

STEENBURG LAKE COMMUNITY ASSOCIATION

Newsletter, Fall 1980

ANNUAL MEETING

The 1980 meeting was so well attended the room overflowed and we were forced to move outside to accommodate the crowd! Wine and cheese may be the magic formula. We plan to continue this "social" next year, hopefully on the traditional date, the Saturday before Civic Holiday. For those who couldn't attend, Richard Fitzgibbon's report is attached to this Newsletter.

Your Executive for 1981 is:

PRESIDENT:	Doug Little
PAST PRESIDENT:	Richard Fitzgibbon
TREASURER:	Dorothy Cooper
SECRETARY:	Pat Kasubeck
MEMBERSHIP:	Yvonne Flavelle

DIRECTORS:	Bill Ackehurst
	Kent Anderson
	Charles Bateman
	Bruce Ratcliff
	John Savage
	Wayne Soble

We would like to thank retiring executive Richard Fitzgibbon both for his outstanding contribution as President and representing us at the Federation of Ontario Cottagers Association on Provincial issues; Ann Mudge for her fine organisation of the painstaking Membership job; and Wes Moffitt for his long service especially through the difficult trailer camp issue.

Several issues raised at the meeting required deputations to local Council. Concerns centred mostly on: the condition of the East Road; the possibility of winter plowing of the East Road; and the lack of boat launch facilities.

With a mandate to raise these issues, we attended Limerick Council meeting on October 3rd. Council was very responsive to our concerns, noting that the brush had been cut back from the sides of the East Road, and pointed out that maintenance is performed on the same basis as any other Township road. It was noted that this is a 33 foot seasonal road and many of the complaints may be due to limitations of this size and the expectations of those of us accustomed to city services where population density and commercial taxation allows much greater expenditures on roads. Council quickly agreed to check the flooding and washing out of the culverts mentioned at



the meeting and attempt to solve the problem, believed to be beavers clogging the water course, rather than undersized culverts.

Council was also responsive to plowing the East Road in winter if demand warranted. However, since under existing by-laws this is a seasonal road, regular plowing would require both a zoning change and upgrading the road to year round standards. Obviously, this would be an extremely expensive proposition requiring a strong demand and a willingness to pay higher taxes to subsidise costs. Since this is far off under any circumstances we will ask Council to plough a large parking area at the highway as a realistic solution to winter access.

Council indicated they had been discussing solutions to the boat launch situation, and were approaching the Province regarding regulations and funding available. The major problem is an acceptable site. Neither the public beach nor the public lot on the East Road are appropriate, the former conflicting with swimming use and the latter bringing more traffic over an already overstressed road. At our Thanksgiving meeting, the Executive agreed to ask Council to provide a period at the beginning and end of the season when launching at the Beach would be permitted. This would neither conflict with the use of the beach for swimming, nor encourage casual use by boaters from outside the area.

Tudor/Cashel Township has also been contacted on these issues, but as yet we have received no reply.

Should you have any comments on these issues write:

Doug Little  
182½ Lisqar Street  
Toronto, Ontario  
M6J 3G3

We will discuss any comments at our next meeting and report back in the Spring.

#### Municipal Elections

Election Day is November 10th

Advance Poll, November 1st (We hope this reaches you before then)

If we wish to have impact on Municipal issues, we must show interest by casting our vote. Limerick Council is very aware of the importance of seasonal residents to their economy, and I think, sensitive to concerns of interest to cottagers. In 1978 there were 203 permanent residents in Limerick and 636 seasonal residents.\*

At this writing the current Council, Reeve - Clive Wilson; Councillors, Garnet Burkitt, Ron Chapman, Stephanie Foster and Don Palmateer will be seeking re-election. Clive has a cottage on our lake and Ron on Limerick.



We do not have a list for Tudor/Cashel but a full slate for both Townships should be in the Bancroft Times of October 22nd.

\* Quoted from Limerick Waterways Ratepayers Newsletter.



