

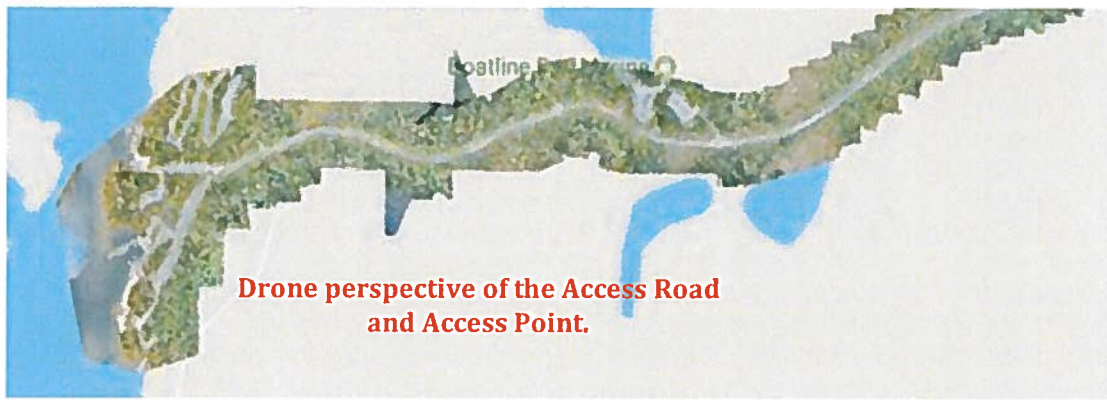
Lake Temagami Access Point Plan Ad Hoc Committee

Recommendations to Council February 8th, 2018



Section 2

Executive Summary



EXECUTIVE SUMMARY

LTAPP – Lake Temagami Access Point Plan review committee February 9, 2018

Purpose:

In September 2017 a Terms of Reference was prepared by the Municipality of Temagami for an Ad Hoc committee to review and update the 2007 Lake Temagami Access Point Plan which set out the parameters for development of the area. A group representative of the major users of the Access Point and the Municipality was appointed by Council and given the task of discussion and consultation with user groups and with the public.

The committee's purpose was twofold:

- Consider the effect and appropriateness of the decisions made in the 2007 Plan;
- Deliver a list of recommendations to Council that would update the Plan and provide a guide for future development and maintenance of the area.

Public Consultation:

Each of the committee's meetings received input from the public that attended. The agendas and minutes of meetings are documented in this brief. Meetings were held at the Temagami Welcome Centre with the exception of one meeting held at the TLA building. All meetings were audio recorded and the recordings are available through the Municipality's website. A direct email address to the committee was publicized and a public Facebook page allowed further opportunity for public input.



Deliverables:

The LTAPP committee was to provide a document to Council by February 9th, 2018 that would assist the Municipality in its deliberation on potential changes, needed upgrades and maintenance decisions for the area. The contents of this binder represents the background, the public consultation and the recommendations of the LTAPP committee.

Action:

Temagami's Municipal Council must now consider the recommendations made by the

LTAPP committee and make best practice decisions in formulating a path to the future for the Municipality in the development and maintenance of the Lake Temagami Access Point.

The journey taken by this committee provides a reasoned perspective on the effects of the 2007 Plan and sets a path to the future for the Access Point. Thank you to all who participated in this interesting and eye opening process.

Ron Prefasi, Chair
LTAPP review committee.

Section 4

Recommendations

JANUARY 2018 Lake Temagami Access Point Plan Review

INITIAL RECOMMENDATIONS TO COUNCIL

For clarity the recommendations have been separated into the three sections envisioned in LTAPP's request to the public for comment on the process.

- a. Section "C" for contractors' parking, docking, storage and propane.
- b. Section "P" for parking and roads.
- c. Section "V" for various issues: docks, washrooms, buildings, garbage area.

