



## DEVELOPMENT AND PROPERTY COMMITTEE

Tuesday, April 9, 2024 – 9:30 a.m.

County of Renfrew Administration Building

### AGENDA

1. Call to order.
2. Land Acknowledgement.
3. Roll call.
4. Disclosure of pecuniary interest and general nature thereof.
5. Adoption of minutes of previous meetings held on March 5, 2024. Page  
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6. Public Meeting – Official Plan Official Plan Amendment No. 44.
7. Delegations: None at time of mailing.
8. Development and Property
  - a) Department Report 8
  - b) Economic Development Division Report 91
  - c) Ottawa Valley Tourist Association Report 102
  - d) Enterprise Renfrew County Report 105
  - e) Forestry Report 108
  - f) Real Estate Division Report 125
  - g) Planning Services Division Report 127
9. New Business.
  - a) Communal Water/Wastewater Systems – Councillor MacKenzie, Township of McNab/Braeside 179
10. Closed Meeting: For the purposes of the security of the property of the municipality or local board (CN Rail Line).
11. Date of next meeting (Tuesday, May 14, 2024) and adjournment.

**NOTE:** a) **County Council: Wednesday, April 24, 2024.**

b) Submissions received from the public, either orally or in writing may become part of the public record.



## DEVELOPMENT AND PROPERTY COMMITTEE

**Tuesday, March 5, 2024**

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A meeting of the Development and Property Committee was held on Tuesday, March 5, 2024, at 9:30 a.m., at the County of Renfrew Administration Building, Pembroke, Ontario.

Present were: Chair James Brose  
Warden Peter Emon (virtual)  
Vice-Chair Robert Weir  
Councillor David Bennett  
Councillor Daniel Lynch  
Councillor Mark MacKenzie  
Councillor Gary Serviss  
Councillor Keith Watt (virtual)

Staff Present: Craig Kelley, Chief Administrative Officer/Deputy Clerk  
Jason Davis, Director of Development and Property  
Andrea Patrick, Director of Community Services  
Lee Perkins, Director of Public Works and Engineering  
Bruce Howarth, Manager of Planning Services  
Melissa Marquardt, Manager of Economic Development Services  
Kevin Raddatz, Manager of Real Estate  
Lacey Rose, County Forester  
Taylor Hanrath, Manager of Capital Works  
David Wybou, Business Development Officer  
Gwen Dombroski, Clerk  
Tina Peplinskie, Media Relations and Social Media Coordinator  
Evelyn VanStarkenbug, Administrative Assistant

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Chair Brose called the meeting to order at 9:30 a.m. The land acknowledgement identifying that the meeting was being held on the traditional territory of the Algonquin People was recited. The roll was called, and no pecuniary interests were disclosed.

**RESOLUTION NO. DP-C-24-03-30**

Moved by Councillor Bennett

Seconded by Councillor Weir

THAT the minutes of the February 13, 2024, meeting be approved. CARRIED.

Marcin Lewandowski, Senior Director, Operations and Risk and Aryn Garswood, Head of BDO Zone Initiative and Special Projects—EcoStrat overviewed a presentation on Bioeconomy Development Opportunity (BDO) Zone Rating and Designation for Renfrew County, which is attached as Appendix A. The process to obtain data started in February 2023.

Mr. Lewandowski advised that the BDO Zone Initiative enables communities to powerfully leverage biomass assets to serve as anchors for clean energy economic development. BDO Zone designation reports can also be developed for other bio-based initiatives, such as food waste and EcoStrat is willing to discuss certifying clean energy opportunities with any local municipality that may wish to receive further information.

Kris Heideman, Lavern Heideman and Sons Ltd., overviewed a presentation on the state of the local forest sector, which is attached as Appendix B.

Warden Emon vacated the meeting at 10:04 a.m.

**Development and Property**

The Director of Development and Property overviewed the Development and Property Department Report, which is attached as Appendix C.

The Director of Development and Property distributed information and overviewed two upcoming Housing Summits, which are attached as Appendix D, as follows: 1) the Affordable Housing Summit, hosted by the County of Renfrew, and scheduled for April 4, 2024, at the myFM Centre in Renfrew; and 2) the Eastern Ontario Regional Housing Summit, scheduled for May 28, 2024 at the Ottawa Events and Conference Centre, Ottawa, Ontario.

The Manager of Capital Works advised that due to environmental constraints for the work that is required on the bridges, opening the trail through Garrison Petawawa will occur sometime in the fall of this year. It was noted that, previously, Garrison Petawawa had expressed an interest in working with the County of Renfrew on the development of the trail on their lands and the Manager of Capital Works advised that he would reach out to them to see if there was still interest.

The Manager of Capital Works advised that the Trail Survey closed on February 29, 2024 and that staff will review the comments and provide an update on the results at a future meeting.

**RESOLUTION NO. DP-C-24-03-31**

Moved by Councillor Serviss

Seconded by Councillor Lynch

THAT the Development and Property Committee recommends that County Council approve Contract PWC-2024-11 as submitted by Grand-Calumet Construction Inc., Luskville, Québec for the rehabilitation of three bridges located on the Algonquin Trail, in the area of Garrison Petawawa, near Deluthier Road and Landry Road, Town of Laurentian Hills, in the amount of \$386,524.31, plus applicable taxes; AND FURTHER THAT County Council adopt a By-law to Authorize Execution of the Contract. CARRIED.

**Economic Development**

The Manager of Economic Development overviewed the Economic Development Division Report, which is part of the Development and Property Department Report.

The Manager advised that the next steps for the Bioeconomy Development Opportunity Zone Rating (BDO) Report will be to market, promote and host a public webinar on the results from the report over the coming months.

**RESOLUTION NO. DP-C-24-03-32**

Moved by Councillor Weir

Seconded by Councillor Bennett

THAT the Development and Property Committee recommends to County Council that the Warden send a letter to the Honourable Christyia Freeland, Deputy Prime Minister and Minister of Finance, and the Honourable Pablo Rodriguez, Minister of Transport in support of modernizing VIA Rail's long-distance, remote and regional fleet to provide passengers with a more reliable, appropriate, comfortable, sustainable and accessible travel experience. CARRIED.

**Ottawa Valley Tourist Association**

The Manager of Economic Development overviewed the Ottawa Valley Tourist Association Report, which is part of the Development and Property Department Report.

**RESOLUTION NO. DP-C-24-03-33**

Moved by Councillor Weir

Seconded by Councillor MacKenzie

THAT the Development and Property Committee recommends that County Council adopt the Ottawa Valley Tourist Association Draft 2024 Budget as presented. CARRIED.

**Enterprise Renfrew County**

The Manager of Economic Development overviewed the Enterprise Renfrew County Report, which is part of the Development and Property Department Report.



## Forestry

The County Forester overviewed the Forestry Report, which is part of the Development and Property Department Report.

The County Forester advised that the Ontario Woodlot Association (OWA) has written a letter to the Premier of Ontario regarding concerns they have with the regulations relating to the management of Black Ash for forestry operations on private land. The regulations will prevent the recovery of this important tree, financially devastate thousands of landowners and hundreds of forest-based businesses, impede management practices designed to sustain ecologically important hardwood forests, and prevent experts from actually protecting a tree species about which we care deeply. The County will add its support to this letter as it aligns with the messaging submitted by the County during previous consultation stages on the protection of black ash.

Councillor Weir requested the County Forester share the presentation regarding European settlement-era history and cultural remains in Renfrew County Forests with Committee.

### **RESOLUTION NO. DP-C-24-03-34**

Moved by Councillor Serviss

Seconded by Councillor Lynch

THAT the Development and Property Committee recommends that County Council direct staff to request a meeting with Norm Lemke, Ontario Municipal Liaison and the Ontario Ministry of Indigenous Affairs for an update on the Agreement in Principle and the communication process. CARRIED.

### **RESOLUTION NO. DP-C-24-03-35**

Moved by Councillor Serviss

Seconded by Councillor Watt

THAT the Development and Property Committee recommends to County Council that a letter of support be sent under the Warden's signature to the Minister of Natural Resources and Forestry, and the Premier's Office, for biomass initiatives that can benefit the wood basket of Renfrew County mills; AND FURTHER THAT staff continues to be engaged and support the forest sector on any biomass project possibilities in our area; AND FURTHER THAT this issue be raised at any appropriate delegation opportunity. CARRIED.

## Real Estate

The Manager of Real Estate overviewed the Real Estate Division Report, which is part of the Development and Property Department Report.

**RESOLUTION NO. DP-C-24-03-36**

Moved by Councillor Weir

Seconded by Councillor MacKenzie

THAT the Development and Property Committee approves Contract RE-2024-03-RP for the construction of an Emergency Service Storage Shed at Renfrew County Place, 450 O'Brien Street, Renfrew, Ontario, as submitted by Stephen Sons Construction Inc., Douglas, Ontario, in the amount of \$128,600, plus applicable taxes; AND FURTHER THAT an agreement be executed for the contract. CARRIED.

**Planning**

The Manager of Planning Services overviewed the Planning Division Report, which is part of the Development and Property Department Report.

The Manager of Planning Services advised that the GIS Division is looking to host a GIS 101 workshop in April. Further details on this workshop will be forthcoming.

**RESOLUTION NO. DP-C-24-03-37**

Moved by Councillor Serviss

Seconded by Councillor MacKenzie

THAT the Development and Property Committee recommends that County Council adopt a By-law to delegate authority for sharing GIS data with corporations to the GIS Coordinator. CARRIED.

**RESOLUTION NO. DP-C-24-03-38**

Moved by Councillor Serviss

Seconded by Councillor Weir

THAT the Development and Property Department Report, which is attached as Appendix C be approved. CARRIED.

Committee recessed at 11:16 a.m. and reconvened at 11:25 a.m., with same members present, including Warden Emon (virtually).

**RESOLUTION NO. DP-C-24-03-39**

Moved by Councillor Serviss

Seconded by Councillor Lynch

BE IT RESOLVED THAT the Development and Property Committee move into a closed meeting pursuant to Section 239 (2) (c) of the Municipal Act, 2001, as amended to discuss a proposed or pending acquisition or disposition of land by the municipality or local board. Time: 11:26 a.m. CARRIED.

**RESOLUTION NO. DP-C-24-01-03-41**

Moved by Councillor Serviss

Seconded by Councillor MacKenzie

THAT this meeting resume as an open meeting. Time: 12:05 p.m. CARRIED.

**RESOLUTION NO. DP-C-24-03-42**

Moved by Councillor Serviss

Seconded by Councillor Lynch

THAT this meeting adjourn and the next regular meeting be held on April 9, 2024. Time: 12:06 p.m. CARRIED.

DRAFT

**COUNTY OF RENFREW**

**DEVELOPMENT AND PROPERTY DEPARTMENT REPORT**

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**TO:** Development and Property Committee  
**FROM:** Jason Davis, Director of Development and Property  
**DATE:** April 9, 2024  
**SUBJECT:** Department Report

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**INFORMATION**

**1. 2023 Unaudited Financial Statements**

Attached as Appendix I are the 2023 Unaudited Financial Statements for the Development and Property Department as at December 31, 2023, and an overview will be provided at the meeting.

**2. Affordable Housing Summit**

The County of Renfrew held an Affordable Housing Summit on April 4, 2024 at the myFM Centre, Renfrew, Ontario, with an excellent turnout from interested parties. Topics for the day were developer experiences, updates from Community Services, information on the County of Renfrew properties expression of interest and innovative partnerships, and the mesa project. Staff will provide a report to Committee and Council at a future meeting.

**3. Letter of Thanks – McRae Lumber Co.**

Attached as Appendix II is a letter of congratulations from Warden Emon to Jamie McRae, McRae Lumber Co., on his appointment as the Chair of the Ontario Forest Industries Association. Also included in the attachment, is an email received from Jamie expressing his appreciation for the relations that exist between the County of Renfrew and the Ontario Forest Industries Association.

**4. Cell Gap Project Update**

Attached as Appendix III is a recent Cell Gap Project update that has been received from Eastern Ontario Regional Network (EORN).

5. **By-law Governing County of Renfrew Owned Recreational Trails**

The County of Renfrew has two designated Recreational Trails – the ‘Algonquin Trail’ and the ‘K & P Recreational Trail’, and each trail is governed by a separate By-law setting the rules for use of the trails. For consistency across the County’s trails, including any future trails, it would be best to have a single By-law capable of governing all of the County’s Recreational Trails. This would also give the opportunity to separate the governance of the K & P Recreational Trail from the County forests and apply more applicable fines for offences. A new draft By-law to Regulate and Govern the Use of the Lands Identified as County of Renfrew Recreational Trails as Linear Parks, is attached as Appendix IV for consideration and input. It is requested that any input on the draft By-law be provided no later than April 30, 2024 to Taylor Hanrath, Manager of Capital Works.

As a new trail governing By-law would have an impact on all trail users across the County, to provide an opportunity to address any public concerns, a public engagement was enacted through Zencity to gain input on how the County may improve the management, maintenance, design, and/or construction practices for our recreational trails. This engagement ended on February 29, 2024. A report summarizing the input from the public, as well as for reference when considering the new draft By-law is included as Appendix V.

A notable change in the new draft By-law from the current By-law governing the Algonquin Trail that has had a great deal of discussion in the past and through recent public engagement is permitting dirt bikes and motorcycles on the trail. Dirt bikes and motorcycles would require insurance, licensed and an Ontario Federation of All Terrain Vehicle (OFATV) trail permit.

**BY-LAWS**

6. **By-law Enforcement on Algonquin Trail**

**Recommendation:** THAT the Development and Property Committee recommends that County Council adopt a By-law to authorize Pro-tec 5, Pembroke, Ontario to act as a By-law Enforcement Officer on County of Renfrew owned Recreational Trails on behalf of the County of Renfrew.

**Background**

As Committee may be aware and as evidenced by the input received through public engagement, enforcement of rules on the Algonquin Trail has been an ongoing challenge. In the past, enforcement of By-law 119-18, being a By-law to Regulate and Govern the Use of the Lands Known as the Algonquin Trail (Formerly Known as the CP Rail Corridor) as a Linear Park, has been attempted to be achieved through OPP, either by irregular patrols by the Snow-Vehicle, All Terrain Vehicle and Vessel Enforcement (SAVE) Team, or through the hiring of paid duty officers. These methods have led to an

infrequent enforcement presence on the Algonquin Trail and as a result, many users are not following the rules set by the By-law. The cost of having paid duty officers is significant, at approximately \$1,400 per patrol, and it is becoming increasingly difficult to schedule ATV riding officers due to a lack of availability. As such, staff reached out to two firms that act as By-law Enforcement for local municipalities to request proposals for enforcement of By-law 119-18. For the purposes of comparison and estimating costs, an eight-hour day patrol has been assumed with one By-law Enforcement Officer on an ATV.

Proposals received were as follows:

- i) Pro-tec 5, Pembroke, Ontario proposed a cost of \$32.85 per hour, per officer. With travel and administrative time, it is anticipated that the average day patrol would result in a cost of approximately \$330 to the County. This is significantly less than OPP paid duty officer patrols and could permit approximately 27 patrols to be completed before the end of 2024 (substantially more than past years).
- ii) James McBain, Municipal Law Enforcement Services, Renfrew, Ontario proposed a cost of \$55 per hour, per officer. With travel and administrative time, it is anticipated that the average day patrol would result in a cost of \$550 to the County. This is significantly less than OPP paid duty officer patrols and could permit approximately 15 patrols to be completed before the end of 2024 (substantially more than past years).

The Trails Advisory Committee at their meeting held on April 5, 2024 recommended that the County of Renfrew proceed with approving Pro-tec 5, Pembroke, Ontario as an Enforcement By-law Officer for the County of Renfrew owned recreational trails.

#### **7. Economic Development Division**

Attached as Appendix VI is the Economic Development Division Report, prepared by Melissa Marquardt, Manager of Economic Development, providing an update on activities.

#### **8. Ottawa Valley Tourist Association**

Attached as Appendix VII is the Ottawa Valley Tourist Association Report, prepared by Melissa Marquardt, Manager of Economic Development, providing an update on activities.

#### **9. Enterprise Renfrew County**

Attached as Appendix VIII is the Enterprise Renfrew County Report, prepared by Melissa Marquardt, Manager of Economic Development, providing an update on activities.

10. **Forestry**

Attached as Appendix IX is the Forestry Report, prepared by Lacey Rose, County Forester, providing an update on activities.

11. **Real Estate Division**

Attached as Appendix X is the Real Estate Division Report, prepared by Kevin Raddatz, Manager of Real Estate, providing an update on activities.

12. **Planning Division**

Attached as Appendix XI is the Planning Division Report, prepared by Bruce Howarth, Manager of Planning Services, providing an update on activities.

**COUNTY OF RENFREW**  
**TREASURER'S REPORT - Development & Property Committee**  
**December 2023**

over / (under)

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>
<b><u>PROPERTY - Pembroke Admin</u></b>	<b><u>113,668</u></b>	<b><u>88,576</u></b>	<b><u>25,092</u></b>
Salaries	175,505	169,011	6,494
Employee Benefits	54,305	50,787	3,518
Advertising	0	1,000	(1,000)
Capital - under threshold	19,029	0	19,029
Depreciation	422,311	408,000	14,311
Elevator Maintenance	7,759	7,949	(190)
Garbage Disposal	7,645	6,355	1,290
Groundskeeping	6,648	5,764	884
Insurance	52,557	44,182	8,375
Janitorial Contract	93,317	89,100	4,217
Legal	0	2,000	(2,000)
Lights,Heat & Power	136,203	126,075	10,128
Mechanical	11,555	22,000	(10,445)
Memberships/Subscriptions	674	1,500	(826)
Miscellaneous	7,404	2,800	4,604
Office Supplies	22,524	17,860	4,664
Professional Development	0	5,000	(5,000)
Purchased Services	0	0	0
Recoveries - County	(513,790)	(526,130)	12,340
Recoveries - Other	0	(59,000)	59,000
Recruitment	0	750	(750)
Repairs & Maintenance	30,838	45,000	(14,162)
Revenue - Provincial - One Time	(19,029)	0	(19,029)
Security & Monitoring	9,161	6,273	2,888
Special Projects	0	40,000	(40,000)
Surplus Adjustment - Capital	0	312,000	(312,000)
Surplus Adjustment - Depreciation	(422,311)	(408,000)	(14,311)
Surplus Adjustment - TRF from Reserves	0	(293,000)	293,000
Surplus Adjustment - TRF to Reserves	0	0	0
Telephone	2,717	3,000	(283)
Travel	2,218	4,800	(2,582)
Vehicle Expenses	6,429	3,500	2,929
<b><u>PROPERTY - Renfrew County Place</u></b>	<b><u>(212,711)</u></b>	<b><u>(222,808)</u></b>	<b><u>10,097</u></b>
Salaries	61,310	88,027	(26,717)
Salaries	18,985	0	18,985
Capital - Under Threshold	0	0	0
Depreciation	197,806	210,000	(12,194)
Elevator Maintenance	4,524	7,122	(2,598)
Garbage Removal	6,317	4,001	2,316
Groundskeeping	36,944	32,000	4,944
Insurance	23,340	19,495	3,845
Janitorial Contract	64,105	66,300	(2,195)
Lease Revenue- Outside	(310,580)	(336,954)	26,374
Lights,Heat & Power	81,076	97,375	(16,299)



**COUNTY OF RENFREW**  
**TREASURER'S REPORT - Development & Property Committee**  
**December 2023**

over / (under)

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>
Mechanical	46,280	17,478	28,802
Miscellaneous	751	5,046	(4,295)
Municipal Taxes	18,480	17,800	680
Office Supplies / Admin Costs	6,792	7,137	(345)
Recoveries - County	(339,790)	(339,790)	0
Recoveries - Outside	(14,385)	(17,800)	3,415
Repairs & Maintenance	18,633	40,356	(21,723)
Revenue - Provincial - One Time	0	0	0
Security & Monitoring	938	6,029	(5,091)
Surplus Adjustment - Capital	400,553	1,049,200	(648,647)
Surplus Adjustment - Depreciation	(197,806)	(210,000)	12,194
Surplus Adjustment - TRF from Reserves	(400,553)	(1,049,200)	648,647
Surplus Adjustment - TRF to Reserves	63,570	63,570	0

**PROPERTY - Base Stations**

	<u>0</u>	<u>0</u>	<u>(0)</u>
BLDG - Repairs & Maint	16,218	45,051	(28,833)
Capital Under Threshold	0	0	0
Depreciation	61,570	62,400	(830)
Groundskeeping	36,739	46,979	(10,240)
Internal Charges	0	2,904	(2,904)
Janitorial Contract	22,359	33,173	(10,814)
Lights, Heat & Power	32,317	37,208	(4,891)
Mechanical	7,592	5,000	2,592
Misc - Building Expenses	13,979	7,346	6,633
Recoveries - County	(339,394)	(339,394)	0
Recoveries - Provincial One Time	0	0	0
Surplus Adjustment - Capital	1,717,212	47,600	1,669,612
Surplus Adjustment - Depreciation	(61,570)	(62,400)	830
Surplus Adjustment - TRF from Reserves	(1,719,087)	(47,600)	(1,671,487)
Surplus Adjustment - TRF to Reserves	212,065	161,733	50,332

**PROPERTY - Arnprior Office**

	<u>0</u>	<u>0</u>	<u>0</u>
Bldg - Repairs & Maintenance	5,911	1,322	4,589
Capital Under Threshold	6,309	0	6,309
Depreciation	38,184	38,400	(216)
Groundskeeping	9,269	4,124	5,145
Insurance	3,758	3,330	428
Janitorial Contract	38,435	30,000	8,435
Lights, Heat & Power	10,711	13,580	(2,869)
Mechanical	1,740	2,050	(310)
Misc Bldg Other	947	500	447
Recoverable County	(132,092)	(139,819)	7,727
Recoverable Outside	(23,180)	0	(23,180)
Revenue - Provincial - One Time	0	0	0
Security	4,480	1,538	2,942
Surplus Adjustment - Capital	0	0	0
Surplus Adjustment - Depreciation	(38,184)	(38,400)	216
Surplus Adjustment - TRF from Reserves	0	0	0

**COUNTY OF RENFREW**  
**TREASURER'S REPORT - Development & Property Committee**  
**December 2023**

over / (under)

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>
Surplus Adjustment - TRF to Reserves	73,713	83,375	(9,662)
<b><u>PROPERTY - Renfrew OPP</u></b>	<b><u>(0)</u></b>	<b><u>0</u></b>	<b><u>0</u></b>
Salaries / Benefits	45,744	28,849	16,895
Capital Under Threshold	10,041	0	10,041
Expenses Recoverable from Others	0	0	0
Garbage Removal	2,799	2,153	646
Groundskeeping	29,912	36,000	(6,088)
Insurance	20,853	15,043	5,810
Interest Expense	91,838	95,571	(3,733)
Internal Charges	0	16,300	(16,300)
Depreciation	115,758	116,400	(642)
Mechanical	12,479	0	12,479
Municipal Taxes	47,225	46,000	1,225
Office Expenses	4,125	3,000	1,125
Repairs & Maint	13,843	32,298	(18,455)
Revenue - Lease - Base Rent	(465,134)	(465,134)	0
Revenue - Lease - Expense Recoveries	(133,682)	(172,986)	39,304
Security/Monitoring	4,882	0	4,882
Surplus Adjustment - Capital	0	41,000	(41,000)
Surplus Adjustment - Depreciation	(115,758)	(116,400)	642
Surplus Adjustment - From Reserves	0	(41,000)	41,000
Surplus Adjustment - Debt Principal Payments	300,281	300,281	0
Surplus Adjustment - TRF To Reserves	14,793	62,625	(47,832)
<b><u>FORESTRY DEPT.</u></b>	<b><u>79,253</u></b>	<b><u>76,777</u></b>	<b><u>2,476</u></b>
Salaries	170,458	224,954	(54,496)
Benefits	52,437	0	52,437
Advertising	1,484	600	884
Conventions	0	1,800	(1,800)
COVID	0	0	0
Depreciation	16,772	16,800	(28)
Legal	10,147	2,500	7,647
Memberships/Subscriptions	8,790	9,123	(333)
Miscellaneous	3,895	1,500	2,395
Office Supplies	7,573	3,000	4,573
Professional Development	421	2,500	(2,079)
Recoveries - Other	(200)	(5,200)	5,000
Revenue - Provincial	(16,161)	0	(16,161)
Revenues - Timber Sales	(431,719)	(180,000)	(251,719)
Small Tools / Supplies & Maintenance	4,620	1,000	3,620
Special Project	474	2,500	(2,026)
Special Project - Well Remediation	3,409	3,600	(191)
Surplus Adjustment - Capital	0	0	0
Surplus Adjustment - Depreciation	(16,772)	(16,800)	28
Surplus Adjustment - TRF from Reserves	(18,448)	(24,100)	5,652
Surplus Adjustment - TRF to Reserves	251,719	0	251,719
Travel	6,001	5,000	1,001

**COUNTY OF RENFREW**  
**TREASURER'S REPORT - Development & Property Committee**  
**December 2023**

over / (under)

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>
Tree Marking	726	2,000	(1,274)
Tree Planting	14,564	18,000	(3,436)
Vehicle Expenses	9,063	8,000	1,063
<b><u>GIS</u></b>	<b><u>160,895</u></b>	<b><u>209,880</u></b>	<b><u>(48,985)</u></b>
Salaries	100,301	153,771	(53,470)
Benefits	27,431	45,109	(17,678)
Cell Telephone/Pagers	0	0	0
Computer Supply/Maintenance	79,387	21,000	58,387
Conventions	0	500	(500)
Depreciation	5,681	6,000	(319)
Membership	290	0	290
Office Supplies	641	2,000	(1,359)
Professional Development	0	500	(500)
Recoveries - internal	0	(15,000)	15,000
Recoverable Outside	(2,902)	(1,500)	(1,402)
Recoverable - Prov	(56,572)	(75,000)	18,428
Recoveries - Municipal	(8,493)	(72,000)	63,507
Special Projects - Flood Study	20,664	150,000	(129,336)
Surplus Adjustment - Capital	0	0	0
Surplus Adjustment - Depreciation	(5,681)	(6,000)	319
Surplus Adjustment - Transfer From Reserves	0	0	0
Travel	148	500	(352)
Weed Inspection	0	0	0
<b><u>ECONOMIC DEVELOPMENT</u></b>	<b><u>343,182</u></b>	<b><u>455,029</u></b>	<b><u>(111,847)</u></b>
Salaries	234,282	248,965	(14,684)
Benefits	72,913	78,303	(5,390)
Computer Maintenance	4,152	4,000	152
Conventions	2,259	4,000	(1,741)
Marketing Program	50,173	65,500	(15,327)
Memberships/Subscriptions	3,301	5,000	(1,699)
Office Expense	4,428	6,000	(1,572)
ON Winter Games expenses	1,305,053	1,000,000	305,053
ON Winter Games Recoveries - other	(369,622)	0	(369,622)
ON Winter Games Recoveries - Provincial	(1,035,432)	(1,000,000)	(35,432)
ON Winter Surplus Adjustment - Transfer From Reserves	100,000	0	100,000
Professional Development/Staff Training	204	750	(546)
Recoveries-Other	(51,714)	(26,000)	(25,714)
Recoveries-Provincial	(20,652)	(76,219)	55,567
Recruitment	0	0	0
Special Projects - Taste of the Valley	9,846	0	9,846
Special Projects - Agriculture	22,470	22,470	0
Special Projects - RED	0	117,260	(117,260)
Special Projects - RED Workforce	1,853	0	1,853
Travel	9,668	5,000	4,668

**COUNTY OF RENFREW**  
**TREASURER'S REPORT - Development & Property Committee**  
**December 2023**

over / (under)

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>
<b><u>ENTERPRISE CENTRE</u></b>	<b><u>28,055</u></b>	<b><u>28,055</u></b>	<b><u>0</u></b>
Salaries	147,876	138,359	9,517
Benefits	51,518	47,669	3,849
COVID	0	0	0
Marketing	2,658	6,000	(3,342)
Office Expenses	8,969	2,869	6,100
Professional Development	0	700	(700)
Purchased Service	6,393	6,393	0
Recoveries - Federal	(1,000)	0	(1,000)
Recoveries - Municipalities	(9,000)	(6,000)	(3,000)
Recoveries - Other	(2,161)	(10,000)	7,839
Recoveries - Provincial	(188,474)	(171,165)	(17,309)
Recoveries - Provincial - One Time	(9,930)	0	(9,930)
Recruitment	0	0	0
Special Projects	17,080	10,000	7,080
Special Projects - Summer Company	16,164	13,200	2,964
Starter Company - Provincial Revenue	(67,833)	(72,000)	4,167
Starter Company - Special Projects	67,833	72,000	(4,167)
Summer Company - Provincial Revenue	(16,164)	(13,200)	(2,964)
Telephone/Internet Access	3,148	2,230	918
Travel	978	1,000	(22)
<b><u>OTTAWA VALLEY TOURIST ASSOCIATION</u></b>	<b><u>290,275</u></b>	<b><u>290,275</u></b>	<b><u>(0)</u></b>
Salaries	180,483	181,904	(1,421)
Benefits	57,384	62,516	(5,132)
Direct Contribution to OVTA	52,408	45,855	6,553
Recoveries	0	0	0
<b><u>PLANNING DEPARTMENT</u></b>	<b><u>558,170</u></b>	<b><u>786,947</u></b>	<b><u>(228,777)</u></b>
Salaries	707,584	773,011	(65,427)
Employee Benefits	212,531	223,283	(10,752)
Computer Supplies / Maintenance	2,933	12,000	(9,067)
Conventions	5,732	5,000	732
Purchased Service	0	25,000	(25,000)
Land Division Advertisement Costs	0	0	0
Legal Fees	242	1,000	(758)
Memberships	2,966	5,700	(2,734)
Office Expense	10,154	16,913	(6,759)
Professional Development	931	6,000	(5,069)
Recoveries - Provincial - One Time	0	0	0
Recruitment	2,216	2,040	176
Revenues - Municipal Severances/Projects	(2,535)	(40,000)	37,465
Revenues - Official Plan Fees	(8,500)	0	(8,500)
Revenues - Other	(145)	(12,000)	11,855
Revenues - Service Charges	(37,176)	(35,000)	(2,176)
Revenues - Severance Applications	(282,045)	(174,000)	(108,045)
Revenues - Subdivision Applications	(76,495)	(50,000)	(26,495)
Special Project & Official Plan	3,817	8,000	(4,183)
Surplus Adjustment - Capital	0	0	0

**COUNTY OF RENFREW  
TREASURER'S REPORT - Development & Property Committee  
December 2023**

over / (under)

	<u>YTD ACTUAL</u>	<u>YTD BUDGET</u>	<u>VARIANCE</u>
Surplus Adjustment - TRF from Reserves	0	0	0
Travel	15,960	20,000	(4,040)
<b>Total Development &amp; Property</b>	<b>1,360,788</b>	<b>1,712,731</b>	<b>(351,943)</b>

9 INTERNATIONAL DRIVE  
PEMBROKE, ON, CANADA  
K8A 6W5  
613-735-7288  
FAX: 613-735-2081  
[www.countyofrenfrew.on.ca](http://www.countyofrenfrew.on.ca)

Office of the  
County Warden



March 7, 2024

Jamie McRae  
McRae Lumber Company  
384 Hay Creek Road  
Whitney, Ontario K0J 2M0

Dear Jamie,

On behalf of the County of Renfrew, I would like to extend congratulations on your recent appointment as Chair of the Ontario Forest Industries Association. We appreciate the leadership your family has shown in the forest sector and our local communities, including your corporate support during the Ontario Winter Games and the importance of your business and others you now represent as Chair. The fact that you are the fifth generation to lead your family's legacy is among the best evidence of the sustainability of the forest sector that exists.

We recognize that the local forest sector is facing a number of challenges including: lack of markets for low-end material, continual pressure to cease logging in Algonquin Park, species at risk restrictions, and a shrinking workforce. Please do not hesitate to contact me if there is any way the County of Renfrew can offer support during your tenure.

Sincerely,

Warden Peter Emon  
County of Renfrew  
[warden@countyofrenfrew.on.ca](mailto:warden@countyofrenfrew.on.ca)

**From:** Jamie McRae  
**Sent:** March 8, 2024 10:04 AM  
**To:** Gwen Dombroski  
**Subject:** Re: Congratulations!

Good Morning Gwen

Please pass along my thanks to Warden Emon for his kind letter. I've always appreciated our relationship with the County and will absolutely reach out if anything comes up.

Thanks again,  
Jamie

Jamie McRae  
McRae Lumber Co.  
Whitney, Ontario  
613 637 5352

## EORN Cell Gap Project Monthly Update March 2024

### Regional view

	Planned	Completed	New this month
Upgrades to existing towers	312	307	0
New towers in service	257	29	3
New co-locations	75	47	0
Land use authority	257	217	0
Please note that this information is collected monthly and is subject to change as the project moves forward.			

### Renfrew County

	Planned	Completed	New this month
Upgrades to existing towers	25	25	n/a
New towers in service	47	4	0
New co-locations	9	7	0
Land use authority	47	46	0
Please note that this information is collected monthly and is subject to change as the project moves forward.			

Note: data is updated by Rogers on the 15<sup>th</sup> of each month. Data provided for this update was received on March 15, 2024.



**COUNTY OF RENFREW****BY-LAW NUMBER****A BY-LAW TO REGULATE AND GOVERN THE USE OF THE LANDS IDENTIFIED  
AS COUNTY OF RENFREW RECREATIONAL TRAILS AS LINEAR PARKS**

---

WHEREAS Section 9 of the Municipal Act, 2001, S.O. 2001, c. 25 as amended, provides that a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority;

AND WHEREAS Section 8 of the Municipal Act, 2001, S.O. 2001, c. 25 as amended, provides that Sections 9 and 11 shall be interpreted broadly so as to confer broad authority on municipalities to a) enable municipalities to govern their affairs as they consider appropriate and, b) enhance their ability to respond to municipal issues;

AND WHEREAS Section 11 (3) of the Municipal Act, 2001, S.O. 2001, c. 25 as amended, provides that a municipality is authorized to pass by-laws with respect to matters within the sphere of jurisdiction of culture, parks, recreation and heritage;

AND WHEREAS the Council of the Corporation of the County of Renfrew developed and adopted a management plan for the Algonquin Trail, as part of the Ottawa Valley Recreational Trail, that addresses issues such as use, control, liability, etc.;

AND WHEREAS the Council of the Corporation of the County of Renfrew developed and adopted a management plan for the K & P Recreational Trail that addresses issues such as use, control, liability, etc.;

AND WHEREAS it is deemed expedient and in the interest of public safety to regulate and govern the use of the County of Renfrew Recreational Trails;

AND WHEREAS the Council of the Corporation of the County of Renfrew has determined that any breach of the provisions of this By-law should be subject to an Administrative Monetary Penalty.

NOW THEREFORE the Council of the Corporation of the County of Renfrew hereby enacts as follows:

1. **DEFINITIONS**

**“Administrative Monetary Penalty”** is a penalty imposed for a contravention of this By-law and issued upon discovery of the unlawful event. It is due and payable with no right of appeal and constitutes a debt to the County.

**“Algonquin Trail”** means a 30-metre wide linear park to include all owned and leased land in the County and the City of Pembroke, and is the County of Renfrew portion of the Ottawa Valley Recreational Trail.

**“Camp”** includes the placement of a tent or trailer at any time on the Property or the lodging or staying overnight on the Property.

**“County of Renfrew”** means the Municipal Corporation of the County of Renfrew.

**“Debris”** includes anything that is not natural to the Property.

**“Dirt Bike”** means a two-wheel motorized machine used primarily for traveling on land other than registered roadways.

**“Enforcement Officer”** means a Provincial Offences Officer, an Ontario Provincial Police Officer, a By-law Officer as appointed by the County or a local municipality located within the geographic boundary of the County of Renfrew, or any person exercising a power or performing duty under this By-law.

**“Firearm”** includes any type of gun or other firearm including an air gun, spring gun, pellet gun, tranquillizer gun, cross-bow, long-bow or other type of bow, sling shot, or any similar thing.

**“K & P Recreational Trail”** means a varying width linear park to include all owned and leased land in the County of Renfrew, running from the interior of the Town of Renfrew to Calabogie.

**“Licensee”** means an association or club issued a license by the County of Renfrew to use the County of Renfrew Recreational Trails, and allow their members to use the designated County of Renfrew Recreational Trails through the issuance of permits in accordance with an executed License Agreement between the association or club and the County of Renfrew.

**“Litter”** includes the throwing, dumping, placing, depositing of any debris.

**“Motor Vehicle”** means a vehicle used for transportation relying upon a motor for operation including vehicles described as Off-Road Vehicles, Snowmobile/Motorized Snow Vehicles, Motorcycles, Dirt Bikes.

**“Natural Features”** means all geology, vegetation, and wildlife pertaining to, existing in or produced by nature throughout the County of Renfrew Recreational Trails. This includes all plant and wildlife species and wetland areas.

**“Off-Road Vehicle”** means an off-road vehicle within the meaning of the Off Road Vehicles Act, R.S.O .1990, c.O. 4, as amended.

**“Ottawa Valley Recreational Trail”** or **“OVRT”** means the 296 km section of trail owned and leased by the County of Renfrew, County of Lanark and the Township of Papineau-Cameron running from outside Mattawa to outside Smiths Falls.

**“Pedestrian”** means any person travelling on foot or with related foot gear and not requiring the aid of a motor for propulsion.

**“Permit”** means a current permit issued by a Licensee authorized by the County of Renfrew to allow the use of the trail by Permit Holders.

**“Permit Holder”** means a person issued a permit by a Licensee authorized by the County of Renfrew.

**“County of Renfrew Recreational Trails”** means any recreational trail designated by the County of Renfrew under this By-law as a linear park; including, but not limited to, Algonquin Trail and K & P Recreational Trail.

**“Signage”** means postings throughout the County of Renfrew Recreational Trails erected, or authorized, by the County of Renfrew.

**“Property”** means the property described as the Renfrew County Recreational Trails in the County of Renfrew.

**“Snowmobile/Motorized Snow Vehicle”** means a motorized snow vehicle, within the meaning of the Motorized Snow Vehicles Act, R.S.O. 1990, c.M. 44, as amended.

## 2. **PERMITTED USES**

The following are considered permitted uses of the County of Renfrew Recreational Trails:

- (i) Walking, running, hiking, dog walking.
- (ii) Cross country skiing, snowshoeing.
- (iii) Orienteering, geocaching.
- (iv) Nature appreciation, bird watching, nature study.
- (v) Dog sledding.
- (vi) Cycling, including the use of E-bikes.
- (vii) Horseback riding.
- (viii) Harvesting of non-wood products such as tree seed/cones, mushrooms for personal use.
- (ix) Electric-powered personal mobility vehicles (scooters, wheelchairs, etc.)
- (x) Other activities as approved through the execution of a land use agreement, lease agreement, license agreement, or special event permit obtained from the County of Renfrew.
- (xi) Other personal transportation as approved by the County of Renfrew.

## 3. **PROHIBITED ACTIVITIES**

The following activities are prohibited on the Algonquin Trail:

- (i) Tampering with or removing any signage.
- (ii) Using any portion of County of Renfrew Recreational Trails during a closure of that portion by the County of Renfrew due to extreme weather conditions, maintenance, or other reason at their discretion.
- (iii) Disobeying signage posted by the County of Renfrew.

- (iv) Camping or causing any person to camp.
- (v) Hunting or causing any person to hunt.
- (vi) Discharging or operating a weapon or firearm or causing any person to discharge or operate any weapon or firearm.
- (vii) Littering, or failing to pick up after pets or horses.
- (viii) Failing to control a pet, including dogs and horses.
- (ix) Vandalizing Property or cause any person to vandalize Property.
- (x) Starting or feeding an open air fire.
- (xi) Removing, destroying, or otherwise disturbing any natural features without written consent of the County of Renfrew.
- (xii) Operation of a Motor Vehicle without a required license, insurance, or permit approved through lease agreement.

If a person is using the County of Renfrew Recreational Trails while operating a Motor Vehicle in accordance with Section 2, they shall not interfere with, or impede, a pedestrian or any other person using the County of Renfrew Recreational Trails.

## 5. **SPEED LIMIT**

The maximum speed limit permitted throughout the County of Renfrew Recreational Trails is 50 km/hour on rural parts of the trail and 20 km/hour on urban parts of the trail. Urban and rural sections of the County of Renfrew Recreational Trails and their respective speed limits will be delineated by signage. Every person who operates a motor vehicle, in compliance with Sections 2 and 3, on the trail shall comply with the speed limits.

## 6. **PERMITS**

Sections of the County of Renfrew Recreational Trails may be leased on an annual basis to local clubs or associations, which operate under the auspices of the 'Ontario Federation of Snowmobile Clubs' or the 'Ontario Federation of ATV Clubs'.

As per the Motorized Snow Vehicles Act, no person shall drive a motorized snow vehicle upon a prescribed trail except under the authority of, and in accordance with, a trail permit for the motorized snow vehicle issued. Similar restrictions shall be enforced for any other motor vehicle users of the County of Renfrew Recreational Trails permitted through a Lease Agreement.

Lease Agreements shall stipulate the period in each calendar year during which permitted uses under the Agreement may take place.

## 7. **CANINE AND EQUESTRIAN USE**

Canine and equestrian use requires the removal of excrement from the County of Renfrew Recreational Trails surface and violations are subject to penalty. Equestrian excrement shall be considered in the same manner as canine excrement.

## 8. CURFEWS/TIME OF USE

Users of the County of Renfrew Recreational Trails may do so from 7:00 a.m. to 11:00 p.m., unless otherwise posted by local by-laws with appropriate legislation cited.

