

RESPONSE TO 1ST TECHNICAL COMMENTS

KEHOE MARINE CONSTRUCTION

1

February 6, 2024

Ms. Lindsay Lambert

Senior Planner
Planning and Development Department
Township of Leeds and the Thousand Islands
1233 Prince Street, P.O. Box 280

RE: 507 & 515 Thousand Islands Parkway, 14, 26, 30 & 36 McCrae's Bay Lane
Response to 1st Technical Circulation Comments
File # D14-2023-007

Dear Ms. Lambert,

Fotenn Planning + Design is pleased to submit this letter and supporting documentation on behalf Kehoe Developments Inc. for the properties municipally known as 507 & 515 Thousand Islands Parkway, 14, 26, 30 & 36 McCrae's Bay Lane. This letter provides responses to the technical review comments dated October 6, 2023.

The following revised items are being submitted:

- / Revised Zoning By-law Amendment Text (Appendix A to this letter)
- / Response to Public Comments (Appendix B to this letter)
- / History of McCrae Bay (Appendix C to this letter)
- / Revised Concept Plan
- / Plan 28R-15499
- / Ministry of Natural Resources and Forestry Wetland Boundary Map
- / Noise Study Addendum and Gradient Wind Response Letter (submitted under separate cover)
- / Environmental Impact Study Addendum (submitted under separate cover)

Technical Comments

Technical comments received from the Township are bulleted, with responses listed below each item in **bold**.

Noise and Vibration Impact Study

- / Please provide a Noise Report addendum that responds to the comments in the enclosed Valcoustics Peer Review letter dated October 6, 2023. Township Planning Staff will coordinate with Valcoustics to obtain a quote for a second round of review.

An Addendum and Response Letter from Gradient Wind was submitted on January 3, 2024.

Environmental Impact Study (EIS)

- / Please provide an EIA Addendum that addresses the comments in the enclosed CRCA comments dated June 23, 2023 & August 25, 2023, and the McIntosh Perry EIA Peer Review letter dated September 26, 2023. Township planning staff will coordinate with McIntosh Perry to obtain a quote for a second round of review.

An Addendum was provided on October 13, 2023.

Stormwater Management Technical Brief & Stormwater Management Plans

- / Township staff defer to the enclosed comment letters from the CRCA with respect to technical comments on the SWM Technical Brief and SWM Plans, including an "enhanced" level (80% TSS removal) of SWM quality control, as indicated in the Brief.

Acknowledged.

Planning Justification Report, Draft Zoning By-Law Amendment & Concept Plan.

- / Township Planning staff are pleased to learn that the applicant will be revising the application through the next submission to retain PSW zoning on the site to match the wetland boundary of the MNRF.

The proposed zoning has been revised to reflect the MNRFs updated boundary delineation of the Ivy Lea Complex PSW. A qualified expert, certified under the Ontario Wetland Evaluation System (OWES), recently assessed the Ivy Lea Complex PSW boundary and submitted the review to the MNRF. The MNRF has subsequently updated the wetland boundary, as shown on the MNRF Wetland Boundary Map submitted with this response. The proposed zoning schedule has been updated to remove the PSW boundary within the subject area boundary to match the PSW boundary delineation of the MNRF mapping.

- / Please provide confirmation that the owners of the water lots authorize Kehoe Developments Inc. and Fotenn Consultants Inc. to re-zone its lands in accordance with the details provided in the subject application.

The Ministry of Natural Resources and Forestry (MNRF) is the owner of the waterlots. The MNRF is aware of the proposed changes and zoning by-law amendment.

- / In your re-submission, please include a response to the areas of public concern from the public input received to date. This response to public comments should include a more detailed summary of the evolution of ownership, development and land uses on the subject lands and a detailed summary of the DFO and CRCA approvals and associated site works leading up to the submission of the subject application. Township Planning staff encourage the applicant to hold a community meeting to provide a forum to explain and discuss the recent permitting and site works and to address public concerns.

Refer to Appendix B of this letter which provides responses to public input received at the Non-Statutory Public Meeting, property history, and approval information.

- / Township Planning staff do not support the proposed zoning with respect to the open storage landscaping strip and the parking buffering, particularly with the proposed increase in the maximum height of the open storage from 3 to 6.5 metres and with respect to the Township OP policies regarding the protection of scenic vistas along the Parkway. Planning staff recommend the requirement of a landscape strip between the open storage and the Parkway as well as in between the open storage and the dwelling area. As the open storage beside the dwelling is located within the 30-metre setback, Township Planning staff recommend that the landscape strip in this location be comprised of native species. There is an oversupply of parking that could be reduced to make room for zoning-compliant parking buffering. The change in height is not a sufficient justification for removing the parking buffering and open storage landscape strip requirements in such a prominent location along the Thousand Islands Parkway. Alternative approaches to screening the parking area to meet the intent of the landscaping strip may also be considered. It is recommended that you consult with a landscape architect regarding options.