The issues considered through the LTAPP review process included the following:

Contractors	Parking and Roads	Various issues
C1 contractor parking and storage area	P1 parking bylaw and ticketing	V1 docks and breakwater
C2 contractor docking and Breakwall	P2 parking issues	V2 user fees boat launching
C3 ring road and storage on 2007 plan	P3 road issues	V3 user fees docking and reserved docking
C4 propane storage	P4 user fees for parking	V4 washroom facilities
	P5 TFN parking area	V5 buildings and shelters
	P6 reserved parking	V6 TLA building
	P7 trailers	V7 new joint building
		V8 signage
		V9 helipad
		V10 cell service/cameras
		V11 other items
		V12 payment and enforcement
		V13 winter plowing

Index

"C": Contractors: Pages 2 and 3.

"P": Parking: Pages 3, 4 and 5.

"V": Various Issues: Pages 5, 6, 7 and 8.

Precis of public comments to date: Pages 9 and 10.

C1/C2

Contractor parking, storage area, docking and Breakwall:

The LTAPP committee recommends to Council that the Municipality:

1. : determine a funding source for the continued development of staging, storage areas and parking for contractors.	Yes look for funding
2. : expand the contractor parking lot to a size that will accommodate appropriate staging, storage and parking. Put in details from previous notes & pictures. Outside Contractor's charged to park and use dumpsters. Define staging of materials. Supply definition of Contractor. Define who qualifies as a Contractor to use this area.	Yes
3. : develop a fair, reasoned method of allocating particular spots in the contractors' area. Outside contractors? Should outside contractors be charged more	Yes
4. : set a suitable and equitable fee structure for contractor spots for parking and docking	Yes
5. : provide coloured/numbered tags for contractor vehicle parking.	Yes
6. : provide coloured/numbered stickers for contractor boats for monitoring short term parking at the docks at the south end of the loading wall. Presently hard to ticket because don't know who owns boat. How will we enforce? Education regarding parking will be needed and no sticker will help deter many from parking.	Yes
7. : add 4 to 8 docks for contractor day use at south end of the loading wall. 4 docks were added in November 2018 in south end. Need solution for docks to go at shallow area. Maybe some room at north end but doubtful. Install ramp to place docks out farther to deeper area in the South may work. The area off the big Breakwall is not as serviceable as expected because the water is too shallow to accommodate many boats. Materials cannot be allowed to sit at the wall not being picked up for long time and impeding flow.	Yes
8. : widen access to contractors' new docking area and consider building a turnaround at the Lake to allow for easier access and drop off at the docks. More vehicle parking is needed. Need spot for forklift from Home Hardware to be left. Winter maintenance is required for the Breakwall areas as presently no winter maintenance to allow for winter material delivery. Contractor bay access needs to be maintained until iced out.	Yes
9. : widen the south corner of the roadway at the new loading wall to allow for pull around for 53' tractor trailers to reach the loading wall.	Yes
10. : sign the area: "Contractors Only" and aggressively monitor parking and use.	Yes
11.: Determine fee for none local contractors. Regarding TFN major construction projects expected over next 3-5 years. TFN major projects are going to put an undue burden on the resources, transfer station/dumps, and damage to road with the transports. Possible have Contractor's register with Municipality as an outside contractor. Urgent matter. MOU Committee.	URGENT ITEM

C3

Ring road and storage in 2007 plan

The LTAPP committee recommends to Council that the Municipality:

<p>1.: set aside the concept of the Ring Road and contractor storage envisioned in the 2007 Plan until there is a demonstrable need for further expansion of contractor areas.</p> <p>Adoption of the recommendations in C1/C2 will preclude the necessity at this time to pursue the development of the Ring Road and storage areas as mapped in the 2007 plan.</p>	<p>Future Consideration if needed</p>
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C

Propane Storage

The LTAPP committee recommends to Council that the Municipality:

<p>1.: set aside the concept of developing a propane storage area or facility at the Access Point until there is a demonstrable need for such a facility. Preclude necessity to do this at this time.</p> <p>Notes</p> <p>Restrictive regulations, present practice and liability preclude the necessity to proceed with plans for a propane storage area. The 2007 proposal for a propane storage area may at this time have been resolved by suppliers' rules as they will not deliver any propane if the customer/contractor is not there to meet them and take delivery. Empties are not permitted to be dropped off and left unattended. The municipality received a TSSA order in 2017 regarding unattended propane tanks.</p> <p>Tanks are being left at the landing sitting on barges not on the land</p> <p>Enforcement then moves from TSSA to Transport Canada and they do not enforce (this is an issue – safety issue?). Area for propane must have a space allocated for it even if not developed at this time.</p>	<p>Safety Issue Municipality may not be able to address (authority) regarding propane on barges on water.</p>
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P1/P2