## 9. ENFORCEMENT AND PENALTIES

- 9.1. Every person who uses the County of Renfrew Recreational Trails is subject to all Municipal By-laws and all Provincial and Federal laws and regulations. Any person violating any Municipal By-law, or other law, may be ordered by the County of Renfrew or an Enforcement Officer to leave the County of Renfrew Recreational Trails.
- 9.2. No person shall hinder or obstruct, or attempt to hinder or obstruct an Enforcement Officer.
- 9.3. No person shall neglect or refuse to produce information, identification or to provide any information required by any person acting pursuant to this By-law.
- 9.4. In addition to any other authority they may have, an Enforcement Officer is authorized to enforce the provisions of this By-law and to order any persons believed by such Enforcement Officer to be contravening or who has contravened any provision of this By-law:
  - a) To desist from the activity constituting or contributing to such a contravention;
  - b) To remove from the County of Renfrew Recreational Trails anything owned by or in the control of such person which the officer believes is or was involved in such contravention, and;
  - c) To leave the County of Renfrew Recreational Trails.
- 9.5. The court in which a conviction has been entered pursuant to this By-law and any other court of competent jurisdiction thereafter may make an order prohibiting the continuation or repetition of the offence by the person convicted, and such order shall be in addition to any other penalty imposed by the court on the person convicted.
- 9.6. Every person who contravenes any provision of this By-law is guilty of an offence and upon conviction is liable to a fine or penalty as provided for in the Provincial Offences Act, R.S.O. 1990, c. P. 33, as may be amended from time to time and to any other applicable penalty, including but not limited to those defined in the Off-Road Vehicles Act, the Highway Traffic Act, the Motorized Snow Vehicles Act and the Trespass to Property Act.
- 9.7. The County of Renfrew appoints the Ontario Provincial Police (“OPP”), and/or a designated By-law Enforcement Officer with the authority to enforce this By-law.

## 10. ADMINISTRATIVE PENALTY

Any person found by an Enforcement Officer to have breached any provision of this By-law including applicable offences in Schedule 'I' may be subject to an Administrative Penalty as follows:

- i) A breach by a Permit Holder or any user of the County of Renfrew Recreational Trails of any provision of this By-law shall be subject to an Administrative Monetary Penalty as designated in Schedule "I".
- ii) Upon receipt of a notice of Administrative Monetary Penalty, the Permit Holder or the person or corporation named in the notice shall pay the penalty within seven (7) days to the Municipality.
- iii) An Administrative Monetary Penalty Notice shall include the following information:
  - (a) the Administrative Monetary Penalty Notice Date;
  - (b) the date on which the Administrative Monetary Penalty is due and payable;
  - (c) the signature of the issuing Enforcement Officer;
  - (d) particulars of the contravention reasonably sufficient to indicate the nature of the contravention;
  - (e) the amount of the Administrative Monetary Penalty; and,
  - (f) a statement advising that an unpaid Administrative Monetary Penalty will constitute a debt of the person or corporation to the Municipality.
- iv) An Enforcement Officer may serve the Administrative Monetary Penalty Notice on a person or corporation by one of the following methods:
  - (a) delivering it personally to the person or to the head office of the corporation;
  - (b) sending a copy by registered mail to the last known address of the person or the head office of the corporation; or,
  - (c) posting a copy of the notice in a conspicuous place at the site of the contravention and sending a copy by registered mail to the last known address of the person or the head office of the corporation.
- v) An Administrative Monetary Penalty remaining unpaid after the date when it is due and payable, constitutes a debt to the Municipality owed by the person or corporation named in the notice. The Municipality may take all steps available in law to collect the unpaid penalty.

## 11. SHORT FORM WORDINGS

- 11.1. The Municipality shall make application to the Ministry of the Attorney General of Ontario for approval of Short Form Wordings and Set Fines in accordance with the Set Fine Schedule approved by resolution of Council, and such fines shall come into effect upon the approval or amendment by the Attorney General of Ontario or their designate.

- 11.2. Staff shall be authorized to make changes to the By-law or Set Fine Schedule without amendment to the By-law or Resolution of Council, if so recommended by the Attorney General or their designate in order for the Set Fines to be approved.
- 11.3. Council may, by Resolution, amend the Set Fines under this By-law at any time. Any amendment made to the Set Fines by Resolution of Council will come into force upon approval of the Attorney General or their designate.

12. **APPLICABILITY**

This By-law does not apply to vehicles or persons:

- i) of authorized law enforcement, firefighting, emergency medical, or other emergency personnel when carrying out authorized duties, or
  - ii) engaged in work on or along the County of Renfrew Recreational Trails on behalf of the County of Renfrew.
13. THAT the document marked Schedule '1' attached to and made a part of this By-law is hereby approved.
14. THAT By-laws 92-09 and 119-18 are hereby repealed.
15. THAT this By-law shall come into force and take effect upon the final passing thereof.

READ a first time this XXth day of May 2024.

READ a second time this XXth day of May 2024.

READ a third time and finally passed this XXth day of May 2024.

---

PETER EMON, WARDEN

---

GWEN DOMBROSKI, CLERK

Schedule 'I'

Item	Offence	Set Fine
1.	Operating a vehicle which fails to meet all applicable provincial and manufacturer safety standards with regard to safety equipment and serviceability of the vehicle.	\$185.00
2.	Operation, or causing the operation, of a vehicle in an unsafe manner for the driver, passengers and/or other trail users.	\$185.00
3.	Operation, or causing the operation, of a vehicle that does not meet the manufacturer sound level standards.	\$300.00
4.	Operation, or causing the operation, of a vehicle with a passenger seated improperly.	\$360.00
5.	Speeding — more than 20 km/h where limit is 20 km/h or less.	\$220.00
6.	Speeding — more than 50 km/h where limit is 50 km/hr.	\$220.00
7.	Tampering with or removing signage posted by, or in partnership with, the County of Renfrew.	\$185.00
8.	Disobeying signage posted by, or in partnership with, the County of Renfrew.	\$185.00
9.	Using a portion of the County of Renfrew Recreational Trails during a closure of that portion of County of Renfrew Recreational Trails by the County of Renfrew due to extreme weather conditions, maintenance, or <u>before or after prescribed dates and times the trail is open.</u>	\$220.00
10.	Littering, or failing to pick up after dogs or horses.	\$500.00
11.	Failing to control a pet, including dogs and horses.	\$185.00
12.	Camping or causing any person to camp.	\$185.00
13.	Hunting or causing any person to hunt.	\$185.00
14.	Discharging or operating a weapon or firearm, or causing any person to discharge or operate any weapon or firearm.	\$185.00
15.	Vandalizing the Property or causing any person to vandalize the Property.	\$250.00
16.	Starting or feeding an open-air fire.	\$500.00



Item	Offence	Set Fine
17.	Removing, destroying, or otherwise disturbing any Natural Features without written consent of the County of Renfrew.	\$185.00
19.	Operation of any Motor vehicle without a licensed permit displayed on vehicle.	\$220.00

\*\*At the discretion of enforcement official fines doubled in Community Safety Zones areas as signed along the Trail.

DRAFT

Public Works & Engineering  
Department



9 INTERNATIONAL DRIVE  
PEMBROKE, ON, CANADA  
K8A 6W5  
613-732-4353  
FAX: 613-732-0087  
www.countyofrenfrew.on.ca

## RECREATIONAL TRAILS ENGAGEMENT REPORT

**DATE:** March 28, 2024

**SUBJECT:** County of Renfrew Recreational Trails  
Public Engagement – Closed February 29, 2024

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### **1.0 BACKGROUND**

The County of Renfrew (the County) currently maintains two (2) recreational trails – the Algonquin Trail and the K & P Recreational Trail, totaling approximately 239km in length. The Algonquin Trail, forming part of the Ottawa Valley Recreational Trail (OVRT), is primarily located on the former CP Rail corridor, from the eastern border of the County in the Town of Arnprior, to our most northwestern tip in the Township of Head, Clara and Maria; and will be approximately 216km in length once completed. Currently the trail is completed and open from Arnprior to Petawawa, with completion to near the Town of Deep River anticipated by end of 2024. The K & P Recreational Trail is primarily located on the former K & P Rail corridor, from its junction with the Algonquin Trail in the Town of Renfrew, to the hamlet of Calabogie, and is approximately 23km in length. The County is in the process of procuring an additional 6.8km of former K & P Recreational Trail from the Mississippi Valley Conservation Authority, in partnership with the Counties of Lanark and Frontenac. This new section will be from the southeastern border of the County to Tatty Hill Road in the Township of Greater Madawaska. The map attached as Appendix I further illustrates the locations of the County’s Recreational Trails.

The Public Works & Engineering Department assumed responsibility for the County Recreational Trails in early 2023 and staff reviewed pertinent documents such as the Management Plan and the By-laws governing each trail. It has been noted that the By-law governing the K & P Recreational Trail, By-law 92-09 ‘A By-law to Prohibit Certain Activities on County of Renfrew-Owned Forests and Trails’, is quite dated and does not align with the By-law governing the Algonquin Trail, By-law 119-18 ‘A By-law to Regulate and Govern the Use of the Lands Known as the Algonquin Trail (Formerly Known as the CP Rail Corridor) as a Linear Park’. A copy of each By-law is included in Appendix II as reference. Aligning governance of the Recreational Trails is more complex than simply placing governance of K & P Recreational Trail under the current Algonquin Trail governing By-law as there are much less restrictions and less severe fine repercussions currently in place for the K & P Recreational Trail and applying all encompassing restrictions may not be considered reasonable.

As a new By-law for governing County Recreational Trails in general is considered beneficial, the County issued a Public Engagement to gain input on how we may enhance the experience for trail users by improving the way that County Recreational Trails are governed, managed, maintained, designed, and constructed so that this input may be considered in the By-law. This report provides and analyzes the data received from the engagement and provides recommendation of a new governing By-law supported by the results.

## 2.0 DISCUSSION

A copy of the full report from Zencity for the Engagement is included as Appendix III for reference. Overall there was high participation in the Engagement with 1,524 total submissions started, and 1,020 completed submissions from throughout and even outside of the County as illustrated in Figure 1 below:

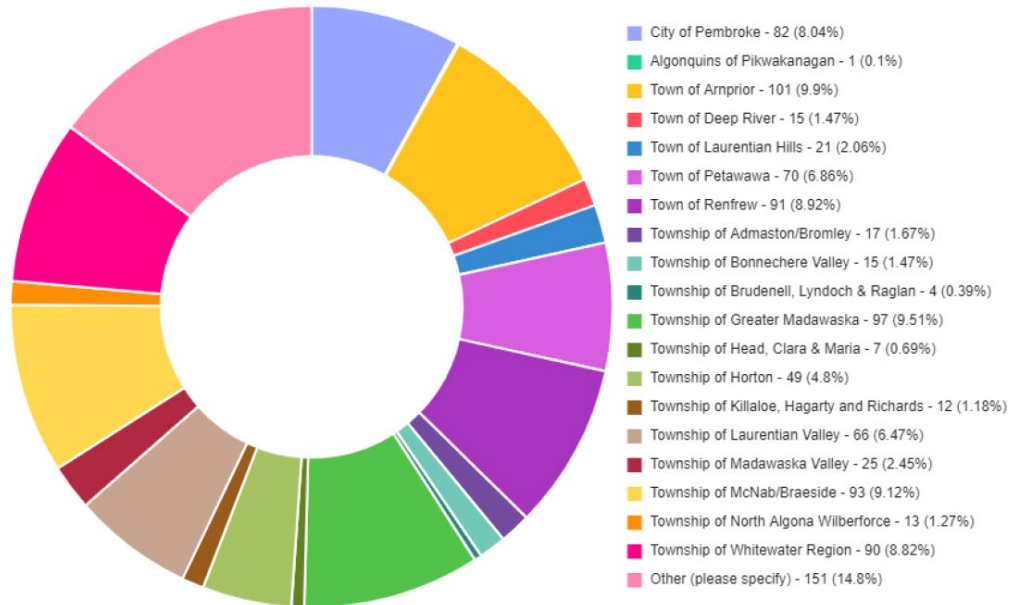


Figure 1: Municipality in which the submitting resident resided

A wide range of different user types, and frequency of users, were also reached and submitted input on the Engagement as illustrated in Figure 2 below:

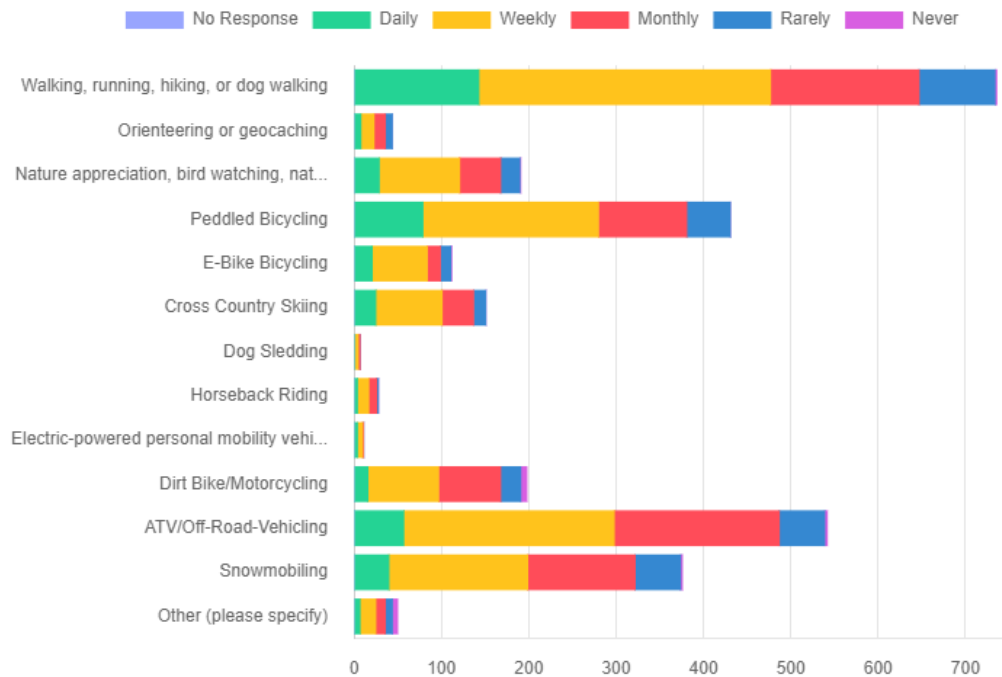


Figure 2: Trail use frequency by user type

Submitters were requested to identify which out of seven potential improvements to County Recreational Trails should be highest priority and the results were as per Figure 3 below:

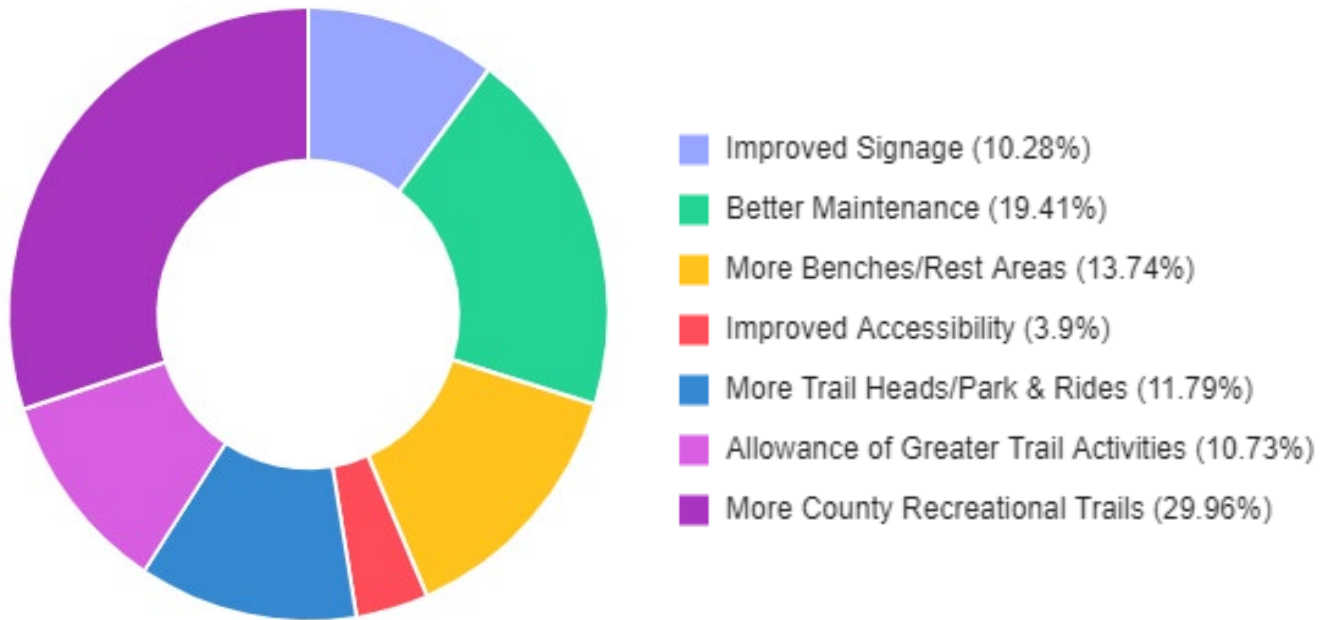


Figure 3: Prioritized potential improvements to County Recreational Trails

Additionally, participants were requested to provide any other input or suggestions, the results can generally be broken down into four different categories for further discussion – maintenance, construction, and amenities; accessibility, availability, and allowable activities; enforcement and education; which are detailed in the subsections below. A list of all of the submissions received is included in Appendix IV. Forty-four, (8.2%) submissions specifically referenced that the trails were really well maintained and encouraged staff to keep up the good work. In total, 538 submissions were received, some with multiple suggestions / notes for consideration – 763 separate notes for consideration were in the submissions which are further discussed below.

## 2.1 MAINTENANCE, CONSTRUCTION, & AMENITIES

A substantial quantity (59.1%) of the submissions included input or suggestions related to maintenance, construction, and/or additional amenities for County Recreational Trails.

### i) Maintenance

As trails have become responsibility of Public Works and Engineering, Operations staff began undertaking the majority of maintenance activities in 2023, overseen by the Trails Coordinator. However, as Operations staff have only completed one cycle of maintenance activities, it is anticipated that maintenance will generally improve over the coming years, especially in relation to trail surface, dust suppression, and trailside vegetation due to the availability of equipment to complete these items in house while already in the area.

Sixty-seven, or 12.5%, of the submissions received had comments or suggestions related to improved, or more frequent, trail surface maintenance and repairs. It is anticipated that trail surface maintenance will improve in coming years with assistance from Operations staff; however, Operations are obligated to meet minimum maintenance standards on County Roads, so there may be limitations to the amount of grading on the trails that could be undertaken throughout the summer months with internal staff alone. It is suggested at this time, that trail surface maintenance needs be monitored to gauge improvement from works by internal staff. If additional surface grading were deemed necessary, it would come at great impact to the trails maintenance budget as costs for Contractor grading, when incorporated into a larger contractor for economies of scale, have ranged from \$400 - \$1,200 per kilometre, which would have an annual cost of at least \$95,600 annually for a Contractor to grade all of the current Recreational Trails.

In line with surface maintenance, 4.8% of submissions suggested that greater dust control measures were needed on the trail. 2023 was the first summer season in which Operations staff undertook placement of calcium chloride in key locations on the trails for the purposes of dust control. Approximately 31.9km of trail received a single application of dust control. Some dust complaints were still received; however, they were much lower than in years past. County staff have reviewed alternatives for dust control as listed below:

- Single Calcium Chloride Application in Key Areas by County Staff:
  - Approximate Cost = \$19,500 annually;
  - Length Treated = 31.9km;
- Two Calcium Chloride Applications in Key Areas by County Staff and Contracted Services:
  - Approximate Cost = \$65,000 annually;
  - Length Treated = 31.9km;
- Two Calcium Treatment Applications in Key Areas and Single Treatment Application Throughout Trail Network:
  - Approximate Cost = \$210,000 annually;
  - Length Treated = 239km;
- Single Surface Treatment in Key Areas:
  - Approximate Cost = \$685,000 every 5 – 7 years;
  - Length Treated = 31.9km;
- Double Surface Treatment in Key Areas:
  - Approximate Cost = \$980,000 every 10 years;
  - Length Treated = 31.9km;
- 30mm Deep Asphalt Overlay in Key Areas:
  - Approximate Cost = \$1,900,000 every 20 years;
  - Length Treated = 31.9km.

Additionally, 2.2% of submissions did suggest a paved/hardened surface in urban areas, which would also benefit dust suppression. However, at this time, placement of calcium chloride annually, or two times in a year when needed, in key areas is considered the most

cost effective means of controlling dust. Staff will continue to monitor dust control needs, and review potential of any new alternatives.

Some submissions also expressed concerns with limited maintenance in the winter months. Currently the County has a Lease Agreement with the Ontario Federation of Snowmobile Clubs (OFSC) which permits the use of portions of the County's Recreational Trails for snowmobile trails from December 1<sup>st</sup> to May 1<sup>st</sup> of each year. In order to maintain the trails as snowmobile trails, the OFSC 'grooms' the trails. The County does not currently undertake regular maintenance activities on the trails network during winter months. 4.1% of submissions suggested that the trails be groomed wider, or receive additional maintenance, in the winter in order to promote more activities being undertaken safely year-round. Winter maintenance activities by the County would require capital investment in grooming equipment; as well as increased operational budget for additional staff to run the equipment.

Additional maintenance related suggestions included those listed below:

- Improve trail-side vegetation control (3.9%);
  - This is anticipated to already be underway with Operations staff now undertaking maintenance activities;
- Generally increase maintenance on trails overall (2.8%);
  - This is anticipated to already be underway with Operations staff now undertaking maintenance activities;
- Increased, or quicker, bridge repairs (0.7%);
  - This is anticipated to already be underway with Operations staff now undertaking maintenance activities.

## **ii) Trail Construction and Additional Amenities**

A substantial number of submissions included comments or suggestions related to changing the way County Recreational Trails are constructed, or constructing greater amenities along the trails for users.

Approximately 9.1% of submissions suggested benches, rest areas, and bathrooms being constructed periodically along the trail or within the trail corridor. An additional 1.5% of submissions suggested lighting along the trails, and 0.4% suggested emergency call stations, both of which could be incorporated with rest areas. Staff are preparing minimum design requirements for benches / rest areas and are reviewing potential funding sources for their construction. It is considered that construction of benches and rest areas could be achievable through partnership with user groups, local municipalities, and/or donations. A recommendation of a minimum design requirements for rest areas will be presented to the Trails Advisory Committee for consideration and approval. Having bathrooms along the Recreational Trails presents a series of challenges, though a construction through partnership with local user groups and/or donation could be achieved; ongoing maintenance and inspection would be an increase in workload that could not be achieved with the current County staff contingent. Given these challenges associated with having bathrooms along the

trails, it is considered of greater benefit to identify and promote businesses in close proximity to the trail which have bathroom facilities available for use.

In similar fashion, approximately 8.6% of submissions identified concerns with litter and animal excrement (primarily dog and horse) or suggested garbage containers be installed along the trail. The installation of litter bins/garbage containers along the trail would require cooperation and coordination with local municipalities which undertake garbage collection. Locations and pick-up dates would require partnership and approval from local municipalities. Prioritization for litter bins should be where there is higher trail traffic (such as in urban centres) at an intersection with a lower volume road to minimize traffic disturbance during pickup. County staff will review potential locations and commence discussions with local municipalities for garbage bins.

Additional trail construction related suggestions included those listed below:

- Improve trail approaches to intersections with roads via paved aprons, better gates, and/or additional safety measures (3.3%);
  - This is somewhat underway at County Roads, paved aprons and intersection improvements on the trail are anticipated to be included where a County Road Capital Project overlaps.
- Divide trails to separate motorized from other users or build trails wider (2.8%);
  - Separating uses would require a wider trail; currently 5m wide is targeted for trail development; however, a minimum of 4m is constructed in some cases. Constructing wider would incur substantial capital costs, both for initial construction and for all future projects.
- Incorporate environmental enhancements or additional biodiversity along the trail (1.9%);
  - The County partners with local groups and municipalities desiring to plant vegetation along the recreational trails.
- Construct noise suppression along trails (0.6%);
  - Noise suppression construction can be a costly endeavour to construct. The County commenced a cedar hedge planting program in 2023 to act as a natural noise and dust barrier; however, budget is limited and only approximately 150 - 200m of hedge is planned to be planted annually.

## **2.2 ACCESSIBILITY, AVAILABILITY, AND ALLOWABLE USES**

Approximately 45.7% of submissions included suggestions or comments in relation into improving the availability of trails, access to trails, and the types of uses permitted on them. Many submissions included suggestions to build more trails, or connect more local loops in order to ensure more trails were available throughout the County's recreational trail network.

### **i) Accessibility**

Suggestions regarding accessibility on the trails did not focus on accessibility in the AODA requirement sense, but more on the means by which the County's trail network could be accessed by the public. Many submissions included suggestions to increase accessibility to

the trail either by connecting to local trail loops, increasing availability of trail heads for 'park and ride', or providing greater information to trail users on significant trail locations and/or available local amenities.

8.4% of submissions suggested doing more to keep trail users informed of what may be available nearby, such as businesses, tourist attractions, parks, or other amenities. Suggestions focused on kiosk type signage at select locations and a mapping app, which could also keep users informed of pertinent trail data such as closures, trail conditions, and more. Partnership with local municipalities, or business groups, may be ideal in order to incorporate information billboards identifying nearby key locations and businesses. Establishment of a mapping application specific to County or all local trails has the potential for widespread promotion of the County's trail network; currently, mapping for the trails is available online in this fashion at the link below. Promoting this mapping, or making it more easily accessible, and increasing the information available through it would be of great benefit to trail users and local businesses.

<https://cofr.maps.arcgis.com/apps/Styler/index.html?appid=b0bd325e83954d5aaa3e0ded3e530a33>

Trail heads, or parking lots dedicated to the County's Recreational Trails are currently quite limited, with only three areas specifically constructed, and they are still in need of greater identification signage. 5% of submissions suggested that more access points and parking areas for trail users be constructed so those not close to the trail could park nearby and access that way. An additional 2.6% of submissions suggested that more local loops, or connections to existing local loops, be constructed to increase access to the County's trail network.

## **ii) Availability**

As indicated by Figure 3, having more County Recreational Trails available is considered high priority by those who participated in the engagement. This is further reinforced by the fact that 10.8% of submissions suggested this in some way by including completing the Algonquin Trail to Mattawa, assumption and development the former CN rail bed to a similar standard of the Algonquin, and/or generally develop more far reaching recreational trails. Construction of Algonquin Trail is continuing, with connection to Deep River area anticipated to be completed in 2024; and connection to Bissett Creek anticipated to be completed in 2025/26. However, continued capital investment would be required in order to continue development of the Algonquin Trail past Bissett Creek and connect to Mattawa. In a similar sense, the development of more trails to the current standard would also require significant capital investment on an ongoing basis. The initial capital investment would be significant to develop the trail(s) initially; however, capital planning and investment, on top of annual operational costs, would also be required in order to keep the existing and new Recreational Trails at an appropriate level of service.



Though seemingly most submissions were in support of, and generally pleased with, the County Recreational Trails, 1 submission (0.2%) did suggest that the trails should be closed and the property sold back to the adjacent landowners.

### iii) Allowable Activities

Approximately 18.8% of submissions included suggestions or comments in regards to allowable, or not allowed, activities on County Recreational Trails. Forty-five submissions, or 8.4%, suggested dirtbikes and/or other two wheeled motorized vehicles be granted the same access to the Algonquin Trail, with the same requirements, as ATVs. The County currently has a Lease Agreement with the Renfrew County ATV Club (RCATV) which allows ATVs and side-by-sides on portions of County Recreational trails. The Agreement with RCATV requires that riders must be licensed, insured, and have a valid OFATV trail permit. RCATV has permit holding members who ride licensed dirtbikes or motorcycles on other RCATV trails; however, they are not permitted on Algonquin Trail due to specific restriction of dirt bikes stipulated by By-law 119-18. The K & P Recreational Trail, in contrast, does not restrict dirtbikes or motorcycles, and does not have appropriate regulation to require two-wheeled motorized riders be licensed or carry insurance. Given the interest in allowing two-wheeled motorized users on Algonquin Trail, and the complexities of completely removing them from the K & P, consideration should be given for the allowance of dirt bikes and motorcycles on County Recreational Trails under lease agreement through RCATV, which would require riders purchase a permit, use a licensed machine, and have appropriate insurance in order to legally use the trails.

Approximately 4.1% of submissions suggested that the ATV season should be extended on the County's Recreational Trails. Per Lease Agreement with RCATV, the County's 'open season' for ATVs on Recreational Trails is from May 1<sup>st</sup> to November 30<sup>th</sup> of each year, which also aligns with the opening and closing of RCATV's other trails. In contrast, an additional 4.1% of submissions also suggested that motorized use of County Recreational Trails either be limited significantly or eliminated entirely.

Additional suggestions related to activities on the trails included those listed below:

- Allow overnight camping along the trail in select locations/sites (1.3%);
  - Though this would be low cost to implement, allowance of camping along the trail would have significant negative safety implications – ensuring that used sites are not hit or tampered with.
- Only allow motorized users to have access to the County Recreational Trails (0.6%);
  - This is not considered advisable at this time in consideration that most users are non-motorized and non-motorized users have considerably less cause for additional associated maintenance (minimal rutting, noise, surface ravel, signage, etc.);
- Keep dirtbikes and motorcycles off of the trails (0.4%)
  - This would align with current practise on Algonquin Trail; but would require changes to use of the K & P Recreational Trail. Dirt bikes also represent a significant enforcement challenge on the Algonquin Trail currently.

## **2.3 EDUCATION & ENFORCEMENT**

Approximately 28.8% of submissions included comments or suggestions related to enforcement of trail users or educating trail users.

### **i) Enforcement**

Enforcement of the trail rules, particularly on Algonquin Trail, has been an ongoing challenge for County staff. This challenge is further evidenced by the 12.8% of submissions suggesting that greater enforcement is required on County Recreational Trails, especially in regards to speeding, stopping, and out-of-season motorized use. Currently, enforcement is primarily achieved through the OPP SAVE Team, who are only sporadically on the trail, or through paid duty OPP officers hired by the County, which is becoming increasingly difficult to schedule due to limited available officers. However, staff are currently exploring other enforcement alternatives, including allowing local municipal By-law Officers to enforce By-law 119-18 or contract By-law enforcement services for regular trail patrols and enforcement. Regardless of the method used to achieve it, more frequent enforcement of the trail rules would be beneficial.

Along the same vein, 6.5% of submissions included suggestions to install more regulatory and warning signage to advise users of trail rules, speed limits, and to share the trail.

One suggestion (0.2%) raised concerns with displaced encampments along the trails. Public Works staff are hopeful the County's recently established mesa team will be a means to address the encampments that we are, or may become, aware of.

### **ii) Education**

5.6% of submissions suggested greater education for users or included comments that would benefit from greater education of users. One of the most prominent comments made that would show benefit from greater education of users was generally 'if motorized users have to pay for a permit then all users should.' Though the comment is correct that only motorized users pay for a permit, the County is not the entity requiring the permit for the use of our Recreational Trails. Permits purchased through OFSC and OFATV (RCATV) do permit motorized access to the County's Recreational Trails, but they also permit access to trails all across Ontario. Relatively little of the funds collected for memberships/permits by these lease holding agencies goes back to the County of Renfrew.

Other education opportunities could include pushing for driver training courses, trail etiquette training videos, and general education on the history of the County's trails through social media and signage.

## **3.0 SUMMARY**

Based on the results of the engagement, overall the County's Recreational Trails are very well received. A number of conclusions can be drawn from the input received from the public regarding the County's

Recreational Trails and have been taken into consideration in the recommendations detailed in Section 4 of this report. Upon review of Figure 3, the custom written submissions, and the discussion boards, five priorities can be drawn for the County's trail network as per below, in order:

1. Increase Surface Maintenance;
2. Increase Enforcement;
3. Build more County Recreational Trails;
4. Install more litter bins and rest areas/benches; and
5. Allow more uses (especially dirtbikes and motorcycles).

Trail surface conditions and public input regarding the trail surface will continue to be monitored. However, priority 1 is anticipated to be addressed as surface maintenance will see a great increase going forward with Operations staff assisting in trail maintenance. An asset management plan will also be developed for the trails to allocate appropriate funding for trail resurfacing when required as well.

Staff continue to develop and review opportunities to improve enforcement on the trails and have developed a pilot program for By-law Enforcement on the trails by a private, certified, organization. It is anticipated that at the lower cost of this firm, in comparison with paid duty officers, patrols could be completed on the trails approximately 15 times in 2024 – which is more than once per month and far greater frequency than years past. However, staff will consider allocating greater funds under future Work Plans if the pilot should be considered successful – based on initial discussions it is anticipated that bi-weekly, single officer patrols could be achieved for approximately \$15,000 in 2025 (up from \$10,500 currently allocated in 2024 and \$7,000 spent in 2023).

Priority 3 is also being addressed as the development of Algonquin Trail continues northward – the section from Petawawa to Deep River (Wylie Road) is anticipated to be completed and opened late-2024 and substantial works are planned from Wylie Road to Bissett Creek, which is anticipated for opening in late-2025 or mid-2026. Development from Bissett Creek to the northern border of the County of Renfrew, or to Mattawa, will require greater capital investment and staff are currently developing alternatives and cost estimates for consideration. The County is in the process of assuming an additional 6.8km of the K & P Recreational Trail from the Mississippi Valley Conservation Authority in partnership with the Counties of Lanark and Frontenac. Opportunities for the assumption of other trails, or other lands with the potential for trail development, will be reviewed when they arise. However, though the assumption, development, and maintenance of more County Recreational Trails is achievable; it would require substantially greater funds (both Capital and Operating).

Though some staff time has been spent in establishing minimum design requirements for benches/rest areas, none have officially been established. Given the findings of this engagement, greater prioritization will be given to working with local groups and giving opportunities for donating or constructing such areas. Staff will also reach out to local municipalities to identify locations for garbage cans and collection.

Addressing priority 5 would require updating of the restrictions currently in place through By-law 119-18 to allow/permit dirtbikes and/or motorcycles. Staff have commenced the development of a new By-law to govern County Recreational Trails in order to amalgamate governance of all of the County's trails under a single By-law. If dirtbikes and motorcycles should be permitted through the new

By-law, requirements similar to other motorized users, through established Lease Agreements, should be kept in place whereby riders would be required to purchase a permit through OFATV, be using a licensed machine, and have appropriate insurance.

#### **4.0 RECOMMENDATIONS**

Much of the priorities and suggestions identified earlier in this report can be, or are being, addressed through internal means and ongoing maintenance improvements. However, others will require input and approval from Council.

As a new governing By-law is being presented, it is recommended careful consideration be given in allowing permitted dirtbikes and motorcycles to use County Recreational Trails. This recommendation is made based on requests received in the past, input through the recent public engagement, the fact that a permitting system is already established through RCATV/OFATV (a lease holder for County Trails), and that there have been little known negative impact from dirtbikes and motorcycles not being restricted on the County's K & P Recreational Trails.

It is also recommended that the public's positive disposition towards trails be considered when reviewing budget or capital planning requirements for the further development of existing County Recreational Trails or when reviewing opportunities for the assumption of new trails.

#### **5.0 APPENDICES**

Appendix I – County Recreational Trails Map

Appendix II – By-laws Governing County Recreational Trails

Appendix III – Trail Engagement Report by Zencity

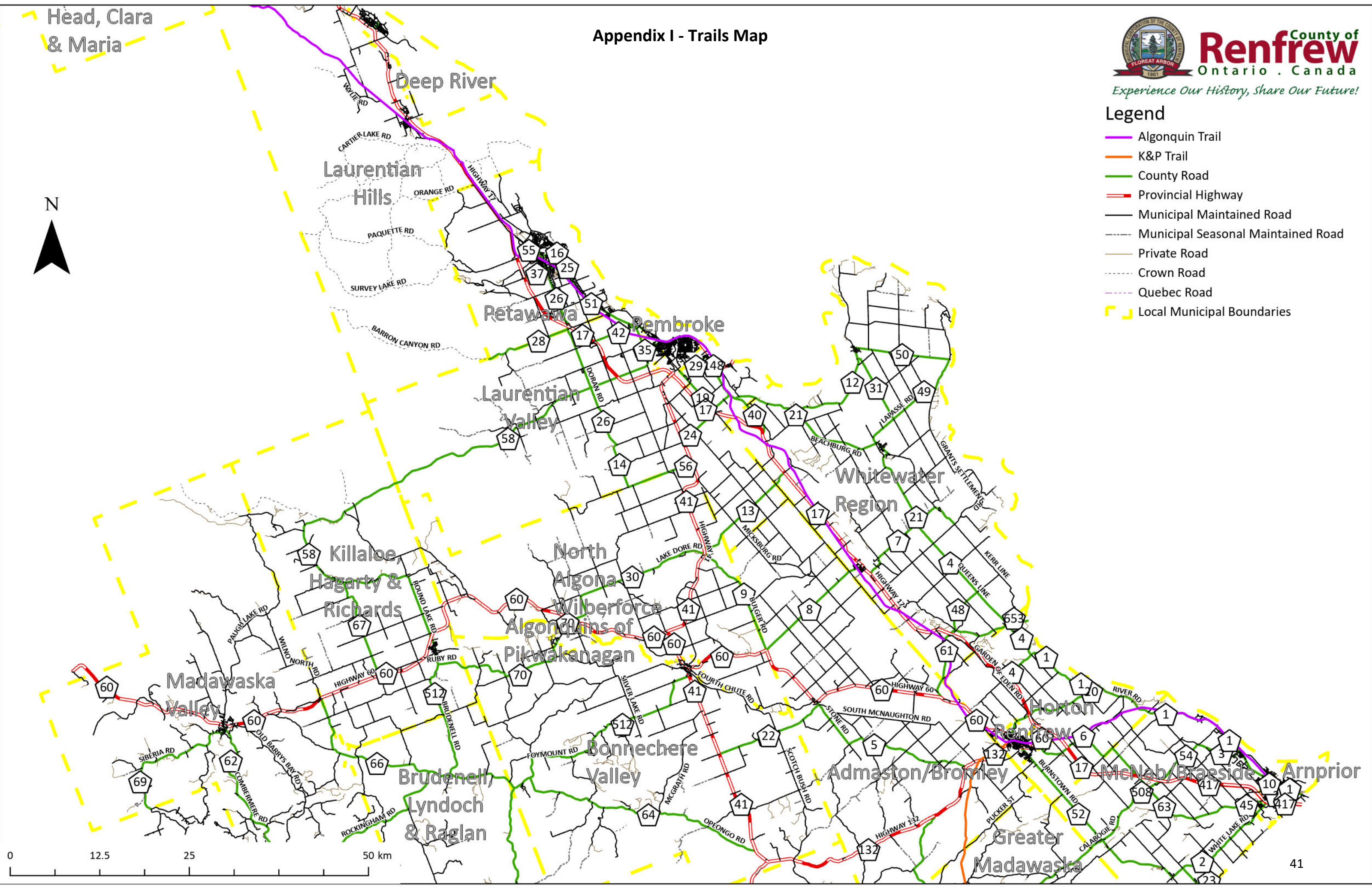
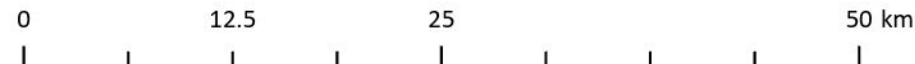
Appendix IV – Engagement Typed Submission





Legend

-  Algonquin Trail
-  K&P Trail
-  County Road
-  Provincial Highway
-  Municipal Maintained Road
-  Municipal Seasonal Maintained Road
-  Private Road
-  Crown Road
-  Quebec Road
-  Local Municipal Boundaries





**COUNTY OF RENFREW****BY-LAW NUMBER 92-09****A BY-LAW TO PROHIBIT CERTAIN ACTIVITIES ON  
COUNTY OF RENFREW-OWNED FORESTS AND TRAILS**

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WHEREAS by subsection 11(2) of the *Municipal Act*, 2001, S.O. 2001, Chapter 25, as amended, the Council of the Corporation of the County of Renfrew is authorized to pass a by-law providing for the use by the public of lands of which the Corporation is the owner and for the regulation of such use and the protection of such lands;

AND WHEREAS by sections 2, 3, 5, and 6 of the *Trespass to Property Act*, Chapter T.21 of the Revised Statutes of Ontario, 1990, the Council of the Corporation of the County of Renfrew is authorized to prohibit entry to land occupied by the Corporation of the County of Renfrew and to regulate the carrying on of certain activities on such land and for these purposes give notice thereof;

AND WHEREAS the Council of the Corporation of the County of Renfrew approved the document entitled "Renfrew County Forest Management Plan 2006-2040" which outlines the County's policies with regard to the resource management of the lands occupied by the Corporation and generally known as the Renfrew County Forest, and the "K&P Trail Management Plan" which outlines the County's policies with regard to the management of the lands occupied by the Corporation and generally known as the K&P Trail;

NOW THEREFORE the Council of the Corporation of the County of Renfrew hereby enacts as follows:

1. That By-law 34-09 is hereby repealed.
2. That the document marked Schedule "A" attached to and made a part of this by-law is hereby approved.
3. No person shall:
  - a) remove, damage or deface County property;
  - b) remove, damage or deface a relic, an artifact or natural object;
  - c) damage, deface or disturb an archaeological or historical site;
  - d) unlawfully disturb, cut, kill, remove or harm a plant or tree;
  - e) unlawfully disturb, remove or harm a natural object;
  - f) unlawfully conduct research;
  - g) litter or cause litter;
  - h) start a fire;
  - i) permit domestic animal to disturb people, damage County property or vegetation, chase or harass wildlife or cause injury;
  - j) introduce or possess a plant, animal or thing that may carry non-native or invasive species;
  - k) unlawfully occupy land in County property; or
  - l) unlawfully camp.

