



The Corporation of the Township of Seguin

Addendum

Council Meeting Tuesday, May 19<sup>th</sup>, 2026  
in the Township of Seguin Council Chambers  
and Electronic Participation

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05. Public Meeting:
- Addition to item a) Official Plan Review - Report No. PL-2026-059 of correspondence from Peter Trinz, the Lake Joseph North Association and Rosseau Springs Limited.

# Shoreline Road Allowance on Rosseau Bay

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SUBMISSION BY PETER TRINZ

MAY 19, 2026



# Rosseau Bay Shoreline Road Allowance

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Some Rosseau residents refer to a purported 'historical covenant' which allegedly would allow anyone without a lakefront property to install boat mooring or a dock anywhere on the shoreline road allowance (SRA, aka 'Water Street')

- This 'covenant' **does not exist** in current or previous Seguin Official Plans (which underwent the extensive OP process with the required public consultation)
- In fact, the original 1980 Official Plan authors put in place guidelines to **prevent the further cluttering** of Rosseau's waterfront, primarily on the north side of the bay
- It was also recognized that the existing random, non-compliant, unauthorized, and in some cases, dilapidated and orphan non-abutting-property-owned boathouses **were not conducive** to presenting the Village of Rosseau in a positive light as a tourism destination (see Figure 1 below)
- Section 3.4 states very clearly that the shoreline needs to have its **natural beauty** preserved, the **environment protected** and all **structures maintained** to a high standard
- **Public access** to the lake needs to be maintained, but that is **fully accomplished** via public beach, large public docks, as well as open access to the lakefront via Jim Swift Drive, and the Ash Street, Oak Street and Victoria Street road allowances

# Figure 1

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Current examples of structures on Rosseau Bay owned by people who are **not adjacent property** owners



## Supporting the Township's Goals & Vision

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In summary, the 1980 Official Plan did not permit or encourage everyone in Rosseau to set up their own personal moorage in front of existing lakefront property owners. Nor would that even be applicable today.

- The **people in the best position** to support the Township's goals of maintaining the natural beauty of the Rosseau waterfront, as well as its environment are the owners of the adjacent lakefront properties.
  - We are the stewards of our properties and are both **motivated** and in the **best position** to support the Township's goals
  - The **Township's vision is best served** by giving adjacent property owners the exclusive option to buy the adjacent piece of the shore road allowance, and put this contentious issue to bed for once and for all.
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January 25, 2026

Taylor Elgie, MCIP, RPP  
Director of Planning  
Township of Seguin  
5 Humphrey Drive  
Seguin, ON P2A 2W8

**Re: Historical 'Covenant' re Shore Road Allowance on Rosseau Bay**

Dear Mr Elgie,

Thank you so much for forwarding the **1980 Official Plan** from the predecessor municipalities of Seguin Township. I agree that the sections you identified (3.4, 4.7.1.1, 4.7.2.4) are the ones that pertain to the issues around the shore road allowance (SRA aka Water Street). In my chat with Mr Gammage at the Open House last Wednesday, I believe it is these particular sections that he grandly refers to as the historical 'covenant'. In referring to these sections as a 'covenant', it appears he is implying that they form some sort of permanent legal contract or inalienable right.

Although these sections are not in the current or previous Seguin OPs (which underwent the extensive OP process with the required public consultation), they are being used to justify some sort of wide-open approach to the Rosseau waterfront. So I'd like to take a detailed look at what they actually say. Reading the 1980 OP sections, it is quite obvious that the authors were putting in place guidelines to **prevent the further cluttering** of Rosseau's waterfront, primarily on the north side of the bay. It is also obvious that they recognized that the existing random, non-compliant, unauthorized, and in some cases, dilapidated and orphan non-abutting-property-owned boathouses were not conducive to presenting the Village of Rosseau in a positive light as a tourism destination.

**Section 3.4** states very clearly that the shoreline needs to have its natural beauty preserved, the environment protected and all structures maintained to a high standard. It also states that public accesses need to be maintained, and it is important to note that this has been accomplished, as there is a new public beach, large public docks, as well as open access to the lakefront via Jim Swift Drive, and the Ash Street, Oak Street, Rice Street and Victoria Street road allowances. Section 4.7.2.4 is quite clear in that the consolidation of boathouses and dockage **into one or two points** was an important goal, which has been accomplished in the ensuing 45 years via the extensive public docks and expanded marina.

