

## CITY OF ORILLIA

**TO:** Council Committee – September 14, 2020  
**FROM:** Business Development and Communications Department  
**DATE:** September 9, 2020  
**REPORT NO:** BDC-20-05  
**SUBJECT:** Forest Avenue South Encroachment Matters

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### Recommended Motion

**THAT staff be directed to pursue a municipally initiated Zoning By-law Amendment to address the lot line setbacks and dock lengths for the encroachments identified within this report;**

**AND THAT Policy 1.6.1.1. for the Grape Island Mainland Dock be repealed;**

**AND THAT pending the passing of the above noted Zoning By-law Amendment, Council authorize expenditures of up to \$60,000 for the purchase of a dock and related signage at Forest Avenue South road allowance for use by all residents of the City of Orillia to be allocated from the Capital Contingency Fund;**

**AND THAT pending the passing of the above noted Zoning By-law Amendment, Council authorize the inclusion of funding for installation and removal of the dock as well as dock maintenance to be included within the Environment and Infrastructure Services annual operating budget beginning in 2021.**

### Purpose

The purpose of this report is to provide Council with options for a long-term solution related to encroachments on, and use of, the Forest Avenue South road allowance and water lot.

### Background & Key Facts

- The Forest Avenue South road allowance (municipal road allowance) includes a municipally owned concrete pier located at the shoreline, which extends into a municipally owned water lot.
- In 1956, City of Orillia Policy 1.6.1.1. was established to authorize the property owners of Grape Island to erect one temporary dock at the pier to allow residents to get to and from Grape Island.
- Between 1956 and 2016, Policy 1.6.1.1. has generally served the needs of the residents of Grape Island while protecting the municipality's rights to its road allowance and water lot.

- Over recent years, conflict has arisen between the Grape Island Property Owners Association (GIPOA), residents of Grape Island who are no longer members of the GIPOA, and surrounding property owners to the east and west of the municipal road allowance.
- Based on the range of complaints and disputes that have arisen, it is evident that Policy 1.6.1.1. is no longer working in the manner it was intended.
- This conflict has resulted in the submission of a number of complaints and inquiries to the City as it relates to the use of the existing GIPOA dock, the installation of a second dock installed by the GIPOA (without municipal authorization), use of the existing concrete pier by commercial barges, and encroachments of surrounding land owners into the municipal water lot and Forest Avenue South road allowance.
- These conflicts, and potential options for solutions, have been comprehensively reviewed and discussed within previous reports to Council.
- In March 2018, Council approved a Temporary Use By-law (TUB) 2018-20 to permit the temporary placement of encroachments on the municipally owned water lot, which otherwise would not have met City of Orillia Zoning By-law provisions.
- Staff subsequently sought an extension to the TUB, and this is now set to expire on March 5, 2021.
- On August 15, 2019, the City was served with a [Statement of Claim](#) that a legal proceeding has been commenced by the GIPOA against the City of Orillia.
- The GIPOA claims that their members should have complete and unfettered access to the Forest Avenue South road allowance, municipally owned water lot, municipally owned concrete pier, and two dedicated GIPOA docks at all times of day, throughout the year, using any type of vessel and loading any type of materials.
- The GIPOA is also seeking damages in the amount of \$150,000 per vacant lot and \$50,000 per lot with cottage (approximate value of \$3.1 million).
- The City filed a [Statement of Defence](#) on September 20, 2019, and is seeking costs on substantial indemnity basis (i.e. the GIPOA would be responsible for a substantial amount of City legal costs if they are unsuccessful in their claim).
- More recently, the City has been receiving concerns from residents of Grape Island who have opted to leave the GIPOA and have in turn been advised by GIPOA that they are restricted from using GIPOA assets, including a dock that GIPOA has placed on the municipally owned water lot.
- A survey was undertaken in August 2020 to understand how many residents are no longer members of the GIPOA. Of the 23 complete responses submitted, 19 respondents (representing 22 lots) indicated that they were no longer members of the GIPOA.
- The City has created a dedicated webpage at [www.orillia.ca/forestave](http://www.orillia.ca/forestave) in order to provide accurate information to residents in the Grape Island and Victoria Point area.