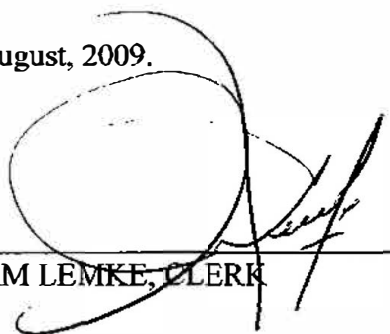
4. This by-law shall not apply to an employee of the Corporation of the County of Renfrew while acting in the course of his or her employment in managing the Renfrew County Forest or any part thereof, or any person authorized by an employee of the Corporation of the County of Renfrew to carry out any duty relating to the resource management of the Renfrew County Forest or any part thereof.
5. Officers to enforce the provisions of this by-law may be appointed by by-law of Council and an Officer so appointed shall:
  - (a) not be a member of the Council; and
  - (b) shall hold office for such term and on such conditions as may be specified by by-law of the County.
6. Any person who contravenes any provision of this by-law is, upon conviction, guilty of an offence and is liable to any penalty as provided in the *Provincial Offences Act*.
7. That this by-law shall come into force and take effect upon the passing thereof.

READ a first time this 26<sup>th</sup> day of August, 2009.

READ a second time this 26<sup>th</sup> day of August, 2009.

READ a third time and finally passed this 26<sup>th</sup> day of August, 2009.

  
DONALD RATHWELL, WARDEN

  
NORM LEMKE, CLERK

**Schedule "A"**  
**THE CORPORATION OF THE COUNTY OF RENFREW**  
**PART 1 PROVINCIAL OFFENCES ACT**  
**BY-LAW NO. XX-09**  
**BY-LAW TO PROHIBIT CERTAIN ACTIVITIES ON COUNTY OF**  
**RENFREW-OWNED FORESTS AND TRAILS**

<u>Item</u>	<b>Column 1 Short Form Wording</b>	<b>Column 2 Provision creating or defining offence</b>	<b>Column 3 Set Fine</b>
1	Remove County property	s. 3(a)	\$125.00
2	Damage County property	s. 3(a)	\$125.00
3	Deface County property	s. 3(a)	\$125.00
4	Damage relic, artifact or natural object	s. 3(b)	\$125.00
5	Deface relic, artifact or natural object	s. 3(b)	\$125.00
6	Remove relic, artifact or natural object	s. 3(b)	\$125.00
7	Damage archaeological or historical site	s. 3(c)	\$125.00
8	Deface archaeological or historical site	s. 3(c)	\$125.00
9	Unlawfully disturb archaeological or historical site	s. 3(c)	\$125.00
10	Unlawfully disturb plant or tree	s. 3(d)	\$125.00
11	Unlawfully cut plant or tree	s. 3(d)	\$125.00
12	Unlawfully kill plant or tree	s. 3(d)	\$150.00
13	Unlawfully remove plant or tree	s. 3(d)	\$125.00
14	Unlawfully harm plant or tree	s. 3(d)	\$125.00
15	Unlawfully disturb natural object	s. 3(e)	\$125.00
16	Unlawfully remove natural object	s. 3(e)	\$125.00
17	Unlawfully harm natural object	s. 3(e)	\$125.00
18	Unlawfully conduct research	s. 3(f)	\$125.00
19	Litter	s. 3(g)	\$125.00
20	Cause litter	s. 3(g)	\$125.00
21	Start fire	s. 3(h)	\$150.00
22	Permit domestic animal to disturb people	s. 3(i)	\$ 75.00
23	Permit domestic animal to damage County property or vegetation	s. 3(i)	\$ 75.00
24	Permit domestic animal to chase wildlife	s. 3(i)	\$ 75.00
25	Permit domestic animal to harass wildlife	s. 3(i)	\$ 75.00
26	Permit domestic animal to cause injury	s. 3(i)	\$100.00
27	Introduce plant, animal or thing that may carry non-native or invasive species	s. 3(j)	\$150.00
28	Possess plant, animal or thing that may carry non-native or invasive species	s. 3(j)	\$150.00
29	Unlawfully occupy land in County property	s. 3(k)	\$125.00
30	Unlawfully camp	s. 3(l)	\$ 75.00

Note: The general penalty provision for the offences listed above is Section 6 of By-law XX-09, a certified copy of which has been filed.



**COUNTY OF RENFREW**

**BY-LAW NUMBER 119-18**

(Amended January 29, 2020)

(Amended March 30, 2022)

**A BY-LAW TO REGULATE AND GOVERN THE USE OF THE LANDS KNOWN AS THE ALGONQUIN TRAIL (FORMERLY KNOWN AS THE CP RAIL CORRIDOR) AS A LINEAR PARK**

---

WHEREAS Section 9 of the Municipal Act, 2001, S.O. 2001, c. 25 as amended, provides that a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority;

AND WHEREAS Section 8 of the Municipal Act, 2001, S.O. 2001, c. 25 as amended, provides that Sections 9 and 11 shall be interpreted broadly so as to confer broad authority on municipalities to a) enable municipalities to govern their affairs as they consider appropriate and, b) enhance their ability to respond to municipal issues;

AND WHEREAS Section 11 (3) of the Municipal Act, 2001, S.O. 2001, c. 25 as amended, provides that a municipality is authorized to pass by-laws with respect to matters within the sphere of jurisdiction of culture, parks, recreation and heritage;

AND WHEREAS the Council of the Corporation of the County of Renfrew developed and adopted a management plan for the Algonquin Trail, as part of the Ottawa Valley Recreational Trail that addresses issues such as use, control, liability, etc.;

AND WHEREAS it is deemed expedient and in the interest of public safety to regulate and govern the use of the Algonquin Trail in the County of Renfrew;

AND WHEREAS the Council has determined that any breach of the provisions of this By-law should be subject to an Administrative Monetary Penalty.

**1. DEFINITIONS**

**“Administrative Monetary Penalty”** is a penalty imposed for a contravention of this By-law and issued upon discovery of the unlawful

event. It is due and payable with no right of appeal and constitutes a debt to the County.

**“Algonquin Trail”** means a 30-metre wide linear park to include all owned and leased land in the County and the City of Pembroke, and is the County of Renfrew portion of the Ottawa Valley Recreational Trail.

**“Camp”** includes the placement of a tent or trailer at any time on the Property or the lodging or staying overnight on the Property.

**“County of Renfrew”** means the Municipal Corporation of the County of Renfrew.

**“Debris”** includes anything that is not natural to the Property.

**“Dirt Bike”** means a two-wheel motorized machine used primarily for traveling on land other than registered roadways.

**“Enforcement Officer”** means a Provincial Offences Officer, an Ontario Provincial Police Officer, or any person exercising a power or performing duty under this By-law.

**“Firearm”** includes any type of gun or other firearm including an air gun, spring gun, pellet gun, tranquillizer gun, cross-bow, long-bow or other type of bow, sling shot, or any similar thing.

**“Licensee”** means an association or club issued a license by the County of Renfrew to use the Algonquin Trail and allow their members to use the Algonquin Trail through the issuance of permits in accordance with an executed License Agreement between the association or club and the County of Renfrew.

**“Litter”** includes the throwing, dumping, placing, depositing of any debris.

**“Motor Vehicle”** means a vehicle used for transportation relying upon a motor for operation including vehicles described as Off-Road Vehicles, Snowmobile/Motorized Snow Vehicles, Motorcycles, Dirt Bikes.

**“Natural Features”** means all geology, vegetation, and wildlife pertaining to, existing in or produced by nature throughout the Algonquin Trail. This includes all plant and wildlife species and wetland areas.

**“Off-Road Vehicle”** shall mean an off-road vehicle within the meaning of the Off Road Vehicles Act, R.S.O .1990, c.O. 4, as amended.

**“Ottawa Valley Recreational Trail”** or **“OVRT”** means the 296 km section of trail owned and leased by the County of Renfrew, County of Lanark and the Township of Papineau-Cameron running from outside Mattawa to outside Smiths Falls.

**“Pedestrian”** means any person travelling on foot or with related foot gear and not requiring the aid of a motor for propulsion.

**“Permit”** means a current permit issued by a Licensee authorized by the County of Renfrew to allow the use of the trail by Permit Holders.

**“Permit Holder”** means a person issued a permit by a Licensee authorized by the County of Renfrew.

**“Signage”** means postings throughout the Algonquin Trail erected by or authorized by the County of Renfrew.

**“Property”** means the property described as the Algonquin Trail in the County of Renfrew.

**“Snowmobile/Motorized Snow Vehicle”** means a motorized snow vehicle, within the meaning of the Motorized Snow Vehicles Act, R.S.O. 1990, c.M. 44, as amended.

## 2. **PERMITTED USES**

The following are considered permitted uses of the Algonquin Trail:

- (i) Walking, running, hiking, dog walking.
- (ii) Cross country skiing, snowshoeing.
- (iii) Orienteering, geocaching.
- (iv) Nature appreciation, bird watching, nature study.
- (v) Dog sledding.
- (vi) Cycling, including the use of E-bikes.
- (vii) Horseback riding.
- (viii) Harvesting of non-wood products such as tree seed/cones, mushrooms for personal use.
- (ix) Electric-powered personal mobility vehicles (scooters, wheelchairs, etc.)

- (x) Operating an Off-Road Vehicle on or between May 1 and November 30 inclusive, in any year. Vehicle must hold valid insurance and be properly licenced. Dates may be modified at the discretion of the Director of Development and Property, and dependent on dry conditions and an assessment of weather, safety, and consultation with user groups of which hold lease agreements.
- (xi) Other activities as approved through the execution of a land use agreement or special event permit obtained from the County of Renfrew.
- (xii) Other personal transportation as approved by the County of Renfrew.

### 3. **PROHIBITED ACTIVITIES**

The following activities are prohibited on the Algonquin Trail:

- (i) Tampering with or removing any signage.
  - (ii) Using the Algonquin Trail during a closure of the Algonquin Trail by the County of Renfrew due to extreme weather conditions, maintenance, or other reason at their discretion.
  - (iii) Disobeying signage posted by the County of Renfrew.
  - (iv) Camping or causing any person to camp.
  - (v) Hunting or causing any person to hunt.
  - (vi) Discharging or operating a weapon or firearm or causing any person to discharge or operate any weapon or firearm.
  - (vii) Littering, or failing to pick up after pets or horses. Failing to control a pet, including dogs and horses.
  - (viii) Vandalizing the Property or cause any person to vandalize the Property.
  - (ix) Starting or feeding an open air fire.
  - (x) Removing, destroying, or otherwise disturbing any natural features without written consent of the County of Renfrew.
  - (xi) Operation of a Dirt Bike or Motorcycle.
  - (xii) Operation of a Motor Vehicle.
4. If a person is using the Algonquin Trail while operating a Motor Vehicle in accordance with Section 2, they shall not interfere with or impede the use of the Algonquin Trail by a pedestrian or any other person using the Algonquin Trail.

## **5. SPEED LIMIT**

The maximum speed limit permitted throughout the Algonquin Trail is 50 km/hour on rural parts of the trail and 20 km/hour on urban parts of the trail. Urban and rural sections of the Algonquin Trail and their respective speed limits will be delineated by signage. Every person who operates an off-road vehicle or snowmobile on the trail shall comply with the speed limits.

## **6. PERMITS**

Sections of the Algonquin Trail are leased on an annual basis to the local snowmobile clubs, who operate under the auspices of the Ontario Federation of Snowmobile Clubs. As per the Motorized Snow Vehicles Act, no person shall drive a motorized snow vehicle upon a prescribed trail except under the authority of, and in accordance with, a trail permit for the motorized snow vehicle issued. During the period from December 1st to April 30th in each calendar year, permits for snowmobiles may be acquired from the Ontario Federation of Snowmobile Clubs. Permits for other uses by any other authorized organization approved by the County of Renfrew are required to display permits.

## **7. CANINE AND EQUESTRIAN USE**

Canine and equestrian use requires the removal of excrement from the Algonquin Trail surface and violations are subject to penalty. Equestrian excrement shall be considered in the same manner as canine excrement.

## **8. CURFEWS/TIME OF USE**

Users of the Algonquin Trail may do so from 7:00 a.m. to 11:00 p.m. unless otherwise posted by local by-laws with appropriate legislation cited.

## **9. ENFORCEMENT AND PENALTIES**

- (i) Every person who uses the Algonquin Trail is subject to all Municipal by-laws and all Provincial and Federal laws and regulations. Any person violating any Municipal by-law or other law may be ordered by the County of Renfrew or an Enforcement Officer to leave the Algonquin Trail.
- (ii) No person shall hinder or obstruct, or attempt to hinder or obstruct an Enforcement Officer.

- (iii) No person shall neglect or refuse to produce information, identification or to provide any information required by any person acting pursuant to this By-law.
- (iv) In addition to any other authority they may have, an Enforcement Officer is authorized to enforce the provisions of this By-law and to order any persons believed by such Enforcement Officer to be contravening or who has contravened any provision of this By-law:
  - (a) To desist from the activity constituting or contributing to such a contravention;
  - (b) To remove from the Algonquin Trail anything owned by or in the control of such person which the officer believes is or was involved in such contravention, and;
  - (c) To leave the Algonquin Trail.
- (v) The court in which a conviction has been entered pursuant to this By-law and any other court of competent jurisdiction thereafter may make an order prohibiting the continuation or repetition of the offence by the person convicted, and such order shall be in addition to any other penalty imposed by the court on the person convicted.
- (vi) Every person who contravenes any provision of this By-law is guilty of an offence and upon conviction is liable to a fine or penalty as provided for in the Provincial Offences Act, R.S.O. 1990, c. P. 33, as may be amended from time to time and to any other applicable penalty, including but not limited to those defined in the Off-Road Vehicles Act, the Highway Traffic Act, the Motorized Snow Vehicles Act and the Trespass to Property Act.
- (vii) The County of Renfrew appoints the Ontario Provincial Police (“OPP”) with the authority to enforce this By-law.

## 10. **ADMINISTRATIVE PENALTY**

Any person found by an Enforcement Officer to have breached any provision of this By-law including applicable offences in Schedule ‘I’ may be subject to an Administrative Penalty as follows:

- (i) A breach by a Permit Holder or any user of the Trail of any provision of this By-law shall be subject to an Administrative Monetary Penalty as designated in Schedule "I".
- (ii) Upon receipt of a notice of Administrative Monetary Penalty, the Permit Holder or the person or corporation named in the notice shall pay the penalty within seven (7) days to the Municipality.
- (iii) An Administrative Monetary Penalty Notice shall include the

following information:

- (a) the Administrative Monetary Penalty Notice Date;
  - (b) the date on which the Administrative Monetary Penalty is due and payable;
  - (c) the signature of the issuing Enforcement Officer;
  - (d) particulars of the contravention reasonably sufficient to indicate the nature of the contravention;
  - (e) the amount of the Administrative Monetary Penalty; and,
  - (f) a statement advising that an unpaid Administrative Monetary Penalty will constitute a debt of the person or corporation to the Municipality.
- (iv) An Enforcement Officer may serve the Administrative Monetary Penalty Notice on a person or corporation by one of the following methods:
- (a) delivering it personally to the person or to the head office of the corporation;
  - (b) sending a copy by registered mail to the last known address of the person or the head office of the corporation; or,
  - (c) posting a copy of the notice in a conspicuous place at the site of the contravention and sending a copy by registered mail to the last known address of the person or the head office of the corporation.
- (v) An Administrative Monetary Penalty remaining unpaid after the date when it is due and payable, constitutes a debt to the Municipality owed by the person or corporation named in the notice. The Municipality may take all steps available in law to collect the unpaid penalty.
- (vi) An Administrative Monetary Penalty may not be challenged or appealed.

## **11. SHORT FORM WORDINGS**

- 11.1 The Municipality shall make application to the Ministry of the Attorney General of Ontario for approval of Short Form Wordings and Set Fines in accordance with the Set Fine Schedule approved by resolution of Council, and such fines shall come into effect upon the approval or amendment by the Attorney General of Ontario or his designate.
- 11.2 Staff shall be authorized to make changes to the By-law or Set Fine Schedule without amendment to the By-law or Resolution of Council, if so

recommended by the Attorney General or his designate in order for the Set Fines to be approved.

- 11.3 Council may, by Resolution, amend the Set Fines under this By-law at any time. Any amendment made to the Set Fines by Resolution of Council will come into force upon approval of the Attorney General or his designate.

12. **APPLICABILITY**

This By-law does not apply to vehicles or persons:

- (i) of authorized law enforcement, firefighting, emergency medical, or other emergency personnel when carrying out authorized duties, or
- (ii) engaged in work on or along the Algonquin Trail on behalf of the County of Renfrew.

13. THAT this By-law shall come into force and take effect upon the final passing thereof.

READ a first time this 28th day of November 2018.

READ a second time this 28th day of November 2018.

READ a third time and finally passed this 28th day of November 2018.

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DEBBIE ROBINSON, WARDEN

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PAUL V. MOREAU, CLERK



**County of Renfrew**  
**Part I Provincial Offences Act**  
**Bylaw 119-18, as amended: Use of Algonquin Trail**

<b>Item</b>	<b>Column 1 Short form wording</b>	<b>Column 2 Provision creating or defining offence</b>	<b>Column 3 Set Fine</b>
1.	Tampering with or removing signage posted by or in partnership with County of Renfrew.	3(i)	\$185.00
2.	Using the Ottawa Valley Recreational Trail (OVRT)/Algonquin Trail when prohibited.	3(ii)	\$220.00
3.	Disobeying signage posted by the County of Renfrew.	3(iii)	\$185.00
4.	Camping or causing any person to camp.	3(iv)	\$185.00
5.	Hunting or causing any person to hunt.	3(v)	\$185.00
6.	Discharging or operating a weapon or firearm or causing any person to discharge or operate any weapon or firearm.	3(vi)	\$185.00
7.	Littering, or failing to pick up after dogs or horses.	3(vii)	\$185.00
8.	Failing to control a pet, including dogs and horses.	3(viii)	\$185.00
9.	Vandalizing the Property or causing any person to vandalize the Property.	3(ix)	\$250.00
10.	Starting or feeding an open-air fire.	3(x)	\$185.00
11.	Removing, destroying, or otherwise disturbing any Natural Features without written consent of the County of Renfrew.	3(xi)	\$185.00
12.	Operation of a Dirt Bike or Motorcycle	3(xii)	\$185.00
13.	Operating of a motor vehicle without permit.	3(xiii)	\$220.00
14.	Speeding — more than 20 km/h where limit is 20 km/h or less.	5	\$220.00

<b>Item</b>	<b>Column 1 Short form wording</b>	<b>Column 2 Provision creating or defining offence</b>	<b>Column 3 Set Fine</b>
15.	Speeding — more than 50 km/h where limit is 50 km/hr.	5	\$220.00

Note: the general penalty provision for the offences listed above is section 9(vi) of bylaw, 119-18, as amended, a certified copy of which has been filed.

# Trail Engagement Report



## Community Perspectives on County Recreational Trails

Total submissions: **1524**

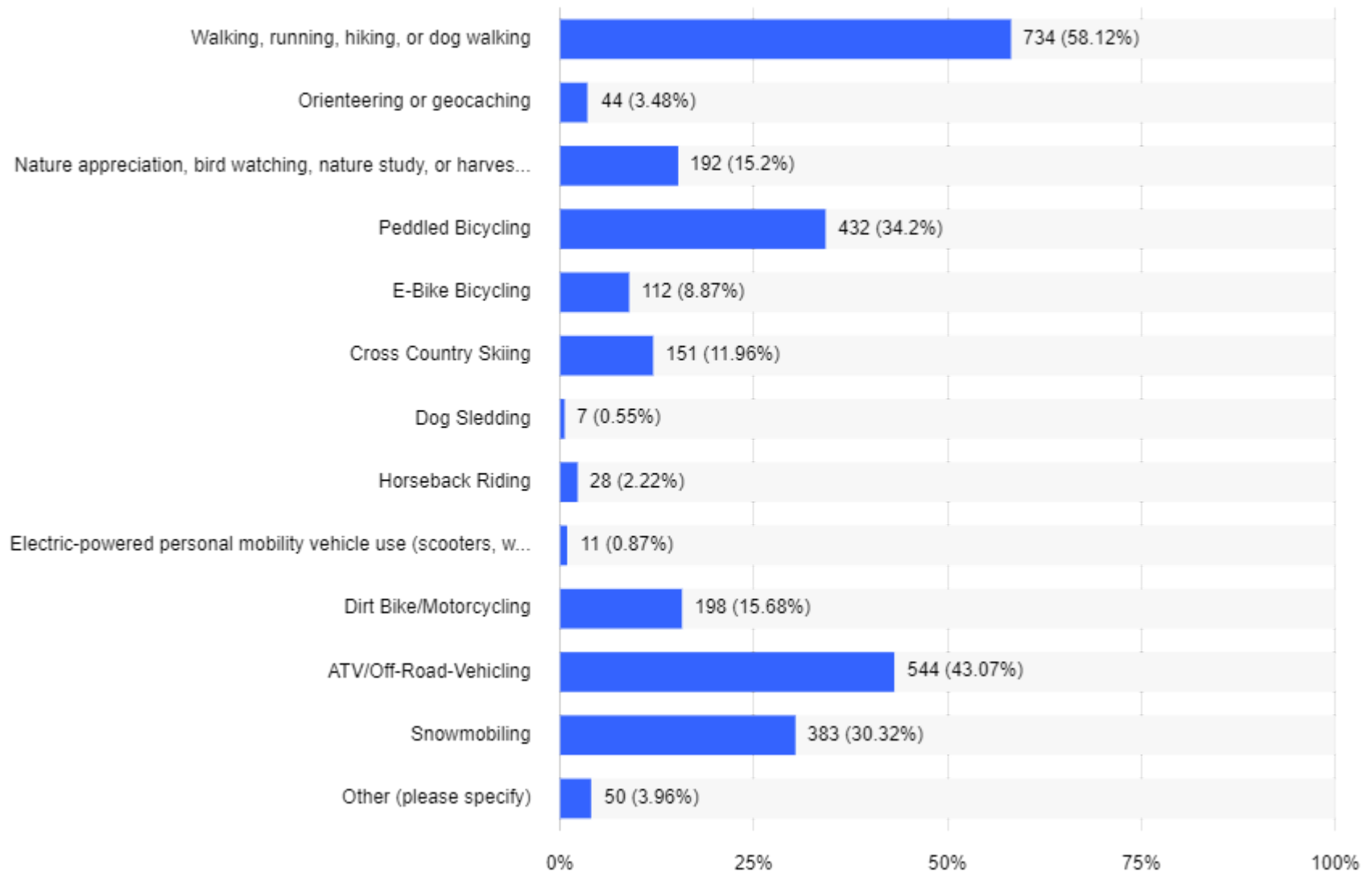
Date range: **Jan 04, 2024** **Mar 01, 2024**

Total responses: **84382**

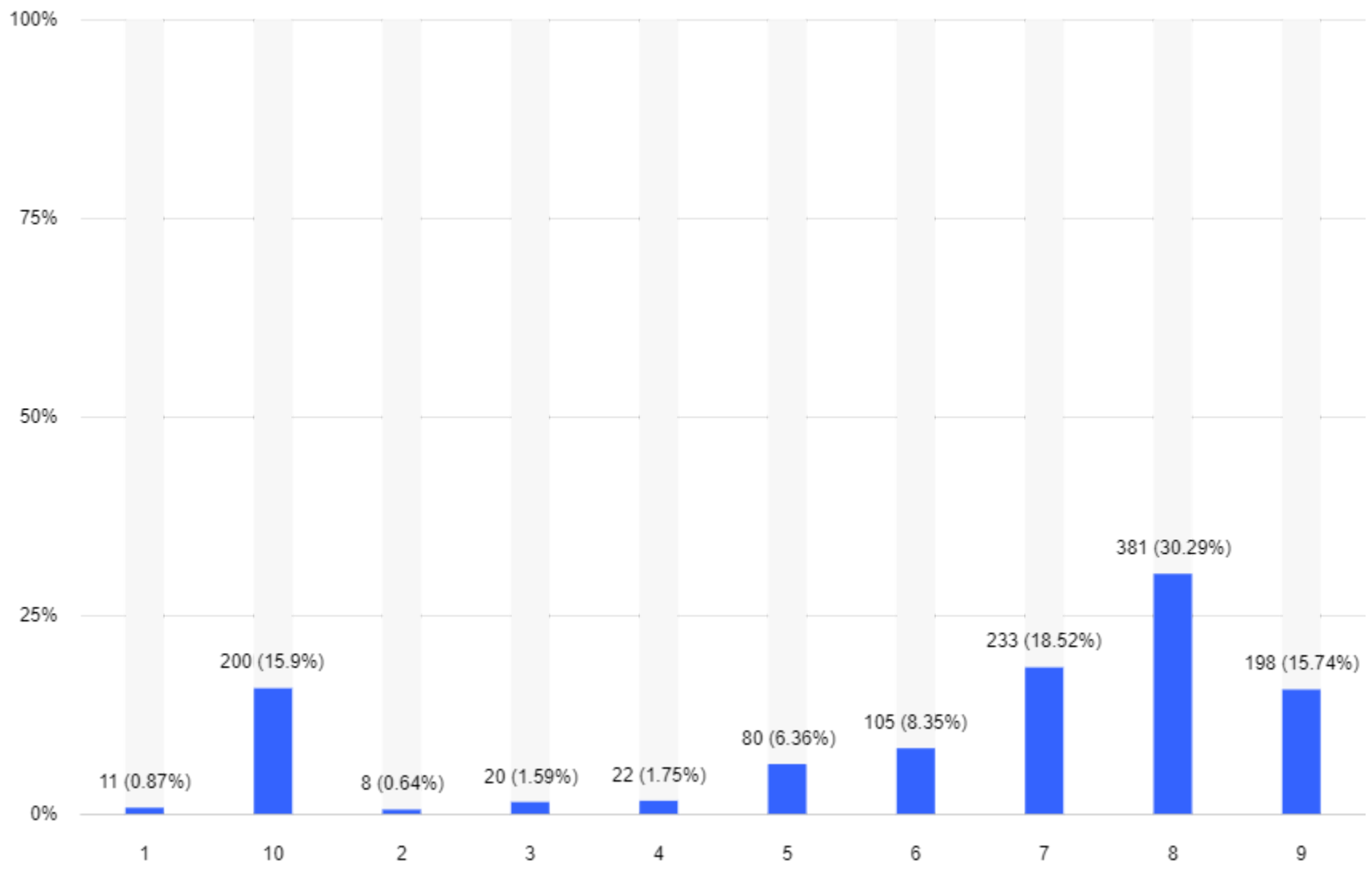
How frequently do you use the Recreational Trails in Renfrew County?



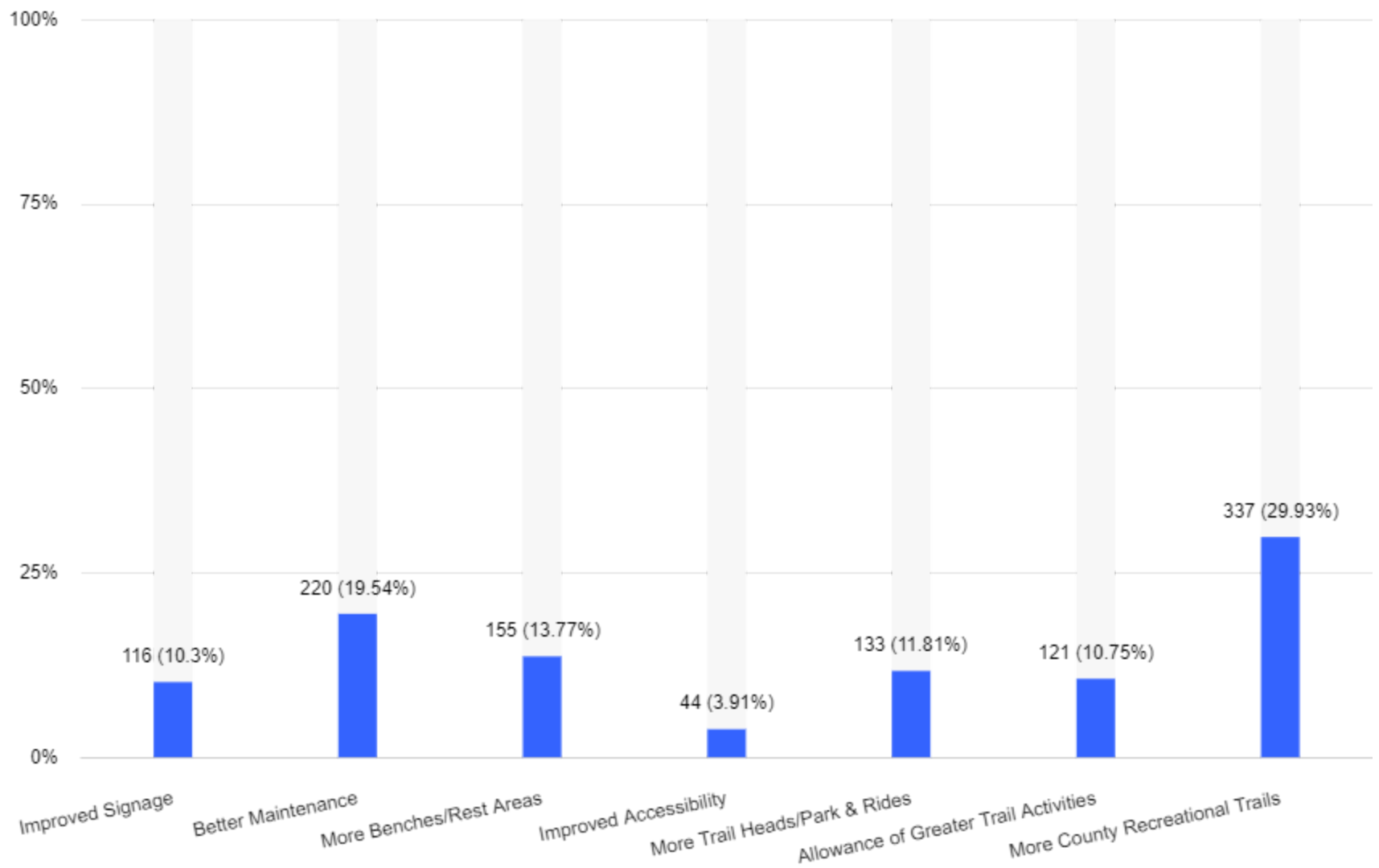
## In what ways do you use the Recreational Trails?



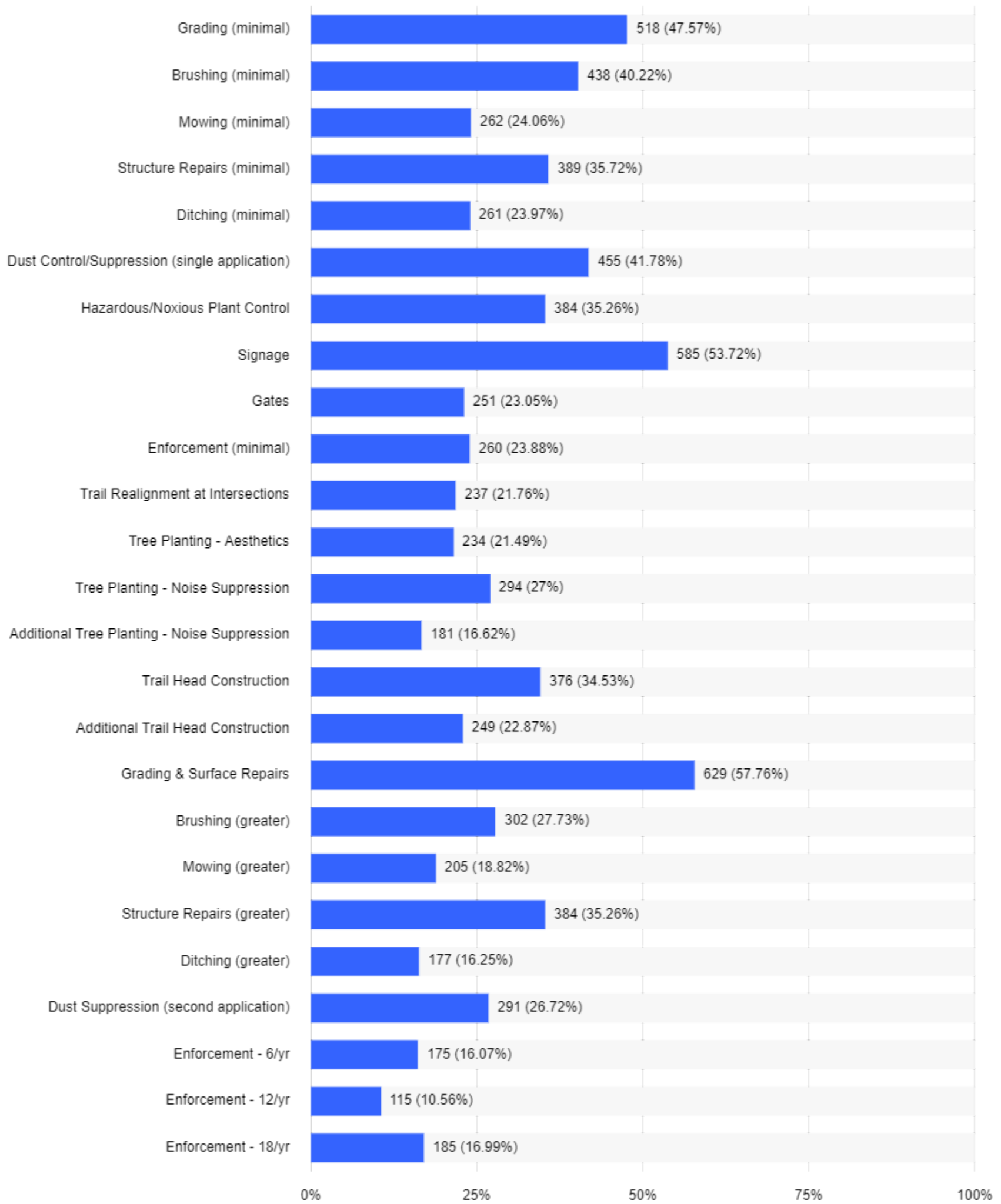
On a scale of 1 to 10, how would you rate the existing trails in terms of quality and maintenance?



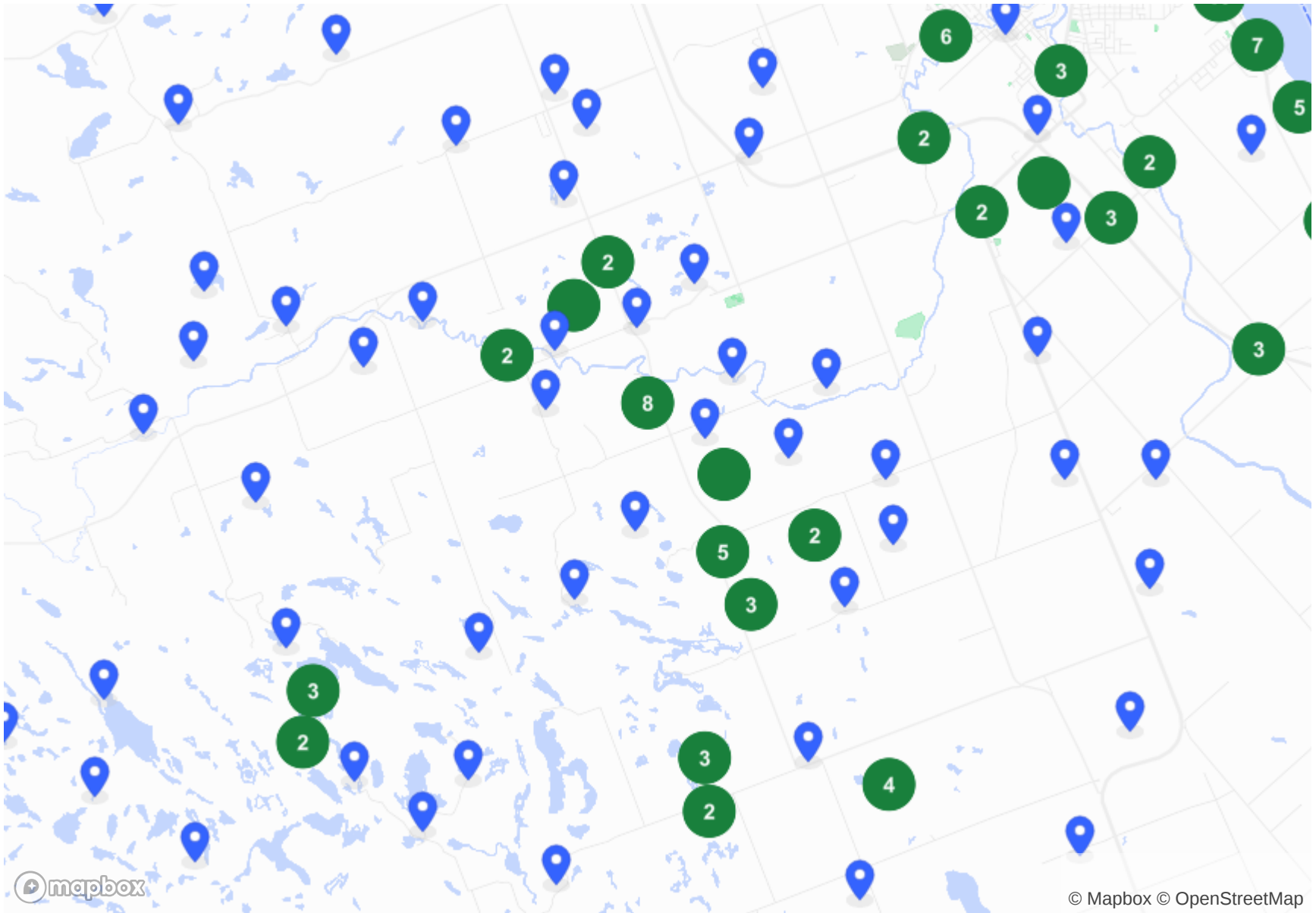
Which of these potential improvements to the trails do you consider the highest priority?



Please choose which line items you'd prefer to be included in the budget.