Mr Gammage and others have claimed that these sections in the 1980 OP were meant to allow any and all residents or non-residents of Rosseau to access the SRA, place moorings anywhere along it and do what they want. I think it is clear in **Section 4.7.2.4** that this is not the case. It specifically states "Attempts will be made to consolidate boathouse and dockage development into one or two points so that the majority of the Village does not become cluttered and unattractive. Such development may be a commercial operation or carried on by the municipality as a paying proposition..." As mentioned above, this has now been done and is more than sufficient. Mr Gammage also suggests that the entire SRA be converted to a land condominium, where any resident can purchase / lease a piece of the SRA in order to gain moorage

and perhaps erect other structures. Aside from sounding like Marxism, this is diametrically **opposed to the spirit and intent** of what was written in the 1980 OP.

Allowing people – other than those who own adjacent lakefront properties – to essentially squat on the SRA by building boathouses and dockage has led to the current situation. Some of the boathouses have been sold to people not tied to lakefront (or other) properties and in a number of cases this has led to structures that are in disrepair or are derelict. This has compounded the visual eyesore of the clutter on the north side of the bay. It is interesting that the entire SRA in the 1980 OP encompasses approximately 1,300m of shoreline, yet the focus now seems to be on barely 450m just on the north shore of the bay. If the shore allowance is “preserved for the enjoyment of all the residents of Rosseau” and that is extrapolated to mean unfettered access, then perhaps we should let Rosseau Lake College know that they can expect people to take advantage of the SRA along their 800m of shoreline.

My understanding is that the ongoing uncertainty surrounding this Shore Road Allowance has been divisive and has caused a lot of bad blood over the years. The reality is that nobody is using this SRA and there really aren't any realistic reasons for people to do so anymore, as laid out above.

So in summary, the alleged 'covenant' from the 1980 OP did not permit or encourage everyone in Rosseau to set up their own personal moorage in front of existing lakefront property owners. Nor would that even be applicable today. On the other hand, the people in the **best position to support** the Township's goals of maintaining the natural beauty of the Rosseau waterfront, as well as its environment, are the owners of the **adjacent lakefront properties**. We are the stewards of our properties and are both motivated and in the best position to support those goals. So the Township's vision is best served by giving them the exclusive option to buy the adjacent piece of the shore road allowance, and put this contentious issue to bed for once and for all.

Sincerely,



**Peter Trinz**  
7 Rice Street  
Rosseau, ON POC 1J0  
m: +1 647.299.7045  
e: [ptrinz@hotmail.com](mailto:ptrinz@hotmail.com)

Cc (via email): Craig Jeffery, Graham Richards

January 19, 2026

Taylor Elgie, MCIP, RPP  
Director of Planning  
Township of Seguin  
5 Humphrey Drive  
Seguin, ON P2A 2W8

**Re: Input to the Official Plan Review – Shore Road Allowance on Rosseau Bay**

Dear Mr Elgie,

For the past dozen years, we have been the owners of 7 Rice Street and 26A Oak Street in Rosseau, located on Rosseau Bay, close to the Rosseau Bay Marina. We are very appreciative that the Township is giving us the opportunity to provide input into the Official Plan Review.

Historically, some people have pushed to have the Township provide broader public access to shoreline road allowances (SRAs). While claiming this is a public service, there is no doubt that public access to SRAs has deceptively been used in the past by some people without shoreline properties to allow them to build docks and boathouses on lakes and rivers. We believe this is grossly unfair to adjacent property owners and goes against the vision outlined in Seguin's Official Plan.

So we wanted to specifically bring up the SRA in the Rosseau Bay area. In some surveys, it is referred to as 'Water Street', although that is a very misleading name. Because of its dimensions and topographical obstacles, it is a sure bet that a road will never be built on this particular SRA (see Figure 1). In fact, the topography will likely prevent even a walkway from ever being built, except by some extremely expensive engineering and construction.

It is important to remember that shoreline road allowances were originally allocated around most lakes in Ontario in the 19<sup>th</sup> century. At that time, their primary purpose was to provide public access to waterways for logging and transportation businesses, giving the general public access to waterways, and allowing access to the shore for people suffering from boating emergencies. Nowadays, these are **archaic and obsolete** purposes, and the SRAs are now mainly referenced (and mimicked as building setbacks in bylaws) as physical and environmental shoreline buffer zones for buildings.

So, back to the Water Street SRA:

- The logging and transportation aspects of SRAs are no longer needed for Rosseau;
- The general public has nearby alternative access options (see section E.1.2.6 of the Official Plan) to the lake via a beautiful public park, beach, boat launch and extensive docks built in 2010, as well as via the Ash Street and Oak Street road allowances.
- Emergency shoreline access for shipwreck survivors is now afforded by hundreds of docks along the lake's shore.

