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## PLANNING JUSTIFICATION REPORT

### 1 Lone Tree Island, Township of Leeds and the Thousand Islands

#### Application for Zoning By-Law Amendment



May 2026

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Appendix A: Draft Zoning By-Law

## Introduction

This Planning Justification Report (PJR) has been prepared in support of a Zoning By-law Amendment application for the property municipally known as 1 Lone Tree Island (Island 98J) in the Township of Leeds and the Thousand Islands (TLTI). The subject property is located south of the St. Lawrence shoreline, between Hill Island and Club Island. The property has an approximate parcel area of 431 square metres with 84.7 metres of shoreline frontage and is currently developed with a single detached dwelling and a large deck encompassing the entirety of the island. Existing marine facilities include a 41.5 square metre finger dock and a 120 square metre covered boat port.

The overall development plan includes the removal of the existing finger dock and covered boat port to facilitate the construction of a new 187.7 square metre covered boathouse, including a ramp connection to the island for pedestrian access. Of this total, approximately 106.2 square metres will consist of dock surface area over the water, with the remaining area representing the portion enclosed by walls and roof, for a total footprint of 187.7 square metres.

The purpose of the application is to permit the development of an oversized marine facility, in comparison to the overall size of the island as identified within the Township's Comprehensive Zoning By-law. The proposed marine facility is intended to accommodate up to three (3) personal watercrafts. This includes two interior slips and a minimum of one exterior docking space for visitors along with a perimeter dock space for potential smaller watercraft docking. The proposed structure may initially seem large in comparison to the subject property, particularly given the island maintains a hardened perimeter that allows for docking beyond that of the existing docking facilities. To this end, the existing moorage around the perimeter of the island isn't overly functional given the wave action that the island experiences being located in the central portion of the channel. Further, with varying water depths particularly low in recent years, the moorage around the perimeter of the island isn't functional as the water depths don't allow for ingress and egress to docked vessels.

The subject property is designated "Rural Lands" on Schedule 'A' – Community Structure and Land Use of the United Counties of Leeds and Grenville Official Plan and "Rural – Special Policy Area" on Schedule 'A1' – Land Use Designations of the TLTI Official Plan. The lands are zoned Island Residential (RI) on Schedule 'B' – Ward 1 Shoreline of Zoning By-law 07-079, as amended.

A Zoning By-law Amendment is required to establish site-specific performance standards to permit the proposed marine facility.

# 1. Site Overview

## 1.1. Location and Site Information

The subject property is located within the rural area of the Township of Leeds and the Thousand Islands, south of Highway 401, and consists of a standalone island lot within the St. Lawrence River. The island is situated between the northeast side of Hill Island and the northwest side of Club Island, forming part of the established Thousand Islands waterfront landscape.

The subject property has an approximate area of 431.6 square metres and provides approximately 84.7 metres of shoreline frontage. Due to the fact the property is an island, the property is accessible exclusively by water, with no vehicular or land-based access available. This characteristic necessitates the provision of functional marine infrastructure to support access, docking, and storage.

The property is currently developed with a single detached seasonal dwelling, surrounding decking that maximizes functional outdoor amenity space, and existing marine facilities including a 41.45 square metre finger dock and a 120 square metre covered boat port. These features reflect the established pattern of development for small island properties in the area, where built form is oriented toward the shoreline to support water-based access and recreational use.



Figure 1: Locational context map



*Figure 2: Aerial view of the subject property*

## 1.2. Site Context

The subject property is a small private island located within the St. Lawrence River, in the Township of Leeds and the Thousand Islands, positioned between Hill Island and Club Island. The surrounding area is characterized by a mix of privately owned islands and low-density waterfront residential uses, primarily consisting of seasonal and permanent single detached dwellings with associated marine facilities such as docks and boathouses. Island properties in the area vary in size and scale, with some larger islands accommodating expansive dwellings and substantial boathouse structures, while smaller islands, similar to the subject property, generally maintain more modest development that reflects the limited land area and appropriate built form.

The subject island comprises approximately 431.6 square metres with 84.7 metres of shoreline and is currently developed with a single detached dwelling and a deck that encompasses much of the island. Surrounding properties exhibit a similar pattern of development, with buildings and accessory marine structures oriented toward the shoreline to facilitate access and use of the river. Marine facilities, including docks and covered boat ports, are common and functionally necessary given the absence of road access.

The subject property is surrounded entirely by the St. Lawrence River, with neighbouring islands located in relatively close proximity, each accommodating residential and accessory uses.

Overall, the subject property and surrounding area reflect a stable and established waterfront residential environment where marine infrastructure forms an integral component of the built form, while also exhibiting a range of development scales.



Figure 3: Northern View of Surrounding Area



*Figure 4: Southern View of Surrounding Area*

## 2. Proposed Development

The overall development plan proposes to remove the existing 41.5 square metre finger dock and 120 square metre covered boat port and replace both with a single new, consolidated marine facility in the form of a covered boathouse with an associated access ramp. The proposed boathouse will have a total footprint of approximately 187.7 square metre, of which 106.2 square metre will consist of dock surface area extending over the water, with the remaining area comprised of the enclosed portion of the structure (i.e., walls and roof).

The boathouse is proposed to be located on the south side of the island, with the interior slip openings oriented toward the east to provide increased protection from prevailing winds and wave action. The structure is designed as a consolidated, stationary facility configured to optimize functionality and safety while establishing an aesthetically pleasing structure that is complementary with the built form of the residential development on the subject property and surrounding islands (Figure 6 below).

An access ramp, approximately 1.8 metre wide by 5.0 metres long is proposed to connect the proposed boathouse to the island. In addition to providing safe and convenient access, the ramp has been designed to create an additional sheltered docking space along one side, between the

island and the boathouse, capable of accommodating an extra watercraft protected from wind and wave exposure. The opposite side of the ramp will provide space for smaller watercrafts and recreational equipment (e.g., kayaks, canoes, and seadoos), further enhancing the usability of the marine facility (Figure 5 below).

The proposed boathouse is intended to accommodate up to three watercrafts, including two interior slips within the covered portion of the structure and a minimum of one exterior docking space. This configuration reflects the functional needs of the property, which is only accessible by water. Overall, the proposal represents a consolidation of existing marine infrastructure, improving safety, efficiency, and long-term durability, while maintaining compatibility with the surrounding waterfront context.