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PRESIDENT'S REPORT

TO MEMBERS OF THE ASSOCIATION AND THE COMMUNITY

My remarks tonight are divided into two sections: The first to respond to the various comments or questions received from our members; the second to close out my term as President of the Association.

Rather than **write** each person individually, we decided to respond to the various issues at this meeting. For those not here tonight this report along with your additional comments tonight will be included in the fall 1980 newsletter.

As a result of the spring newsletter and the recent cottage visits, we have received approximately forty different comments or questions. The two most common questions concerned the closing of the dumps and the need of an adequate boat ramp. The remainder of the questions and ideas are valuable input for the Association Executive and I will cover them in a few minutes.

The closing of the two garbage disposal sites on Steenburg Lake was directed by the Ministries of Natural Resources and of the Environment. The natural drainage of both sites was directly into the lake. In addition both sites had reached capacity and both were attracting bears to the cottage area. Limerick Township chose a site for the new disposal area after considering all of the problems a dump can bring. The new site is only one mile east and north of Trudys. I continue to urge you to use the new location. There is a map to the new site posted at the old East Road site for those not familiar with the area.

Several of you have requested July/Aug garbage pickup. We rejected this alternative last year due to lack of interest.

The Executive is gratified that to date there is little or no evidence of abuse at the old locations.

An adequate boat ramp is of concern to numerous cottagers. The closing of the marina has brought several hardships including loss of the boat ramp and easy access to gasoline. At least for the short term, Mrs. Ionson will unlock the chain on the ramp for a \$2.00 fee. There is currently partial access to the sand beach but I don't particularly recommend this area due to the number of cars that have been stuck there.

The beach was closed off to boats to provide a safe swimming area during the summer. Spring and fall boat launching and retrieval should not create a conflict. The real conflict was summer weekend in-and-out traffic.

Neither Municipal council is obliged to provide a boat ramp for public access to the lake. We have written to both Limerick and Tudor/Cashel to ask what their plans are so that the association may comment if they decide to place a ramp in an undesirable location.

A long term solution is more likely to develop if the big boat users will share how they have handled the problem this year. A cooperative effort is required.



I also urge anyone transporting gasoline for marine use to do so only in your boat gas tanks or in properly approved (and safe) gasoline containers.

Roads continue to provide a variety of questions and comments. First of all, with the exception of the private roads, the roads around Steenburg Lake meet township road standards. The roads that will receive the most maintenance effort are those used 12 months of the year. Seasonal roads will receive less effort.

For those who felt the East Road is in bad shape I am glad it was graded and gravelled this spring. I would not want to hear your reaction if nothing had been done at all. Even the weeds at the edge of the road have been cut without a letter being written.

Several thought the East Road was too narrow. We acknowledge there are numerous blind knolls and turns on the East Road. Gradually these are worked on as money is available. However, whether or not speed signs are posted, the road is only too narrow if you exceed 40 kilometers per hour. Blowing your horn is a poor substitute for common sense and reasonable speed. Just last weekend there was an accident on the North Steenburg Lake road. Admittedly it was on a curve, but there was lots of room for two cars to pass without reducing speed. We will continue to ask for road development but let's face the fact that we don't have a highway right to the front door of our cottages. A final note on roads! If you can tell us who tears down the signs that are put up we would be glad to deal with the problem.

Some excellent thoughts surface each year that give evidence that the teenagers and other youngsters on the lake require a sense of organization. This year there were three suggestions: for a regatta at the beach area, for organized swimming lessons, and for a meeting place or recreation hall for the youth around the lake.

The first two are possible if there is enough interest from the Association and if some members come forward to plan, organize and carry through with the effort. The third suggestion for a meeting place involves someone's property which would have to be loaned to the Association or purchased by the Association and thereafter properly maintained. This could amount to considerable expense. This meeting would have to give specific direction to your executive before further effort is undertaken.

Concerns on water levels and weeds occur each year. Typically each year there are those of you who want high water levels - and an equal number who want low water levels. It is impossible to satisfy everyone. The water level is controlled by two factors: nature and the Crowe Valley Conservation Authority (a politically based organization). If your concerns are a general preference we can't do much for you. If you have a very specific problem, please give us the best details.