As for a walkway along the SRA, the topography at 5 Rice Street makes the SRA impassable (see Figure 2), where it also narrows to approximately 3m in spots. The question then becomes, what purpose would people have to walk from the marina along this treacherous shoreline. If they need access to the boathouses on the north shore of Rosseau Bay, then they can do so via the Oak Street and Ash Street road allowances – and they are doing that today.

This SRA is of concern to us and some of our neighbours, because we see no other reason that anyone would promote constructing access and opening up this SRA more broadly to the public, except in order to build some sort of dock or boathouse in front of properties that front onto the lake (i.e. backlot development).

## Suggested Way Forward

As outlined above and in addition to its impracticality, there is **no longer a public need** for a shoreline road allowance on the north shore of Rosseau Bay. Instead, we propose that the Township give exclusive option to the owners of lakefront properties along the north shore of Rosseau Bay to purchase the SRA from the Township and to close the SRA where appropriate. There are a number of reasons why this approach makes sense:

- This would effectively discourage backlot development, and **enforce section B.12.2.4.c** of the Official Plan “... An unopened road allowance or right-of-way to the lake is not an appropriate form of access to permit backlot development.”
- There have been previous **precedents**, including when the Township closed a portion of this specific SRA to Muskoka Lakes Marine. Also, Bracebridge, Gravenhurst and many other municipalities throughout Ontario have sold a large number of SRAs to adjacent property owners, citing that there will no longer be any reasons to keep them.
- It would eliminate the **Township’s legal liability** for anything on the SRA. For example, there are many mature trees on this SRA. If one of these trees falls on a dock, on a boat, on a cottage, is the Township on the hook for the costs? Will the Township pay if a tree needs limbing or needs to be removed? What about non-compliant boathouses or buildings catching fire or creating an environmental incident, etc?
- It would enable the connection of several properties with **water lots** to eliminate the strip of land separating the land and water lots.
- It gives the lakefront property owners ability and motivation to maintain the **natural and environmental** aspects of the shoreline. As owners, we are the stewards of our properties. For example, we have planted roughly 50 trees on our previously neglected property and have revitalized and returned our adjacent shoreline to a woodland environment, which is in line with the **vision of the Official Plan**. Conversely, there are plenty of examples of non-conforming structures on SRAs being neglected and becoming a highly visible eyesores. They should be formally discouraged in the Plan.
- It would discourage people from **trespassing** and infringing on the privacy of lakefront properties.

We respectfully request that our concerns be recorded, and that it be entered into the official record regarding the Official Plan Review, and would greatly appreciate the Township's and Council's consideration of our suggested way forward.

Sincerely,



**Peter Trinzi**  
 7 Rice Street  
 Rosseau, ON POC 1J0  
 m: +1 647.299.7045  
 e: [ptrinzi@hotmail.com](mailto:ptrinzi@hotmail.com)



**Anita Trinzi**  
 7 Rice Street  
 Rosseau, ON POC 1J0  
 m: +1 647.271.7120  
 e: [atrinzi@hotmail.com](mailto:atrinzi@hotmail.com)