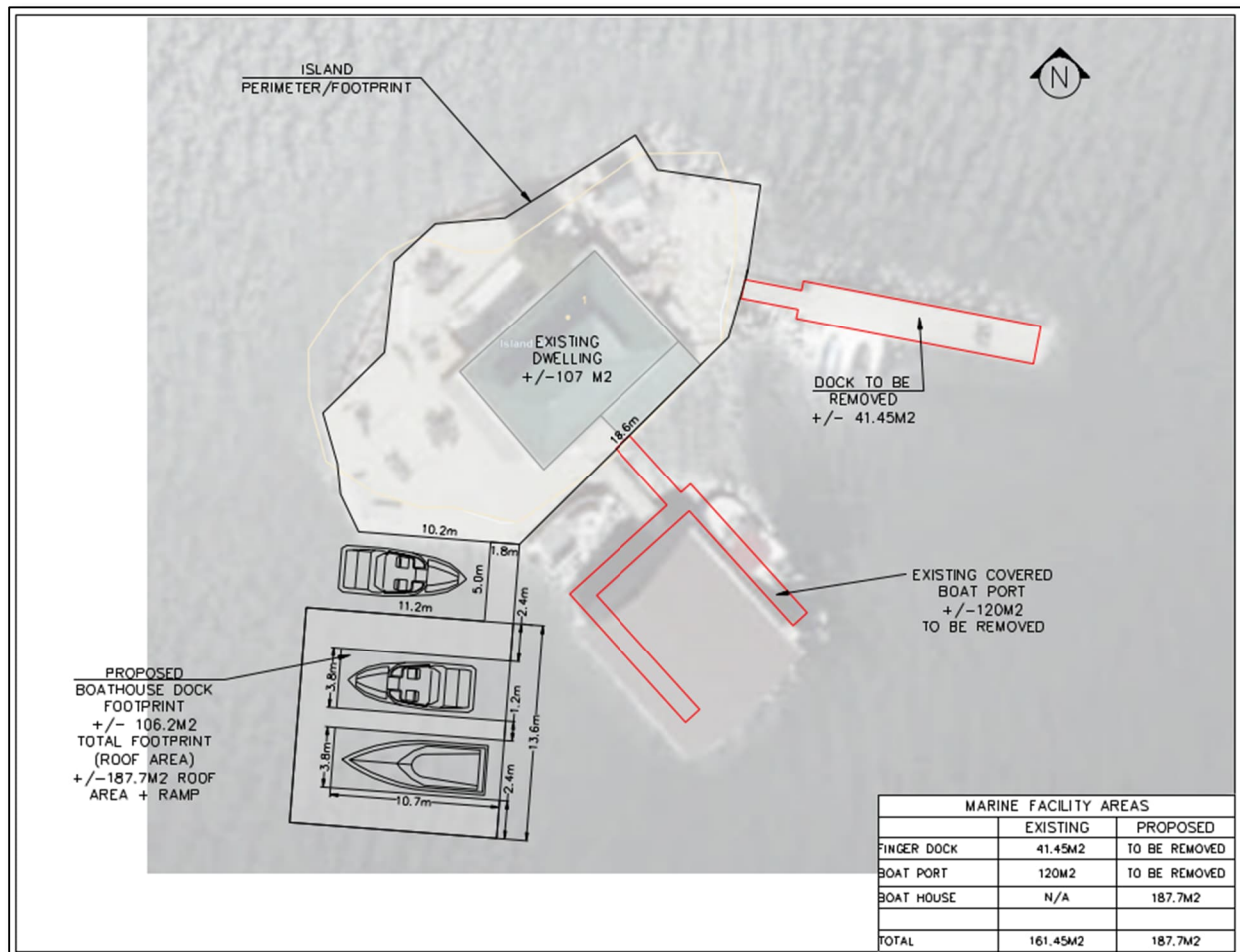


Figure 5: Concept Plan

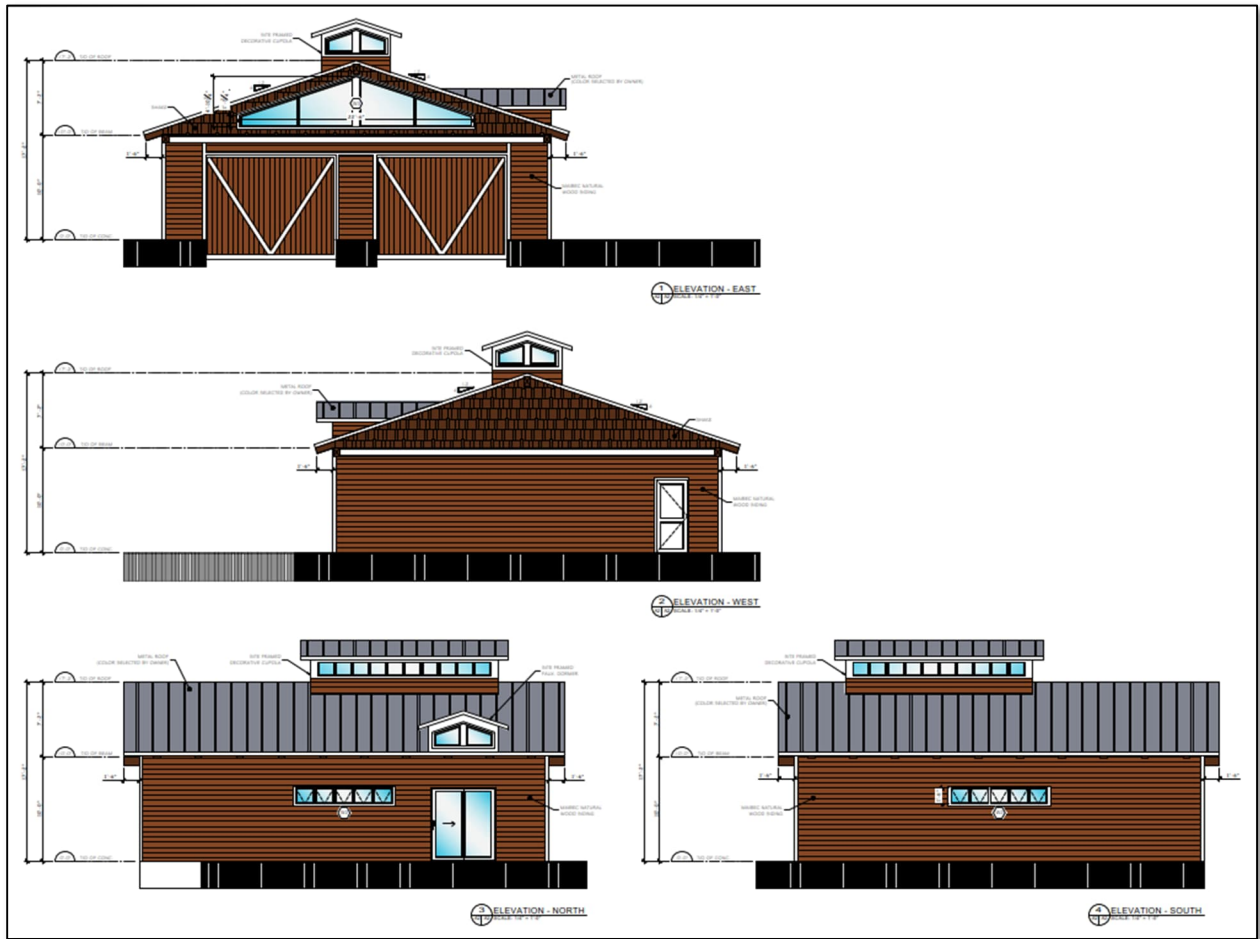


Figure 6: Architectural Renderings

## 2. Applications

### 2.1. Zoning By-law Amendment

A Zoning By-law Amendment (ZBA) application is being submitted to rezone the subject property from an Island Residential (RI) zone to a site-specific Island Residential (RI-xx) zone. The proposed site-specific provisions will establish the performance standards required to facilitate the proposed development, as detailed in the draft site-specific By-law as included in Appendix B of this report.

### 2.2. Pre-Application and Supporting Studies

Multiple Pre-Application meetings were held throughout 2025 to discuss the overall development plan, refine the scope of the proposed development and confirm a proposal that aligns with Township policy.

The following are being submitted in support of the application:

- Conceptual Site Plan
- Planning Justification Report
- Application Fees
- Application Form, and
- Conceptual Architectural renderings

## 3. Policy & Regulatory Framework

### 3.1. Planning Act

The *Planning Act*, R.S.O 1990, c. P.13 is provincial legislation that establishes the framework for land use planning throughout the Province of Ontario. The Act outlines the rules and requirements for a variety of matters, including the responsibilities of municipal governments in the planning process and the broader rules applicable to land use planning in the Province.

**Section 2** of Part I of the Act outlines the matters of provincial interest that municipalities and the Ontario Land Tribunal must consider. Applicable matters of provincial interest include the following:

- (a) *the protection of ecological systems, including natural areas, features and functions;*
- (b) *the protection of the agricultural resources of the Province;*
- (c) *the conservation and management of natural resources and the mineral resource base;*
- (d) *the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
- (e) *the supply, efficient use and conservation of energy and water;*
- (f) *the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- (g) *the minimization of waste;*
- (h) *the orderly development of safe and healthy communities;*
  - i. *(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- (i) *the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- (j) *the adequate provision of a full range of housing, including affordable housing;*
- (k) *the adequate provision of employment opportunities;*
- (l) *the protection of the financial and economic well-being of the Province and its municipalities;*
- (m) *the co-ordination of planning activities of public bodies;*
- (n) *the resolution of planning conflicts involving public and private interests;*
- (o) *the protection of public health and safety;*
- (p) *the appropriate location of growth and development;*
- (q) *the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- (r) *the promotion of built form that,*
  - i. *is well-designed,*
  - ii. *encourages a sense of place, and*
  - iii. *provides for public spaces that are of high quality, safe, accessible, attractive and vibrant*
- (s) *the mitigation of greenhouse gas emissions and adaptation to a changing climate.*

The development represents a modest and site-specific improvement to an existing developed private island property and does not introduce new land use or intensification that would adversely impact ecological systems, natural features, or shoreline functions. The proposal maintains the existing use while replacing aging marine infrastructure with a more efficient and consolidated facility, thereby supporting the conservation and responsible management of natural resources.

The proposal does not impact agricultural resources, mineral resources, or cultural heritage features, and is appropriate given the property's limited size, water-access-only nature, and established residential use. The boathouse will support the safe and efficient use of the property by improving docking conditions and reducing potential hazards associated with outdated structures, thereby contributing to public health and safety.

From an infrastructure and environmental perspective, the development does not require servicing expansions and will not place additional demand on municipal systems. The proposal reflects orderly and context-appropriate development, supports the continued recreational residential use of the property, and represents an efficient use of the site.

### **3.2. Provincial Planning Statement**

The 2024 Provincial Planning Statement (PPS) took effect October 20, 2024, which brought into effect significant changes, particularly consolidating the Growth Plan in the Greater Golden Horseshoe and the 2020 Provincial Policy Statement. The 2024 PPS is issued under the authority of Section 3 of the Planning Act and is the primary provincial document that provides direction on matter of provincial interest related to land use planning and development.

The 2024 PPS is intended to provide more flexibility to municipalities to plan and manage growth and development, unique to their local challenges and opportunities. The 2024 PPS is the most recent provincial policy document towards the goal of addressing current housing supply and affordability crisis.

With respect to the proposed marine facility development, the following policies of the PPS are directly relevant:

**Section 2.6.1.:** *On rural lands located in municipalities, permitted uses are:*

- a) the management or use of resources;*
- b) resource-based recreational uses (including recreational dwellings not intended as permanent residences);*
- c) residential development, including lot creation, where site conditions are suitable for the provision of appropriate sewage and water services;*

The proposed development represents an accessory marine structure to an existing residential use on a privately owned island. The property is already developed with a recreational dwelling, which is a permitted use within Rural Lands. The proposed boathouse does not introduce a new

land use or intensification but rather supports and enhances the existing residential and recreational function of the property.

The development is appropriately characterized as a resource-based, water-oriented accessory use that is functionally required due to the property's water-only access. No changes are proposed to servicing, and the existing conditions remain suitable for the continued use of the property. As such, the proposal supports permitted residential and recreational uses in a manner that is appropriate for the rural waterfront context.

