

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>
---	---------------------------------------

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 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>
--	---

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
---	-----

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 inforce.	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

7
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
---	--------

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) LaTempa 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, LaTempa, 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 MNRF 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:

--	--

Contractors Ad Hoc Meeting Notes dated October 27, 2017

Attendees: Dan O'Mara, Barrett Leudke, Kirk Smith

Items to be completed to make contractor area more functional:

1. The brush area in front of the new Contractor ramp



The brush area in front of the new Contractor ramp area should be cut back to about the same width as the area that was recently cleared at the far end. Larger trees could be kept if this is an issue but most of this area is brush or is small poplar or birch. This does not need to be set up as a road way but could be used as an off load area. It can get crowded with piles of wood/supplies and more than one truck trying to access this area. The costing here is not excessive and possibly could be worked in into Public Works spring work plan.

2. Shallow end of new ramp area



Unfortunately the far end of new dock ramp area is very shallow and not useable as a loading area. It is being recommended that one row of four older docks be attached and added off this area. About 18-20 feet in from the far end of the Wall. Contractors could then approach both sides of this dock area pointing in and could load off their front of their boats. The farther area along the docks could be also be used as a loading or unloading area or for short term docking.

The intention is not to provide additional docking as the main contactor area would still be planned to be used for this purpose. Costing here again should be minimal as we have the older docks and it could be added to Public Work docking work they do every spring.

3. Widening the far Corner of Roadway off of the new ramp area



One of the Contractors was speaking to a transport truck driver and he informed them that for them to do a drive through the new ramp area that far corner needs to be widened about 20ft in and carried through up to where the new road to the contractor docks area comes into the new road way. There is a fair amount of clearing needed to be done and some new gravel and fill. Mainly brush and some cedar trees in this area.. Estimate about \$4-5000. to do this work .

4. Contractor dock area



This has been discussed as the path down to the new Contractor docks needs to be widened to allow at least two trucks to back down for unloading. This requires removal of brush on both sides leaving part close to the docks untouched so this will not cause additional concerns from people living across the Lake Area. The widening of the roadway on both sides is possible as both sides are brush areas and there would be need for fill and gravel.. Estimate cost \$2-3000.

5. More parking spots near Contractor docking area.



If you want Contractors to use the new Contractor Docking area about 8-10 more parking spaces are needed along with a wide enough area to allow for a turning area so vehicles can approach docking area and then get out. Additional parking spots could be added by clearing out more area where the current back up/parking area is and then widening the roadway on the lakeside coming in to allow for angle type parking. It is close to the new Dock area and the area is mostly brush. Additional fill and gravel would be required. Estimate about \$4-5000.

6. New Contractor Staging areas



Opening up the back area off the roadway leading out of the contractor area for a staging area would provide the space needed now instead of creating Contractor pods as described in the current plan. Again this would require clearing out some of the brush along this roadway and opening up an area for about 4-5 contractors as required. Again about a further \$4-5,000 would be needed for fill and gravel. In discussing costs for providing these areas it was noted that a contractor who would have about 3-4 cars parked, docking for a couple of boats and a staging area could expect to pay about 1500-2000 annually.

7. Additional reserved parking areas. (on next page)



The area as you come out of the contractors parking area has a room for about 10-15 new paid spots without too much work involved. These could be offered to some of the smaller scale contractors or others on the waiting list. There are as many as 10-12 people parking in this area who do not pay for their spots on ongoing bases... Again this could generate another \$1500 and the money generated from these new area developed could pay for this work in a few years. Also once all the contractors and those occupying the extra spots paying then everyone in the private parking and contractor area could receive tags and parking enforcement is made easier.

New Contractors Wall.

- A - 2 Sets of 4 dock at South end. Reuse old docks.
- Must be able to plow in winter.

Contractors Bay bet to Docks

- B - Clear lot as mapped in 2007 plan. - Full width of bay.
- Clear a minimum 3 vehicle width access to docks.
- A tree screen can be left at the shoreline for the remainder. This is less intrusive than the 2007 plan
- Must be plowed in winter.

Rock Docks.

- C - Remove all but the last two on the north side.
- Move entire dock length north as far as possible. Check water depth.

- D - Removed docks to be added to the end of docks at Mine Landing boat launch.

This will help to protect the remaining Rock Docks from wind action. These are single float docks without anchors. Very often these are very dangerous to use, due to wind and wave action.

E

Bear Island Contract Parking.