There is an existing landscape buffer between the residential dwelling and open storage area, and no change to this landscaping is proposed. There is also an elevation change between the dwelling's landscaped area and the open storage area which will continue to act as a further buffer between the uses. Discussions with the St. Lawrence Parkway Commission (SLPC) have occurred to consider the addition of landscaping and vegetative buffers within the Parkway right-of-way. A landscape buffer is proposed between the parking area and Parkway and between the open storage area and the Parkway within the area of the right-of-way. Due to the width of the right-of-way and elevation change between the subject property and paved portion of the Parkway, plantings within a portion of the right-of-way will more effectively provide screening and protecting scenic views as encouraged by the Official Plan. The proponent has entered into an encroachment agreement with SLPC to allow the required buffer space, including landscaping to screen the site, to encroach onto the parkway ROW for the eastern portion of the site.

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- / As noted by the CRCA in its comments, the Cataraqui Source Protection Plan and associated policies in the Township OP should be incorporated into the Planning Report addendum letter.

The Cataraqui Source Protection Plan policies were reviewed in the Response Letter prepared by Riggs Engineering dated July 31, 2023. No potential for groundwater contamination was identified. Potential threats identified and reviewed included (1) handling and storage of dense non-aqueous-phase liquids and organic solvents, (2) liquid fuel and (3) road salt. Potential dense non-aqueous-phase liquids and organic solvents include degreasers, solvents and adhesives which would be used at times in small quantities for vehicle maintenance or manufacturing processes. These processes would take place in shop areas where any spill or wash-off of chemicals would drain to sumps within the building and these would prevent the release of chemicals to the environment. There are fuel tanks on site used to refuel equipment on a regular basis. The tanks are double walled with a vacuum monitoring system to identify any potential tank leak. Potential fuel spills may occur, but refueling occurs manually, so any potential spills would be small and a fuel spill kit can be used to manage it. Where a spill may not be managed by a fuel kit, the capture of all source asphalt areas is into the oil-grit filtration unit which would protect the waterway. Also, any refueling would occur on an impervious surface, so it would not present a pathway for fuel to infiltrate the groundwater. Road salt is not stored on site, and if it is in future, it would be inside the proposed indoor storage building on a concrete pad with limited potential for runoff or infiltration.

- / Township Planning staff recommend that the proposed list of permitted uses be reduced. Many of the uses that are listed are accessory uses to a marine manufacturing facility. Township planning staff suggest that the by-law incorporate a definition for 'marine manufacturing facility' so that the proposed use can be scoped and more accurately captured in the proposed amending zoning by-law.

Refer to the Revised Zoning By-law Amendment Text provided in Appendix A of this letter.

- / The zoning matrix and concept plan denote a minimum interior side yard of 4.7 metres; however, the draft by-law indicates 5.4 metres. The wording of the relief from the interior side yard should be specific to the 332 sq. m. office building located on the west side of the property.

Refer to the Revised Zoning By-law Amendment Text provided in Appendix A of this letter.

- / The zoning matrix and concept plan denote a minimum water/floodplain/wetland setback of 14.2 metres; however, the draft by-law indicates 14.4 metres.

Refer to the Revised Zoning By-law Amendment Text provided in Appendix A of this letter.

- / Township Planning staff recommend the inclusion of a total maximum area of open storage for the MR-18 zone and limit the yards where it is permitted to the front and rear yards.

The zoning by-Law Amendment Text has been revised to limit the permitted yards and locations for open storage.

- / Please provide updated information regarding the intended timing for the consolidation of the multiple properties into one lot. This should be completed prior to the zoning being brought forward to Council for a recommendation to ensure that the property is compliant with the proposed performance standards of the requested zone.

The process to consolidate the properties is underway and on-going. At this time, a provision has been included in the zoning to ensure all properties zoned future MR-18 are considered one lot for the purposes of zoning.

Township Building Department Comments

- / No objection to the proposed Zoning By-Law Amendment
Noted.

/ The 1-storey storage building (990 sq m) appears to be located on the right of way and hydro easement. **Refer to Plan 28R-15499 submitted with this response which illustrates the location of the proposed storage building outside of the hydro easement. The owner is in the process of merging the subject lands and as a result, this right-of-way will be removed and merged with the larger landholdings.**

/ The proximity of the storage building to each other will likely evoke spatial separation requirements under the Ontario Building Code regulations and require specialized construction.

Acknowledged.

/ The dry hydrant, which was required as part of the approvals for the newest office complex has not been installed to date.

Acknowledged. The dry hydrant will be installed this winter.

/ Building permits will be required for all new structures.

Noted.

St. Lawrence Parks Commission

/ Please note that comments have been requested from the St. Lawrence Parks Commission but have not been received to date.

Acknowledged.

We trust that this addresses the technical comments provided. Please feel free to contact the undersigned with any additional comments or questions at 613.542.5454.