**Section 2.6.2.:** *Development that can be sustained by rural service levels should be promoted.*

The proposed boathouse is intended solely to provide sheltered storage and docking for personal watercrafts and is not designed for human habitation. As no additional residential use or density is proposed, the development will not place increased demand on existing services.

**Section 2.6.3.:** *Development shall be appropriate to the infrastructure which is planned or available, and avoid the need for the uneconomical expansion of this infrastructure.*

The proposed development is appropriate to the infrastructure currently available on the subject property and does not require any upgrades or extensions.

**Chapter 3** of the Provincial Planning Statement, 2024 focuses on the optimization of infrastructure and public service facilities. The policies emphasize that infrastructure (e.g., transportation networks, water and wastewater services, and other public facilities) should be planned and provided in a coordinated, efficient, and financially sustainable manner to support both current and future development.

The proposed development constitutes an accessory recreational use that is functionally required to support the existing island residential use, particularly given the property's water-only access. The proposal does not require the expansion or extension of municipal infrastructure or public service facilities and instead represents a minor upgrade and consolidation of existing private marine infrastructure associated with an established residential use.

**Chapter 4** of the Provincial Planning Statement, 2024 addresses the wise use and management of resources, including policies related to natural heritage, water resources, agriculture, minerals, and cultural heritage and archaeology. The subject property is fully developed and does not contain any identified or known resource features, with the exception of its location within the St. Lawrence River. As such, the proposed marine facility is not anticipated to negatively impact surrounding resource areas.

**Section 4.2.2** *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, which may require mitigative measures and/or alternative development approaches.*

The proposed development involves the removal of two existing marine structures and their replacement with a single, consolidated boathouse located along the south-west shoreline of the island. This approach reduces the overall footprint and fragmentation of structures within the water, thereby improving the existing condition.

The proposed boathouse will be constructed on pilings and elevated above the water, minimizing disturbance to the riverbed and maintaining existing hydrologic functions. The structure will be set back approximately 5 metres from the shoreline and connected to the island via a pedestrian ramp, further limiting interference with nearshore and groundwater features. While the installation of pilings constitutes in-water work, the application will be circulated to the appropriate regulatory agencies for review to ensure no negative impacts to the St. Lawrence River. In addition, appropriate mitigation measures will be implemented during construction to protect water quality and aquatic habitat.

Chapter 5 of the Provincial Planning Statement, 2024 addresses the protection of public health and safety, including policies related to natural and human-made hazards. Based on available mapping and applicable schedules, portions of the subject island may be influenced by floodplain conditions associated with its location within the St. Lawrence River.

Notwithstanding this, the proposed development is not anticipated to result in adverse impacts to public health or safety or to introduce new or increased risk. The boathouse is a water-dependent structure that will be constructed on pilings and elevated above the water, which is an appropriate design response to fluctuating water levels. The proposal represents an appropriate replacement and consolidation of existing marine infrastructure within an already developed shoreline area. As such, it maintains existing conditions while improving functionality and safety and will be designed and constructed to ensure safe use under typical and variable water level conditions.

Based on the review completed above in consideration of the Zoning By-Law Amendment application, we are of the opinion that the proposed marine facility development is consistent with the intent of the 2024 PPS.

### **3.3. United Counties of Leeds and Grenville Official Plan**

The UCLG Official Plan (OP) was adopted by Counties Council on July 23, 2025 and approved by the Minister of Municipal Affairs and Housing on February 19, 2016. The purpose of the UCLG OP is to provide upper-tier land use planning policies to manage growth and development within the Counties over the planning horizon (i.e. until the year 2031).

The subject island is designated Rural and is located approximately 120 metres from a provincially significant wetland situated on the northeast side of Hill Island. Accordingly, the following policies of the United Counties of Leeds and Grenville Official Plan are relevant to the proposed development:

**Section 3.3** addresses policies specific to Rural Lands, which are located outside of settlement areas and not designated for agriculture. These lands are intended to protect natural amenities

and the rural character of the Counties while supporting opportunities for resource-based activities, recreation, tourism, and other appropriate rural land uses.

**Section 3.3.2. Permitted Uses:** *The following policies will apply in determining the uses that are permitted in the rural lands:*

- a) *The primary use of land will be for:*
  - i. *the management or use of resources, such as forestry and mineral aggregate operations;*
  - ii. ***resource-based recreational uses, including recreational dwellings;***
  - iii. ***limited residential development, which will be defined in the local municipal Official Plans;***
  - iv. *home occupations and home industries;*
  - v. *cemeteries;*
  - vi. *agricultural uses, agriculture-related uses, on-farm diversified uses and normal farm practices as permitted in Section 3.2.2; and other rural land uses.*

*limited residential development, which will be defined in the local municipal Official Plans;*

The subject property is currently developed with a single detached recreational dwelling and two existing dock structures, a finger dock and a boat port, on a single island lot with water-only access. The proposed boathouse seeks to replace these existing docks and represents a continuation of an established accessory use to the recreational dwelling.

The proposed boathouse is intended to support the ongoing use of the property by providing sheltered berthing for two interior vessels, thereby maintaining safe and reliable water-based access. A Zoning By-law Amendment is required to permit a marine facility that exceeds the permissions of the implementing zoning by-law, which is necessary given the limited size and unique constraints of the island property.

- d) *Recreational and tourist commercial uses, open space, and limited residential development, may be permitted in rural lands without requiring an amendment to this Plan, but may be subject to a rezoning, and provided the use is permitted in the local municipal Official Plan, and meets the criteria established within the local municipal Official Plan.*

The proposed development represents an accessory use to an existing recreational residential property and supports ongoing water-based recreational activity. The boathouse does not introduce a new or incompatible land use but rather enhances the functionality of the property in a manner consistent with permitted rural land uses.

While the use itself is appropriate and contemplated within the rural designation, a site-specific Zoning By-law Amendment is required to address performance standards related to the size of the marine facility, given the zoning constraints imposed of the area of the subject property (ie. island). Subject to zoning approval, the proposal remains consistent with the intent of the Official Plan, as it supports recreational use and is compatible with the surrounding rural waterfront context.

**Section 3.3.3** outlines land use policies related to compatibility with surrounding areas, with an emphasis on ensuring that proposed development is appropriately integrated with adjacent land uses and does not result in adverse impacts. In the context of the subject property, the applicability of these policies is limited due to the unique nature of the subject property (ie. island).

The island is a stand-alone parcel within the St. Lawrence River and functions as a single recreational residential lot with no direct land-based adjacency to other properties in the conventional sense. Surrounding uses consist of similar island-based recreational dwellings and associated marine facilities, all of which are water-access only and operate within a comparable development context.

Given this setting, the proposed boathouse represents a continuation of an existing accessory use and is consistent with the established pattern of waterfront recreational development in the area.



*Figure 7: Subject property (red) as shown on Schedule 'A' – Community Structure and Land Use of the UCLG OP*

**Section 4** provides additional policies relating to natural heritage, water resources, and cultural heritage. As noted, the subject island does not appear to be located within any identified natural or cultural heritage features (aside from water), as illustrated on Schedule C of the Official Plan. Notwithstanding this, a review has been undertaken in consideration of the property's proximity to the St. Lawrence River and wetlands to the south to confirm that the proposed development is consistent with applicable policies and will not adversely affect surrounding natural heritage resources.

**Section 4.2.1. Development and site alteration:** *It is the policy of the United Counties of Leeds and Grenville that:*

- a) *Development and site alteration will not be permitted in significant wetlands and significant coastal wetlands.*
- b) *Development and site alteration will not be permitted in:*
  - a. *significant woodlands in Ecoregion 6E;*
  - b. *significant valleylands in Ecoregion 6E;*
  - c. *significant wildlife habitat;*
  - d. *significant areas of natural and scientific interest; and*
  - e. *coastal wetlands in Ecoregion 6E that are not identified as significant, unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.*
- c) *Development and site alteration will not be permitted in fish habitat except in accordance with Provincial and Federal requirements.*
- d) *Development and site alteration will not be permitted in habitat of endangered species and threatened species, except in accordance with Provincial and Federal requirements.*
- e) *Nothing in the policies of Section 4.0 are intended to limit the ability of agricultural uses to continue.*

The proposed development does not propose development or site alteration within or adjacent to any identified significant wetlands, woodlands, valleylands, wildlife habitat, areas of natural and scientific interest, or other defined natural heritage features. Based on available mapping and review, the subject property (ie. island) does not contain any designated natural heritage features and is located within an already developed, highly modified waterfront context within the St. Lawrence River.

Although, the proposed boathouse will be located along a different portion of the shoreline than the existing dock and boat port; it remains within a previously utilized and actively used waterfront context associated with the property. The development replaces and consolidates existing marine infrastructure into a single, more organized facility, without introducing new intensity of use or expanding the overall functional footprint of marine activity on the site. As such, no impacts to fish habitat, species at risk, or their associated habitats are anticipated. Any in-water works, including piling installation, will be subject to applicable regulatory approvals to ensure the protection of aquatic resources.