Parking Issues, By-Laws and Ticketing

The LTAPP committee recommends to Council that the Municipality:

<p>1.: review and amend the Municipality's parking bylaws to fit the updated method of using the access point with designated user areas and parking fees.</p>	<p>Yes</p>
<p>2.: enhance the Municipality's ability to enforce parking.</p> <p>Improved bylaws; summer personnel; office space; designated parking officials (course available – what is process?). Look into what is required to become an</p>	<p>Yes</p>

official to do ticketing. Need continuing committee. Check Municipal liability for fees being charged – e.g. paying for parking spot not for safety or security.	
3.: design and provide appropriate signage to address parking fees and restrictions. Public Works has some signs already to review for suitability, may have been the letters to identify parking lots.	Yes
4.: increase width of accesses into all parking lots.	Yes
5.: carve out additional parking lots and or expanded lots to meet present and future demands. Consider additional lots envisioned in 2007 Plan to the East of the TLA road.	Yes
6.: name and number each parking lot for convenience.	Yes
7.: mark parking spaces at the beginning of the summer season to get parking started correctly. Paint lines in year one and two. Have diagram of parking lots at parking entrance showing how parking in the lot is supposed to be done.	Yes
8.: clear areas along the road for increased and safer roadside parking. NOTE: Interim solution to make parking on road safer until solutions can be addressed for lack of parking space.	Yes
9.: allow parking only on one side of the road. Need NO Parking signs	Yes
10.: retain a tree buffer zone between lots to delineate them but cut selective trees and underbrush to allow for larger lots and visual continuity.	Yes
11.: develop combination unit parking for vehicles with trailers with angled parking along the centre of the lot.	Yes
12.: remove derelict vehicles, boats and trailers from the parking lots to create more parking spaces. (Possible Notice in Tax bills to remove items from parking lots)	Yes
13.: there is a possible spot for contractor's parking near the entrance or more permanent residents spots could be identified and generate revenue. Balance between contractors and permanent residents parking allocation needs to be considered.	Yes
14.: No Parking signs on one side of road	Yes

P3 Access Road

The LTAPP committee recommends to Council that the Municipality:

1.: pursue ownership / tenure of the Access Road as the municipality does not own nor control the road. MTO does not have jurisdiction of road. Who does?	Yes
2.: acquire the right to regulate signs on the Access Road and to collect permit fees for advertising signs. As per item one and aesthetics	Yes
3.: extend LUP to include an extra 2 km of road for enforcement of parking along the road where it meets the Municipality's LUP. LUP or other form of tenure and to protect our investment in upgrades.	Yes
4.: Keep speed limit to 50? km/hr on road with a lower limit within the LUP and in parking areas.	Yes
5.: Need signage in parking lots and entrances and exits. Liability issues as there have been many accidents and close calls in these areas. Find Council motion regarding the signage and the PP&P report and recommendations. Review to see if addresses issues as parking lots may not have been addressed for signage.	Yes

P4/P5/P6/P7

Parking: User Fees and Reserved Spots

The LTAPP committee recommends to Council that the Municipality:

1.: Set a graduated parking fee structure: long term, short term, visitors, day use, contractors, commercial, residents, etc....	Yes
2.: direct parking and launching revenues to improvements at the Access Point for 3 to 5 years or longer.	Yes
3.: consider various parking fee collection methodologies and determine the most feasible. e.g. Parking Valet requires WiFi or cell service to use.	Yes
4.: re-institute coloured/numbered parking tags for reserved parking.	Yes
5.: review the policy and procedure for acquiring a reserved spot.	Yes
6.: increase the number of reserved spots and reserved hydro spots. Look at demand and use of Hydro and will see what the usage is. How can we review present hydro spots for need of hydro and could they be switched out.	Yes
7.: dedicate a lot for camps, commercial activities, lodges or other similar uses.	Consider
8.: explore the concept of a winter storage area or facility for storage of boat trailers, utility trailers etc... could generate revenue. Potential storage at TFN storage highway 11. Other businesses have storage available. Mainland development and official plan conflict? Domino effect to other access points? What would we allow to be stored to limit use? Enforcement issues.	Future review
9.: Explore the potential for enlarging the TFN designated parking lot with a similar agreement to the 10 year free parking agreement in place until 2022 that represents approximately \$50,000 worth of work by TFN on their parking lot. Not owned by TFN it is used by TFN. Still belongs to MOT. This could be an issue in 2022 when agreement runs out. Agreement background: The designated TFN parking lot does not belong to the TFN it belongs to the Municipal. TFN put capital dollars up to build the area and in return they could use the space for 10 years – Capital monies = parking space rental fee that MOT would have collected for use of parking spot. The space is open to all users after the 10 years. If each space is not paid for at that point they will lose their spot and who is willing to pay will have the spot. The area is not reserved for TFN. It is being used under a signed agreement and after 10 years spots will be administered by Municipality. Present signage is not suitable and confusing and may result in problem.	To Discuss - TFN may have further capital to build more parking areas for TFN to use under another agreement.

V1/V2/V3/V4/V5

Docks and Breakwater

The LTAPP committee recommends to Council that the Municipality:

1.: reuse old docks wherever they can be used to increase docking spaces. 4 have been installed on the south end of loading wall; three are put aside for docking at trail system for Temagami Island. Set another 4 aside for possible to be added to the other 4 just put in.	Yes
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2.: mark shoals approaching docking area and along breakwater and place "Caution Low Water" signs on docks and breakwater. Need opinion on liability re shoal markers outside of maintenance of buoy.	Yes once check liability
3.: Move breakwater further out into channel (approx. 28 feet) to lessen the negative effect of the shoal it presently sits on. New piece is almost ready and will be delivered and installed in spring. Balance of grant has been used in gravel and steel bollards.	Yes
4.: monitor the "rock docks" and finger docks near garbage collection area and relocate them if possible, one location would be near boat launch, contention if the "rock docks" are useable or not. Suggested to switch wide docks with narrow docks if possible. Hard to get out of "rock docks" when windy.	Review
5.: improve signage on the garbage dock ("Loading/Unloading"), post rules and enforce.	Yes
*NEW: 6.: Ontario Regulation 347 – states transfer station to be manned. With a plan in place and Municipality working toward the plan as long as continue we are ok. Top of list of the plan is Cameras so would be a priority now that the phone line is in and there is a WiFi signal need internet and proper equipment that can take the cold and elements. Transfer Station is open 24/7 even though not supposed to be. Main concerns with MOECC were the bears and we have dealt with the bear issue. They were not as concerned with 24/7 operation and unmanned as long as working toward agreed plan and other issues do not start arising, such as dumped paint cans or other improperly disposed of articles. Transfer station must be vigilantly monitored and used properly so when inspected everything is good.	Yes for cameras that can be real time monitored to be installed.
7.: ensure docks are properly spaced where possible to allow increased dockage and see if any way to make more efficient so all docking spaces can be used.	Review
8.: develop a system of tags (stickers) for boats and monitor if in correct area and to prevent long-term boat parking. Maybe not stickers but better signage about not parking a long-term. Need system of how to monitor use, how to enforce.	Yes - Signage and education and discussions with user groups
9.: loading wall: crusher fines needed for this area? PW will monitor sinking at new walls and mitigate issues.	Public Works will Monitor
10.: set a suitable and equitable fee structure and collection method for boat launching. How do we collect boat launch fee? Attendant at every boat launch costly. Parking fee amount covers boat being launched? Parking fee larger for vehicles with trailers? Voluntary payment by user? Parking Valet would work. If personnel are at landing full time would address many of these issues. Possible future boat washing area re invasive species and being proactive on this issue before too late, water has to be collected not run off. TLA looking at education area on invasive species. Did not discuss installing cameras in all areas of access point the TPSB has reviewed this item.	Yes to build cost of boat launching into cost of parking. Do not collect separate boat launching fees at this point in time.
11.: explore build/upgrade standalone washrooms on both landings... Supported by Temiskaming Health Unit and MOECC at any and all landings. a. potential for washrooms in a multi-purpose building on the LUP. b. requires a process for cleaning and keeping supplies stocked. Pricing and pump outs and rental fees have been obtained from rental company. Permanent structures like at the Hwy rest stops could be installed. Need easily cleanable possibly power washable?	Review