Respectfully submitted,



Kelsey Jones, MCIP RPP
Senior Planner
Fotenn Planning + Design

APPENDIX A REVISED ZONING BY-LAW AMENDMENT

THE CORPORATION OF THE TOWNSHIP OF LEEDS AND THE THOUSAND ISLANDS

BY-LAW NO. 24-XXX

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

(Shoreline Residential (RS and RS-40) Zone, Tourist Commercial (CT, CT-9 and CT-23) Zone, Open Space (OS) Zone, and Provincially Significant Wetland (PSW) Zone to Rural Industrial, Special Exception 18 (MR-18) Zone (zoning to permit rural industrial use))

(507-515 Thousand Islands Parkway & 14-36 McCrae's Bay Lane,
Assessment Roll _____, File ZBXX/23)

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 'B' of Zoning By-Law No. 07-079 of the Township of Leeds and the Thousand Islands, as amended, is hereby further amended by replacing the Shoreline Residential (RS and RS-40) Zone, Tourist Commercial (CT, CT-9 and CT-23) Zone, Open Space (OS) Zone, and Provincially Significant Wetland (PSW) Zones with the Rural Industrial Exception (MR-18) 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 7.2 (c)(xviii) be added as follows:
MR-18, 507-515 Thousand Islands Parkway & 14-36 McCrae's Bay Lane (File ZBXX/23, By-law 23-XXX)
 - a. Notwithstanding any provisions of subsections 3.18, 3.24, 3.32, 7.2(a) or 7.2(b) of this By-law to the contrary, on the lands identified as Rural Industrial, Special Exception 18 (MR-18), the following shall apply:
 - The lands located within the Special Exception MR-18 are considered one lot for the purposes of zoning.
 - The only permitted uses shall be:
 - A Marine Manufacturing Facility, defined as an establishment with a boat ramp and docking facilities primarily engaged in the assembly, production, processing, finishing or refinishing of docking facilities, boathouses, tugs, barges, boats and other marine structures, as well as related storage and sales facilities.

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- The following uses are permitted as accessory to a Marine Manufacturing Facility
 - Accessory dwelling
 - Vehicle service station
 - Contractor’s yard or shop
 - Fuel tank storage
 - Office
 - Open Storage
 - Parking area
 - Transportation terminal or depot
 - Warehouse
 - Interior Side Yard Requirement (minimum): 4.7 metres for the existing 332 square metre office building. All other buildings shall comply with the minimum 7.5 metre setback
 - Open storage is permitted in front and rear yards only and is not subject to the landscape strips requirements
 - Height of open storage (maximum):
 - (a) 3.0 metres within 40 metres of front lot line
 - (b) increasing to a maximum of 6.5 metres setback greater than 40 metres from front lot line
 - Parking Area Buffering from a Street: Not Applicable
 - Setback from Parkway (minimum): 35.9 metres
 - Setback from water, flood plain and wetland (minimum): 14.2 metres (Any development proposed after the date of the passing of this By-law is subject to the minimum setback provisions of Section 3.32)
- b. Marine facilities and shoreline works shall be subject to review and permitting by external agencies.
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.

