply to properties on Private Roads?

➤ Focus is on limiting development on lots that are

- Smaller
- Adjacent Natural Features or the River

22

PROPERTY COMPARISON

➤ Lot Size

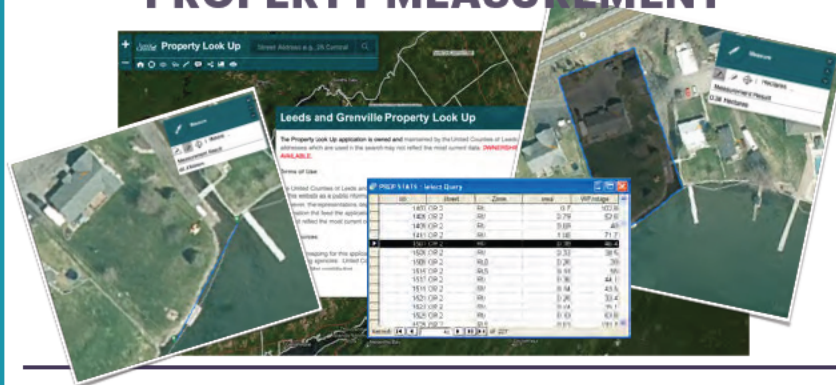
- Area
- Water Frontage

➤ Location

- Relative to River
- Adjacent Natural Heritage Features

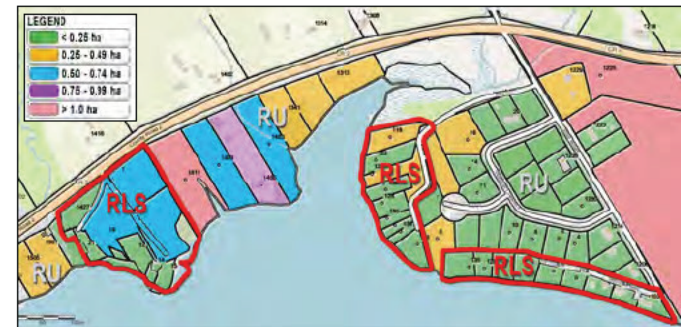
23

PROPERTY MEASUREMENT



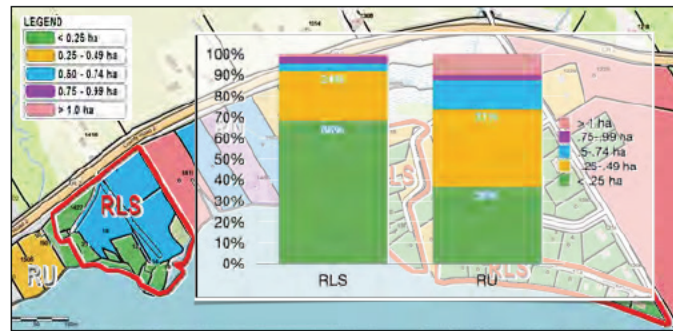
24

LOT SIZE - AREA



25

LOT SIZE AREA

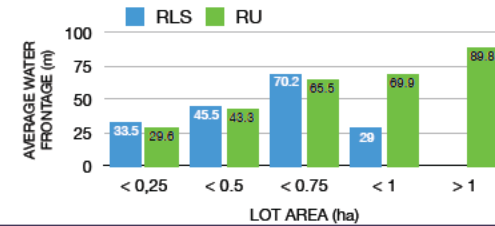


26

LOT SIZE - WATER FRONTAGE

> Average Water Frontage

- RU Lots* 48.1 m
- RLS Lots** 39.5 m



* South of CR2 between Cardinal and Johnstown
** Excluding Tuttle Point

27

LOCATION - WATERFRONT

- > Not All RLS Lots on Waterfront
- > 11% are Inland

■ INLAND
■ WATERFRONT



RLS - LOT LOCATION

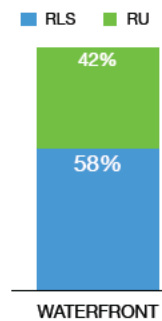
28

LOCATION - BY ZONE

> Waterfront

> Shares shoreline with RU

- 58% RLS
- 42% RU

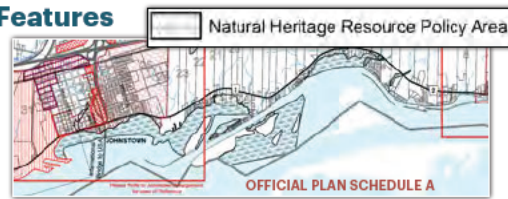


29

LOCATION - NATURAL HERITAGE

- Waterfront
- Shares shoreline with RU
- Natural Heritage Features

- Significant Wetlands

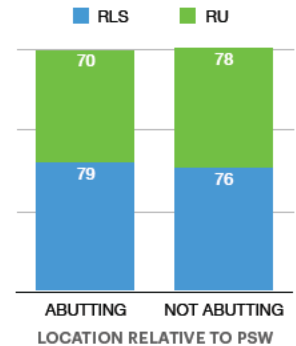


30

LOCATION - NATURAL HERITAGE

- Waterfront
- Shares shoreline with RU
- Natural Heritage Features

- Significant Wetlands
 - 149 Abutting
 - 79 RLS
 - 70 RU
 - 154 not Abutting
 - 78 RLS
 - 78 RU



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SPECIAL ZONING PROVISION

- IF...
 - Small lots and lots on water or adjacent Natural Heritage zones are not unique to lots on private roads
- AND...
 - Such lots require special zoning provisions
- THEN...
 - These provisions should be applied to lots in many zones throughout the Township

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SPECIAL ZONING PROVISIONS

- How Do We Handle?
 - Many Municipalities Create Multiple Zones
- Are Multiple Zones Necessary?
 - Waterfront and Natural Heritage Already Addressed
 - 3.16 Setbacks from Env Protection and NH areas
 - 3.20 Shoreline Occupancy
 - 3.25 Water Frontage and Water Setbacks
 - May be justified if specific zoning provision and use restrictions
- What about Small Lots?

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SPECIAL ZONING - SMALL LOTS

➤ Relate only to Existing Lots

➤ Issues

1. Development Density
2. Lot Coverage
3. Setbacks

34

1. DEVELOPMENT DENSITY

➤ Township Official Plan

- 3.4.2 - Rural Policy Area intended for Low Density residential
- 3.1.3.5 - Low Density = 8 to 12 residential units per hectare

➤ Existing Density*

ZONE	DENSITY (UNITS/ha)		
	AVERAGE	MIN	MAX
RU	1.7	0.2	4.2
RLS	4.1	0.8	7.1
TOTAL	2.3		

Plenty of Density Room for Second Dwellings or Second Dwelling Units?

➤ Conclusion - Density not an Issue on Small Lots

* Based on the 303 properties considered in this presentation and one unit per property

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2. LOT COVERAGE

➤ No specific guidance in Official Plan

➤ Current Situation

- Rural Policy Area residential uses = 20%
- Development over the past decade on all property sizes

Has there been a problem?

➤ Draft By-Law Proposes 10% for RLS

- Presumption that only RLS Lots are Small
- Zoning Provisions are for NEW lots
 - Minimum 1 ha (same as RU)
 - (IN PRACTICE there should be few new RLS)

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2. LOT COVERAGE (CONT'D)

➤ Preventing Starter Castles

- "Floor Space Index"
- Septic system capacity limits max floor area
- Maximum septic capacity set by property size and location

Smaller Properties = Smaller Septic = Smaller Residence

➤ Recommend - Retain 20% Lot Coverage

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3. SETBACKS

- **Proposed reduction of most setbacks is positive**
- **Proposal to double RLS interior side yard**
 - 3 m to 6 m
 - **After public comments, Novatech noted**
"Reviewing existing properties that are zoned RLS it would appear many properties are narrow in size and the 6 m interior yard setback could be viewed as being too restrictive for future development."
- **Committee voted to retain 3 m at November 1 meeting**
- **Should same logic apply to all "small" properties?**

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3. SETBACKS (CONT'D)

- **Considerations**
 - Concern about effect on existing small properties is valid
 - A general zoning provision based on existing properties is inconsistent with new lot focus of zoning
 - Special Exception Zones would have to be applied to multiple properties in multiple zones
- **Recommendations**
 - Align RU and RLS zoning provisions
 - Make a general provision for small property interior side yard setback (i.e. 3 m)
 - Define "Small Property" (e.g. 0.4 ha or less)

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SPECIAL ZONING SUMMARY

- **Lots on Private Roads are Not Unique**
- **Zoning Provisions should Focus on New Lots**
- **Development on Waterfront and Natural Heritage Controlled through General and Specific Use Provisions**
- **Small Lot Considerations**
 - Development Density not an issue for actual existing lot fabric
 - Development and Use controlled by sewage system capacity
 - Special Allowances for small lots defined as general provisions
 - Define Small Lots as 0.4 ha or less

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PRIVATE ROAD ISSUES



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RLS SPECIFIC PROVISIONS

- **Uses**
 - **Reasons to Limit**
 - **Second Dwelling Units**
- **Provision of Emergency Services**

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RLS SPECIFIC USES

- **Reasons to Limit Uses**
 - **Reduce Potential Conflict**
 - **Road Wear and Tear**
 - **Maintenance costs shared by all**
 - **Lower standards = Faster Deterioration**
 - **Population Density - Short Term Residents**
 - **Increase in Average Population affects neighbourhood**
 - **Noise and other disruptions**
 - **Compliance with local standards such as speed limits**
 - **Potential to overload septic systems**

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RLS SPECIFIC USES (CONT'D)

- **Limit Uses that increase**
 - **Average non-resident traffic**
 - **Average population density above septic design standards**
- **Consider Special Exemptions (Minor Variance?)**
 - **Applied to specific uses**
 - **Shown to minimize impact**
 - **Have community support**
 - **Offset additional community costs**

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RLS SPECIFIC USES (CONT'D)

- **Allow Second Dwelling Units**
 - **Draft Zoning By-Law (May 2021)**

SECOND DWELLING UNIT shall mean one or more habitable rooms designed and occupied as an independent dwelling in which living, kitchen, and bathroom facilities are provided and which is located entirely within a single dwelling, semi-detached dwelling or townhouse dwelling, as defined herein.
 - **Density statistics support**
 - **Subject to septic system capacity**
- **Second Dwellings could be a Special Exemption**

SECOND DWELLING shall mean an accessory building which contains one or more habitable rooms designed and occupied as an independent dwelling in which living, kitchen and bathroom facilities are provided and which is located on the same lot as a single dwelling, semi-detached dwelling or townhouse dwelling, as defined herein.