V6/V7

New joint multi-purpose building including meeting spaces

The LTAPP committee recommends to Council that the Municipality:

<p>1.: set aside the consideration of constructing a joint building with the Temagami Lakes Association.</p> <p>BACKGROUND:</p> <p>1. The 2007 plan required that the TLA building be demolished or relocated to the Municipality's LUP.</p> <p>2. The TLA holds a lease on the land which it has recently renewed until 2023, giving TLA members five years to decide on the building.</p>	Yes
<p>*NEW: 2.:</p> <p>a) recognize the immediate value to the public of a multi-purpose building with meeting spaces, washrooms and parking personnel office space, and,</p> <p>b) that the Municipality pursue funding and set aside reserves for such a building on the Access Point LUP.</p> <p>Having this building would allow for public washrooms that would hopefully be treated respectfully.</p>	Yes recommend for future possibility

V8

Signage

The LTAPP committee recommends to Council that the Municipality

*NEW: 1.: review and expand upon the Trow signage documents and order signs for the Access Point.	Yes
2.: install signage to improve garbage areas: e.g. what belongs and where do things belong: fridges, raw wood, painted wood.	Yes
3.: install "Do Not Litter" signage at landings.	Yes
4.: place signs so that they can be read in time for reaction: i.e. before a turnoff like Manitou.	Yes
5.: all dogs must be on a leash at all times. (What about poop & scoop signs re By law)	Yes

V9

Helipad

The LTAPP committee recommends to Council that the Municipality:

1.: pursue the possibility of clearing an area to provide a helicopter landing spot for emergencies. This item is considering a safe space to land in an emergency not a full Helipad.	Review
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V10 Cell service, WiFi and Cameras

The LTAPP committee recommends to Council that the Municipality:

1.: Aggressively pursue cell service and internet service for the Access Point for convenience and safety issues. a) LaTempra has installed a cell booster. b) The Municipality has extended a phone line to the transfer station attendant's building.	Yes
2.: Install cameras at the transfer station as per requirement of MOECC order.	Yes

V11/V12 Other Items

The LTAPP committee recommends to Council that the Municipality:

1.: contact Canada Post to remove old mailboxes.	Yes
2.: clean area and remove outdated signage.	Yes
3.: develop a methodology for interest groups and users to provide input towards improvement of the access area and to suggest corrective actions to mitigate problems. Possible a group or Committee to handle this project for at least 12 months, until needed, or maybe permanently.	Yes
4.: implement an education/outreach plan in cooperation with the stakeholders (TFN, TLA, LaTempra, lake residents, contractors, commercial operators, and any other groups) and for the new processes to include the maintenance and update of the interactive LTAPP web page.	Yes
5.: acquire a stronger land use tenure from the MNR for the Access Point area.	Yes
6.: develop seating/waiting areas at landings. E.g. Gazebo	Yes
7.: upon receipt of this report, appoint an ad hoc committee, including stakeholders, to monitor and guide the implementation of these recommendations and provide public feedback to the Council.	Yes

V13 Winter Plowing

The LTAPP committee recommends to Council that the Municipality:

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Precis of comments received to Date: January 8, 2018