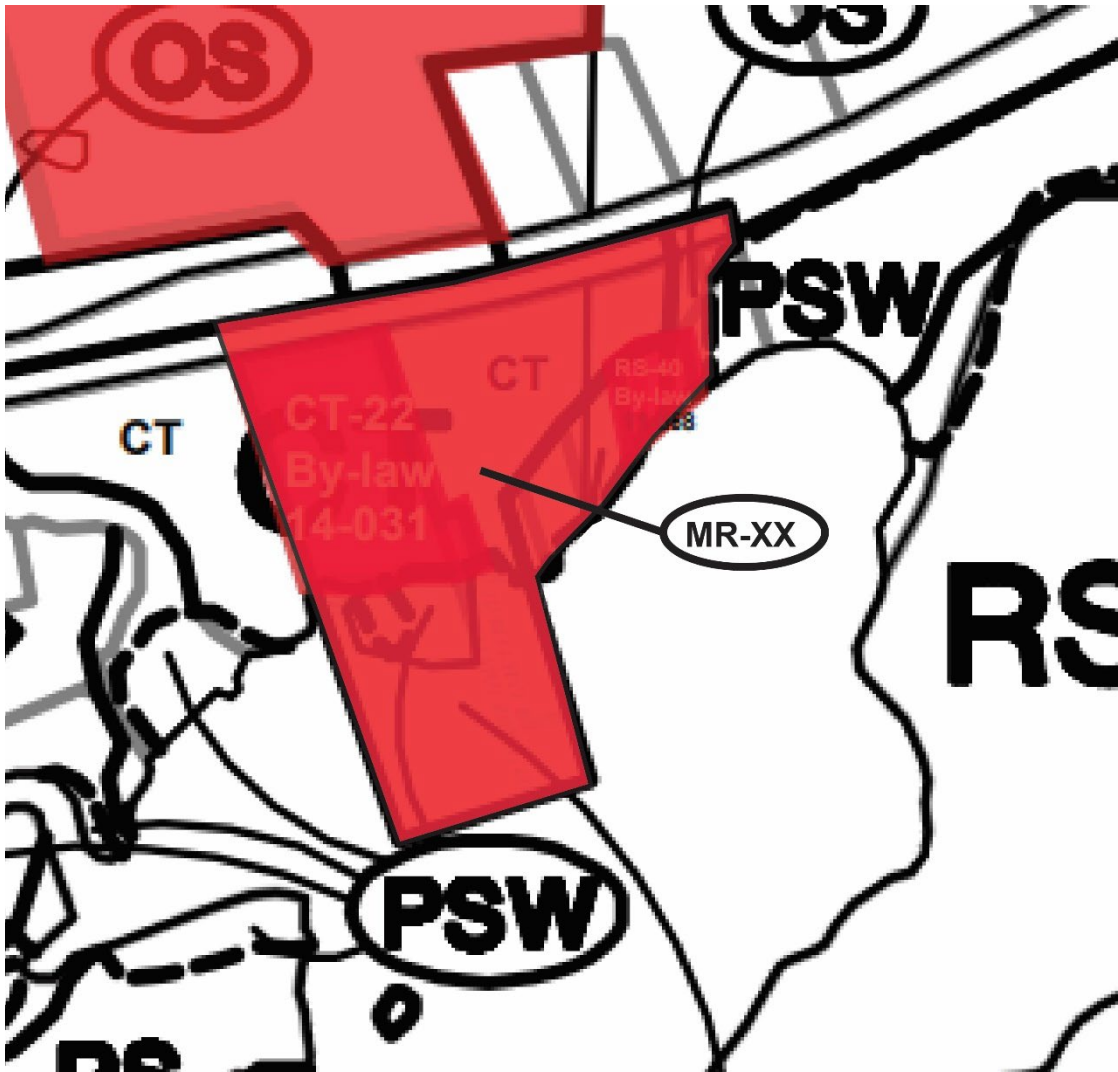
READ A FIRST AND SECOND TIME THIS ___ DAY OF _____, 2024.

READ A THIRD TIME AND FINALLY PASSED THIS ___ DAY OF _____, 2024.

Corinna Smith-Gatcke, Mayor

Megan Shannon, Clerk

Schedule 'A'



APPENDIX B

RESPONSE TO PUBLIC COMMENTS, SITE HISTORY, AND RECENT APPROVALS

Response to Public Comments

The following section provides a response to the public comments, feedback and questions received in writing prior to and verbally during the Non-Statutory Public Meeting on September 5, 2023.

1. Concern regarding removal of land from the Provincially Significant Wetland (PSW) Zone

A review of the Ivy Lea Complex PSW was recently undertaken by a qualified expert, certified under the Ontario Wetland Evaluation System (OWES). Based on this review, the Ministry of Natural Resources and Forestry updated the PSW boundary, as shown on the MNR Wetland Boundary Map submitted with this response. The proposed zoning schedule reflects the updated MNR wetland boundary delineation. The proposed application will not remove PSW land, but rather recognize and update the site zoning to match MNR wetland boundary.

2. Concern that the proposal will cause environmental damage and risk

An Environmental Impact Assessment (EIA) and Addendum were prepared by Ecological Services to assess the proposed use and proposed site changes. The EIA and Addendum note the proposal will not involve any intrusion into or work in the adjacent Ivy Lea wetland and associated fish habitat, and the existing gabion basket shoreline will continue to be the separation point between the upland and the aquatic habitat. The proposed indoor storage building will be appropriately located on site and will meet the minimum water, floodplain and wetland zoning setbacks. The assessment also notes that the shoreline improvements, installation of a new sheet pile wall, as approved by the DFO and CRCA may result in a net positive benefit to the wetland and fish habitat adjacent to the lands. This work will clean up the shoreline and enhance separation provided between on-site works and the River. The engineer has recommended a 3 metre wide clear stone buffer strip immediately inshore of the shoreline gabion baskets which would be constructed to a depth of 1 metre and extend over approximately 30 metres in length. The buffer would provide approximately 27 metres cubed of storage and would assist in decreasing the rate of runoff into the wetland. The CRCA has noted their support of this recommendation.

As part of the approved sheet pile wall work, the Department of Fisheries and Oceans approved a fisheries compensation area in the east portion of McCrae Bay. The work is currently underway and will include 18,000 square feet of new fish habitat, will provide two mounds for turtle basking, and will include removal of invasive cattails and dredging of the channel. The project requires 5 years of monitoring by DFO to ensure it is providing benefits as per the design.

A few comments were made regarding garbage collection in the Bay. The prevailing winds in this area are southwest, which means that any garbage or debris that comes down the River ends up in the Bay. Kehoe actively picks up garbage in the Bay.