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EMERGENCY SERVICES

➤ Official Plan

5.3.19 Where access to properties is provided by private roads, municipal services such as snow ploughing or road maintenance and improvement are neither available nor the responsibility of the Township. Additionally, in some cases other public services such as school bussing and protection to persons/property from services including police, fire and ambulance may be unavailable or limited in nature. The Township shall attempt to recognize such limitations through the mechanisms of the Zoning By-law and/or municipal agreements.

➤ Draft By-Law Removes This Notification

➤ Extant Limitations not Recognized

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EMERGENCY SERVICES (CONT'D)

➤ Recommended Action

- Survey Current Status of Emergency Service Limitation
- Advise Property Owners
- Set Realistic Minimum Standards for Roads

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ZONING BY-LAW REVIEW

Questions

48

From: noreply@esolutionsgroup.ca
To: [Wendy Van Keulen](#)
Subject: Zoning Bylaw Review Feedback from Vicki Cameron
Date: March 24, 2022 10:35:45 AM

Hello,

Please note the following response to Zoning Bylaw Feedback has been submitted at Thursday March 24th 2022 10:32 AM with reference number 2022-03-24-007.

- **Your Name**

Vicki Cameron

- **Your Email Address**

[REDACTED]

- **Home Address**

[REDACTED]

- **Postal Code**

K0G 1T0

- **Please share your feedback**

I noted some uproar about the zoning for RVs. Please note I do not own an RV, and do not intend to buy or use one. The issue seems to be whether to allow people to use their RVs while they are parked on their own property.

I would suggest approaching it like a burn permit. If you have an RV, and you want to live in it for the weekend while you paint your house, fill in a permit to give you that amount of time. Having a buddy come up from Nova Scotia for a week? Fill in a permit, specifying licence and description of vehicle and length of time it will be in use. Building a new house and need to stay on site? Fill in a permit for the three months needed. Contractor running late? Ask for an extension on the permit. Expecting 40 RVs to your outdoor music festival? Fill in a permit for 40 vehicles, unknown plates. Spending the day at the Fair? Fill in a permit to allow you to use the RV all day and stay over after you have spent too much time in the beer tent.

Each permit would stand on its own merits, and can be revoked if the person abuses the privilege. Nobody wants to see someone living in the driveway for months, with lawn furniture and old tires scattered around.

If you would like to be notified of an upcoming open house or public meeting, please let us know how we can contact you.

Email

- **Would you like to be notified of the passing of a new zoning bylaw?**


No, thanks

[This is an automated email notification -- please do not respond]

Township Zoning Review
Request for Adjustment, Centre Street

1. I respectfully request and recommend the following change to the zoning bylaw: To designate, as Residential First Density, R1, the portion of Centre Street on the North side from number 18 exclusive, and on the South side from number 13 exclusive, with the exception of St. Laurence O'Toole church and Mulder's Welding, to the village boundary. And if appropriate, that it be part of the Official Plan Amendment; with my apologies for very late submission.
2. My reasons are:
 - a. A Pleasant and Comfortable Neighbourhood. The character of Centre Street, the village portion of the county highway that runs through it, has not yet been spoiled. Neighbours are friends, and pass the time of day in their yards and calling and wandering across the road, lend tools, mind each others' houses. Children play, and being children they are always in danger of straying onto the road, no matter how vigilant the parents. If some of the houses were to be replaced by commercial operations, this character would be lost, relationships wither; a less good place to raise children. The Quality of Life of present and future residents would be significantly diminished.
 - b. Attractive. This stretch of Centre Street is attractive to the eye, a pleasant-looking residential street. It attracts both visitors and prospective residents. The intrusion of commercial operations would spoil this effect.
 - c. Speed Calming. Already, too many drivers see the straight stretch of road out of town and use it to show off the acceleration (and noise) of their vehicles at irresponsible and illegal speed, right through the residential section. If commercial properties were part of the streetscape, this undesirable attraction would be greater, and more dangerous.
 - d. Character of the Village. Commercialisation of Centre Street would damage the whole village's character. The streetscape is as attractive part of the overall attractive, bucolic nature of Spencerville as a whole. Commercialisation would turn away visitors and new residents, thus reducing business at existing village businesses.
 - e. Unpleasant Effect of Commercialisation. The arrival of businesses in this sector of the village would make *the whole village* a less pleasant place to live. We don't want to turn Centre Street into Gasoline Alley, with or without gas stations. In the present zoning, only fuel stations are prohibited. A future planning committee could overturn this in a moment.
 - f. Coming Urban Sprawl. As population pressure in Ottawa, Kemptville and Brockville pushes potential residents toward our little village, we want it to remain attractive. The homes on Centre Street are good prospects for potential buyers, and the look of this street makes the rest of the village attractive to buyers. We want to attract the right sort of residents and visitors to this village: those who are attracted by the look and feel of the place. Centre Street is a major part of this.
 - g. Alternative Commercialisation. If more businesses and business tax base are needed to support the village and the township, they could be located elsewhere nearby: the vicinity of the Stove Store and Home Hardware would be suitable. More downtown businesses aren't really needed by residents of the village or nearby; nor by visitors. All the services needed by pedestrians are already present in the downtown core, and no more are required on Centre Street. The overall tax base of the larger village could likely be at least as great, or greater, if Centre Street were kept residential.
3. I urge the Planning Committee and the Council to re-zone Centre Street as R1 Residential.

Philip Bury



April 12, 2022

Township of Edwardsburgh Cardinal
PO Box 129, 18 Centre Street
Spencerville, ON K0E 1X0

Sent via email to: wvankeulen@twpec.ca

ATTN: Wendy Van Keulen, Community Development Coordinator

RE: TWPEC, Public Meeting Notice - OPA and ZBL

Your File #: N/A

Our Reference #: ENB_R220330-003ON

Thank you for sending Enbridge notice of this project. B&A Planning Group is the land use planning consultant for Enbridge's Liquids Pipeline network across Canada. On behalf of Enbridge, we work with municipalities and stakeholders regarding planning and development in proximity to their pipeline infrastructure to ensure that it occurs in a safe and successful manner.

We request that this response package is provided in full to the landowner / applicant as it contains useful and important information, including certain requirements that must be followed, in respect of development in proximity of pipelines.

Description of Proposed Development

We understand that this application is a notice that the Township of Edwardsburgh Cardinal will hold a public meeting on Thursday, April 21, 2022 regarding a proposed general amendment to the Township's Official Plan and a proposed new Comprehensive Zoning Bylaw. As demonstrated in **Attachment 01 | Approximate Location of Pipeline Infrastructure** the proposed Township's Official Plan and Comprehensive Zoning Bylaw is in proximity to Enbridge pipeline infrastructure.

Assessment & Requirements

The Official Plan and the new Comprehensive Zoning was reviewed, and does not appear to contain any maps, statements or policies related to development in proximity of pipeline infrastructure. Therefore, Enbridge would like to recommend inclusion of the maps, statements and policies detailed in the recommendations below.

- 1) **Mapping:** We recommend that Enbridge's pipelines (and any other pipelines) and facilities be indicated on one or more maps within the Official Plan and the new Comprehensive Zoning.

<https://bapq.maps.arcgis.com/apps/webappviewer/index.html?id=0d7c4e858a834415bc85014e6398e493>

- 2) As per Federal and Provincial Regulatory Requirements and Standards, pipeline operators are required to monitor all new development in the vicinity of their pipelines that results in an increase in population or employment. To ensure that all development within the pipeline assessment area is referred to Enbridge for review and comment, we recommend inclusion of the following policy:

"When an area structure plan, an outline plan, a concept plan, a subdivision application or a development permit application is proposed that involves land within 200m of a pipeline, as demonstrated in "Map xx: ____" (per recommendation #1), Administration shall refer the matter to the pipeline company for review and input."

- 3) To ensure that no unauthorized ground disturbance or pipeline crossings occur when development progresses, we recommend the following policy be included within the Official Plan and new Comprehensive Zoning Bylaw.

"All development within 30m or crossings of a pipeline shall require written consent from the pipeline company and is the responsibility of the applicant to obtain prior to development approval."

- 4) To support Enbridge's maintenance of the pipeline and limit the risk of mechanical damage we recommend the following policy inclusions:

"Permanent structures shall not be installed anywhere on the pipeline right-of-way and should be placed at least ____ metres from the edge of the right-of-way and ____ metres from the edge of the pipeline."

Future Development Requirements

Although the Official Plan and the new Comprehensive Zoning Bylaw: details a long-term future development vision, there are development requirements that will be mandatory at the subdivision and development stage that will be helpful to consider prior to application submission. Please review **Attachment 02 | Enbridge Development Requirements** for requirements for planning and development in proximity of pipelines. In addition, for more information about when written consent is required and how to submit an application, see **Attachment 03 | Enbridge Pipeline Crossing Guidelines**. For additional resources on safe development in proximity of Enbridge's pipeline network please visit <https://www.enbridge.com/projects-and-infrastructure/public-awareness/brochures>.

Please continue to keep us informed about the outcome of the project and any future policy, land use, subdivision, and development activities in proximity to Enbridge's pipelines and facilities.

Application referrals, project notifications and any questions regarding land use planning and development around pipelines should be sent to notifications@Enbridge.com. Thanks again for providing us with the opportunity to provide comments on this project and we look forward to working with you in the future.