**Section 4.2.11. Water Courses and Waterbodies:** *It is the intent of this Plan to protect natural watercourses and waterbodies from incompatible development to minimize the impacts of such development on their ecological functions and to recognize the importance of watercourses and waterbodies as part of the overall natural heritage system in the Counties. It is the policy of the United Counties of Leeds and Grenville that:*

- a) *The protection of watercourses and waterbodies in the Counties will be in accordance with Section 4.4.1 of this Plan.*
- b) *Interference with a watercourse or waterbody may require a permit from the applicable Conservation Authority, and restrictions could apply.*
- c) *Planning for stormwater management will be in accordance with Section 6.3.2 of this Plan.*

The proposal involves the removal of existing dock structures and their replacement with a single, consolidated boathouse, thereby reducing the extent of fragmented in-water infrastructure and improving overall site organization.

The boathouse will be constructed on pilings, allowing water to flow beneath the structure and maintaining existing hydrologic and ecological functions. No significant alteration to the shoreline or watercourse is proposed, and the development is designed to limit disturbance to the riverbed and surrounding aquatic environment.

Any in-water works associated with the installation of pilings will be subject to review and approval by the applicable regulatory agencies, including the Cataraqui Region Conservation Authority, to ensure compliance with permitting requirements and to mitigate potential impacts.

**Section 4.2.13 Adjacent Lands:** *as referenced in Section 4.2, includes the lands contiguous to a natural heritage feature or area where development or site alteration may have a negative impact on the natural heritage feature or area. For the purposes of this Official Plan, adjacent lands are determined to include all lands within the specified distance of the boundary of natural heritage features and areas as set out in Table 4.1.*

Based on available mapping and applicable schedules, the subject property is not located within any identified natural heritage features; however, a provincially significant wetland is located on nearby Hill Island. The subject island is situated approximately 120 metres from this feature, which corresponds with the defined adjacent lands distance identified in the Official Plan. As such, the property is located at the outer limit of the adjacent lands area where potential impacts may be considered.

Notwithstanding this proximity, the proposed development is limited in scale, water-dependent in nature, and located within an already developed shoreline context. The consolidation of existing marine infrastructure and minimal shoreline disturbance ensure that no negative impacts to the identified natural heritage feature or its ecological functions are anticipated.



Figure 8: Subject property (red) as shown on Schedule 'A' – Distance to identified Wetlands

**Section 5.2.2 Flooding Hazards, Steep Slopes, Unstable Soils Unstable Bedrock and Erosion Hazards:**

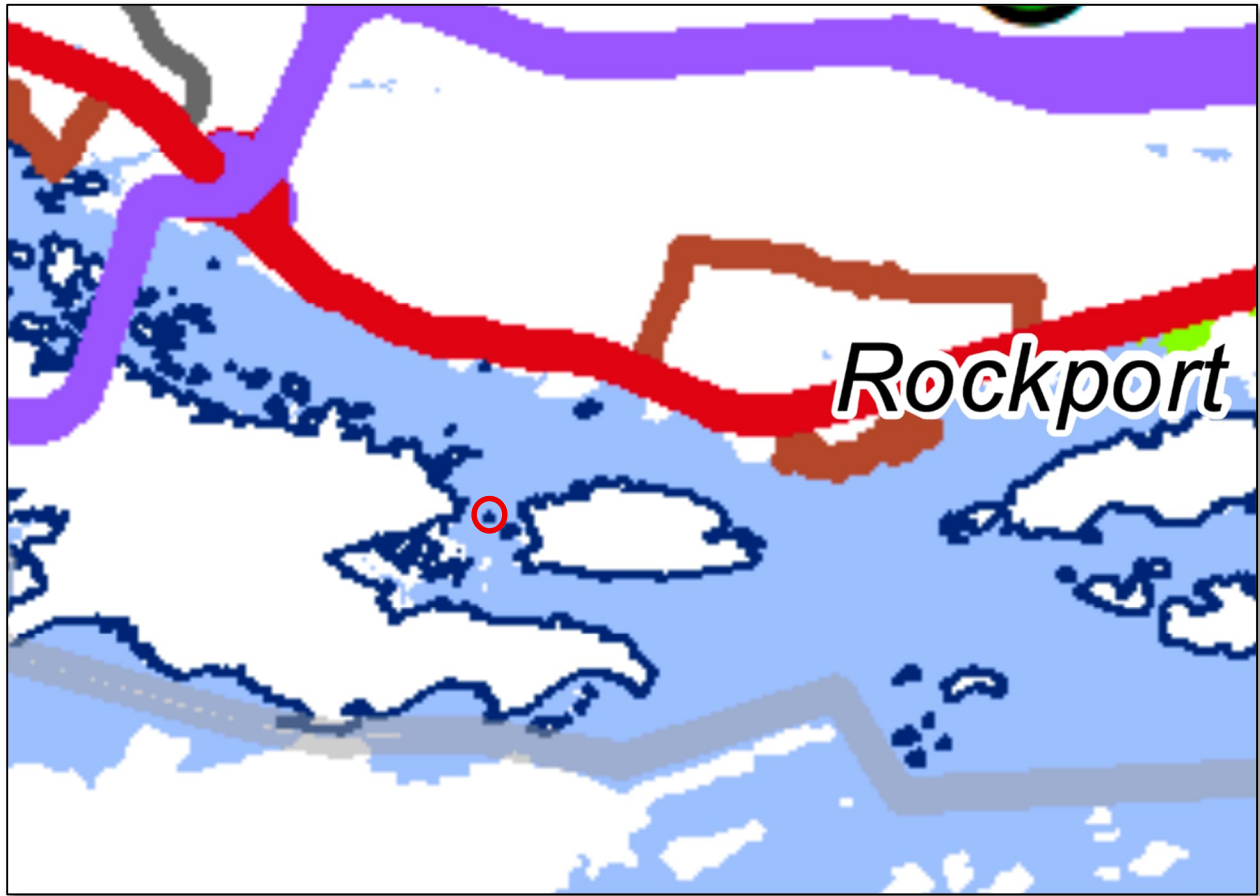
- a) *Development will be directed to areas outside of flooding hazards, erosions hazards, hazardous lands, and hazardous sites adjacent to the shorelines of the Great Lakes-St. Lawrence River System and large inland lakes, river, stream and small inland lake systems as identified on Schedule D or areas that are identified on a site-specific basis. Due to the scale of the flood plain mapping identified on Schedule D, the appropriate Conservation Authority should be consulted for more accurate flood risk mapping. It should be noted that there are four water bodies in the Counties where a Regulatory Flood Level has been established but not mapped (Upper Rideau, Big Rideau, Lower Rideau and Otter Lake). These levels are 124.9 metres geodetic, 124.51 metres geodetic, 124.51 metres geodetic, and 125.5 metres geodetic, respectively.*

The subject property’s entire perimeter acts as a shoreline along the St. Lawrence River, identified as “Flood Plains” on Schedule D of the United Counties of Leeds and Grenville Official Plan. The proposed development, consisting of a boathouse located within the river to facilitate access to a water-access-only island residential property, a use that is inherently associated with floodplain conditions.

Accordingly, the application will be circulated to the Cataraqui Region Conservation Authority (CRCA) and other applicable regulatory agencies as part of the technical review process to address potential flooding considerations. Any comments or requirements identified through this review will be addressed as part of the approval process to ensure the development is appropriately designed with regard to floodplain conditions.

- c) A permit from a Conservation Authority may be required for development and site alteration within or adjacent to hazardous lands before work can begin.

Any required permits from the Cataraqui Region Conservation Authority will be obtained prior to construction to ensure the development is appropriate and safe within the context of potential hazardous lands.



**Figure 9:** Subject property (red circle) as shown on Schedule 'D' - Natural and Human Made Hazards

Based on the review completed above in consideration of the Zoning By-Law Amendment application, we are of the opinion that the proposed marine facility development is consistent with the intent of the United Counties of Leeds and Grenville Official Plan.

### 3.4. Township of Leeds and the Thousand Islands Official Plan

The Township of Leeds and the Thousand Islands (TLTI) Official Plan was adopted by Township Council on September 10, 2018 and approved by the UCLG on November 22, 2018. The purpose of the TLTI Official Plan is to establish a vision, goal, objectives, and policies to manage and direct physical development and the effect of change on the physical, social, cultural, economic, and natural environment within the Township for the planning horizon (i.e. until the year 2031).

The subject property resides within the rural land use designation, within the Special Policy Area - Thousand Islands (South of 401) as per Schedule A (Figure 10). Schedule A2 of the Official Plan indicates potential hazards, showing the property to reside entirely within the 30 metre water setback due to its island formation and small area.