3. Concern regarding flooding and run-off risk

The on-going seawall and shoreline upgrades will reduce the impacts of the run-off. The proposed outdoor storage area will consist of gravel and per the recommendations of the engineer through the stormwater management report, will include a 3-metre wide clear stone buffer strip immediately inshore of the shoreline gabion baskets. This buffer will provide storage and will assist in reducing the rate of runoff into the wetland and will provide an additional filtration buffer for sediments. The proposed development will incorporate improved stormwater management practices on-site. Additionally, the proposed site re-grading and seawall elevations will isolate the oil-grit infiltration inlet from the defined inflow system. Target TSS removal for the stormwater system is 91%, exceeding the Cataraqui Region Conservation Authority recommendation of 80%.

4. Concern regarding erosion impact

Previous shoreline upgrades approved by the Department of Fisheries and Oceans and Cataraqui Region Conservation Authority will improve the condition of the shoreline and eliminate shoreline erosion completely.

5. Inappropriate location for an expanding industrial operation directly on riverfront

Kehoe has owned and operated at this location since 2008. Previous owners of the lands operated marine uses on these lands dating back approximately 65 years. The existing CT-23 zone of the property, which is generally located in the western half of the lands and includes the office building, manufacturing building and boat ramp, was established in 2014 through a previous zoning by-law amendment. The CT-23 zone of the property permits the current marine manufacturing use of the property. The subject lands are one of the very limited number of locations in the region that provide an opportunity for loading and off loading of heavy construction materials for marine purposes. A marine manufacturing use requires waterfront access to ensure efficient operations. Kehoe Marine Construction operates on the subject lands currently and is seeking a zoning by-law amendment to allow modified performance standards to support on-going operations at its existing location. The fabrication and manufacturing area of Kehoe will not expand as a result of the proposed zoning by-law amendment. The proposed zoning by-law amendment will not expand Kehoe's existing manufacturing operations, but will consolidate the zoning across the lands, update the zoning from Tourist Commercial to a more appropriate parent zone, Rural Industrial, and allow a new indoor storage building and additional areas of outdoor storage. Kehoe Marine Construction is an existing, permitted, marine manufacturing facility use. The proposed zoning by-law amendment will not result in an expansion of the existing use but will allow Kehoe to continue its operations at its existing location in a more efficient manner.

6. Concern the proposal will reduce access to water

The subject lands are privately owned and do not currently provide public access to the waterfront or River. There will be no reduction in access as a result of the proposed application.

7. Concern the proposal will result in too much traffic

No change to on site operations is proposed as a result of the application. No change to traffic or vehicle movement to or from the site will occur.

Site History

History of McCrae Bay

- In 1956 Dave and Howard Williams purchased the property known as 507-511 Thousands Islands Parkway, to develop a marina/boat servicing location. To facilitate this, the first major dredge was completed in 1957 by Art Simpson. By 1961 the marina business was well underway. The Williams family developed the large property to accommodate a Marina (William's Marine) and a dock manufacturing business (Tieco Marine).
- Since 1957, the use of McCrae Bay expanded to include a business to the East at #515 (River Rat Marina, operating by Wayne and Krista Morrow). In the late 1970's Mot Peck established Peck's Marina (#505), to the West.
- Bond Marine company did a second major dredge of the bay in 1972, funded through Public Works and Small Craft Harbours. Numerous subsequent dredges occurred in the bay by William's family from 1972 to 2008.
- In 2008, The William's brothers sold ½ of their shares in the 507-511 property to Ken and Sarah Kehoe. This property contained all of William's Marina and Tieco manufacturing. At that time, Tieco manufacturing moved out of the East side of the property, and Kehoe Marine Construction took over that ½ of the property to continue building docks in the old Tieco shop and store tugs and barges on the waterfront. Williams Marina continued to operate on the West side as a full-service marina up until the fall of 2021.

- Kehoe Marine continued dredging in the Bay, completing large dredge projects for both William's Marina and Peck's Marina in 2009-2010 and 2016-2017. All dredge work performed by Kehoe was properly permitted.
- The marinas expanded with more docks and services into the late 80's to match the current dock footprint of Peck's Marina, as well as a dock expansion in 2010 approved for River Rat Marina.
- Tieco Manufacturing produced 1000's of docks for over 40 years on the property, including large scale marinas and yacht clubs on the Canadian and U.S. sides of the St. Lawrence, and many of the Great Lakes. The Williams family dedicated decades of marine service to the local residential mainland and island waterfront owners, providing the same services that Kehoe Marine offers today.
- Tieco Manufacturing employed up to 50 staff for the production of residential and commercial floating, stationary marine structures, breakwaters and other marine related work. Tugs and barges were a normal part of the waterfront, with many changes to the landscape occurring from the onset of the business in the early 1950's to 2008 when Kehoe Marine took over the site.