1	No one contractor should have any space or location advantage over all the others.
2	More signage public and private parking, loading zones, poop and scoop, mine landing.
3	Manito landing, TFN <u>parking, contractor parking, accessible parking.</u>
4	Definitely need more docks.
5	More parking for vehicles with trailers, so the tourists aren't parked on the side of the road, practically backed up to Boatline Bay.
6	To help with the cost for new parking lot charge a fee for parking.
7	Don't plow in the trailers of the permanent residents.. several of us were NOT able to access our snowmobile trailers when they were needed for service....
8	I assume the council has viewed the "State of the Milne's Landing" video: massive swaths of land cleared and buildings erected and illegal parking (and dock rentals) created. Can, or WILL the town and MNR work together to rectify this situation?
9	The site (Temagami Barge then Temagami Cottage Depot) should be returned to its original wilderness state. With the now---completed renovation of the Access Road terminal it is now time to enforce this condition.
10	My suggestion would be to use a sticker prominently displayed on watercraft. Any boat on municipal waters failing to display a current sticker would be subject to a substantial fine (like \$ 250.00 plus the cost of a sticker) while enforcement would fall to the OPP and conservation officers. Perhaps, a system of written warnings or reduced fines to local boaters for the first season could be considered.
11	Perhaps a washroom could be located somewhere in the middle of the two landings ... people are using the nearby bush.
12	The grader seems to spend not quite as much time at the Manito Landing compared to the Mine Landing, and that there is a need for a few shovels of gravel right where the docks meet the shore, in order to reduce the puddles after a rainfall.
13	Patrol where ppl have their cars
14	We required more than two finger docks on the contractor wall...has to have ability for barge loading as prime directive but 2 sections of docks 2 or 3 long could fit
15	Hardware store is still dropping material at the old spot
16	Docks put back on the contractor wall. The existing docks are very full and it's the "off season "
17	The docks on the wall should be Day parking only, no overnight / 7 day parking.
18	The "boat launch "dock (first dock approaching the landing by boat) should be designated for loading /unloading only so those that park on the far docks can bring their boat over and load .
19	Elders/Disabled loading unloading dock access area, School bus Safety Zone.
20	Relieved TLA building will continue until 2023. Request WiFi. Do something about boat trailer parking. Do not charge for parking. One time campaign to raise funds to redo the Access Point. Make free parking a benefit of TLA membership. Use taxes to pay for parking and maintenance of landing.
21	Land is still being cleared in the SkyLine Reserve at the Milne's landing site. They are changing the landscape. New video provided.

22	User fees are a sensible solution to pay for the Access Point upgrades and upkeep ... though I think these could also be funded wholly or in part by taxes. At least one or two free parking passes to permanent and seasonal cottagers.
23	There is talk that lake residents would get free parking passes. Our taxes should cover the cost without additional financial burden.
24	How about cell service at the access points???
25	No trailer parking beside, behind vehicles in the reserved parking area.
26	Clean up the parking areas of old boat trailers, vehicles that have been there for years
27	Better washroom facilities
28	Parking for vehicles as well as correct trailer parking
29	We need 2 finger docks at the contractor Breakwall ASASP
30	The public dock is at full capacity we have no place to park
31	People parking their boats in the slips for extended periods of time. e.g. a full week.
32	Surveillance cameras to prevent/deter theft of boats, trailers, gas, batteries, etc.
33	A safety ring with line to be kept on the outside of the landing monitor Building.
34	There are no ladders on the docks, nor is there a rope and life preserve
35	Congestion at ramping/docking facilities; parking on road constitutes a hazard; invasive species have been brought into the lake; household garbage and debris thrown into bush adjacent to Manitou landing; should be fee structure for non-taxpayers.
36	In Oro-Medonte parking at the beach is \$20 unless you have a pass as a resident. Our lake is close to being fished out and cost would send people elsewhere.
37	Possibly one fee for year-round residents (\$50) and one for part time residents (\$100) and a fee for occasional or temporary visitors (\$5 a day, \$20 a week). Paying for services as simple as parking at the end of the mine road is common sense and not a right just because we pay taxes to a somewhat needy town.
38	North floating docks on top of shoal and not used; Low Water warning signs needed; wing should be shortened and remainder of docks placed on south side; mark shoal; more gravel; electrical outlet for public use
39	Over the years I have promoted paid parking for every vehicle, with passes sold in town to promote business. I have always believed that every property owner that pays taxes should receive two passes – these can be used any way they want.
40	Generally the TLA Board is supportive of an equitable fee structure for both parking and boat launching, I believe.
41	Focus on fees for non-taxpayers; immediate implementation for summer of 2018; possible voluntary payments; all taxpaying residents should receive ticket to display; manned gate system.