Sincerely,



Joanna Ilunga

Community Planner | BA (Hons), MScPl

403.692.5231 | jilunga@bapg.ca

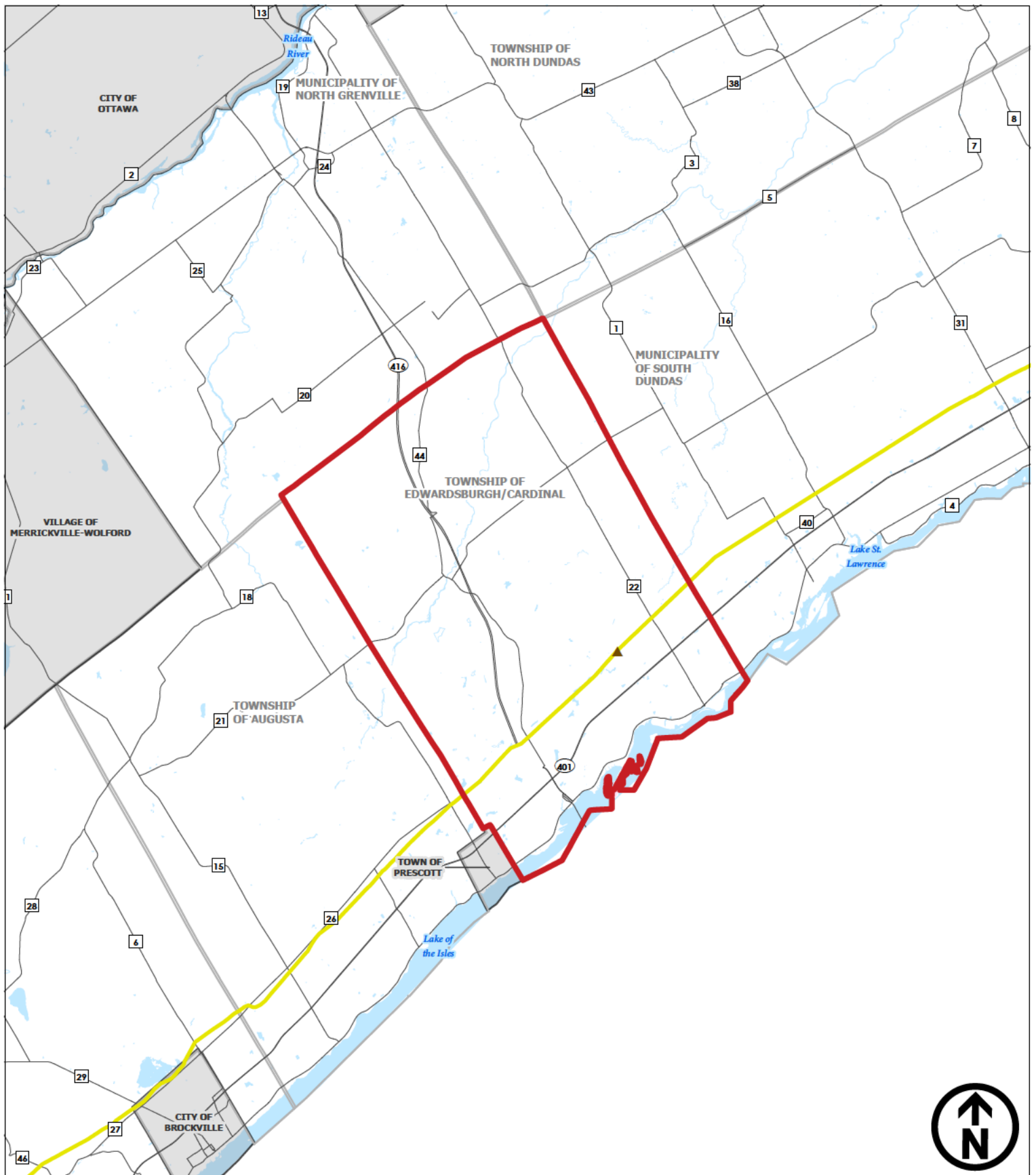
B&A Planning Group | 600, 215 – 9 Avenue SW | Calgary, AB T2P 1K3 | www.bapg.ca

Attachment 01 | Approximate Location of Pipeline Infrastructure

Attachment 02 | Enbridge Development Requirements

Attachment 03 | Enbridge Pipeline Crossing Guidelines





Geographic Coordinates: 75 5008, 44 8345
 Coordinate System: NAD 1983 UTM Zone 18N
 Date Saved: Mar 30, 2022
 Map File: Referral Mapping.aprx

0 1 2 3 4 kilometres 1:250,000



Legend

- | | | |
|-------------------|--------------------|--------------------|
| Subject Site | Major Road | Municipality Urban |
| Enbridge Pipeline | Aboriginal Reserve | Waterbody |
| | Municipality Rural | |

Regional Context

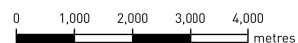
Municipal Plan

Township of Edwardsburgh/Cardinal
 Referral ID: R220330-0030N



March 2022










Geographic Coordinates: -75.5008, 44.8365
Coordinate System: NAD 1983 UTM Zone 18N
Date Saved: Mar 30, 2022
Map File: Referral_Mapping.aprx



1:130,000



Legend

-  Subject Site
 Enbridge Facility
 Enbridge Pipeline
 Facility Assessment Area (800m)
 Pipeline Assessment Area (220m)
-  Prescribed Area (30m)
 Railway
 Aboriginal Reserve
 Municipality - Rural
 Municipality - Urban

Local Context

Municipal Plan

Township of Edwardsburgh/Cardinal
Referral ID: **R220330-0030N**

March 2022

Attachment 02 | Enbridge Development Requirements

Definitions

- A **Right-of-Way (ROW)** is a strip of land where property rights have been acquired for pipeline systems by the pipeline company. It is a surveyed area of a specific width which grants legal rights of access to operate and maintain the infrastructure within it.
- The **Prescribed Area** is an area of 30 m (100 ft) perpendicularly on each side from the centreline of a pipeline. Excavation or ground disturbance within this zone requires written consent from the pipeline company pursuant to the Canadian Energy Regulator Pipeline Damage Prevention Regulations (Authorizations). Depending on the pipeline location and regulator this may also be known as a “controlled area” or “safety zone”.
- The **Pipeline Assessment Area** identifies lands on either side of a pipeline in which new development must be monitored by the pipeline operator. The requirement for and scope of this monitoring is governed by the Canada Energy Regulator (CER) and CSA Z662:19. Depending on the pipeline location, operator, and regulator this may also be known as the “notification zone”, “referral area” or “class location assessment area”.

Locating the Pipeline | Click Before You Dig

Any person planning to construct a facility across, on, along or under a pipeline (including the right-of-way), conduct a ground disturbance activity within 30 metres of the centreline of a pipe, or operate a vehicle or mobile equipment across a right-of-way, must first request a locate service. To identify the precise alignment of the pipeline on the subject lands, Locate Requests can be made online, via mobile apps, or via phone (see table below),

The locate request must be made a minimum of three (3) business days in advance of the construction, ground disturbance, or vehicle or mobile equipment crossing. The One-Call Centre will notify Enbridge to send a representative to mark the facilities, explain the significance of the markings and provide you with a copy of the locate report. Enbridge requests a minimum of five (5) business days’ notice for any work involving explosives.

Canadian One-Call Centres			
Province	Phone	Website	Mobile App
British Columbia	1.800.474.6886	www.bc1c.ca	
Alberta	1.800.242.3447	www.albertaonecall.com	Dig Info AB
Saskatchewan	1.866.828.4888	www.sask1stcall.com	Sask1st Call
Manitoba	1.800.940.3447	www.clickbeforeyoudigmb.com	
Ontario	1.800.400.2255	www.on1call.com	
Quebec	1.800.663.9228	www.info-ex.com	Info-Excavation
Nova Scotia & New Brunswick	1.800.344.5463	www.info-ex.com	Info-Excavation
Northwest Territories	Contact pipeline and facility owner directly		
www.clickbeforeyoudig.com			

Right-of-way

A right-of-way is a strip of land where property rights have been acquired for pipeline systems by the pipeline company. It is a surveyed area of a specific width which grants legal rights of access to operate and maintain the infrastructure within it:

- No permanent structures are permitted within the pipeline right-of-way area without Enbridge's prior written consent.
- Enbridge must have the ability to access Enbridge's pipeline right-of-way at all times for construction, maintenance, operation, inspection, patrol, repair, replacement and alteration of the pipeline(s). Therefore, the Enbridge pipeline right-of-way shall be maintained as green space, park belt or open space.
- No work shall take place on Enbridge's pipeline right-of-way without the presence of an Enbridge representative.
- Storage of materials and/or equipment, grading or placing fill on Enbridge's pipeline right-of-way is not permitted without prior written consent from Enbridge.

Written Consent

Any proposed crossings of the pipeline right-of-way or ground disturbance within the Prescribed Area or pipeline right-of-way are subject to Enbridge's written consent in accordance with the Canadian Energy Regulator Act and regulations including the Canadian Energy Regulator Pipeline Damage Prevention Regulations as amended or replaced from time to time (or for pipelines contained within Alberta, the Pipeline Act (Alberta) and Pipeline Rules as amended or replaced from time to time).

The applicant will require Enbridge's written consent or a crossing agreement prior to undertaking the following activities:

- Constructing or installing a facility across, on, along or under an Enbridge pipeline right-of-way;
- Conducting any activity that would cause ground disturbance (excavation or digging) on an Enbridge's pipeline right-of-way or within 30m perpendicularly on each side from the centerline of Enbridge's pipe (the "Prescribed Area");
- The operation of a vehicle, mobile equipment or machinery across an Enbridge pipeline right-of-way; outside of the travelled portion of a highway or public road;
- Using any explosives within 300m of Enbridge's pipeline right-of-way.

For more information about when written consent is required and how to submit an application, please see [**Attachment 03 | Enbridge Pipeline Crossing Guidelines**](#).

Prescribed Area

The Prescribed Area is an area of 30 m (approximately 100 ft) perpendicularly on each side from the centreline of a pipeline. Excavation or ground disturbance within this zone requires written consent from the pipeline company pursuant to the Canadian Energy Regulator Pipeline Damage Prevention Regulations (Authorizations). Depending on the pipeline location and regulator this may also be known as a "controlled area" or "safety zone".

For pipelines crossing provincial boundaries, Enbridge is regulated by the Canada Energy Regulator and is subject to the Canadian Energy Regulator Act and its regulations as amended or replaced from time to time.

- Section 335(1) of the Canadian Energy Regulator Act prohibits any person to construct a facility across, on, along or under a pipeline or engage in an activity that causes a ground disturbance within the Prescribed Area unless the construction or activity is authorized by the pipeline company.
- Section 335(2) of the Canadian Energy Regulator Act prohibits any person to operate a vehicle or mobile equipment across a pipeline unless the vehicle or equipment is operated within the travelled portion of a highway or public road or such operation is authorized under section 13(1) of the Canadian Energy Regulator Pipeline Damage Prevention Regulations (Authorizations).

For pipelines contained within Alberta, Enbridge is regulated by the Alberta Energy Regulator and is subject to the Pipeline Act and Pipeline Rules as amended or replaced from time to time.