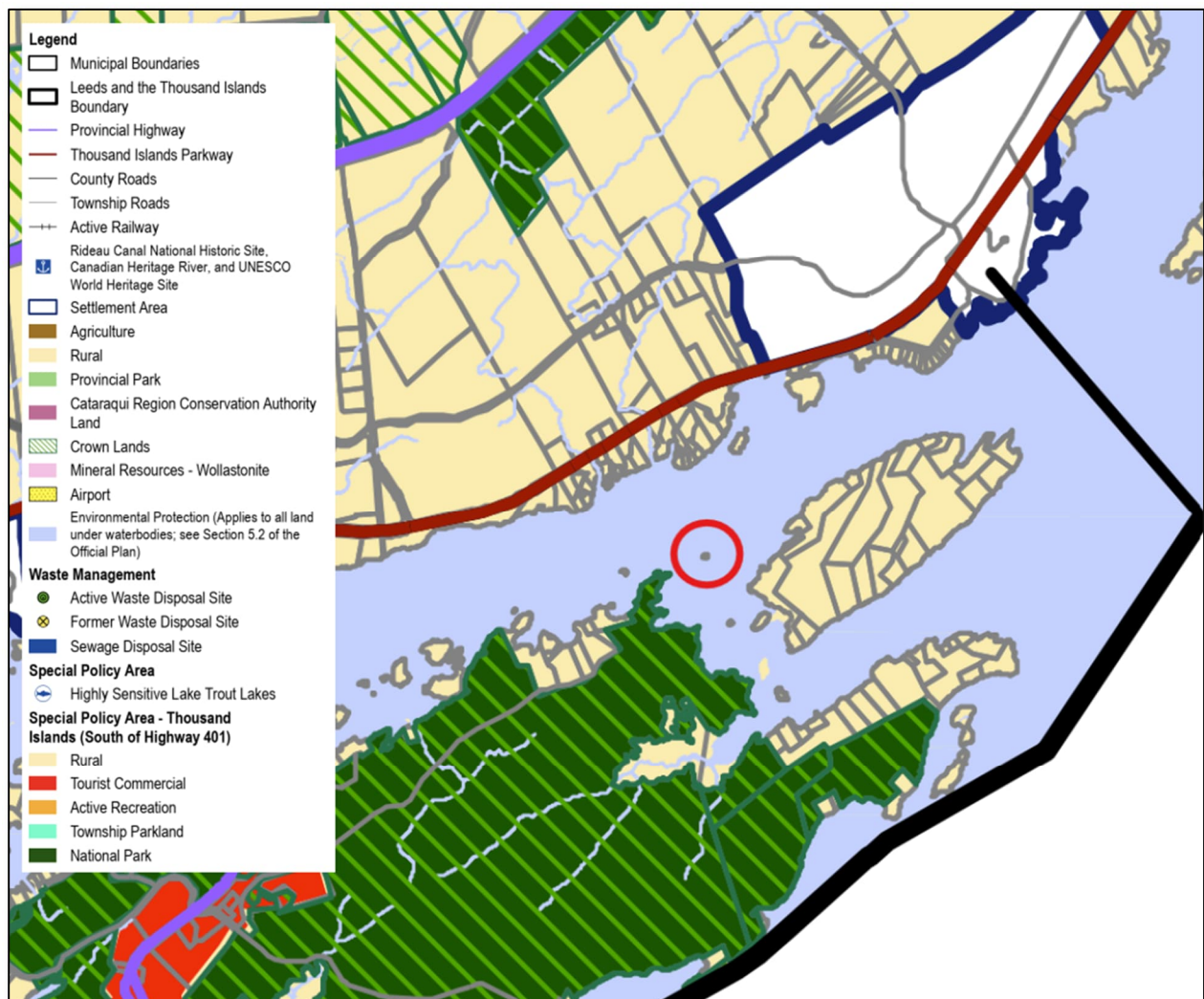


Figure 10: Approximate location of the subject property (red circle) as shown on Schedule 'A1' - Land Use



Figure 11: Approximate location of the subject property (red circle) as shown on Schedule 'A2' - Hazards

**Section 3** speaks to the overall objectives of the official plan where the following policies directly apply to the subject property;

**Section 3.3.13** *Development in the municipality should be sustainable so that the quality of the natural and human-made environment is maintained or improved for future generations.*

The proposed development supports sustainable use by replacing and consolidating existing aged marine infrastructure into a single, new, efficient structure, thereby improving functionality while minimizing environmental disturbance and maintaining the long-term quality of the natural and built environment.

**Section 3.3.14** *In reviewing development proposals, the Township shall consider the potential impacts of climate change and increased risks associated with development near natural hazards, as well as the importance of adaptation and mitigation responses.*

The proposed boathouse is to be designed with consideration for fluctuating water levels and potential climate-related impacts, including its elevation on pilings and orientation for wind and wave protection. As a replacement of existing marine infrastructure within a flood influenced area, the development represents an adaptive approach that maintains safe and functional use without increasing risk.

**Section 3.3.15** *The natural beauty of the area shall be preserved for the enjoyment of residents, tourists, and future generations.*

The overall development plan seeks to preserve the natural beauty of the area by consolidating existing marine structures into a single, well-designed, architecturally pleasing boathouse, reducing visual clutter and maintaining the overall character of the waterfront for residents and visitors.

**Section 3.3.16** *Natural heritage features and areas shall be identified, preserved and enhanced.*

The proposed development does not encroach upon any identified natural heritage features or areas and is confined to an already developed shoreline. By consolidating existing marine infrastructure into a single structure, the proposal minimizes disturbance to the waterfront and helps maintain the integrity of surrounding natural features.

**Section 3.3.17** *The community's water resources shall be protected.*

The proposed development protects water resources by maintaining a water-dependent use within an already developed shoreline area and incorporating a piled boathouse design that minimizes disturbance to the riverbed and maintains natural water flow. Any required approvals and construction measures will further ensure that water quality and aquatic functions are protected.

**Section 3.3.19** *Development shall be directed away from areas of human-made and natural hazards but, where development is permitted, it shall be designed to protect people and property.*

The proposed development is located within an existing developed shoreline area and shall be designed to respond to natural hazard conditions, including potential flooding and fluctuating water levels in the St. Lawrence River. The boathouse will be constructed on pilings and elevated above the water, reducing vulnerability to hazard impacts and ensuring the protection of both people and property.

**Section 4.6** speaks to *Compatibility and Built Form*, where **Section 4.6.1** provide the assessment criteria of new development as follows;

- a) *Height and massing: Building height, massing, and scale should be assessed based on the planned or existing uses of adjacent properties, as well as the character established by the prevailing pattern of abutting development and development that is across the street;*

The proposal consolidates existing dock and boathouse structures into a single, more efficient marine facility, resulting in a resolved built form that remains proportionate to the function of

the island. Given the separation distance to neighbouring properties and the absence of directly abutting development, compatibility is appropriately assessed within the broader waterfront island context.

- b) *Landscaping: Landscaping may be required as a buffer between uses and shall be of a sufficient depth as determined through the Zoning By-law;*

As the subject property is a small, developed island surrounded entirely by water, traditional buffering between differing land uses is not applicable in this context.

- c) *Lighting: The potential for light spill over or glare onto adjacent light sensitive areas or the sky must be minimized;*

Given the separation distance to neighbouring island properties (over 175 metres) and the surrounding open-water context, the potential for light trespass onto adjacent properties is limited.

- d) *Noise and air quality: The development should be located and designed to minimize the potential for significant adverse impacts on adjacent sensitive uses related to noise, odours, and other emissions;*

The boathouse is intended solely for safe storage and docking of watercrafts and will not generate significant sources of noise, odours, or air emissions beyond those associated with the existing seasonal residential use of the property.

- e) *Outdoor amenity areas: The privacy of outdoor amenity areas of adjacent residential units must be respected;*

The subject property is a stand-alone island parcel separated from surrounding island properties by over 175 metres of open water, with no directly abutting residential lots or shared property boundaries. Given the separation distance and water-based context, the proposal does not result in any impact to surrounding private outdoor amenity areas.

- f) *Parking: Adequate on-site parking must be provided in accordance with the provisions of the Zoning By-law, with minimal impact on adjacent uses. For higher density development within settlement areas, the Township may consider permitting reduced standards for on-site parking, or off-site parking, where accommodation of on-site parking is not possible;*

Parking considerations are not applicable in the conventional sense due to the subject property's status as a water-access-only island with no vehicular access or road network. Accordingly, the proposed Zoning By-law Amendment seeks to improve and consolidate existing on-site marine "parking" and safe storage opportunities for watercrafts, enhancing the functionality and organization of access to the property.

- g) *Safety: The development should be designed with the principles of Crime Prevention Through Environmental Design (CPTED) and other best practices, to ensure that opportunities for crime and threats to public safety are reduced or minimized. CPTED is a proactive design philosophy*

*based on the belief that the proper design and effective use of the built environment can lead to a reduction in the fear and incidence of crime, as well as an improvement in the quality of life (CPTED Ontario, 2014);*

The open-water setting of the subject property, combined with its seasonal residential use and lack of public access, naturally limits opportunities for unauthorized access or concealment, thereby reducing the potential for crime.

- h) Setbacks: Prevailing patterns of rear and side yard setbacks, building separation, landscaped open spaces, and outdoor amenity areas as established by existing zoning where the proposed pattern is different from the existing pattern of development;*

The subject property is a stand-alone island lot within the St. Lawrence River and does not exhibit conventional rear or side yard relationships to abutting properties due to its separation by water.

- i) Shadowing: Shadowing on adjacent properties must be minimized, particularly on outdoor amenity areas;*

The potential for shadow impacts on adjacent lands is negligible.

- j) Traffic impacts: The road network or waterbody in the vicinity of the proposed development can accommodate the vehicular or boat traffic generated;*

The proposed development will not generate any increase in long-term traffic beyond existing levels associated with the established seasonal residential use of the property. Access to the site is exclusively by water, and the boathouse is intended to replace existing marine infrastructure rather than intensify use of the waterbody.

- k) Transition: The need to provide a transition between areas of different development intensity and scale, including through the use of incremental changes in building height, massing, setbacks and stepbacks;*

There are no directly abutting properties, and surrounding island development is generally of a similar recreational residential nature.