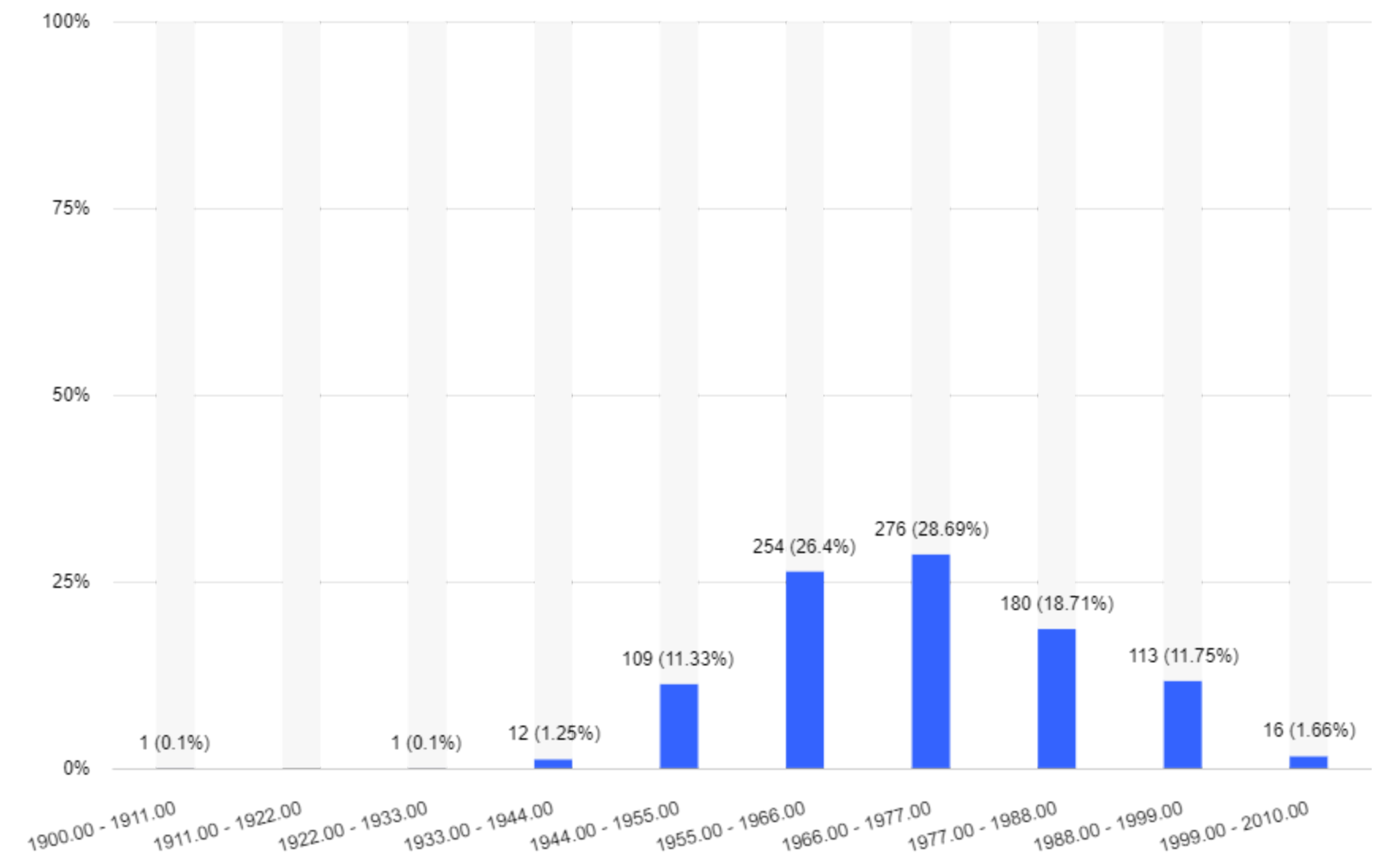


Please drop pins on the following map at areas of interest or concern and leave a comment if applicable

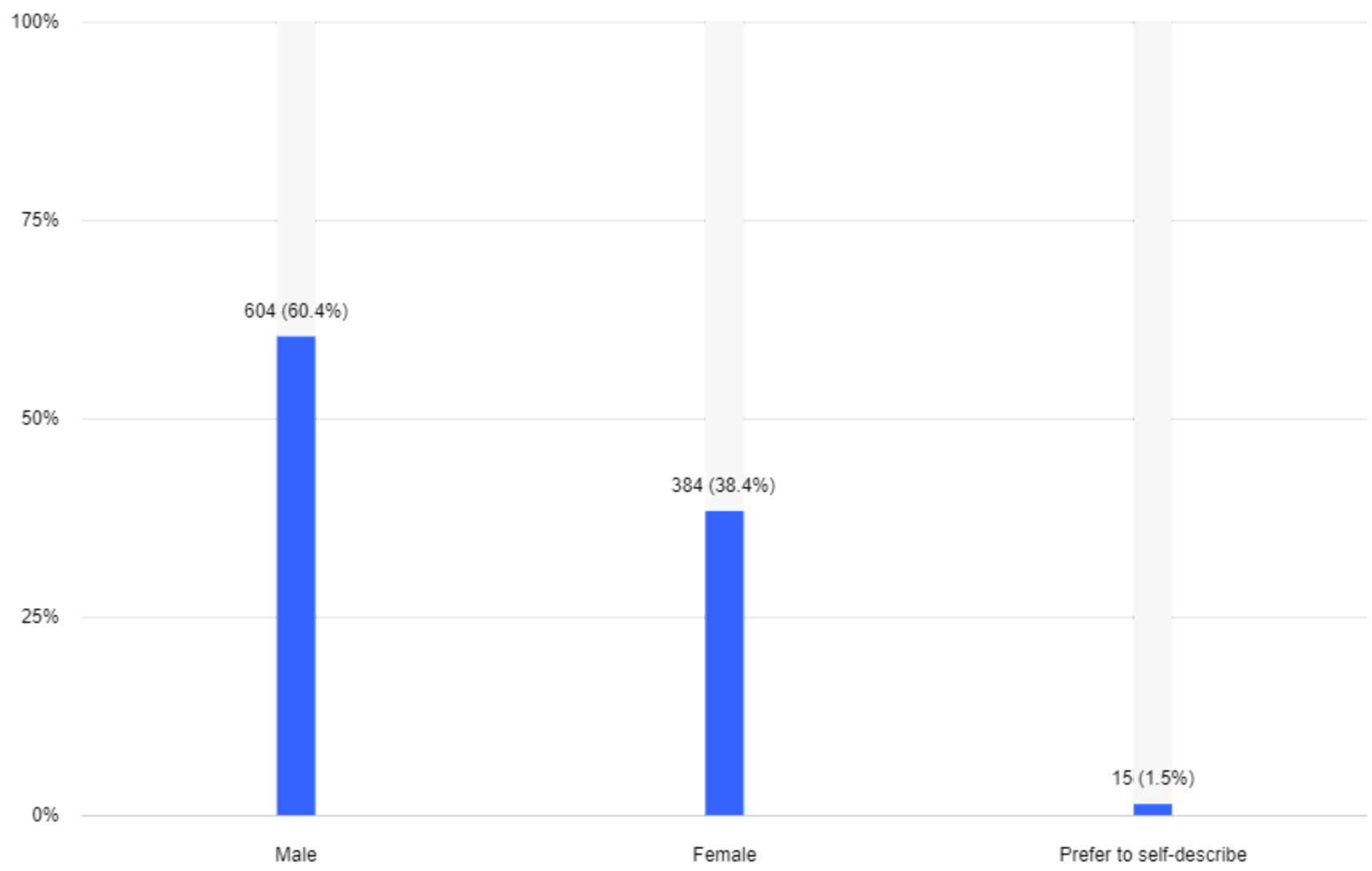




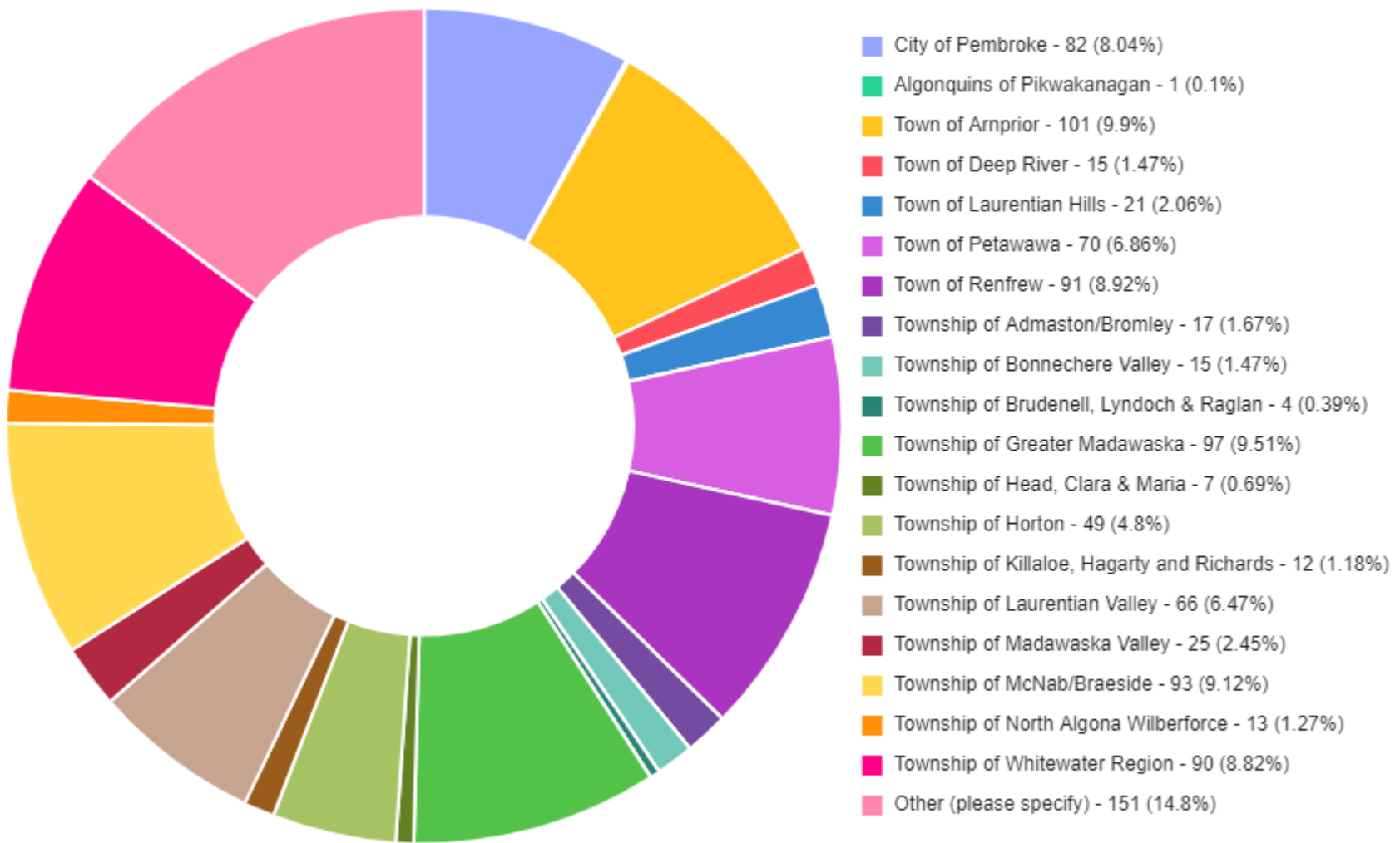
### In what year were you born?



### What gender do you identify as?



In what municipal area do you reside?




## Appendix IV - Submissions Received

Open them year round for atvs
Erect 4 way stops on private road crossings. Especially along Burns Drive area.
Better signage and maintenance
Maintenance of garbage pick up and dog poop bags left lying on the trail
allowance of more usage of trsils
i only ride a snowmobile in winter. i do not use it any other way. if i see a problem or issue i contact people in charge and notify them of a issue... i noticed 1 year. somebody changed the distance signage between some towns as examples 6 kms when it was 12 or more as to make it shorter distance and then 1 time saying 37 kms when it was only 12 or something like that because anyone can go out and buy these sticky numbers at any store like CT or home hardware type of stores. people
Cut down on the dust
Better parking , list of businesses that are bicycle friendly (e.g., let you use their parking lot to park,
Keep brush trimmed back, and keep trailside weeds cut back. Also, kp trail needs gravel
4wheelers and dirt bike are ruining it for everyone. The dust is out of control.
We truly enjoy making time to travel to Renfrew County to enjoy the trails. We typically spend at least a few weekends a year in the area enjoying trails, spending nights at local hotels and local businesses. Maybe some day we will be able to retire there...
Continue to replace sand/gravel on trails with limestone. Portion in Petawawa has gravel and not limestone. More dirt bike control. Thank you for the great trails, they are wonderful to have in
More signs about how the dust from atvs ect affects walkers or cyclists
Open the trail to ATIVING year round and require a yearly pass/permit. Snowmobiling would continue with there seasonal pass/permit. The revenues generated from these passes/permits could be used to grade smooth and maintain these trails.
Allow atvs/utvs on the trails longer then November 31 or let atvs/utvs share the trails with
I would love to see porta potties and garbage cans. Right now there are 3 full garbage bags beside the trail at the 5 mile crossing (Greenwood rd, close to Whitewater Rd). Also, remove the gates or widen them, it is tight getting through with the side by side.
More lighting. Emergency call buttons.
Improve gates to allow separate opening for cyclists. Improve road crossing access for trails as motorized vehicles damage transition from asphalt to crushed stone surface ie pot holes ruts etc
Remove all barrier curb crossing trails eg College way Pembroke. Provide interactive mapping accessible for trail users showing trail heads, washrooms, rest stations, amenities points of interest etc
Enforce dog walkers to use leeches
Charge all users a permit fee.
Signage could point out interesting trees/plants so greater learning of the diversity of the plants/trees. Signage to keep dogs leashed at all times, and the consequences of not doing so....please!! More frequent trimming/removal of toxic plants (poison ivy, wild parsley)in summer. They grow quite tall and encroach on the trails in some areas. If an atv comes through you have to move off into the longer grass and risk rubbing against these. Fixing rotting bridges. Garbage disposal bins with plastic bags for dog owners to scoop. Occasional bench rest areas. Better signage as to location on trail, km to various points of interest. Wonderful asset but could be much more professionally maintained and promoted.
Trails need tobe groomed spring,summer,winter and fall.

Your doing a great job
The trails are great for snowmobile trips. We use them as much as possible every winter.
I am a snowmobiler and ATV rider, I have no issues obeying speed limits but it is very difficult on these machines to maintain the 20km/hr safety zone speed limits more so on the snowmobile . I feel the regulated 50km/hr is more than safe.
Go hut ? No littering campaign? Scenic Lookouts? Promote partnerships with user groups for special projects Eg Camera security ? (OFSC)
Grading Vegetation control
The K & P trail in admaston is pretty rough for biking.
I think there needs to be more gates like at Oattes Road and water view road because the farmers use it to travel from one farm to the other. Horse manure is another problem.
Parking aeras
Lived on Burns drive for 35 years. Hated the trains. What a great trade to a free multi use trail. Most of us really enjoy it especially being packed to walk in the winter. Hopefully a few bad apples don't ruin a great thing. Trails like this are extremely rare in our province. Very fortunate to have this
I believe this trail is a very valuable asset to Renfrew County. It brings tourism, promotes our county, increases revenue in our communities and supports our business' plus it is a multi-use trail that
More allowance for motorized vehicles likes ATV's, Side-by-Sides and Snowmobiles
I'd like some garbage cans at access points.
Create a barrier to stop the snow from being blown off the trail
Use the trails for sxS/atvs all year round like the province of Quebec
They are great tho lots of trees were down at Christmas.
Implement of "Trail Towns" concepts better maps for ATV use in towns. For example how to get to local restaurants, gas stations and other businesses from the Trails.
Barryvale to flower station upkeep?
More lighting, signage, benches, trash cans
Work with the local professional community on ways to encourage local wildlife (such as birds, bats, other mammals and amphibians, etc) to inhabit these spaces.
This would be a tough one to maintain but garbage cans would be nice.
The trails are usually kept pretty decent in most parts, but there are some parts that definately need a little more TLC with there being large pot holes, and some areas that have very large gravel pieces which is sometimes hard to maneuver when cycling the trail. They are definitely still usable though. I would love to see more trail systems that are for pedal biking and mountain biking in the area.. I feel this is a growing sport and I personally know alot of people who would use them, and our group would love to get more people out doing this amazing activity. If there was a specific marked trail system that had beginner to advanced trails so everyone could participate no matter what biking level they are at!
Open the K&P causeway in Calabogie
charge for all users
We live in sand point where there can be a lot of dust, it would be nice to surface the trail with something non-dusty to avoid having to treat the dust every year
More brushing along the trail sides to keep them clear for visibility and wide to allow walkers space to get off for powered users (ATV/MSV)
Lay a less dusty material

Signage sucks on out lying trails
Trail towns, have the trails lead to the towns to activities and tourism. Better signage on how to find restaurants etc just off trails.
Expand biking options
Toilet facilities at trailheads. Limit motorized vehicles to certain trails only.
Would love to have dog poop bag stations along the way!?
Let's all pitch in , if one pays all pay to maintain the beautiful atmosphere.
Less dusty trails in summer would be great, but beside that very wide and perfectly maintained
if ATVs are allowed they need to have a much more restricted speed limit and fines for inappropriate
Please keep it accessible to snowmobilers and please allow access to the towns for fuel, hotels and restaurants. Help businesses that aren't trail accessible to have a trail to their door to help their
Atv open season usage adjusted with weather not fixed dates
Have various rates for individuals for usage of the trail. Right now atv and snowmobile pass users pay a large bundle to use it and we must share it with walkers, bicycles, horses (who leave poop all over the trail) It is frustrating to hear bikers and walkers complain all over social media about the use of atv's on the trail, while we are the individuals forking out large sums of money for its usage. Make different passes available. Smaller fees for those who wish to walk or bike. Implement rules where horse riders
More singletrack mountain bike trails. Mountain biking is an excellent sport for health, and with quality trails, is an excellent tourist draw.
Is there a way to ensure motor vehicles follow the posted speed limit better when travelling through towns close to people
Love the current trails just wish we could allow sbs vehicles over a longer time period in the year, and even have additional trails.
Nope.
They should be for non motorized vehicles only . Motorized vehicles should have their own trails . Walking on a trail with snowmobiles is not safe . Walking on a trail that is sprayed with chemicals to keep dust down is not healthy. There isn't any enforcement in Braeside. When the trail is closed to ATV's , they still use the trail daily. We live off the trail and work from home . The gates are not wide enough to keep people from using the trail when it is closed . The snowmobile and ATV user's are uneducated about who owns the trail . They assume their trail pass covers the purchase and maintenance of the trail. I'm not against ATV's and snowmobiling but they need dedicated trails . I can understand why they drive way over the speed limit. The speed limit is too low . So then you get
Embrace all seasons and multipurpose use
I think we do the best we can with the people an machines we have time in our busy lives an our weather now is terrible gentleman an ladies thanks an well done steve Kelsey adsc member an
Clearing fallen trees blocking the trails so that people and kids can still bike them. More lighting or brighter lights so you fell safe when running alone. Dogs must always be on a leash.
The bridges need some maintenance/ new boards in Calabogie.
It would be nice to see some more little loops and various off shoot walking paths that venture off /on the main trails and are accessible/easy terrain for strollers and that are meant just for walkers especially closer to in town - perhaps even connecting to the underused parks and green spaces.

Lengthen the ATV/side by side season - there are currently two months where no one can use the trails - weather not suitable for sleds/ski-doo's but can't be used by anything else.
More signage warning  to keep eye for walking pedestrians
LET DIRTBIKES USE THE TRAIL, it's 2024 get over the stigma
Open up west of Petawawa all the way to Mattawa.
Have worked as a snowmobile club trail worker that participates with multi use trails. I fully support all users being able to enjoy and would like to see restrictions that prevent all users to enjoy
Wondering why only ATV users have to pay to use it and not cyclists, walkers, horses etc... but even going way under the speed limit these other users will not move aside for us to pass. They do not share the trail with the actual paying users? We pay big dollars for our machines, insurance and trail
Educate people on who pays to groom the trail in the winter and how they pay nothing.
Allow dirtbikes to use trails
Allow dirtbikes on the trail
Encourage creation and recognition of interest groups.
Stop using herbicides and pesticides on the trail, making everything inedible. Plant more edible fruit trees and bushes. Plant more native plants to attract pollinators.
Enforcement of speed limits, paving key portions close to town
K&P trail surface is difficult for cycling in some areas.
Re-Pembroke east end (allow certain roads to get on the trail)
Please put out garbage and recycling spots on trails I am disgusted by how much trash is left on the
Trails are currently optimized for snowmobiles, but that season is the shortest of any for the year. It is disappointing that sections of trails are closed for most of the year to activities which are done more often. I believe all sections should be open year round and maintained to the same level as the Algonquin trail. This permits a broad range of activities to include pedestrian and horseback while still
Have garbage cans along the way so people have a place to put dog poop in, instead of throwing in the
Crack down on off leash dogs.
Get the ATVs to follow the dates of use. They have wrecked the footing on the Algonquin trail- at least near Haley Station- by using the trail after December 1.
Horse sturdy bridges or marsh crossings
If it open use then it should have a pass for all users not just atv and snowmobile users to help with trail maintenance and upkeep
We need winter trails for ATV's
By maintenance we mean security or marshals. Too many not understand others on trail and driving accordingly Not sure a solution but sporadic officials so more don't get injured or killed? Like hunt camp lane near Calabogie and Black Donald
Ensure that shared trails between motorized users (ATV, etc.) and hikers have hiking bypasses in low lying areas that get flooded with mud/water by motorized vehicles in wet seasons, so that hikers and other non motorized users may be able to use the trails all year round also.
Allow ATV use in off season when there is no snow. Until trails are groomed for snowmobiling
Using a steam roller to compact the crushed stone. Perhaps using a grader beforehand to level out the
-noise reduction through by-law enforcement and education. - fire risk education/signage and enforcement for motorized and camping activities - additional trail marking and maintenance.
More Woodland trails I would combine snowmobile ATV and walking trails

Better signage
As a new resident to Renfrew, more information on a website or App like AllTrails including where to access trail heads, accessibility, parking, for all local trails in the surrounding area would be appreciated. Maybe some additional parking/trailheads outside the town limits. There is also a lot of dog poop on the trails. Is there an option to have random garbage cans or other means to dispose along the trail? More benches would be nice too. Overall though, the trails are beautiful and well
Please no more signs posting speed or share the trail. I think if the signs are posted at the main intersection that is enough.
Some DH single-track for MTB is needed as well.
Would be great to have more dust control it's very hard to walk when you see some people who don't
You've done a great job so far, but would like to see trail opened up all the way to Mattawa.
Full brushing needs to be done 2x in the summer - foliage blocks the few and small signs
In town of Renfrew it would be great if trails were sanded when trails have insufficient snow for other activities and become too icy to walk safely. Garbage cans at entrances to reduce garbage. I use trail to walk our dog ...please put signs to encourage dog owners to pick up their dogs poop.
Better parking at access points. An example would be at the Greenwood Road intersection. More focus on active transportation in the winter months
Repair potholes and washouts Dust control
A lot of trails in Calabogie region are volunteer based and have fallen trees or summer brush that need to be cleared to access the trails
Maintain as much natural beauty as possible
More trail maps at intersections and towns
As a member of the BMA (Bytown Motorcycle Club) we actively maintain and advocate for proper trail etiquette. Proper signage indicating whether a trail is multi-use, hiking only or single track no ATV's. We tend to make sure we leave the Eagles nest trail to hikers only as to make sure everyone enjoys
Repair surface areas that are washed out by poor drainage
Some of the areas with stonedust inside Arnprior and Braeside could use some shaping or topping up from erosion or heavy traffic.
Dust control Speed enforcement
All for ATV use longer as not everyone has a snowmobile. With groomed trails for them and had pack for atvs use could be shared
Safety priorities: Machines dominate walkers and bikers. No way to enforce speed or safety Would be great if the trails were divided down the middle with machines on one side and pedestrians on the other. Suggest trial fencing sporadically placed to suggest dividing the lanes, with proper signage encouraging slowing down when passing pedestrians
Some of trails need pay for parking . I dont think residents should have to pay for parking since we already pay taxes to cover things like this in the community .
The curb at Algonquin College Pembroke needs to be removed. This is dangerous and I have seen people fall off their bikes or damage their rims while crossing the roadway. It isn't a college responsibility to do this, as others have suggested, as it is t their property.
Paving or smoother gravel. Fixing deep ridges on sloping trails. Riding a pedal or ebike on these trails is treacherous especially when trying to get out of the way of speeding ATVs.



I think it would be great to have more trails in crown lands, and if they exist having a way to know about them. We use the Algonquin trail daily, and bike from Renfrew to Cobden/ Arnprior. The crushed fine gravel is great, but at times the pot holes build up. Overall we're very impressed and it's a
Allow ATVs in winter
We NEED trails between Deep River and Pettawawa.....this is a dead zone, and it should not be. Great if your a snowmobiler.
Allow atv access year round
Bins for dog shit. Lights through popular areas
For the 4 wheelers, the pass should be like Ontario snowmobile . Not separate for every county. Also let dirt bikes on there
quit puttin stone dust on them, it's supposed to be a trail not a "road".
More multi seasonal trails
Completion of closed links
Picking up construction debris from previous years. Grading once a year for better water run off.
Ensure private property signs are clear. There are some that are some that are on crown land.
I find the trails to be well maintained
1) more hiking only trails with no motorized equipment 2) better and more garbage & recycle bins 3) pay parking for hiking in Calabogie - really? It should be free (ie all Ottawa trails, Gatineau Park etc) 4) hunting is a really big problem in the area. Better marking that hinting is not allowed near/on hiking trails. The large sign about hunting / wearing orange in front of many hiking trails in Calabogie is a sure way to freak people out and urge them to go elsewhere where they feel safe
Continued education for all users. To keep them open and functioning for all there will always be friction between motorized users and pedestrians etc
More facilities at more trailheads
I don't have many suggestions because I really like the trail systems. More (maintained) places to park and access the trails would be beneficial, as well as benches for resting, and garbages. One of my pet
awareness of trails, nice to see the many types of usage sharing the trail. do not E bike but see so many now it looks like fun.
Enforce dogs on leash and poop & scoop rules. Have had several encounters with aggressive dogs. Also lots of dog feces on the trails.
Resurface the Whitewater Township section of the CN rail line. Host walking/running/cycling events on the trail in an effort to create a larger community of like-minded people who live healthier lifestyles. ATV, side x sides: minimize motorized use due to air/noise pollution (emissions/dust/noise). Restrict motorized usage to only when conditions are dryer (summer/fall) to avoid rutting and trenching. Equine: restrict their time of year to only when conditions are dry. Ungulates create a huge
Drag the trails where the holes are in
It is difficult to have dual use of these trails (motor vehicles and pedestrians). There needs to be better oversight of speed and politeness of motor vehicles if walkers are to stay safe. It is about respect of use. The lanark trail has had issues with pedestrians almost being run over by disrespectful
Open up some trails in Mcnab Braeside for 4 wheelers and side by sides. These particular trails also need better maintenance. Trails around Glasgow Station are not open to side by sides etc.... why can't we open these up for everyone. I live right by trail access and I would welcome them. These

We live in Beachburg, one minute from the old rail bed and it certainly would be fantastic to have it upgraded like the Algonquin Trail!!
Maintain trail especially after big rain events to minimize potholes/drainage hole development
Signed trailhead parking lots Wayfinding signage to communities and services located off trail Multi-lingual interpretive signage (en/fr/alg)
Up keep and top dressed from calabogie right through to Renfrew. Not only part of the trail from upper Calabogie and from iron bridge.
I think it is key to educate all users this is a shared use system , there is a bit of an entitlement issue at times on these trails . Good signage in high traffic areas to slow down and be alert for pedestrian use and vice versa for bike , motorbike and Atv traffic. Would also like to see more road allowance for those needing to get fuel for thoe powersport equipment.
Expand the number and length of trails. Maintain trails (trail surface care, trim vegetation and improve conditions at intersection with busy roads). Post and enforce rules of the trails. More paved shoulders. More paved shoulders. Engage with local /adjacent communities and businesses about the potential benefits of the trail, to offer services, signage, rest areas/nodes. Induce cyclists from across
More extensive use of dust suppressants.
It's being used as an off leash dog park. My dog and I have been attacked by loose aggressive dogs multiple times. Having it patrolled with more signage about dogs ON leash would be amazing.
I would like to see everyone pay for a trail permit...not sure why only skidooers and atvs need to pay . Just seem more reasonable
<b>DEAL WITH THE SPEEDING. IT'S A MULTI-USE TRAIL, NOT AN EXCLUSIVE ATV/SXS OR SNOWMOBILE</b>
As with the problem with OFSC, Ontario Federation Snowmobile Club, private land access seems to be an issue with summer time activites like side x side and 4 wheelers. More and more people are abusing the trail system, such as off trail riding, which pisses off the land owners and then we lose access to those trials. The trail system in the non winter season is not as vast as there are crops in fields, swamps that are not frozen as well as lakes and rivers. Road riding is of course a lot easier as the machines have wheels, however, trail riding is obviously more enjoyable, rather riding down a road. We lost a winter trail off the rail bed towards Pakenham that goes up to White Lake. Land owners had enough and closed gates. More enforcement needs to happen to make sure people stay
No
EOTA Management. they are the pros.
Receptacles for dog poop. stop 4 wheelers from rutting the snow making it dangerous to walk.
All participants using the trails walking biking etc. should also pay a fee to help pay for upkeep
The stone dusting has greatly helped but periodic filling in some areas is still needed. Additionally, work should be accelerated to open the Algonquin Trail west of Wylie to the County line, to offer additional usage possibilities to residents and tourists in the northwestern part of the County.
More park & rides / trailheads would be my second highest priority.
Pedestrian cross walks everywhere the trail intersects with a road especially Daniel st in Arnprior
Garbage cans in town area, all year. Dog poop is a big issue. Also need to really team up with Bylaw to control the dog issues (off leash dogs and people not picking up after their dogs.) And who monitors and looks into issues with speeding and reckless driving of 4 wheelers on the trail? Most are really good but there's a few bad 4 wheel drivers that seem to use the trail often enough.

Charge people that aren't using motorized vehicles just the same as we are charged because when we use it we get grief from the people that walk and bicycle etc So many of them complain about Dust and ATVs speeding past them and whatnot , that might not be directly an answer to your question about the trails but in my opinion something needs to be done to separate the two because seems like an ongoing battle I've been given dirty looks multiple times even when slowing completely down while going past people walking,, give a friendly wave and get a nasty look. And I guarantee you good portion of the people doing the survey are going to be people that use it for merely for walking
Ensure that users do not stray onto private landowner land - especially to mud-bog, essentially
Only maintained in winter by snowmobile groomer. Would be nice for walkers if groomed on somewhat regular basis when snowmobile trails not open .
Better signage usually, more parking areas
Wonderful that we can all share this recreational space amicably
Signage at each town letting people know what resources are in those small towns. Perhaps "bike packing" camping areas. These could be privately owned and operated.
Continue with the maintenance but brush further back on the sides of the trail. Create historical plaques on the trail for example where the old Gillies Mill was in Braeside, there is a park like area and the township has placed a bench. Lots of snowmobiles, ATV's and walkers stop here. The area could be cleaned up a bit and historical plaques added in rest areas.
Better lighting and more garbage cans to stop the littering. More benches for the disabled and elderly individuals that walk the trail.
gravel often too deep for cycling, Arnprior section from Daniel to Division usually in rough shape
The biggest issue is people walking, biking, horses, and dogs should not be on the trails at all .
Some ATV users are not respecting the trail. They cut up the surface by performing donuts etc.
Trails running through Pembroke are increasingly becoming an area for marginalized citizens gather. This is leading to a sentiment of unease and nervousness to use the trails by many locals. If not addressed soon I can see this snowballing and having large impact on trail use in the more urban and
Enforcement of excessive noise vehicles using the trail.
Through-hike capabilities. Ie, the ability to hike one end of the trails to the other by camping along the way. People do this along the Appalachian trail, continental divide trail, etc, but there are no through hike trails in the area. This would require camping pads and possibly the odd garbage can or outhouse. But we could charge for through-hike or camping fees to offset or cover the costs. What would be really ideal would be a round trip trail that completely circles the perimeter of our large
Trail entrance for bikes on the East side of the Madawaska River... currently nowhere to access the Trail by bike on this side -- even tough for walkers.
Rest stops with pit privies like the PPJ. Parking lots at trail access points.
More signage for multi-purpose. Frequently four-wheelers or sleds go by without slowing down throwing dirty looks at walkers as though we should not be on the trail. Even when moving well to the side to allow them to pass with dogs on leash.
End discrimination against dirt bikes. 2 wheels should have the same opportunities as 4 wheels. Dirtbikes are less dangerous to pedestrians than larger 4 or 6 seater side by sides. They also weigh less, which damages the trails less. They have smaller engines and produce less co2 than atv's and SxS. They also produce less dust when using the trail, which is a big deal to other trail users. As a county it's your

I use the trail as a cyclist and walker and find a lot of ATVs do not respect speed limits or times of year. There is still snow on the trails in the spring and people are out with ATVs before May 1st. A lot of dust stirred up from ATVs deterred me from using it in the summer for cycling.
Dust level is bad, lowering speed or spraying in summer. Snowmobiles cause a lot of problems for walking and skiing with deep ruts
More toilets, especially at trailheads.
Mixing powered vehicles and walking people is a hazard. Lower speeds for powered vehicles. Powered vehicles are allowed on most roads should be hey wish to travel at high speeds.
Make gate entrances wider...have trouble getting my side x side thru....
By the way, I really love the trails in the county. It helps me discover parts of Ontario I didn't really knew before. The trails are almost perfect. I could just say that adding some extra rest areas would be best since there is not a lot of them in general. But, apart from that, I loved my experiences. Usually, I do a 3 days tours : Day 1 : Petawawa (ON) to Fort Coulonge (QC) Day 2 : Fort Coulonge (QC) to Arnprior (ON) via Quyon's ferry Day 3 : Arnprior to Ottawa via Carleton Place.
More trails to access would be even better. More awareness and signage as well.
Keep them open to everyone, including ATVs and two wheeled vehicles.
We love this trail! Would love to see the money used to keep it smooth and in good conditions. Maybe put money aside every year to make sure there are funds to "re-stone dust", if that's a thing. I'm all for it being multi-use, as long as the holes from the motorized traffic are filled.
1) trails should be properly maintained for ATV's NOT just skidoos 2) If we have to purchase a pass to use trails as ATV riders, those that walk etc need to be purchasing a trail pass to use them as well. And have it visible so those of us on ATV's can see it as well. 3) Trail passes should be a singular use pass for the year regardless of activity. Should NOT need to purchase a pass for each recreational activity/season. One and done for the year. 4) Extend ATV season by a month at the very least. More and more of us are giving up skidoos as there is no snow. 5) The trails were originally opened for those of us that use recreational vehicles. Now we have to "share the trails" with people walking etc, but those individuals yell, scream, throw rocks etc at us. The trails need to revert to recreational vehicles only, as people who'd like to walk their dogs etc, have plenty of places to go, whereas we do not. 6) If people are going to walk their dogs on the trails, they need to "scoop the poop", it costs us hundreds a of dollars at times to clean our ATV's of dog poop from careless users that don't clean up after their dogs. 7) Some of the entrances to the trails should not be "park and walk" as they block the
Grade the K&P from Barryvale past Flower Station
More public washrooms along the trails.
Bathroom stops
It was really good. The only issues is the ATVs really rip up the path and then make it hard to bike or jog on in some areas and have really increase the erosion in sensitive spots. So either the paths get topped up and graded every 2 or 3 years or the ATVs should be allowed on it because they do too much damage and don't respect the time they are supposes to use the paths. I am fine with everyone
Get rid of motorized vehicles
It would be wonderful in the winter to have one edge of the trail groomed with a cross-country ski
Enforcement of bylaws and approved usages . It is currently a free for all with no enforcement. Very
Would be awesome if the "B" trail could have the same surface quality as the main Algonquin Trail..

the trails are very good in some locations, some could use some maintenance on the sides and some entry paths to the trails
Signs with km marked to towns and other attractions. Allow other motorized vehicles like dirt bikes
Garbage bins (chained down) would be great along the trails too.
Allowing dirt bikes would be fantastic. I bought my dirtbike when we moved here because of the trail only to find out I can't use it. It would also be nice to be able to report dangerous ruts from washout.
Allow dirt bikes access to all the trails available to ATV's
provide water for trail users out of a common area tap, have bike rental business' for trail users, i would suggest widening the trails so we dont have to get off the trail just to let someone else pass by
it would be wonderful if they extended further linking to other trail networks
Repair damage as it occurs. Maintain refuse collections (containers, emptying, clean up spills)
Perhaps some lighting for security at night
i rated them a 6 because sometimes they are 10 and other times they are unrideable. stretches can vary, it starts out good then further down you need to move to the paved road or turn around...or it looks bad so you go elsewhere then meet others who say getting on 2km downtrail was good. I know its hard but maybe some sort of online trail condition signage mapping could help me plan where to
Not sure if this is part of survey but I think locals should have parking passes at eagles nest. Was fine before Covid and I use that trail often. We already pay taxes .
Trails require some work on the footings. The old rail rocks are not suitable for much. And increase in signage especially in gates would be great.
A paved bike lane would be nice
Finish grading and screening on Algonquin trail. More signage!
Because the priority listing only offers one choice, as a second choice Signage for services in the area is often appreciated - it allows for users to leave the trails and benefit from local businesses.
more milage/length. Create trail on old rail line from Beachburg to Pembroke.
Don't just leave it to the skidoo and ATV clubs to fix wash out and culvert needs, support them more. If you are supporting, do more to let us know.
More garbage cans
Add gravel to more sections so they are easier to walk, and tide bikes and snowmobiles.
Need trails that are not multi-use. Cross country skiing can't occurred with snowmobiles and ATVs cause ruts making it difficult to pass on a bike.
Better signage, covered shelter for when it rains or storms
Make them wider.

Does my selection above mean slow the motors down so we can go onto the trails more frequently and walk more safely or does it mean you want dirt bikes on there now more than they already are? Perhaps some speed bumps or small contained curves in the trail to slow speeds and reduce the noise(s)? I would like to be able to populate the line above with some things other than what you are suggesting but when I try it gets kicked out for only your answers. I would like to see the trails used in winter by more passive uses than just the sleds.....their speeds alone make it unsafe for any pedestrians to be on these trails, let alone our 10 grand children who would love to walk and ski there.....and I haven't commented on the sleds failures to stop at crossings..... *****Why weren't we included in these decisions when the County decided to originally buy the railway? ****I especially like the next exercise on budgeting.....I have left 96 000 in the budget to spend on more enforcement or for sound barriers in residential areas.....your expenditure items limit my best choices so I have
Grating of the trail more often would be good
Seek continued expansion of the system
Pave the surface . It gets rid of the dust issue created by ATV,s. Also, you are going to have to resurface the trails every couple of years due to the 2 ruts the ATV,s are creating. Paving them also sorts this out. All the trails around Ottawa are paved, so why are the trails in Renfrew county only stone dust?
Better signage and direction or you are here maps. Better at filling in pot holes or atv ruts. Brush
Fix the washout near Pucker St heading to Ferguslee in the rock cut area before someone gets killed
No
Bench's should be plentiful on the trails in town ... walking with seniors who struggle with their mobility makes using the trails Impossible right now since benches are sparse or non existent.
I want to say that my wife and I snowmobile quite often throughout the winter and enjoy the trails immensely. Specifically that we can leave from Irving in Pembroke and go to Barry's Bay, Arnprior, Mattawa, North Bay and even further destinations. It is wonderful that they cost for this reason and
Stop listening to people complain about the use of the trails
Love the County's Trails! Wish there were more for greater connectivity across the Valley
Extend to Deep River and west from Petawawa
Have community groups be responsible for keeping trails clean. Need washrooms.
A crosswalk where the trail crosses Daniel Street in Arnprior would be great, although I imagine traffic flow on the street means it's not feasible. Biking would also be much easier if trails were asphalt but I am guessing that takes a lot more money.
Mulching to cover exposed tree roots especially at the entrances from both sides of the parking lot.
The trails are in great condition for what we do, we want more and love multi user systems
More of them
More patrolling and awareness of what the rules are and who is allowed to use it
Greater patrol- the speed at which some vehicles travel on the trails is insane and makes them unsafe
Year round atv/utv use of some trails (or at least open to atv/utv as long as winter hasn't arrived since it seems to get later each year)
Stop charging a fee for ATV use
A Trail to connect stonecliff to Mattawa.
Maintaining surface and repairing washouts
Too much gravel makes biking difficult, please remove and replace with packed-down stone dust.