cc: Craig Jeffery, Ann MacDiarmid, Gail Finson

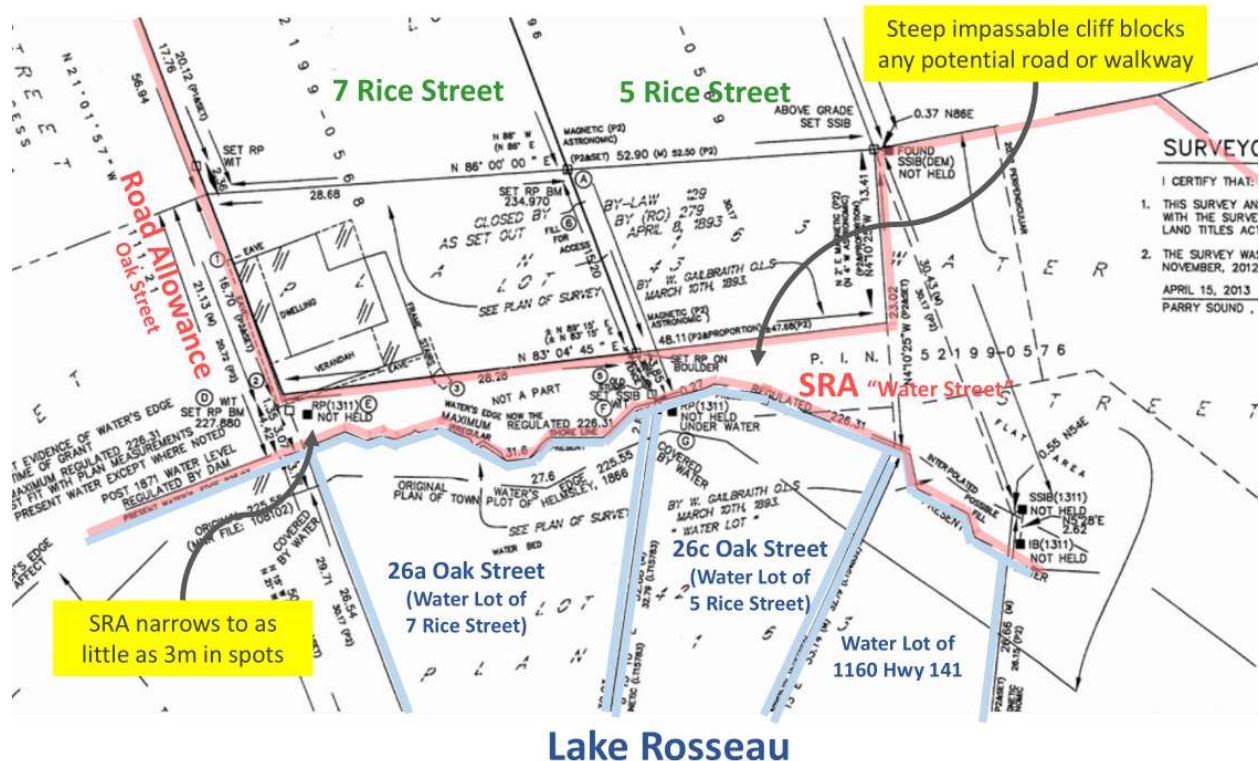


Figure 1. Survey shows the layout and dimensions of a section of the Shore Road Allowance (aka "Water Street") immediately west of the Rosseau Bay Marina. The SRA narrows to as little as 3m in multiple places, and a steep cliff at 5 Rice Street makes it difficult, impractical and uneconomical for even a walkway to be built.



*Figure 2. Photos show an example of the terrain of the Shore Road Allowance (aka "Water Street") at 5 Rice Street. The SRA is narrow and treacherous in spots, making it unrealistic and a legal liability as a public thoroughfare.*



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May 19, 2026

Township of Seguin Council, care of Craig Jeffery, Clerk,  
Via email to: [info@seguin.ca](mailto:info@seguin.ca) and [planning@seguin.ca](mailto:planning@seguin.ca)

**RE: 2026 Draft Official Plan – Statutory Public Meeting**

**Dear Mayor and Councillors:**

We are writing to express our support for the updated draft of the Official Plan presented for this public meeting.

The updates reflect the concerns of our membership, uphold the Township's 'environment first' priority and further protects our precious shoreline residential areas.

We appreciate the opportunities you have provided for input through-out this process. We feel that our suggestions were heard and are pleased to see that many were incorporated including: on maximum size of dwelling and coverage, adding Boating Impact and Visual Analysis Impact to the list of studies that may be requested, and the strengthening of policies around guest cabins, boathouses, and non-conforming uses.

Looking ahead, the LJNA would appreciate the opportunity to be directly involved in the upcoming zoning by-law review process. We would be happy to provide input on the Terms of Reference before it is issued. We recommend the process include reporting on context and background on the key issues. This would help inform public input and increase common knowledge of the purpose and effect of the zoning by-law.

Thank you for considering our comments.

Sincerely,

**Nancy Cohen**

Chair, on behalf of the Lake Joseph North Association



May 18, 2026

TO: Council - Township of Seguin  
5 Humphrey Drive Seguin, Ontario P2A 2W8

AND TO: Mr. Taylor Elgie  
Director of Planning Seguin Township  
5 Humphrey Drive Seguin, Ontario P2A 2W8

AND TO: Mr. Graham Richards MHBC  
Planning, Urban Design & Landscape Architecture  
113 Collier Street  
Barrie, Ontario L4M 1H2

Via Email: [info@seguin.ca](mailto:info@seguin.ca), [cjeffery@seguin.ca](mailto:cjeffery@seguin.ca), [telgie@seguin.ca](mailto:telgie@seguin.ca) and [grichards@mhbcplan.com](mailto:grichards@mhbcplan.com)

Dear Council,

**RE: Official Plan Review Statutory Public Meeting Comments  
Report PL-2026-059  
Regarding Rosseau Springs Limited 49 Lot Subdivision Proposal –  
Hwy 632, Maplehurst Rd and Summit Drive**

I am writing on behalf of Rosseau Springs Limited ("**RSL**") regarding the Township of Seguin Official Plan Review process and the first draft Official Plan ("**draft OP**") dated April 24, 2026. This letter is submitted in advance of the statutory Public Meeting scheduled for May 19, 2026 pursuant to the Planning Act, R.S.O. 1990. RSL respectfully requests that this letter be received and considered as part of the public record for the Official Plan Review.