- l) Vehicular access: The location and orientation of vehicle access must take into account impact on adjacent properties including noise, glare, and loss of privacy, as well as safety of pedestrians and pedestrian access.*

Vehicular access considerations are not applicable to the subject property, as the island is water-access only.

**Section 4.6.2 Design Guidelines,** *The Township may undertake the preparation of Design Guidelines for certain areas within the Township, such as the settlement areas, waterfront lands, and/or for certain land uses, such as commercial. The Design Guidelines would be prepared as a separate document, and in consultation with the public and would be approved by Council. The intent of the*

*Design Guidelines is to develop a list of criteria that can be used in the design stage by owners/developers, and by the Township to evaluate development applications to ensure that the broader goals, objectives, and intent of the policies of this Plan are met, while ensuring compatibility with adjacent land uses and that the prevailing character and built form of an area is maintained or enhanced.*

The proposed development is consistent with the intent of applicable design guidelines as it maintains the established waterfront character and built form of the area through the consolidation of existing marine infrastructure into a single, cohesive boathouse. The design responds appropriately to the site's island context, water-access-only condition, and surrounding recreational residential uses, ensuring compatibility with adjacent development patterns. The proposal also supports the broader goals and objectives of the Official Plan by improving functionality and reducing visual fragmentation along the shoreline while preserving the prevailing character of the waterfront environment.

**Section 5.2** speaks to the Environmental Protection designation which applies to all land designated as such on the Schedules. *The intent of this designation is to ensure that all land within the municipality is subject to appropriate planning policy. The policies of this Section also apply to lands within the regulatory 1:100 year flood plain. Significant issues that need to be addressed are waterfront structures and potential modification of shoreline and nearshore areas. The following policies shall apply:*

1. *Structures used for flood or erosion control, shoreline stabilization, water intake facilities, and similar uses, as well as marine facilities which, by their nature, must be located on or near the water, shall generally be permitted, subject to the policies in the Waterfront Areas and Waterbody Protection Section and other applicable policies of this Plan.*

The proposed boathouse is a marine facility that must be located on the water to function and provide safe access and storage of watercrafts.

2. *Buildings or structures attached to waterfront areas or land under water require approvals from various bodies. The type of approvals varies based on location and the type of development proposed. Regulatory bodies include Transport Canada, Parks Canada, the Ministry of Natural Resources and Forestry, and the Cataraqui Region Conservation Authority. The Township shall attempt to coordinate policy and approvals wherever possible.*

It is understood that through the application and circulation process the proposal will be reviewed by appropriate regulatory agencies.

3. *Development should be designed and/or of a type that would result in minimal environmental impact.*

The proposed development is designed to minimize environmental impact by consolidating existing marine infrastructure into a single boathouse, thereby reducing shoreline fragmentation and overall disturbance. The structure will be constructed on pilings, allowing natural water flow to continue beneath it and limiting disturbance to the riverbed.

4. *Environmental Protection areas are designated as Site Plan Control areas.*

Should Site Plan Control be required through the approval process, a subsequent application will be submitted prior to on-site construction.

**Section 5.2.2** provides insight into marine facility policies with the overall intent to *permit an appropriate amount of dockage and storage for vessels associated with the recreation and transportation-related functions for waterfront properties in the Township, while being of a type and scale and well-maintained to minimize their environmental, navigational, and visual impacts subject to other applicable policies of this Plan.*

1. *The implementing Zoning By-law shall contain detailed provisions regulating the development of marine facilities. Standards may vary depending on marine facility type (i.e. for docks, boat ports, and boathouses).*

The proposed development is consistent with the intent of the marine facility policies as it provides necessary and appropriate docking and storage for personal vessels associated with the recreational and transportation needs of a waterfront, water-access-only private property. The proposed boathouse is designed to consolidate existing marine infrastructure into a single, well-organized structure, providing storage for personal vessels within the interior and accessible exterior docking for guests or emergency services. Thereby maintaining functional water-based access while improving overall efficiency and safety.

The scale and design of the proposed facility have been carefully considered to reflect the limited size of the island and its established residential use, ensuring that the structure remains proportionate to on site and surrounding conditions. By replacing multiple existing marine structures with one consolidated facility, the proposal reduces shoreline fragmentation and helps minimize potential environmental, navigational, and visual impacts.

Furthermore, the development remains subject to applicable zoning provisions and site-specific performance standards, ensuring that marine facilities continue to be regulated in a manner that supports their intended function while maintaining compatibility with surrounding waterfront conditions.

**Section 5.2.4** provides policies in relation to shoreline and near shoreline alteration as follows;

1. *Preservation or enhancement of natural vegetated shorelines and buffers is encouraged.*
2. *The preferred methods for shoreline stabilization, in order, are the retention of native shoreline vegetation, bio-engineering methods, and use of environmentally benign materials along the natural contours of the shore (e.g. rip-rap stone).*
3. *The Township shall have regard for retention of the natural shoreline, placement or removal of fill, dredging, blasting, and other similar disturbing practices when considering applications for development, and may require site plans to identify specific locations where the placing or removal of fill is prohibited.*
4. *Shoreline and nearshore alterations are also subject to the policies in the Filling of Lands Section of this Plan.*

The proposed development minimizes disturbance to the existing natural shoreline and avoids unnecessary alteration of the water's edge. The boathouse is accessed via a narrow ramp and is set back from the shoreline, with only a minimal point of direct attachment (1.8m), allowing the majority of the shoreline to remain in its existing condition.

No shoreline stabilization works, fill placement, dredging, or blasting are proposed as part of the development. The structure will be supported on pilings, which reduces the need for shoreline modification and maintains the natural contours of the existing shoreline. Additionally, where minor in-water works are required, these will be subject to applicable regulatory approvals to ensure protection of aquatic and shoreline features.

**Section 5.3.1.2** Provides policies regarding floodplains, stating, *where the location of the flood plain is not known, the horizontal area, 30 m (98.4 feet) wide, on either side of a watercourse, including a municipal drain."*

As the subject property has dimensions less than 30 metres in width and/or length, the entire island is considered to fall within the precautionary floodplain area.

**Section 5.3.1.2.3** *Development and site alteration in the regulatory flood plain is prohibited, except for those uses that by their nature must be located within the regulatory flood plain, such as flood or erosion control structures, shoreline stabilization works, water intake facilities and marine facilities such as docks and boathouses, subject to approval by the Township and the CRCA.*

The proposed development is a marine facility that, by its nature, must be located within the floodplain to function. The boathouse is water-dependent, will replace existing marine infrastructure, and will be subject to Township and Conservation Authority review and approval to ensure appropriate siting and floodplain compatibility.

**Section 5.5.4** addresses fish habitat;

1. *The MNRF is the Fisheries Manager for the Province of Ontario and identifies the presence of fish habitat in the Township. MNRF should be consulted to determine what fish community information may be available for a specific location. All applications for development or site alteration such as filling, grading, and excavating adjacent to any waterbody shall be screened by the approval authority for the presence of fish habitat.*

It is understood that through the application and circulation process the proposal will be reviewed by appropriate regulatory agencies. Should any comments related to fish habitat be identified, they will be addressed accordingly.

2. *Development and site alteration shall not be permitted on or within 120 metres of fish habitat, except in accordance with Provincial and Federal requirements. Where fish habitat is identified or where no data is available, an EIS should be completed in accordance with the Environmental Impact Study Section of this Plan, that also identifies the appropriate measures to be undertaken to ensure that there will be no negative impacts on the natural feature or its ecological function.*

The proposed development is not anticipated to result in negative impacts to fish habitat or its ecological function. While an Environmental Impact Study (EIS) was not identified as a requirement through the pre-application process, it is understood that the proposal will be circulated to the appropriate Provincial and Federal agencies as part of the review process and any comments or requirements related to fish habitat will be addressed accordingly.

3. *Where development or site alteration may potentially impact fish habitat, the Department of Fisheries and Oceans (DFO) and the MNRF, as applicable, shall be consulted and the required approvals shall be obtained.*

All necessary approvals will be obtained prior to construction to ensure that fish habitat is protected and that the development proceeds in accordance with applicable requirements.

**Section 5.9.2** provides policy direction for the Thousand Islands Special Policy Area, recognizing it as a region of unique importance to both residents and tourism.

**Section 5.9.2.1** *The special character of the Thousand Islands Area is a vital aspect of the Township's economy, and it is recognized that care is needed to prevent overdevelopment that could jeopardize its unique natural and cultural environment, waterfront character, and sense of place enjoyed by both existing residents and tourists, and future generations.*

The proposal maintains the special character of the Thousand Islands Area by replacing and consolidating existing marine infrastructure into a single, well-designed boathouse, avoiding overdevelopment and minimizing visual and environmental impacts. The development supports the continued use of the property while preserving the waterfront character and sense of place for residents and visitors.

**Section 5.9.2.2** *The Thousand Islands area, known for its world class natural beauty and special character, will be protected from over-development. Through contextually appropriate development, public access and recreation opportunities will be improved to ensure that it remains a natural and cultural showpiece for the future.*

The proposed development represents a consolidation rather than intensified development, thereby avoiding overdevelopment of the site. While the boathouse may be considered oversized relative to the limited island parcel area, it has been designed to provide adequate and safe spacing for personal watercrafts, guest docking, and potential emergency service access, which are important considerations for a water-access-only property. The design remains contextually appropriate to the island setting and maintains the natural waterfront character, ensuring the area continues to function as a valued recreational and cultural landscape.