Water odor and weed growth are natural circumstances that can be overcome only by radical means. The process of rotting vegetation and fish will give odor to the water. Weed growth is a good indication that acid rain is not hurting Steenburg Lake.



Some of you have requested a Central Bulletin Board at Trudy's. Trudy has asked for a complete map of the lake to assist her in helping others get to your cottages. We are working this one out and hope to have more news later in the summer.

Those of you interested in purchasing the 66 foot shoreline allowance in front of (or under) your cottage will have to wait until next year until the Province gets all the regulations sorted out. We will keep you posted.

Some of you may have some constructive comments or questions which I request you hold for a bit later in our agenda.

As outgoing President I wish to thank all the members of the Executive over the last three years for their advice and support. They have been both responsible and responsive. In particular my personal thanks to Doug Little, Secretary; Anne Mudge, Membership; and Dorothy Cooper, Treasurer for their day-to-day involvement over the past year.

I also wish to give my personal thanks to the many members of the Community who have actively supported the Association. Your comments, questions, constructive criticisms and attendance at these meetings have shown that you care about Steenbury Lake.

Thank you



G.R. Fitzgibbon



# Guidelines for Official Plan Policies for Closure and Sale

The purpose of these guidelines is to:

- assist municipalities in their consideration of applications for closure and sale of shoreline road allowances, and

- highlight the provincial concerns affected by road allowance sales.

Prior to the closure and sale or lease of public road allowances along shorelines or leading to water, municipalities are advised to establish official plan policies that set out the conditions under which such road allowances may be closed and sold. In developing the policies, consideration of the following matters should be demonstrated.

## Lands Which Should Be Reserved:

1. Road allowances or portions of an allowance on or leading to water that are or will be used for public waterfront recreational uses, public access, emergency access, public travel and portage or other municipal purposes should be reserved.
2. Shoreline road allowances in urban areas or areas where waterfront community development is likely to occur should be reserved.
3. Any portions that contain, abut, or provide access to important fish spawning areas, wildlife habitat or other environmentally sensitive features should be reserved.
4. Where significant historical or cultural features have been identified on a road allowance on or leading to water, those portions should be reserved.
5. Those portions of the road allowance that the municipality intends to reserve should be indicated. A description of the

location of the reserved road allowances should be provided.

## Land Which May Be Sold, Provided the Municipality Agrees:

6. Shoreline road allowances may be closed by the municipality and sold to landowners abutting the road allowance only when it has been determined that other adjoining landowners will not be deprived of access, and that suitable alternative public access to the waterfront is available.
7. Only the portion of road allowance above the natural or regulated highwater mark may be sold.
8. Lands that are subject to flooding or other hazards may be sold. However, any construction or placement of fill on these lands will be subject to the approval of the Conservation Authority and/or the Ministry of Natural Resources.

## Purchase of Shoreline Road Allowance:

9. In determining the area to be closed and sold, the property boundaries should be drawn from the ends of the present lot line perpendicular to the shore and not by extending the lot lines. Where this creates hardship for an owner, the lot lines may be determined by agreement of the adjoining owners and the municipality. In all cases, all abutting lot owners should be ensured of shore access.

10. When determining the costs involved in the disposal of road allowances on or leading to water, municipalities should adopt a procedure that establishes their charges. It should set out all costs and should indicate the basis of the amounts charged. Proceeds from such sales are to be kept in a special account and used for park and recreational purposes. The purchaser will be expected to pay for legal and survey costs if they are applicable.

# Procedures for Closure and Sale of Public Road Allowances on or Leading to Water

When a municipality intends to close a sell a road allowance on or leading to water certain procedures are involved before the transaction can be completed. Generally the municipality must pass by-laws for closure and sale, and where the road allowance on leading to water is shown on an original survey, the by-law(s) must be approved by the Minister of Housing. This summary of the procedures is intended to guide municipalities and the public when they are dealing with applications for the closure and sale of shoreline road allowances.