Maintenance is priority
In my humble opinion, Renfrew county has some of the most beautiful trails in eastern Ontario and you don't need to change a thing. It's one of the many reasons we put down roots here. Whatever person/group of people convinced you that this survey was necessary, likely have some kind of motive. I would question the motive(s). Please focus on keeping our communities safe from crime, offer incentive/opportunity for economic growth and lower taxes. If you laughed at that last line, you may want to look in the mirror. If you don't see character in your reflection, get out of politics.
Rebuild/replace the Calabogie Lake railbed crossing.
Trail widening and signage are always great And of course more and more trails !
Stop giving them to snowmobiles. Walks are difficult/scary with loud fast machines on them. Winter on the trails becomes impossible for nature lovers and walkers.
Public composting toilets along trails or at trailheads
Policing them for safety
Do not allow clubs to charge user fees (renfrew county atv club)
Either trying to establish a bit of a drainage solution, or having the trail wash outs fixed. There are a lot of large holes/cuts into the trail where water has run. These holes/gaps are a big tripping hazard and some are large enough to damage a bicycle wheel if one were to run over it. More signs of "passing priority" or who has the right of way posted throughout the trail would be nice as well. I have had ATVs that purposefully sped up going by me on my bicycle and then proceeded to cause a big dust cloud for me to have to bike through. Some atv riders have also given me the finger after they have done this while I am on my bicycle. Reminders that the trail is multi user friendly even though the ATVs
Yes start fixing waterholes replace plugged Colbert
make trail go to Arnprior
Allow ATVs year round
From the previous list, I would also suggest more rest areas/toilets.
Allowing side by sides or arcs to have access until there's a few inches of snow instead of the current
The dust is an issue, because walkers/cyclists resent ATV riders when they pass by even crawling so slowly past them. I understand it is a difficult thing to upkeep, but maybe open up volunteering of spraying the trails more? I'm not sure what can solve this, but when I pass through Almonte and Arnprior, not everyone is happy to see a motor vehicle on what they think should be a walking/cycling
I have arthritis in my feet. It is important for me that the base be fairly level. That way I can go further. Having benches and rest areas allows me to stop when I need to. I love to walk in the bush but stepping on tree roots is very hard on my feet. Also, having some angle parking near the trail
Occasional washrooms would be a great addition. These could be portable toilets or signage to areas where vendors have agreed to washroom facility use. (Vendors are likely to gain sales as most riders appreciate the use of facilities and will purchase something just as a courtesy). Using "the great outdoors" is risky as environmental risks such as ticks, poisonous vegetation etc is an increasing
some trails have such chunky rocks on them they are not suited for cycling. As well snowmobiling and ATV's need and have their own network. Have had dangerous encounters with both. Motorized use and families /kids are not compatible.
I look forward to completion of the trail from Wylie Rd to Mackey

All trail users should have insurance, or some sort of skin in the game, to enjoy the use of trails. Majority the burden rests primarily on snowmobile trail permit holders, and their clubs. As an insured, licensed trail user, I find it bothersome while I share the trail with anyone who wishes to use them, I am in return vilified by the very people who enjoy the trails at no cost to them.
few more garbage disposal barrels ..although you cannot stop irresponsible dog owners for not following the poop and scoop rule but for ones that do as well as garbage along the way people drop
Keep up the good work with signage especially when entering community zones
Motorcycles should be allowed to ride anywhere the ATVs and SxS can go. I believe its unfair to include certain groups of riders and not everyone else.
Plow in winter for regular cycling Speed cameras. There are still far too many atvs passing at dangerous speeds, especially through pembroke Also more trails through dense population centres like Pembroke, Petawawa and Renfrew to keep cyclists off the road where they face the danger of vehicular traffic. According to Pembroke and Laurentian Valley's own survey the number one reason people don't cycle more is safety concerns. Treat the trail system as a legitimate transportation artery
The k&p trail is usually flooded, has large pot holes, or mud holes towards calabogie. Stone dust seems to really help where it has been applied. It is understood that there's only so much money for improvements each year and what has been done seems to hold up.
Training equipment like Spartan races, for people who like to train can use at any time
Algonquin Trail is well maintained K & P trail needs lots of maintenance
As a cyclist who bikes all these rail trails regularly, I really appreciate the surface being kept in suitable shape for hybrid bikes, meaning packed stone dust and not too large size gravel. Also don't forget the CN Trail from Arnprior to Renfrew which allows a circuit with the OVRT. To me, it's the trail
Would like to see kilometer markers completed. Maybe a program to adopt a small section of trail to help pick up garbage.
More eco friendly rest areas
Separate trail for motorized off road vehicles
Trim the trees on your side of the fence
Paving them and making them more bicycle friendly rather than ATV friendly would be wonderful. We should be encouraging active living with these trails instead of motorized recreation.
Make the rail line from Pembroke line to Beachburg (and to the Quebec bridge) into a multi- use Trail
Not really
Cycling can be difficult at times due to the ruts made by ATVs and water. Not all ATV operators obey the speed limits and the trail can be choked with clouds of dust in the summer months.
The trails (K&P and Algonquin) are both pretty well maintained. K&P can be rough on a bicycle, but overall, it's pretty good. I would love to see the odd rest area with a picnic table and an outhouse. More signage at each trailhead and to local businesses in town is a must (ie where can I get coffee,
Enforce dogs on leash! I have been attacked by dogs that are not on a leash several times.
Sound barrier fence, more gates to slow down motorized use
Just down trees
Have to leave trail to find a washroom at Tim Hortons or wherever you can. I have encountered people urinating on trail when no other option available.
more signs on atv trails



-some distance markers (great for meeting point, fitness tracking, goal setting) -would love to have benches or picnic tables
More support from law enforcement to help police the trails due to those abusing the trails. Enforced penalties for those who dump trash on the trails, ride closed trails during off season, excessive speed,
Parking close by
More enforcement with speeders and modified exhaust
ATV speed enforcement at Thomas Street in Arnprior, that is a crossing to a playground. Also Modified exhaust systems create frustration with residential area. Dust control needs improvement as a result of the excessive speed that is continuous between Daniel St. and the Madawaska river. Both
Repairing washouts. Install appropriate sized culverts in areas where flooding occurs often. When large events/rides are run, it would be helpful to provide info about recreating responsibly, as the trails and surrounding areas often take a toll from that type of high-volume traffic in such a short period.
Repair washouts, install culverts
Trail heads and signage go hand in hand they are also part of an economic development strategy to connect trail users with businesses and services in trail head towns.
Some areas have larger rocks that are not flattened. Another interesting idea would be more water
Would like to see horseback users to toss manure off trail or use a tail bag collector.
Keep them unmotorized
The trails lack outhouses it's a long trail on a bike without one.
Rest areas with facilities and cover.
Ensure all railway spikes are removed so I don't keep having to plug tires or change them on the trail due to railway spikes punctures. Better police presence, or trail wardens to fine drivers that speed excessively with no care for other on the trail no matter the mode of transportation or walking of
It would be nice to have a fair number of trails designated no motorized traffic.
I don't mind the trail being Gravel when I'm on my bike, it provides a nice challenge and I stop and spend money in the town's I pass through. Some benches with a bit of shade every so often with signage marking distance to the next town or rest area it would be nice. Seasonal portapotties or even an outhouse may be good amenities to reduce waste on the side of the trail.
More trails , more season
The atvs really rut up the trails for other users I'm not anti atv but they do create a lot of washboard and ruts and really diminish the lifetime of the trails. I don't know what the answer is.
Trails are one of our greatest treasures. Please keep them open and accessible for all. Great way to encourage socialization and physical fitness to keep us all healthier and benefit society.
Our group mountain bikes at the Algonquin Pass trailhead off Grants Settlement Rd. We probably make it 6 times a year. This area is already excellent but could use some support/TLC.
Reduce motorized vehicles on route. ATVs and Snowmobiles frequently speed and cause danger to
Interventions with residents that don't tie up their dogs. There is a Rottweiler between Pembroke and Cobden that is rarely tied up.
I heard there's no dirtbikes allowed on this trail? Is that true? Because that makes ZERO sense of you're already letting 4wheelers on there. I don't use the trail because of this one problem. If you
Rehabilitate existing rail bridges, where possible. Don't allow private ownership that causes segmentation of the rail trails.
not at this time

No-service campsites for people on bicycle tours (maybe near Bartle Lane or Braeside Beach?). Shelter and/or picnic table + outhouse every 5km as is the case for the Veloroute des Draveurs.
Allow dirbikes on more trails.
More access to the trails in regards to municipalities creating bylaws to permit atvs and sleds to drive on their side streets. Not all riders have trailers or space to park a trailer.
It's unacceptable that the township of greater Madawaska is fighting a resident regarding the alleged easement on Bluff Point Drive. This would be make for an interesting exposé in mainstream media about the crooked politics of some small towns.
better signage and information available on google maps about parking areas/trailheads
Love to see trails being used - want to include / be accessible to all - benches / the odd shaded area (partial shelter) / well maintained / access points and parking
Allow off road dirt bikes the same access as ATV's and side by sides.
More townships, including my own, need to allow road-legal atvs on their roads to gain access to the trails. I completely understand and agree that some busier and main roads in town should be excluded for safety reasons, but there is no reason why back roads on the outer edges of towns in particular can't allow it. Especially when roads closer to the town center are included for "access to businesses" but our road, connected to a township that allows atvs on roads, has it banned. As it stands now, we're expected to trailer ours to a parking area fairly far away, when we could instead ride less than a
signage at all road crossing so you always know where you are.
I would love to see the county participate in/support the creation of a river access trail at the end of the whitewater section in Whitewater Township.
No
No
Very happy at this point with the improvements being done on annual basis.
smoother surfaces in the summer months
Monitor and fine people who are speeding and using the trails during closure
Ban motorized vehicles. It's only a matter of time until a pedestrian or cyclist is killed by an ATV or dirt bike flying around a corner.
Put signage at each road that we cross, to know where we are on a map.
Waste of tax dollars.
Doing a Geat Job keep it mulit use as us older people appreciate the atv use when young we could
Have walking paths separate from ATV/Skidoo. Most ATV drivers are safe but 10% drive too close anbd dont slow down, even when we move to the side to make it easy. Better signage might help. Also some enforcement, there is currentlky ZERO enforcement. At least in the residential areas of the trail
where are the garbage containers - for dog poop
more garbage cans so that dog walkers can dispose of their pet's toiletings and so those using motorized vehicles can throw away their coffee cups and other garbage. Parts of the trial are getting overgrown with weeds and maybe permission can be sought to use a strong weed killer to keep the
Distance signs
Rest areas with garbage cans Signage re motorized vehicle speed Periodic patrol for speeding of snowmobiles and 4 wheelers (a number of users make it less safe for walkers and cyclists

Getting the surface flat
The local communities that border the trails must be more open minded and also more ATV friendly, I live less than a kilometer away from the trails but rarely use them as I must trailer my ATV, drive 2 kilometers to then park and unload before I can start to ride. Myself like many others head to different locations, either crown land, other trails or in my case over to the Quebec side to ride in one of the many ZEC's. This is money that could be spent locally on fuel, food, accommodations and accessories that is being spent elsewhere. Many of the towns and cities in Renfrew county have placed strict restrictions on the use of off road vehicles within their limits, for example Renfrew has very liberal limitations in place that allow local residents as well as those in motels/hotels to easily access the trails without having to trailer and travel to a staging area to park and unload. Petawawa on the other hand only recently allowed offroad vehicles to travel off the trail for fuel and food but only directly adjacent to the trail, Petawawa and other locations should adopt the same model Renfrew has
More litter bins.
Would greatly appreciate poop and scoop being enforced. Many are using the trails and not picking up which makes it challenging for walkers (especially runners) to dodge.
Regularly getting rid of ruts at road crossings.
The Algonquin trail is perfect but the K&P was in terrible shape but it has been graded I think. That trail probably gets a lot more use so an increase in grading would be nice.
Full completion of connected trails. Advertised connections via roadways as required. Upon completion have a digital map available, way finding signage, optional distance markers, signage advertising local communities, businesses nearby (especially those who opt in to support the trail) The interactive map didn't allow more than 3 pins (likely user error). Please add a pin crossing highway 17 at the Petawawa forestry. I would like to see a connection towards Petawawa on either side of the highway connecting the current trail towards Petawawa and Pembroke. I understand that access to Base in the summer may be the issue but a connecting towards Petawawa without the need to drive would be amazing. Also, in the other direction the continued development towards Bisset Creek from Wylie Rd or Rolphoton would be truly appreciated as well. Thank you for your hard work and vision in
The gate areas could be better maintained as the trails gets very deep and uneven. Also the area before crossings developed loose gravel. Sides could be trimmed more frequently.
Increased parking areas would be appreciated.
Reduced speed limit (20 kph) on stretches of trail abutting residences, signage and enforcement of speed limits. Also, application of calcium to reduce dust on stretches abutting homes.
Remove motorized vehicles
More trail heads for parking and overnight camping for backpacking trip along the route.
Improve tree planting on sides of trail.
Per ml it ATVing in winter months, even on selected parts of the trail.
Preventative maintenance in areas prone to erosion. Better enforcement/education regarding rules - some damage from motorized vehicles using the trails improperly and/or in conditions where damage

We live near the Algonquin Trail in Horton Township (Pastway Road) and we have had a few visitors to our home tell us that google maps directed them to take the trail when driving to our house. Last summer, when there was a traffic accident on Hwy 17 and O'Brien and the Hwy was closed, cars and trucks were driving on the Algonquin trail in confusion. I'm not sure how to correct this with Google, but signage at major road intersections would be helpful to keep these vehicles off the trail.

do not allow dirt bikes on this trail.

I like cycling on the trail, but the conditions in certain areas are not good for cycling. Some sections are good. Through Arnprior is bad. Last time we tried to cycle from Arnrrior to Pakenham there was so much loose stone dust we were unable to cycle, and haven't tried again since. I would use the trail more for cycling if the conditions were more consistent and if conditions for cycling could be kept in mind. My trail use has been decreasing due to that and the heavy motorized traffic at certain times of day. I don't cross country ski on it anymore due to snow mobiles, but I understand that they need

please add parking spots along the trail tired of people randomly pulling into our drive way because they think it's public property and leave their cars in our way thanks

Allow atv's to use them when there is no snow, like this winter . The trails haven't even opened for snowmobiles but we still can't use them

On a regular 5 km stretch, benches and " dry toilets" would be a great thing as an avid walker and nature observer, that is what would improve this trail. Good thing to in winter for the snow trails. Adding points of communications in case of Emerg.

In order to encourage stoop and scoop, have bag stations available in certain areas like they do in Ontario Parks, as it is sometimes disgusting the amount of feces left on the trail (and horse droppings

Water infrastructure would be amazing... I bike on the OVT in the summer. In my opinion, it's one of the finest trails in Canada and I've biked on many. I'll go for a 6 hour ride listening to an audiobook and it really is just the best way to spend a beautiful summer day. The only thing that would make a difference for me as a user would be the addition of water infrastructure. I get that it is a very expensive upgrade, but I've been on numerous other trails that have it and it makes a world of difference on hot summer days. If I bike from Petawawa to Arnprior and back I'll need to drink about 6 liters of water. If there were water stations at points along the trail it would really improve my experience. There are points where it would be more reasonable like where the trail intersects public parks in Pembroke, or Cobden, or Renfrew, or other areas... I get that it is a major project, but yeah, it

I don't feel safe using the trails in the town of Renfrew because snow mobiles and ATV 's drive too fast. Yhink these vehicles should be banned within the town limits. Also very noisy for those who live near them. Also irresponsible dog owners let their dogs run loose and I'm afraid my dogs ir myself may be bitten as many have that are out walking. These trails should not just be for the enjoyment of

Make it clear where to park and where to start, and what vehicles/horse/etc. are allowed where.

Driving navigation signage. Look at all the road signs advertising the Bonnechere Caves... everywhere there is a Caves sign, should be a sign for the closest trail.

Add port a potties so women have a place to go to the washroom

ATV and motor bike go to fast in Petawawa section bring up dust clouds no one can breath also safety issue when unpredictable drivers and cyclist are put together at high speed size matters!

Public places to park.

benches and rest areas
more of a comment for safety - in Cobden the trail located between Astrolabe and Main street do not have any barriers at either entrance, thus it is common to see trucks and cars using it as a road. Curious why no barriers in that section of the trail. Otherwise all is good
in Renfrew at the end of Mutual st there is a trail by the Bonnechere river. These were well established back 30 years ago but are not cared for and overgrown. So beautiful on them. Also more trails on crown land is always a good idea too. Expand them please
Signs telling Walker's that licensed vehicles have as much right on trails as they do. Our licensing fee helps keep trails in shape while they have use at no cost.
More surveillance by officers or county staff to enforce the posted speed limits. Most riders are very respectful but some are driving over speed limits and do not slow down when going by people walking. Gates on K and P are currently left open as many people have keys.
Signage (and or a map board of the business district) of services in the Town of Renfrew and also directions to the said service would help those of us not familiar with what's in town and how to reach
Install some benches at crossings or scenic spots.
The old rail trail through Beachburg . . . riding a bicycle or walking on the old rail stones are very difficult . . . would create an amazing recreational corridor through the town year round. Not just for machines . . . multi use would be incredible for all. Similar to Pembroke!!!
I would like to see the old CN line from Arnprior to Renfrew upgraded with a stone dust base!
More enforcement on ATV's speeding, and driving in a manner to create deterioration of the trails
Reminders to those using motorized vehicles to slow down and move over for pedestrians. More trail marshals might be a thought too.
Everyone who uses the trail should be required to pay for a pass not just snowmobiles and those who
Keeping the dust down by spreading calcium. enforcement of no motorcycle's or dirt bikes.
Clear and frequent signage for pedestrians to move to the side when snowmobiles are approaching. To walk single file. And MANDATORY reflective wear/lights while walking.
Keep trails open to motorized vehicles
Keep cross country skiers off snowmobile trails
Taking care of harmful, super spreading weeds and planting native trees to provide shade
Allow dirt bikes that have green plates and insurance to use the trail system. Dirt bikes should not be treated any differently than atv,sleds or sxs
Very happy to travel to your area once or twice a year to ride my sled or dirt bike. Appreciate that you provide the opportunity to enjoy the great outdoors
Allow Dirt bikes to use the trail system. Stop this double standard of ATV's and sxs having exclusive
Keep linking trails for Dirtbikes
Schedule for motor vehicles vs. Pedestrians, joggers & cyclists (clean air quality for exercise/physical
Invest in trail development! We have a unique opportunity to work with local trail organizations
Trail near Algonquin college in Pembroke doesn't have proper transitions to road elevation.
Dust control, repair potholes
Add some washroom facilities it is difficult for children and seniors to go without for any length of time

It would be great to see the county take advantage of the cross country ski opportunities the trail provides. In some regions in Canada, these trails are used to host large events (loppet) where competitive and recreational skiers ski large distances. Having groomed trails or sections where only active users take advantage of the trail could be a big win for tourism and providing outdoor
Your survey. Is 10 a high rate or low? Be specific. The ski doos and 4 wheel wreck the trails for walking and ski. Can they stick to one side?
manage wash outs from beaver dams
Better parking to access different sections of the trails. The K&P east of Pucker Street has a washout problem due to the rock walls that make adequate ditching probably difficult to improve. The side gates roadway for get damaged by ATV's torquing out of them and don't get graded when the main trail in done. The renfrew to Pucker street needs upgrading.
No
Linking more trails would be lovely. Especially in Beachburg. There is a large group of outdoor enthusiasts in that area and it would be super beneficial to have access to leisure trails that would link up to the Algonquin Trail system near Pembroke. Such a great option for commuting as well.
Speeding of ATVs is a problem. Difficult problem to remedy when people are selfish and refuse to
Smooth out washboard bumps at intersections.
Speed signage for snowmobiles and noise enforcement
More mams on line
No
None
More single track trails for dirt bike

1- Do NOT require trail permits for use of the trail. (This includes ATV use most notably). Certainly do NOT allow a third party organization/club/association to have any kind of control/authority over these trails or their use (other than allowing volunteer maintenance operations). 2- K&P trail from Renfrew to Ashdad is full of potholes and has been for about a decade, getting progressively worse. These would have required only minor repair & investment (grading of a few small spots) had they been addressed in a timely manner, but the trail was rather neglected & will now be a more involved effort. Neglect = Minor maintenance turned to major repair. From what I've witnessed, a lot of this damage seems to be started by the extensive 'woops' created by snowmobiles on the (occasionally)groomed snow surface in the winter along with the melting snow/water trenching out the trails due to the hard-pack groomed snow surface & high shoulders of snowmobile trails preventing water from draining more evenly during spring. (Melt water has nowhere to go in the hard-pack snow/ice and creates concentrated trenches that excavate the railbed below. Regular minor maintenance would go a long way (spot grading/filling during summer & snowmobile clubs keeping on top of grooming in winter to avoid woops. Driver education/signage for snowmobilers to decrease unnecessary track spinning (which causes excessive woops) could be helpful. 3- Stop spraying herbicides/pesticides on public trails. Many people (and animals) forage along these trails. Periodic trimming/ maintenance is all that's needed. 4- Year-round ATV use/access would be beneficial. As an icefisher who legally uses an atv on snowmobile trails to access fishing areas, I can attest that my atv & sxs do no more or possibly even less damage to the groomed trails than the average snowmobile, when driven appropriately. I also snowmobile as well, so am able to compare without much bias. I prefer atv/sxs in almost every scenario except for deep unpacked snow or slush, which are rarely found on regularly groomed trails. Atvs should be able to ride the groomed trails all-year, especially when equipped with tracks. More people own & use atv/sxs than snowmobiles, and not being able to use the public trails from Nov-May is ridiculous - especially when snowmobile trails aren't open the vast majority of the winter season. 5- Allow dirtbikes & Enduro motorcycles to use the trails. As long as they are insured, they should be treated no differently than an atv/sxs. 6- Betterupdated signage & map boards. 7- Less OPP / Police

The more we can use enduro/dirt bikes on the trail the better, Better singage is also a priority

Expanding the County trail network using the B Trail through Pembroke to the Algonquin Trail and the B Trail south in Laurentian Valley Township.

My family uses this forest for a way to spend time together. We use it for dirt biking and it's a beautiful area to have my kids in. Surrounded by nature and not video games. Thank you!

Trails sometimes get disallowed by private owners. Sometimes a new owner that is not interested, other times it is an existing owner that feels they have been disrespected by inappropriate use. Increased support from the municipality to re-establish trails or obtain new trails. This can be in the form of facilitating and advicating healthy dialog between property owners and clubs.

Officially allow the use of motorbikes on trails

Link through the base and all the way to Mattawa

Allow insured dirt bikes and blue plated dual purpose motorcycles to utilize trails currently open to Multi use trails on the crown land, For all users, Both single 1 meter and 2 meter trails. For both Motorized and non-motorized users, this works very well at many other forest area's Simco county, Limerick Forest UCLG, Larose forest Ottawa. Working with ( partners) local clubs OFATV OFTR BYTOWN User fee almost never generated more income then it cost to run program. Clubs enforce

From the Pembroke area we go to Renfrew, Arnprior, and Calabogie. We have to return the way we came so an alternate trail (a loop) would give variety.
Prevent land from being bought to prevent multi use trails.
Ensure multi use philosophy is promoted and protected
Connect the K&P to Lanark by opening the trail in Calabogie with the causeway.
Make the trails more accessible from Deep River
Rest stops and maybe a washroom .
Too hard for bike riding in summer. Too much sand.
Trail cameras between Forced Rd. and Boundary Rd. W. To catch dog walkers that don't dispose of dog poop and garbage cans to put the bags in.
Dirt bikes
Keep up on brush control.
No, a great job has been done by all
Inexpensive Hiker/biker campsites with outhouse, firepit, picnic table and potable water
That all users pay a fee for the enjoyment that they get from the trails. Not just motorized forms.
A central site that shows all available trails, their conditions (open/closed) and directions
Atvs cause ridges that are dangerous for bikers when passing thru the gates. If the small straight openings at the gates sew a little wider and better lined up with the path, bikes could use that instead
i think the trail is great
We have lived beside the Algonquin Trail for 5 years. As a regular user (foot, cycling and ATV) we've NEVER seen any rules enforcement activities at all. We pay taxes and \$150+/yr on ATV permits, insurance, etc...why bother. Having said that, the majority of users seem to be well behaved.
Multi use pass
More trails and maintenance would be great! Thanks
Improved way finding signage
I consider all of the above potential improvements except for allowance of greater trail activities as important improvements.
I think that there is a misperception among certain members of the public that ATV and snowmobile use is a detrimental and incompatible use with respect to the trails. I don't think that there is enough of a public campaign and information provided by municipal partners with respect to the significant financial contributions made by these powersport organizations to the operation, maintenance and capital improvements to the trails. This should be done by way of, among other things, signage. Residents should also be made aware of what the tax burden payable to individual taxpayers would be save and except for the contributions of the powersports industry to the trails. Powersports users are
More information would be helpful. I have come across mention of Hiking trails in Renfrew County Forests, but can find no information or maps. We always end up going to Shaw Woods instead.
Develop a gravel trail from Calabogie to Barryvale using the old causeway across the lake (would need a short bridge) plus Bluff Point road or some other route through that area. Purpose - avoid the paved and very busy Hwy 511 and Barryvale Rd. In other words, recreate some approximation of the old K&P



ATV traffic is completely wrecking trails like the K&P and rail trails in Renfrew. The K&P received maintenance in the last couple of years but there are still bad sections (as of 2023) and the ATVs will only lead to unworkable conditions for active sports. And trails that are squarely for walking / skiing such as the Nordic ski trails in Calabogie and Eagles Nest are also getting similarly damaged with mud pools and erosion etc. The Renfrew County forest is awful for hiking and cycling and I avoid it. It is
Let dirt bikes legally ride the trails
Rest area with outhouse/porta-potty and benches or picnic tables. Signage showing rest areas, toilets, parking, other amenities. We come from out of the county, and the above are all appreciated
It would be nice to be able to ride my dirt-bike on the trails. My boyfriend and I can't load up our bikes every time we go out. Not being able to use the trails really limits our access and enjoyment.
Advertise the trail maps a bit better
Let me and my family legally use dirt bikes and dual sport motorcycles on the trail networks.
Allowing dirtbikes on the Renfrew County trail network would add excitement and variety for outdoor enthusiasts, boosting tourism and supporting local economies. It's a fun way to explore the area while enjoying the thrill of off-road riding, and there's no difference in the safety risks compared to ATVs. Let's rev up the trails and make them accessible to everyone!
Allow off-road motorcycles on more trails
It's appears that only motorized 2 wheeled mobility vehicles are being discriminated against in Renfrew county. It would be great to see the same allowances for dirt bikes as side by sides and ATVs.
Allow dirt bikers on the trails
Large and motorized vehicles break up the surface and create impassable areas for bicycles. Large side by side vehicles are not able to safely pass a bicycle with the bicycle fully stopping
Allow registered and insured dirt bikes on the rail trails and ease of gaining insurance for dirt bikes under 150cc in order to get more people into the sport
Some of the trails, for a lack of better words. suck major donkey dick
We were told by opp that we werent allowed on them so....either educate the opp or allow us responsible, plated and insured dirtbike/enduro to access.
Improve the access and opportunity for motorized access (OHV, motorcycle, etc) use
Would love to take some time off and hit the trails on my dirtbike.
Allow offroad motorcycles which are green plated and insured to use the trails
More trails equals less run ins with people. Seems like you're more in nature with fewer people around
drainage/crushed stone in some wet areas.
Decriminalize dirt biking! I would make many vacations to enjoy these trails!
Motorcycle inclusivity.
More rule enforcement ...curb the misuse so more passive trail use is enjoyed. I won't take my grand children any where near the speeds or the free roaming dogs .....how do you know if you are getting responses from residents and not just from special interest groups from the other side of the province?
I was told motorcycles were not allowed. So I've never been. If this changes then I'd most likely hit the
These should be setup with leave no trace camping for hiking the entirety of the longer trails like the K&P. This could be a draw for tourism to the area.
Madawaska Ski Trail across from Calabogie Hills could have better parking and access to green trails without having to go on an immediate trail first

The Eagle's Nest trail is fabulous but it seems every time I go in the summer or fall on the weekend, there are motorized vehicles on it. This is not safe. It is also not respectful of this sacred Indigenous
LET DIRBIKES ON THE TRAIL!
BETTER ACCESS FOR ALL USERS
Pedestrian controlled crossings in urban towns. as a cyclist, in Arnprior, for example, crossing Daniel St. On the Algonquin trail is intimidating. Crossing Hwy 17 several times near Haley's is also very
Better surface for Beachburg trail into Pembroke
Ensure that users clean up after their animals. Too much horse and dog poop left on the trail.
Inform skidoo and ATV riders that this is a shared trail.
More snow but that is mother nature. I only use for snowmobile riding, nothing else.
Better Signage- kilometre markings, speed limits Maintaining trails at the first few snows before the snowmobiles are on them (ie so they are walkable) Rest benches along the trail - simple benches
When I ride the trail (bike) it would be nice to have small signage stating amenities that are coming up
Renfrew County could have rental stations (e-bikes, petal bikes) for people who can't afford and tourists. (In Petawawa, Pembroke, Cobden, Renfrew, Arnprior, Calabogie, etc) can ride town to town (replace batteries etc) Have designated camping spots, for one night only (evening until early morning) no fires, portapotties, and fix-it stations available. Have all trails use crushed lime stone and not sand. Speed / noise limits in town and around homes less than 25 km (dirt bikes, atvs, etc)
Somehow monitor/prohibit ATVs from driving on the trails from Dec 1 until May. The treads wreck the trails for walking in the winter if it gets soft. Gates allowing only walkers and sleds would put an end to
Install lighting and security cameras at trail heads.
More bicycle friendly (pea gravel vs loose rocks)
I would feel safer if there were designated day or time for non motorized activities. I often refrain. From using the trails on weekends and evenings when typically motorized traffic is heavier. Although most drivers are respectful and slow down when approaching and passing non motorized users those
Trail improvements between pucker st and renfrew k and p trails like was done to a section closer to fine stone dust for gravel/road bikes hard to do but as a cyclist, I always cringe when 4 wheelers pass by because I breathe stone dust in following them, so maybe keeping paths wet to reduce dust?
finer aggregate for smoother riding
Better dust control. Have bicycle users require a pass, just like snowmobile and ATV users do.
I think with the rest areas, people would use bathrooms if there were any. I think signage would help when there are new tourists on the trail. The trails are fantastic for everyone and I think businesses can take advantage of it if they publicize their businesses
Intersections at lane ways and roadways need to be cleared back for sight lines better. Regular patrols by the OPP to make sure speed limits are followed and stop signs are obeyed by motor vehicles. More patrols by county staff to ensure garbage is not being dumped and people are cleaning up after their animals whether it be a dog or horse. Landowners are tired of dealing with trespassers from the trails, coming off the trails and exploring on private lands. It would be appreciated if the county would help with some signage and aiding in repairing some of the fences that have been vandalized by trespassers.

I'm only using the trail within Arnprior for walking so I see the trail at a slow speed as opposed to a vehicle. In a prefect world I'd like to see more native shade trees planted and a variety of species. Also some native plants to support pollinators. There are trees that get their limbs sawed off near the trail so they don't grow onto the trail but they are just hacked off. It would be nice to see them properly pruned. They would look nicer and be less maintenance in the long run. Also would be nice if the wild parsnip was nipped in the bud and prevented from seeding in the first place to reduce the amount of spraying needed. Obviously these suggestions are focus on the trails in town where there are more
more maps
Have more trails connected for peddle bikes.
I use the trails when I know I have the least chance of encountering motorbikes, or ATVs. The trail has become a dirt road which allows motorized vehicle easy access to any remaining bit of nature we have. In the brief window when ATVs are supposed to be off the trail I see families out with young children, more dog walkers, kids learning how to ride bikes. Then May comes, the ATVs take over again, and it
Allow side by sides on for a longer season, November and April are never used by snowmobiles. Would be ideal to extend season for atv, sbs for at least those 2 months.
On winter, groom a classic cross-country skiing trail on each sides of the alquinquin trail
I would like to see more signs and access to food and fuel for people coming through that are not
grading
Make rail beds less stones
More mixed use trails in the winter rather than priority being to snowmobiling. Connectivity of smaller communities, ie Burnstown and White Lake to the Main Trail network so that commutes via bike are safer (or make county roads safe to bike on - main are horrendous with no traffic calming in
posted speed limit at max 45kph...introduce a user fee for motorized traffic,(\$50.00)per season trail pass and make it transferable to all equipment...
They are wonderful generally and need 4 season maintenance to be used efficiently
more of them...
Garbage cans if possible
Reduce the number of motorised vehicles using the trails. Turn the trails over to the people not the clubs. No motorised vehicles in built up areas, like down town Petawawa.
Prevent ATVs and other motorized vehicles etc on trails meant for walking - they rip them up.
Connecting the whole trail No trail from Petawawa to Chalk River
Longer season for atv
find a trail surface that minimizes dust
We need more bike paths - please continue to add to the network.
There should be more money available to grade system annually.
More policing/control, speed limits are constantly being abused and I have seen a number of atv's
Add more diverse perennial plants and flowers....colourful landscape so that kids can appreciate nature more. A place for people to hang-out while walking
calcium in summer keep dust down
We need to carefully balance of keeping nature accessible and beautiful, and not overly
Wider for all users An app to help users stay informed re: hazardous areas or animal activity or even
allow dirt bikes
More trail lights so we can enjoy an evening stroll.

Dust abatement, Paving sections closer to town Speed limit enforcement for motorized vehicles
ATV, Snowmobiles and Dirt Bikes do NOT work well with other activities
By "rest areas" i would include portapotties or more permanent facilities. In all seasons
Big huge signs and monitoring to ensure that it is used and shared as intended. Example I often see powered motorbikes driving on it. People are going to "not see" and/or disrespect the signs when they know the trails are not being monitored. Also the argument the ATV's use is that they pay trail fees. So where does that fit in with the fact that it's a county trail? I'd happily pay a small fee to stop them talking about it. For the record I feel the trails should only be for self-propelled bikes/legs = nothing motorized other than electric bikes which require pedalling as well.
Fill in holes that erode with washout particularly along Ottawa River and improve trail in Arnprior which part seems to have been an old broken up paved road.
Some parts get very dusty on dry days if it's possible to improve on that?
Repair damage from ATVs. Smaller gravel in bumpy sections, e.g. between Arnprior and Pakenham.
Allow ATVs and Snowmobiles system wide access. In return, motorized vehicle operators adhere to a higher level of conduct to respect other users or the trails.
Keep them for active pursuits and avoid opening them for skidoo or all terrain vehicle use
Speed and noise level enforcement. Noxious and weed/brush overgrowth.
although it would be difficult to monitor but a few poop and scoop signage more garbage cans threw the towns but other wise you are doing a great job with maintenace I thank you all ..
Ban ATVs
Keep doing what you are doing. We appreciate the work that is done!
Dust control. Educating users on the rules and usage of the trails by other user groups ie. bicyclists shouldn't start riding in the middle of the path when an ATV comes up behind. Monitoring owners of dogs and horses to pick up their animals shit
Work with municipality to allow 4 wheel ATV on more roads so we do not have to purchase a trailer to go a very short distance to a start point. Open ATV trail between Petawawa and Chalk River. Thank
please stop the dirt bike and off road vehicle accessing out of season trails
where ruts are repaired by filling them in, very sandy gravel is sometimes used. This can be
There should be garbage cans at the trailheads
Trail location/direction signs at intersections
Times when no vehicles are allowed.
Garbage cans in the parts that go through town
White plated motorcycles are currently not allowed. Please change this to permit transit.
Perhaps having occasional police presence to discourage unfavorable activity might be a good idea
Improved sharing if the trails as multi use
One of my primary grade students last year had an idea to put garbage cans along the trail in town because there was so much garbage on the trail.
Mostly brushing in the summer months. Some sections get quite overgrown at times.
Have everyone buy a pass to help with trail maintenance. I purchase one to use it in the winter snowmobiling and In the summer on an atv. But there's plenty of people that come from all over to use it for biking and e bikes, myself included and I wouldn't mind buying a seasonal or yearly pass to walk on it or bike on it, it shouldn't be just the snowmobiles and atv users that pay for its maintenance.
Complete the sections to link Chalk River to Petawawa. Complete trails west of the Wylie crossing.

It depends what part of the trail. Some parts are soft. Other parts are washed out. Yet, more washrooms is what I need. lol

Having animal waste bags on trails so people pick up waste and garbage areas.

**COUNTY OF RENFREW**

**BY-LAW NUMBER**

**A BY-LAW TO APPOINT A BY-LAW ENFORCEMENT OFFICER  
FOR THE CORPORATION OF THE COUNTY OF RENFREW  
ON COUNTY OF RENFREW OWNED RECREATIONAL TRAILS**

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WHEREAS the County of Renfrew is required to enforce by-laws, including by-laws passed in accordance with the Municipal Act, 2001, S.O. 2001, c.25, as amended, and deems it expedient to appoint a By-law Enforcement Officer;

AND WHEREAS the Police Services Act R.S.O. 1990, Chapter P.15, Section 15, as amended provides that a municipal council may appoint persons to enforce the by-laws of the municipality and that Municipal Law Enforcement Officers are peace officers for the purpose of enforcing municipal by-laws;

NOW THEREFORE the Council of the Corporation of the County of Renfrew hereby enacts as follows:

1. THAT Pro-tec 5, Pembroke, Ontario, be appointed as the By-law Enforcement Officer for the purposes of the Municipal Act or any other act to enforce the by-laws of the Corporation of the County of Renfrew on County of Renfrew owned Recreational Trails.
2. THAT this By-law come into force and effect upon the passing thereof.

READ a first time this 24th day of April 2024.

READ a second time this 24th day of April 2024.

READ a third time and finally passed this 24th day of April 2024.

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PETER EMON, WARDEN

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GWEN DOMBROSKI, CLERK

**ECONOMIC DEVELOPMENT DIVISION REPORT**

Prepared by: Melissa Marquardt, Manager of Economic Development

Prepared for: Development and Property Committee

April 9, 2024

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**INFORMATION****1. New Leadership Team at Canadian Nuclear Laboratories**

On March 26, 2024, Business Development Officer, David Wybou, attended a dinner hosted by Canadian Nuclear Laboratories (CNL) to bid farewell to some members of the Executive Leadership team and welcome new members. The new leadership team includes:

- Jack Craig Jr. who replaces Joe McBrearty as President and Chief Executive Officer
- Jan Preston who replaces Peter Stalker as Chief Operating Officer
- Dr. Stephen Bushby who replaces Jeff Griffin as Vice-President of Science and Technology
- Janet Tosh who replaces Todd Cook as Vice-President of Human Resources

**2. Vendor Market Forum**

On Tuesday, April 23, 2024, the Economic Development Division is hosting a Vendor Market Forum in partnership with the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) and the Renfrew County and District Health Unit (RCDHU).

The full day, in-person event will include information about selling food regulations, food trends and opportunities, farmers' market strategies, booth marketing tips, as well as a question/answer session about Taste of the Valley. A follow-up virtual session related to pricing and costing will be held on April 29, 2024, from 10:00 a.m.-11:30 a.m.

The cost to attend the Vendor Market Forum is \$30 plus HST, and includes lunch and the session on April 29. Interested individuals are encouraged to [register](#) before April 15 to confirm a spot.

**3. Township of Mississippi Mills Livestock Producers Survey**

Attached as Appendix ED-I, is a joint letter from the Township of Mississippi Mills and Mallot Creek Group who are conducting a survey to explore the feasibility of an abattoir or meat processing facility in the Mississippi Mills region. The survey seeks to gather information about potential livestock supply, species variety, sale practices, slaughter and processing practices, as well as key attributes about an ideal facility. The information collected will help determine the Township's next steps.

While the potential development of an abattoir or meat-processing facility would be located in Lanark County, the survey is seeking feedback from producers across Eastern Ontario including the City of Ottawa and the counties of Renfrew, Frontenac, Lennox and Addington, and Leeds and Grenville.

Livestock producers in Renfrew County have long complained about the challenges due to the lack of abattoirs and meat-processing facilities locally, and across Ontario, which cause increased travel costs and bottlenecks in production due to extreme waiting periods to gain access.

The deadline to respond to [the survey](#) is April 12, 2024.

## RESOLUTIONS

### 4. **New Terms of Reference for Renfrew County Agricultural Economic Development Committee**

**Recommendation:** THAT the Development and Property Committee recommends to County Council that the new terms of reference for the Renfrew County Agriculture Economic Development Committee be approved as presented.

#### **Background**

In 2002, the Renfrew County Agricultural Leadership Advisory Committee was established by County Council in response to help fill gaps following provincial cutbacks to local agricultural support. At that time, the goal of the committee was to enhance the economic potential of the agricultural sector, increase public awareness of agricultural issues and publish the Renfrew County Farm News quarterly publication. Appointed to the committee were a representative from County Council and a staff member from the Economic Development Division and a budget was allocated. The committee included representatives from various local agricultural organizations and the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA).

In 2003, the Renfrew County Agricultural Economic Development Committee, and responsible for the coordination of \$22,000 in funds annually, was established with the purpose of promoting and coordinating business development of agricultural and agri-food industries in the County of Renfrew. The same representatives appointed by County Council to the Agricultural Leadership Advisory Committee were appointed to this committee, but no budget was allocated. The committee included representatives from various local agricultural organizations, municipal economic development staff and supporting stakeholders.

As the years progressed, duplication of efforts and membership composition between the two committees began to overlap. In 2008, County Council appointed a representative to the Agricultural Economic Development Committee only and the



budget was allocated to this committee. An Economic Development staff member remained on each committee.

On April 22, 2022, the Development and Property Committee was advised that discussions had started to amalgamate the two committees to reduce redundancies, combine efforts and streamline the budget allocation process. On March 4, 2024, the Renfrew County Agricultural Economic Development and Renfrew County Agricultural Leadership Advisory Committees approved the new draft terms of reference, attached as Appendix ED-II, for the amalgamated committees, now referred to as the Renfrew County Agricultural Economic Development Committee and recognized as such by County Council.

Appointed at the March 4, 2024 meeting, Keanan Stone, co-owner of Valley Bio Ltd. from the Township of Whitewater Region, is the Committee Chair for the 2024 term.

The committee is scheduled to be a delegation at County Council on June 26, 2024.



## RE: Mississippi Mills Abattoir Feasibility Study

Dear Livestock Producer,

As you may be aware, the Municipality has dedicated funds from their 2024 budget to explore the feasibility of an abattoir or meat processing facility in the Mississippi Mills region. Mallot Creek Group, a consulting firm specializing in the agri-food industry, has been retained to help execute the project.

At this early stage of the study, we are looking for your participation in an online survey to help determine:

- Potential livestock supply
- Potential livestock species variety
- Current livestock sales practices
- Current slaughter and processing practices (locations, preferences, etc.)
- Key attributes of your ideal facility
- Your general interest

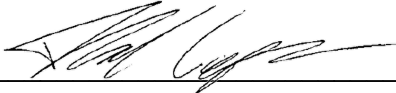
We will use feedback from the survey to determine next steps for the project. Your responses will be kept confidential and will be used solely for the purpose of this feasibility report. Your participation is voluntary but greatly appreciated. The survey should take no more than 15 minutes to complete.

To access the survey, please click on the following link: <https://forms.gle/toYKbSVtKnURpqCe8> or scan the QR code below with your smartphone.



Thank you in advance for your time and contribution. Should you have any questions or require further information, please do not hesitate to contact Kale Cowper, Project Manager, Mallot Creek Group Inc. or Tiffany MacLaren, Community & Economic Development Manager for Mississippi Mills.

Sincerely,



---

Kale Cowper, Project Manager

Mallot Creek Group Inc.  
P: 519-846-1830 ext. 257  
E: [kale@mallotcreek.com](mailto:kale@mallotcreek.com)



---

Tiffany MacLaren, Community & Economic  
Development Manager

Municipality of Mississippi Mills  
P: 613-256-2064 ext. 602  
E: [tmaclaren@mississippimills.ca](mailto:tmaclaren@mississippimills.ca)



# **The Renfrew County Agriculture Economic Development Committee**

## **TERMS OF REFERENCE**

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March 11, 2024

## 1. BACKGROUND

Currently, there are two committees representing agriculture within Renfrew County, the **Renfrew County Agriculture Leadership Advisory Committee**, created in 2000, and the **Renfrew County Agricultural Economic Development Committee**, established in 2003. Though each committee has some functional distinctions, both serve to foster the well-being, sustainability, and growth of the agricultural community and businesses.

Given the overlap in membership and to avoid duplication, and redundancies, maximize the efficient use of resources, and provide for a more clear and strategic approach in support of the agriculture community within Renfrew County, these two Committees will be merged into one committee.

## 2. MANDATE

The mandate for the Renfrew County Agricultural Economic Development Committee is as follows:

- i) Provide guidance and feedback on the state of the agriculture sector within Renfrew County to the County of Renfrew Development & Property Committee.
- ii) Recommend and assist with possible initiatives in support of agricultural economic and business development that can be undertaken by the County through the efforts of the Economic Development Division.
- iii) Formally request and disperse the annual funding as described in section 7.

## 3. COMMITTEE MEMBERS

Members will be comprised of the following:

### **Non-voting:**

- i) One designated member representative from the County of Renfrew Council, appointed by County Council
- ii) A representative from OMAFRA
- iii) A representative from Farm Credit Canada
- iv) A representative from the County of Renfrew Community Futures Development Corporation
- v) A Representative from interested municipalities within Renfrew County

### **Voting (one vote per organization):**

- vi) One member consisting of the President or designate from the following agriculture-related organizations:
  - Renfrew County Beef
  - Renfrew County Holstein Club
  - Renfrew County Dairy Producers
  - Renfrew County Soil & Crop Improvement Association
  - Renfrew County Federation of Agriculture

- Renfrew County National Farmers Union
  - Renfrew County Ploughmen’s Association
  - Renfrew County 4H Association
  - Renfrew County Woodlot Association
  - Renfrew North & South District Women’s Institutes
- vii) No less than 6 and not more than 8 members from agriculture and agriculture-related businesses, will be selected at the discretion of the County of Renfrew Economic Development Division in consultation with the Committee. The Committee will give consideration each year to allow for a rotation of some new business members to keep the committee fresh and representative of the Agricultural community.
- viii) A new chair will be selected on an annual basis at the first meeting of the calendar year.
- A chair will be selected by nomination, followed by a vote, if necessary. Self-nominations are accepted.
  - The same person cannot serve as chair for more than 2 consecutive years.
  - A previous chair who has served 2 consecutive terms or 2 terms in the past three years, cannot be re-elected chair for 3 years from that last term as chair.
- ix) If a new agriculture-related organization within the County of Renfrew is established, and is of similar size and scope as the existing committee member organizations, they can petition the committee for membership. The decision to allow membership will rest with the Committee.
- x) Guests may be invited to the meetings for agriculture-related business and economic development, as deemed appropriate by the Chair and County of Renfrew Economic Development Representative.