- Behind current recycling Containers + Outhouses; add two lot, if Bear Island plans to extend upon their parking contract. One lot contract + one lot numbered spots for residents.
- IF BI does not expand on their contract; construct ONE Parking lot in the same area as marked E + F for numbered Municipal spots
- Maintain the wetland drainage area to the east.

Contractor Wall Turnaround.

- As per my tree count paper... thing.
- Two options for the turn around.
 - Make the south turn at the point of the current isolated clump of Red Pines.
This will cause some lost trees, but the scar is already there. The rise hiding the most from view is mentioned in my tree count.
 - Second option will be to follow in "Labourbeard says NO."

Maritau Parking lot

- Current setup is an absurd waste of space. To maintain and expand on the same principal would eventually require at least double the landspace to accommodate adequate parking.
- Better laid out lots equals less tree ~~loss~~ loss and less expenditure!!.

- G
- Clear and fill the interior as per suggestion.
 - SE section. - Current cable for trailer back-up. With the ~~centre~~ section filled in the cable parking will end up as wasted space, unless removed. Keep the cable and make these numbered spots for minimal access long term parking. i.e. winter storage, etc. The parking is already there and can generate income without needing plowing in winter.

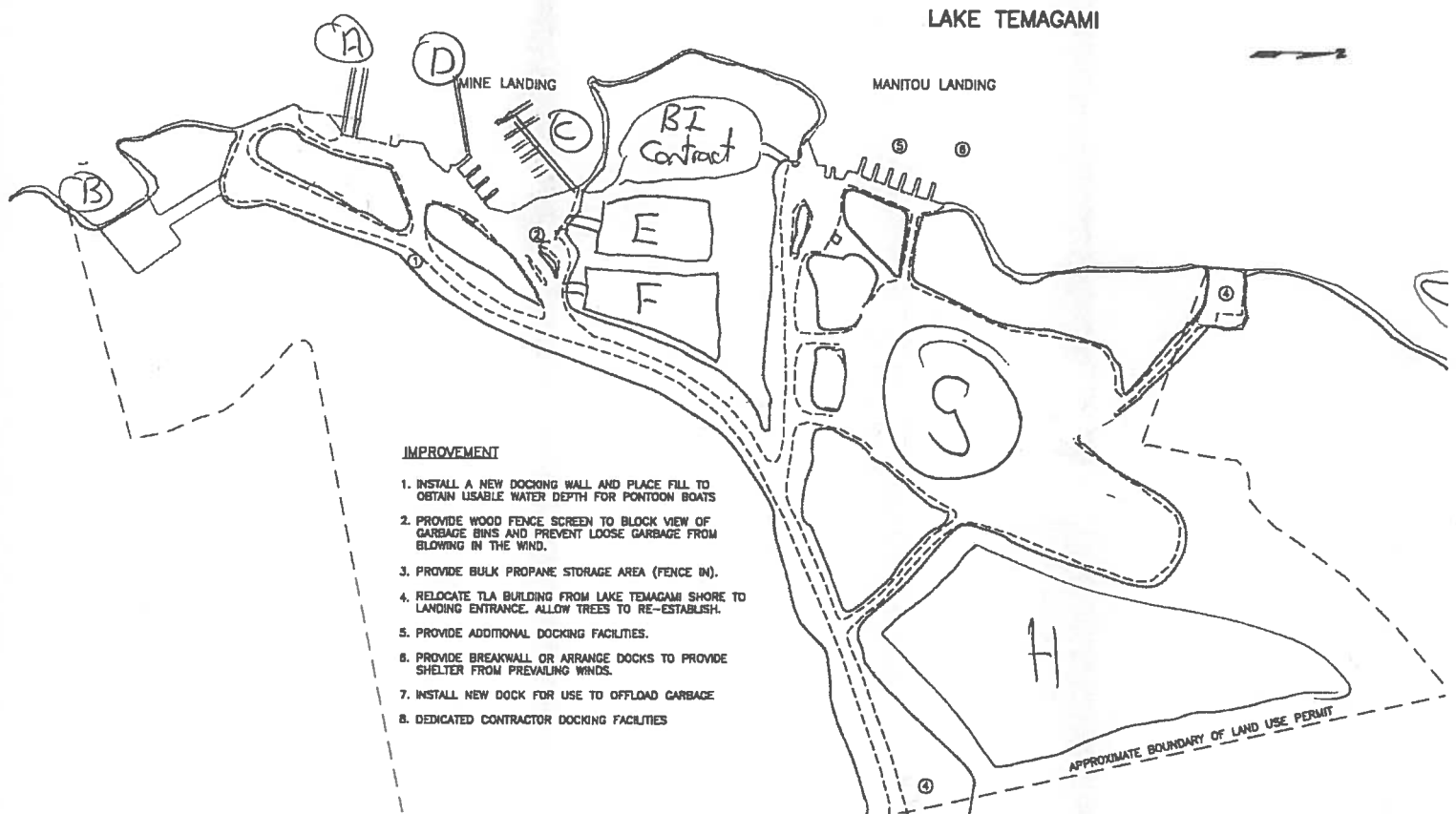
- H
- New lot
 - Both Maritau lots, properly cleared can be a Orange landing spot. When the Labour Board comes back and says NO.

