



The Corporation of the Municipality of Whitestone

**Agenda of Special Council Meeting.
Tuesday, April 12, 2022 6:30 p.m.**

Join Zoom Meeting **(Video)**
<https://us02web.zoom.us/j/86082057211>

(Phone Call Only)
Dial +1 647 558 0588 then Enter Meeting ID: 86082057211#

Meetings are recorded. Both the audio and video are posted on the Municipal Website

1. Call to Order and Roll Call

6:30 p.m.

National Anthem

Indigenous Land Acknowledgement Statement

The Municipality of Whitestone recognizes all of Canada resides on traditional, unceded and/or treaty lands of the Indigenous People of Turtle Island.

We recognize our Municipality on The Robinson Huron Treaty territory is home to many past, present and future Indigenous families.

This acknowledgment of the land is a declaration of our commitment and collective responsibility to reconcile the past, and to honour and value the culture, history and relationships we have with one another.

2. Disclosure of Pecuniary Interest

3. Approval of Agenda ®

Move into Committee of the Whole ®

4. Official Plan Amendment No. 2 discussions

4.1 Official Plan Amendment No. 2

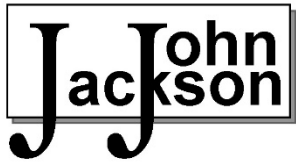
- Report from John Jackson, Planner dated January 31, 2022
- Comments as of September 30, 2021
- Comments between October 1, 2021 to April 5, 2022

Reconvene into Regular Meeting ®

Matters Arising from Committee of the Whole ®

5. Confirming By-law ®

6. Adjournment ®



REPORT TO COUNCIL

OFFICIAL PLAN AMENDMENT NO. 2

JANUARY 31, 2022

BACKGROUND

The Municipality of Whitestone has been considering policy changes to its official plan after it's last policy update in 2017.

There were two components to the policy considerations that were not particularly related but emerged concurrently after 2017.

TRAILER POLICY

The Municipality had always discouraged the use of the trailers or motorhomes throughout the Municipality. The general intent of the policy was to dissuade owners from using temporary structures in favour of more "stick built" kind of structures.

The circumstances surrounding the trailer policy were somewhat awkward. The Municipality had a trailer By-Law that allowed vacant lands to place a trailer/motor home on properties in Whitestone for up to 30 days in any calendar year.

In 2017, the policy of the Municipality prohibited trailer use on all properties.

Consequently, trailers/motor homes were prohibited rendering the trailer By-Law in conflict with the official plan.

The council of the Municipality assessed the conflict and determined that the 30 day permission of the trailer By-Law, although not congruent with the policy seemed entirely reasonable for most applications in the Municipality.

Consequently, it was determined that Whitestone should modify its trailer policy to allow a long standing practise.

Coincidentally, at the time that the trailer policy was in need of change, the Municipality became aware of a number of properties that were not eligible for building permits because of the fact that they were located on private roads and not on recreational waterbodies.

Members of council felt that if one item was to be considered for an amendment to the official plan, it should include the consideration of such rural lands for development.

The two components of the proposed official plan amendment (No. 2) are unrelated but are included in Official Plan Amendment No. 2.

PUBLIC CONSULTATION

The Municipality has committed to ensuring that the new policy considerations have been fully understood and circulated to the whole of the Municipality of Whitestone.

This commitment has been somewhat challenging in the period of limited public gatherings. Regardless, Whitestone has ensured an appropriate number of notices, newsletters, electronic meetings and public submissions.

In regard to public consultation, Whitestone has been as accommodating as possible given the limited opportunities to engage the public. In response, the public has been extremely understanding and helpful in its submissions on these policy issues.

THE TRAILER COMPONENT OF OPA NO.2

In relative terms, the proposed policy change to allow vacant lots to include temporary trailer use in accordance with the trailer By-Law, has not gathered the amount of input or interest as the private road back lot development component.

There have been submissions asking the Municipality to ensure appropriate wastewater measures are in place for such uses. In general, subject to these servicing standards, there have been limited opposition to the 30 day allowance for trailers on vacant lots.

BACKLOT DEVELOPMENT COMPONENT

Contrary to the trailer policy considerations, the backlot issue has been the subject of many submissions, both in support and in opposition to the policy change.

The history of development in cottage country is both simple and complex. Most development along the shoreline of the lakes in cottage country had taken place without planning controls. The development of most cottage lots occurred during the period when the province was approving land division and few rules applied.

When the province was approving plans, it clearly determined that waterfront developments were seasonal and believed that access was for summer use only and consequently imposed few standards for access roads. While this was a reality and at the time, there is a new expectation in today's world.

The current access principles:

- Limited waterfront lots can be accessed by rights-of-ways;
- Non waterfront lands must front on a year round, publicly maintained road; and
- Hunt camps only are permitted on private roads on non-waterfront lands.

The draft policies for the consideration of backlots includes:

“9.06.6 The Municipality may consider a limited amount of development on private roads that are not on recreational waterbodies provided that:

- a) The private right-of-way or private road is existing and only development that is considered as in-filling on existing lots is proposed;***
- b) Site plan agreements with respect to use, liability indemnification, access and up-keep of such private roads that are properly registered on the title of the affected lands;***
- c) Neither the Municipality nor the Province shall be obligated to assume such roads for the purpose of any repairs or maintenance;***
- d) The road is built to a standard that provides for year round access by emergency vehicles including width, slope, surface conditions and turning circles;***
- e) There is a legal, registered right-of-way to the land;***
- f) There are assurances in place that provide for the ongoing maintenance for the private road; and***
- g) There are long term financial implications considered by the Municipality.***

SUBMISSIONS IN OPPOSITION TO OPS NO. 2

There was a number of concerns opposed to the policy change that would allow for dwellings to be built on the private lanes throughout the Municipality.

These concerns can be summarized as follows:

- Lack of services
- Impact on roads
- Change of character
- Added density
- Lack of regulation
- Inconsistent with P.P.S.
- Should be part of 5 year review
- Absence of need
- Impacts on lakes/ramps
- Too many back lot issues
- No assurance that backlots will maintain

- Too much potential
- Adverse affects value
- Environmental impacts
- Public facilities lacking
- Only reason that there are backlots is lake front
- Water quality impact
- Cumulative issues
- Waterfront is tax base
- Fire
- Not smart planning
- Limited school bus service.

There were also submissions made in support of the policy change:

- Existing rights-of-way should be used
- Fair
- Public access to lakes for all
- Tax base
- Good for economy
- Just need planning criteria
- Must be environmentally responsible
- Need legal access assurances
- Discriminates
- Land side deserves some rights
- Large land base

The Council of the Municipality considered the submissions relating to deferring any revisions to official plan until they were introduced as part of a five year review. It was determined that the matters contained in Official Plan No. 2 had been outstanding for a number of years and were thoroughly canvassed to be able to proceed to their adoption before the next official plan update.

As a result of the public input, a new wording is set out in proposed Official Plan Amendment No. 2. The revised document is attached.

The draft policy for backlots as circulated would benefit from more robust policies as a result of the submissions on the proposal. It is suggested that the policy be revised as follows.

9.06.6 The Municipality discourages new development on private roads. The Municipality does recognize that there may be instances where some infill development may be considered on non-waterfront lands that are accessed by a registered right-of-way.

Council will consider such requests for development on said lands where it can be satisfied that the following criteria are appropriately regarded.

a) Character

Development on lands served by private access routes should not threaten the character of an existing community or neighbourhood. Council will require that such lands be rezoned to ensure that neighbours are aware of the proposal to permit new development on previously ineligible properties;

b) Impacts

The Municipality will assess the appropriateness of such private road development applications in terms of impacts as well as all relevant policies in this and other parts of the plan;

c) Right-of-way

The Municipality must be satisfied that the lands have a legal registered right-of-way or some clear public right to gain access to the property;

d) Road Standards

The standard of the road must be sufficient to accommodate vehicular traffic on a year round basis including emergency vehicles. The determination of this standard will be established by the Municipality;

e) Agreement

The proponent must enter in to an agreement with the Municipality to be registered on title that identifies the road as private and that the Municipality will have no responsibility or liability for the maintenance of the road and that such agreement indemnifies the Municipality from any such liability;

f) Environment

The Municipality must be satisfied that any land division infill development will not adversely impact the natural environment and is consistent with the natural heritage requirements of the provincial policy statements;

g) Servicing

The Municipality is satisfied that the proposed development will not have any short or long term financial implications on the service costs of the Municipality;

h) Maintenance

The Municipality is satisfied that there are arrangements in place that provide for the ongoing maintenance for the private road; and

i) Complying with all other relevant policies of this plan.

A copy of the revised OPA No.2 and adopting By-Law is attached.

Respectfully,

A handwritten signature in blue ink that reads "John Jackson". The signature is written in a cursive style with a large initial "J" and a long, sweeping underline.

John Jackson

OFFICIAL PLAN AMENDMENT NO. 2

TO THE OFFICIAL PLAN

FOR THE

MUNICIPALITY OF WHITESTONE

(Trailer Policy / Private Road Policy)

SECTION 1 TITLE AND COMPONENTS OF THE AMENDMENT

- 1.1 Section 5 herein attached hereto shall constitute Amendment No. 2 to the Official Plan of the Municipality of Whitestone.
- 1.2 Sections 1, 2, 3 and 4 herein and the attached appendices do not constitute part of the formal Amendment but provide more detailed information respecting the amendment.

SECTION 2 LANDS SUBJECT TO THE AMENDMENT

- 2.1 The policies of this amendment apply to all of the Rural and Waterfront lands in the whole of the Municipality of Whitestone.
- 2.2 The policies contained in this amendment amend or replace existing policy text in the ROADS AND TRANSPORTATION policies in Section 9, the HOUSING AND SPECIAL LAND USES in Section 11, the WATERFRONT POLICIES in Section 13.0, the Rural Land Use Policies and the Waterfront Land Use Policies in Sections 16.01 and 16.02 respectively.

SECTION 3 PURPOSE OF THE AMENDMENT

- 3.1 The purpose of Official Plan Amendment No. 2 (hereinafter referred to OPA No. 2) is to amend the text of the plan by amending policies in the private roads section of the plan, the trailer policies and adding permitted uses to the Rural and Waterfront designations. There is no change to the Land Use Schedule for the plan.
- 3.2 The effect of OPA No. 2 is two-fold. The first is to allow the consideration of building permits on properties that are located on private rights-of-way and not on publicly maintained, year round roads. The second is to allow for a limited use of trailers, motorhomes or camping on vacant lots prior to the construction of a principal dwelling or cottage.
- 3.3 The existing policy in the official plan does not allow development on properties unless the subject lands either front on a year round publicly maintained road or where the lands front on a recreational waterbody with legal access.

- 3.4 The existing policy in the official plan does not permit trailers, motorhomes or camping on a property unless there is a principal dwelling or cottage on the land.

SECTION 4 BASIS OF THE AMENDMENT

4A PRIVATE ROADS

- 4.1 It is the policy of the Municipality to not allow the creation of new lots unless there is adequate road access. Generally, adequate road access is believed to be direct frontage on a year round publicly maintained road.
- 4.2 There are an existing number of lots of record in the Municipality that do not meet the requirements for road frontage to qualify for building permits in the Municipality. The only exception is made for a hunt camp use on large parcels where there is a legal registered access and any associated structures are strictly limited in size.
- 4.3 The Municipality has an interest in supporting development on a number of these existing "lots of record" that have traditionally been considered as "land-locked" because they did not have direct frontage on a year road publicly-maintained road. The Municipality believes that a number of these lots should be eligible for building permits where appropriate measures are in place to protect the municipality from any liability or responsibility for any of the existing private access roads. If safeguards are in place, the Municipality takes the position that property owners should be able to make a reasonable use of their lands with the attendant restrictions imposed.
- 4.4 Traditionally it was only acceptable to consider seasonal cottages on privately maintained roads and restrict any year round dwellings to year round publicly maintained roads. The notion was that waterfront lands tended towards cottage or seasonal use and consequently did not place the kinds of access demands placed upon summer use properties in contrast to year round properties not located on waterbodies. This distinction is no longer particularly discernible and lakefront properties often have the same access expectations.
- 4.5 The Municipality has a number of tools available for ensuring safeguards are in place to discount traditional concerns over private road use. These include:
- Zoning restrictions
 - Road; consent; and site plan agreements
 - Road allowance agreements
 - Private road standards
 - Liability insurance
 - Requirement for maintenance authority to be in place
- 4.6 The Provincial Policy Statement (PPS) has been interpreted to ensure that conventional public road access be a requirement for development to occur. These policies include:

Heathy, liveable and safe communities are sustained by:

- **avoiding development and land use patterns which may cause environmental or public health and safety concerns;**
- **ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and**
- **infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services.**

Transportation Systems

- **transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.**
- **efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.**

4.7 More recently, the provincial planners have taken a more flexible approach to the interpretation of private road use and the PPS. Attached as an appendix to OPA No. 2 is an example where the province approved private road policy for Hearst Ontario. The Municipality of Whitestone wishes to consider a similar policy.

4B TRAILERS

4.8 The existing policy in the official plan for the Municipality of Whitestone strictly prohibits the use of vacant lands for any trailer use except under limited circumstances. These circumstances include those instances where a trailer may be used on a temporary basis while a principal dwelling is under construction on a property. Trailers are permitted as accessory uses on properties where there are existing dwellings. This policy extends to cover motorhomes and tents.

4.9 The policy prohibiting trailers emerged early in the Municipality because of a proliferation of objectionable trailers and the associated adverse impacts these uses created on adjacent properties.