**4. STAFF AND SUPPORT SERVICE**

A staff member from the Economic Development Division of the County of Renfrew’s Development and Property Department will be the committee liaison, meeting organizer, minute taker and coordinator.

**5. MEETINGS**

- i) The Committee shall meet at least annually, and as often as is deemed necessary by the Economic Development Division and Chair, with insights and suggestions from committee members and within the agricultural sector of Renfrew County.
- ii) Any member may request a meeting be convened by emailing the Chair and County of Renfrew Economic Development Representative and clearly stating the reason for the meeting. An electronic vote by members resulting in a majority vote of 2/3 in favour must be achieved in order for the meeting to proceed.

- iii) Meetings will be held at the County of Renfrew Administration Building, 9 International Drive, Pembroke, Ontario, or other suitable location as determined by the County of Renfrew Economic Development Division and Chair.
- iv) Quorum will consist of at least 6 representatives, one each from the agriculture organization members, and at least 4 other committee members representing agriculture or related businesses.
- v) Quorum will only be necessary when voting on any distribution of funds remaining from the monies that are distributed annually from the County of Renfrew.

## **6. REPORTING PROCESS**

The Committee will provide an annual update in the form of a presentation to the County of Renfrew's Development and Property Committee or County Council, as determined by the Economic Development Division.

## **7. BUDGET**

Funding will be allocated on an annual basis as determined by Renfrew County Council during the budget deliberation process.

- i) The purpose of the funds is to support the agricultural sector for a variety of initiatives within Renfrew County, including but not limited to the publication of the Renfrew County Farm News, and for the various agriculture-related organizations within Renfrew County.
- ii) The Committee must submit requests for funds in writing to the County of Renfrew Economic Development Division no later than September 1<sup>st</sup> each year for the following year.
- iii) Funding requests must include a reasonably detailed description of how those funds are to be used and have support by a majority vote of the Committee.
- iv) If there are excess funds after allocations to member agriculture organizations, then by majority vote, these funds can be delegated for appropriate projects supporting the development, growth, education, or promotion of agriculture-related business within the County of Renfrew, and must be made by written request.



**AUTHORIZATION**

Recommended by the Development and Property Committee:

\_\_\_\_\_  
Chair, James Brose

Dated: \_\_\_\_\_

Adopted by Council:

\_\_\_\_\_  
Warden, Peter Emon

Dated: \_\_\_\_\_

## OTTAWA VALLEY TOURIST ASSOCIATION REPORT

Prepared by: Melissa Marquardt, Manager of Economic Development

Prepared for: Development and Property Committee

April 9, 2024

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### INFORMATION

#### 1. Ottawa Valley Tourism Conference and Annual General Meeting

[Tourism Tomorrow: Cultivating Growth and Navigating Change](#) is the theme of this year's Ottawa Valley Tourism Conference and annual general meeting taking place on April 16, 2024 at the myFM Centre in Renfrew.

Presented by the Renfrew County Community Futures Development Corporation, and coinciding with National Tourism Week, the full day event includes a keynote address by Sara Norton of [Reply All](#), a welcome to the land and flash history lesson with Christine Luckasavitch of [Waaseyaa Consulting](#), panel discussions about community partnerships, travel trade and succession planning, and a presentation of the Ottawa Valley Tourism Awards. Updates will be provided from the Ministry of Tourism, Culture and Sport, Destination Ontario and Ontario's Highlands Tourism Organization.

The annual general meeting portion will include election of the Board of Directors, approval of 2023 financials, appointment of auditors, and ratification of by-laws.

The cost to attend is \$86.70 plus HST, and includes all sessions, refreshments, lunch and tour of the new myFM Centre. [Registration](#) closes April 9, 2024 at midnight.

#### 2. Ottawa Valley Tourism Awards

Nominations for the Ottawa Valley Tourism Awards closed on March 25, 2024, with a total of 17 applications in six categories:

- Tourism Marketing:
  - Sour Jo's Sourdough Bakery (Whitewater Region)
  - Somewhere Inn Calabogie (Greater Madawaska)
  - Ontario's Highlands Tourism Organization (Whitewater Region)
- Sustainability Champion:
  - Anupaya Cabin Co (Deep River)
  - Eva's Café (Killaloe, Hagarty and Richards)
  - Whitewater Brewing Company (Whitewater Region)
- New Tourism Product:
  - Ottawa Valley Farm to Fork (Bonnechere Valley)
  - RIO Tap & Grill Summer Music Series (Bonnechere Valley)

- Tourism Champion:
  - Ron Moss, Ottawa Valley Cycling and Active Transportation Alliance (Laurentian Valley)
- Event of the Year:
  - Hell or High Water Whitewater Race (Petawawa)
  - Beachburg Off-Road Cycling Association Spring Chicken Races (Whitewater Region)
  - Renfrew Craft Beer and Food Truck Festival
  - Pembroke Regional Silver Stick Hockey Tournament
  - Whitewater Brewing Company's Riverside Brewpub Grand Opening (Whitewater Region)
- Business/Organization of the Year:
  - Laurentian Valley 50+ Fit & Fiesty
  - Somewhere Inn Calabogie (Greater Madawaska)

Winners will be announced during the tourism conference on April 16.

### 3. **2023 Ontario Health Check Wrap-up Report**

Destination Ontario's 2023 [Ontario Health Check Wrap-up](#) report highlights recovery indicators such as accommodation occupancy rates and border crossings.

**Key Takeaway:** Tourism in Ontario is in an overall upward recovery trend. Some Key Performance Indicators (KPIs) have fully surpassed 2022 levels in all regions but are still below pre-pandemic levels (2019).

Highlights of the report are as follows:

- Border crossings from all key international markets (except the US) in 2023 surpassed 2022 levels but have not reached pre-pandemic levels (2019) by a 33.9% gap; US entries grew 53.1% versus 2022 but declined 22.5% compared to 2019.
- Ontario experienced a higher net loss of entries from the US through border crossings compared to before the pandemic in 2019. However, in the summer of 2023, there was more net gain of entries from other international countries (except the US) compared to pre-pandemic levels (2019).
- Travel Price Index (TPI) in December 2023 increased by 1.1% compared with December 2022 levels, following a 0.4% decrease in November.
- Short-term rental occupancy rates in 2023 have underperformed compared with 2022 levels by an 8.1 percentage point gap and 2019 levels by a 10.8 percentage point gap on average for all regions.
- Hotel occupancy rates in 2023 have surpassed 2022 levels by 5.2 percentage points and have underperformed 2019 levels by 0.6 percentage points on average for all regions.

#### 4. **Promotion of La Route Champlain**

As part of the Ottawa Valley Tourist Association's (OVTA) on-going travel trade efforts, La Route Champlain was the featured take-over in March's digital issue of [Québec Le Mag](#), a tourism publication distributed to European and Québec French speaking visitors. The newsletter highlights a number of tourism experiences along the route, between the Ottawa Valley and Northern Ontario, with links to additional content pieces on the Québec Le Mag website.

[La Route Champlain](#) highlight's Samuel de Champlain's discovery of Canada and what is now known as the Ottawa Valley and tells the story through historical and modern tourism activities and attractions. Communities' and tourism operator's part of the route include Whitewater Region and OWL Rafting, The Whitewater Inn, Valley Cycle Tours, and Whitewater Brewing Company; Pembroke and Upper Ottawa Valley Heritage Centre and Best Western Pembroke Inn, Eganville and Bonnechere Caves, as well as a number of historical sites and plaques along the Ottawa River.

#### 5. **Pembroke Approves Implementation of Municipal Accommodation Tax**

On April 2, 2024, Pembroke City Council voted in favour to implement a 4% Municipal Accommodation Tax that will be applied to all roofed and non-roofed transient accommodations for overnight stays of 30 days or less with a proposed implementation date of January 1, 2025. The City of Pembroke also identified the OVTA as the eligible tourism entity to receive 50% of the collected funds.

The [Transient Accommodation Tax \(O.Reg 435/17\)](#), commonly referred to as the Municipal Accommodation Tax (MAT), was implemented by the Ontario Government in the Fall of 2017 and is a tax applied to transient accommodations for stays of 30 days or less. When originally enacted, municipalities who implemented the MAT did so at a rate of 3%. Today, most regions have increased to 4% with Toronto, Mississauga and Marathon charging 6% and Ottawa, Oshawa and Kingston charging 5%. The legislation states that 50% of the funds received, after reasonable costs of collecting and administering the tax, must be shared with an eligible tourism entity with a mandate for tourism promotion. The remaining 50% can be used by the municipality as per their discretion, however the original intent was to invest back into the local tourism industry.

Staff will be working with the City over the coming months to finalize arrangements and develop plans for use of the funds to promote and develop tourism for the City of Pembroke.

## ENTERPRISE RENFREW COUNTY REPORT

Prepared by: Melissa Marquardt, Manager of Economic Development

Prepared for: Development and Property Committee

April 9, 2024

### INFORMATION

#### 1. CORE Business Consultations and Services Year-End Report

The following data details Enterprise Renfrew County's (ERC) consultation and outreach efforts for the fiscal year April 1, 2023 – March 31, 2024.

Core Activities (on-going)	Year-to-Date	Annual Target
General business inquiries	964	750
Business consultations	335	175
New business registrations	32	20
New jobs created	54	25
<b>Starter Company Plus Program</b>	<b>Results</b>	<b>Target</b>
New business registrations	13	10
Businesses expanded	8	2
New jobs created (FT & PT)	37	15
Value of investment leveraged	\$210,837	\$112,000
<b>Summer Company Program</b>	<b>Results</b>	<b>Target</b>
New youth business registrations	5	5
Jobs created	5	5
Total Grants Awarded for Starter Company Plus and Summer Company Programs	\$75,000	
<b>Workshops and Outreach</b>		
Workshops & CORE Training Delivery	27 sessions (virtual & in-person) Total registrants: 518	
Direct outreach to promote programs and services to municipal offices, libraries, partner organizations, schools, events, etc.	20 Events 873 Attendees	
Referrals to supporting internal and external partner organizations, municipalities, governments and agencies	625	

<b>Annual Business Consultations by Municipality</b>	<b>Total Consults</b>	<b>Percentage</b>
Algonquins of Pikwakanagan First Nation	15	4.5%
Town of Arnprior	18	5.4%
Town of Deep River	6	1.8%
Town of Laurentian Hills	9	2.7%
Town of Petawawa	39	11.6%
Town of Renfrew	46	13.7%
Township of Admaston/Bromley	4	1.2%
Township of Bonnechere Valley	18	5.4%
Township of Brudenell, Lyndoch and Raglan	3	0.9%
Township of Greater Madawaska	6	1.8%
Township of Head, Clara and Maria	0	0.0%
Township of Horton	8	2.4%
Township of Killaloe, Hagarty and Richards	14	4.2%
Township of Laurentian Valley	5	1.5%
Township of Madawaska Valley	14	4.2%
Township of McNab/Braeside	11	3.3%
Township of North Algona Wilberforce	15	4.5%
Township of Whitewater Region	27	8.1%
City of Pembroke	65	19.4%
Outside Renfrew County	12	3.6%
	<b>335</b>	<b>100.0%</b>

<b>Annual Business Inquiries by Municipality</b>	<b>Total Inquiries</b>	<b>Percentage</b>
Algonquins of Pikwakanagan First Nation	19	2.0%
Town of Arnprior	99	10.3%
Town of Deep River	18	1.9%
Town of Laurentian Hills	15	1.6%
Town of Petawawa	136	14.1%
Town of Renfrew	144	14.9%
Township of Admaston/Bromley	20	2.1%
Township of Bonnechere Valley	47	4.9%
Township of Brudenell, Lyndoch and Raglan	12	1.2%
Township of Greater Madawaska	12	1.2%
Township of Head, Clara and Maria	1	0.1%
Township of Horton	6	0.6%
Township of Killaloe, Hagarty and Richards	23	2.4%
Township of Laurentian Valley	28	2.9%
Township of Madawaska Valley	48	5.0%
Township of McNab/Braeside	36	3.7%

<b>Annual Business Inquiries by Municipality</b>	<b>Total Inquiries</b>	<b>Percentage</b>
Township of North Algona Wilberforce	31	3.2%
Township of Whitewater Region	77	8.0%
City of Pembroke	155	16.1%
Outside Renfrew County	37	3.8%
	<b>964</b>	<b>100.0%</b>

**2. Sponsorship Opportunities**

The Enterprise Renfrew County (ERC) staff have successfully confirmed a number of municipal sponsorships for the delivery of various networking and learning opportunities and Small Business Week programming, including the Town of Petawawa, the Townships of Laurentian Valley, Madawaska Valley, Whitewater Region, and Greater Madawaska, and the City of Pembroke.

More information about sponsorship opportunities are available on the [Enterprise Renfrew County website](#).

**3. Increased Program Funding to Small Business Enterprise Centres**

The County of Renfrew has been informed by the Ministry of Economic Development, Job Creation and Trade (MEDJCT) that an increase of \$6.25M in funding (\$4.8M for Starter Company Plus and \$1.45M for Summer Company) has been allocated to the Small Business Enterprise Centre network over the next two fiscal years (2024-25 and 2025-26). The additional funding means increased grant allocations and program delivery funding for these important programs will directly support additional entrepreneurs across Ontario.

Staff will work with MEDJCT to confirm the final contribution amounts and amendments to the new transfer payment agreement in preparation for presentation to this Committee and Council for approval.

**FORESTRY REPORT**

Prepared by: Lacey Rose, County Forester  
Prepared for: Development and Property Committee  
April 9, 2024

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**INFORMATION****1. Outreach Activities**

- a) At the request of the Honourable Minister Graydon Smith, Natural Resources and Forestry, and the Honourable Associate Minister Charmaine A. Williams, Women's Social and Economic Opportunity, the County Forester attended a roundtable discussion on March 19, 2024, with approximately 20 other women from across Ontario to discuss challenges and solutions for women entering and staying in the forest sector. A letter of appreciation for the County Forester's participation is attached as Appendix FOR-I.
- b) On March 25, 2024, the County Forester was interviewed by a researcher from the Ivey Business School, attempting to understand the frictions and opportunities within the bioeconomy, and the role that standards can play in advancing the bioeconomy. The key points communicated were that there is a large, sustainable supply of woody biomass available in our area and the forest sector as a whole desperately needs investment in and acceleration of biomass projects to remain viable. Additional "standards" placed on forest management to provide biomass were discouraged, and information was given to the researcher on the standards already in place to ensure the forest managed sustainably.
- c) On March 28, 2024, County staff facilitated and guided 46 grade 9 students from Fellowes High School in forestry skills sessions at Petawawa Research Forest and a pole yard tour at Shaw Lumber. The tour was funded and organized by Forests Ontario, with volunteers from the County of Renfrew, Algonquin College, Lavern Heideman & Sons, NRCan and Shaw Lumber.

**2. Communications Update**

In follow-up discussions in March, attached is a letter (Appendix FOR-II) sent under the Warden's signature in support of a submission to the Ministry of Environment, Conservation and Parks (MECP) by the Ontario Woodlot Association, asking for forestry operations on private land to be conditionally exempted from the Endangered Species Act, as it pertains to the protection of Black Ash. This messaging aligns with letters previously submitted by the County on this subject.



### 3. Activities on Renfrew County Forest

a) An operations update is provided below:

Tract	Sale #	Harvest Type	Allocated Area (ha)	Total Bid Received (\$)*	Status	Invoiced** to Date for 2024 (\$)	% of bid price
Budd Mills	01-24	Red Pine Plantation	50	\$144,200.00	Complete, awaiting final invoicing information	\$139,759.88	97%
Killaloe	02-24	Red Pine Plantation/Spruce/Poplar	20	\$31,400.00	Harvest complete, haul paused for spring break-up	\$28,961.19	92%
LeClaire	03-27	Red Pine Plantation	7	\$13,700.00			0%
Petznick Lake	04-24	Red Pine Plantation	13	\$36,300.00			0%
Ruby	05-24	Natural Mixedwood	64	\$57,000.00	Harvest and haul paused for spring break-up	\$41,189.64	72%
TOTAL			154	\$282,600.00		\$209,910.71	74%

\* Actual invoiced amount will depend on actual, weighed volume (m3) harvested. Bid is based on estimated volume.

\*\*Invoicing can occur as long as 30 days post-haul. Mills must send in weigh slips before invoicing can occur.

b) Two additional police reports were made for illegal activities in Renfrew County Forest in the past month: recurring and out of control fires at Golden Lake Tract and unauthorized cutting of trees at Brudenell Tract. In addition, cremated human remains were discovered at another tract, which staff are in the process of attempting to have removed by the family of the deceased.

c) On February 14, 2024, a Request for Quotations (RFQ) was issued to six known service providers for 25 hectares of chemical site preparation at Beachburg Tract. This area was harvested in the winter of 2022/23 is scheduled to be planted with 45,000 white and red pine in 2025, and the seedlings have already been ordered. Mechanical site preparation occurred in late fall, 2023 as the first step to preparing the site for planting. It is anticipated that chemical site preparation will be necessary this year to control poplar and red maple competition in advance of planting.

The RFQ closed on March 18, 2024 and the following two quotes were received:

- i) Heritage Reforestation Inc., Waltham, Québec \$10,201.25 + chemical
- ii) EZ Forestry Services, McArthurs Mills, Ontario \$15,000.00 including chemical

The area will be assessed by County staff mid-June to confirm that a chemical site preparation treatment is warranted.

The estimated cost of chemical is less than \$500. The quote from Heritage Reforestation Inc. was accepted with a maximum price of \$11,000. This is within the budgeted amount of \$16,000.

Significant public outreach and education will occur in advance of this work by County staff, and the area will be signed and closed by the contactor according to the requirements of the Pesticides Act and any other relevant regulations.

4. **A By-law to Prohibit Certain Activities on County of Renfrew Forests/Trails**

By-Law Number 92-09, “A By-law to Prohibit Certain Activities on County of Renfrew-Owned Forests and Trails”, attached as Appendix FOR-III for reference, will be repealed upon completion and approval of a By-law to Regulate and Govern the Use of the Lands Identified as County of Renfrew Recreational Trails as Linear Parks, to align all trail-related permitted and prohibited activities. This provided an opportunity to review and improve the 2009 By-law, reflecting higher costs associated with dealing with issues on the Renfrew County Forest, reviewing similar by-laws in other counties, and adding prohibited activities that have become problematic in our land base. A draft of the updated “A By-Law to Prohibit Certain Activities on County of Renfrew-Owned Forests” is attached as Appendix FOR-IV. It is requested that any input on the draft By-law be provided no later than April 30, 2024.

Ministry of Natural  
Resources and Forestry

Ministère des Richesses naturelles  
et des Forêts

Office of the Minister

Bureau du ministre

99 Wellesley Street West  
Room 6630, Whitney Block  
Toronto ON M7A 1W3  
Tel: 416-314-2301

99, rue Wellesley Ouest  
Bureau 6630, Édifice Whitney  
Toronto ON M7A 1W3  
Tél.: 416 314-2301



Ministry of Children,  
Community and Social  
Services

Ministère des Services à  
l'enfance et des Services  
sociaux et communautaires

Office of the Associate  
Minister of Women's Social  
and Economic Opportunity

Bureau du ministre associé des  
Perspectives sociales et  
économiques  
pour les femmes

438 University Avenue, 7th  
Floor  
Toronto ON M5G 2K8  
Tel.: 416 325-5225  
Fax: 416 325-5240

438, avenue University, 7e étage  
Toronto ON M5G 2K8  
Tél. : 416 325-5225  
Télééc. : 416 325-5240

March 26, 2024

Dear Lacey,

On behalf of the Associate Ministry of Women's Social and Economic Opportunity and the Ministry of Natural Resources and Forestry, we would like to thank you for joining us for the Women in Forestry roundtable discussion on March 19, 2024.

During this discussion, we covered a range of topics including challenges and successes entering and staying in the forestry industry, workplace health and safety and recruitment and retention. As we continue to make strides in reducing barriers, creating jobs, and fostering economic growth in the forestry industry, your insights are instrumental in shaping the path forward.

Increasing women's representation in the forestry sector not only fosters economic participation but also helps tackle the sector's most pressing challenges. Your experience, insights and collaboration are invaluable as we work towards creating a more inclusive and equitable industry, and a stronger Ontario.

Once again, thank you for your participation and commitment to advancing diversity in forestry. We look forward to continuing our collaboration and making meaningful progress together.

Sincerely,

The Honourable Graydon Smith  
Minister of Natural Resources and Forestry

The Honourable Charmaine Williams  
Associate Minister of Women's Social  
and Economic Opportunity



ONTARIO  
WOODLOT  
ASSOCIATION

10 Campus Dr., Unit 4  
Kemptville, Ontario K0G 1J0  
705-358-4261

March 27<sup>th</sup>, 2024

Premier Doug Ford

Minister Andrea Khanjin, Ministry of the Environment, Conservation and Parks (MECP)

**Current Species at Risk Regulations are Extremely Detrimental to Private Land Forests and Black Ash**

The Ontario Woodlot Association (OWA) and several of our partner organizations have serious concerns with the regulations relating to the management of Black Ash (*Fraxinus nigra*) for forestry operations on private land. As currently written in Ontario's Endangered Species Act, 2007, the regulations will prevent the recovery of this important tree, financially devastate thousands of landowners and hundreds of forest-based businesses, impede management practices designed to sustain ecologically important hardwood forests, and prevent experts from actually protecting a tree species about which we care deeply.

The regulations are not evidence-based, place extreme burdens on sustainable forestry operations and species recovery efforts and are completely unnecessary. Specifically:

- The January 24, 2024, MECP decision states: *"The impact of the threat of EAB on Black Ash is unlikely to be reduced or mitigated by the application of ESA protections"*.
- Sustainable Forest Management (SFM) is not a threat to Black Ash.
- If implemented as currently written, the habitat buffer and reporting requirements are so burdensome as to be practically unattainable and will effectively eliminate forest operations and recovery efforts on private land in much of Black Ash's range (southern, eastern, and central Ontario).
- The majority of private land forest operations in these areas are currently in contravention of the regulations, including harvesting, trail construction, maple syrup operations, invasive species control efforts, and removal of hazard and dangerous trees.
- Black Ash is ubiquitous in Ontario's forests; hundreds of thousands of landowners and hectares are impacted by the regulations.
- The current regulations do not reflect Black Ash biology or ecology and will not allow for effective recovery actions to occur resulting in:
  - Increased flooding risks.
  - Decrease in swamp forest cover, an important ecosystem for many species.
  - Increase in invasive species cover.
- The costs to public landowners (municipal, conservation authorities, and provincial landowners) who own properties with Black Ash will be significant and costs will ultimately be borne by the tax-paying public.
- We conservatively estimate that in stands with small amounts of Black Ash (~12%), it will take an additional 15 hours *per hectare* (six hours per acre) and the generation of thousands of reports per

hectare/acre to conduct forest operations; human resources that could otherwise be used to recover Black Ash ecosystems and support local economies:

- All of these reports will need to be reviewed and have a decision rendered by MECP.
- This effort effectively eliminates any operations near Black Ash in Ontario.

In summary, the regulations as written pose an existential and unnecessary threat to private landowners and forest-based businesses including woodlot owners, sawmills, loggers, maple syrup producers, and tourism operators, and will actually exacerbate the rate of loss of Black Ash.

We respectfully ask the Government of Ontario to:

- Recognize the role SFM and private landowners can play in Black Ash recovery.
- Recognize that SFM is not a threat to Black Ash; emerald Ash borer is the threat.
- Provide an exemption for forest operations conducted:
  - Under prescriptions prepared by members of the Ontario Professional Foresters Association.
  - On lands enrolled in the Managed Forest Tax Incentive Program (MFTIP).
  - On lands that are certified to the Forest Stewardship Council (FSC), Sustainable Forestry Initiative (SFI) or an equivalent standard.
- Provide an exemption for landowners conducting routine maintenance such as removing declining or hazardous Black Ash that threaten life or property or trail/road maintenance activities.
- Work with the OWA, Eastern Ontario Model Forest and our many partners to continue to develop science-based best management practices to manage the ongoing threat of emerald ash borer to our ecosystems.

The detailed document attached (*The Significant Challenges to Current Black Ash SAR Regulations and Science Based Solutions*) more comprehensively summarizes the consequences of the current regulations, as well as the science-based evidence that can be used in the effective management of Black Ash ecosystems (i.e., it provides content to facilitate a complete rewrite of the regulations so that they are reasonable and truly effective). We hope that this information will inform MECP staff responsible for the regulations, that privately owned forests and the efforts of their owners in applying best management and good stewardship practices, can and will play a significant role and be the fully positive approach needed for the successful conservation of Black Ash in Ontario.

Please do not hesitate to contact John Pineau at [john.pineau@ontariowoodlot.com](mailto:john.pineau@ontariowoodlot.com) or 705-358-4261 if you require additional information or have any questions.

Yours truly,



Matt DeMille  
President  
Ontario Woodlot Association



John Pineau  
Executive Director  
Ontario Woodlot Association

cc. Minister Graydon Smith, Ministry of Natural Resources and Forestry.

N.B. *Organizations endorsing the statements made in this letter and the accompanying report are listed on page 3.*

**Partner Organizations Endorsing the Position and Statements Presented Herein**



Peter Emon, Warden  
County of Renfrew



Paul Robertson  
President, Eastern Ontario Model Forest



Brittany MacKenzie  
Director, Algonquin Section - Canadian Institute of Forestry



Robin Cunningham  
Chair, Friends of the Petawawa Research Forest



**COUNTY OF RENFREW****BY-LAW NUMBER 92-09****A BY-LAW TO PROHIBIT CERTAIN ACTIVITIES ON  
COUNTY OF RENFREW-OWNED FORESTS AND TRAILS**

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WHEREAS by subsection 11(2) of the *Municipal Act*, 2001, S.O. 2001, Chapter 25, as amended, the Council of the Corporation of the County of Renfrew is authorized to pass a by-law providing for the use by the public of lands of which the Corporation is the owner and for the regulation of such use and the protection of such lands;

AND WHEREAS by sections 2, 3, 5, and 6 of the *Trespass to Property Act*, Chapter T.21 of the Revised Statutes of Ontario, 1990, the Council of the Corporation of the County of Renfrew is authorized to prohibit entry to land occupied by the Corporation of the County of Renfrew and to regulate the carrying on of certain activities on such land and for these purposes give notice thereof;

AND WHEREAS the Council of the Corporation of the County of Renfrew approved the document entitled "Renfrew County Forest Management Plan 2006-2040" which outlines the County's policies with regard to the resource management of the lands occupied by the Corporation and generally known as the Renfrew County Forest, and the "K&P Trail Management Plan" which outlines the County's policies with regard to the management of the lands occupied by the Corporation and generally known as the K&P Trail;

NOW THEREFORE the Council of the Corporation of the County of Renfrew hereby enacts as follows:

1. That By-law 34-09 is hereby repealed.
2. That the document marked Schedule "A" attached to and made a part of this by-law is hereby approved.
3. No person shall:
  - a) remove, damage or deface County property;
  - b) remove, damage or deface a relic, an artifact or natural object;
  - c) damage, deface or disturb an archaeological or historical site;
  - d) unlawfully disturb, cut, kill, remove or harm a plant or tree;
  - e) unlawfully disturb, remove or harm a natural object;
  - f) unlawfully conduct research;
  - g) litter or cause litter;
  - h) start a fire;
  - i) permit domestic animal to disturb people, damage County property or vegetation, chase or harass wildlife or cause injury;
  - j) introduce or possess a plant, animal or thing that may carry non-native or invasive species;
  - k) unlawfully occupy land in County property; or
  - l) unlawfully camp.

4. This by-law shall not apply to an employee of the Corporation of the County of Renfrew while acting in the course of his or her employment in managing the Renfrew County Forest or any part thereof, or any person authorized by an employee of the Corporation of the County of Renfrew to carry out any duty relating to the resource management of the Renfrew County Forest or any part thereof.
5. Officers to enforce the provisions of this by-law may be appointed by by-law of Council and an Officer so appointed shall:
  - (a) not be a member of the Council; and
  - (b) shall hold office for such term and on such conditions as may be specified by by-law of the County.
6. Any person who contravenes any provision of this by-law is, upon conviction, guilty of an offence and is liable to any penalty as provided in the *Provincial Offences Act*.
7. That this by-law shall come into force and take effect upon the passing thereof.

READ a first time this 26<sup>th</sup> day of August, 2009.

READ a second time this 26<sup>th</sup> day of August, 2009.

READ a third time and finally passed this 26<sup>th</sup> day of August, 2009.

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DONALD RATHWELL, WARDEN

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NORM LEMKE, CLERK



**Schedule “A”**  
**THE CORPORATION OF THE COUNTY OF RENFREW**  
**PART 1 PROVINCIAL OFFENCES ACT**  
**BY-LAW NO. XX-09**  
**BY-LAW TO PROHIBIT CERTAIN ACTIVITIES ON COUNTY OF**  
**RENFREW-OWNED FORESTS AND TRAILS**

<u>Item</u>	<b>Column 1 Short Form Wording</b>	<b>Column 2 Provision creating or defining offence</b>	<b>Column 3 Set Fine</b>
1	Remove County property	s. 3(a)	\$125.00
2	Damage County property	s. 3(a)	\$125.00
3	Deface County property	s. 3(a)	\$125.00
4	Damage relic, artifact or natural object	s. 3(b)	\$125.00
5	Deface relic, artifact or natural object	s. 3(b)	\$125.00
6	Remove relic, artifact or natural object	s. 3(b)	\$125.00
7	Damage archaeological or historical site	s. 3(c)	\$125.00
8	Deface archaeological or historical site	s. 3(c)	\$125.00
9	Unlawfully disturb archaeological or historical site	s. 3(c)	\$125.00
10	Unlawfully disturb plant or tree	s. 3(d)	\$125.00
11	Unlawfully cut plant or tree	s. 3(d)	\$125.00
12	Unlawfully kill plant or tree	s. 3(d)	\$150.00
13	Unlawfully remove plant or tree	s. 3(d)	\$125.00
14	Unlawfully harm plant or tree	s. 3(d)	\$125.00
15	Unlawfully disturb natural object	s. 3(e)	\$125.00
16	Unlawfully remove natural object	s. 3(e)	\$125.00
17	Unlawfully harm natural object	s. 3(e)	\$125.00
18	Unlawfully conduct research	s. 3(f)	\$125.00
19	Litter	s. 3(g)	\$125.00
20	Cause litter	s. 3(g)	\$125.00
21	Start fire	s. 3(h)	\$150.00
22	Permit domestic animal to disturb people	s. 3(i)	\$ 75.00
23	Permit domestic animal to damage County property or vegetation	s. 3(i)	\$ 75.00
24	Permit domestic animal to chase wildlife	s. 3(i)	\$ 75.00
25	Permit domestic animal to harass wildlife	s. 3(i)	\$ 75.00
26	Permit domestic animal to cause injury	s. 3(i)	\$100.00
27	Introduce plant, animal or thing that may carry non-native or invasive species	s. 3(j)	\$150.00
28	Possess plant, animal or thing that may carry non-native or invasive species	s. 3(j)	\$150.00
29	Unlawfully occupy land in County property	s. 3(k)	\$125.00
30	Unlawfully camp	s. 3(l)	\$ 75.00

Note: The general penalty provision for the offences listed above is Section 6 of By-law XX-09, a certified copy of which has been filed.

**COUNTY OF RENFREW**

**BY-LAW NUMBER**

**A BY-LAW TO PROHIBIT CERTAIN ACTIVITIES ON  
COUNTY OF RENFREW-OWNED FORESTS**

---

WHEREAS by subsection 11(2) of the Municipal Act, 2001, S.O. 2001, Chapter 25, as amended, the Council of the Corporation of the County of Renfrew is authorized to pass a by-law providing for the use by the public of lands of which the Corporation is the owner and for the regulation of such use and the protection of such lands;

AND WHEREAS by sections 2, 3, 5, and 6 of the Trespass to Property Act, Chapter T.21 of the Revised Statutes of Ontario, 1990, the Council of the Corporation of the County of Renfrew is authorized to prohibit entry to land occupied by the Corporation of the County of Renfrew and to regulate the carrying on of certain activities on such land and for these purposes give notice thereof;

AND WHEREAS the Council of the Corporation of the County of Renfrew approved the document entitled "Renfrew County Forest Management Plan 2017-2026", and any subsequent Plans, which outlines the County's policies with regard to the resource management of the lands occupied by the Corporation and generally known as the Renfrew County Forest;""

AND WHEREAS the Council has determined that any breach of the provisions of this By-law should be subject to an Administrative Monetary Penalty.

NOW THEREFORE the Council of the Corporation of the County of Renfrew hereby enacts as follows:

1. **DEFINITIONS**

**"Administrative Monetary Penalty"** is a penalty imposed for a contravention of this By-law and issued upon discovery of the unlawful event. It is due and payable with no right of appeal and constitutes a debt to the County.

**"Camp"** includes the placement of a tent or trailer at any time on the Property or the lodging or staying overnight on the Property.

**"County of Renfrew"** means the Municipal Corporation of the County of Renfrew.

**"Debris"** includes anything that is not natural to the Property.

**"Enforcement Officer"** means a Provincial Offences Officer, an Ontario Provincial Police Officer, or any person exercising a power or performing duty under this By-law.

**"Litter"** includes the throwing, dumping, placing, depositing of any debris.

**“Natural Features”** means all geology, vegetation, and wildlife pertaining to, existing in or produced by nature throughout the Renfrew County Forest. This includes all plant and wildlife species and wetland areas.

**“Organized Event”** includes any event that takes place in a County Forest where person(s) are charged an entry fee or the event is advertised, but does not include organized hikes or nature walks.

**“Property”** means the property described as the Renfrew County Forest in the County of Renfrew.

**“Refuse”** includes but is not limited to discarded food, food and drink packaging, disposable diapers, broken glass, appliances, electronics, broken glass, grass and garden clippings and inert fill of any kind.

**“Renfrew County Forest”** includes all forested properties owned by the Corporation of the County of Renfrew.

**“Signage”** means postings throughout the Renfrew County Forest erected, or authorized, by the County of Renfrew.

## 2. **PERMITTED USES**

Permitted uses are described in the “Renfrew County Forest Management Plan 2017-2026”, and any subsequent Plans.

## 3. **PROHIBITED ACTIVITIES**

### 3.1 No person shall:

- a) remove, damage or deface County property;
- b) remove, damage or deface a relic, an artifact or natural object;
- c) damage, deface or disturb an archaeological or historical site;
- d) unlawfully disturb, cut, kill, remove or harm a natural feature;
- e) unlawfully conduct research;
- f) litter, dump or dispose of any foreign material or refuse;
- g) start a fire;
- h) fail to control a pet, including dogs
- i) permit livestock to trespass on County property
- j) permit livestock or pet to damage County property or vegetation
- k) introduce a plant, animal or thing that may carry non-native or invasive species;
- l) unlawfully occupy land in County property
- m) unlawfully camp
- n) conduct target practice in County property
- o) conduct paintball in County property
- p) construct an unauthorized structure in County property
- q) damage access road or designated trail in County property
- r) interfere/disrupt logging operations in County property

- s) construct unauthorized trail in County property
- t) construct tree stand or structure with use of nails or hardware in County property
- u) conduct organized event in County property with no agreement
- v) conduct unauthorized baiting of bears in County property; or disobey or tamper with a posted sign within a County property

#### **4. ENFORCEMENT AND PENALTIES**

- 4.1 Every person who uses the Renfrew County Forest is subject to all Municipal by-laws and all Provincial and Federal laws and regulations. Any person violating any Municipal by-law, or other law, may be ordered by the County of Renfrew or an Enforcement Officer to leave the Renfrew County Forest.
- 4.2 No person shall hinder or obstruct, or attempt to hinder or obstruct an Enforcement Officer.
- 4.3 No person shall neglect or refuse to produce information, identification or to provide any information required by any person acting pursuant to this By-law.
- 4.4 In addition to any other authority they may have, an Enforcement Officer is authorized to enforce the provisions of this By-law and to order any persons believed by such Enforcement Officer to be contravening or who has contravened any provision of this By-law:
  - a) To desist from the activity constituting or contributing to such a contravention;
  - b) To remove from the Renfrew County Forest anything owned by or in the control of such person which the officer believes is or was involved in such contravention, and;
  - c) To leave the Renfrew County Forest.
- 4.5 The court in which a conviction has been entered pursuant to this By-law and any other court of competent jurisdiction thereafter may make an order prohibiting the continuation or repetition of the offence by the person convicted, and such order shall be in addition to any other penalty imposed by the court on the person convicted.
- 4.6 Every person who contravenes any provision of this By-law is guilty of an offence and upon conviction is liable to a fine or penalty as provided for in the Provincial Offences Act, R.S.O. 1990, c. P. 33, as may be amended from time to time and to any other applicable penalty, including but not limited to those defined in the Off-Road Vehicles Act, the Highway Traffic Act, the Motorized Snow Vehicles Act and the Trespass to Property Act.
- 4.7 The County of Renfrew appoints the Ontario Provincial Police (“OPP”) with the authority to enforce this By-law.

#### **5. ADMINISTRATIVE PENALTY**

Any person found by an Enforcement Officer to have breached any provision of this By-law including applicable offences in Schedule ‘A’ may be subject to an Administrative Penalty as follows:

- i) A breach by any user of the Renfrew County Forest of any provision of this By-law shall be subject to an Administrative Monetary Penalty as designated in Schedule "A".
- ii) Upon receipt of a notice of Administrative Monetary Penalty, the Permit Holder or the person or corporation named in the notice shall pay the penalty within seven (7) days to the County of Renfrew.
- iii) An Administrative Monetary Penalty Notice shall include the following information:
  - a) the Administrative Monetary Penalty Notice Date;
  - b) the date on which the Administrative Monetary Penalty is due and payable;
  - c) the signature of the issuing Enforcement Officer;
  - d) particulars of the contravention reasonably sufficient to indicate the nature of the contravention;
  - e) the amount of the Administrative Monetary Penalty; and,
  - f) a statement advising that an unpaid Administrative Monetary Penalty will constitute a debt of the person or corporation to the Municipality.
- iv) An Enforcement Officer may serve the Administrative Monetary Penalty Notice on a person or corporation by one of the following methods:
  - a) delivering it personally to the person or to the head office of the corporation;
  - b) sending a copy by registered mail to the last known address of the person or the head office of the corporation; or,
  - c) posting a copy of the notice in a conspicuous place at the site of the contravention and sending a copy by registered mail to the last known address of the person or the head office of the corporation.
- v) An Administrative Monetary Penalty remaining unpaid after the date when it is due and payable, constitutes a debt to the County of Renfrew owed by the person or corporation named in the notice. The County of Renfrew may take all steps available in law to collect the unpaid penalty.

## 6. **SHORT FORM WORDINGS**

- 6.1 The Municipality shall make application to the Ministry of the Attorney General of Ontario for approval of Short Form Wordings and Set Fines in accordance with the Set Fine Schedule approved by resolution of Council, and such fines shall come into effect upon the approval or amendment by the Attorney General of Ontario or their designate.
- 6.2 Staff shall be authorized to make changes to the By-law or Set Fine Schedule without amendment to the By-law or Resolution of Council, if so recommended by the Attorney General or their designate in order for the Set Fines to be approved.
- 6.3 Council may, by Resolution, amend the Set Fines under this By-law at any time. Any amendment made to the Set Fines by Resolution of Council will come into force upon approval of the Attorney General or their designate.

7. **APPLICABILITY**

This By-law does not apply to persons:

- i) of authorized law enforcement, firefighting, emergency medical, or other emergency personnel when carrying out authorized duties, or
  - ii) employed by the Corporation of the County of Renfrew while acting in the course of their employment in managing the Renfrew County Forest or any part thereof, or any person authorized by an employee of the Corporation of the County of Renfrew to carry out any duty relating to the resource management of the Renfrew County Forest or any part thereof.
8. THAT the document marked Schedule "I" attached to and made a part of this By-law is hereby approved.
9. THAT By-law 92-09 is hereby repealed.
10. THAT this By-law shall come into force and take effect upon the final passing thereof.

READ a first time this XX<sup>th</sup> day of XXX, 2024.

READ a second time this XX<sup>th</sup> day of XXX, 2024.

READ a third time and finally passed this XX<sup>th</sup> day of XXX 2024.