Early 2000 navigation chart advertising show the following services in the bay (refer to slides 22 & 23 of the submitted History of McCrae Bay):

- Williams Marine: 80 permanent slips, 5 transient docks, max 45' boats with 6' draft, facilities for major wood and fiberglass repairs, both on site and mobile inboards, sterndrive, gas and diesel engine repairs, and on-site propeller, electrical, transmission and sail repair. Emergency service 24 hours per day. Small marine store. Travel lift and hydraulic trailer and can haul out boats with a maximum beam of 13 feet and 17 tons. Winter storage service. Pump out, 30 amp power, washrooms, showers, laundry, propane and launch ramp.
- Ketchum Marine: located on same property as Williams/Tieco. Repair facility that does wooden boat restoration, and on site gas engine repair. Haul outs up to 30 feet. Indoor storage off site. (operated by Tim Ketchum and Janet Williams)
- River Rat Marine: 32 permanent slips, 4 transient, max length 60'. Gas dock with 8' of water. Slips 4-6' of water. Mooring buoys in the bay. On site and mobile repairs for fiberglass hulls, engines. Canvas repair on site in store. Marine store catering mainly to power boats. Snack bar. Hydraulic trailer to 30' boats, max 10 tons. Winter shrink rap and storage. Gas, pumpouts, power, water, washrooms/showers, propane and public launch. Boat rental fleet.

Site History + Kehoe

- In 2010, Ken and Sarah Kehoe purchased #515 1000 Islands Parkway (River Rat Marina), which served as the Kehoe Marine Construction office building, and continued to offer dockage, boat sales and service. The marina was operated until the fall of 2016, at which time the Kehoe's began to use the building as a construction office only.
- The use of the River Rat property had always included delivery to the site by transports – new boats, Yamaha motors, repair parts. River Rat was also a dealer for coverall buildings, and these structures were placed along the West side of the property for many years.
- McCrae Bay Lane was part of the River Rat Marine parcel, serving as a right of way from the Eastern portion of the Bay to the houses that ran along the shoreline in proximity to River Rat Marine. The shoreline held a total of 6 houses. From West to East, this included:
 - small old house next to the Tieco dock shop, formerly occupied by the Williams family (removed approx. 2011)
 - small seasonal cottage owned by Stombaugh, located next to the River Rat boat launch (removed in 2019)
 - a house which accompanied River Rat Marine (West of the existing office) (removed in 2010)
 - cottage owned by Donovan family (removed in 2019)

- house owned by Mr. and Mrs. Hampton (removed in 2022)
- newer house at 14 McCrae Bay Lane, which replaced small seasonal dwelling (still remains, owned by Kehoe Marine as rental unit)
- Kehoe Marine Construction expanded operations after the 2010 purchase of River Rat Marine, updating the old Tieco shop in 2014 with a state of the art manufacturing addition, and a final addition to the same building in 2017. This manufacturing shop has been used for the manufacturing of docks/boathouses, barges/tugs and other marine structures. Prior to the addition to the facility, the site had an assortment of tents/temporary spaces to accommodate winter building, as well as a large section of the outdoor open space that was used for marine structure building. In addition, River Rat Marina, at the time of purchase in 2010, had many temporary tents in view of the 1000 Islands parkway, which were used for a variety of storage uses. All of these temporary structures have been removed from the properties by Kehoe.
- With increased use of the properties for construction purposes, Kehoe acknowledged that purchasing all of the residential houses as the owners were ready to sell, was a good long term solution to remove the mix of residential/ commercial tourist and industrial use. The purchase of all of these houses/properties was done through direct negotiation with each owner, as those owners were ready to sell. This occurred from 2011-2021 to complete the purchase of all. The removal of each of these dwellings was accompanied by removal of septic systems and holding tanks at the waters edge.
- During the development of the Kehoe new manufacturing building in 2014, the municipality agreed that the long-standing industrial use of the property needed to be amended in the zoning by-law to reflect the historical use of the property and the bay. At that time, the Williams/Tieco property was rezoned to the CT-23 zone (which continues to exist today) acknowledging the industrial use and dock manufacturing.
- In 2020, the remaining ½ shares of the William's/Tieco property were purchased by Ken and Sarah Kehoe. The tenant operating William's Marine vacated the property in the fall of 2021. At that time Kehoe Marine proceeded with a new office building to replace the old Williams Marine office, completing a renovation of the Williams Marine mechanic shop, and then connecting the two buildings together. This portion of the property, closest to Peck's Marina, now serves as a permanent office location for Kehoe Marine Construction. Final landscaping was completed in the summer of 2023. The old office building known as River Rat marine has been repurposed for indoor storage, and the large commercial sewage system that accompanied the building has been removed. Over many years, a variety of hydro poles and overhead lines have also been removed from the sites and replaced with underground lines.
- Kehoe Marine Construction has continued to service public and private marinas and yacht clubs in the same areas, as well as residential clients in the Kingston to Prescott area, Upper and Lower Rideau and Charleston Lake.
- Although Kehoe Marine does truck some dock units out by road, the majority of the docks built on site are shipped by water direct from the manufacturing facility. Example: City of Quinte West 380 slip marina, City of Hamilton 30'x3500' floating breakwater, City of Kingston, Brockville and Gananoque- multiple marina projects. The ability to deliver structures by water saves thousands of gallons of transportation fuel and allows units to be delivered without on-land staging areas.