### **Options & Analysis**

There are a number of encroachments on the municipally owned Forest Avenue South road allowance and water lot. These issues have been comprehensively reviewed in [Report ED-18-01](#). Below is a high-level overview of these encroachments:

- Hunter encroachments – The owner of the adjacent property, located at 371 Victoria Crescent (Hunters) to the west of the road allowance, has a deck, stairs and hedge that encroach into the road allowance and a dock that encroaches on the municipal water lot.
- GIPOA docks – GIPOA placed two docks on the municipal water lot which exceeded provisions within the City’s Zoning By-law as it pertains to length, maximum number of docks, and setbacks from projected lot lines. Policy 1.6.1.1. also permitted one dock, and the GIPOA contravened this policy when a second dock was added without the permission of the City of Orillia.
- Barging related use and complaints – The City became aware of several barges that are using the concrete pier at the Forest Avenue South road allowance to haul materials and construction-related vehicles to properties on Grape Island and along the shores of Lake Simcoe. This use has resulted in numerous complaints regarding noise, dust, vibration, etc. In April 2018, Council passed By-law 2018-34 to adopt [Chapter 538 – Use of City Road Allowances and Water Lots](#). This By-law outlines the use of water lots and includes provisions related to commercial barging and the mooring of boats. No further changes to this By-law are contemplated at this time.
- Other complaints – Various other complaints have been received in regard to litter, noise, mooring, etc.

In exploring potential options to address the ongoing encroachment matters and land use conflicts, staff contemplated the following considerations:

1. Intention of Policy 1.6.1.1.
  - a. The Council resolution from the 1956 Council meeting states, “That the property owners of Grape Island be permitted each year to erect a temporary dock at the foot of Forest Avenue on the town waterlot, such dock to be removed on or about September 1<sup>st</sup>.”
  - b. While the City has the legal ability to grant and revoke uses on municipal land, staff recommend that Council consider a new and/or amended Policy that would align with the original intention to provide permission for a temporary dock.
2. Changing context
  - a. Since 1956, the majority of the 52 lots on the island have been developed with homes and/or cottages.
  - b. An increasing number of property owners are choosing to live on Grape Island year-round.
  - c. Boat size and the volume of boating traffic has increased since 1956.
  - d. The above noted factors have resulted in a more intensive use of the water lot since 1956.
3. Maintaining community access to water
  - a. The [City of Orillia Parks, Recreation and Culture Master Plan](#) states that, “In general, all undeveloped road allowances (i.e. road right of ways that are not currently being utilized for a vehicular road) should not be released from the City’s ownership.” (Page 79.)

- b. This report goes on to state that, “Unless it is absolutely certain there are no current or future uses for the land areas regarding circulation, parks and open space, community service or any other public benefiting function, it is recommended that all road allowances be maintained for public use, particularly those providing water access. Where road allowances have worn pathways from pedestrian or bicycle use, they are obviously a public transit corridor and should be incorporated into the City’s circulation system.” (Page 79.)
  - c. The above principles ensure that community access to the City’s enviable shorelines are protected.
  - d. Staff recommend that the layout and scale of a potential solution be considerate of these principles.
4. Capacity of the water lot
- a. This issue was brought to the attention of the City through a complaint made by the GIPOA in regards to their concern about a private dock encroaching into the municipal water lot.
  - b. Once the City investigated, it found that there were various encroachments in this area that encroached beyond the projected lot lines of Forest Avenue South and the boundaries of the water lot.
  - c. There is not enough room within the City’s water lot to accommodate all of the requested encroachments (two large docks for the GIPOA, 30 feet of spacing between docks to accommodate commercial barging, and various private requests for encroachments).
5. Land use compatibility
- a. The area in which the water lot is located is primarily residential.
  - b. Typically uses such as barge loading and unloading, recreational boat mooring, pick up and drop off, etc., are directed to areas that are zoned for commercial use (for example, marinas).
  - c. These zones typically require greater setbacks and buffers to accommodate the noise, dust, vibration and traffic associated with these uses.
  - d. At this time, staff recommend limiting the extent of these uses at the Forest Avenue south waterlot to reduce ongoing conflicts with the adjacent residential land uses.
6. Long term sustainability
- a. Staff recommend that Council consider options that are sustainable, yet flexible.
  - b. When considering sustainability, staff explored options that were financially feasible, considered ongoing maintenance costs, and the sustainability of dock management.
  - c. Staff did explore permitting a dock through a third party, such as the GIPOA; however, it has been demonstrated that fluctuating membership volume and changing membership rules and regulations can present challenges and/or barriers to residents who may not wish to maintain membership in an association/organization, and as such this option may not be sustainable.