- Currently and it seems for the future, Next to the Mine hardly ~~best~~ best lunch. Trucks are forced to access, park and back-up inside of a public (non-commercial area.) Currently that is impossible to separate.
- If the HB does not tolerate, ~~accept~~ or accept this. The solution.

- The Rock Docks moved as in (P.)
Place these immediately south of the Mine handling boat launch.
- Any unutilized docks from the contractors bay can be added as fingers on the south side.
- This dock will be the "chainlink Fence" between residential and commercial.
- Barge handling. Move truck turnaround further South, without negatively interfering with Contractor Bay lot. This would provide a much more level turn for trucks.
The turn will be used for truck to back up onto barges.
- For sufficient water depth a crib wall may ~~not~~ need to be constructed.
- It is an additional expenditure, but it is seen as the only way to get as close to a full separation of Res/Com as demanded by the HB.

Multi-Use Building.

- Meeting place for council and various lake groups & Associations
- First Aid station. Lake Watch etc. can have a core of trained volunteer to service the location.



IMPROVEMENT

1. INSTALL A NEW DOCKING WALL AND PLACE FILL TO OBTAIN USABLE WATER DEPTH FOR PONTON BOATS
2. PROVIDE WOOD FENCE SCREEN TO BLOCK VIEW OF GARBAGE BINS AND PREVENT LOOSE GARBAGE FROM BLOWING IN THE WIND.
3. PROVIDE BULK PROPANE STORAGE AREA (FENCE IN).
4. RELOCATE TLA BUILDING FROM LAKE TEMAGAMI SHORE TO LANDING ENTRANCE. ALLOW TREES TO RE-ESTABLISH.
5. PROVIDE ADDITIONAL DOCKING FACILITIES.
6. PROVIDE BREAKWALL OR ARRANGE DOCKS TO PROVIDE SHELTER FROM PREVAILING WINDS.
7. INSTALL NEW DOCK FOR USE TO OFFLOAD GARBAGE
8. DEDICATED CONTRACTOR DOCKING FACILITIES