Who is Kehoe Marine?

- Kehoe Marine was founded in 2003 by Ken and Sarah, both long time residents of Leeds and Thousand Islands. Kehoe Marine remains a family owned business.
- Largest full time employer in Leeds and Thousand Islands. 60 employees. To date 65 % of our workforce live in Leeds and Thousands Islands, with 15% Gananoque, 7% Kingston and remaining 13% Brockville and East. Employment is high skilled, competitive rate with benefits.
- Kehoe Marine offers co-operative education placements, as well as apprenticeships.
- Kehoe Marine offers custom stationary and floating structures.

- Exclusive provider of emergency marine services for Hydro One/Safeline Utilities to provide barge/tug services.
- Licensed sewage hauler since 2009, providing septic and holding tank pump out services to islands and mainland waterfront properties in the 1000 Islands area. There are over 60 licensed sewage installers in Leeds and Grenville. Kehoe Marine is one of only 2 licensed marine pump out providers in the 1000 Islands area on the St. Lawrence River.
- Largest provider of shoreline erosion protection services in the 1000 Islands
- Largest provider of material barging services in the 1000 Islands. Shoreline and barges equipped for easy on/off loading of all materials, trucks, vehicles. Service residential, commercial clients, as well as a large number of contractors who complete services in the area (septic, house/cottage reno, construction equipment, building materials, demo disposal removal, propane/fuel delivery).
- Dredging services for the 1000 islands area, allowing offloading area for all materials.
- Kehoe Marine currently moves more than 250,000 tonnes of material across our docks annually. That is equivalent to 9 freighters, or one a month in the shipping season.
- Kehoe Marine purchased two other marine contracting providers from the 1000 Islands area, eliminating the operation of those businesses in wetland areas. (St. Lawrence Marine and Dredging in McCrae Bay, and Rockport Marine Construction). Access to both of these operations was only through PSW area.

Recent Approvals

Recent Activity approved in McCrae Bay

1. New sheet pile wall

After 3+ years of planning with multiple levels of government, Cataraqui Region Conservation Authority (CRCA), Ministry of Natural Resources and Forestry (MNR) and the Department of Fisheries and Oceans (DFO), a new sheet pile wall was approved for construction and is being installed along the water frontage of the property. This work is currently on-going.

The benefits include:

- safer working conditions for Kehoe staff and delivery personnel
- improved storm water management and enhanced water quality
- elimination of erosion currently observed at failing banks
- significant reduction in sediment
- significant reduction in future dredging needs
- eliminate grounding of vessels in low water
- expanded footprint for safer material transfer
- reduced risk of dropping materials in water at loading/unloading

A dry hydrant will also be installed, for access at all times by fire trucks.

2. Fisheries Compensation Area East end of McCrae Bay

As a result of the approved sheet pile wall work, the federal Department of Fisheries and Oceans (DFO) approved a fisheries compensation area in the east portion of McCrae Bay. The work is currently underway in the Bay and will include 18,000 square feet of fish habitat, will provide two mounds for turtle basking, and will include removal of invasive cattails and dredging of the channel. The project requires 5 years of monitoring by DFO to ensure it is providing benefits as per the design.

1960's Williams Marine service shop & Gas dock

Shoreline houses boats,
barges, gas dock.



A black and white photograph showing a marine rail system on a rocky shore. The rail tracks, made of wooden sleepers and metal rails, lead from the foreground towards a body of water. A large vessel is docked at the end of the tracks. The shore is composed of dark, jagged rocks. The text "1960's Williams Marine rail system" is overlaid in white on the middle of the image.

1960's Williams Marine rail system

Pull and service tugs, barges, vessels.

Williams marine

Steel workboats being
hailed and serviced.



Williams marine site.

Blue Quail tug being built and launched on Williams site. Owner of tug: Douglas McIntosh (marine and dredging company)



Original Tieco marine dock manufacturing facility.

Front yard houses steel, docks,
office for Tieco manufacturing.
Overhead hydro lines.

View of William's marine
mechanic shop to the West.



River Rat house removed in 2010.

Large coverall building on waterfront, East side of Kehoe manufacturing building, prior to 2014 shop expansion.



2014
Kehoe Marine
expands Tieco
manufacturing
shop.

Following the historic use of
the property, industrial use
officially added to zoning.
CT-22



2015
Prior to second
shop expansion.
River Rat Marine
site used as Kehoe
office.

4 waterfront houses have been removed, as well as coverall next to manufacturing shop. Sewage systems removed for all houses.



2015 -River Rat Marine display tent next to Parkway.