- d. When considering flexibility, staff sought to align with the City's original intentions of a temporary dock, which can be expanded, reduced and/or reconfigured based on future needs/concerns.
- e. Staff also recognize that Grape Island residents are seeking a degree of certainty when it comes to the solution adopted by Council. Staff have sought to provide some level of certainty through the options outlined below.

Based on this evaluation, staff present the following options for consideration. These options are offered to Council without prejudice to the City's positions in the litigation commenced by the GIPOA against the City in relation to the dock use issue.

### Option 1

**THAT staff be directed to pursue a municipally initiated Zoning By-law Amendment to address the lot line setbacks and dock lengths for the encroachments identified within this report;**

**AND THAT Policy 1.6.1.1. for the Grape Island Mainland Dock be repealed;**

**AND THAT pending the passing of the above noted Zoning By-law Amendment, Council authorize expenditures of up to \$60,000 for the purchase of a dock and related signage at Forest Avenue South road allowance for use by all residents of the City of Orillia to be allocated from the Capital Contingency Fund;**

**AND THAT pending the passing of the above noted Zoning By-law Amendment, Council authorize the inclusion of funding for installation and removal of the dock as well as dock maintenance to be included within the Environment and Infrastructure Services annual operating budget beginning in 2021.**

Staff recommend that Council approve the amendments to Policy 1.6.1.1. for the Grape Island Mainland Dock as set out in Schedule "A" of this report. Policy 1.6.1.1., which was adopted in 1956, contains one sentence only:

*"THAT the property owners of Grape Island be permitted each year to erect a temporary dock at the foot of Forest Avenue on the town waterlot, such dock to be removed on or about September 1st."*

Council resolution 1956-290 from 1956 provides no further detail on the intent of this policy:

*"Moved by Glass, seconded by Post, that the property owners of Grape Island be permitted each year to erect a temporary dock at the foot of Forest Avenue on the town waterlot, such dock to be removed on or about September 1<sup>st</sup>."*

It is staff's interpretation that the Policy and originating Council resolution are intended to permit a (one) temporary dock at the foot of Forest Avenue for access for property owners of Grape Island.

Staff recommend the following scenario:

- Staff recommend that Policy 1.6.1.1. be repealed and that the placement of a dock be managed by the City of Orillia.
  - Since Policy 1.6.1.1 was created, the GIPOA has placed a dock at this location.
  - GIPOA has restricted access to this dock to non-members of GIPOA, despite the Policy stating that the temporary dock is permitted on the municipally owned water lot for property owners of Grape Island.
  - As GIPOA no longer represents all property owners of Grape Island and they are restricting access to property owners of Grape Island, the GIPOA's use of a dock at this location no longer meets the intent of Policy 1.6.1.1.
  - As such, staff recommends that Council authorize the City to manage the purchase, placement and storage of this dock moving forward.
- Staff recommend that dock size be limited to a maximum width of 3 metres (9.8 feet) and a maximum length of 30.48 metres (100 feet) from the shoreline.
  - This width is consistent with the permitted width of docks within the City's Zoning By-law 2014-44 (as amended).
  - This length would allow for the extension of the dock which is currently in place and would be inclusive of the measurement between the shoreline and the dock structure.
  - This dock would continue to provide access to Grape Island residents for quick and efficient pickups, while directing excess boat traffic to marinas that can more adequately handle high volumes of boat traffic.
  - This length of dock exceeds the length currently permitted in the City's Zoning By-law (15 metres) by approximately 15 metres and would therefore require approval through a Zoning By-law Amendment (ZBA) process.
  - The dock would be accessible to all residents of the City of Orillia.
    - It is anticipated that public use of this dock and water lot will remain limited as the water lot is not conducive to swimming and does not include a boat launch. Overnight mooring is also restricted. Public parking is limited to on-street parking in the vicinity where it is not currently prohibited.
- Compliance with the setback provisions of the City's Zoning By-law can be achieved.
  - These provisions are set out within the City's Zoning By-law, however, for clarity, this has been addressed within the proposed amendments to the Policy.

It is also recommended that signage be erected to provide clarity on the use of the dock and any applicable restrictions.