4.10 Along with the incorporation of the Municipality and the creation of new polices including property standards and clean yard legislation, the Council of the Municipality believes that the prohibition of trailers may be amended to allow, on a limited basis, without the historical negative effects.

4.11 The Municipality will need to provide a more flexible policy for trailers should it wish to enact zoning provisions to allow for trailer, motorhome or tent use in the zoning by-law or to adopt a trailer by-law under the Municipal Act.

SECTION 5 SPECIFIC AMENDMENTS

- 5.1 Section 9.06 Private Roads is amended by adding the following policy after 9.06.5 and renumber 9.06.6 and 9.06.7 as 9.06.7 and 9.06.8 respectively.

9.06.6 The Municipality discourages new development on private roads. The Municipality does recognize that there may be instances where some infill development may be considered on non-waterfront lands that are accessed by a registered right-of-way.

Council will consider such requests for development on said lands where it can be satisfied that the following criteria are appropriately regarded.

a) Character

Development on lands served by private access routes should not threaten the character of an existing community or neighbourhood. Council will require that such lands be rezoned to ensure that neighbours are aware of the proposal to permit new development on previously ineligible properties;

b) Impacts

The Municipality will assess the appropriateness of such private road development applications in terms of impacts as well as all relevant policies in this and other parts of the plan;

c) Right-of-way

The Municipality must be satisfied that the lands have a legal registered right-of-way or some clear public right to gain access to the property;

d) Road Standards

The standard of the road must be sufficient to accommodate vehicular traffic on a year round basis including emergency vehicles. The determination of this standard will be established by the Municipality;

e) Agreement

The proponent must enter in to an agreement with the Municipality to be registered on title that identifies the road as private and that the Municipality will have no responsibility or liability for the maintenance of the road and that such agreement indemnifies the Municipality from any such liability;

f) Environment

The Municipality must be satisfied that any land division infill development will not adversely impact the natural environment and is consistent with the natural heritage requirements of the provincial policy statements;

g) Servicing

The Municipality is satisfied that the proposed development will not have any short or long term financial implications on the service costs of the Municipality;

h) Maintenance

The Municipality is satisfied that there are arrangements in place that provide for the ongoing maintenance for the private road; and

i) Complying with all other relevant policies of this plan.

5.2 Section 11.03 Trailers is hereby amended by deleting the section and replacing it with the following.

"11.03 Trailers

11.03.1 The Municipality of Whitestone discourages trailers, motorhomes and camping on nay lands in contrast to conventional single detached dwellings or cottages. However, it does recognize that under certain circumstances that controlled and limited use of trailers, motorhomes and camping may be a reasonable temporary land use for vacant parcels of land in the Municipality.

11.03.2 A trailer, motorhome or tent is a permitted accessory use to a permitted dwelling where such uses function as accessory uses subject to complying with all provisions related to accessory structures for the zone in which the use is proposed.

11.03.3 A trailer, motorhome or tent for the purpose of sale or storage may be permitted on any parcel with a principal dwelling.

11.03.4 The Municipality may enact a trailer by-law to regulate the licensing of trailers, motorhomes and tents.

11.03.5 The Municipality may arrange for a temporary use of a trailer on a property where a building permit has been issued for a main dwelling and such trailer may be located on the subject property for the period required to construct the main dwelling so long as this period does not exceed three years.

- 11.03.6 A trailer camp, tourist camp or motel is a commercial use. The Municipality may enact by-laws to regulate, license or govern tourist camps, trailer camps or motels.
- 11.03.7 The number of trailer sites allowed, tourist camp sites or motel units will be prescribed in the implementing zoning by-law.
- 5.3 Section 13.02 – Form of Development is hereby amended by deleting "and" at the end of (C) and adding "and" at the end of (d) and adding (e) as follows:
- "(e) a trailer, motorhome or tent in accordance with the provisions of the Municipality Trailer By-law."
- 5.4 Section 16.01 – Rural is hereby amended by adding the following to the list of land uses in 16.01.2:
- "- a trailer, motorhome or tent in accordance with the provisions of the Municipality's Trailer By-law."
- 5.5 Section 16.02 – Waterfront is hereby amended by adding the following to 16.02.3.
- "and a trailer, motorhome or tent in accordance with the provisions of the Municipality Trailer By-law."

For additional information, please click below:

Map of Municipal Lands Affected

Comments from MMAH

Excerpts from "Russell on Roads"

M.T.O. Bulletin B-18

THE CORPORATION OF THE MUNICIPALITY OF WHITESTONE

By-law No. xx-2022

Being a By-law to adopt Official Plan Amendment
No. 2 to the Official Plan for the Corporation of the
Municipality Of Whitestone.

WHEREAS pursuant to Sections 17 and 22 of the *Planning Act* R.S.O. 1990, the Council of the Corporation for the Municipality of Whitestone,

NOW THEREFORE the Council of the Corporation of the Municipality of Whitestone hereby enacts as follows:

1. The Amendment No. 2 to the Official Plan for the Municipality of Whitestone, consisting of explanatory/background text, specific amendment and supporting materials is hereby adopted.
2. The Clerk is hereby authorized and directed to make an application to the Minister of Municipal Affairs and Housing for the approval of Official Plan Amendment No. 2.
3. THAT this By-law shall come into effect upon the date, and at the time of its passing.

Read a First and Second time this ____ day of February, 2022.

Mayor George Comrie

CAO/Clerk Michelle Hendry

Read a Third time and **Passed, Signed and Sealed** this ____ day of February, 2022.

Mayor George Comrie

CAO/Clerk Michelle Hendry

Comments Received as of September 30, 2021

- A. Sue Bennett
- B. Matthew Bennett
- C. John Brennan
- D. Larry Davidson
- E. Rick and Debra Dennis
- F. Robert and Karin Duda
- G. Carol and Jack Gorrie
- H. Douglas Harron
- I. Simon Harris
- J. Doug Hickey
- K. Brenda Hutchinson
- L. Randy Johnson
- M. Ryan Kent
- N. Lorimer Lake Association
- O. Shirley Mein
- P. Anthony Petersen
- Q. Tahinca Road Association
- R. Wah Wash Kesh Conservation Association and the Planning and Development Committee
- S. Whitestone Conservation Association
- T. Robert and Karin Duda
- U. Charmain Green
- V. Mary Ann Greenwood
- W. Wayne Lennox
- X. Lorimer Lake Association
- Y. Dan Mallory
- Z. Joshua and Danielle Wensink

A.

From: Sue Bennett [<mailto:sueandhowardbnntt@icloud.com>]
Sent: September 6, 2021 8:49 PM
To: michelle.hendry@whitestone.ca
Subject: Whitestone Official Plan Amendment#2

We are property owners of concession 5 north part of Lot 6 (46.47 acres) Shawanaga Lake Road roll #493901000105526, which is #29 on the summary list of identified land parcels.

We have owned this property since 2004 and would like the opportunity to build a family cottage. We have two grandsons who would enjoy spending time fishing, hiking and canoeing the Shawanaga Lake conservation reserve including the Snakeskin lake, Bell lake and Shawanaga lake.

We would anticipate the family cottage being used three months of the year.

We are in total support of the two official plan amendments dealing with:

- 1) trailers on vacant lots. and
- 2) Building on vacant lots that do not front on waterfront or a year-round road.

Sincerely Suzanne and Howard Bennett.

(Please note that this email is being submitted in written form also)

Sent from my iPhone

RECEIVED

SEP 13 2021

SEPT. 6 2021

MUNICIPALITY OF
WHITESTONEHELLEN HENRY C.A.O. - CLERK
WHITESTONE WHITESTONE WHITESTONE WHITESTONE

RE: WHITESTONE OFFICIAL PLAN
AMENDMENT # 2.

WE ARE PROPERTY OWNERS OF
CON. 5 NORTH PART OF LOT 6
(46.47 AC) SHAWANAGA LAKE RD,
ROLL # 493901000105526, WHICH
IS # 29 ON THE SUMMARY LIST
OF IDENTIFIED LAND PARCELS.

WE HAVE OWNED THIS PROPERTY
SINCE 2004 AND WOULD LIKE THE
OPPORTUNITY TO BUILD A FAMILY
COTTAGE. WE HAVE 2 GRANDSONS
WHO WOULD ENJOY SPENDING TIME
FISHING, HIKING AND CANOEING
THE SHAWANAGA LAKE CONSERVATION
RESERVE, INCLUDING THE SNAKESKIN
LAKE, BELL LAKE AND SHAWANAGA
LAKE. WE WOULD ANTICIPATE
THE FAMILY COTTAGE BEING
USED THREE MONTHS OF
THE YEAR.

WE ARE IN SUPPORT OF:

" WE ARE IN TOTAL SUPPORT OF
THE TWO OFFICIAL PLAN
AMENDMENTS DEALING WITH;
1) TRAILERS ON VACANT LOTS.
2) BUILDING ON VACANT LOTS
THAT DO NOT FRONT ON
WATERFRONT OR A YEAR
ROUND ROAD."

SINCERELY,

Suzanne Bennett
SUZANNE BENNETT.

AND Howard Bennett
HOWARD BENNETT

ADDRESS:

46696 WILSON LINE
RR# 1 BELMONT ONT.
NOL 1B0.

PHONE: 519-644-1808.

E MAIL: sueandhowardbnntt@gmail.com

B.

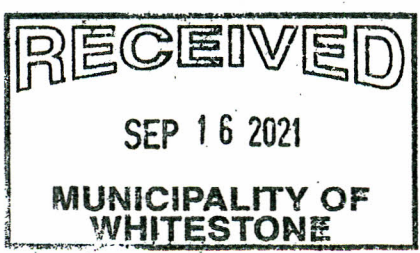
TO: MICHELLE HENDRY C.A.O. CLERK
WHITESTONE OFFICIAL PLAN AMEN.#2

MY PARENTS ARE THE OWNERS
OF CON. 5 NORTH PART OF LOT 6
SHAWANAGA LAKE ROAD.

IN ADDITION TO THEM BUILDING
A COTTAGE ON SAID LAND, I
WOULD BUILD GARAGE TYPE BUILDING
TO STORE TWO BOATS AND A
NUMBER OF CANOES PLUS A
SMALL WORK BENCH AREA.

I AM IN SUPPORT OF THE
TWO OFFICIAL PLAN
AMENDMENTS DEALING WITH:

- 1) TRAILERS ON VACANT LOTS.
- 2) BUILDING ON VACANT LOTS
THAT DO NOT FRONT ON
WATER FRONT OR A YEAR
ROUND ROAD.



TRULY
MATTHEW BENNETT
Matthew Bennett

ADDRESS: 19 WOOLWICH ST. EAST
FLORA ONT
NO B 150

C.

From: John Brennan [mailto:drjohnbrennan@gmail.com]
Sent: September 21, 2021 8:20 AM
To: Michelle Hendry <michelle.hendry@whitestone.ca>
Subject: backlot development and trailer by law submission

Michelle,

Please see attached and put it in the package for Council. I will be on the call and will speak at some point but this document outlines my major concerns.

Please confirm receipt of this email.

John

September 21, 2021

Submission to Council regarding Backlot Development and Trailer Use

BACKLOT DEVELOPMENT

I am firmly opposed to backlot development at this time for the following reasons:

1. The entire backlots are being proposed on a series of private roads that will lead to further 'daisy chaining' of roads.
2. There is absolutely no established standard for private roads, cottage roads etc. This is irresponsible planning and dangerous for the public in terms of emergency services and road safety. I realize that there is little that can be done about **existing** private roads but we can and should have standards going forward.
3. Private roads and daisy chaining of private roads bypasses all normal engineering and environmental assessment processes. The areas that are being proposed for development are all environmentally sensitive lands that ought to be carefully regulated.
4. The tract of land proposed for development along Amorak Trail is more than 500 acres. If the current minimum lot size is kept at 5 acres (2 hectares) then, in theory, there could be an additional 100 lots developed in this area alone. The vast majority of these lots would be getting access by a daisy chain of private roads with no construction standards or environmental assessments. There are currently approximately 35 users of these private roads currently with absolutely **no road agreements at all due to ongoing conflicts of the road owners that was caused by poor**

Municipal planning. The proposed backlot development would add up to 160 more users of these roads with no Municipal roads and no road agreements. The village of Dunchurch proper only has 50 to 60 homes and this development could lead to nearly 200 homes with no Municipal roads or services of any kind. That is bad development.

5. It is being put forward by Mr. Jackson that this backlot development is a “housekeeping issue”. I strenuously object to this notion. It is a fundamental change in land use policy that is not aligned with any provisions in the Official Plan. It is not aligned with Smart Growth and it is not designed to create an integrated and serviced community. It is designed to create a tax base and make money for select developers.
6. It has been suggested that Parry Sound has no affordable housing and that backlot development in Whitestone is an important solution to this problem. I strenuously object to this assertion. Again, this is not reflected in the Official Plan and has not been subject any proper public input and review. If the current council wants Whitestone to become a bedroom community for Parry Sound it must be done through an overall revision of the Official Plan, not an isolated amendment.
7. If Whitestone is to become a bedroom community for Parry Sound it would be responsible to seek out development opportunities in existing communities and expand them versus engaging in hodgepodge backlot development. Again, this would need to be reflected in the Official Plan and be consistent with smart growth.
8. The development on private roads and daisy chaining of private roads is a direct violation of the Municipal by-law limiting private roads systems to 1 km in length (May 3, 2006 OMB Decision 1303

Brennan v. Municipality of Whitestone). The intent of the OMB decision of the above date was to force developers to create municipal standard roads if their road was servicing multiple lots and was longer than 1 km length. Even though this by-law has been in effect since 2006 there has been no enforcement at all that I am aware of. This is clearly a missed opportunity to have developers pay for infrastructure.