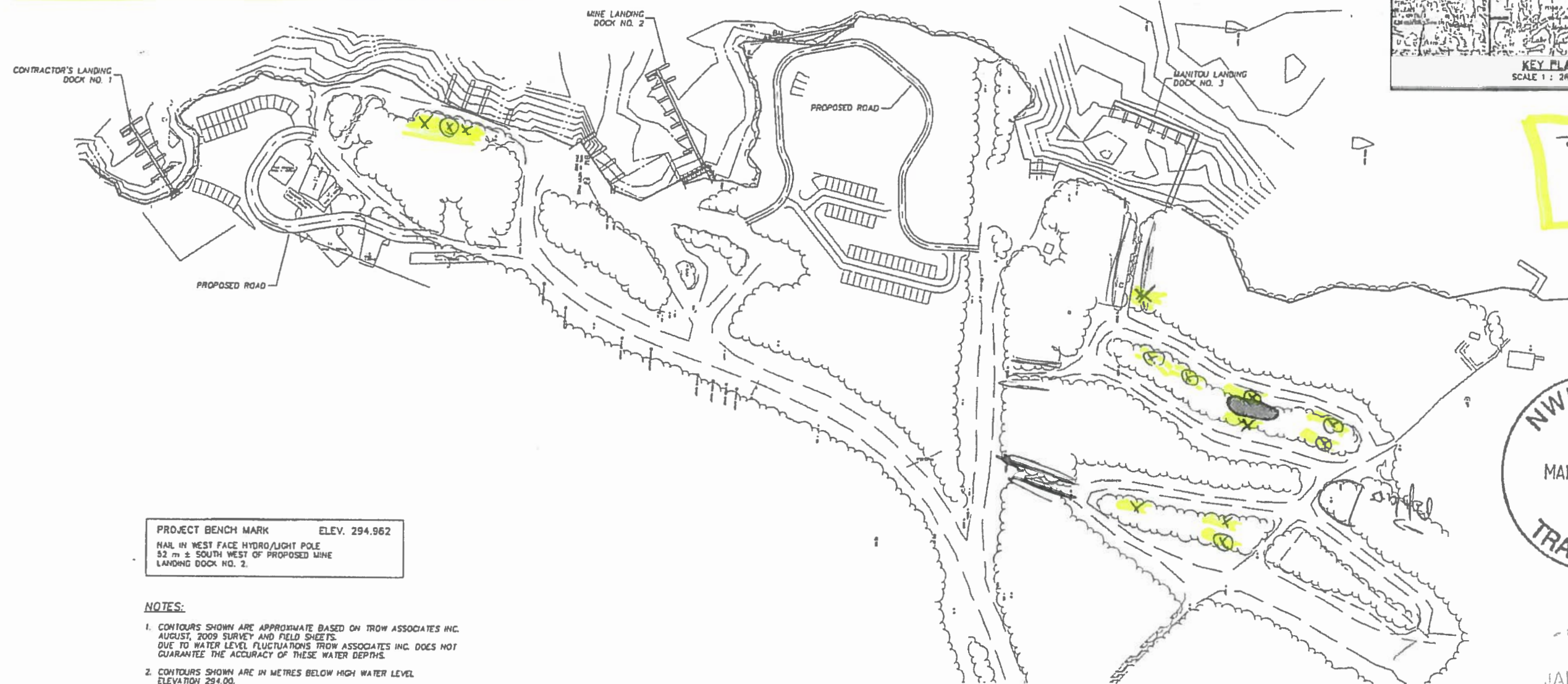
LAKE TEMAGAMI ACCESS POINT PROJECT PLAN

MISCELLANEOUS SITE IMPROVEMENTS - DRAWING No. 4



Contractor will do Pushback x 3 Pines
 Remaining slope has healthy stand of R. Pine
 Contractor 1st to width of Bay - No Pines

LAKE TEMAGAMI



PROJECT BENCH MARK ELEV. 294.962
 NAIL IN WEST FACE HYDRO/LIGHT POLE
 52 m ± SOUTH WEST OF PROPOSED MINE
 LANDING DOCK NO. 2.

NOTES:

1. CONTOURS SHOWN ARE APPROXIMATE BASED ON TROW ASSOCIATES INC. AUGUST, 2009 SURVEY AND FIELD SHEETS. DUE TO WATER LEVEL FLUCTUATIONS TROW ASSOCIATES INC. DOES NOT GUARANTEE THE ACCURACY OF THESE WATER DEPTHS.
2. CONTOURS SHOWN ARE IN METRES BELOW HIGH WATER LEVEL ELEVATION 294.00.
3. ALL SHORE WORKS NOT IN CONTRACT.

SITE PLAN
 SCALE 1 : 1000



JAN 12 2010

REGION
 NAVIGABLE WATERS
 PROGRAMS

DRAWING NOT TO BE SCALED
 100 mm ON ORIGINAL DRAWING

REVISIONS		
DATE	DETAILS	BY

CAUTION
- ALL UTILITIES ARE NOT NECESSARILY SHOWN ON THIS DRAWING.
- WHERE UTILITIES ARE SHOWN, LOCATIONS ARE NOT GUARANTEED.
- LOCATION & SIZE OF ALL UTILITIES MUST BE VERIFIED IN THE FIELD.

Trow
 ASSOCIATES INC.
 Sudbury Branch
 885 Regent St. Sudbury Ontario Canada
 Ph: 705-674-9681 Fax: 705-674-6271

SHAL
 CONSULTING ENGINEERS LIMITED

Project
 THE CORPORATION OF THE MUNICIPALITY OF TEMAGAMI
 LAKE TEMAGAMI ACCESS IMPROVEMENTS
 Drawing
 PHASE 1 - FLOATING DOCKS
 SITE PLAN

Drawn by: NEL
 Checked by: R.O.S.
 Project No.
 SU-4837
 Date: DEC /2009
 Scale: AS NOTED
 Drawing No.
 DK-1