

October 10, 2009

Dear Neighbour,

As you may have heard, the property located at 1569 Russell Landing Road has sold. This property, commonly known as the "Silver Shack," is just under 12 acres in size, and was purchased to facilitate winter storage growth at Old Mill Marina. We envision using the property to develop a modern boat storage yard, but first we need to submit a rezoning application to the Township of Algonquin Highlands. The property is currently zoned a combination of SR2 Shoreline Residential and RU Rural, and we wish to rezone it C3 Recreational Commercial. While the township will notify any neighbours within 400' of this property, we wanted to take this opportunity to notify all our neighbours, and to answer some of the questions you are likely to have.

The property dimensions are roughly 360' by 1,500'. We intend to use the existing driveway at 1569 Russell Landing Road, reconfigured where it meets the road to avoid crossing onto the neighbouring property as it does now. The storage yard will be located roughly 150' back from Russell Landing Road, behind the existing structures on the property. Initially, the storage yard will be roughly 250' by 200', though we do envision expanding to approximately 250' by 500' over the long term. We plan to centre this on the property, maintaining at least a 33' tree buffer on each side, to maintain adequate tree coverage in order to minimize any visual impact on the neighbouring properties.

In order to minimize the visual disruption this project will have on our neighbourhood, we are proposing in our zoning application to maintain the existing tree cover in all the zoning setbacks (22 metres from centreline of the road and 10 metres from side lot lines). This will provide natural landscaped zones that will block most of the sight lines to this property, minimizing the impact this project will have on everyone in the neighbourhood. By agreeing to maintain this setback as a natural forested area, we are effectively increasing any building setbacks by at least 50% over zoning requirements, as any buildings would need to be sufficiently setback from the tree line.

Some work on the property will commence still this fall, as it is not dependent on successful rezoning. All the existing structures will be demolished, to clean up the appearance of the property. The driveway will be improved and reconfigured. Some tree clearing will also commence.

After successfully rezoning the property, we plan to erect at least one winter storage building on the storage yard. We are looking at two different building styles. Our preferred style is a pre-engineered steel fully enclosed building, 100' by 100' by 30' high. This fully enclosed building would have a roll up door on it, allowing us to use a forklift to pick up a boat, drive into the building and lift the boat into racking within the building.

The second style of building is commonly referred to as a rack storage building. This building would measure 50' by 125' by 30' high, and would be open down each long side, allowing boats to be lifted into racking along each side, with boats sitting "bow-to-bow" in the building.

Pictures of both buildings are included with this letter, as well as a layout of this proposed development. Economics will dictate to some extent which building style we choose to construct.

We are sure that there will be many questions our neighbours will have about this project. Here are some of the obvious ones, along with our answers.

1. Is it really necessary for you to expand and build new winter storage facilities?
 - a. Yes, it is. We have doubled the number of boats in storage in the past few years, with a 10% increase expected again this winter.
2. Can't you expand on existing marina property?
 - a. No. We've outgrown the 8 acres at the marina. We now have so many boats in storage each winter that we end up with many boats in the main parking lot each winter, creating problems with snow removal.
3. Will this project increase the traffic on the road?
 - a. Yes, frankly, it will. But we must expand in order to keep up with the growth we are experiencing. If 1569 Russell Land Road doesn't work out for us, then we will be forced to expand elsewhere, but the end result will be the same - we will still be hauling boats off the marina property for winter storage. Either way, the increased traffic on the road is inevitable.
4. Will we have to put up with a forklift moving boats on the road?
 - a. No. It isn't feasible to move boats up and down the road with a forklift. It isn't an efficient use of the forklift, the hill coming out of the marina onto

Russell Landing Road is too steep, and the sight lines for the forklift operator aren't good enough to operate on a road. Any boats being moved between the marina and this property will be moved by truck and trailer, with the forklift being parked at 1569 Russell Landing Road, only being used to pick the boat off the trailer and placed in storage, or the opposite come spring time.

5. Will your customers be using this property for parking?
 - a. No. We want to make it clear that this development is intended for storage, with only Old Mill staff accessing the property. There will not be a summer parking lot incorporated in this project. There will be a gate on the laneway accessing the storage yard, and it will be locked when not in use by Old Mill staff.

6. Will this project have an environmental impact on the neighbourhood?
 - a. Yes, a positive one. While we need to clear a couple of acres for the storage yard, the benefit of eliminating shrinkwrap usage will be big. We are currently shrinkwrapping almost 100 boats each winter. With our current growth rates for storage, this will climb past 200 boats over the next five years. This is a large amount of plastic that is not reusable for boat storage. Options for recycling shrinkwrap decline every year (last year, Algonquin Highlands stopped recycling it, and this year has banned it from our landfills). Going forward, a storage building is cleaner and safer for boats, and eliminates a lot of plastic usage.

Also, this project's impact on Kawagama Lake will be minimal – 1569 Russell Landing Road is far back from the lake. Between this property and the lake lies Russell Landing Road, a back lot residential property, a waterfront cottage, Albert Lane, and waterfront docking areas.

7. What about the visual impact of this project? Will we be looking at a big ugly building? Will we have lights shining all night at our property?
 - a. Hopefully, it is clear from the above description of the project that we are working to try to minimize the impact of this project on the neighbourhood. We have proposed large setbacks, with natural tree cover remaining in place for the full zoning setback, which means any buildings will be placed well in excess of zoning requirements, from both Russell Landing Road and from the neighbouring side lots. We plan to maintain tree buffers in front and on both sides, to hide the storage yard as much as possible.

We plan to use forest green coloured siding on any buildings erected in the storage yard, to help the buildings blend into the trees. We believe the buildings will only be visible from Russell Landing Road during the wintertime when the leaves are down, but even then, the small ridge at the front of the property means that the bottom half or more of the building will be blocked from view from Russell Landing Road.

We do plan to run power to the storage yard, and to have both interior and exterior lighting, for safety and security reasons. Any exterior lighting will be motion sensitive, intended to come on only when people or vehicles are on the property.

Hopefully, you have found all of the above to be useful information. We believe that this project is suitable for the neighbourhood, given its location between the two marinas on Kawagama Lake. In fact, the neighbourhood developed as a result of the original Russell Landing, and the two marinas, as this was the primary access point for most cottage properties on the lake. We believe this project is warranted, given the growing demand for winter storage and the growing opposition to shrinkwrap as a storage solution. We believe this project is in keeping with the Official Planning for Algonquin Highlands, which envisions boat storage specifically as an appropriate commercial use of vacant rural land. We also believe that we have come up with a layout that minimizes as much as possible any impact on our neighbours.

If you have any questions, concerns, or comments about this proposed project, the rezoning application, or any of the above information, we would welcome the chance to talk to you further. We are more than willing to discuss adjustments to this project at this stage in order to mitigate any unforeseen concerns or problems.

We look forward to having an open, constructive dialogue with our neighbours on this project. Thank you for your time and attention in reviewing this information.

Sincerely,

Rob Walisser
President, Old Mill Marina (Kawagama) Limited