9. There are no Municipal definitions of road standards for cottage roads, private roads etc. There is no credible path at this time for municipal assumption of private roads as the current standard for the roads costs between \$500,000 and \$700,000 per km to upgrade to a 66-foot municipal road. For that reason, it is critical in my view to make developers create the proper infrastructure to support their developments in the long term. That means making them put in proper roads.
10. The current pressure on parking and dock facilities that exists on Lake Wahwashkesh will become a new crisis if another 100 backlots are created off Amorak trail. All these people will want/demand water access and this is already an issue for existing users. It is completely irresponsible to even consider aggravating this situation just to create a tax base.

TRAILER BY-LAW

In my view there should be some form of trailer by-law, but it must be sensible and enforceable and apply to both vacant and occupied lots. Personally, I have no issues with people having a property and using a trailer as much as they want BUT I do not want to actually be able to see it from the road. Although trailers are very functional these days

and often quite expensive, they are not pleasing to look at. I would favour allowing unlimited trailer use subject to site plan control, lot coverage provisions, proper waste disposal, and a "no line of sight" provision from the road so that tree buffers etc. are maintained. There should be adequate parking and safe entry and exit from the driveway to the road.

I have been a resident of Whitestone for 21 years now and I am more concerned with the vast number of derelict trailers and vehicles that exist on many properties including highway 520, multiple roads off Wahwashkesh Road, and elsewhere. If the issue with trailers is that they are not pleasing to look at then we should consider proper site plans and forcing people to clean up derelict property. If there is a by-law governing the cleaning up of derelict property, I would be pleased to give the by-law enforcement officer the addresses of properties in my vicinity that should be forced to clean up.

I believe that the current proposal to limit trailer use to one month in a year is not enforceable in any consistent and practical way.

Respectfully Submitted,

John Brennan

Michelle Hendry

From: Davidson, Larry <LDAVIDSO@London.ca> on behalf of Davidson, Larry
Sent: September 8, 2021 11:10 AM
To: michelle.hendry@whitestone.ca
Subject: Official Plan Amendments

Hello Michelle, as a frequent guest of a property owner in this vicinity, I want to make you aware that I am in support of the two official plan amendments that address, 1)trailers on vacant lots. and 2)Building on vacant lots that do not front on waterfront or a year-round road.

Thank you for receiving this email.

Larry Davidson,
516 Bobbybrook Drive
London ON CA
N5X 1G9

Paula Macri

From: Debra Dennis <debradennis2@gmail.com>
Sent: September-20-21 12:14 PM
To: paula.macri@whitestone.ca
Subject: Public meeting

Hi Paula,

As per our recent phone conversation, Rick and Debra Dennis are in support of the backlot developments.

Thank you.

Debra Dennis

Paula Macri

From: robert.duda@safetyscience.ca
Sent: September-15-21 7:54 PM
To: paula.macri@whitestone.ca
Cc: 'kduda'; mayor.comrie@whitestone.ca; councillor.gorham-matthews@whitestone.ca; councillor.lamb@whitestone.ca; councillor.mcewen@whitestone.ca; councillor.woods@whitestone.ca; michelle.hendry@whitestone.ca
Subject: Letter re: Support for Changes to Official Plan for 'Backlots'
Attachments: 001 Duda letter Re Backlots to Whitestone Council 15 Sept. 2021.pdf

Hi Paula, hope all is well. Please find the attached letter outlining our support for changes to the policy regarding 'backlots and trailers' and anticipate this letter being attached to the Council meeting documents.

We look forward to the discussions on the current policy and hope that Council reviews our letter in detail. We would be glad to discuss our comments if yourself, town staff, Parry Sound Planning Board and Council Members wish to discuss our comments. We can be contacted at the number and email noted below.

Thanks,

Robert and Karin Duda

Tel: 705.733.5350

Robert.Duda@SafetyScience.ca

To: Whitestone Council

Re: Official Plan Amendment No.2 – building on vacant lots that do not front on waterfront or a year round road.

We are writing this *support* letter to changes to the official plan regarding 'backlots and trailers'.

We own property that has a small amount of frontage on a municipal maintained road and a large (approximately 1km) portion that fronts a private road. The current regulation restricts us in our ability to build, develop and create new lots on private roads and yet across the street on the same private road, waterfront lot owners with exceptions and limited service provisions can develop and sever their properties within the requirements of the regulations. On the other side of our property are two large parcels, 120 acres and 70 acres and because they are fronting municipal roads they have the ability to develop and sever their lands. We struggle to understand why our land is so restricted.

We reviewed numerous city and town official plans and online discussions and comments across numerous areas in Ontario re: backlots and there is little specific evidence, facts, reports or other information that provide details of specific deficiencies for allowing backlot development. We find numerous general statements and concerns but little substance on facts. We reviewed the number of backlots and find approximately 60 being discussed in the documents provided by Parry Sound Planning Board that are restricted from development and severing and yet there are 1000 or more properties across Whitestone that are already able to sever and develop. So we find this issue to be minor in the overall planning of Whitestone and any impacts such as traffic, lake pressure, environmental issues, rural atmosphere etc. is extremely minor in comparison to the impacts of potential development on existing land that already has the ability to develop and sever. We wonder why this is even an issue.

We do not want a change to the regulation that allows for unfettered development and bad planning and we recognize and value opinions. We feel the issue of backlot development must also be integrated with ability to create new lots. It does not make sense to us to allow for development but not allow owners on private roads to sever, configure and optimize their own property.

We also believe there needs to be criteria to assist in the decision making and there are a number of factors that can go into the decision-making process to allow for making a decision on whether or not backlots can be developed and new lots created. Backlot development cannot be decided upon opinion or just because a neighbour does not want the land beside them changed. Council needs to take an objective community-based decision approach and use some criteria to help make decisions. We are not land use planning specialists, far from it, but we did some research and found numerous criteria that can help define the benefits and impacts of backlot planning including: Environmental, Community Development, Services (fire, ambulance etc.) and Social / Rural. We have included some of our thoughts below on the policy change.

1. Environmental Issues

We reviewed the regulations and find that any new development or severance would follow existing local, region, province and federal (MNR, fisheries etc.) regulations. There is little concern of development that would not follow strict requirements of zoning, frontage distance, size of property severance, setbacks, public comment etc. etc.

We find the current land development policies and regulations are comprehensive enough to address any concerns of development.

2. Whitestone Community Development

We feel that Whitestone needs further development to advance jobs, investment, community housing, increased revenue through taxation and opportunities for families. Whitestone Official Plan, 2016 S.4.06, provides for a potential population of 1500 over the planning period and hence backlot development can support this. Additionally, the plan S.4.15 states it will attract growth in all sectors of the population by encouraging settlement and development, S.5.03 states 'promotes additional growth in residential areas...' and S.5.10 ensure adequate supply of land for new residential development. Allowing backlot development with ability to sever allows for families to have a rural housing setting and enjoy all the benefits Whitestone provides. There is little chance of large numbers of new waterfront properties being developed and without backlot development we don't believe Whitestone can improve its revenue sources, pay for increasing costs etc.

We see backlot development as a positive benefit to Whitestone across taxation, investment, more affordable housing and family life and the basis of the Official Plan supports residential development.

3. Access (police, fire, ambulance etc.)

We reviewed concerns related to development and severance on private roads and accessibility year-round and we find they are of little merit. In speaking to many land use planning personnel we find it would be challenging to create a policy around road standards and access for private roads and being able to enforce them. The existing residences on private roads do not have restrictive requirements based on their access and service (i.e. existing waterfront lots on private roads can get a permit to build without consideration of access) on year round access and so why should backlots have this restriction? If the backlots have these restrictions on development due to access then should Whitestone require all waterfront properties on private roads to have assessments of access and be required to upgrade their roads? This simply does not make good policy.

Additionally, Whitestone Official Plan S.9.05.4 states "Municipality may consider waterfront development on a private road in accordance with the policies where it may be demonstrate that a publicly assumed and maintained road is not necessary for the development of the Municipality". Why can this not apply to a backlot on a private road?

We feel access can be easily addressed through several legal avenues, including per Whitestone Official Plan S.9.06.3 Limited Service Zone, and does not represent a barrier to backlot development. Legal and planning experts can easily find solutions.

4. Social Impacts and Rural Atmosphere

We value the Whitestone area for its rural areas and large tracts of crown land (80% is crown land, Whitestone Official Plan 2016). We don't believe allowing the very limited number of backlots (60?, Parry Sound Planning Board) identified to develop and sever would have any material negative impact on the overall rural atmosphere of Whitestone. We do not believe backlot development would add any additional negative impacts to nearby lakes and in fact this reasoning leads to the two tier system of "rich" waterfront properties and the less fortunate 'backlot' owners. All Whitestone people have the right to enjoy and use the lands.

We believe there would be positive impact through the opportunity for more families and in many cases improvement to environment where people can enjoy Whitestone.

Council and all stakeholders should recognize that not allowing backlot development and ability to sever lots infers a negative image on Whitestone and contributes and reinforces the bad policies that have contributed to significant price increases, unaffordable housing, lack of supply and slowing investment. Backlot owners are caught in historical bad planning and we are stuck in an unfair position with our land being restricted. The current regulation creates a two-tier system, those with richly valued waterfront properties on private roads that can develop and sever and those with land on private roads that cannot. The existing regulations have changed significantly since the backlot policies were implemented decades ago and it is time to modernize Whitestone's approach and proceed with positive community development.

We trust that council and all stakeholders will view the backlot and creation of new lots (severing of properties) on private roads in a larger community perspective and make a sound decision while ensuring any changes are not burdensome and utilize existing zoning and permitting requirements already in place.

Robert and Karin Duda

67 Quinn Road
Dunchurch, ON
POA 1G0

July 29, 2021

Municipality of Whitestone
21 Church Street
Dunchurch, Ontario P0A 1G0

Attention: Ms. Michelle Hendry, CAO-Clerk

Dear Ms. Hendry:

Subject: Proposed OP Amendment No. 2, Development on Private Roads

This letter is in response to the proposed Official Plan Amendment No.2 (OPA-2), as outlined in Mr. John Jackson's Report to Council dated January 12, 2021. We understand that this matter will be discussed at a public meeting scheduled for August 19, 2021. We plan to attend the public meeting.

Our comments concerning the Private Road Policy component of OPA-2 are outlined below:

1. Overall Remarks

We support the concept of allowing non-waterfront development on private roads where lands have suitable area; setbacks, and regard for environmental sensitivities, whether these new lots are existing or created by land division.

2. Provincial Policy

The current position of the Province is outlined in Mr. Jackson's report and indicates that development on private roads (assuming this includes both existing lots of record and new lot creation by land division) may be approved subject to several requirements. It is presumed that the proposed requirements would be no more onerous to satisfy compared with waterfront lots using the same private road.

3. The Whitestone Official Plan and Zoning By-law

The Whitestone Official Plan is supportive of growth and states

"The Council of the Municipality of Whitestone, with this Plan and other strategies, will attempt to attract growth in all sectors of the population by encouraging settlement, development and business opportunities."

However, the same Official Plan also has less flexible wording, requiring that new development to be either on a publicly maintained road or have frontage on a recreational waterbody. The Zoning By-Law allows for development on private roads in rural zones (subject to conditions).

Given that the Whitestone Zoning By-Law provides for dwellings in non-waterfront areas on private roads, it is important for the Official Plan to be consistent with the current Zoning By-law, which will be facilitated by OPA-2.

4. Consistency of Wording Related to OPA-2

There is some inconsistency in various documents related to OPA-2 that require clarification. Please compare the wording used in the August 21, 2021 Whitestone Newsletter, the OPA-2 notice on the Whitestone Website, the January 21, 2021 Jackson OPA-2 report and the map of lots referenced in the Jackson report and published on the Whitestone Website. The following inconsistencies should be addressed:

- a. Is OPA-2 to address development on private roads or year-round roads?
- b. Is OPA-2 to address vacant or existing lots?
- c. New lot creation is mentioned in general, but it is not clear that this type of development is covered by OPA-2.
- d. The Jackson report refers to ~60 parcels of land that could be built upon if OPA-2 was approved, but this does not include new lot creation by land division, which in many cases would be more suitable than development on existing lots of record.

5. Private Roads – Investments by Ratepayers

The Municipality has benefitted from the design, construction and maintenance of private roads that individuals and road associations have undertaken. The majority of housing in Whitestone has occurred on private roads and the trend is for more year-round use and residency, especially post-Covid 19. Many associations have purchased their own equipment for grading, mowing and snow clearing. These private investments have opened development lands and created a significant tax base for Whitestone. Further benefits to the Municipality would accrue if the Whitestone supported non-waterfront development (existing or created lots) on private roads.

A number of local contractors have also benefitted from the maintenance programs that have been implemented to maintain private roads.

6. Dual Frontage and Other Planning Considerations

Typically, in planning of development areas, lots are designed on both sides of a roadway to minimize servicing and maintenance costs per lot. Most of the private roads in Whitestone are lotted on one side only. OPA-2 would address this shortcoming. Enabling additional lots on existing private roads would ease the maintenance burden on Road Associations through additional road fees. These funds could be used to improve the quality and safety of private roads and would reduce private road residents' maintenance demands on the municipality.

Additional rural, non-waterfront development would lead to more year-round residents who would support existing facilities, clubs and businesses such as the Whitestone Public Library and Technology Centre, the Community Centre, Pavilion, and the Nurse Practitioner–Led Clinic and associations / groups such as the Agricultural Society, the Rod & Gun, snowmobile and Lion's clubs, the United Church etc.