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PETER EMON, WARDEN

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GWEN DOMBROSKI, CLERK

**Schedule "1"**  
**THE CORPORATION OF THE COUNTY OF RENFREW**  
**PART 1 PROVINCIAL OFFENCES ACT**  
**BY-LAW NO. XX-24**  
**BY-LAW TO PROHIBIT CERTAIN ACTIVITIES ON COUNTY OF**  
**RENFREW-OWNED FORESTS**

	<b>Column 1</b>	<b>Column 2</b>	<b>Column 3</b>
<u>Item</u>	<b>Short Form Wording</b>	<b>Provision creating or defining offence</b>	<b>Set Fine</b>
1	Remove/alter/deface/destroy County property	s. 3(a)	185
2	Remove/alter/deface/destroy relic, artifact or natural object	s. 3(b)	350
3	Damage/deface/disturb archaeological or historical site	s. 3(c)	350
4	Unlawfully disturb/cut/kill/remove or harm a plant or tree	s. 3(d)	185
5	Unlawfully conduct research	s. 3(e)	185
6	Litter, dump or dispose of any foreign material or refuse	s. 3(f)	500
7	Start fire	s. 3(g)	500
8	Fail to control a pet, including dogs	s. 3(h)	185
9	Permit livestock to trespass on County property	s. 3(i)	185
10	Permit livestock or pet to damage County property or vegetation	s. 3(j)	185
11	Introduce plant, animal or thing that may carry non-native or invasive species	s. 3(k)	500
12	Unlawfully occupy land in County property	s. 3(l)	350
13	Unlawfully camp	s. 3(m)	185
14	Conduct target practice in County Property	s. 3(n)	185
15	Conduct paintball in County property	s. 3(o)	185
16	Construct unauthorized structure in County property	s. 3(p)	185
17	Damage access road or designated trail in County property	s. 3(q)	350
18	Interfere/disrupt logging operations in County property	s. 3(r)	350
19	Construct unauthorized trail in County property	s. 3(s)	185
20	Construct tree stand or structure with use of nails or hardware in County property	s. 3(t)	350
22	Conduct organized event in County property with no agreement	s. 3(u)	350

	<b>Column 1</b>	<b>Column 2</b>	<b>Column 3</b>
<u>Item</u>	<b>Short Form Wording</b>	<b>Provision creating or defining offence</b>	<b>Set Fine</b>
23	Conduct unauthorized bear baiting in County property	s. 3(v)	185
24	Disobey or tamper with a posted sign in County property	s. 3(w)	185

Note: The general penalty provision for the offences listed above is Section 3 of By-law XX-24, a certified copy of which has been filed.



**REAL ESTATE DIVISION REPORT**

Prepared by: Kevin Raddatz, Manager of Real Estate

Prepared for: Development and Property Committee

April 9, 2024

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**INFORMATION****1. Real Estate – 2024 Capital and Capital Under Threshold Projects**

Attached as Appendix RE-I is a summary report of capital and capital under threshold projects approved in the 2024 budget.

**2. Update – 1030 Lea Street – New Build Progress Report**

Progress continues on the multi-unit affordable and supportive housing complex at the corner of Lea and Douglas Streets in Pembroke, Ontario. A [Zencity](#) webpage for the project, featuring construction updates, provides the viewer with a description of the project along with progress images. The status of the overall project is approximately 80% complete. The exterior is 85% complete, with the interior work at 90% complete. The contractor is focusing over the next six weeks on the remaining interior work, exterior work, as well as the final touches for landscaping. Authorized changes to date total \$165,934.58 with a revised construction value to date of \$3,280,614.31.

**3. Renfrew – 450 O'Brien Road**

The fit-up on the first floor (previous tenant – Renfrew County and District Health Unit) consisting of 1,744 sq. ft. has been completed and is now functional at Renfrew County Place. Renfrew County Virtual Triage and Assessment Centre (RC VTAC) who were temporarily located on the second floor (formerly occupied by Community Futures Development Corporation) has moved into this newly renovated area on March 27, 2024. Staff continue to look for future interested tenants for the remaining vacant spaces.

**4. Staffing Update**

Staff wish to welcome Karen White, into the role of Administrative Assistant I for the Real Estate Division. She started employment with the County on April 2, 2024. Karen joins our team in Real Estate Division to assist and support us as we continue with existing projects, proceed with multiple new projects, as well as the day-to-day operations in both the Real Estate and the Renfrew County Housing Corporation portfolios.

Real Estate - 2024 Capital Projects

Location	Work Description	Status			Comments
		Budget	Quote	Status	
County Admin Building					
	B30 - Roofing	\$123,765.40		Tendered	
	Generator Transfer Switch	\$33,000		2023 Carryover	Schedule for Q4
Renfrew County Place					
	HVAC - Replacement/upgrade	\$220,000	\$90,603	Project completed	Completion date - March 22, 2024
	Flat Roof Replacement	\$341,000	\$238,621	Awarded to Irvcon (2023 Carryover)	Work to commence - April 2024
	Paramedic Parking Shelter	\$250,000	\$128,600	Awarded to Stephen & Sons Construction	Anticipate completion - late Q2
	D5022 - Lighting Equipment	\$74,259.24			Schedule for Q3
	D5038 - Security Systems	\$74,081.66			Schedule for Q3
80 McGonigal					
	Garage Upgrade to Store Vehcile	\$30,000.00		In Design	
	Garage Oil/Water Seperator (floor drain)	\$50,000.00		In Review	
	D5038 - Security Systems	\$30,941.00			Schedule for Q3
	Generator	\$70,000.00			Schedule for Q4
Paramedic Bases					
	Eganville - Fit Up/Renovation	\$400,000.00		RFT RE-2024-01 (\$154,500)	Fit-up work in progress
				Awarded to TS General Contracting	
				Phase 3 (mechancial) - Tendered	
	D3034 - Packaged Air Conditioning Unit	\$18,564.81			Scheduled for later in Q2

## PLANNING DIVISION REPORT

Prepared by: Bruce Howarth, MCIP, RPP, Manager of Planning Services

Prepared for: Development and Property Committee

April 9, 2024

### INFORMATION

#### 1. Information Dashboards

The GIS Division has created two dashboards to view data/information regarding building activity and vacant land availability within Renfrew County. The [building dashboard](#) provides information on the location, type of unit, and year that residential buildings have been constructed. The [vacant land inventory dashboard](#) provides information regarding the location, size, and services of properties across Renfrew County. Staff will provide a demonstration of the benefits of this information.

#### 2. Geographic Information Systems (GIS) Training Day

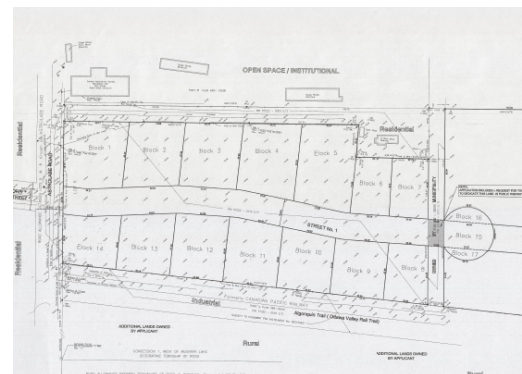
An invitation was sent to all municipal staff to attend a County hosted “Introduction GIS Training Course” scheduled for April 25, 2024 from 9:00 a.m. to 12:00 p.m. This course by County staff, is designed to enhance skills and knowledge in GIS and to leverage these systems more effectively in municipal work. Agenda topics include:

- Introduction to GIS, ArcGIS Pro, and ArcGIS Online
- ArcPro Basics: User Interface, How to Add Data, Editing, Symbology, Labeling, Geoprocessing Tools, Data Management, Creating 2D Map Layout
- ArcGIS Online: Field Maps, Survey 123, Quick Capture, Story Map examples

Staff will guide attendees through these topics, providing hands-on demonstrations and practical insights that will enhance GIS skills. Whether you are new to GIS or looking to refine your abilities, this training will provide valuable knowledge that can be applied directly to work in municipal operations.

#### 3. Bennett Meadows Draft Approval

Subdivision File 47T21002 was draft approved on March 1, 2024 that will allow for the creation of 50 units (6 semi-detached, 44 row dwellings). The subdivision is located in Cobden (Township of Whitewater Region) and accessed by Astrolabe Road near the Agriculture Hall. The new units will be connected to the Township’s water/wastewater system. The developer now has three years to satisfy the conditions of draft approval and register the subdivision.



#### 4. **Phase 1 of Flood Plain Mapping**

In partnership with Natural Resources Canada (NRCan) and the Ministry of Natural Resources and Forestry (MNRF), Renfrew County and local municipalities are preparing for an effective response to any future potential flood mapping funding opportunities.

This project is aligned with the federal flood mapping framework (NRCan, 2018), of which the objectives of this project will be to:

- (1) identify current mapping status,
- (2) identify shortfalls in current data and mapping,
- (3) identify and prioritize areas for acquiring new mapping, and
- (4) develop a plan to acquire data required for flood mapping and implement flood mapping across the county.

Phase 1 of the flood-mapping framework (Flood Hazard Identification and Priority Setting) is complete and has been accepted by NRCan. The final reports are posted on the County of Renfrew [Zencity](#) platform.

### **RESOLUTIONS**

#### 5. **Community Improvement Plans (CIP)**

**Resolution No. 1:** THAT the Development and Property Committee recommends that County Council direct staff to undertake an Official Plan Amendment and development of a Regional Incentives Program.

**Resolution No. 2:** THAT the Development and Property Committee recommends that County Council direct staff to pursue a change to the regulation under the Planning Act to become a “Prescribed Upper-tier Municipality” for the purposes of developing an affordable housing Community Improvement Plan (CIP).

#### **Background**

Attached as Appendix PLAN-I is a report presented at the March session of County Council regarding the Town of Arnprior’s request for participation in a Brownfield Remediation Tax Assistance Program. County Council directed that this report be brought to the Development and Property Committee for consideration of staff direction.

The report covers two distinct matters related to Community Improvement Plans (CIPs). Firstly, it highlights that the County of Renfrew cannot engage in providing grants or funds to local municipalities without an Official Plan Amendment and a “Regional Incentives Plan” in place. Resolution No. 1 seeks to direct staff to initiate this process, enabling the County to offer financial support to local municipalities for implementing their respective CIPs. It is estimated at a high-level that this project could be done in-house and potentially completed in time for consideration of funding levels for the 2025 budget.

Secondly, it addresses the County's inability to establish its own CIP due to not being categorized as a "Prescribed Upper-Tier Municipality" under Section 28(2) of the Planning Act. To overcome this limitation, a provincial regulation would need approval to prescribe Renfrew County accordingly. If successful, the County could proceed with formulating its own CIP, particularly focused on affordable housing initiatives. Resolution No. 2 aims to instruct staff to pursue this regulatory change, facilitating the creation of a Renfrew County Affordable Community Improvement Plan. It is estimated that the process to become a prescribed municipality could take one year. If successful, we would recommend that a Request for Proposal (RFP) be issued for the creation of the Affordable Housing CIP (budget item for 2025). The CIP, which also requires provincial approval, would potentially be completed in time for funding consideration/implementation for the 2026 budget.

## **BY-LAWS**

### **6. Official Plan Amendment (OPA) No. 44 – Alternative Notice Provisions**

**Recommendation:** THAT the Development and Property Committee recommends that County Council adopt a By-law to approve Official Plan Amendment No. 44 to introduce an Alternative Notice Provisions policy into the Official Plan.

#### **Background**

Attached as Appendix PLAN-II is the draft Official Plan Amendment No. 44 and a Planning report. The prescribed public meeting under the Planning Act was held this morning.

Recently, it was announced that Metroland is shutting its print division. This has left the County of Renfrew (and local municipalities) without a print paper that reaches the public to satisfy Planning Act requirements for circulation when undertaking an initiative that is municipal-wide (like this proposed OPA).

The Planning Act allows for local alternatives for providing notice if the Official Plan contains policies specifying details of the method of notice. This amendment would introduce the required policies to allow municipalities to utilize "alternative notice" provisions under the Planning Act. Staff will continue to use print media when available.

### **7. Official Plan Amendment (OPA) No. 45 – Draper**

**Recommendation:** THAT the Development and Property Committee recommends that County Council adopt a By-law to approve Official Plan Amendment No. 45 to redesignate lands from "Rural-Exception Four" to "Rural-Exception Twenty".

#### **Background**

Attached as Appendix PLAN-III is the draft Official Plan Amendment No. 45 and a Planning report. The amendment would allow the subject lands to finish the remaining development of the property to proceed through the consent (severance) process, rather than by means of a registered plan of subdivision. The Official Plan discourages more than five lots being severed through the consent process from a property. Due to

the historic nature of development on this subject property and the remaining lands, the plan of subdivision was determined to not be the ideal process to create the lots. The applicant will still be required to provide and implement the same supporting studies as if a plan of subdivision was submitted, including:

- a) Full Hydrogeological Assessment,
- b) Stormwater Management Report,
- c) Lot Grading and Drainage Plan, and
- d) Environmental Impact Study

Additional requirements may be applicable depending on the potential lot creation of the property, and the services that are necessary (i.e. roads/access, stormwater management, geotechnical, archaeological). The final layout of the proposed lots will be dependent on the results of the studies and further planning review.

## 8. **Official Plan Amendment (OPA) No. 46 – Robertson Line**

**Recommendation:** THAT the Development and Property Committee recommends that County Council adopt a By-law to approve Official Plan Amendment No. 46 to redesignate lands from “Rural-Exception Sixteen” to a “Rural” designation.

### **Background**

Attached as Appendix PLAN-IV is the draft Official Plan Amendment No. 46 and a Planning Report. This amendment to the County of Renfrew Official Plan was initiated by the Township of McNab/Braeside and proposes to redesignate lands along Gunsmith Road, Hidden River Road, and along Robertson Line between the Madawaska River and Hanson Creek, from Rural-Exception Sixteen to Rural to remove the restriction on lot creation for these lands. The Rural-Exception Sixteen was implemented in March 2017 to address safety concerns at that time related to a significant vertical sag curve in the road at the location of the Hanson Creek crossing. The Township of McNab/Braeside was concerned that if additional new lots were created within this area, there could be an increase in the number of vehicles on the road, increasing the likelihood of an incident.

The Township has confirmed that, in 2023, road work on Robertson Line within the affected area was completed. The culvert at Hanson Creek was replaced, by the County of Renfrew, and the Township reconstructed the roadway, making a number of geometric improvements to reduce the road’s grade and to improve the design criteria through this location, thereby satisfying the required road improvements set out in the Rural-Exception Sixteen designation. The policies of the Rural-Exception Sixteen designation are no longer required and the lands can be returned to the Rural designation.

A public meeting was held in the Township of McNab/Braeside on March 13/2024. Comments from the public are contained in the planning report. No significant concerns or objections were received.

**COUNTY OF RENFREW****CORPORATE SERVICES/DEVELOPMENT PLANNING DEPARTMENT REPORT**

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**TO:** County Council

**FROM:** Daniel Burke, Treasurer and Bruce Howarth, Manager of Planning

**DATE:** March 27, 2024

**SUBJECT:** Notice of Motion Tabled from February 28<sup>th</sup>, 2024 – Re Town of Arnprior request for participation in a Brownfield Remediation Tax Assistance Program

---

At the February 28, 2024 County Council meeting direction was given to staff to provide a report regarding participation in a Brownfield Remediation Tax Assistance Program.

Upon review, the County is currently prohibited from participating in a lower-tier community improvement plan (CIP) under Section 28(7.2) of the Planning Act; the section of the Act dealing with Community Improvement Plans. This section states that the council of an upper-tier municipality may make grants or loans to the Council of a lower-tier municipality (and a lower-tier to an upper-tier) for the purposes of carrying out a CIP, but only if the Official Plan of the municipality making the grant or loan contains provisions relating to the making of such grants or loans. In order to proceed with this request, the County would be required to amend the Official Plan to implement a policy that would allow the County to participate in a lower-tier CIP. Counties that have undertaken this process combine the Official Plan policy with a “Regional Revitalization Program” or a “Regional Incentives Program”. These programs identify regional goals (as opposed to local goals) and set the standards and incentives contained in a local CIP that the County would be willing to support.

As an example, in the County of Stormont Dundas and Glengarry (SDG), the Regional Incentives Program is a collaborative effort between the County and their local municipalities. Applications are generally received and initially reviewed by staff of the local municipality, then reviewed by County staff and forwarded to a Regional Incentives Program Approvals Committee. The Regional Incentives Approvals Committee is responsible for recommending the approval of Regional Tourism grants to County Council. Final approval for all grants rests with SDG County Council. SDG offers the following grants under this program:

1. Façade, Signage, and Property Improvement Grant.
2. Building Improvement/Restoration Grant.
3. Building Conversion/Expansion Grant.

4. Feasibility, Design, and Study Grant.
5. Planning Application and Permit Fees Grant.

Participation of the County in a Tax Increment Equivalent Grant as proposed by the Town of Arnprior is first to be included in the Official Plan, and then detailed in a regional program. Once these are implemented, the County could consider supporting the Town's request.

In addition to our primary discussion, the mesa project places significant emphasis on housing availability and affordability. Through the mesa approach, we recognize the interconnectedness between mental health, substance use, addiction, and the rising demand for emergency and social services, necessitating strategic planning and investment in housing. The mesa initiative promotes proactive efforts to develop and endorse effective, inventive solutions to housing challenges, spearheaded collaboratively by the County of Renfrew. One potential avenue for exploration by the County involves instituting a County-wide CIP to support affordable housing endeavors.

According to the Planning Act, only "prescribed upper-tier municipalities" possess the authority to implement a CIP. Presently, the only prescribed upper-tier municipalities include the Regions of Durham, Halton, Niagara, Peel, Waterloo, York, the District of Muskoka, and the County of Frontenac. Notably, the Planning Act outlines distinct differences in CIP usage between lower-tier and upper-tier municipalities. A prescribed upper-tier municipality is constrained to incorporate the following three elements into a CIP: infrastructure falling within the upper-tier municipality's jurisdiction, land and structures within and adjacent to existing or planned transit corridors with potential for concentrated mixed-use development, and affordable housing initiatives. Given that Renfrew County lacks jurisdiction over water or wastewater services and lacks planned transit corridors, only the third element, affordable housing, holds particular relevance for consideration. To the best of our knowledge, there isn't an existing instance of an upper-tier CIP solely dedicated to affordable housing. Establishing a CIP specifically tailored to affordable housing would empower the County to offer incentives and collaborate with developers to augment the supply of much-needed housing, aligning with the mesa action model.

Therefore, staff are seeking direction from Council on how to proceed:

- A. Amend the County of Renfrew Official Plan to implement enabling policies and direction to draft a Regional Incentives Program. The Regional Incentives Program would implement policies and guidelines regarding which lower-tier CIP programs the County would participate in.
- B. Pursuing a change to the regulation under the Planning Act to become a "Prescribed Upper-Tier Municipality" for the purposes of developing an affordable housing CIP.
- C. Pursue option A and option B concurrently, allowing for participation in lower-tier CIP's as desired, as well as a dedicated County of Renfrew CIP for affordable housing.
- D. Do not proceed with any of the above.



**COUNTY OF RENFREW**

**BY-LAW NUMBER**

**A BY-LAW TO ADOPT AMENDMENT NO. 44  
TO THE OFFICIAL PLAN OF THE COUNTY OF RENFREW**

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WHEREAS the Council of the Corporation of the County of Renfrew, in accordance with the provisions of Sections 17 and 22 of the Planning Act, as amended hereby enacts as follows:

1. THAT Amendment No. 44 to the Official Plan of the County of Renfrew, consisting of the text attached as Schedule "I" is hereby adopted.
2. THAT this By-law shall come into force and take effect on the day of final passing thereof.

READ a first time this 24th day of April 2024.

READ a second time this 24th day of April 2024.

READ a third time this 24th day of April 2024.

---

PETER EMON, WARDEN

---

GWEN DOMBROSKI, CLERK

Schedule I

**AMENDMENT NO. 44**

**TO THE**

**OFFICIAL PLAN**

**FOR THE**

**COUNTY OF RENFREW**

DRAFT

AMENDMENT NO. 44 TO THE OFFICIAL  
PLAN FOR THE COUNTY OF RENFREW

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**THE CONSTITUTIONAL STATEMENT**

PART A - THE PREAMBLE does not constitute part of this amendment.

PART B - THE AMENDMENT consisting of the following text constitutes Amendment No. 44 to the Official Plan for the County of Renfrew.

## **PART A - THE PREAMBLE**

### **Purpose**

To amend the County of Renfrew Official Plan to introduce alternative notice policies for Planning Act applications

### **Location**

The proposed amendment affects all lands within the County of Renfrew and therefore a key map has not been provided.

### **Basis**

The Official Plan for the County of Renfrew was adopted by the Council of the County of Renfrew on March 27, 2002, and approved by the Minister of Municipal Affairs and Housing on June 2003. The Official Plan was recently updated by Official Plan No. 31, under Section 26 of the Planning Act, and approved by the County of Renfrew on August 19, 2021. This amendment represents the 44<sup>th</sup> amendment to the Official Plan.

### **Proposal**

Recently it was announced that Metroland is shuttering its print division. This has left the County of Renfrew (and local municipalities) without a print paper that reaches the public to satisfy Planning Act requirements for circulation when undertaking an initiative that is municipal-wide (like this proposed OPA). The Planning Act allows for local alternatives for providing notice if the Official Plan contains policies specifying details of the method of notice. This amendment would introduce the required policies to allow municipalities to utilize "alternative notice" provisions under the Planning Act.

## **PART B - THE AMENDMENT**

All of this part of the document entitled Part B - The Amendment, consisting of the following text constitutes Amendment No. 44 to the Official Plan for the County of Renfrew.

### **Details of the Amendment**

The Official Plan is amended as follows:

Section 17.18 – Public Consultation section of the Official Plan is deleted, and replaced with the following new policy.

#### **17.18 Public Consultation**

Consultation is intended to foster communication, provide education of issues, and provide conflict resolution early in the planning process. The County and local municipalities recognize that public consultation is a key component of the planning process.

All Planning Act applications shall adhere to the prescribed measures for public consultation strategies, public meetings, and notification procedures in accordance with the Planning Act and associated regulations. Applicable regulations under the Planning Act include but are not limited to O. Reg. 545/06 on Zoning By-Laws, Holding By-Laws, and Interim Control By-Laws; O. Reg. 544/06 on Plans of Subdivision; O. Reg. 543/06 on Official Plans and Plan Amendments; O. Reg. 200/96 on Minor Variance Applications; and O. Reg. 197/96 on Consent Applications. In some instances, public consultation required by the County or local municipalities may exceed these requirements as deemed appropriate and as outlined in this Plan.

#### **Policies for Public Consultation**

The County and local municipalities shall use a variety of communication methods to seek input on planning matters and to provide information to the public. Depending on the issues, and in accordance with the Planning Act and associated regulations, the approval authority shall choose the most appropriate method of communication, which may include any or all of the following:

1. Personal service or prepaid first class mail;
2. Newspaper notices (Print or E-version);
3. E-mail;
4. Public notice signs;
5. Surveys, electronic or mail-out;
6. Neighbourhood Open Houses and/or Public Information Centres;
7. Neighbourhood Working Groups or Focus Groups;
8. Information meetings;
9. Statutory Public meetings;
10. Website or internet engagement platforms (e.g. ZenCity); and/or;
11. Any other methods as deemed necessary by the approval authority and established by amendment to this Plan.

Public meetings (where required by the Planning Act) shall be held to inform and obtain feedback from the public on Planning Act applications, the policies of this Plan, and

where required by the County. The format of the public meeting shall be based on the type of Planning Act application and may be in the form of an Information Meeting, Statutory Public Meeting, or may require both.

Depending on the nature and scope of the development application, the approval authority may require the applicant to hold a neighbourhood open house as part of Pre-Consultation prior to submission of a complete application. As prescribed by the Planning Act and associated regulations, the approval authority may require the applicant to complete and submit a Public Consultation Strategy as part of an Official Plan Amendment, Zoning By-Law Amendment and Plan of Subdivision.

The Approval Authority may require the applicant to hold additional meetings beyond that of the Pre-Consultation Meeting, Neighbourhood Meeting, Information Meeting and Statutory Public Meeting to provide the community additional information regarding the proposal such as technical studies and to provide opportunities for conflict resolution.

Policies for Alternative Public Consultation Measures (Planning Act s. 17(19.3), s. 34 (14.3), s. 51(19.3.1), s. 53(4.3))

The Approval Authority may establish alternative public consultation measures to notify prescribed persons and public bodies of proposed development using a combination of the measures above that the municipality deems suitable for providing public notice.

The County and/or local Municipalities may develop a Municipal Consultation Strategy, which provides additional direction for Planning Act matters for which they are the approval authority. Where a Municipal Consultation Strategy has been approved, the direction of the Strategy shall be followed.

Community consultation requirements for the Community Planning Permit System may be developed by local Municipalities seeking to pursue the use of such System.

## **Implementation and Interpretation**

The implementation and interpretation of this Amendment shall be in accordance with the respective policies of the Official Plan for the County of Renfrew.





## OFFICIAL PLAN AMENDMENT 44

### PLANNING REPORT MARCH 27, 2024

#### 1. Background

This Official Plan Amendment has been initiated by the County of Renfrew and affects all lands within the County of Renfrew.

Recently, it was announced that Metroland is shuttering its print division. This has left the County of Renfrew (and local municipalities) without a print paper that reaches the public to satisfy Planning Act requirements for circulation when undertaking an initiative that is municipal-wide (like this proposed OPA).

The Planning Act allows for local alternatives for providing notice if the Official Plan contains policies specifying details of the method of notice. This amendment would introduce the required policies to allow municipalities to utilize “alternative notice” provisions under the Planning Act.

#### 2. Proposed Official Plan Amendment

The proposed Official Plan Amendment is attached to this report as Appendix A. The Official Plan is amended as follows:

Section 17.18 – Public Consultation section of the Official Plan is deleted, and replaced with the following new policy:

##### **17.18 Public Consultation**

Consultation is intended to foster communication, provide education of issues, and provide conflict resolution early in the planning process. The County and local municipalities recognize that public consultation is a key component of the planning process.

All Planning Act applications shall adhere to the prescribed measures for public consultation strategies, public meetings, and notification procedures in accordance with the Planning Act and associated regulations. Applicable regulations under the Planning Act include but are not limited to O. Reg. 545/06 on Zoning By-Laws, Holding By-Laws, and Interim Control By-Laws; O. Reg. 544/06 on Plans of Subdivision; O. Reg. 543/06 on Official Plans and Plan Amendments; O. Reg. 200/96 on Minor Variance Applications; and O. Reg. 197/96 on Consent Applications. In some instances, public consultation required by the County or local municipalities may exceed these requirements as deemed appropriate and as outlined in this Plan.

##### Policies for Public Consultation

The County and local municipalities shall use a variety of communication methods to seek input on planning matters and to provide information to the

public. Depending on the issues, and in accordance with the Planning Act and associated regulations, the approval authority shall choose the most appropriate method of communication, which may include any or all of the following:

1. Personal service or prepaid first class mail;
2. Newspaper notices (Print or E-version);
3. E-mail;
4. Public notice signs;
5. Surveys, electronic or mail-out;
6. Neighbourhood Open Houses and/or Public Information Centres;
7. Neighbourhood Working Groups or Focus Groups;
8. Information meetings;
9. Statutory Public meetings;
10. Website or internet engagement platforms (e.g. ZenCity); and/or;
11. Any other methods as deemed necessary by the approval authority and established by amendment to this Plan.

Public meetings (where required by the Planning Act) shall be held to inform and obtain feedback from the public on Planning Act applications, the policies of this Plan, and where required by the County. The format of the public meeting shall be based on the type of Planning Act application and may be in the form of an Information Meeting, Statutory Public Meeting, or may require both.

Depending on the nature and scope of the development application, the approval authority may require the applicant to hold a neighbourhood open house as part of Pre-Consultation prior to submission of a complete application. As prescribed by the Planning Act and associated regulations, the approval authority may require the applicant to complete and submit a Public Consultation Strategy as part of an Official Plan Amendment, Zoning By-Law Amendment and Plan of Subdivision.

The Approval Authority may require the applicant to hold additional meetings beyond that of the Pre-Consultation Meeting, Neighbourhood Meeting, Information Meeting and Statutory Public Meeting to provide the community additional information regarding the proposal such as technical studies and to provide opportunities for conflict resolution.

Policies for Alternative Public Consultation Measures (Planning Act s. 17(19.3), s. 34 (14.3), s. 51(19.3.1), s. 53(4.3))

The Approval Authority may establish alternative public consultation measures to notify prescribed persons and public bodies of proposed development using a combination of the measures above that the municipality deems suitable for providing public notice.

The County and/or local Municipalities may develop a Municipal Consultation Strategy, which provides additional direction for Planning Act matters for which they are the approval authority. Where a Municipal Consultation Strategy has been approved, the direction of the Strategy shall be followed.

Community consultation requirements for the Community Planning Permit System may be developed by local Municipalities seeking to pursue the use of such System.

### **3. Agency and Public Comments Received**

The draft amendment was circulated to the Ministry of Municipal Affairs and Housing (MMAH). No comments were received from Provincial staff.

The draft amendment was circulated to the local municipalities in the County of Renfrew. One written comment was received. The Township of Bonnechere Valley indicated that they would like to see local newspapers remain on the list.

A Notice of Application and Public Meeting was placed in all of the newspapers (electronic and paper) in the County of Renfrew (eg., Daily News, Valley Gazette, North Renfrew Times, Eganville Leader, and Ottawa Valley News for Renfrew and Arnprior.) It was also posted on the County of Renfrew website, and provided to the local municipalities for placement on their websites. The Notice was also posted on the County's social media platforms.

No public comments have been received as of the date of this report. A public meeting is to be held on April 9, 2024 at 9:30am at the County Administrative Building.

### **4. Conclusion and Next Steps**

As indicated above, recent changes with Metroland has left the County and local municipalities without a print paper that reaches the public to satisfy Planning Act requirements for circulation when undertaking an initiative that is municipal-wide. Staff have prepared the Official Plan amendment to introduce the required policies to allow municipalities to utilize "alternative notice" provisions under the Planning Act.

As mentioned in the previous section, one comment was received from the Township of Bonnechere Valley regarding local newspapers. Newspaper notices (print or e-version) are included on the list as a method of communication.

Staff recommend that the proposed Official Plan Amendment be approved.

Date: March 28, 2024

Prepared by: Lindsey Bennett-Farquhar, MCIP,  
RPP Senior Planner

Reviewed by: Bruce Howarth, MCIP, RPP  
Manager of Planning

**COUNTY OF RENFREW**

**BY-LAW NUMBER**

**A BY-LAW TO ADOPT AMENDMENT NO. 45  
TO THE OFFICIAL PLAN OF THE COUNTY OF RENFREW**

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WHEREAS the Council of the Corporation of the County of Renfrew, in accordance with the provisions of Sections 17 and 22 of the Planning Act, as amended hereby enacts as follows:

1. THAT Amendment No. 45 to the Official Plan of the County of Renfrew, consisting of the text and map attached as Schedule "I" is hereby adopted.
2. THAT this By-law shall come into force and take effect on the day of final passing thereof.

READ a first time this 24th day of April 2024.

READ a second time this 24th day of April 2024.

READ a third time this 24th day of April 2024.

---

PETER EMON, WARDEN

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GWEN DOMBROSKI, CLERK

Schedule I

**AMENDMENT NO. 45**

**TO THE**

**OFFICIAL PLAN**

**FOR THE**

**COUNTY OF RENFREW**

DRAFT

AMENDMENT NO. 45 TO THE OFFICIAL  
PLAN FOR THE COUNTY OF RENFREW

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DRAFT

## **THE CONSTITUTIONAL STATEMENT**

PART A - THE PREAMBLE does not constitute part of this amendment.

PART B - THE AMENDMENT consisting of the following text and Schedule "A" constitutes Amendment No. 45 to the Official Plan for the County of Renfrew.

DRAFT



## **PART A - THE PREAMBLE**

### **Purpose**

To amend Schedule A of the County of Renfrew Official Plan to redesignate the subject lands in order to allow the remaining development of the property to proceed through the consent (severance) process, rather than by means of a registered plan of subdivision. The effect of the amendment is to redesignate the 6.015 hectare property from Rural – Exception Four to Rural – Exception Twenty.

### **Location**

The lands affected by this amendment are described as Part of Lot 11, Concession 8, in the Township of Horton.

### **Basis**

The Official Plan for the County of Renfrew was adopted by the Council of the County of Renfrew on March 27, 2002, and approved by the Minister of Municipal Affairs and Housing on June 2003. The Official Plan was recently updated by Official Plan No. 31, under Section 26 of the Planning Act, and approved by the County of Renfrew on August 19, 2021. This amendment represents the 45<sup>th</sup> amendment to the Official Plan.

### **Proposal**

The subject lands are approximately 6.015 hectares in area with road frontage along River Road and is known as Red Door Ranch. The owners have applied to redesignate the property from Rural – Exception Four to Rural – Exception Twenty to allow the remaining development of the property to proceed through the consent (land severance) process, rather than by means of a registered plan of subdivision. The exception zone would allow an exception to the Land Division policies of the County of Renfrew Official Plan in order to permit future development of up to seven new residential lots and one retained lot through the consent process. The policies of the existing Rural – Exception Four designation will continue to apply to the new Rural – Exception Twenty designation.

The applicants submitted three consent applications (B76/23(1), B77/23(2), and B78/23(3)) in 2023. Our office recommended refusal of the applications on the basis that a plan of subdivision should be required for the proper and orderly development. Our office met with Jp2g Consultants Inc., on behalf of the owners, regarding the overall proposal for the property. It was agreed that a concept plan showing seven proposed lots and one retained lot may be considered through the consent process subject to the following:

1. An application for amendment to the County of Renfrew Official Plan would be required to permit up to seven (7) new lots and one (1) retained lot through the consent process;

2. That Consent Application File No. B77 /23(2) be abandoned;
3. That Consent Application File Nos. B76/23(1) and B78/23(3) be deferred pending the completion of the studies described in the County Planning Reports for these consent applications;
4. That the studies described in the County Planning Reports apply to the entire land holding (all 7 proposed lots and the retained lands). The results and recommendations of the studies will be implemented through zoning and agreements (site plan and/or development agreements) with the Township of Horton; and
5. The layout of the lots shown on the Concept Plan, including the water access for the lot to be created by Consent Application File No. B76/23(1) be subject to modifications based on further planning review and the results of the required studies.

The supporting studies for the proposed lots will be completed following the approval of the proposed official plan amendment. The studies that were described in the Consent Planning Reports included: Full Hydrogeological Assessment, Stormwater Management Report, Lot Grading and Drainage Plan, and Environmental Impact Assessment. Additional requirement may be applicable depending on the potential lot creation of the property, and the services that are necessary (i.e. roads/access, stormwater management, geotechnical). The final layout of the proposed lots will be dependent on the results of the studies and further planning review.

Each of the proposed lots will have a minimum lot area of 0.4 hectares and 45 metres of road frontage, with road frontages along the private right-of-way which will be designated and constructed to the Township's private road standard. Six of the lots are proposed to have water frontage along the Ottawa River.

### **Site Conditions and Surrounding Land Uses**

The property is 6.015 hectares in area with road frontage along River Road, which is a County Road, and has water frontage along the Ottawa River. There is an existing dwelling on the property that will be on one of the proposed lots. The remainder of the lands to be severed and the retained lands are currently vacant.

The surrounding land uses include existing waterfront residential lots and rural residential lots along River Road and the Ottawa River.

### **Provincial Policy Statement 2020 (PPS)**

Section 3 of the *Planning Act* requires that, in exercising any authority that affects a planning matter, the council of a municipality "shall be consistent with" policy statements issued under the *Act* that are in effect. The Provincial Policy Statement (PPS) guides the overall direction of land-use matters as they are declared to be a matter of Provincial interest. The Provincial Policy

Statement is required to be read in its entirety but a number of policies are related to the subject lands and potential future development are identified below:

Section 1.1.4.1 states that healthy, integrated and viable *rural areas* should be supported by:

- a) building upon rural character, and leveraging rural amenities and assets;
- b) promoting regeneration, including the redevelopment of *brownfield sites*;
- c) accommodating an appropriate range and mix of housing in rural *settlement areas*;
- d) encouraging the conservation and *redevelopment* of existing rural housing stock on *rural lands*;
- e) using rural *infrastructure* and *public service facilities* efficiently;
- f) promoting diversification of the economic base and employment opportunities through goods and services, including value-added products and the sustainable management or use of resources;
- g) providing opportunities for sustainable and diversified tourism, including leveraging historical, cultural, and natural assets;
- h) conserving biodiversity and considering the ecological benefits provided by nature; and
- i) providing opportunities for economic activities in *prime agricultural areas*, in accordance with policy 2.3.

Section 1.1.5.2 states on rural lands located in municipalities, permitted uses are:

- c) residential development, including lot creation, that is locally appropriate.

Section 1.6.6.4 states that where municipal sewage services and municipal water services or private communal sewage services and private communal water services are not available, planned or feasible, individual on-site sewage services and individual on-site water services may be used provided that site conditions are suitable for the long-term provision of such services with no negative impacts.

Section 2.1 contains policies regarding natural heritage and the protection of natural features for the long-term.

Section 2.6.2 states *development* and *site alteration* shall not be permitted on lands containing *archaeological resources* or *areas of archaeological potential* unless *significant archaeological resources* have been conserved.

## **County of Renfrew Official Plan**

The County of Renfrew Official Plan implements the PPS, and sets out policies to implement County goals and objectives.

The lands impacted by this application are designated Rural – Exception Four. An Official Plan amendment is required to redesignate the property from Rural – Exception Four to Rural – Exception Twenty.

For the lands designated Rural – Exception Four, the Official Plan states that to sever new lots for year round residential development which lots do not have frontage or direct access to a public road may be considered without an amendment to this Plan. Also, applications for consent, lot additions and rights-of-way for existing year round residential uses may be considered without an amendment to this Plan. In considering the applications above Council shall be satisfied that no undue financial burden will be placed on the Township for road maintenance or other municipal services which services are significantly above the levels currently provided.

Section 13.3(2) identifies County Roads and states that new development which proposes access to or fronts on a County Road must satisfy all requirements of the Public Works and Engineering Department.

General Policies are set out in Section 2.0 and are applied, as required, to new development proposals, depending the type and scale of development, the location of the site and nearby features on the landscape. These address a variety of matters including, but not limited to: 2.2(8) Natural Heritage Features, and 2.2(12) Servicing. Many of these policies contain requirements for studies and reports to address issues and provide recommendations for mitigation measures.

### **Township Zoning By-law #2010-14**

The subject lands are zoned Limited Service Residential (LSR) in the Township of Horton Zoning By-law.

The Limited Service Residential (LSR) permits a limited service dwelling. Non-residential permitted uses include daycare (private dwelling), private park, and public park.

The minimum lot area in the LSR zone is 4050 square metres, and the minimum lot frontage requirement is 40 metres. The minimum water frontage requirement is 45 metres.

### **Submitted Studies**

*Planning Justification Report in Support of an Official Plan Amendment, Jp2g Consultants Inc., January 11, 2024*

A Planning Justification Report was submitted in support of the application. The report included a summary of the pre-consultation process leading to the submission of the Official Plan Amendment, an overview of the existing and proposed development, and a review of the relevant policies of the Provincial Policy Statement, 2020, the County of Renfrew Official Plan, and relevant provisions of

the Zoning By-law for the Township of Horton. The report contains planning conclusions and proposed wording for the official plan amendment.

The report provided a background of the history of development of the property, and stated that there have been seven new residential lots previously submitted from the original holding. The applicants propose to complete the development potential of the remaining property by severing an additional seven residential lots and one retained lot through the consent process. The report provided a background on the three consent applications that were submitted in 2023.

The report reviewed the Rural – Exception Four designation and indicated that the proposed severed lots will have frontage and access on a private road. It also stated that the provisions of the Rural – Exception Four designation will continue to apply to the subject lands.

The report stated that the nature of the site-specific Official Plan Amendment is to redesignate the subject property from "Rural - Exception Four" to "Rural – Exception Twenty". The proposed exception will allow for the remaining development of the Red Door Ranch property to proceed through the consent (land severance) process. The studies and other information required to support the proposed consents identified by the County of Renfrew in the Planning Reports for Consent Applications B76/23(1), B77/23(2), and B78/23(3) will be completed prior to filing any further applications for consent.

The report stated that the property is zoned Limited Service Residential (LSR), and that the property was rezoned to recognize that any proposed future lots will not be serviced by a year-round maintained public road. The existing zoning provides adequate development controls to ensure proper and orderly development on the Red Door Ranch property.

The report concluded that the proposed application for Official Plan Amendment has been reviewed against the policies contained in the PPS, the County of Renfrew Official Plan, and Township of Horton Zoning By-law. It is concluded that a redesignation of the property from "Rural - Exception Four" to "Rural – Exception Twenty" will satisfy the requirements of the County of Renfrew and Township of Horton and allow the County to consider the completion of seven (7) future residential lots and one (1) retained lot through the Consent process.

### **Analysis**

Section 14.2(1) of the Official Plan states "prior to considering the merits of a consent, the approval authority shall be satisfied that a registered plan of subdivision is not necessary for proper and orderly development. A registered plan of subdivision will be the method of dividing land where:

- a) A significant number of new lots would be or there is a high potential to create and market a significant number of new lots;
- b) New public roads other than minor public road extensions are proposed;

- c) Extensive investigations regarding such matters as hydrogeology, surface drainage or environmental impact will be required; or
- d) The future development potential of the retained lands or the adjoining lands would be adversely affected by the proposed consent”.

Section 14.3(3),(4)&(5) of the Official Plan include policies that direct the number of lots that can be created through the consent process from an original holding. The applicants submitted three lots to be severed through the consent process, Consent Applications File Nos. B76/23(1), B77/23(2), and B78/23(3), which constitute the 8<sup>th</sup>, 9<sup>th</sup>, and 10<sup>th</sup> new lots to be severed from the original holding. Our office recommended refusal of the applications on the basis that a plan of subdivision should be required for the proper and orderly development. Our office met with Jp2g Consultants Inc., on behalf of the owners, regarding the overall proposal for the property. It was agreed that the concept plan showing seven proposed lots and one retained lot may be considered through the consent process subject to the following:

1. Application for amendment to the County of Renfrew Official Plan would be required to permit up to seven (7) new lots and one (1) retained lot through the consent process;
2. That Consent Application File No. B77 /23(2) be abandoned;
3. That Consent Application File Nos. B76/23(1) and B78/23(3) be deferred pending the completion of the studies described in the County Planning Reports for these consent applications;
4. That the studies described in the County Planning Reports apply to the entire land holding (all 7 proposed lots and the retained lands). The results and recommendations of the studies will be implemented through zoning and agreements (site plan and/or development agreements) with the Township of Horton; and
5. The layout of the lots shown on the Concept Plan, including the water access for the lot to be created by Consent Application File No. B76/23(1) be subject to modifications based on further planning review and the results of the required studies.