## Applicant

—submits a written application to the municipality indicating reason for request

—if council approves a application, may be requested to provide surveyor's description subject lands for submission to Ministry of Housing

## Municipality

—reviews application relation to its adopted policies, and ensures that nearby owners will not be deprived of satisfactory access; (arbitration may be required if agreement cannot be reached)

—circulates application affected public agencies such as the Department of Public Works (Canada) may also circulate to the Ministry of Natural Resources, Ontario Hydro



and the Ministry of Transportation and Communications.

—where applicable, notifies county or region of proposed by-law(s); if no objection is lodged, agreement is assumed

—gives public notice of by-law(s) indicating intent to close and sell; notice to include description of affected lands

—holds a public hearing on the by-law(s) to hear from all those affected

—passes by-law(s) to close and sell

—submits by-law(s) to Ministry of Transportation and Communications for approval if lands about or provide access to a provincial highway

—submits application to the Ministry of Housing for approval of adopted by-law(s); application to contain such items as:

- stated reasons for closure and sale
- description of affected lands
- signed statement by the municipal clerk indicating that all the requirements of The Municipal Act have been fulfilled, with details of the procedures observed
- copy of public notice
- adopted by-law
- surveyor's description

•written description of affected lands (in addition to description required above)

•statement of clearance from Department of Public Works (Canada)

—submits by-law to Land Titles or Registry Office after approval by Ministry of Housing

—reviews application to ensure compliance with official plan policies, provincial concerns and with relevant statutory provisions

—circulates to affected ministries and government agencies such as Ministry of Natural Resources, Ontario Hydro, Bell Telephone and Ministry of Transportation and Communications (this circulation may be reduced or omitted depending on circulation by municipality)

—resolves any conflicts

—approves by-law for closure and sale

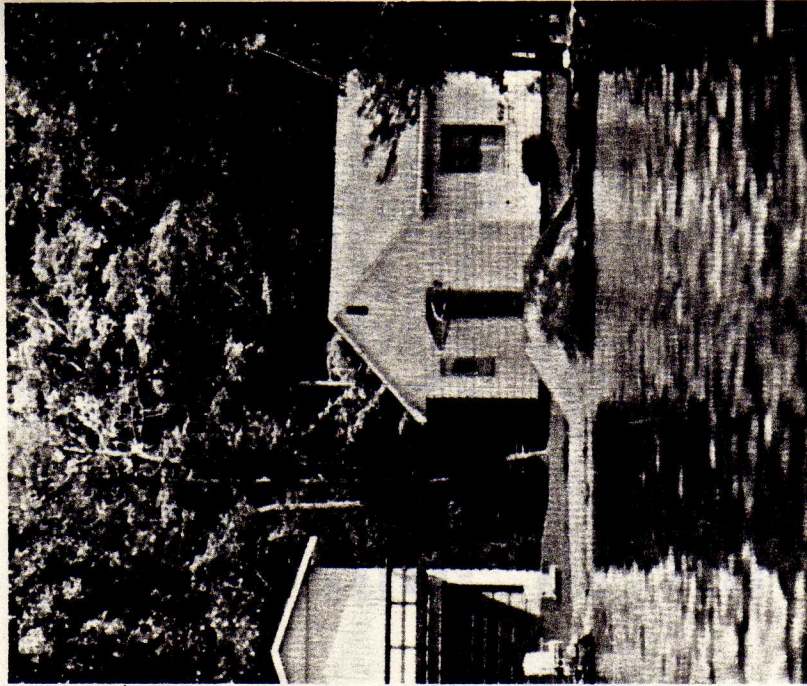
—sends approved by-law to municipality.

**Note:** This summary is generally based on section 443(3) and other related sections of The Municipal Act. It is not a legal document and for an accurate legal description, The Municipal Act should be consulted.

**Additional Information**  
Plans Administration Division  
Ministry of Housing  
56 Wellesley Street West  
Toronto, Ontario  
M7A 2K4  
(416 965-6418)

3M/1-81/PW-123

# PUBLIC ROAD ALLOWANCES OR LEADING TO WATER



Ontario

Ministry of Housing