Infilling-type development on private roads rather than new, more expensive greenfield development in Whitestone that may be some distance from existing development or services should be supported.

7. Conditions and Standards

Mr. Jackson's report raises the questions as to what conditions and / or standards should apply to private roads where non-waterfront development is proposed. Most of the Whitestone private roads have been built and upgraded to a reasonable level for 3-season travel. Many have a high percentage of year-round residents and have implemented their own road programs to enable 4-season travel. Waterfront property owners have invested in and adapted to private road access and it would appear reasonable that new, non-waterfront lots would feel the same way.

Typically, non-waterfront parcels fronting on a private road are on the opposite side of the road from waterfront lots. Residents from either type of lot would access their homes via the same, existing road that has, in most cases, been in place for decades. It is unclear how new Municipal conditions would be placed on an existing private road, that is used by existing seasonal and year-round residents, as a result of new non-waterfront development.

Emergency vehicles can and have accessed private roads in the winter.

8. Sensitivities

There may be concern raised by existing residents regarding new, private-road development potentially across the road or fronting on the access route to their

dwelling. These concerns can be addressed through lot-level conditions on new development such as lot sizing and setbacks from the private road rights-of-way, existing properties, streams and wetlands, as well as orientation of proposed building envelop and driveways.

We trust these comments are useful as the Municipality continues its deliberations regarding development of non-water fronting lots on private roads. Thank you for providing an opportunity to comment on the proposed OPA-2. Please add our names to the circulation list for any future communications or discussions on this matter.

Yours very truly,

Carol & Jack Gorrie

c: Mayor George Comrie
Municipality of Whitestone Councillors
Ms. Paula Macri
Mr. John Jackson

H.

-----Original Message-----

From: Harron, Douglas [<mailto:DHarron@London.ca>]

Sent: September 8, 2021 11:46 AM

To: michelle.hendry@whitestone.ca

Subject: RE: Official Plan Amendments

Hello Michelle, as a friend and frequent guest of a property owner in Whitestone, I want to make you aware that I am in support of the two official plan amendments that address, 1)trailers on vacant lots. and 2)Building on vacant lots that do not front on waterfront or a year-round road.

Thank you for receiving this email.

Doug Harron
462 Dunedin Drive
London ON CA
N6H 3H1

Michelle Hendry

From: Simon Harris <scharris37@hotmail.com> on behalf of Simon Harris
Sent: August 15, 2021 5:14 PM
To: michelle.hendry@whitestone.ca; mayor.comrie@whitestone.ca; councillor.gorham-matthews@whitestone.ca; councillor.lamb@whitestone.ca; councillor.mcewen@whitestone.ca; councillor.woods@whitestone.ca
Subject: Proposed Amendment to Official Plan #2 (2021)

With respect to the proposed amendment of the by-law governing the development of backlots on private roads, we wish to voice our opposition to these changes. We appreciate that this will increase the municipal tax base in years to come which will be good for all in the community, however there needs to be more consideration given to how this will impact the upkeep costs on private roads, the additional pressure increased residential use of private roads will put on lake access points and the likely development of new access points in environmentally sensitive areas. These and many other points are already covered in the objection letter forwarded by the Wah Wash Kesh Conservation Association, all of which we fully endorse.

In summary therefore, we believe council should defer a final decision on this matter pending further investigative studies.

With kind regards
Simon and Gayle Harris
(705) 389-3976

Sent from [Mail](#) for Windows

Michelle Hendry

From: Doug Hickey <doughickey@sympatico.ca> on behalf of Doug Hickey
Sent: August 15, 2021 12:12 PM
To: mayor.comrie; Beth Gorham-Matthews; George Comrie; Joe Lamb; Joe McEwen; Michelle Hendry; councillor.woods
Subject: Development of Backlots.

I do not support the development of backlots in Whitestone. Despite the benefit of an increased tax base, I believe the longer term negative impact to Whitestone's roads and lakes, and possible future demands on Whitestone's infrastructure, does not support this suggested Bylaw change.

As such, in order to consider supporting this Bylaw change, I believe Council needs to do a much longer term (20 year) assessment of pro's and con's.

Doug Hickey
(416) 805-7557

Sent from my iPhone

K.

Dear Sirs,

Attached please find the joint letter of Evelyn and Greg Sullivan, property owners, with respect to the proposed amendments for trailers and backlot properties. As set out in the letter, we support the amendments proposed.

As set out in the Notice of Meeting, we wish to notify you that we would like to receive the decision of the Municipality of Whitestone of the Official Plan amendment.

Thank you for your assistance.

Please confirm receipt of this email and attachment.

Best regards,
Brenda Hutchinson
Evelyn Sullivan
Gregory Sullivan

Evelyn Sullivan & Brenda Hutchinson
9 & 266 Tahinca Road, Dunchurch, Ontario
evnalf@gmail.com / hutchinsonbrenda8@gmail.com
Mailing Address:
314 Sixth Street, Midland, Ontario L4R 3Y4

Gregory Sullivan
Hosick Road, Dunchurch, Ontario
gregtsullivan@gmail.com
Mailing Address:
2S Gibson Lake Road, Palgrave, Ontario L7E 4B3

September 22, 2021

Mayor and Members of Council
Municipality of Whitestone
21 Church Street
Dunchurch, ON P0A 1G0
Clerk.administrator@whitestone.ca

Dear Mayor and Members of Council

We are writing to you to support your work on the proposed amendments dealing with trailers and the development of back-lot properties. We write to you as property owners who wish to have the option of severing some property for family use.

Evelyn Sullivan (nee Hosick) owns 88 acres of land that abuts East Townline Road, a municipal road, which property includes Tahinca Road up to the end of the Sullivan cottage property at 266 Tahinca Road. Greg Sullivan, son of Evelyn owns 95 acres of land that abuts Tahinca Road on the south side that also borders East Townline Road, (collectively the "Property"). Brenda Hutchinson (nee Sullivan) is a daughter of Evelyn and sister of Greg and is submitting this letter on their behalf.

Tahinca Road is a well-maintained road that has continually improved over the years. Tahinca Road Cottage Association (Road Association) started with 18 members when the road was originally built in the late 1960s, and now supports more than 45 cottagers, including full-time residents. There is no issue with emergency vehicles accessing the road. The road now over 50 years old has continually been upgraded from a seasonal road closed in the winter months, to a fully-serviced year-round road.

We had not looked into developing any of the Property, but had always assumed this would be available should future generations wish to build on the acreage that is on either side of Tahinca Road. As noted above, the Property abuts East Townline Road and has shoreline along the mouth of Staley's Creek, where the creek joins Whitestone Lake.

We are not interested in developing the land, other than to sever the Property, into sufficient lots to enable family members to build either a seasonal residence or 4-season home. We are also interested in building accessory buildings to the cottage on the Property, such as storage sheds, a garage, or garage with living accommodation, either on the opposite side of the road to the cottage property, or at some other desirable location on the Property. Having 88 acres of land, we did not feel that all accessory buildings should have to be on the cottage property, but could possibly be spread out, either across the road, or a short walk away.

The draw for family to build on this land is that the land has been in the family since 1875. We reflect how our great grandfather, James Hosick, walked 28 miles from Parry Sound to Dunchurch in 1875, later to marry Sarah Crosswell from Ahmic Harbour in 1877; how Evelyn's father George W. Hosick, as a boy, would travel by rowboat to the property where our cottage now stands, and walk the balance of the way to Dunchurch to go to school, and how he and a friend were on a raft on Whitestone Lake watching Halley's comet in 1910, when he was 16. George W. Hosick had purchased his property, originally 300 acres, from his nephew Lloyd Hosick, who in turn had acquired it from his father, and George's eldest brother, John Hosick, both lifetime residents of Dunchurch.

This property is the roots of our family. It is the common bond that links the generations. We have all enjoyed our childhoods at the cottage, and wish the tradition to continue for generations to come. Evelyn first went to the log cabin that her father had built in 1944, when she was 12. Her grandchildren, the youngest now 20, share the same love for the land, and the cottage she and her husband built.

Trailers

We support the use of trailers on vacant lots, especially on those lots that are deemed by the Municipality to be "no build" properties. We also agree to an annual fee for property taxes for such trailers. Where a building permit cannot be issued, the property owner should be able to use a trailer so that they may enjoy the property that they own.

Back-Lots

As noted in the reports, each back-lot will have a separate set of circumstances. In reviewing the reports, we are confident that the Municipality will review the interests of all, and will come up with a suitable plan that meets the needs of a growing community (and tax base) with the flexibility to provide building permits on a case-by-case basis, if certain criteria is met. Tahinca Road is a well-established four-season road that is well maintained and already supports full-time residents. In our particular example, we would add to the road fees collected to maintain the road and would therefore not be an added burden on the Road Association.

We wish council to consider all options and to not make a decision that limits the use of property and, potentially, an increase to tax revenue. By enabling back-lots to be subdivided and developed, could provide an opportunity to lakefront property owners to purchase the land immediately behind them. They could then build a garage, or such other accessory building which would increase the value of their lot(s) and ultimate tax base, instead of the land being totally worthless and useless to the property-owners that are not able to do anything with their land other than being an insurance risk from trespassers.

Thank you for the opportunity to allow us to provide our comments. We appreciate the level of work required for this review and support the Municipality's efforts in coming up with a fair and equitable solution to all those interested, taking into account the experts' reports, the environmental impact and the property-owners rights of use of land that they own.

Respectfully,

*Brenda Hutchinson on behalf of
Evelyn Sullivan and Greg Sullivan*

To: Whitestone Council, Mayor Comrie, CAO Michelle Hendry
Re: Official Plan Amendment No. 2

The Johnson family is communicating our letter of support for amendments to the Official Plan, specifically with respect to Official Plan Amendment No. 2 and the equitable idea that Rural property owners who front private roads, be allowed to build and sever their property as afforded to Waterfront or Rural fronting municipal roads.

As identified as #34 in the Planner's "Map of Municipal Lands Affected", we have a large RU property fronting a private road (Booth Road) that we can currently do nothing with other than build a hunt camp. We were unaware and shocked to learn this recently. It's important to note that this issue affects both our large RU parcels, not just the portion of the first one identified in the report. As it stands today, we would be confined to a single residential dwelling on the other half fronting Booth Road, because a small area touches York Street (a municipal road). The same applies to the large RU parcel bordering it to the north – because it borders the unopened King Street to the east (King intersects with Sackville, Jarvis & Butler which enter off Hwy 124), we can build a single residential unit within it. However, with both our large RU properties, we cannot create driveways entering off Booth Road without the municipality granting one by-law exception on each. While they may grant the exception because both touch a municipal road, we still are discriminated against dividing 1000 feet of property into multiple RR or RU lots as is afforded to the waterfront owners who drive up through the middle of our property on Booth Road to access their properties. So, while we generously granted those owners a right-of-way through our property to their modern, 4-season residences, we are denied the ability to sever & build the same due to an outdated 70's access concern.

This modern reality now completely negates the reasoning that we cannot allow building or severances of RU properties on private roads because of issues with seasonal access. Most private roads today, like Booth Road, are open year-round with road associations, some incorporated, funded by owners with maintenance agreements and municipal road grants, and many insured. Whitestone Official Plan S.9.05.4 states "Municipality may consider waterfront development on a private road in accordance with the policies where it may be demonstrated that a publicly assumed and maintained road is not necessary for the development of the Municipality". Today, there is no reason this would not apply to a backlot on a private road.

We have seen discussions on online groups and read the road/lake association letters which oppose such development, and there is little or no evidence or facts that provide a valid argument against allowing backlot development. With only 58 lots identified, the impact potential is completely outnumbered by the 100's of waterfront and rural properties that are able to be developed under the current plan. If the 58 RU lots on private roads are allowed to build/sever, as with RU lots that already have this ability, it does not mean all will be developed. Concerns about year-round access, safety concerns (fire/emergency/increased road traffic), environmental pressure, maintaining a rural aesthetic – all not fair concerns, because these developments have already been widely accepted on lands.

Backlot development, like any developments, must still be under the advice of the Municipal Planner, and go before Council and with input from neighbours, and so are still afforded consideration of all concerns & impacts. We understand that Council will be objective when presented with development requests, and that they will consider community input, as they have continued to do with property owners who have already undergone this process. We see no issues with the change to a fair & equitable plan.

Lack of affordable housing has been a hot topic for the area for many years. The enjoyment and benefits of living on rural properties has become popular recently and most are beyond being affordable for many permanent residents or young newcomers. And within Whitestone, there is now very limited opportunity for new Waterfront lot development, and for the few available, they are not affordable. Allowing for backlot development will help provide opportunities for affordable investment & housing and increase our tax base. It will also add to the number of residences funding road maintenance & improvements. And we have witnessed backlot developments in other municipalities.

We anticipate, with most of Whitestone ratepayers being seasonal, and some newer permanent residents having retired to their summer homes, that there will largely be a good number who will push against any plan change. While we understand their concern to maintain rural views, it is unreasonable for wealthier lakefront owners to oppress less fortunate rural owners with unfair and outdated plan restrictions. Rural owners could impose those same views back onto Waterfront owners who have altered and destroyed shorelines, fish habitats and impacted water quality, affecting lake enjoyment for those who access lakes through public boat launches. Backlot development will not have negative impacts to nearby lakes with proper planning. And it is only reasonable and fair that backlot owners be able to take advantage of a market improvement for rural properties, as Waterfront owners have enjoyed for decades. And furthermore, we encourage Council not to impose inequitable severance rules on RU backlots in comparison to Waterfront lots or in comparison to RU lots fronting municipal roads. If it is the science that 8.5 acres is needed to prevent cross contamination between RU lots, then that should be the reason for the minimum size.