- As per the Alberta Energy Regulator, any person who plans to engage in an activity that causes a ground disturbance within the pipeline right-of-way must obtain the written consent of the pipeline company.

Crossings

- Written consent from Enbridge is required for all crossings of the pipeline.
- The written authorization request must include:
 - Drawings with cross sections of the proposed new road and road widening to verify the depth of cover from both sides of the road.
 - Drawings should include any new utilities that will cross the ROW.
- No vehicles or mobile equipment, including heavy machinery, will be permitted to cross Enbridge's pipeline right-of-way without the prior written consent of Enbridge. Please complete Enbridge's Equipment Specification and Data Sheet(s) to make an application for temporary equipment crossing including timeframe, type and weight of equipment per axle together with the name of the applicant, address, contact name and phone number/email.
- Where future development such as a roadway or a parking area is proposed over the pipeline right-of-way, Enbridge may be required to carry out pipeline inspection and recoating of the existing pipeline(s) prior to the start of the development. **The costs of Enbridge's design, inspection, recoating work and any other pipeline alteration as a result of the crossing will be borne by the Developer.**

Ongoing Activities

- Written consent must be obtained from Enbridge for ongoing activities such as mowing or maintenance of the pipeline right-of-way on public lands.

Class Monitoring in the Pipeline Assessment Area

As per Federal and Provincial Regulatory Requirements and Standards, pipeline operators are required to monitor all new development in the vicinity of their pipelines that results in an increase in population or employment. Therefore, please keep us informed of any additional development being proposed within the Pipeline Assessment Area indicated in **Attachment 01 | Approximate Location of Pipeline Infrastructure**.

- If a pipe replacement is necessary because of the proposed development, temporary workspace shall be granted to Enbridge on terms and conditions to be (or as) negotiated. This workspace will be adjacent to the existing pipeline right-of-way and may be up to a maximum of 15m wide on either or both sides. Grading or landscaping of the workspace is not permitted until the replacement has been completed.

Subdivisions

- Lot lines are not to be incorporated over Enbridge's pipeline right-of-way. If lot lines are incorporated over Enbridge's pipeline right-of-way, the owner agrees, in writing to include the following warning clause in all offers of sale and purpose and/or lease:
"Future residents are advised that Enbridge owns and operates _____ pipeline(s) within an _____ m pipeline right-of-way on the property. As a result, there are conditions that apply to various activities over the pipeline right-of-way that must be approved by Enbridge."
- All display plans in the lot/home sales office shall identify the Enbridge pipeline right-of-way-corridor within the proposed linear park block(s).

Structures and Setbacks

Development setbacks from pipelines and rights-of-way are recommended in support of damage prevention and to allow both pipeline operators and developers buffer lands for operations and maintenance purposes.

- No permanent structures are permitted within the pipeline right-of-way area without Enbridge's prior written consent.

Other Development

Wells / Septic Systems

Wells or septic systems shall not be located on Enbridge's pipeline right-of-way. Construction of any septic system within 30m of the pipeline right-of-way requires prior written notification to Enbridge to ensure the septic bed will not adversely impact the integrity of the pipeline and pipeline right-of-way. Written consent from Enbridge must be received prior to the start of any work.

Aerial Power Lines

Aerial power lines crossing the pipeline right-of-way require aerial warning devices installed and properly maintained. No poles, pylons, towers, guys, anchors or supporting structures of any kind are permitted on the pipeline right-of-way.

Pathways, Fencing & Landscaping

Fencing Along ROW

- For development along an Enbridge right-of-way, permanent fencing shall be erected and maintained by the Developer at the Developer's cost along the limits of Enbridge's pipeline right-of-way. The fence erected must meet Enbridge's and the governing municipality's specifications concerning type, location and height. Any excavations for fence posts on, or within 30m of the pipeline must be done by hand or hydrovac. There shall be no augers operated on the pipeline right-of-way. The Developer shall notify Enbridge three business (3) days prior to any excavation for fence posts located on or within 30m of the pipeline.
- Limits of the pipeline right-of-way parallel to the pipeline shall be delineated with permanent fencing to prevent gradual encroachment by adjacent landowners. Suitable barriers shall be installed at all road accesses to prevent unauthorized motor vehicles from entering Enbridge's pipeline right-of-way.
- Enbridge's written consent must be obtained and One Call notifications must be completed prior to any fence installations.

Landscaping

No landscaping shall take place on Enbridge's pipeline right-of-way without Enbridge's prior written consent and where consent is granted such landscaping must be performed in accordance with Enbridge's Pipeline Crossing Guidelines, as follows:

- The landowner / developer shall ensure a 5m continuous access way in the pipeline right-of-way is provided for the Enbridge repair crews.

In order to maintain a clear view of the pipeline for the purposes of right-of-way monitoring, which is required by federal regulation, trees and shrubbery planted in proximity to the pipeline must meet the following criteria:

- Enbridge permits the following vegetation within the pipeline right-of-way: Flowerbeds, vegetable gardens, lawns and low shrubbery (under 1 m in height), and
- The mature growth height of vegetation does not exceed 1.5 m (5 ft) at maturity and must maintain a minimum distance of 3 m (10 ft) from the nearest pipeline.

Pathways / Trails

No pathways shall be installed on Enbridge's pipeline right-of-way without Enbridge's prior written consent and where consent is granted pathways must be designed in accordance with Enbridge's requirements:

- A pathway crossing Enbridge's pipeline right-of-way shall be installed as close as possible to a ninety (90) degree angle to the Enbridge pipeline(s).
- The width of the pathway shall not exceed 3m.
- A parallel pathway within Enbridge pipeline right-of-way shall maintain a minimum 5m separation from the edge of the Enbridge pipeline(s).
- Enbridge's pipeline(s) must be positively identified at certain intervals as directed by Enbridge's representative for parallel installation.
- Enbridge shall install pipeline markers at all road, pathway and other crossings throughout the development area at Developer's cost.

Drainage and Erosion

- The Developer shall ensure drainage is directed away from the pipeline right-of-way so that erosion will not adversely affect the depth of cover over the pipeline(s).
- Any large-scale excavation adjacent to the pipeline right-of-way, which is deeper than the bottom of the pipe, must maintain a slope of 3:1 away from the edge of the pipeline right-of-way.
- Depth of cover over Enbridge pipeline(s) shall not be compromised over the life of the Developer's facility due to rutting, erosion or other means.

Construction

- During construction of the site, temporary fencing must be erected and maintained along the limits of the pipeline right-of-way by the Developer to prevent unauthorized access by heavy machinery. The fence erected must meet Enbridge's specifications concerning type, height and location. The Developer is responsible for ensuring proper maintenance of the temporary fencing for the duration of construction. The Developer is responsible for the cost of material, installation and removal.
- Original depth of cover over the pipeline(s) within Enbridge's pipeline right-of-way shall be restored after construction. This depth of cover over the pipeline(s) shall not be compromised over the life of the Developer's facility due to rutting, erosion or other means.
- In the event Enbridge's pipeline(s) suffer contact damage or other damage as a result of construction, work shall stop immediately and Enbridge to be immediately notified.

Liability

In no event shall Enbridge be liable to the developer and/or landowner(s) for any losses, costs, proceedings, claims, actions, expenses or damages (collectively "Claims") the Developer and/or landowner(s) may suffer or incur as a result of or arising out of the presence of Enbridge pipeline(s) and/or operations on the pipeline right-of-way. The Developer and/or landowner(s) shall be responsible for all costs and expenses incurred to install, repair, replace, maintain or remove the Developer's and/or landowner(s) installations on or near the pipeline right-of-way and shall indemnify and save harmless Enbridge from all Claims brought against, suffered or incurred by Enbridge arising out of the activities of the Developer and/or landowner(s) in respect of the development or arising out of the presence, operation or removal of the Developer's and/or landowner(s) installations on or near Enbridge's pipeline right-of-way.

Enbridge Pipeline Crossing Guidelines, Canada

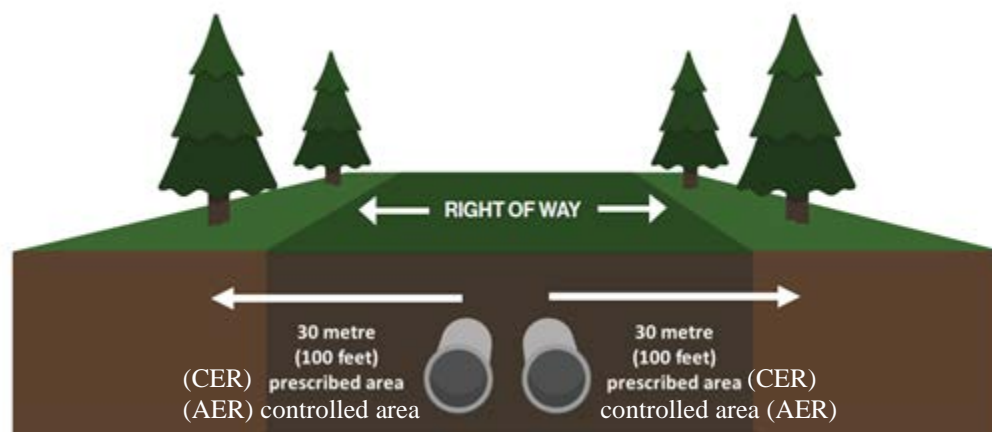
Application Guidance Details
May 2020 v2.0

Application Guidance Details

1. WHO REQUIRES CONSENT?

Consent is governed by the Canada Energy Regulator (CER) for interprovincial or international (federally regulated) pipelines and the Alberta Energy Regulatory (AER) for intra-provincial (provincially regulated) pipelines within the Province of Alberta. To ensure our pipelines and facilities operate safely written consent from Enbridge must be obtained in Canada before any of the following occur:

- ❖ Construction or installation of a new facility across, on, along or under Enbridge's pipeline and/or right-of-way;
- ❖ Ground disturbance activities in the prescribed area (CER) or controlled area (AER) which extends 30m from each side of the centerline of the pipeline;
- ❖ Operation or movement of vehicles, mobile equipment or machinery across Enbridge's right-of-way, outside of the travelled portion of a highway or public road;
- ❖ Using explosives within 300m of Enbridge's pipeline right-of-way;
- ❖ Use of the prescribed area or controlled area for storage or workspace purposes;
- ❖ Subdivision development across, on, along or over Enbridge's pipeline and/or right-of-way;
- ❖ Landowners wishing to install agricultural drainage tile across, on, along or under Enbridge's pipeline and/or right-of-way.