Should Council choose this option, a policy is not required as the dock would become a municipally owned and managed asset. However, if Council would prefer to amend the policy, rather than repeal this (to provide clarity to Grape Island residents on the implementation of infrastructure in this area) an amended version of Policy 1.6.1.1 which captures staff recommendations has been provided in Schedule "A".

If Council pursues this option, the full costs of the purchase of the dock, dock maintenance, signage and annual installation and removal would be allocated to the tax levy and the docks would be accessible to all residents of the City of Orillia. The City would also be required to maintain insurance for the dock at this location as it does for all municipal assets.

As the Hunter encroachments of a hedge, dock, and on-land deck and stairs do not interfere with the proposed solution for the Grape Island dock, staff recommend that these encroachments be authorized through a Licence of Occupation. The Licence of Occupation includes provisions by which the City can terminate the Licence with notice, and a provision that automatically terminates the Licence in the event of property ownership changes (unless a Transfer of Licence is completed). This would allow the City to review any requests for a Transfer of Licence if the property is sold and evaluate the merits of this based on current conditions at that time. As these encroachments do not meet setback and dock length provisions, staff recommend that these variances be captured through the municipally initiated Zoning By-law Amendment for the Forest Avenue South water lot and road allowance. A sketch identifying the proposed encroachments is provided for in Schedule "C" of this report.

Staff anticipate that if no appeals are received for the Zoning By-law Amendment, the municipally owned dock could be purchased and installed by spring 2021.

While commercial barge operators and some property owners on Grape Island have recommended the realignment of the City's pier at this location along with other suggested improvements, this has not been included in this recommendation at this time. A realigned pier is not required to meet the objectives of this staff report, which is providing Grape Island residents with quick and efficient means of access to Grape Island, while allowing the community to continue accessing the City's water lot. Any revisions to the existing concrete pier would likely require design, and approvals would be required from the Department of Fisheries and Oceans and/or the Ministry of Natural Resources and Forestry.

## Option 2

**THAT staff be directed to pursue a municipally initiated Zoning By-law Amendment to address the lot line setbacks and dock lengths for the encroachments identified within this report;**

**AND THAT staff be directed to bring forward a report regarding the reimbursement of fees for the purchase, installation and maintenance of a dock and related signage at Forest Avenue South road allowance through the authority provided under Section 391 of the *Municipal Act*;**

**AND THAT pending the passing of the above noted Zoning By-law Amendment and local improvement charge, Council amend Policy 1.6.1.1. for the Grape Island Mainland Dock as outlined in Schedule “B”.**

This option is not recommended.

Grape Island residents have in the past expressed a desire to restrict access to the docks to those who are not residents of Grape Island. If the dock is restricted to Grape Island residents only, it is staff’s recommendation that this infrastructure should not be paid for through the general tax levy, but rather by Grape Island residents. This is consistent with how this dock has been funded since 1956; however, rather than residents paying for this dock and maintenance through GIPOA membership dues, these fees would be paid directly to the City of Orillia. The City would use the authority afforded to municipalities through Section 391 of the *Municipal Act, 2001*, which “authorize a municipality to impose fees or charges on persons for a service provided on behalf of them”. The City has the option of spreading these costs over several years to reduce the annual payment property owners must make and/or the City may also provide the owner the opportunity to payout the amount in full.

It should be noted that this option would require all fees to be estimated and collected in advance and this can be complex and time consuming to administer.

If Council chooses this option, staff would reach out to the Grape Island Property Owners’ Association in regards to a purchase of the existing dock, and/or the donation of proceeds from the sale of the dock to offset the costs allocated to residents. Pending these discussions, and the approval of ZBA, staff would prepare a report which includes refined cost estimates, and details of the proposed fee reimbursement, and would seek Council’s authority to invoke Section 391 of the *Municipal Act* to collect these fees.

If Council chooses this option, it is recommended that Policy 1.6.1.1 be amended as proposed in Schedule “B” to ensure that the use of the dock, which is paid for by Grape Island residents, is enshrined in municipal policy.

### **Financial Impact**

If Council chooses Option 1, approximately \$60,000 for the acquisition of the dock and signage would be allocated to the Capital Contingency Fund which has a current balance of \$908,000. Approximately \$10,000 in funding for installation and removal of the dock, dock maintenance and area improvements (lighting, etc.) would be included within the Environment and Infrastructure Services Department (EIS) annual operating budget beginning in 2021. Additionally, EIS would need to complete a condition assessment of the property to ensure that the infrastructure in this area meets municipal standards (lighting levels, pier condition, etc.).