In summary, we see only positive outcomes from this amendment to the Official Plan, and would encourage council and all stakeholders see the great value in allowing backlot development, while trusting the existing regulations, zoning and permitting processes will ensure developments proceed in a fair and measured way.

Regards,
Randy Johnson (on behalf of the Johnson family)
Roll Number: 493901000703300 Con A Pt Lot 61 (Booth Road)



M.

-----Original Message-----

From: Ryan Kent [<mailto:ryan.d.kent@gmail.com>]

Sent: September 6, 2021 6:36 PM

To: michelle.hendry@whitestone.ca

Subject: Official plan amendment No. 2 for municipality of Whitestone

I am in support of the two official plan amendments under review which will address (1) trailers on vacant lots (2) building on vacant lots that do not front on waterfront or a year round road.

Approval of these two amendments would allow my family and I to spend several long weekends each year in the Dunchurch and Shawanaga lake area.

Thanks,

Ryan and Elaine Kent.

N.

To: Michelle Hendry, George Comrie, and the Whiteston Planning Team, Municipality of Whitestone
From: Cecilia Parkes, Lake Steward, The Lorimer Lake Association
Date: August 30, 2021
Re: Official Plan amendment

I am writing on behalf of the Lorimer Lake Association with regards to some revisions required to the current, consolidated official plan, for the Municipality of Whitestone. It has come to our attention that some important policies regarding Lorimer Lake, that were on the Official Plan, which is dated November 2003, are not included on the Consolidated June 2, 2016, Official plan. In addition, we have some additions that we would like to make to the Official plan that is currently under review. Please find below the specifics:

1- Please keep the wording from the Consolidated, June 2, 2016, official plan (section 17.06.1) as follows:

Lorimer Lake is managed as a Lake Trout Lake and the lake has been identified as being at capacity. New lot creation may only be considered in accordance with the LCAH (Lakeshore Capacity Handbook)

2-Please add the following to the Official plan currently under review:

Only one new lot can be severed per year, on Lorimer Lake as a whole, with no opportunity to roll over the yearly allotment.

Note: this is similar to the policies on the December 2003 Official Plan which states the following:

17.06.7 "Only one new lot may be created by consent for a parcel that is eligible for consent in accordance with the policies of this Plan".

10.04.6.8 "A maximum of five new lots may be created over a five year period with a limit of one lot per land owner in any calendar period. Applications for new lots over the five year period will be allotted on a first come, first serve basis and no repeat applications will be considered until the end of the five year period. At the end of the five year period, on additional five year period may be commenced using the same principles including a principle of fair share if any applications in the second period are repeat applicants"

The Lorimer Lake Cottage Association feels that it is very important that we limit the lot creation to one per year, for the whole lake (which includes the portion that is in the Municipality of Whitestone and the portion that is in the Municipality of McDougall) because of the fragile condition of our lake which has been deemed to be at capacity.

3-Add the following to the official plan currently under review, regarding Lorimer Lake which is similar to Section 17.06.3 of the 2003 Official Plan, and also add this phrase "with no jutting between the setback and the shoreline".

New lot frontage to be at least 150 metres (492 feet) and lot areas no less than 2.25 hectares, with no jutting between the setback and the shoreline.

If you could please acknowledge receipt of this letter, it would be appreciated. In addition, if there is any further action that you suggest we take, please do not hesitate to contact us. Thank you in advance for your consideration of this matter.

Thank you,

Cecilia Parkes
Lake Steward and Board Member, Lorimer Lake Association

September 15, 2021

Sent Via Email

Attention: Whitestone Council Members, Various Staff

In Support of Backlot Development and Severances

RE: Official Plan Amendment No. 2-building on vacant lands that do not front on waterfront or municipally maintained roads.

During the course of my severance application, whilst speaking to the area Planner I learned of potential changes that were coming to address what I understood as land locked parcel points of access and the inability to get a clear severance based on the current restrictions in place for severances. IE- Frontage on a Municipally Maintained road being the biggest obstacle but others factoring in.

I have personal interest in this as I “assumed” part of my 78 acre lot – 1 Mile wide lot, would without issue be able to be severed off as its driveway is off of the “snowplow” turn circle of Nickels Cove Road.

I started to look at the area and how many lots are restricted from doing a severance in these same circumstances or even backlots (non waterfront lots) on the other side of the roads of water front lots with road access. If the road is suitable for the current cottagers to travel and the emergency services to access then I fail to understand the restriction of the development of these lots.

The Municipality in my opinion needs to embrace affordable housing, work from home situations which will be very streamlined with the introduction of Fiber to the area and freeing up space on the Towers for others to use who will not be connected to Fiber. It is my opinion that need to embrace attracting all young families so we can keep our school open, which keeps our bus drivers employed and so on. The influx of business for the building trade would grow and encourage people in the trade and those trained in our local college to start up new businesses not to mention the fact that the township will see an increase in tax revenue.

I support the backlot discussions and hope that some or all of these points are brought into consideration when making your decision on this particular issue at hand and the potential to make changes at the same time or in the very near future for others who have larger pieces of land that have the potential to offer affordable backlots for those who want them. Win/Win Affordable land/housing, more tax revenue and growing the community in a responsible way with no additional costs for road maintenance etc. required.

Most Sincerely

Shirley J Mein

Shirley Mein
81 Gibson Bay Road
705-730-8527
Shirley.mein@gmail.com

P.

Sent: September 8, 2021 10:15 AM

To: michelle.hendry@whitestone.ca

Subject: proposed changes to the planning act

I am in complete support of the two official plan amendments dealing with

1) trailers on vacant lots and

2) building on vacant lots that do not front on waterfront or a year-round road.

Approval of these two changes would allow me and friends to more easily and frequently enjoy fishing canoeing and hunting the Shawanaga Lake conservation reserve and other adjacent crown lands.

Anthony Petersen

62 Surrey Cres London Ontario

Sent from my iPhone

Q.

From: Lori & Mike Bedford [mailto:bedfords@rogers.com]

Sent: September 22, 2021 11:42 PM

To: mayor.comrie@whitestone.ca; councillor.gorham-matthews@whitestone.ca;
councillor.lamb@whitestone.ca; councillor.mcewen@whitestone.ca;
councillor.woods@whitestone.ca; Michelle Hendry <michelle.hendry@whitestone.ca>

Subject: Objection to backlot change to Official Plan

Attached you will find a letter indicating the comments from the Tahinca Road Association of 50+ members indicating they do not support any changes to the current official plan concerning the building on back lots.

Lori Bedford
Secretary Tahinca Road Association

Tahinca Road Cottage Association

Jerry Carter President, jeremycarter007@yahoo.ca or
Lori Bedford, Secretary bedfords@rogers.com

September 9, 2021

Municipality of Whitestone

RE: Official Plan Amendment No2. Building on Vacant Lots that do not front on water front or year round road

Dear Michelle Hendry & Mayor Comrie and Council:

On behalf of the Tahinca Road Cottage Association we wish to register our joint objection to the proposed amendment as set out in the John Jackson Planner report dated January 12, 2021 to allow building permits for existing backlots that do not front on waterfront or on a year round road.

Our concerns are as follows:

- The pressures on the lake's capacity. We have seen a significant increase in boat traffic which creates risks for swimmers, canoeists, and kayakers. The boat traffic also erodes the natural shoreline reducing the survival of wildlife such as loons.
- Pressures should be evaluated for the support of additional residents on marinas, restaurants, traffic on seasonal roads, etc. Our association supports approximately 50 properties, and a continual topic of discussion is the speed which visitors travel on our seasonal roads, the condition it is left in and recently we discussed littering and theft of property not to mention the added cost to support these roads. It was clearly stated that the municipality will not assist financially.

-
- The additional population to the municipality will require greater pressures on levels of service that are not considered seasonal in nature.
 - The amendment could eliminate the natural environment that welcomes the residents experience when approaching the properties. Most of these residents were purchased for the natural environment their homes are set among the seasonal roads
 - The proposed amendment does not contain any details to describe what is expected. Will this permit multiple lots, what are the setbacks, size of lots

Our Association does not feel that this is an amendment that should be considered lightly, and the municipality should consider rejecting this proposed change. Our Cottage Association was presented at our AGM with the objection letter submitted by the Wah Wash Kesh Conservation Association and voted to echo the sentiments of their thoughtful, thorough, well-crafted letter dated August 11th.

Respectfully,

Lori Bedford

Secretary, Tahinca Road Cottage Association

bedfords@rogers.com

705 305 2984

R.

From: helen mallovy-hicks <mallovyhicks@gmail.com>
Date: August 11, 2021 at 7:41:58 PM EDT
To: g.r.comrie@sympatico.ca
Cc: lynnmbrennan@gmail.com, bcribbett@sympatico.ca, jlferris@live.com,
cthody@gmail.com, rguimond1@cogeco.ca, rauhguys@gmail.com, tweed43@sympatico.ca,
jmallovy@rogers.com, cefieder@gmail.com, frank.camenzuli@outlook.com,
kathy.deuchars@gmail.com, jegkgw@jegkgw.com, jrderber@live.com
Subject: RE: Proposed Amendment to Official Plan #2 (2021)

Dear Mayor Comrie and Council Members

On behalf of the Wah Wash Kesh Conservation Association (WWKCA), and the Planning and Development Committee of the WWKCA, this letter is to register our joint objection to this amendment as set out in the “John Jackson, Planner report dated January 12, 2021”, to allow building permits for “existing backlots” and to the proposed changes regarding trailers on undeveloped lands.

This letter constitutes our written notice of objection to the proposed changes. Both proposed changes have long term implications that should not be undertaken without first modernizing the Official Plan and taking into account the issues raised above.

We appreciate your attention to the concerns raised above.

Kind regards,

Helen Mallovy Hicks, Chair, WWKCA Properties and Development Committee, and

Lyn Brennan, President, WWKCA

George Comrie, Mayor, and
Members,
Council of the Municipality of Whitestone
21 Church Street, Dunchurch Ontario P0A 1G0

August 6, 2021

RE: Proposed Amendment to Official Plan #2 (2021)

Dear Mayor Comrie and Council Members

On behalf of the Wah Wash Kesh Conservation Association (WWKCA), and the Planning and Development Committee of the WWKCA, this letter is to register our joint objection to this amendment as set out in the "John Jackson, Planner report dated January 12, 2021", to allow building permits for "existing backlots" and to the proposed changes regarding trailers on undeveloped lands. Our grounds include:

(1) Regarding the proposed changes to allow building permits on backlot development.

Our key objections are that such a change needs to be decided upon as part of the overall review of the Whitestone Official Plan, and risk of high costs to the Municipality, as follows:

- This motion is being brought forward separately from the current review of the Whitestone Official Plan. Such a substantial change that will impact the entire municipality of Whitestone should be made (or not) on the basis of its relation to the overall official plan, which is in flux at this time. Therefore, no change should be made at this time.
- In fact we feel that the Official Plan update needs to include multiple factors impacting lake residents including the capacity of the lake infrastructure (including road access, marinas, docks), and how to properly manage the extent of development on lakes considering health of the lake (water quality, unique flora and fauna considerations) that impact the type and extent of appropriate development (shoreline and backlot properties). The changes to the use of backlots has significant potential implications to all the above factors and is not a "house-keeping" amendment.
- The review of the official plan should also take into consideration the vast number of unassumed and private roads in the municipality. Given that the backlot proposal will have significant impact on current private road management (as detailed below), it should not go forward in advance of the update to the Official Plan.
- This proposal will be a net cost to the municipality because as more lots are developed the respective owners will demand a higher level of service.

- This proposal does not conform to the [Provincial Policy Statement](#)¹ indicating that “Settlement areas shall be the focus of growth and development” aimed at promoting development in areas such as Dunchurch, Ardbeg, and not in remote locations.
- Other than to the owners of such properties, and the benefit of additional tax dollars to the Municipality, there does not seem to be other advantages of this change.

The proposed amendment is unclear and will result in numerous issues including:

- Will these lands be allowed only residential building? Lands zoned RU or RR are permitted a wide range of uses, including a boarding house, mobile home, group home, hunt camp, pits and quarries, tents, trailer or motor home, institutional uses such as schools.
- This proposal will increase the use of private/unassumed roads. This puts increased pressure on local residents on these roads to maintain these roads including collecting fair contributions from all parties. For Wah Wash Kesh cottagers and residents using Amorak Trail, there has been a long-standing difficulty in collecting road fees reflecting all properties in the Merritt development each of which are serviced by a road extending from Amorak Trail (WPSGS addresses 28207, 28237, 28227, 28307, 28430, 28553, 28676, 28677 Wah Wash Kesh Lake). Two of the affected backlots front onto private portions of Amorak Road.
- In addition, residents on private roads do not receive the same services as those that reside on public roads, but “the shoreline tax base pays a significantly larger portion of the Municipality's tax base”² taxes. Promoting more development on private roads adjacent to shoreline property owners exacerbates this double standard.
- What will be the standard for these private roads? Will they be built to a standard that can be assumed? The Municipality has numerous unassumed and private roads that it inherited 20 years ago that have not been upgraded. Why would the Municipality continue to support more private roads?
- Other Municipalities e.g., Havelock-Belmont-Methuen, restrict private road extensions. The Municipality of Whitestone has traditionally allowed private roads as long as a maintenance agreement is in place. These agreements, although convenient for the Municipality, should be done by Official Road Associations which are a significant cost to the property owners due to insurance, registration etc. Any road maintenance agreement with more than 10 properties ends up being extremely problematic.
- What additional restrictions will be placed on the development of these backlots? For example, the proposal may result in the construction of even more private roads into these backlots, compounding the above problem, particularly if further subdivision of the backlots is allowed. These restrictions should be considered as part of the update to the Official Plan.
- Additional residential use of the private roads will no doubt put additional pressure on the lakes and lake access points nearby. On Wah Wash Kesh Lake, public parking space for cars and trailers requiring water access is vastly under capacity, and requires private funding (via the WWKCA) contributed on a volunteer basis (and with poor compliance) to ensure functionality (such as paying for new docks, dock maintenance, seasonal movement of docks, parking area upkeep). As for private road upkeep, the new backlot building will increase stresses on these water access resources and on those trying to support them.