Kehoe continues to offer dockage, storage, service and boat sales. Kehoe no longer sets up tents along the parkway



Barges parked at 14 McCraes Bay

2005 Photo. PSW area
clearly visible



14 McCraes Bay.
Barges/tugs used
by St. Lawrence
Marine & Dredging

Operation of marine
construction business from
residential site. Photo 2015.



14 Mccraes Bay. Restored to residential use in 2019.

Kehoe's purchase site in 2019. No commercial marine use. House is a rental property only.



Prior to 2010
purchase of
River Rat
Marine by
Kehoe's.

Multiple coverall buildings
located in front yard.



14 McCrae Bay.

Former seasonal dwelling owned by Clay Macintosh. Operation of tugs/barges next to wetland. Full season house build by Bret Rose. Right of way access from McCrae bay lane. Bret Rose operates marine construction business from the site, next to wetland. No zoning approval. Kehoe purchases site in 2019 and ceases marine construction activity from site. House is residential rental only.

Tieco Marine front yard facing 1000 Islands Parkway

Original Tieco shop and
residential house along
waterfront.



East parking lot River Rat Marine. Boat storage.

During construction of River Rat Marine store/mechanic shop/ showers/washrooms to accommodate dock patrons.



Sheet pile wall work River Rat Marine.

- East side of boat launch area.



River Rat Marine dockage and house.



River Rat Marine

- Boat rental fleet parked in front lot.



River Rat Marine dredging of launch area.



River Rat Marine dredging of launch area



Chart info. Pecks, Williams, Ketchum and River Rat Marine



Chart 1437: The bay west of Garrett Point at Ivy Lea has 3 marinas with transient space and repair services; it can get weedy here in August

clude pizza, homemade burgers and gourmet daily specials. Open for breakfast, lunch and dinner, licensed; reservations not required.

Facilities: gas, pumpout; 30-amp power and water at each slip; washrooms, showers, ice, coin laundry, propane refills, picnic tables, gas barbecues, public telephone, fax service, e-mail hookup, launch ramp.

Williams Marine (613-659-3163), located between Peck's to the west and River Rat to the east, has 80 permanent slips with room for 5 transients. It can be identified by the 2 large beige woodworking shops. A maroon Williams Marine sign is located on the building. Depth in the entrance channel is 6 feet, with depths of 4 feet in the overnight slips. Visitors are asked to either call ahead on VHF channel 68 or go to the service dock directly in front of the launch ramp. Boats with a maximum length of 45 feet and a maximum draft of 6 feet can be accommodated. The floating finger docks are 30 to 40

feet long and about 1½ feet above the water. Plans for 2002 include adding a breakwater and more docks.

The marina has facilities for major wood and fiberglass repair; both on-site and mobile inbound, sterndrive, gas and diesel engine repairs; and on-site propeller, electrical, transmission and sail repair. Emergency service, including towing, is available 24 hours a day. A small marine store sells engine parts.

The marina has a travelift and hydraulic trailer and can haul out boats with a maximum length of 45 feet, maximum beam of 13 feet and a maximum weight of 17 tons. Winter storage is also offered.

Facilities: pumpout; 30-amp power and water at each slip; washrooms, showers, ice, coin laundry; propane refills, public telephone, launch ramp.

Ketchum Marine (613-659-3983), located on the same property as Williams Marine, is a repair facility that does wooden-boat restoration and on-site gas-engine repair. Emergency service is available for transient boaters on weekdays during normal business hours. The marina can haul powerboats up to 30 feet using a hydraulic trailer and offers indoor winter storage.

River Rat Marine (613-659-3520) is the facility east of Williams Marine. Head for the outer end of the long single dock east of Williams – you'll see the River Rat sign on the dock. There are no navigational hazards in approaching the marina. At night, yellow flashing lights are mounted on moored equipment and visitors are advised to stay east of the flashing lights and approach the lighted sign on the dock. The marina has 32 permanent slips with room for 4 transient powerboats with a maximum length

of 60 feet. The gas dock has 8 feet of water and the overnight slips have 4 to 6 feet. (Weed in August makes it difficult for sailboats to enter.) Visitors are asked to dock at one end of the service dock and go to the office. The marina also monitors VHF channels 68 and 16. River Rat also has mooring buoys, and its floating finger docks are 20 to 30 feet in length and 2 feet above water.

On-site and mobile repairs are available for fiberglass hulls, engines (all types), canvas and propellers, with scuba divers on staff for underwater repair work. Emergency service for transient boats is offered 24 hours a day.

A marine store, catering mainly to powerboats, carries charts, hardware and fittings, rope, electronics, engine parts, cleaning supplies, safety equipment, gifts, nautical clothing, fishing tackle and live bait. A snack bar on the premises sells items such as chips, sandwiches, and soft drinks.

The marina offers haulout with a hydraulic trailer for boats up to 30 feet long and a maximum weight of 10 tons. Winter storage is also available.

Facilities: gas, pumpout; 15-amp power at each slip; water, washrooms, showers, ice, coin laundry, propane refills, picnic tables, public telephone, launch ramp.

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