If Council chooses Option 2, the City would be required to pay for the expenditures up front. Approximately \$147,500 in expenditures would be allocated to the Capital Contingency Fund and recovered from the property owners of Grape Island through a local improvement charge through the authority provided in Section 391 of the *Municipal Act*.

Staff estimate the following costs to be incurred throughout the estimated 15-year life of the dock:

<b>Expenditure</b>	<b>Estimate</b>	<b>Comments</b>
Dock purchase and installation	Approx. \$60,000	This fee could be significantly reduced should GIPOA wish to sell their existing dock to the City at a nominal value or should GIPOA wish to contribute proceeds from the sale of the existing dock to the City to offset the cost of the capital expenditure.
Seasonal installation and removal	Approx. \$75,000	This estimate is based on the current fees related to the seasonal installation and removal of the Collins Drive docking facilities (approximately \$5,000 annually).
Maintenance	Approx. \$12,500	This would include maintenance of the dock and related signage in this area (approximately \$5,000 initially, plus \$500 annually). This is subject to change based on an EIS condition assessment of the property.
Total	Approx. \$147,500	Divided amongst 52 properties for the duration of the estimated lifespan of the dock (15 years).

Based on the above noted preliminary figures, residents could potentially incur fees between approximately \$140 to \$240 annually for the duration of the life of the dock (if 3% interest rate is applied and term is 15 years). This rate is dependent upon more detailed cost estimates and the cooperation of the GIPOA in regards to the offsetting of fees. More detail in this regard would be provided in a subsequent report to Council. For reference, the City has been advised that the current annual membership fee for GIPOA members from May 1, 2020 to April 30, 2021 is \$350 (this fee supports the GIPOA dock, dock installation and maintenance, GIPOA parking lot, GIPOA Hydro, maintenance of Grape Island community property and garbage collection, etc.).

### **Consultation**

Significant consultation with the GIPOA and affected mainland stakeholders has taken place over the past four years. This consultation has included the following:

- Ongoing discussion with, and correspondence from, property owners on Grape Island and along Victoria Crescent.
- Working Group discussions with representatives of Grape Island and Victoria Point.
- A survey of all area residents undertaken in the summer of 2019.
- A survey of all Grape Island residents undertaken in the May 2020.

- A survey of all Grape Island residents undertaken in the August 2020.
- Staff and Ward Councillor attendance at various meetings, one-on-one discussions and phone calls related to this matter.
- A webpage has been developed to ensure clear and consistent provision of information. This also includes a mailing list and contact information for key City representatives should residents have inquiries and/or wish to share their feedback on this matter.

### **Economic Development Impact**

There is no direct economic development impact associated with the recommended motion.

### **Communications Plan**

The outcome of this report will be communicated directly with residents in the Grape Island and Victoria Point area through the Forest Avenue South mailing list and through the Forest Avenue South road allowance and water lot webpage.

### **Relation to Formal Plans, City of Orillia Policy Manual and/or Guiding Legislation**

The recommendation included in this report is related to the following policies and/or guiding legislation:

- *Municipal Act, 2001, S.O. 2001, Section 391*
- *Planning Act, RSO 1990*
- Real Property Policy 1.7.1.1
- Policy 1.6.1.1. – Grape Island Mainland Dock
- Temporary Use By-law 2018-20
- Chapter 538 of the City of Orillia Municipal Code - Use of City Road Allowances and Water Lots

### **Conclusion**

The City has jurisdiction under the *Municipal Act, 2001, S.O. 2001* and *Planning Act, RSO 1990* to regulate uses of municipal roads and lands including the Forest Avenue South road allowance and water. The GIPOA dock located on the municipally owned water lot no longer complies with Policy 1.6.1.1. and therefore, staff recommend that this dock be replaced with a municipally owned dock. A municipally initiated ZBA is recommended to address variances resulting from the proposed solution.

If Council approves this report, staff would pursue a municipally initiated ZBA, and if approved, proceed to acquire the dock, signage and dock installation/removal services in accordance with the City's Purchasing By-law.