**Section 5.9.2.2.1.3** *Residential development on islands shall be limited to single-detached dwellings which are designed to blend into the landscape rather than dominate it.*

The island property already maintains an existing single detached dwelling, which is to remain in its existing condition with no changes proposed through the processing of this application. The

proposed boathouse is an accessory structure that supports access and storage for the existing residential use.

**Section 6** provide specific policies for water resources, **Section 6.1.2.1.3.1** speaks specifically to Highly Vulnerable Aquifer and Significant Groundwater Recharge Areas, where the following policies apply;

*New development and/or expansions to existing developments within significant groundwater recharge areas and/or highly vulnerable aquifer that involve the storage or manufacture of potential contaminants (that could include DNAPLs, organic solvents, commercial fertilizer, pesticides, liquid fuel, road salt, snow storage, mine tailings and PCBs) where they would constitute a drinking water threat may be subject to risk management measures to protect the groundwater.*

The proposed development does not involve the storage or handling of hazardous materials or potential contaminants and is limited to a private residential marine accessory structure for watercraft storage and parking. As such, it does not pose a risk to groundwater quality and is not expected to trigger the need for risk management measures related to groundwater protection.

**Section 6.1.4.2** provides specific policies as it related to waterfront development, as follows;

**Section 6.1.4.2.1** *Permitted uses in waterfront areas shall be low density residential uses, parkland and natural areas, recreational and tourist commercial uses, including active recreation and small-scale industrial and commercial uses directly servicing the waterfront community.*

The proposed development is consistent with this policy as it supports an existing low-density residential use on a standalone island. The boathouse is an accessory marine facility that directly services the residential and recreational function of the property, without introducing new or incompatible land uses. With a height of approximately 5.23 metres, the structure remains appropriately scaled for its intended purpose, maintaining compatibility with the surrounding waterfront context while minimizing visual impact.

**Section 6.1.4.2.2** *For clarity, shoreline development including marine facilities shall be in accordance with the policies of the Environmental Protection Section of this Plan.*

A detailed review of Section 5.2 Environmental Protection has been undertaken and will ensure the proposed development will be in accordance with the applicable policies.

**Section 6.1.4.2.3** *It is the intent of this Plan that new development in waterfront areas be directed to lands that are physically suitable for development in their natural state, in an effort to maintain the area's unique character.*

The proposed development will be located along the southern shoreline, within an existing developed area that is physically suitable for marine use in its natural state. The boathouse is a water-dependent structure that will be set approximately 5.0 metres from the shoreline and connected to the island by a 1.8-metre-wide ramp attached to the existing decking, thereby requiring minimal alteration to the shoreline. By consolidating existing marine infrastructure into

a single facility, the proposal maintains the island's unique character while ensuring appropriate and functional use of the waterfront.

**Section 6.1.4.2.5** *For existing lots of record, new development should generally be setback 30 metres if possible/feasible, otherwise as far back as the lot permits, with minimum disturbance of the native soils and very limited removal of the shoreline vegetation beyond that required for development. Any proposed reduction to the 30 m minimum setback shall:*

- a) *be consistent with any applicable policies in the Provincial Policy Statement and related implementation guidelines;*
- b) *maximize the setback through building design and orientation, and the siting of the septic system; and*
- c) *minimize disturbance to native soils and shoreline vegetation in accordance with other policies of this Plan.*

*Water setback requirements shall not apply to permitted encroachments, docks, boathouses, pumphouses, and other marine facilities.*

*Small islands or other waterfront lots which do not have suitable areas for sewage disposal should not be developed.*

The proposed development is consistent with Section 6.1.4.2.5, as the water setback provisions do not apply to marine facilities such as boathouses. The proposed structure is water-dependent and appropriately located over the water, with a setback of approximately 5.0 metres from the shoreline and minimal physical connection via a narrow ramp, thereby limiting disturbance to the island.

The development does not involve expansion of the residential use or changes to servicing, and existing sewage disposal conditions remain unchanged. The proposal also minimizes disturbance to native soils and shoreline vegetation by confining development to an already altered shoreline area and consolidating existing marine infrastructure into a single structure. Overall, the development represents an appropriate and context-sensitive use of the waterfront while maintaining the intent of the policy.

**Section 6.1.4.2.11** *Site Plan Control may apply to all lots which abut waterbodies and watercourses and shall be used to help ensure that all development and redevelopment meets the intent of these policies.*

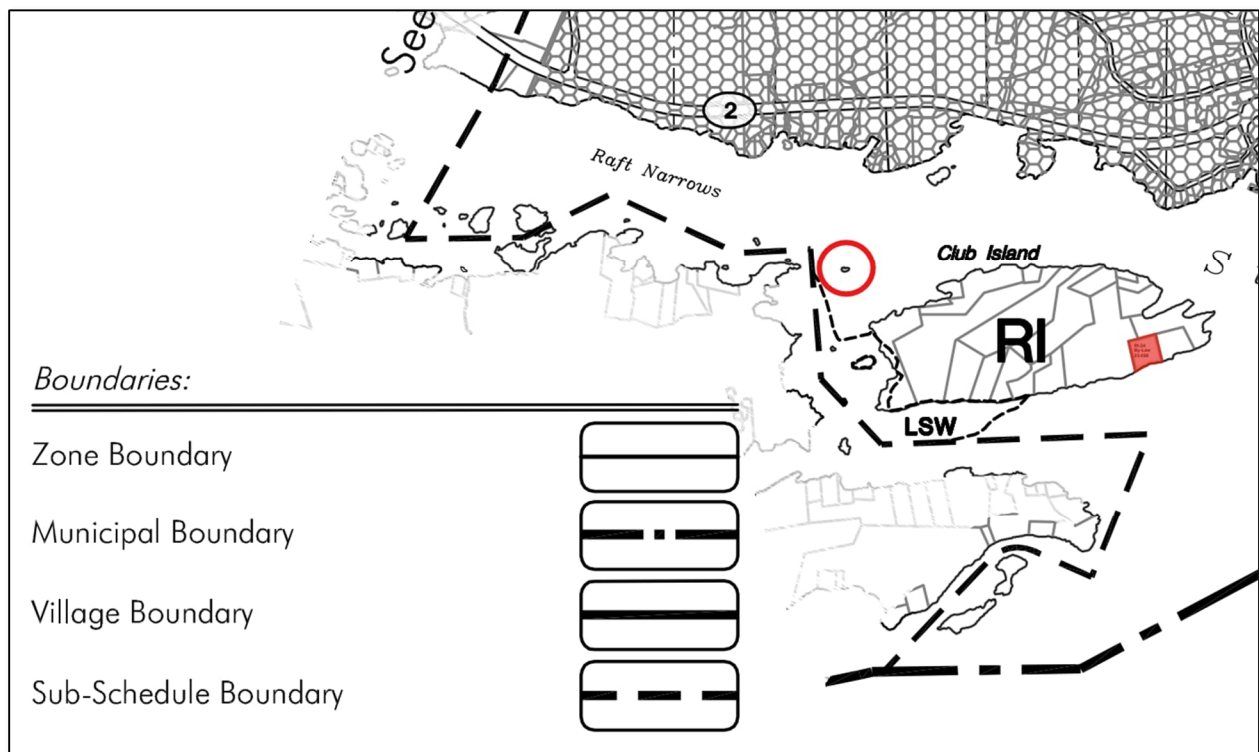
It is acknowledged that Site Plan Control may apply given the property's location abutting a waterbody. Should Site Plan Control be required, a subsequent application will be submitted to the Township prior to on-site construction.

Based on the review completed above in consideration of the Zoning By-Law Amendment application, we are of the opinion that the proposed marine facility development is consistent with the intent of the Leeds and Thousand Islands Official Plan.

### 3.5. Township of Leeds and the Thousand Islands Zoning By-law 07-079

The Township of Leeds and the Thousand Islands (TLTI) Zoning By-law 07-079 was passed on December 10, 2007 and has since been subject to multiple amendments. The TLTI Zoning By-law establishes and regulates the use of land by implementing the policies of the TLTI OP. The Comprehensive Zoning By-Law regulates the permitted uses for properties and establishes appropriate standards for development.

The subject property is zoned Island Residential (RI) on Schedule “B” – Ward 1 Shoreline. The ‘RI’ zone permits a limited range of uses, including a single detached dwelling, sleeping cabin, and marine facilities. The proposed boathouse qualifies as a permitted marine facility within this zone. The purpose of the requested Zoning By-law Amendment is to establish site-specific provisions to accommodate the proposed structure, recognizing the constraints associated with the island’s limited lot size and area.