Activities that cause a ground disturbance include, but are not limited to, the following:

- | | |
|---------------------------|---|
| ❖ digging | ❖ clearing and stump removal |
| ❖ excavation | ❖ subsoiling |
| ❖ trenching | ❖ blasting/using explosives |
| ❖ ditching | ❖ quarrying |
| ❖ tunneling | ❖ grinding and milling of asphalt/concrete |
| ❖ boring/drilling/pushing | ❖ seismic exploration |
| ❖ augering | ❖ driving fence posts, bars, rods, pins, anchors or pilings |
| ❖ topsoil stripping | ❖ plowing to install underground infrastructure |
| ❖ land levelling/grading | ❖ crossing of buried pipelines or other underground infrastructure by heavy loads off the travelled portion of a public roadway |
| ❖ tree or shrub planting | ❖ installing agricultural drainage tile |

Under section 2 of the Canadian Energy Regulator Act, ground disturbance does not include:

- ❖ Cultivation to a depth of less than 45cm below the surface of the ground
- ❖ Any activity to a depth of less than 30cm and that does not result in reduction of the depth of earth cover over the pipeline less than that approved at time of construction

2. CROSSING A PIPELINE WITH AN AGRICULTURAL VEHICLE OR MOBILE EQUIPMENT

For pipelines regulated by the Canada Energy Regulator, the *Canadian Energy Regulator Pipeline Damage Prevention Regulations – Authorizations* provides that persons operating agricultural vehicles or mobile equipment across pipelines may do so in low-risk areas, under certain conditions:

- ❖ the loaded axle weight and tire pressures of the vehicle or mobile equipment are within the manufacturer's approved limits and operating guidelines; AND
- ❖ the point of crossing has not been the subject of a notification from the pipeline company that crossing at that location could impair the pipeline's safety or security.

This applies to vehicles or mobile equipment used for agricultural activities in the production of crops and the raising of animals and includes pasturing and cultivation activities such as tillage, plowing, disking and harrowing.

For pipelines regulated by the Alberta Energy Regulator, the *Pipeline Regulation (under the Pipeline Act)* provides that persons operating vehicles or equipment used for farming operations; or use of off-highway vehicles [as defined in section 117(a)(iii) to (viii) of the Traffic Safety Act] or use of private passenger vehicles (as defined in section 1(1)(jj) of the Traffic Safety Act) less than ¾ ton may temporarily cross over an AER regulated pipeline without further approval from Enbridge.

However, if neither of the above requirements can be met then an application must be submitted to Enbridge for further review and processing.

3. HOW TO APPLY FOR ENBRIDGE CONSENT

The applicant must submit a written request, either by completing the Application Form (attached) or a letter with equivalent information, together with the applicable drawing(s) to the respective Enbridge crossings department as set out in the *Contact Us* section of this document.

The drawing(s) must be prepared in accordance with the minimum standards as set out in the *Drawing Requirements* section of this document.

Enbridge's Equipment Specification and Data Sheet (attached) must also be completed for any vehicle/ mobile equipment crossing applications.

For federally regulated pipelines, the applicant may petition the Commission for approval of construction activity if:

- ❖ the applicant cannot comply with the terms and conditions as set out in the company's written consent;
- ❖ the applicant feels the terms and conditions in the company's written consent are excessive; or
- ❖ If the company refused to grant approval to the applicant for reasons of pipeline integrity, public safety or company policy.

An application can be filed with the Commission by writing to:

**Secretary of the Commission
Canada Energy Regulator
Suite 210, 517 – 10th Ave SW
Calgary AB T2R 0A8
Phone: 1-877-288-8803
Online: www.cer-rec.gc.ca**

Applications may be filed with the Commission by mail, courier or facsimile by calling the toll-free number at 1-877-288-8803. Applications can also be uploaded through the CER's Applications and Filings Portal on the CER website at Home / Applications and Filings / Submit Applications and Regulatory Documents / File under the CER Act / OPR: CER Act – Guide C (<http://www.cer-rec.gc.ca/pp/ctnflng/sbmt/nbpr-eng.html>).

4. DRAWING REQUIREMENTS

The following represents the minimum information that is required to be shown on the drawing(s) in order for Enbridge to review your application. Dimensions must be shown on the drawing(s) and may be done in either imperial or metric units (if metric, then to one decimal point).

NOTE: incomplete drawings and/or an incomplete application will be rejected back to the applicant.

(a) Permanent Installations

All proposed permanent installation drawings MUST contain the following items:

1. Plan Number, including any revision number and the respective date;
2. North Arrow;
3. Scale;
4. Legend;
5. Location indicator including: legal land description, PIN, GPS coordinates;
6. Plan view of whole quarter section or affected area including:
 - ❖ Lot lines, road limits
 - ❖ Proposed facilities (including curbs, footing, guard rails, guy wires, poles, fences, etc.) with tie dimensions to lot survey line preferably along pipeline and/or right-of-way boundary
 - ❖ Location of cathodic test lead terminals (if applicable);
7. Cross section view and/or profile view including:
 - ❖ For surface structures, show profile along pipeline(s) with highest elevation
 - ❖ For underground facilities show profile along facility
 - ❖ Property lines, pipeline(s) and depth of cover
 - ❖ All underground facilities must maintain an even elevation across the entire width of right-of-way except for gravity type facilities or those facilities installed by HDD;
 - ❖ Drill path plan for HDD installations
 - ❖ Unsupported span (m) of Enbridge pipeline for open cut installations
8. Crossing Angle;
9. Crossing location circled in red;
10. Identify all affected Enbridge facilities, right-of-way(s) and pipeline markers;
11. Method of Installation (MOI) (**Refer to Interpretation/Definitions section*);
12. Minimum Clearance (**Refer to Interpretation/Definitions section*);
13. Facility specifications:
 - ❖ PIPE/CABLE: pipe diameter, pipe material, product conveyed, cable size, if cable is within a conduit, conduit material, cable voltage; unsupported span (meters) of existing pipeline if MOI is open cut;
 - ❖ ROAD: width of road, cover at ditch, cover at center of road, surface material, road type/use; design loading calculation; indicate if any Government or Provincial setback requirements
 - ❖ OVERHEAD POWER: pole number(s), location of pole/guy wire/anchors/etc., method of installation of pole/guy wire/anchors/etc., horizontal clearance to pipe from proposed pole/guy wire/anchors/etc., vertical clearance to ground/grade, voltage, type of power (AC/DC), AC mitigation plan may be required;
 - ❖ PIPE RACK: height of pipe rack, pile location(s), pile clearance to Grantor's facility, pile installation method; alternate access route provided for rural locations
 - ❖ DRAINAGE TILE: location of tiles and incremental cost analysis.
14. Complete the Equipment Specification and Data Sheet, when required.

(b) Temporary Activities

All temporary drawings MUST contain the following:

1. Plan Number, including any revision number and the respective date;
2. North Arrow;
3. Scale;
4. Legend;
5. Location indicator including: legal land description, PIN, GPS coordinates;
6. Plan view of whole quarter section or affected area;
7. Temporary activities location circled in red;
8. Identify all affected Enbridge facilities, right of way(s) and/or PLA/easement ownership;
9. Facility specifications:
 - ❖ WORKSPACE: location, measurement of workspace, purpose;
 - ❖ ACCESS OF ROW: location, kilometer usage of ROW, width of access; egress/ingress points, complete the Equipment Specification and Data Sheet (attached);
 - ❖ EQUIPMENT CROSSING: complete the Equipment Specification and Data Sheet (attached);
 - ❖ ROAD USE: indicate road(s) to be utilized, km usage, reason required, frequency of use; complete the Equipment Specification and Data Sheet (attached);
 - ❖ GEOPHYSICAL: project/prospect name, number of reading units/lines, type of source, CER approval required (Y/N).

5. INTERPRETATION / DEFINITIONS

For crossing application purposes, Enbridge defines the following as:

Grantee means the applicant or the facility owner; a company, a person, a municipality or government body, etc.

Method of Installation means OPEN CUT or HDB or HDD; all defined as follows:

OPEN CUT

Enbridge defines open cut as trench methodology wherein access is gained to the required level underground for the proposed installation, maintenance or inspection of a pipe, conduit or cable. The excavated trench is then backfilled and the surface restored.

HORIZONTAL DIRECTIONAL BORE (HDB)

Enbridge defines horizontal directional bore as meeting ALL of the following:

- (a) The designed horizontal distance of the crossing shall be less than or equal to 150m (500ft) in length; AND
- (b) The depth of the pipeline installation shall be limited to 8m (25ft) to the centre (cross-section) of the pilot hole and measured to the corresponding surface location; AND
- (c) Straight alignment in the horizontal plane; AND
- (d) Pilot bit is steerable and trackable.

HORIZONTAL DIRECTIONAL DRILL (HDD)

Enbridge defines horizontal directional drill as an *HDB* that DOES NOT meet all of the criteria for an *HDB*. An *HDD* will satisfy some but not all of: a, b and c above and will satisfy d.

Minimum Clearance means the required distance between the existing Enbridge facility and the proposed facility based on the selected *Method of Installation*.

Minimum clearance required for installation ABOVE Enbridge facility by OPEN CUT is 0.3m
Minimum clearance required for installation BELOW Enbridge facility by OPEN CUT is 0.6m
Minimum clearance required for installation BELOW Enbridge facility by HDB is 1.0m
Minimum clearance required for installation BELOW Enbridge facility by HDD is 3.0m
Minimum clearance required for road installation from bottom of ditch to top of Enbridge facility is 0.9m and from centerline of road to top of Enbridge facility is 1.2m
Minimum clearance required for railway installation from bottom of ditch to top of Enbridge <i>uncased</i> facility is 1.83m and from centerline of rail bed to top of Enbridge <i>uncased</i> facility is 3.05m
Minimum clearance required for railway installation from bottom of ditch to top of Enbridge <i>cased</i> facility is 0.91m and from centerline of rail bed to top of Enbridge <i>cased</i> facility is 1.68m

6. WRITTEN CONSENT

After applying for written consent, Enbridge will review the proposed installation and/or temporary activities application in order to ensure that the proposed work will not pose a risk to existing Enbridge facilities, as well as, to ensure that any access required to existing facilities for maintenance or in an emergency situation will not be impeded.