## **Draft Official Plan Implications for the RSL Official Plan Amendment, Rezoning, and Subdivision Applications**

RSL has been working collaboratively with Township of Seguin staff and their consultants for almost five years to advance an environment-first approach to its applications for a 49-lot rural residential plan of subdivision that will help meet documented housing demand in east Seguin Township. The applications have been reviewed by all Township departments, the Ministry of Municipal Affairs and Housing, and by provincial and other agencies — no objections were raised by any technical agency. The proposed development will not adversely affect identified natural heritage features, nor will it have an adverse effect on the open and natural character of the area, and it satisfies draft Policy B.1.4, which sets out the studies and requirements for development.

Studies have demonstrated that the proposed non-waterfront subdivision will not adversely affect Lake Rosseau, which is not identified as an over-capacity lake in the draft OP but rather is identified as a Lake Trout Lake with capacity for additional development.

The attached proposed plan of subdivision is based on privately serviced lots having frontage on existing and proposed rural standard public roads. RSL's applications were deemed complete on July 29, 2025, and are currently under active review by the Township, external agencies, and the Township's consultants. It is our understanding that the Township will publish a staff report on the RSL applications that will be considered by Council on June 1, 2026.

Prior to the formal submission of the RSL applications, RSL engaged with the Township to have Beacon Consultants conduct a peer review of the Environmental Impact Study ("EIS"). Our team subsequently updated the EIS to create a final document that considered Beacon's recommendations and satisfies all technical requirements.

RSL also hosted a well-advertised and well-attended developer-sponsored pre-application public meeting on April 22, 2025, to explain the considerable background studies undertaken and the environmental and planning rationale underlying the proposed plan of subdivision. The public meeting provided an opportunity for questions from and engagement with the community.

### **Concerns with the Draft Official Plan**

The draft Official Plan being presented at the May 19, 2026 Public Meeting raises the following concerns for RSL, which we respectfully ask Council and staff to address as part of the Official Plan Review process.

## **1. Settlement Area Policies and Housing Need**

The draft OP proposes that new residential growth and development be directed to Settlement Areas such as Rosseau Village, which is situated immediately east of the proposed RSL subdivision. The proposed Settlement Area boundary for Rosseau Village in the draft OP does not include the RSL lands.

However, RSL's Housing Needs Study demonstrates that there is latent demand for housing in east Seguin Township. Over the years, landowners within the Rosseau Village Settlement Area have not proceeded with residential development despite having had long-standing permissions to do so under the current Official Plan. The proposed RSL subdivision can be delivered in relatively short order and would thereby help address pent-up housing demand in east Seguin Township in a manner consistent with the Township's growth management objectives.

**RSL respectfully requests that the draft OP be revised to permit the proposed RSL subdivision to satisfy local housing needs within the Rural and Resource Area designation. In the alternative, RSL requests that the Rosseau Village Settlement Area boundary be expanded to the west to include the RSL lands, consistent with the Settlement Area Boundary Expansion policies in Section C.2.1.5 of the draft OP.**

## **2. Minimum Lot Frontage and Lot Area Standards**

The draft OP mandates a minimum residential lot frontage of 90 metres and a minimum lot area of 1.2 hectares for new lots in the Rural and Resource Area. The RSL environment-first subdivision design was specifically calibrated to minimize building footprints and lot sizes in order to achieve conservation design goals that maximize the retention of documented environmental features as set out in the FRi Environmental Impact Study.

**RSL respectfully requests that recognition be given in the final OP to RSL's proposed 0.4-hectare lot areas and 30-metre frontages, which are designed to minimize development footprints and achieve the Township's Environment-First policy objectives as articulated in the draft OP.**

## **3. Recognition of In-Progress Development Applications**

There is no reference to the RSL development applications in the listing of in-progress development applications in the draft OP.

**RSL respectfully requests that Council take into consideration RSL's active development applications in the Official Plan Review process and include the RSL applications in the inventory of in-progress development applications in Schedule D of the next draft of the OP.**

RSL appreciates the opportunity to participate in the Official Plan Review process. Please do not hesitate to contact me or our planner Leo DeLoyde RPP MCIP should you like to meet to discuss our concerns or have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'HR', with a long horizontal flourish extending to the right.

Holden Rhodes  
Rosseau Springs Limited

Attachment: Rosseau Springs Draft Plan of Subdivision

