

Frontenac Private Lanes Study

OEMC Presentation – September 14th, 2017



Private Roads (Lanes) Study: Final Report and Recommendations

County of Frontenac, Ontario, Canada

Prepared for:



County of Frontenac

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June 15, 2016







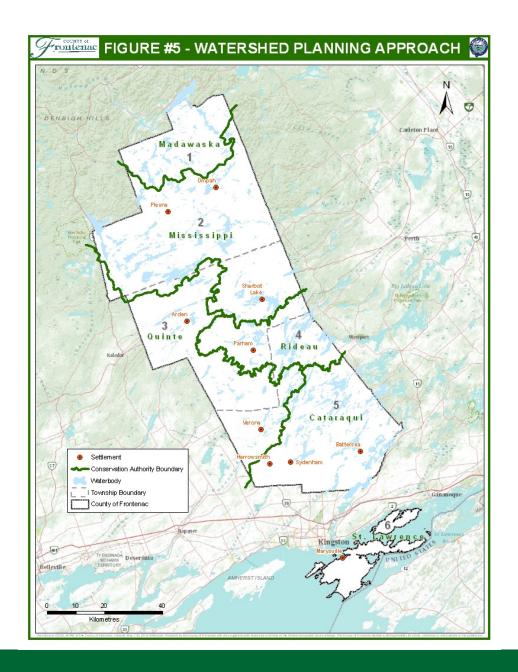
Over 90% tax base Residential

Seasonal Economy Important

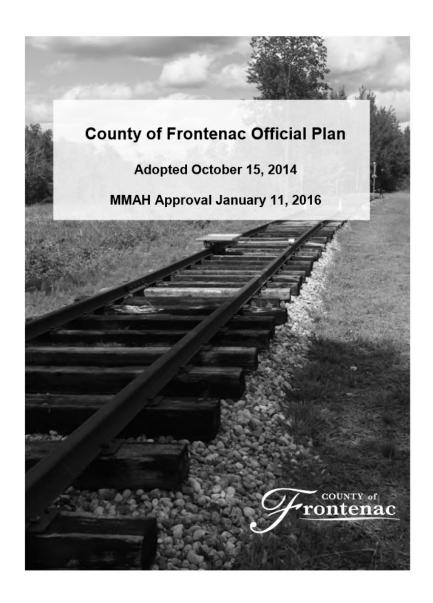
Challenges to Maintain Infrastructure

Limited Population Growth











Background

- Historic waterfront development
- Evolution from 'seasonal' to 'permanent'
- Future development problematic MAH opposed



History

- Impact of cottage road development on municipal services became a matter of provincial interest in the late 1970s and early 1980s.
- Increasing conversions and new lots = pressure on roads only intended to be seasonal.





Private lanes





kilometres



5,795



5,795

dwellings

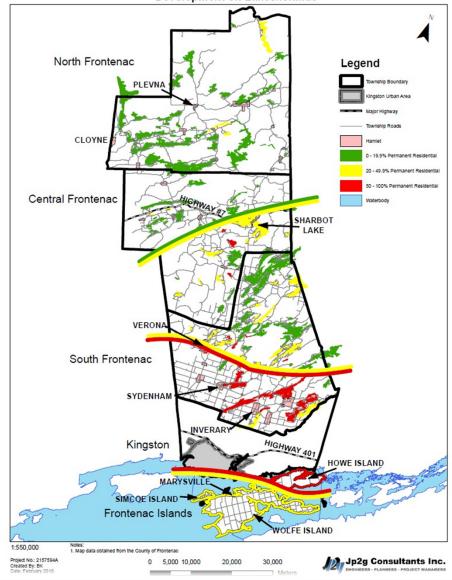
\$1.8 billion

assessment



\$1.8 billion

Map 2: Percentage of Permanent Residential (RU) Development on Lakes/Islands



"Good Planning"

- Best management practices
- Promote lane improvements
- True development potential
- Develop policies for Township Official Plans



Official Plan Policies



Policies

- Cottage road construction standards
- Infilling and/or extension for new lots
- New cottage roads common elements condominium
- Township assumption of cottage roads
- Monitoring



Implementation – One Year Later . . .

- North Frontenac New Official Plan
 - County Council approval September 20th
- Central Frontenac -- Official Plan review
 - First Draft November 2017
 - Incorporate policies in new draft plan
- South Frontenac Official Plan Amendment
 - Incorporate policies in modified plan 2018
- Frontenac Islands Official Plan Amendment
 - Public Meetings September 11th and October 10th



Takeaways

- Do not underestimate the value of the 'private road economy'
- The Province needs to recognize importance of waterfront development for Eastern Ontario – social, cultural, economic
- Do the planning, don't go to the OMB (\$\$\$)
- Regional approach consistency, collaboration



PRIVATE LANES — DECISION TREE lot have frontage on a public road? N Is the proposed Does the lane have Y lot(s) on or Is an extension to Is the proposal for 4 the extension development on the the lane being or more lots? potential for 4 or proposed? more lots? seasonal use? N N N N Does the lane have Y the extension potential for 3 lots? N N G D 4+ Lots on 4+ New Lane Policies >50% Permanent 1-2 lots Completing 3 Lots Completing 1-2 lots on a 4+ Lane 3 Lots on 4+ Lane Infilling Policies Lane Policies the Lane the Lane Policies Policies Lane Policies 1. Lane meets Lane meets 1. Lane that is Development The extension The extension PRS standards The extension PRS standards The extension up to and lane must be abutting the and entire 2. Entire lane is up to the last and entire Entire lane is new lot(s) the last lot meets by plan of existing lane governed by a existing lane lot meets the governed by a meets PRS the PRS standards condominium meets the PRS condominium meets the PRS PRS standards condominium Existing lane from Extension and standards standards Existing lane standards agreement Township Road up entire existing 2. Lane from Development Development Development from Township Development to extension is lane meets PRS Township Road agreement is agreement is gareement is Road up to agreement is up to new lot accessible to standards registered on registered on registered on extension is registered on is accessible to emergency vehicles All existing ROW accessible to emergency Development holders and 1-foot Township emergency agreement is owners of lane vehicles reserve vehicles registered on title must agree to 3. Development established at Development 1-foot Township condo agreement is end of lane agreement is registered on reserve established governance registered on at end of lane Development title agreement is registered on