Some applications may require further engineering assessment which will require additional time to review the proposed installation and/or temporary activities prior to Enbridge issuing consent. All efforts will be made to provide an agreement within an appropriate timeframe, however, please ensure that your application request is submitted with ample lead time.

7. CONTACT US

To obtain written consent from Enbridge, please contact the respective office as set out below:

REGION	CONTACT INFORMATION
LIQUIDS PIPELINES - WESTERN CANADA (Alberta, Saskatchewan, Manitoba and Norman Wells)	Lands & ROW 330, 10180 – 101 Street Edmonton AB T5J 3S4 Email: crossingrequests@enbridge.com Phone: 780-378-2228
LIQUIDS PIPELINES - EASTERN CANADA (Ontario and Quebec)	Lands & ROW 1 st Floor, 1086 Modeland Road, Bldg 1050 Sarnia ON N7S 6L2 Email: est.reg.crossing@enbridge.com Phone: 1-800-668-2951
GAS PIPELINES / STORAGE - BRITISH COLUMBIA	Lands & ROW 200, 425 – 1 Street SW Calgary AB T2P 3L8 Email: crossings@enbridge.com Phone: 587-747-6538

GAS STORAGE - ONTARIO	3501 Tecumseh Road Mooretown ON N0N 1M0 Email: chris.pincombe@enbridge.com Phone: 519-862-6092
GAS PIPELINE - ALLIANCE	Lands & ROW 600, 605 – 5 Ave SW Calgary AB T2P 3H5 Email: crossings@alliancepipeline.com Phone: 403-266-4464

For more information on Enbridge Gas Distribution please click the link: <https://www.enbridgegas.com/gas-safety/pipeline-safety.aspx>

8. ONE CALL CENTRES

Before putting a shovel in the ground, whether it is in your backyard or a commercial jobsite, please do a locate request to safely identify any buried utility lines at www.clickbeforeyoudig.com.

Your local one call centre can also be reached by phone as shown below:

CALL OR CLICK BEFORE YOU DIG!! Contact your respective one-call centre	
British Columbia https://www.bconecall.bc.ca/ 1-800-474-6886	Alberta http://albertaonecall.com 1-800-242-3447
Saskatchewan www.sask1stcall.com 1-866-828-4888	Manitoba http://www.clickbeforeyoudigmb.com/ 1-800-940-3447
Ontario www.on1call.com 1-800-400-2255	Quebec www.info-ex.com 1-800-663-9228
Northwest Territories 1-867-587-7000 Or contact the pipeline company directly	

9. REGULATORS

In Canada, Enbridge has pipelines that are regulated by both the federal government and provincial governments. For more information on any of the regulators please visit their respective website.

Canada Energy Regulator: www.cer-rec.gc.ca

Alberta Energy Regulator: www.aer.ca

10. DEVELOPMENT ON OR NEAR THE RIGHT-OF-WAY

Enbridge should be consulted early in the design phase with regards to proposed subdivisions, roads and utilities, and municipal landscaping.

Subdivisions – Enbridge highly recommends that our right-of-way be used as a passive green space or as part of a linear park system. Permanent structures on the right-of-way are not permissible.

Roads and Utilities – Roads may be permitted to cross and/or run parallel to the right-of-way but no portion of a road allowance can be located on the right-of-way (apart from approved road crossings). Enbridge will review the location of utilities which are often proposed within the road allowance.

Landscaping – Projects such as pedestrian pathways may be permitted as long as they do not impede Enbridge's access along its right-of-way for operational and/or maintenance activities. Enbridge's written consent will specify the permitted landscaping requirements.

11. DAMAGE PREVENTION

Enbridge's underground facilities must be positively identified, to Enbridge's satisfaction, prior to the start of any proposed construction activities.

Enbridge's representative(s) have the authority to stop work at any time due to safety, environmental or operational concerns and/or unforeseen circumstances or emergency situations.

****IMMEDIATELY NOTIFY ENBRIDGE IF YOU COME INTO CONTACT WITH THE PIPE! ****

As a small scratch or dent in the pipeline's coating can impact long term safety of the pipeline and must be assessed by Enbridge.

Please note that obstacles or un-approved above ground installations located on an Enbridge right-of-way, such as sheds, trailers, boats and pools can interfere with Enbridge's access of their right-of-way. Permanent structures on the right-of-way are NOT permissible.

Enbridge must be contacted before conducting any blasting activities within 300m of the pipeline right-of-way so that Enbridge can review the proposed plans in order to see if there might be potential impacts to its facilities. Blasting activities related to prospecting for mines and minerals within 40m of a federally regulated pipeline right-of-way requires permission from the Canada Energy Regulator.

12. EMERGENCY SITUATIONS

In an emergency situation please provide as much notice, as is practicable, to Enbridge prior to commencement of any construction, excavation, installation or temporary crossing of existing pipelines and/or right-of-ways in order to access the emergency site.

Enbridge classifies an emergency situation as:

- ❖ A risk to human life;
- ❖ Required emergency repairs of public services; or
- ❖ To contain an environmental emergency.

In an emergency situation please call: **1-877-420-8800** (toll free) and/or contact your local One Call provider at the numbers listed in section 8.

DISCLAIMER: THESE GUIDELINES ARE INTENDED TO PROVIDE USEFUL CROSSING APPLICATION GUIDANCE INFORMATION TO THE APPLICANT. SUBMISSION OF AN APPLICATION MEETING THE REQUIREMENTS AS SET OUT HEREIN DOES NOT CONSTITUTE WRITTEN CONSENT FROM ENBRIDGE. ALL APPLICATIONS WILL BE REVIEWED BY ENBRIDGE TO DETERMINE WHETHER THE APPLICATION WILL BE APPROVED.

APPLICANT INFORMATION**Grantee* Full Legal Name for Agreement:****Regulator:****Other:****Grantee Address for Service:****Grantor/Enbridge Entity****Application by Broker/Land Consultant**Yes ☐ No ☐**Broker/Land Consultant Name:****Contact Person Name:****Contact Person Phone Number:****File Number:****Broker/Land Consultant Address:****CROSSING INFORMATION****Expected construction start and end date(s):****Permanent Installation** ☐**Temporary Activities** ☐Crossing ☐Drainage Tile ☐Pole/Pile Installation ☐Other ☐Workspace ☐Equipment Crossing ☐Access of ROW ☐Geophysical ☐Road Use ☐Proximity ☐Other ☐**Location indicator including affected legal land description(s), PIN and GPS Coordinates (Latitude and Longitude Decimal Degree):****Grantor's Affected Disposition(s) (Alberta) (i.e. PLA # or License # or Line #):****Grantee's Field Contact Information:**

Name:

Phone:

Email:

Details of Grantee's Proposed Permanent Installation and/or Purpose of Temporary Activities**Method of Installation*** *(For permanent installations)*Open Cut ☐ HDB ☐ HDD ☐**Drawing(s) Attached**Yes ☐ No ☐**Drawing Requirements Met ***Yes ☐ No ☐**Equipment Specification and Data Sheet Attached ***Yes ☐ No ☐ N/A ☐**Notes/Additional Information:****SUBMIT TO:**

LIQUIDS PIPELINES WESTERN CANADA (Alberta, Saskatchewan, Manitoba and Norman Wells)	LIQUIDS PIPELINES EASTERN CANADA (Ontario and Quebec)
Department: Lands & ROW	Department: Lands & ROW
Address: 330, 10180 – 101 Street Edmonton AB T5J 3S4	Address: 1 st Floor, 1086 Modeland Road, Bldg 1050 Sarnia ON N7S 6L2
Email: crossingrequests@enbridge.com	Email: est.reg.crossing@enbridge.com

Equipment Specification and Data Sheet(s)



In order to properly conduct an analysis on the requested crossing the following general information and appropriate data sheets are required to be completed.

Steps:

1. Complete the *Applicant – Information and Details* document for each crossing application
2. Add and complete the *Data Sheet – Equipment or Vehicle with Tires* for EACH piece of equipment
3. Add and complete the *Data Sheet – Equipment with Tracks* for EACH piece of equipment
4. Return fully completed general information and data sheets and any other pertinent information

Applicant Information

Applicant Name:	
Applicant Contact Person Name:	
Email:	
Phone Number:	
Applicant Reference/File Number:	

Details

Description and Purpose of Crossing:			
Location Indicator (legal land description, PIN, etc.)			
GPS Coordinates:(Latitude and Longitude Decimal Degree)			
Duration:	Temporary <input type="checkbox"/>	Permanent <input type="checkbox"/>	
Start Date:		End Date:	
Equipment or Vehicle with Tires:	Yes <input type="radio"/>	No <input type="radio"/>	Datasheet: <input type="text"/>
Equipment with Tracks:	Yes <input type="radio"/>	No <input type="radio"/>	Datasheet: <input type="text"/>

Save Form

Reset Form

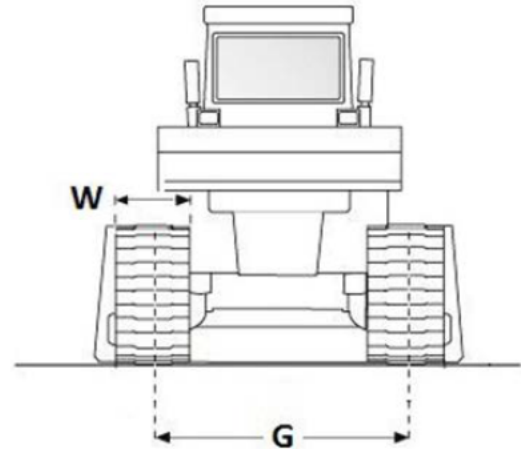
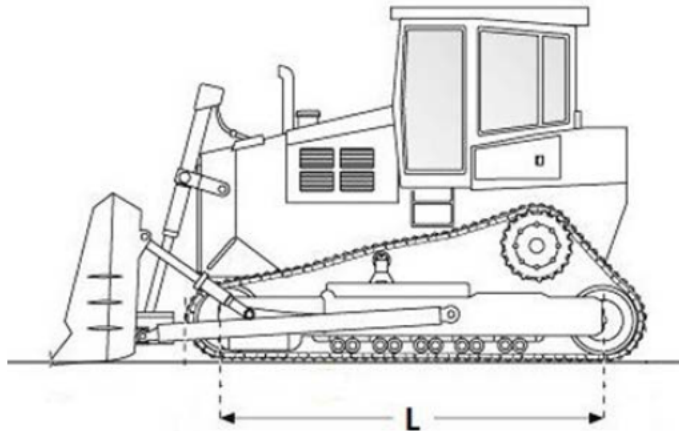
Data Sheet – Equipment with Tracks

Complete this data sheet for each piece of equipment with tracks.