¹ Provincial Policy Statement, 2020, accessed July 31 2021 at <https://files.ontario.ca/mmah-provincial-policy-statement-2020-accessible-final-en-2020-02-14.pdf>

² REPORT TO COUNCIL OFFICIAL PLAN AMENDMENT NO. 2 TRAILER POLICY UPDATE PRIVATE ROAD POLICY UPDATE January 12, 2021 John Jackson Planner

- It is not clear whether this will be restricted to existing backlots, or will future backlots (including subdivisions of the identified backlots) be allowed building permits? What is the definition of an "existing backlot"?

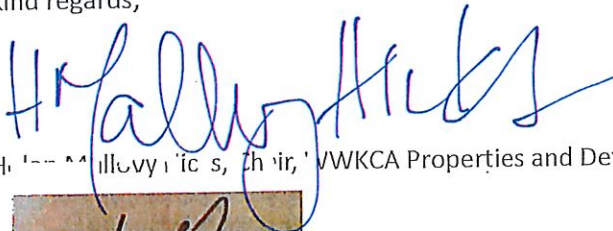
(2) Trailers on vacant lots:

- It is not clear what problem this proposed change is trying to solve – what is the problem with trailers being parked on undeveloped land? Should the changes be focused on these problems and not the trailers per se?
- Enforcement of existing restriction is lax to non-existent. Will this be revised?
- Why only undeveloped land vs developed land? Is there not an issue with the percent of lot used by accessory trailers?

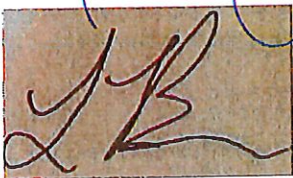
This letter constitutes our written notice of objection to the proposed changes. Both proposed changes have long term implications that should not be undertaken without first modernizing the Official Plan and taking into account the issues raised above.

We appreciate your attention to the concerns raised above.

Kind regards,



Helen Milroy, Chair, WWKCA Properties and Development Committee, and



Lynn Brennan, President, WWKCA

Mayor George Comrie and Council Members
of the Municipality of Whitestone
21 Church Street
Dunchurch, ON, P0A 1G0
(705) 389-2466
info@whitestone.ca

Sep. 14, 2021

Esteemed Municipality of Whitestone Council Members,

RE: Proposed Amendment to Official Plan #2 (2021)

On behalf of the Whitestone Conservation Association (WCA), this further correspondence represents our collective objection to this Official Plan (OP) amendment as set out by Planner John Jackson's report of 12 Jan. 2021, proposing to allow building permits for "exiting back lots" and to proposed changes regarding trailers on undeveloped lands.

Given that the first public meeting to discuss this proposal on Aug. 19, 2021, had some technical difficulties, this has allowed further time for members of the WCA to voice their concerns. The long term implications of this amendment must be accounted for and should not be brushed off lightly as merely a "house-keeping" amendment. Upon review of the **Provincial Policy Statement, 2020, Under the Planning Act**, further insightful guidance should be applied to this proposal.

Part V: Policies

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.3.8 A planning authority may identify a settlement area or allow the expansion of a settlement area boundary **only at the time of a comprehensive review and only where it has been demonstrated that:**

- a) **sufficient opportunities to accommodate growth and to satisfy market demand are not available through intensification, redevelopment and designated growth areas to accommodate the projected needs over the identified planning horizon;**
- b) **the infrastructure and public service facilities which are planned or available are suitable for the development over the long term, are financially viable over their life cycle, and protect public health and safety and the natural environment;**
- c) in prime agricultural areas:

1.1.4 Rural Areas in Municipalities

Rural areas are important to the economic success of the Province and our quality of life. Rural areas are a system of lands that may include rural settlement areas, rural lands, prime agricultural areas, natural heritage features and areas, and other resource areas. Rural areas and urban areas are interdependent in terms of markets, resources

and amenities. It is important to leverage rural assets and amenities and protect the environment as a foundation for a sustainable economy.

Ontario's rural areas have diverse population levels, natural resources, geographies and physical characteristics, and economies. Across rural Ontario, local circumstances vary by region. For example, northern Ontario's natural environment and vast geography offer different opportunities than the predominately agricultural areas of southern regions of the Province.

1.1.4.1 Healthy, integrated and viable rural areas should be supported by:

- a) building upon rural character, and leveraging rural amenities and assets;
- b) promoting regeneration, including the redevelopment of brownfield sites;
- c) accommodating an appropriate range and mix of housing in rural settlement areas;
- d) encouraging the conservation and redevelopment of existing rural housing stock on rural lands;
- e) using rural infrastructure and public service facilities efficiently;
- f) promoting diversification of the economic base and employment opportunities through goods and services, including value-added products and the sustainable management or use of resources;
- g) providing opportunities for sustainable and diversified tourism, including leveraging historical, cultural, and natural assets;
- h) conserving biodiversity and considering the ecological benefits provided by nature; and
- i) providing opportunities for economic activities in prime agricultural areas, in accordance with policy 2.3.

1.1.4.2 In rural areas, rural settlement areas shall be the focus of growth and development and their vitality and regeneration shall be promoted.

1.5 Public Spaces, Recreation, Parks, Trails and Open Space

1.5.1 Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
- b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
- c) providing opportunities for public access to shorelines; and
- d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

2.0 Wise Use and Management of Resources

Ontario's long-term prosperity, environmental health, and social well-being depend on conserving biodiversity, protecting the health of the Great Lakes, and protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental and social benefits.

Accordingly:

2.1 Natural Heritage

2.1.1 Natural features and areas shall be protected for the long term.

2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

2.1.3 Natural heritage systems shall be identified in Ecoregions 6E & 7E1, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.

2.1.4 Development and site alteration shall not be permitted in:

- a) significant wetlands in Ecoregions 5E, 6E and 7E1; and
- b) significant coastal wetlands.

2.1.5 Development and site alteration shall not be permitted in:

- a) significant wetlands in the Canadian Shield north of Ecoregions 5E, 6E and 7E1;
- b) significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)¹;
- c) significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)¹;
- d) significant wildlife habitat;
- e) significant areas of natural and scientific interest; and
- f) coastal wetlands in Ecoregions 5E, 6E and 7E1 that are not subject to policy 2.1.4(b) unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

¹ Ecoregions 5E, 6E and 7E are shown on Figure 1.

2.1.6 Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.

2.1.7 Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.

2.1.8 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.

2.1.9 Nothing in policy 2.1 is intended to limit the ability of agricultural uses to continue.

2.2 Water

2.2.1 Planning authorities shall protect, improve or restore the quality and quantity of water by:

- a) using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development;
- b) minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts;
- c) evaluating and preparing for the impacts of a changing climate to water resource systems at the watershed level;

- d) identifying water resource systems consisting of ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas, which are necessary for the ecological and hydrological integrity of the watershed;
- e) maintaining linkages and related functions among ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas;
- f) implementing necessary restrictions on development and site alteration to:
 - 1. protect all municipal drinking water supplies and designated vulnerable areas; and
 - 2. protect, improve or restore vulnerable surface and ground water, sensitive surface water features and sensitive ground water features, and their hydrologic functions;
- g) planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality;
- h) ensuring consideration of environmental lake capacity, where applicable; and
- i) ensuring stormwater management practices minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.

2.2.2 Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored.

Mitigative measures and/or alternative development approaches may be required in order to protect, improve or restore sensitive surface water features, sensitive ground water features, and their hydrologic functions.

With a mandate to conserve, enhance and protect the natural environment within this municipality, the WCA feels that the current OP needs updating to account for many factors impacting municipal residents including the capacity of each lake and its infrastructure (including docks, road access, moorage etc.). It also must specify how to properly manage the extent of development on lakes taking into account the health of each lake (water quality, aquatic biota) that may be impacted with not only shoreline but back lot development alike. This aligns with the ideas presented at the Sept. 7th municipal council meeting from the Gooseneck Lake Association from their document entitled “ Recommendations for Specific Lake Policies for Gooseneck Lake, Municipality of Whitestone”, June 1, 2021”.

Any private road development approvals should not be construed as providing consent to fill in or alter any watercourse it may come across. Road Policy should be revised to specify that all such private developments must comply with all municipal, provincial and federal regulations regarding working near water. The collective members of the WCA feel that this municipality must demonstrate the appropriate appetite to enforce any changes to the OP regarding trailers.

The current Zoning By-Law should not be revised at this time. All the landowners involved were aware of the implications of the existing Zoning By-Law when they acquired these back-lots. The question is not how do we fix this problem of not being

able to gain a building permit, but rather does the citizens of Whitestone support development in these wild areas. We should understand and appreciate the relationship of the land, the near-shore, the lakes, and the aquifers.

This aligns directly with the municipality's **Strategic Plan**, July 2019, Strategic Objectives, Number 4, **Environmental Stewardship**

“To preserve and enhance the natural environment of our community with its small, rural, and waterfront character, and maximize the quality of life for present and future generations”

This Strategic Plan identifies two actions that are specific to lake management and protection:

4.2 Enhance lake and watershed planning and management – The Municipality of Whitestone will participate in and encourage lake planning and management efforts at the watershed level to ensure that interests of our lake and their residents / users are recognized appropriately in regional planning and operations, including the minimization and mitigation of spring flooding.

4.3 Monitor and promote water quality: The Municipality of Whitestone will encourage and support programs to maintain and enhance water quality in the lakes, rivers and aquifers within its bounds.

If you have any questions, comments, or concerns, feel free to contact me.

Respectfully Submitted,

John Wesley
Chair
Whitestone Conservation Association
(705) 774-1795
rjwesley@rogers.com

T.

From: robert.duda@safetyscience.ca [mailto:robert.duda@safetyscience.ca]
Sent: September-28-21 11:17 AM
To: paula.macri@whitestone.ca
Cc: 'kduda' <kduda@live.ca>; mayor.comrie@whitestone.ca; councillor.gorham-matthews@whitestone.ca; councillor.lamb@whitestone.ca; councillor.mcewen@whitestone.ca; councillor.woods@whitestone.ca; michelle.hendry@whitestone.ca

Subject: Review of comments re: creation new lots on private roads

Hi Paula and Council, hope all is well. We reviewed the comments attached in the Agenda for the Whitestone special meeting and appreciate everyone's input but reiterate our comments that most are opinion without fact. We did find several offensive and self-serving and not based on community planning and fairness. Our land is hard earned and is not a 'backlot' and my 3 girls that hopefully inherit this land we have are just as important as waterfront owners.

Re: road standard... this seems to be the crux of what needs to be addressed. We appreciate the issue of standards for private roads, however, if the numerous current private roads are adequate for current waterfront owners and obtaining taxation from them... Then they are acceptable for new lot creation on the non-waterfront side. Requiring a higher road standard for the creation of a lot on an existing private road is simply not fair.

Overall we do not think Whitestone should get involved in any standards for Roads and owners that build and develop lands accept the responsibilities for limited service of fire, ambulance etc. to their properties based on their situation. Similar to water access lots. Private roads are private and its up to the owners and any agreements they have to manage access. Let the owners own and assume responsibility.

If the issue of road access is something that is needed we think the solution is that for NEW private roads there needs to be NEW standards but the Existing private roads (inherited by Whitestone) need to be "Grandfathered" ... especially when there are waterfront users already using them with no special standards or requirements for the road. Be glad to discuss and I trust there are creative ways to bring things into a fair position.

Robert and Karin Duda
705.733.5350

U.

From: Charmain Green [mailto:deerns1@outlook.com]
Sent: September 24, 2021 11:38 AM
To: michelle.hendry@whitestone.ca
Subject: Official Plan Amendments (2)

RE: Trailers on Vacant Lots & Building on Vacant Lots that do not front on water front or a year round road.

This letter constitutes our written notice of objection to the proposed changes. Both proposed changes have long term implications that should not be undertaken without serious consideration to the impact on the lakes and surrounding area.

Additional residential use of the private roads will only put additional pressure on the lakes such as the health, water quality etc., and lake access points nearby. The additional influx of people and boats on the back lots who will want to access the lakes and will have an effect on private road upkeep, any new backlot changes will increase stresses on water access, resources and on those trying to maintain them.

We hereby wish to be notified of any communications, discussions and decisions regarding the above noted plan amendments.

Heinz & Charmain Green
078078 11th Line
Meaford, ON N4L 1W5

V

From: Mary Ann Greenwood <mary.greenwood@live.com>
Date: 2021-09-30 12:11 a.m. (GMT-05:00)
To: mayor.comrie@whitestone.ca, councillor.gorham-matthews@whitestone.ca,
councillor.lamb@whitestone.ca, councillor.mcewen@whitestone.ca,
councillor.woods@whitestone.ca
Subject: Full-time trailers and back lot development

Mayor and Councillors,

I have a few concerns regarding full-time trailers and back lot development. In regards to full-time trailers I would like to know how water, grey water and waste will be addressed. Trailers are meant to be hooked up for water and waste. Will full-time trailers be required to put in a septic system? If not the impact to the environment and lake water quality will be greatly affected with runoff.