Schedules:

- Schedule "A" – Proposed Amendments to Policy 1.6.1.1. (Option 1)
- Schedule "B" – Proposed Amendments to Policy 1.6.1.1. (Option 2)
- Schedule "C" - Sketch identifying proposed encroachments

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Senior Manager of Business Development

Approved by:                            Jennifer Ruff  
Director of Business Development and  
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**Schedule "A" – Proposed Amendments to Policy 1.6.1.1. (Option 1)**

**CITY OF ORILLIA POLICY MANUAL**

Part	1	<b>General Government</b>	<b>1.6.1.1.</b>
Section	6	City-Owned Buildings and Property	
Sub-Section	1	Authorization to Use	
Policy	1	Grape Island Mainland Dock	

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~~THAT the property owners of Grape Island be permitted each year to erect a temporary dock at the foot of Forest Avenue on the town waterlot, such dock to be removed on or about September 1st. (Removed)~~

(The following has been added)

1. Policy Statement

1.1. The City of Orillia recognizes the convenience of providing a dock on the municipally owned water lot to provide access to Grape Island residents between Grape Island and Forest Avenue South, while maintaining access to the water for all residents of the City of Orillia.

2. Policy Objective

1.1. Implement a clear and transparent policy which provides guidelines for the installation, maintenance, removal and use of the City dock on the Forest Avenue South Water lot.

3. Docking Facilities

3.1. The City of Orillia shall provide a temporary dock on the Forest Avenue South water lot for use by all residents of the City of Orillia. The City of Orillia will fund the purchase, installation, removal and maintenance of this dock.

3.2. The temporary dock shall be installed on annual basis no earlier than May 16 and removed no later than October 14 each year.

3.3. The temporary dock shall meet all other municipal policies and provisions in relation to width and length.

3.4. One space, measuring 9 metres (30 feet) in length, must be identified as an emergency access space on behalf of the City of Orillia Fire Department and/or

other emergency services (Police, Paramedics, Hydro). No unattended vessels may be moored in this area.

- 3.5. Mooring and barging activities at this location shall be done in accordance with Chapter 538 of the City of Orillia Municipal Code – Use of City Road Allowances and Water Lots.
- 3.6. The City of Orillia shall maintain a pier on the Forest Avenue South water lot for use by City of Orillia residents and visitors.

(R. 1956-290 56.7.31)

**Schedule “B” – Proposed Amendments to Policy 1.6.1.1. (Option 2)**

**CITY OF ORILLIA POLICY MANUAL**

Part	1	<b>General Government</b>	<b>1.6.1.1.</b>
Section	6	City-Owned Buildings and Property	
Sub-Section	1	Authorization to Use	
Policy	1	Grape Island Mainland Dock	

~~THAT the property owners of Grape Island be permitted each year to erect a temporary dock at the foot of Forest Avenue on the town waterlot, such dock to be removed on or about September 1st. (Removed)~~

(The following has been added)

1. Policy Statement

1.1. The City of Orillia recognizes the convenience of providing a dock on the municipally owned water lot to provide access to Grape Island residents between Grape Island and Forest Avenue South while maintaining access to the water for all residents of the City of Orillia.

2. Policy Objective

2.1. Implement a clear and transparent policy that provides guidelines for the installation, maintenance, removal and use of the City dock for Grape Island residents at the Forest Avenue South Water lot.

3. Docking Facilities

3.1. The City of Orillia shall provide a temporary dock on the Forest Avenue South water lot **for use by Grape Island residents, provided that the purchase, installation, removal and maintenance of this dock is funded by Grape Island residents.**

3.2. The temporary dock shall be installed on annual basis no earlier than May 16 and removed no later than October 14 each year.

3.3. The temporary dock shall meet all other municipal policies and provisions in relation to width and length.

- 3.4. One space measuring 9 metres (30 feet) in length must be identified as an emergency access space on behalf of the City of Orillia Fire Department and/or other emergency services (Police, Paramedics, Hydro). No unattended vessels may be moored in this area.
- 3.5. Mooring and barging activities at this location shall be done in accordance with Chapter 538 of the City of Orillia Municipal Code – Use of City Road Allowances and Water Lots.
- 3.6. The City of Orillia shall maintain a pier on the Forest Avenue South water lot for use by City of Orillia residents and visitors.

(R. 1956-290 56.7.31)

Schedule "C" – Sketch Identifying Proposed Encroachments