Equipment with Tracks

INDICATE UNITS

Manufacturer:			
Model:			
Equipment Description:			
Fully Loaded Gross Vehicle Weight:		Weight Unit	
	Track Shoe Width (refer to W below)	Track Length on Ground (refer to L below)	Track Gauge (on center) (refer to G below)
Units	Select Unit	Select Unit	Select Unit
Track			



Add Page

Delete Page

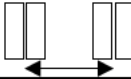
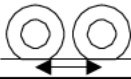
Data Sheet – Equipment or Vehicle with Tires

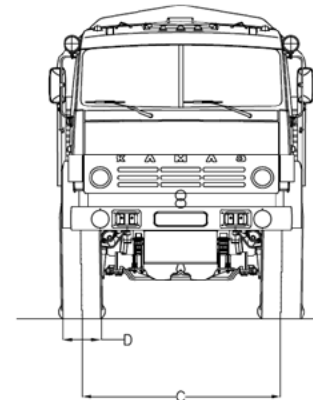
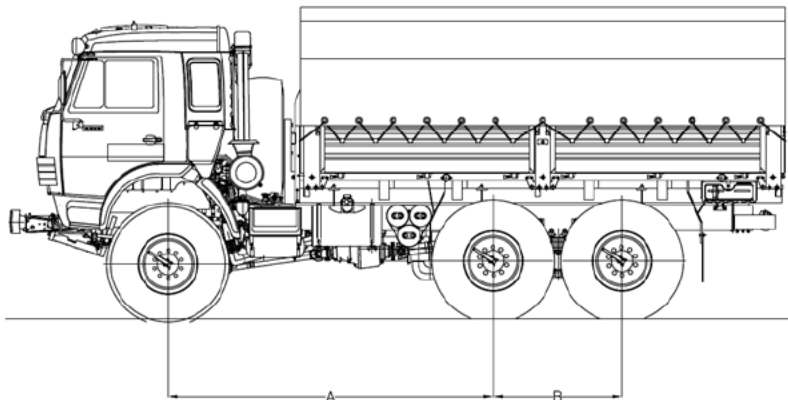
Complete this data sheet for **EACH** piece of equipment or vehicle with tires.

EXCLUSION: pick up trucks of one ton or less

Equipment or Vehicle with Tires

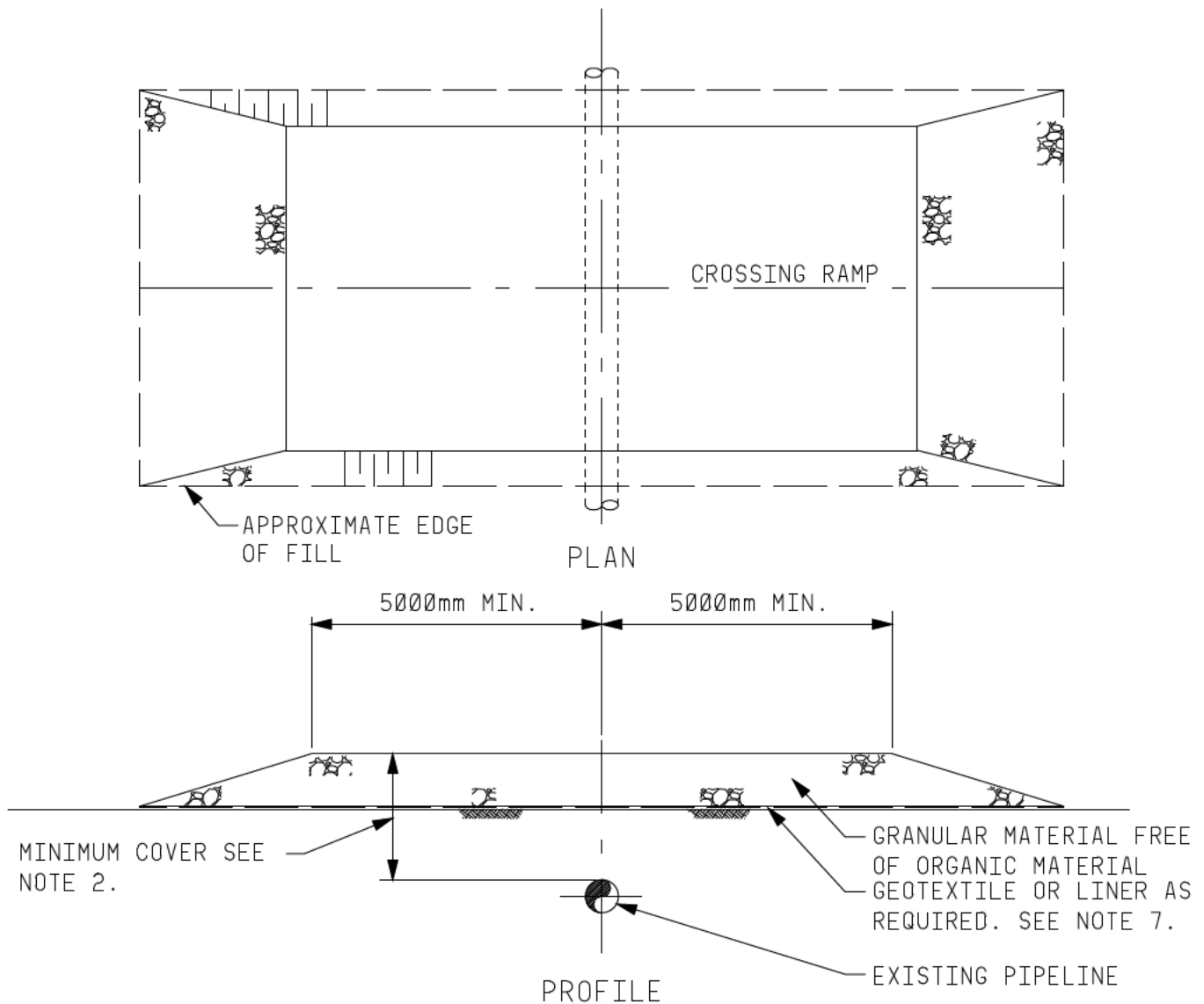
INDICATE UNITS

Manufacturer:						
Model:						
Equipment Description:						
Fully Loaded Gross Vehicle Weight:					Weight Unit	
Road legal without overweight permit?		Yes <input type="radio"/>			No <input type="radio"/>	
Axle	Maximum Loaded Weight PER Axle	Number of Tires PER Axle	Tire Width (refer to D below)	Tire Pressure	Distance between Tire Set Centerlines (refer to C below) 	Centerline Distance to Previous Axle (refer to A below) (refer to B below) 
Units	Select Unit		Select Unit	Select Unit	Select Unit	Select Unit
Steering						
2 nd						
3 rd						
4 th						
5 th						
6 th						
7 th						



Add Page

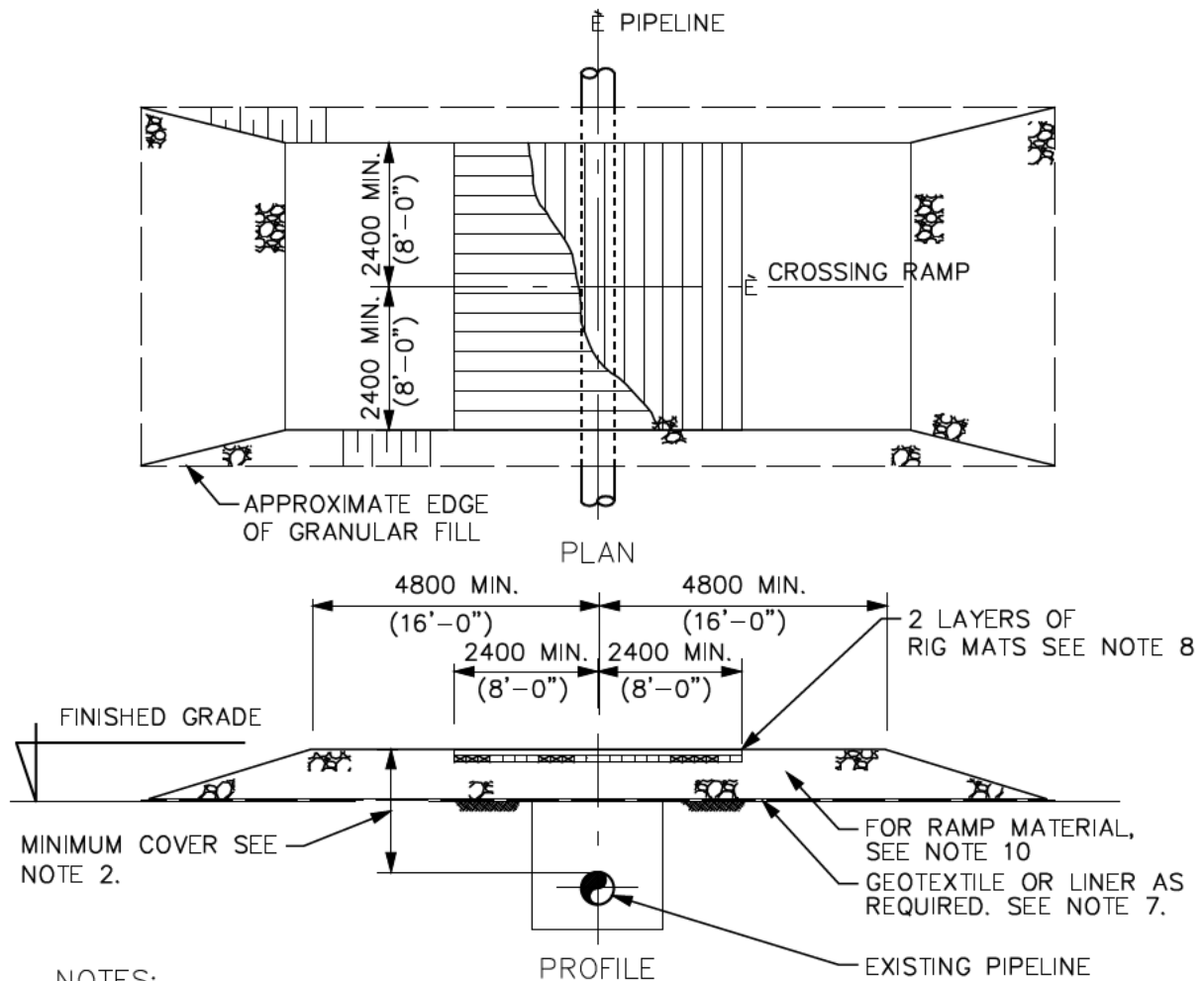
Delete Page



NOTES:

1. ON COMPLETION OF CONSTRUCTION, CONTRACTOR SHALL REMOVE COMPLETE RAMP AND RESTORE AREA TO ORIGINAL CONDITION.
2. MINIMUM COVER SHALL BE AS SPECIFIED IN THE CROSSING AGREEMENT.
3. LENGTH OF RAMP TO VARY IN ACCORDANCE WITH CROSSING ANGLE.
4. RAMP WIDTH SHALL BE MINIMIZED AS MUCH AS POSSIBLE, AND SHALL NOT ENCROACH BOUNDARIES SET IN THE CROSSING AGREEMENT.
5. RAMP SIDE SLOPE SHALL NOT BE STEEPER THAN 1V:4H.
6. RAMP SHALL BE COMPACTED, AND HAVE A CROSS FALL TO ENSURE THAT WATER WILL NOT POND ON THE RAMP CAUSING EXCESSIVE RUTTING.
7. A GEOTEXTILE OR LINER BARRIER TO BE INSTALLED AT THE DISCRETION OF THE ENBRIDGE FIELD REPRESENTATIVE.
8. REFER TO DRAWING A-1.8-43105 FOR FRENCH VERSION.
REFERE AU DESSIN A-1.8-43105 POUR VERSION FRANCAISE.

A-1.8-43105-0					TYPICAL DESIGN DETAIL				
REFERENCE DRAWINGS									
2	FRENCH TRANSLATION REFERENCE AS PER IOR 583	2019 JAN 11	MM	BLB	ENB				
1	AS BUILT INTERNAL DRAFTING TO 304	20 MAR 18	BLB	GB	ENBRIDGE				
REV NO.	REVISION DESCRIPTION	DATE BY	CHK	APPR					
COPYRIGHT © THIS DRAWING IS THE PROPERTY OF ENBRIDGE AND SHALL NOT BE REPRODUCED EITHER IN WHOLE OR IN PART WITHOUT PRIOR WRITTEN CONSENT OF ENBRIDGE.									
ENBRIDGE									
TYPICAL DESIGN DETAIL TYPICAL TEMPORARY CROSSING RAMP WITH EARTH									
BY GB	CHK GG	ENG.	ENB APPR						
DATE 14 FEB 18	SCALE NTS		STATUS AS BUILT						
DWG. NO.	A-1.8-42872-0								REV. NO 2



NOTES:

1. ON COMPLETION OF CONSTRUCTION, CONTRACTOR SHALL REMOVE COMPLETE RAMP AND RESTORE AREA TO ORIGINAL CONDITION.
2. MINIMUM COVER SHALL BE AS SPECIFIED IN THE CROSSING AGREEMENT.
3. LENGTH OF RAMP TO VARY IN ACCORDANCE WITH CROSSING ANGLE.
4. RAMP WIDTH SHALL BE MINIMIZED AS MUCH AS POSSIBLE, AND SHALL NOT ENCROACH BOUNDARIES SET IN THE CROSSING AGREEMENT.
5. RAMP SIDE SLOPE SHALL NOT BE STEEPER THAN 1V:4H.
6. RAMP SHALL BE COMPACTED, AND HAVE A CROSS FALL TO ENSURE THAT WATER WILL NOT POND ON THE RAMP CAUSING EXCESSIVE RUTTING.
7. A GEOTEXTILE OR LINER BARRIER TO BE INSTALLED DURING SPRING, SUMMER AND FALL SEASONS.
8. RIG MATS SHALL BE STAGGERED OR PLACED IN A PERPENDICULAR ORIENTATION FROM THE PREVIOUS LAYER SO THAT THE EDGES DO NOT LINE UP
9. ALL DIMENSIONS ARE IN mm UNLESS OTHERWISE NOTED
10. SNOW OR ICE CAN BE USED AT THE DISCRETION OF THE ENBRIDGE FIELD REPRESENTATIVE.
11. REFER TO DRAWING A-1.8-43106 FOR FRENCH VERSION.
REFERE AU DESSIN A-1.8-43106 POUR VERSION FRANCAISE.

A-1.8- 3106-0				TYPICAL DESIGN DETAIL			
REFERENCE DRAWINGS							
3	AS BU LT DR. IDR 7 3	20 JUN 19 MF	AE	ENB			
2	FRENCH TRANSLATION REFERENCE AS PER IDR 503	11 JAN 19 MM	BLB	ENB			
1	AS BU LT INTERNAL DRAFTING ID 30	30 MAR 18 BLB	GB	ENBRIDGE			
REV. NO.	REVISION DESCRIPTION	DATE BY	CHK	APPR.			
COPYRIGHT © THIS DRAWING IS THE PROPERTY OF ENBRIDGE AND SHALL NOT BE REPRODUCED EITHER IN WHOLE OR IN PART WITHOUT PRIOR WRITTEN CONSENT OF ENBRIDGE.							
ENBRIDGE							
TYPICAL DESIGN DETAIL TYPICAL TEMPORARY CROSSING RAMP WITH RIG MATS							
BY: GB	CHK: GG	ENG.:	ENB APPR:				
DATE: 14 FEB 18	SCALE: NTS		STATUS: AS BUILT				
DWG. NO.: A-1.8-42873-0				REV. NO.: 3			

Mr Ron and Mrs Joyce Perrin
[REDACTED] Street East
[REDACTED] Cardinal, On K0E 1E0

RECEIVED

APR 14 2022

TOWNSHIP OF
EDWARDSBURGH/CARDINAL

Monday April 11, 2022

Wendy Van Leulen, Community Development Coordinator
Township of Edwardsburgh/Cardinal
18 Centre Street; P O Box 129 Spencerville, On K0E 1X0

Re: Public Meeting Concerning Proposed
Official Plan Amendment No 1 and
New Comprehensive Zoning Bylaws
Property ~~PLAN 25~~ [REDACTED]
16800.00SF 112.00FR 150.00D

Dear Ms Van Leulen,

In response to your notice of March 24th, please notify us of the Township of Edwardsburgh/Cardinal's proposed Official Plan amendments and New Comprehensive Zoning By-Laws and the subsequent approval by the United Counties of Leeds and Grenville.

This letter serves to register our participation in public meetings relating to these Bylaws and preservation of our rights to appeal.

Sincerely,



Ronald Albert Perrin



Joyce Marilyn Sheldrick-Perrin

RP



Via E-mail (wvankeulen@twpec.ca)

April 14, 2022

Wendy Van Keulen
Community Development Coordinator
Township of Edwardsburgh Cardinal
18 Center St., P.O. Box 129
Spencerville, ON K0E 1X0

Re: Proposed Comprehensive Zoning By-law - Township of Edwardsburgh Cardinal

Dear Wendy Van Keulen,

South Nation Conservation (SNC) received a second draft of the proposed Comprehensive Zoning By-law for the Township of Edwardsburgh Cardinal on March 24, 2022. We appreciate the opportunity to review and comment on the draft Zoning By-law and are happy to answer any question you may have regarding our comments.

After considering the environmental impacts of the proposed zoning by-law amendment on the local environment, as outlined under Sections 2.1 (Natural Heritage), and 3.1 (Natural Hazards) of the Provincial Policy Statement, 2020, issued under Section 3 of the *Planning Act* and considering the Edwardsburgh Cardinal Official Plan, SNC offers the following comments:

1. SNCs comment letter dated October 1, 2021 identified opportunities to include provisions noting a when a South Nation Conservation permit may be required. The revised draft does not include these references. The intention of including these provisions is to provide transparency and predictability for residents, property owners and developers by ensure the need for an SNC permit is identified as early as possible when a property purchase or developing is considered.

Residents, property owners and developers are not always aware of the need for an SNC permit and what effect that may have on a potential project. The addition of the provisions proposed in our pervious letter dated October 1, 2021 would act as triggers for notifying project proponents to contact SNC and do not add any new restrictions or regulations. SNC continues to recommend inclusion of provisions that identify when an SNC permit may be required.

2. SNCs comment letter, dated October 1, 2021, recommended minimum lots sizes for lots on partial and private services be amended where development is on private sewage services (septic). SNC notes that we are not the septic approval authority for Edwardsburgh Cardinal and strongly encourage discussing these comments with your septic approval authority.



In the revised draft, the Residential Second Density, Residential Third Density, and Main Street Commercial Zone minimum lot sizes on partial and private services (where a septic system would be required) are not large enough to allow for a conventional septic system.

It is our understanding, based on a discussion with Jordan Jackson, that the proposed minimum lot sizes for partial and private services (where a septic system is required) were intentionally small to facilitate increased density in development on private services.

SNC supports this goal, however, the minimum lot sizes proposed are not large enough to accommodate a septic system based on the setback and sizing requirements as set out in the Ontario Building Code (OBC) and as per MECP D-5-4. These sizing and setback requirements are established to ensure that septic systems will be functional and safe and to reduce the probability of groundwater contamination which could be dangerous.

SNC encourages a minimum lot size of 0.4 ha where a private septic system is required. A site specific terrain analysis with scaled site plan demonstrating that that the proposed development and system meet D-5-4 and OBC setbacks should be required to support a reduction in the minimum required lot size.

3. South Nation Conservation discussed the minimum required lots sizes for Partial service – municipal sewage and private wells and though no changes to these minimum lot sizes are suggested, our hydrogeologist expressed concern regarding the density of water taking in small areas if lots of the minimum size identified in the proposed zoning by-law continue to be permitted. SNC strongly encourages undertaking a water quantity assessment to determine the quantity of water available in the aquifers where there are higher densities of wells if that has not yet been undertaken.

Recommendation

SNC does not object to the proposed comprehensive zoning by-law; however, we recommend that the above comments be considered and incorporated, where appropriate.

I trust the above is to your satisfaction. Should you have any questions please do not hesitate to call our office.

Sincerely,

Alix Jolicoeur
Senior Planner
South Nation Conservation