Another concern is how many trailers will be allowed on a property? Will they be taxed as a permanent building or as a lot? If they are permanent trailers they should have to pay the same taxes as someone with a permanent building.

In regards to back lot developments my concern is the impact to the environment and safety. What size of lots will be allowed? Overdevelopment will case animals to travel into residential areas. Cities are having trouble with coyotes and wild animals because they have no place to go. Co-existing with wildlife can only happen if they have space too.

As for safety a lot of back roads are single narrow lanes with blind hills and curves. Putting more traffic on these types of roads increases the chances of collisions. Will there be a standard mandatory width that a road must be before allowing development on that road?

Sent from my iPhone

W.

From: **Wayne Lennox** <wmjlennox@gmail.com>
Date: Mon, Sep 27, 2021 at 10:42 AM
Subject: Meeting to consider amendment to Official Plan
To: <paula.macri@whitestone.ca>
Cc: Lynn Brennan <lynnmbrennan@gmail.com>

Good morning Paula

I am submitting my comments--attached--to be considered at said meeting on the 30th.

I will also be attending via zoom.

Thanking you in advance for your attention to this matter.

Cheers

--

Wayne Lennox

Lennox Specialty Projects

705 716-0347

45 Shabbott's Bay Rd (Lake WahWashKesh)

RR 2

Dunchurch, ON

To Mayor Comrie and Council

Cc Lynn Brennan, President, Lake WahWashKesh Conservation Association

Re plan to amend Official Plan to permit development on back lots fronting on private roads.

I am against the adoption of this amendment. Mr Jackson has outlined the issues very thoroughly and on balance, it appears the negatives outweigh any potential gains (an opinion also supported by the late Mr. Russell).

First of all, as changes are coming to the municipality's Official Plan the very consideration of these amendments should only be viewed in the context of the revision of the OP as the ramifications are significant and, obviously, potentially contentious.

Allowing more development on back lots will intensify the demand for upgrades to private roads as more vehicles will be travelling on them. With the trend of more and more retirement to the cottage coupled with working remotely, there is increasing usage as it is by lakefront property owners. Our cottage is on a private road, and though it is in reasonably good shape, it is not suitable for most emergency vehicles. Much of it remains impassable in winter and early spring. Remediation to bring it up to some provincial standard would be incredibly expensive. The notion that those benefitting from such an upgrade would have to bear the cost is incredibly frightening. (Mr Jackson's letter re regulation 9.06.2).

Many lakefront owners chose to build under the assumption that there would be no back lot development as the current OP forbids it. It seems patently unfair and perhaps even punitive to reverse course now.

The impact that intensified development on private roads could have on our landfill sites has not been explored. These are currently under significant pressure. The need for new sites would increase and the search for an additional landfill site(s) can be both challenging and extremely expensive.

If back lot property development is allowed on private roads, it will likely mean intensified lake usage through expanded marina facilities, as back lot owners would not have lake access. How do we measure the impact such increased usage might have on the quality of our lake?

Perhaps private roads should never have been allowed by the province for many of the reasons that Mr. Jackson and the late Mr Russell have outlined. But since we have them, Council has to mitigate the problems and possible negative impacts—financial and otherwise—that often attend them. Allowing for back lot development is not going down the right 'road' but more likely will open the proverbial Pandora's Box.

Wayne Lennox

To: Mayor George Comrie, Michelle Hendry, Members of Council, and the Whitestone Planning Team, Municipality of Whitestone
From: The Lorimer Lake Association
Date: September 24, 2021
Re: Proposed Amendment to Official Plan #2 (2021)- private road policy update

On behalf of the Lorimer Lake Association, we are writing to state our support of the letter dated September 14, from John Wesley the Chair of the Whitestone Conservation Association, opposing the proposed amendment to the official plan regarding the private road policy update.

We do not feel that the Municipality of Whitestone should allow building permits for existing back lots, or any new backlot, which would be adjacent to private roads, but would not have water frontage, or front on a municipally maintained road.

The addition of such backlots would serve to decrease water quality and the wilderness appeal that we all treasure. It would also result in a great lack of privacy for property owners that would be adjacent to such new backlots being proposed.

Severances, that could be permitted in the future, in the Municipality of Whitestone, could ultimately increase the amount of these backlots that do not front on the lake or on a municipal road. These new backlots could, depending on the property owned, include a section that may overlook another cottage property on the lake. The result would be a great reduction in the wilderness appeal that is so paramount to cottage owners. Furthermore, a large amount of run off would result from such development, and this would ultimately disrupt not only the neighbors, but also the quality of the lake. In addition, boat traffic would increase from the new lot owners desire to launch their watercraft at public launches on the lake, which contributes to an increase in shoreline degradation, and a decrease in the lake quality.

Thank you for your time and consideration of this matter.
Respectively,

The Lorimer Lake Association

Y

From: Dan Mallory [mailto:dan@malloryinsurance.com]

Sent: September 25, 2021 1:25 PM

To: michelle.hendry@whitestone.ca

Subject: Official Plan amendment No 2 meeting Sept 30/2021/ bldgs on vacant lots

Hi Michelle:

For the meeting on Sept 30,2021, please provide this note of support to amend the Official Plan to grant building permits to vacant lots that do not front on waterfront or on a year round road.

There are many buildable lots in the Municipality of Whitestone that do not front on a year round road but are only a short distance to the year round road. Their access road could be much closer then the driveways of many dwellings that do front on a year round road.

If a property owner builds not on the year round road, it should be their decision to accept that they may not have the level of municipal services that others may have. Thank you.

Daniel W Mallory
Whitestone taxpayer

Z

From: Danielle Regeling <d.m.regeling@gmail.com>
Sent: September 29, 2021 9:19 PM
To: michelle.hendry@whitestone.ca
Subject: Meeting for Plan Amendment #2

Hello,

This is in regards to the meeting on September 30 to discuss Plan Amendment #2 on Trailers on vacant land. This is our written submission of our opinion in regards to this proposal:

We, as property owners in Whitestone, believe that it would be a benefit to the community to leave it to the sole discretion of property owners to have an RV, trailer, tiny house, or other alternative form of housing year round, as they see fit on their land, while respecting appropriate distances from lot lines as well as proper waste disposal. We are for reducing regulations on use of trailers on vacant land as we feel that property owners should be able to decide whether or not to have trailers on land that they have purchased, while respecting the items listed above.

Thank you,
Joshua and Danielle Wensink

Sent from my iPhone

**Comments Received between
October 1, 2021 to April 5, 2022**

- A. Jen Slykhuis
- B. Dan Mallory
- C. Dora Micelli
- D. John Hawkins
- E. Eugene Fernandes
- F. James Wootton
- G. Kathy Lytle
- H. Jeremy Schefter
- I. Rick Poulin
- J. Audrey and Mark Mommersteeg
- K. John Hawkins
- L. James Dyment
- M. Janice Scott
- N. Lori Bedford

A

From: Jen Slykhuis [mailto:jenslykhuis@live.ca]
Sent: October-12-21 9:34 AM
To: Paula Macri <paula.macri@whitestone.ca>
Subject: Official Plan Amendment #2

Hello Paula and Council

I am writing on behalf of the Carlton Road Association who is in support of the proposed changes for OPA 2. As owners of lots that do not front onto a Town road, we would like to be able to enjoy our properties, which is difficult with the current rules for trailers and buildings. We fully support the municipality in these changes and would be happy to assist in any way that we can.

Thank you in advance,

Jen Slykhuis

B

From: Dan Mallory [mailto:dan@malloryinsurance.com]

Sent: October 24, 2021 11:03 AM

To: Info Whitestone <info@whitestone.ca>

Subject: Official Plan Amendments - (trailers and) bldg permits not on water or year round road.

To the Mayor and Council of the Municipality of Whitestone:

I have reviewed the 7 written submissions that were shown in the "Addendum to the Sept 30/2021 Special Council Agenda" in the Municipality Website.

Of the 7 submissions, there were 3 in favour and 3 against with one with concerns.

It is the 3 "Against" submissions that I am responding to. Their main objection seems to be the "Impact on Lakes", extra "Boat Traffic", diminished "Lake Quality"! Whereas they say they are against the change to allow building permits on "BackLots", their arguments are really demonstrating the need to allow for these building permits. If a person wanted to live on a lake, boat around the lake, fish the lake etc, they would build on the lake as they can get a building permit which is permitted. There are many people that don't own a boat, don't fish, and don't have any particular interest in living on waterfront with the corresponding high taxes. Those people that choose not to be on the water but on a backlot are contributing **to** keeping the quality of the lake water and **not** increasing lake usage so the objectors' reasons to vote against the Official Plan change for building permits are really reasons why the change should take place.

Thanks.

Dan Mallory

C

From: Dora Micelli [<mailto:doram.studio@gmail.com>]
Sent: November-07-21 2:53 PM
To: paula.macri@whitestone.ca
Subject: Building on Gibson Bay Rd

Hi Paula

My name is Dora. I live at 103 Gibson Bay Rd.
I just heard about the proposal of the possibility of rezoning on the back lot on Gibson Bay Rd.
I am absolutely opposed to building in that area. We have a small lake with a delicate ecosystem. I'm fearful that building will tip that balance and create a disaster.
Please please don't allow this request to go forward.
Thank you so much for your time and your understanding

Dora Miceli Sent from my iPhone

D

From: John Hawkins [<mailto:snikwah@sympatico.ca>]
Sent: November-08-21 10:13 AM
To: Paula Macri <paula.macri@whitestone.ca>
Subject: Opposition Letter

Hi Paula,

We are opposed to the Official Plan Amendment No.2 concerning trailers on vacant lots and building on vacant lots that do not front on waterfront or a year round road.

Regards,
Michelle and John Hawkins
99 Gibson Bay Rd.

Sent from my iPhone

E

From: Eugene Fernandes [<mailto:eugene.tandem@gmail.com>]

Sent: November-08-21 9:17 AM

To: paula.macri@whitestone.ca

Subject: Back lot developments on Gibson bay rd.

Hi Paula, just writing this email to let Council Know that I'm opposed to any development on the back Lots on Gibson Bay rd. I think the health of the lake will be affected negatively by additional population using lake.

Thank you.

103 Gibson bay rd.

Sent from my iPhone

F

From: JAMES WOOTTON [mailto:jdwootton@rogers.com]

Sent: November-09-21 7:49 AM

To: Paula Macri <paula.macri@whitestone.ca>

Subject: Backlots on Gibson Bay Road

Good Morning Paula,

This email is regarding the possibility of backlots being sold and developed on Gibson Bay Road. Apparently there was an email sometime in September regarding this issue that I never came across. We (the Wootton's) live at 105 Gibson Bay Road and are extremely opposed to any development occurring on the other side of Gibson Bay Road. The negative environmental impact is obvious (waste and noise pollution) as well as being home to many species of wild animals. This will also negatively effect our property value and will negatively effect our enjoyment of the property we own. We pay a substantial amount for our Whitestone escape and wish to continue being able to use it as an escape.

Sincerely,
James Wootton

G

From: Kathy Lytle [mailto:lytlecathy61@gmail.com]
Sent: November-12-21 3:33 PM
To: paula.macri@whitestone.ca
Subject: Proposed Official Plan Amendment

Good afternoon Paula

I'm writing this email regarding information I have recently received about a Public Meeting that took place on September 30, 2021 regarding

- (i) trailers on vacant lots, and
- (ii) building on vacant lots that do not front on waterfront or year round road.

I would like to inform you that I am opposed to this happening.
If there is any further information you require please let me know.

Regards
Kathy

Sent from my iPhone

Jeremy Schefter & Nicole Wesolowski
127 Gibson Bay Road
Dunchurch, ON
P0A 1G0
jschefter@telus.net

February 6, 2022

Paula Macri, Planning Assistant
705-389-2466 ex 122
paula.macri@whitestone.on.ca

RE: Official Plan Amendment No. 2

Paula and Municipality of Whitestone Council,

Please accept this letter as our official notice of objection to any proposed changes under Official Plan Amendment No. 2 concerning two (2) Official Plan amendments under consideration which will address: (i) trailers on vacant lots; and (ii) building on vacant lots that do not front on waterfront or a year-round road.

As a Civil and Water Resources Engineer, there are numerous significant negative impacts and risks that need to be considered in adopting such changes. While the background research provided by John Jackson to date starts to uncover some of these topics, we believe a true understanding of the real impacts and risks for Whitestone is far from measured and understood. Other than some uncertain additional tax base, we are not sure why these changes are even being considered? What is the motivation to make these changes and who is pushing for them? In our minds, any minor financial benefits for the Municipality don't come close to outweighing the numerous negative impacts and risks.

We also want to raise a concern over the very poor communication around these proposed changes, thus the reason this letter is being submitted many months into the process. We did not receive any direct communications or notices from the Municipality regarding these impactful proposed changes, and the website is very difficult to navigate and locate all the relevant information related to these proposed changes. We hope that public communications will improve moving forward through the municipal process and ongoing analysis and consideration of any proposed changes is not taken lightly.

Regards,
Jeremy Schefter & Nicole Wesolowski

|

From: rick poulin [mailto:rickpoulin12@gmail.com]
Sent: February-15-22 2:12 PM
To: Paula Macri <paula.macri@whitestone.ca>
Subject: OPA2 , development of back lots fronting on private Roads.

Hello Paula and Council

Please accept this letter opposing the proposed amendment to the official plan regarding back lot development.

In the last two years, our lake has increased in water traffic substantially.

We believe, back lot development would only compound this increased water traffic which of course will contribute to the degradation of our Lake water quality.

There are many Marshs, Creeks and Streams which flow directly into Whitestone Lake, many backlots are adjacent to these waterways.