**Figure 12:** Approximate location of the subject property (red circle) as shown on Schedule ‘B’ – Ward 1 Shoreline of the TLTI Zoning By-law 07-079, as amended

Table 1: Zoning Matrix

Zoning By-law 07-079 Provision	Required Performance Standard	Proposed	Relief Required?
<b>General Provisions – Section 3</b>			
Marine Facilities {Section 3.18. a}	<p>For the purpose of this section, perimeter shall mean all surfaces which abut water. Unless otherwise stated in this By-Law, marine facilities in all zones are subject to the following: (a) the maximum total perimeter of marine facilities shall be 60.0 metres (196.85 ft.) with a maximum total area of 75.0 square metres (807.29 sq.ft.).</p> <p>(i) Islands have different requirements from shoreline dwellings. Where shoreline dwellers have garages and laneways to park their various vehicles, Island dwellers require storage and parking (docking) space for the many types of marine vehicles. Visitors to shoreline facilities may overflow onto the roads next to dwellings. Islanders have requirements for marine facilities, which shall have the following limitations: Islands and lots on Islands having an area of 1 ha. (2.5 acres) and above, the maximum perimeter will be 120.0 metres (400.0 ft) with a maximum total area of 150 sq. metres (1614.00 sq.ft).</p> <p>For Islands and lots on islands having an area between 1 ha (2.47 ac.) and 0.1 ha (0.25 ac.), the area of marine facilities shall not exceed 3% or a maximum of 150 square metres (1614.59), whichever is less, of the total area of the island or lot and the maximum perimeter will be 120.0 metres (400 ft).</p> <p><b>Any undeveloped island smaller than 0.1 ha or 0.25 acres will be limited to a single dock not exceeding 2% of the islands total area.</b></p>	<p>Existing developed island property area = 0.04ha</p> <p>Existing Dock areas : 161.45m2 = 37.4% (as existing)</p> <p>Proposed Marine facility area: 187.7 = 43.48%</p>	Yes

Marine Facilities {Section 3.18. b}	Marine facilities shall not exceed 6.0 metres (20 ft) in height measured from high water geodetic	As required (5.23m)	No
Marine Facilities {Section 3.18. c}	The area of a pump house shall not exceed 6.0 square metres in area and 3.0 metres (9.84 ft.) in height;	Noted	No
Marine Facilities {Section 3.18. d}	The total and combined width of marine facilities, shall not occupy more than 20% of the width of the shoreline or 15.0 metres (49.21 ft.), whichever is lesser, of any lot which abuts a waterbody;	Existing island shoreline: 84.7m  Proposed width of boathouse: 13m =15.34%	No
Marine Facilities {Section 3.18. e}	No marine facility shall be located within 4.6 metres of a side lot line and from the straight line projection of a side lot line into the abutting waterbody. There shall be no minimum yard requirement for the yard adjacent to the water.	Island Property - no side yards	No
Marine Facilities {Section 3.18. f}	The length of the marine facility shall not exceed the width of the water frontage of the lot containing the subject dock.	As required	No
Occupancy Restrictions {Section 3.22}	(Human habitation shall not be permitted in any of the following buildings, structures or parts thereof: <b>i. accessory use or marine facility,</b> <b>ii. any truck, bus or similar vehicle, recreational vehicle if located outside of a Tent and Trailer Park or Camping Area, coach, trailer, streetcar body or railway car whether or not the same is mounted on wheels;</b> <b>iii. Any mobile home or recreational vehicle except in accordance with the Temporary Uses provisions of this by-law.</b>	As required	No
<b>Island Residential "RI" – Section 5.6</b>			
Permitted Uses	Marine facility Single detached dwelling Sleeping Cabin	Upgraded Marine Facility	No
Lot Area (Min.)	1.0ha	As existing	
Lot Frontage (Min.)	76.0m	As existing	
Front Yard (Min.)	30m	As existing	
Rear Yard (Min.)	7.5m	N/A	

Exterior Side (Min.)	7.5m	N/A	
Interior Side (Min.)	3.0m	N/A	No
Building Height (Max.)	12.0m	As existing	No
Lot Coverage (Max.)	10%	24.82% - As existing	No as per 3.21.a
Dwellings per lot	1	1 - As existing	No
Sleeping cabin per lot	1	N/A	No

### **Section 3.18 Marine Facilities – Area Vs. Lot Area**

In reviewing the marine facility provisions, specifically Section 3.18(a), it is unclear how the subject property fits within the parameters of the policy, as it is a small island with a total area of approximately 431.6 square metres, yet is already developed with a single detached dwelling and surrounding decking. The intent of the 2% provision is to limit the scale of docking on very small, typically undeveloped islands, ensuring that marine structures remain minor and do not overwhelm the natural character of the site. However, the Zoning By-law does not address situations involving undersized islands that are already developed, such as the subject property, where marine facilities are essential to provide safe and functional access, storage, and usability given its water-only nature.

In this context, the existing docking and marine infrastructure on the island currently totals approximately 161.45 square metres. The proposed boathouse, with a total footprint of 187.7 square metres, represents a modest increase in overall area; however, it is intended to consolidate these existing structures into a single, more efficient, functional facility and aesthetically pleasing form of development. Given the limited island size, the boathouse and associated docking areas also function as a primary area for outdoor use and recreation, in addition to providing sheltered storage and docking. The design accommodates both interior boat storage and exterior docking spaces to support these functions, which is necessary due to the constrained upland area available on the subject property (ie. island).

The proposed development seeks to utilize approximately 15% of the shoreline (maximum width of 13 metres relative to the total shoreline of 84.7 metres), thereby reducing the fragmented nature of the current docking arrangements and improving the overall organization and visual coherence of marine uses on the site. While the proposal exceeds the 2% limitation outlined in the Comprehensive Zoning By-law, it maintains the underlying intent of the provision by consolidating existing infrastructure, minimizing shoreline disturbance, and ensuring the scale of development remains appropriate relative to the function and constraints of the property. Accordingly, the proposed boathouse represents a reasonable and contextually appropriate solution that balances functional needs with the broader objectives of the zoning provisions.

## 4. Conclusion

This Planning Justification Report has been prepared in support of a Zoning By-law Amendment application for the property municipally known as 1 Lonetree Island (98J) in the Township of Leeds and the Thousand Islands. The subject property is located within a rural special policy area south of Highway 401 and functions as a residential island lot within the St. Lawrence River. The lands are currently developed with a single detached dwelling, surrounding decking, a finger dock, and a covered boat port located along the eastern shoreline.

The proposed development involves the removal of the existing dock structures and their replacement with a single, consolidated boathouse/marine facility designed to accommodate two watercrafts (internally) and a minimum of one exterior docking space located between the shoreline and the structure, providing enhanced protection from wind and wave conditions. This approach represents a thoughtful consolidation of existing infrastructure, improving safety, functionality, and overall site organization.

As demonstrated throughout this report, the proposal is consistent with the Provincial Planning Statement, 2024, conforms to the intent of the United Counties of Leeds and Grenville Official Plan and the Township of Leeds and the Thousand Islands Official Plan, and maintains the general intent of the Zoning By-law despite the need for site-specific relief. The development reflects a balanced and contextually appropriate solution that recognizes the unique constraints of a small, water-access-only island property, while minimizing environmental impacts and maintaining the established character of the surrounding area.

In conclusion, it is our professional opinion that the Zoning By-Law Amendment application is appropriate and constitutes good land use planning.

Sincerely,

**The Boulevard Group**

*original signed by author*



Jason Sands, B.Sc. M.PI. MCIP. RPP.



Tomlyn Graovac, CPT.

THE CORPORATION OF THE TOWNSHIP OF LEEDS AND THE THOUSAND ISLANDS

BY-LAW NO. 26-XXX

BEING A BY-LAW TO AMEND ZONING BY-LAW NO. 07-079

Island Residential (RI) Zone to Island Residential, Special Exception XX (RI-X)

(1 Lonetree Island – Island 98J) Township of Leeds and the Thousand Islands, United Counties of Leeds and Grenville, and more particularly described as Assessment Roll 0812-809-010-12900, File ZBXX/26)

**WHEREAS** Zoning By-Law No. 07-079, as amended, was passed under the authority of Section 34 of the Planning Act, R.S.O. 1990, as amended, and regulates the use of land and the use and erection of buildings and structures within the Township of Leeds and the Thousand Islands;

**AND WHEREAS** Section 34 of the Planning Act, R.S.O. 1990, as amended, permits Council to pass an amending by-law, and the Council of the Township of Leeds and the Thousand Islands deems it advisable to amend Zoning By-Law No. 07-079 with respect to the provisions described in this By-Law;

**AND WHEREAS** the matters herein are in conformity with the provisions of the Official Plan for the Township of Leeds and the Thousand Islands;

**NOW THEREFORE** the Council for the Corporation of the Township of Leeds and the Thousand Islands ENACTS AS FOLLOWS:

1. **THAT** Schedule “A” of Zoning By-Law No. 07-079 of the Township of Leeds and the Thousand Islands, as amended, is hereby further amended by adding Environmental Protection Special Exception (EP-XX) Zone on the parcel of land indicated on Schedule “A” to this By-law, which also forms a part of this By-law;
2. **THAT** Section 5.6 (c)(xx) be added as follows:

RI-X, 1 Lonetree Island (File ZBXX/26, By-law 26-XXX

Notwithstanding any provisions of Section 3 or 17 to the contrary, on the lands zoned RI-X the following provisions shall apply:

- a. The maximum area of marine facilities including pedestrian bridge shall be 190 square metres
3. **That this By-law**, shall come into effect and force on the date of passing thereof, subject to the appeal provisions of the Planning Act.

READ A FIRST AND SECOND TIME THIS \_\_\_ DAY OF \_\_\_\_\_, 2026.

READ A THIRD TIME AND FINALLY PASSED THIS \_\_\_ DAY OF \_\_\_\_\_, 2026.

-----  
Corinna Smith-Gatcke, Mayor

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Michelle Hannah, Clerk