Our Private Roads have also increased significantly in traffic, so much so that we have had to install a speed limit sign on our Private Road.

Additional traffic would make most Private Roads unsafe.

I hope the Council considers the potential irreversible Environmental impacts a decision like this could make.

Thank You
Rick & Tammy Poulin

February 22th, 2022

Municipality of Whitestone
2 Church Street
Dunchurch, Ontario
POA IGO

Attention: Mayor Comrie and Members of Council

Re: Proposed Official Plan Amendment No.2 (OPS-2)

We are writing in regards to the above subject matter of the Official Plan Amendment No.2 and cannot support the proposal of allowing non-water front development on private roads as well as proposed changes with respect to trailers on undeveloped lands.

Without getting into a long-winded letter on our concerns, we support the documents provided by the Whitestone Conversation Association, Wah Wash Kesh Conversation Association.

As elected officials, there is a responsibility to ensure full representation for all residents within the Whitestone community.

It is our opinion that recent legislative changes by the Province provided Municipalities the ability to make revisions to official plans provided adherence is maintained to certain processes whereby full investigations are completed to avoid irreversible damages to the environment as well as the safety and health of the public within Whitestone.

Further confirming that these investigations and assessments are critical is evident by the increase in building permit in 2021, increased public interest in the Whitestone area and impact of the change in life views due to the Pandemic.

In addition, we have concerns due to the ongoing increase cost of property resulting in the development of low-lying areas within Whitestone that in our opinion are very important to the ecological systems.

Re-assessment due to Global Warming and resulting revisions in regards to design requirements for 40 and 100 year storm events. The spring of 2019 clearly reflected these issues where properties and infrastructure were impacted.

By allowing development on these lots, traffic volumes in all shapes and forms from construction, personal vehicles, recreational vehicles will increase adding to already existing safety issues.

Whitestone Lake is already a very active lake with an abundance of PWC traffic and further development on these lots will only add to this issue and again to the safety of all.

While the last two items listed are the responsibility of everyone to ensure a safe and enjoyable experience within Whitestone Community, these issues are of special concern to us as parents of two special needs adults that thoroughly enjoy what Whitestone has to offer.

The Whitestone area is a unique and enjoyable area as confirmed by the increased interest in properties and now development. Other areas have or are already experiencing these impacts that will forever change their identity. Please do not let Whitestone become another casualty before all the facts are known.

We thank you for the opportunity to provide our opinion on this subject matter.

Regards
Audrey and Mark Mommersteeg

K

From: Snikwah99@outlook.com [mailto:Snikwah99@outlook.com]
Sent: February 24, 2022 3:59 PM
To: michelle.hendry@whitestone.ca
Subject: O.P.A. #2

February 24, 2022

Michelle Hendry:

I have concerns regarding the Environmental impacts resulting from the proposed O.P.A. #2. These impacts could be reduced by requesting an Environmental Assessment on all lands considered to be Backlot. I suggest the assessment to be performed by an independent Third Party that has no previous affiliation with the Municipality or its Planning Consultants.

In addition, all new sites are to comply with the Soil Management Regulation including a chemical analysis of all soils that are imported or exported as part of a Backlot development. The Regulation states that as of January 1, 2022 the tracking and recording of all excess soils, being transported, is now mandatory.

I am also concerned about Enforcement. The Municipality should ensure that all Policies and Bylaws created by the revisions of the O.P. can be enforced.

Regards,

John Hawkins
99 Gibson Bay Road

L

From: James Dyment [mailto:jim@municipalplanning.ca]
Sent: February 15, 2022 10:59 AM
To: John Jackson <jjplan@vianet.ca>; michelle.hendry@whitestone.ca
Cc: Snikwah99@outlook.com
Subject: Whitestone OPA

Madame Clerk and Mr. Jackson;

I was connected by property owners in Whitestone concerned about the potential for creating backlots behind their properties on Gibson Bay Road. I have reviewed the proposed OPA on their behalf and have advised them that I think it does a good job of setting up reasonable policies to limit backlot development to suitable areas. However, I believe the Township will need a clear definition of infilling in the Official Plan in order to reduce uncertainty and ensure that the proposed policies can be applied consistently through the Township.

Thank you.

Jim Dyment BES, MCIP, RPP
Municipal Planning Consultants
(705) 733-5310

M

Sent: April 3, 2022

To: Paula Macri, paula.macri@whitestone.ca
Cc: mayor.comrie@whitestone.ca; councillor.gorham-matthews@whitestone.ca;
councillor.lamb@whitestone.ca; councillor.mcewen@whitestone.ca;
councillor.woods@whitestone.ca; michelle.hendry@whitestone.ca

Official Plan Amendment #2

Dear Mayor and Councillors,

We would like to take the opportunity to support comments objecting to trailers on vacant lots and new home development on private roads. We will not use this time to reiterate mindful comments from Lake Associations, homeowners or the Whitestone Conservation Association, but speak of our hopes as full time members of the Whitestone community.

After purchasing and living on Whitestone lake seasonally for 11 years, my husband and I made the decision to live here permanently in our retirement. We chose this area for several reasons.

Firstly, we believed in this municipality's position of maintaining the small rural environment that we grew to love, as was evident in the existing bylaws. This was followed closely with our understanding that Whitestone prided itself with the aesthetics of the community, including lots, woodlands and lakes. It is strongly felt that the passing of Official Plan Amendment #2 will be detrimental to both.

You can not view this Amendment one person or one empty lot at a time, but as a larger picture and the consequences linked to that. The number of private roads in the Whitestone Municipality alone raises concern in regards to the long term implications this will have on our community.

We appreciate your consideration of our concerns and hope for an outcome which will preserve and support this beautiful area.

Regards,
Janice Scott and Kim Batenchuk
Gibson Bay Rd.
Whitestone Lake

From: Lori & Mike Bedford [mailto:bedfords@rogers.com]
Sent: April-04-22 7:55 PM
To: Michelle Hendry <michelle.hendry@whitestone.ca>; Paula Macri <paula.macri@whitestone.ca>
Subject: Official Plan Meeting April 12th

i have attached the Tahinca Road letter written for comment regarding the building on non waterfront lots back in September. I am attaching it again for consideration to ensure it is on file and being considered in part two of this discussion. i am requesting you forward it to the appropriate staff member. Please acknowledge receipt of this letter.

Lori Bedford
Secretary Tahinca Road Association.

Letter to municipality to comment on building on back lots

The municipality is looking for feedback on two issues:

Allowing trailers on lots for extended periods of time and
the development of backlots accessed by private cottage roads.

I would like to echo the sentiments of Wah Wash Kesh Conservation Association in their opposition to the development of backlots. The primary justification is the pressure on the simple, private road systems needed to access the developments as the Town is clear in not assuming additional responsibility and the pressures on the lake and environment with the increased population. I would also suggest that the forests surrounding our cottages is part of the allure to the area and to see them depleted for development would detract from the area. I have copied the Wah Wash Kesh letter for your information (it was included among the previous email sent out). I will be asking for support at our Tahinca AGM meeting on the 5th to communicate support of the Wah Wash Kesh sentiment to our Whitestone Council.

From: helen mallovy-hicks <mallovyhicks@gmail.com>
Date: August 11, 2021 at 7:41:58 PM EDT

Subject: RE: Proposed Amendment to Official Plan #2 (2021)

Dear Mayor Comrie and Council Members

On behalf of the Wah Wash Kesh Conservation Association (WWKCA), and the Planning and Development Committee of the WWKCA, this letter is to register our joint objection to this amendment as set out in the “John Jackson, Planner report dated January 12, 2021”, to allow building permits for “existing backlots” and to the proposed changes regarding trailers on undeveloped lands.

This letter constitutes our written notice of objection to the proposed changes. Both proposed changes have long term implications that should not be undertaken without first modernizing the Official Plan and taking into account the issues raised above.

We appreciate your attention to the concerns raised above.

Kind regards,

Helen Mallovy Hicks, Chair, WWKCA Properties and Development Committee, and
Lyn Brennan, President, WWKCA

George Comrie, Mayor, and Members,
Council of the Municipality of Whitestone
21 Church Street, Dunchurch Ontario P0A 1G0

August 6, 2021

RE: Proposed Amendment to Official Plan #2 (2021)

Dear Mayor Comrie and Council Members

On behalf of the Wah Wash Kesh Conservation Association (WWKCA), and the Planning and Development Committee of the WWKCA, this letter is to register our joint objection to this amendment as set out in the “John Jackson, Planner report dated January 12, 2021”, to allow building permits for “existing backlots” and to the proposed changes regarding trailers on undeveloped lands. Our grounds include:

(1) Regarding the proposed changes to allow building permits on backlot development. Our key objections are that such a change needs to be decided upon as part of the overall review of the Whitestone Official Plan, and risk of high costs to the Municipality, as follows:

- This motion is being brought forward separately from the current review of the Whitestone Official Plan. Such a substantial change that will impact the entire municipality of Whitestone should be made (or not) on the basis of its relation to the overall official plan, which is in flux at this time. Therefore, no change should be made at this time.
- In fact we feel that the Official Plan update needs to include multiple factors impacting lake residents including the capacity of the lake infrastructure (including road access, marinas, docks), and how to properly manage the extent of development on lakes considering health of the lake (water quality, unique flora and fauna considerations) that impact the type and extent of appropriate development (shoreline and backlot properties). The changes to the use of backlots has significant potential implications to all the above factors and is not a “house-keeping” amendment.
- The review of the official plan should also take into consideration the vast number of unassumed and private roads in the municipality. Given that the backlot proposal will have significant impact on current private road management (as detailed below), it should not go forward in advance of the update to the Official Plan.
- This proposal will be a net cost to the municipality because as more lots are developed the respective owners will demand a higher level of service.
- This proposal does not conform to the Provincial Policy Statement¹ indicating that “Settlement areas shall be the focus of growth and development” aimed at promoting development in areas such as Dunchurch, Ardbeg, and not in remote locations.

- Other than to the owners of such properties, and the benefit of additional tax dollars to the Municipality, there does not seem to be other advantages of this change. The proposed amendment is unclear and will result in numerous issues including:
- Will these lands be allowed only residential building? Lands zoned RU or RR are permitted a wide range of uses, including a boarding house, mobile home, group home, hunt camp, pits and quarries, tents, trailer or motor home, institutional uses such as schools.
- This proposal will increase the use of private/unassumed roads. This puts increased pressure on local residents on these roads to maintain these roads including collecting fair contributions from all parties. For Wah Wash Kesh cottagers and residents using Amarak Trail, there has been a long-standing difficulty in collecting road fees reflecting all properties in the Merritt development each of which are serviced by a road extending from Amarak Trail (WPSGS addresses 28207, 28237, 28227, 28307, 28430, 28553, 28676, 28677 Wah Wash Kesh Lake). Two of the affected backlots front onto private portions of Amarak Road.
- In addition, residents on private roads do not receive the same services as those that reside on public roads, but “the shoreline tax base pays a significantly larger portion of the Municipality's tax base”² taxes. Promoting more development on private roads adjacent to shoreline property owners exacerbates this double standard.
- What will be the standard for these private roads? Will they be built to a standard that can be assumed? The Municipality has numerous unassumed and private roads that it inherited 20 years ago that have not been upgraded. Why would the Municipality continue to support more private roads?
- Other Municipalities e.g., Havelock-Belmont-Methuen, restrict private road extensions. The Municipality of Whitestone has traditionally allowed private roads as long as a maintenance agreement is in place. These agreements, although convenient for the Municipality, should be done by Official Road Associations which are a significant cost to the property owners due to insurance, registration etc. Any road maintenance agreement with more than 10 properties ends up being extremely problematic.
- What additional restrictions will be placed on the development of these backlots? For example, the proposal may result in the construction of even more private roads into these backlots, compounding the above problem, particularly if further subdivision of the backlots is allowed.

These restrictions should be considered as part of the update to the Official Plan.

- Additional residential use of the private roads will no doubt put additional pressure on the lakes and lake access points nearby. On Wah Wash Kesh Lake, public parking space for cars and trailers requiring water access is vastly under capacity, and requires private funding (via the WWKCA) contributed on a volunteer basis (and with poor compliance) to ensure functionality (such as paying for new docks, dock maintenance, seasonal movement of docks, parking area upkeep). As for private road upkeep, the new backlot building will

increase stresses on these water access resources and on those trying to support them.

(2) REPORT TO COUNCIL OFFICIAL PLAN AMENDMENT NO. 2 TRAILER POLICY UPDATE PRIVATE ROAD POLICY UPDATE

January 12, 2021 John Jackson Planner

1. Provincial Policy Statement, 2020, accessed July 31 2021 at <https://files.ontario.ca/mmah-provincial-policy-statement-2020-accessible-final-en-2020-02-14.pdf>
 - It is not clear whether this will be restricted to existing backlots, or will future backlots (including subdivisions of the identified backlots) be allowed building permits? What is the definition of an “existing backlot”?
- (2) Trailers on vacant lots:
 - It is not clear what problem this proposed change is trying to solve – what is the problem with trailers being parked on undeveloped land? Should the changes be focused on these problems and not the trailers per se?
 - Enforcement of existing restriction is lax to non-existent. Will this be revised?
 - Why only undeveloped land vs developed land? Is there not an issue with the percent of lot used by accessory trailers?

This letter constitutes our written notice of objection to the proposed changes. Both proposed changes have long term implications that should not be undertaken without first modernizing the Official Plan and taking into account the issues raised above.

We appreciate your attention to the concerns raised above.

Kind regards,
Helen Mallovy Hicks, Chair, WWKCA Properties and Development Committee, and
Lynn Brennan, President, WWKCA