The submission of this Official Plan amendment is being filed in accordance with No. 1 above. Consent Application File No. B77/23(2) has been abandoned (No. 2 above).

As mentioned above, a Planning Justification Report, prepared by Jp2g Consultants Inc., was submitted in support of this Official Plan Amendment to address how the proposal is consistent with the Provincial Policy Statement, and the policies in the County of Renfrew Official Plan. A concept plan for the development of the property was also included in the report showing the location of the seven proposed

severed lots, and one retained lot. The studies referenced above will be required to be submitted with the applications for consent.

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## **PART B - THE AMENDMENT**

All of this part of the document entitled Part B - The Amendment, consisting of the following text and Schedule "A" constitutes Amendment No. 45 to the Official Plan for the County of Renfrew.

### **Details of the Amendment**

The Official Plan is amended as follows:

- (a) Section 5.4 is amended by adding a new Subsection (T) Horton (OPA45) Rural – Exception Twenty, immediately following 5.4 (S) McNab/Braeside (OPA 32) Rural-Exception Nineteen,

Rural-Exception Twenty (Part of Lot 11, Concession 7 & 8, in the Township of Horton)

Notwithstanding the policies of Section 14.2(1) and Sections 14.2(3) to (5) of Section 14.0 Land Division polices, for the lands designated Rural – Exception Twenty on Schedule "A" to this Plan, a total of seven (7) new residential lots, plus one (1) retained parcel, may be created through the consent process and the policies of Section 5.4(D)(1) Rural – Exception Four of this Plan shall apply.


- (b) Schedule "A" of the Official Plan is hereby amended by redesignating those lands described as Part of Lot 11, Concession 7 & 8, in the Township of Horton, from "Rural – Exception Four" to "Rural – Exception Twenty", as shown on Schedule "A".



**AMENDMENT NO. 45  
TO THE OFFICIAL PLAN  
OF THE  
COUNTY OF RENFREW**

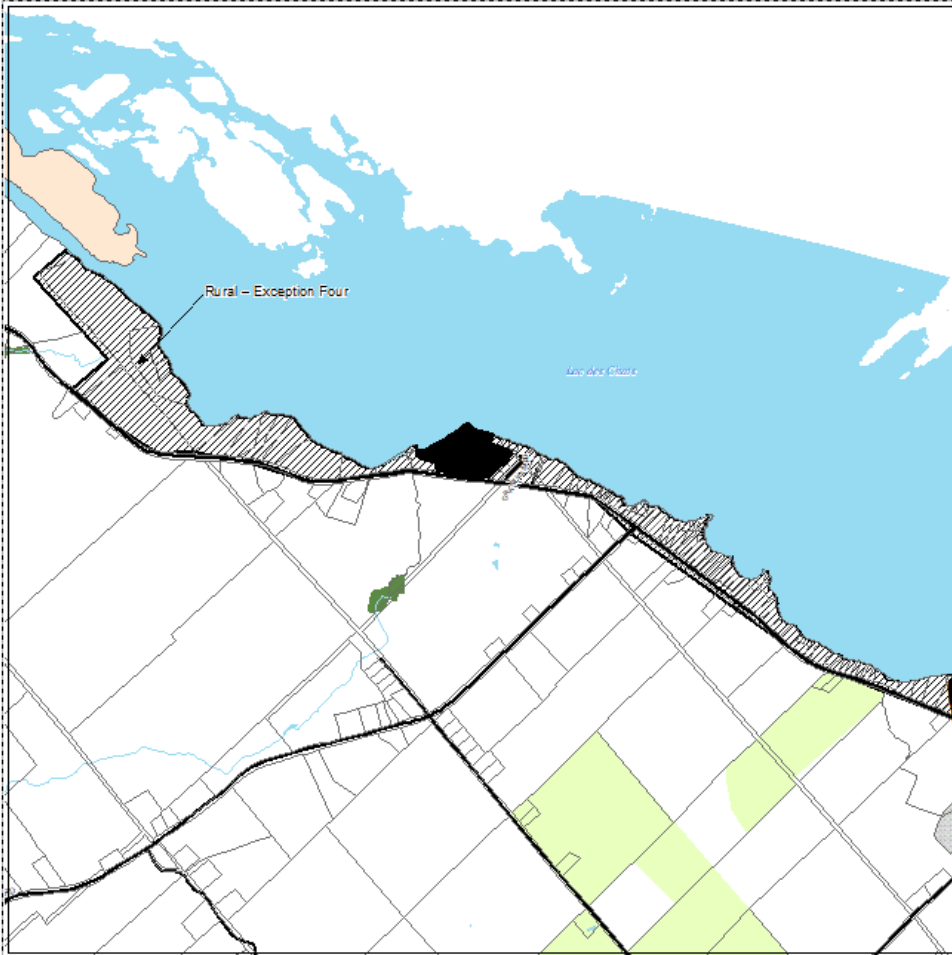
**SCHEDULE 'A'**

(Part of Lot 11, Concession 7 & 8 in the Township of Horton)

 Area affected by this Amendment From Rural-Exception Four To Rural-Exception Twenty

**COUNTY OF RENFREW OFFICIAL PLAN  
LEGEND**

-  Road
-  Permanent Streams and Rivers
-  Lakes and Rivers
-  At Capacity Lakes
-  Urban Community
-  Village Community
-  Non County Areas
-  Special Policy Exception Areas
-  Active Waste Disposal Site
-  Inactive Waste Disposal Site
-  Environmental Protection Area
-  Rural
-  Crown Land
-  County Forest
-  Mineral Aggregate
-  Mining Resource
-  Agriculture



Note: This schedule forms part of Amendment No. 45 to the Official Plan of the County of Renfrew and must be read in conjunction with the written text.

**Implementation and Interpretation**

The implementation and interpretation of this Amendment shall be in accordance with the respective policies of the Official Plan for the County of Renfrew.

DRAFT



## OFFICIAL PLAN AMENDMENT and ZONING BY-LAW AMENDMENT

### PLANNING REPORT

1. **FILE NO.:** OPA No.45
2. **APPLICANT:** Jp2g Consultants Inc. (Agent)  
Eric and Marion Draper (Owner)
3. **MUNICIPALITY:** Township of Horton
4. **LOCATION:** Part of Lot 11, Concession 8  
4420 River Road
5. **APPLICATIONS:** Official Plan Amendment 45 (OPA 45)

#### SUBJECT LANDS

6. **COUNTY OF RENFREW  
OFFICIAL PLAN  
Land Use Designation(s)** Rural-Exception Four
7. **TOWNSHIP OF HORTON  
ZONING BY-LAW  
Zone Category(s):** Limited Service Residential (LSR)
8. **DETAILS OF OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW  
AMENDMENT REQUEST:**

The applicant has submitted an application to the County of Renfrew to amend the County of Renfrew Official Plan.

The Official Plan amendment application proposes to amend Schedule A of the County of Renfrew Official Plan to redesignate the subject lands in order to allow the remaining development of the property to proceed through the consent (severance) process, rather than by means of a registered plan of subdivision. The effect of the amendment is to redesignate the 6.015 hectare property from Rural – Exception Four to Rural – Exception Twenty.

The submission includes:

- Planning Justification Report, Jp2g Consultants Inc., dated January 11, 2024

## 9. SITE CHARACTERISTICS AND SURROUNDING LAND USES

The subject lands are approximately 6.015 hectares in area with road frontage along River Road, and water frontage along the Ottawa River. The property is known as Red Door Ranch.

The owners are proposing to sever seven residential lots. The sketch (to the right) shows the concept plan for the development of the property. Each of the proposed lots will have a minimum lot area of 0.4 hectares and 45 metres of road frontage, with road frontages along the private right-of-way which will be designated and constructed to the Township's private road standard. Six of the lots are proposed to have water frontage along the Ottawa River.

There is an existing dwelling on the property that will be on one of the proposed lots. The remainder of the lands to be severed and the retained lands are currently vacant.

The surrounding land uses include existing waterfront residential lots and rural residential lots along River Road and the Ottawa River.



## 10. PROVINCIAL POLICY STATEMENT (PPS):

Section 3 of the *Planning Act* requires that, in exercising any authority that affects a planning matter, the council of a municipality “shall be consistent with” policy statements issued under the *Act* that are in effect. The Provincial Policy Statement (PPS) guides the overall direction of land-use matters as they are declared to be a matter of Provincial interest. The Provincial Policy Statement is required to be read in its entirety but a number of policies are related to the subject lands and potential future development are identified below:

Section 1.1.4.1 states that healthy, integrated and viable *rural areas* should be supported by:

- a) building upon rural character, and leveraging rural amenities and assets;
- b) promoting regeneration, including the redevelopment of *brownfield sites*;

- c) accommodating an appropriate range and mix of housing in rural *settlement areas*;
- d) encouraging the conservation and *redevelopment* of existing rural housing stock on *rural lands*;
- e) using rural *infrastructure* and *public service facilities* efficiently;
- f) promoting diversification of the economic base and employment opportunities through goods and services, including value-added products and the sustainable management or use of resources;
- g) providing opportunities for sustainable and diversified tourism, including leveraging historical, cultural, and natural assets;
- h) conserving biodiversity and considering the ecological benefits provided by nature; and
- i) providing opportunities for economic activities in *prime agricultural areas*, in accordance with policy 2.3.

Section 1.1.5.2 states on rural lands located in municipalities, permitted uses are:

- c) residential development, including lot creation, that is locally appropriate.

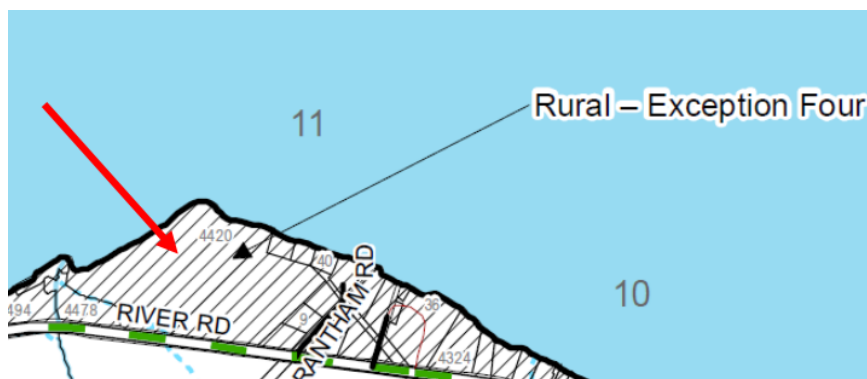
Section 1.6.6.4 states that where municipal sewage services and municipal water services or private communal sewage services and private communal water services are not available, planned or feasible, individual on-site sewage services and individual on-site water services may be used provided that site conditions are suitable for the long-term provision of such services with no negative impacts. Section 2.1 contains policies regarding natural heritage and the protection of natural features for the long-term.

Section 2.6.2 states *development* and *site alteration* shall not be permitted on lands containing *archaeological resources* or *areas of archaeological potential* unless *significant archaeological resources* have been *conserved*.

## 11. OFFICIAL PLAN:

The lands impacted by this application are designated Rural – Exception Four. An Official Plan amendment is required to redesignate the property from Rural – Exception Four to Rural – Exception Twenty.

For the lands designated Rural – Exception Four, the Official Plan states that to sever new lots for year round residential development which lots do not have frontage or direct access to a public road may be considered without an amendment to this Plan. Also, applications for consent, lot additions and rights-of-way for existing year round residential uses may be considered without an amendment to this Plan. In considering the applications above Council shall be satisfied that no undue financial burden will be placed on the Township for road



maintenance or other municipal services which services are significantly above the levels currently provided.

Section 13.3(2) identifies County Roads and states that new development which proposes access to or fronts on a County Road must satisfy all requirements of the Public Works and Engineering Department.

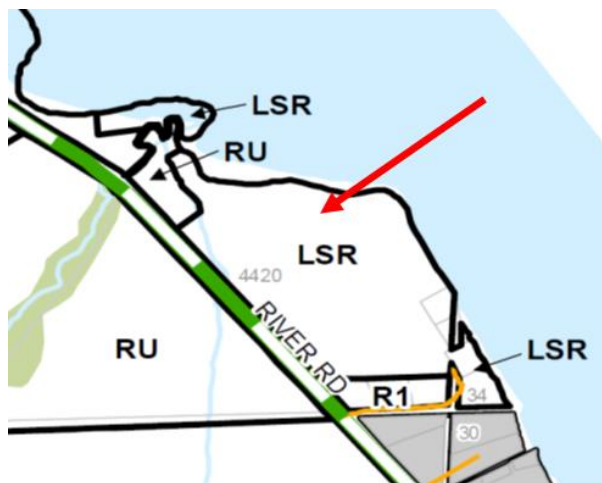
General Policies are set out in Section 2.0 and are applied, as required, to new development proposals, depending the type and scale of development, the location of the site and nearby features on the landscape. These address a variety of matters including, but not limited to: 2.2(8) Natural Heritage Features, and 2.2(12) Servicing. Many of these policies contain requirements for studies and reports to address issues and provide recommendations for mitigation measures.

## 12. ZONING BY-LAW:

The subject lands are zoned Limited Service Residential (LSR) in the Township of Horton Zoning By-law.

The Limited Service Residential (LSR) permits a limited service dwelling. Non-residential permitted uses include daycare (private dwelling), private park, and public park.

The minimum lot area in the LSR zone is 4050 square metres, and the minimum lot frontage requirement is 40 metres. The minimum water frontage requirement is 45 metres.



## 13. SUMMARY OF STUDIES:

A Planning Justification Report in Support of an Official Plan Amendment was submitted in support of the applications.

*Planning Justification Report in Support of an Official Plan Amendment, Jp2g Consultants Inc., January 11, 2024*

A Planning Justification Report was submitted in support of the application. The report included a summary of the pre-consultation process leading to the submission of the Official Plan Amendment, an overview of the existing and proposed development, and a review of the relevant policies of the Provincial Policy Statement, 2020, the County of Renfrew Official Plan, and relevant provisions of the Zoning By-law for the Township of Horton. The report contains planning conclusions and proposed wording for the official plan amendment.

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The report provided a background of the history of development of the property, and stated that there have been seven new residential lots previously submitted from the original holding. The applicants propose to complete the development potential of the remaining property by severing an additional seven residential lots and one retained lot through the consent process. The report provided a background on the three consent applications that were submitted in 2023.

The report reviewed the Rural – Exception Four designation and indicated that the proposed severed lots will have frontage and access on a private road. It also stated that the provisions of the Rural – Exception Four designation will continue to apply to the subject lands.

The report stated that the nature of the site-specific Official Plan Amendment is to redesignate the subject property from "Rural - Exception Four" to "Rural – Exception Twenty". The proposed exception will allow for the remaining development of the Red Door Ranch property to proceed through the consent (land severance) process. The studies and other information required to support the proposed consents identified by the County of Renfrew in the Planning Reports for Consent Applications B76/23(1), B77/23(2), and B78/23(3) will be completed prior to filing any further applications for consent.

The report stated that the property is zoned Limited Service Residential (LSR), and that the property was rezoned to recognize that any proposed future lots will not be serviced by a year-round maintained public road. The existing zoning provides adequate development controls to ensure proper and orderly development on the Red Door Ranch property.

The report concluded that the proposed application for Official Plan Amendment has been reviewed against the policies contained in the PPS, the County of Renfrew Official Plan, and Township of Horton Zoning By-law. It is concluded that a redesignation of the property from "Rural - Exception Four" to "Rural – Exception Twenty" will satisfy the requirements of the County of Renfrew and Township of Horton and allow the County to consider the completion of seven (7) future residential lots and one (1) retained lot through the Consent process.

### **13. CONSULTATION:**

The Official Plan Amendment application was circulated in accordance with the *Planning Act*, and a public meeting was held on March 19, 2024.

No agency concerns have been received as of the date of this Report. No public concerns have been received as of the date of this Report.

### **14. ANALYSIS:**

Section 14.2(1) of the Official Plan states "prior to considering the merits of a



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consent, the approval authority shall be satisfied that a registered plan of subdivision is not necessary for proper and orderly development. A registered plan of subdivision will be the method of dividing land where:

- a) A significant number of new lots would be or there is a high potential to create and market a significant number of new lots;
- b) New public roads other than minor public road extensions are proposed;
- c) Extensive investigations regarding such matters as hydrogeology, surface drainage or environmental impact will be required; or
- d) The future development potential of the retained lands or the adjoining lands would be adversely affected by the proposed consent”.

Section 14.3(3),(4)&(5) of the Official Plan include policies that direct the number of lots that can be created through the consent process from an original holding. In 2023, the applicants submitted three lots to be severed through the consent process, Consent Applications File Nos. B76/23(1), B77/23(2), and B78/23(3), which constitute the 8<sup>th</sup>, 9<sup>th</sup>, and 10<sup>th</sup> new lots to be severed from the original holding. Our office recommended refusal of the applications on the basis that a plan of subdivision should be required for the proper and orderly development. Our office met with Jp2g Consultants Inc., on behalf of the owners, regarding the overall proposal for the property. It was agreed that the concept plan showing seven proposed lots and one retained lot may be considered through the consent process subject to the following:

- 1. Application for amendment to the County of Renfrew Official Plan would be required to permit up to seven (7) new lots and one (1) retained lot through the consent process;
- 2. That Consent Application File No. B77 /23(2) be abandoned;
- 3. That Consent Application File Nos. B76/23(1) and B78/23(3) be deferred pending the completion of the studies described in the County Planning Reports for these consent applications;
- 4. That the studies described in the County Planning Reports apply to the entire land holding (all 7 proposed lots and the retained lands). The results and recommendations of the studies will be implemented through zoning and agreements (site plan and/or development agreements) with the Township of Horton; and
- 5. The layout of the lots shown on the Concept Plan, including the water access for the lot to be created by Consent Application File No. B76/23(1) be subject to modifications based on further planning review and the results of the required studies.

The submission of this Official Plan amendment is being filed in accordance with No. 1 above. Consent Application File No. B77/23(2) has been abandoned (No. 2 above). As mentioned above, a Planning Justification Report, prepared by Jp2g Consultants Inc., was submitted in support of this Official Plan Amendment to address how the proposal is consistent with the Provincial Policy Statement, and the policies in the County of Renfrew Official Plan. A concept plan for the development of the property was also included in the report showing the location of the seven proposed severed



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lots, and one retained lot. There are a number of studies that are required to be completed prior to the submission of the additional consent applications. The required studies include:

- Full Hydrogeological Assessment,
- Stormwater Management Report,
- Lot Grading and Drainage Plan, and
- Environmental Impact Assessment.

An Archaeological Assessment has already been completed for the site. Additional requirements may be applicable depending on the potential lot creation of the property, and the services that are necessary (i.e. roads/access, stormwater management, geotechnical). The final layout of the proposed lots will be dependent on the results of the studies and further planning review.

The property is currently designated Rural – Exception Four and permits the severance of new lots for year round residential development which lots do not have frontage or direct access to a public road may be considered without an amendment to this Plan. The proposed amendment would include the policies from Rural – Exception Four in the new exception designation to permit severances on private roads.

OPA45 would redesignate the 6.015 hectare property to a site specific Rural – Exception Twenty designation. There have been seven residential lots previously severed from the holding. This re-designation would permit an additional seven residential lots to be created through the consent process rather than through the plan of subdivision process.

The proposed Rural – Exception Twenty Designation will permit a total of seven new residential lots, plus one retained parcel, to be created through the consent process and the policies of Section 5.4(D)(1) Rural – Exception Four will continue to apply.

## **15. RECOMMENDATIONS:**

That Official Plan Amendment 45 be approved to change the designation from Rural – Exception Four to Rural – Exception Twenty.

Date: March 27, 2024

Prepared By: Lindsey Bennett-Farquhar, MCIP, RPP  
Senior Planner

Reviewed By: Bruce Howarth, MCIP, RPP  
Manager of Planning Services

**COUNTY OF RENFREW**

**BY-LAW NUMBER**

**A BY-LAW TO ADOPT AMENDMENT NO. 46  
TO THE OFFICIAL PLAN OF THE COUNTY OF RENFREW**

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WHEREAS the Council of the Corporation of the County of Renfrew, in accordance with the provisions of Sections 17 and 22 of the Planning Act, as amended hereby enacts as follows:

1. THAT Amendment No. 46 to the Official Plan of the County of Renfrew, consisting of the text and map attached as Schedule "I" is hereby adopted.
2. THAT this By-law shall come into force and take effect on the day of final passing thereof.

READ a first time this 24th day of April 2024.

READ a second time this 24th day of April 2024.

READ a third time this 24th day of April 2024.

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PETER EMON, WARDEN

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GWEN DOMBROSKI, CLERK

Schedule I

**AMENDMENT NO. 46**

**TO THE**

**OFFICIAL PLAN**

**FOR THE**

**COUNTY OF RENFREW**

DRAFT

AMENDMENT NO. 46 TO THE OFFICIAL  
PLAN FOR THE COUNTY OF RENFREW

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Schedule "A" Land Use Plan	3
Implementation and Interpretation	4

## **THE CONSTITUTIONAL STATEMENT**

PART A - THE PREAMBLE does not constitute part of this amendment.

PART B - THE AMENDMENT consisting of the following text and Schedule "A" constitutes Amendment No. 46 to the Official Plan for the County of Renfrew.

## **PART A - THE PREAMBLE**

### **Purpose**

To amend Schedule A of the County of Renfrew Official Plan to redesignate lands currently designated as Rural-Exception Sixteen to Rural to remove restrictions for potential lot creation on the affected lands, which include multiple private properties.

### **Location**

The lands affected by this amendment are described as Part of Lots 6 to 10, inclusive, Concessions 6 and 7, geographic Township of McNab, in the Township of McNab/Braeside, located along Gunsmith Road, Hidden River Road, and along Robertson Line from the Madawaska River to Hanson Creek

### **Basis**

The Official Plan for the County of Renfrew was adopted by the Council of the County of Renfrew on March 27, 2002, and approved by the Minister of Municipal Affairs and Housing on June 2003. The Official Plan was recently updated by Official Plan No. 31, under Section 26 of the Planning Act, and approved by the County of Renfrew on August 19, 2021. This amendment represents the 46<sup>th</sup> amendment to the Official Plan.

### **Proposal**

The subject lands impact multiple existing private properties located along Gunsmith Road, Hidden River Road, and along the northern section of Robertson Line. The lands are currently designated Rural-Exception Sixteen which was implemented in March 2017 to address safety concerns at that time related to a significant vertical sag curve in the road at the location of the Hanson Creek crossing. The vertical curves and the steep grade of the road in that location did not satisfy the requirements of the Ministry of Transportation (MTO) Geometric Design Standards for Ontario Highways. The Township of McNab/Braeside had identified the area as having a deficient design as well as vehicle operational constraints when the roadway was snow covered or icy. The purpose of the Rural-Exception Sixteen designation was to restrict the creation of new lots in the affected area so that there would not be an increase in the number of vehicle trips on the road, increasing the likelihood of an incident.

The Township has confirmed that in 2023, road work on Robertson Line within the affected area was completed. The culvert at Hanson Creek was replaced, by the County of Renfrew, and the Township reconstructed the roadway making a number of geometric improvements to reduce the road's grade and to improve the design criteria through this location thereby satisfying the required road improvements set out in the Rural-Exception Sixteen designation. The policies of the Rural-Exception Sixteen designation are no longer required and the lands can be returned to the Rural designation.

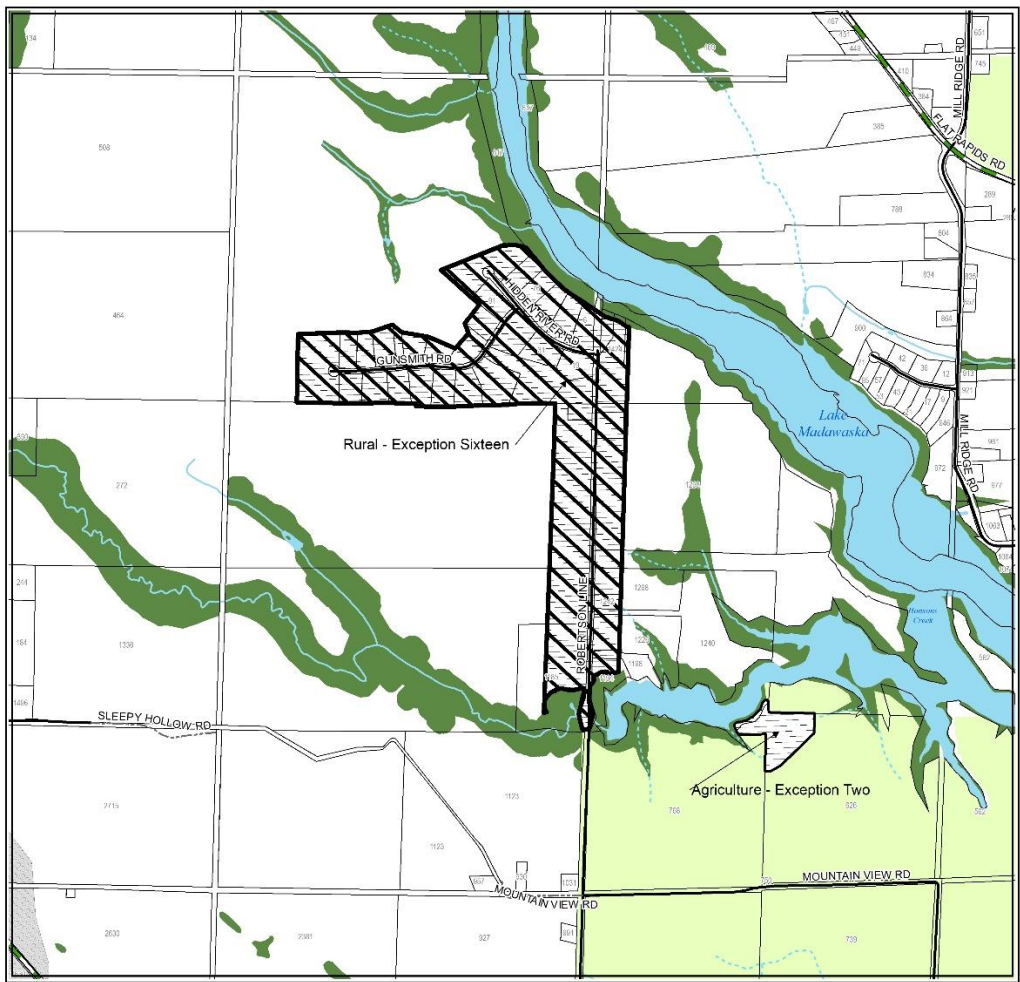
**PART B - THE AMENDMENT**

All of this part of the document entitled Part B - The Amendment, consisting of the following text and Schedule "A" constitutes Amendment No. 46 to the Official Plan for the County of Renfrew.

**Details of the Amendment**

The Official Plan is amended as follows:

- (a) Schedule "A" of the Official Plan is hereby amended by redesignating those lands described as Part of Lots 6 to 10, inclusive, Concessions 6 and 7, geographic Township of McNab, in the Township of McNab/Braeside, from "Rural-Exception Sixteen" to "Rural", as shown on the attached Schedule "A".



**AMENDMENT NO. 46 TO THE OFFICIAL PLAN OF THE COUNTY OF RENFREW**

**SCHEDULE 'A'**  
(Part of Lots 6 to 10 inclusive, Concessions 6 and 7 in the Geographic Township of McNab)

Area affected by this Amendment From Rural-Exception Sixteen To Rural

- COUNTY OF RENFREW OFFICIAL PLAN LEGEND**
- Road
  - Permanent Streams and Rivers
  - Lakes and Rivers
  - At Capacity Lakes
  - Urban Community
  - Village Community
  - Non County Areas
  - Special Policy Exception Areas
  - ★ Active Waste Disposal Site
  - ★ Inactive Waste Disposal Site
  - Environmental Protection Area
  - Rural
  - Crown Land
  - County Forest
  - Mineral Aggregate
  - Mining Resource
  - Agriculture

Note: This schedule forms part of Amendment No. 46 to the Official Plan of the County of Renfrew and must be read in conjunction with the written text.

## **Implementation and Interpretation**

The implementation and interpretation of this Amendment shall be in accordance with the respective policies of the Official Plan for the County of Renfrew.





## OFFICIAL PLAN AMENDMENT PLANNING REPORT

1. **FILE NO.:** OPA No.46
2. **APPLICANT:** Township of McNab/Braeside
3. **MUNICIPALITY:** Township of McNab/Braeside  
(Geographic Township of Admaston)
4. **LOCATION:** Part of Lots 6 to 10, inclusive, Concessions 6 and 7  
Robertson Line, Hidden River Road and Gunsmith Road
5. **APPLICATIONS:** Official Plan Amendment

### SUBJECT LANDS

6. **COUNTY OF RENFREW  
OFFICIAL PLAN  
Land Use Designation(s)** Rural-Exception Sixteen
7. **TOWNSHIP OF  
MCNAB/BRAESIDE  
ZONING BY-LAW  
Zone Category(s):** Rural (RU)  
Rural Residential (RR)  
Rural Residential-holding (RR-h)  
Rural-Exception Thirty-One (RR-E31)  
Rural-Exception Thirty-Two (RR-E32)  
Open Space (OS)

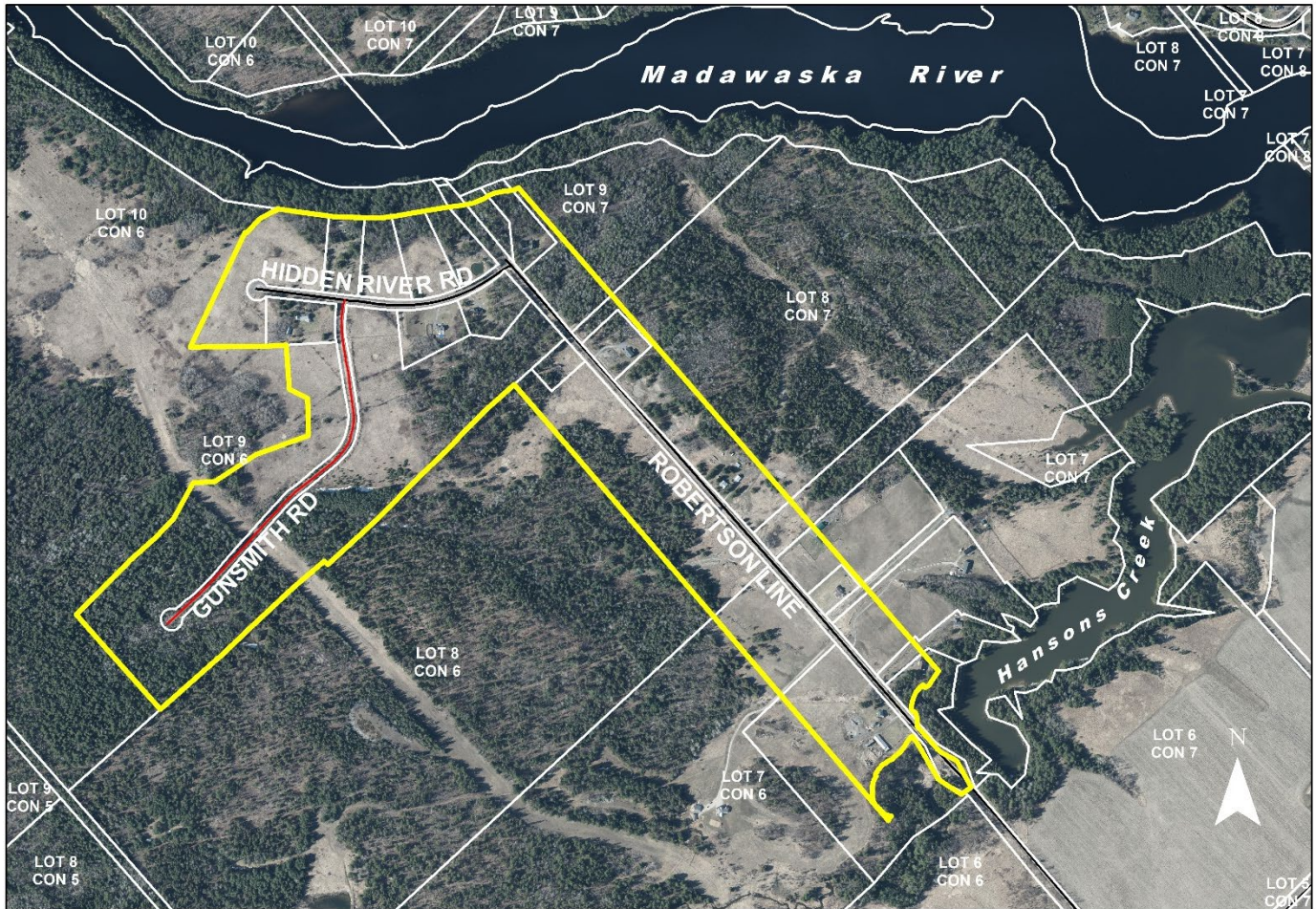
### 8. DETAILS OF OFFICIAL PLAN AMENDMENT REQUEST:

This amendment to the County of Renfrew Official Plan was initiated by the Township of McNab/Braeside and proposes to redesignate lands along Gunsmith Road, Hidden River Road, and along Robertson Line between the Madawaska River and Hanson Creek, from Rural-Exception Sixteen to Rural to remove the restriction on lot creation for these lands.

### 9. SITE CHARACTERISTICS AND SURROUNDING LAND USES

The subject property is outlined, in yellow, in the figure on Page 2 and affects several existing properties fronting the aforementioned roads.

The subject lands are located in a rural area of the Township. Both the affected lands and the surrounding lands consist of a mix of large rural properties and smaller rural residential lots.



## 10. PROVINCIAL POLICY STATEMENT (PPS):

Section 3 of the *Planning Act* requires that, in exercising any authority that affects a planning matter, the council of a municipality “shall be consistent with” policy statements issued under the *Act* that are in effect. The Provincial Policy Statement (PPS) guides the overall direction of land-use matters as they are declared to be a matter of Provincial interest. The Provincial Policy Statement is required to be read in its entirety but a number of policies are related to the subject lands and potential future development are identified below:

### 1.1.1 Healthy, liveable and safe communities are sustained by:

- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns

1.6.7.1 *Transportation systems* should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.



## 11. OFFICIAL PLAN:

The County of Renfrew Official Plan implements the Provincial Policy Statement (PPS), and sets out policies to implement County goals and objectives.

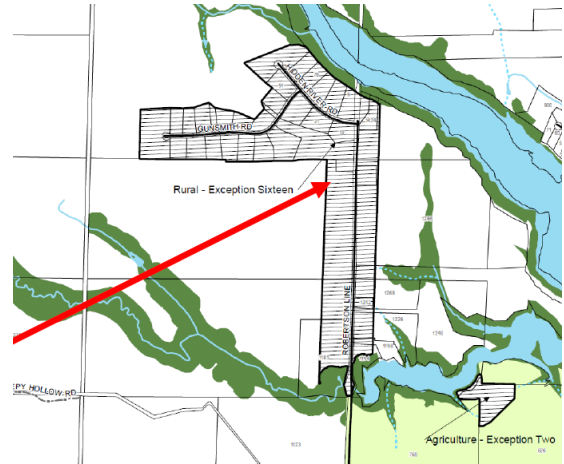
The lands impacted by this application are designated Rural-Exception Sixteen and are proposed to be redesignated to a Rural designation.

Section 5.3(1) of the Rural designation permits a range of rural uses including agriculture, forestry, commercial, industrial, institutional, as well as limited low density residential uses.

Section 5.4(P) Rural-Exception Sixteen designation which applies to the subject lands identifies the significant vertical sag curve (dip) in the road at the Hanson Creek crossing which does not satisfy current MTO Geometric Design Standards for Ontario Highways and creates vehicle operation constraints during winter conditions. Until this section of the road is reconstructed to meet design standards, no new lot creation that would result in additional vehicular access to the area will be permitted.

Section 14.3 Consent Policies includes a variety of policies to ensure that new lot creation is appropriate.

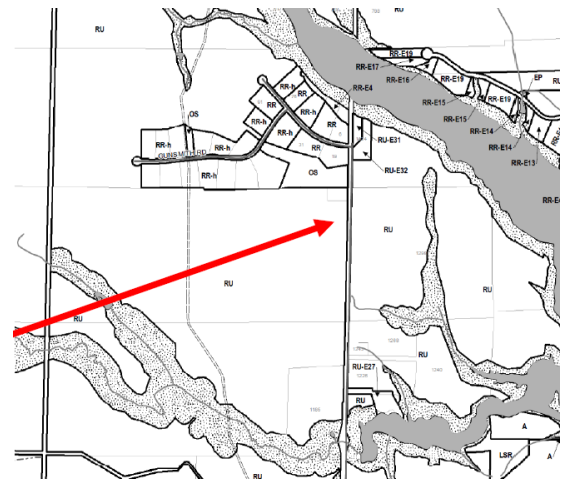
Section 14.3(9) states that consents will not be granted for land adjacent to a road from which access is to be obtained where a traffic hazard would be created because of limited sight lines or curves or grades, or in close proximity to road intersections.



## 12. ZONING BY-LAW:

The subject lands include properties that fall within several zones including Rural (RU), Rural Residential (RR), Rural Residential-holding (RR-h), Rural-Exception Thirty-One (RR-E31), Rural-Exception Thirty-Two (RR-E32) and Open Space (OS) in the Township of McNab/Braeside Zoning By-law.

The current zoning will remain unchanged.



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### 13. SUMMARY OF STUDIES:

No studies were submitted or required in support of the application.

### 14. CONSULTATION:

This Official Plan Amendment application was circulated in accordance with the *Planning Act*, and an in-person public meeting was held on March 13, 2024. Agency and public comments are summarized in the following sections.

### 15. AGENCY COMMENTS:

- |                      |                   |  |
|----------------------|-------------------|--|
| Enbridge             | February 22, 2024 | <ul style="list-style-type: none"><li>• No objection to the proposed application</li><li>• Enbridge reserves right to amend or remove development conditions</li></ul> |
| TransCanada Pipeline | February 22, 2024 | <ul style="list-style-type: none"><li>• No comments regarding this application</li></ul>   |

### 16. PUBLIC COMMENTS

The following is a list of the persons that provided written and/or oral comments including at the public meeting, held March 13, 2024:

- |   |                |  |
|---|----------------|--|
| Michael Brouillette,<br>1194 Robertson Line | March 13, 2024 | <ul style="list-style-type: none"><li>• The road reconstruction negatively impacted his property by reducing his frontage from 1100 feet to 27 feet; reducing his five driveway access points down to two; creating a blind-spot and reduced sight distance; grade raises are much greater than what he had been shown by engineers which now creates difficulties for him when towing recreational vehicles in and out of his property.</li><li>• Understood there would be 3 inches of asphalt, but only two inches has been put down.</li><li>• Not all road issues have been addressed.</li><li>• Will the County reimburse him for taxes?</li></ul> |
| Margaret Robertson<br>1240 Robertson Line   | March 13, 2024 | <ul style="list-style-type: none"><li>• Wanted to know when comments would be required.</li><li>• Asked how many potential new lots could be severed on the affected lands.</li><li>• Requested a copy of OPA 46.</li></ul>  |

- |                                     |  |
|-------------------------------------|--|
| Bruce Fraser<br>1226 Robertson Line | <ul style="list-style-type: none"><li>• Complimented the improvements to Robertson Line, but is concerned about the thickness of the pavement; only one lift of pavement was put down.</li><li>• Concerned that if there is more lot development the road cannot withstand heavy truck traffic related to development.</li></ul> |
| Scott Matthews<br>Robertson Line    | <ul style="list-style-type: none"><li>• Supports the amendment; will allow for more development and increased tax base to help pay for the road improvement.</li><li>• Planning to build a home on his property and sever a lot.</li></ul>   |

## 17. ANALYSIS:

The subject lands impact multiple existing private properties located along Gunsmith Road, Hidden River Road, and along the northern section of Robertson Line. The lands are currently designated Rural-Exception Sixteen which was implemented in March 2017 to address safety concerns at that time related to a significant vertical sag curve in the road at the location of the Hanson Creek crossing. The vertical curves and the steep grade of the road in that location did not satisfy the requirements of the MTO Geometric Design Standards for Ontario Highways. The Township of McNab/Braeside was concerned that if additional new lots were severed within this area, there could be an increase in the number of vehicle trips on the road, increasing the likelihood of an incident. Safeguarding public safety was the Township's concern.

The Township has confirmed that in 2023, road work on Robertson Line within the affected area was completed. The culvert at Hanson Creek was replaced, by the County of Renfrew, and the Township reconstructed the roadway making a number of geometric improvements to reduce the road's grade and to improve the design criteria through this location thereby satisfying the required road improvements set out in the Rural-Exception Sixteen designation. The policies of the Rural-Exception Sixteen designation are no longer required and the lands can be returned to the Rural designation.

In response to public comments, no properties have been left land-locked as a result of the reconstruction. The required work was completed to rectify the geometry of the road to improve safety for the traveling public. The Township is satisfied that the required road standards have been met. Regarding potential number of severances, there is no definitive number. Every lot is different and many factors are considered to determine if a new lot severance is appropriate. Some lots may be able to have three severances, some lots may not qualify for any. New lots are only approved if they meet all requirements and are considered good land use planning.

## 18. RECOMMENDATIONS:

That Official Plan Amendment 46 be approved to change the designation of the lands from Rural-Exception Sixteen to the Rural designation on the subject lands.

Date: March 22, 2024

Prepared by: Anne McVean  
County Planner

Reviewed by: Bruce Howarth, MCIP, RPP  
Manager of Planning Services

## **NEW BUSINESS**

Councillor Mark MacKenzie, Township of McNab/Braeside will be bringing forward the following resolution regarding communal water/wastewater systems under new business for Committee's consideration:

### **1. Communal Water/Wastewater Systems – McNab/Braeside**

**Resolution:** WHEREAS the Province of Ontario has a stated goal of 1.5 million housing units built within 10 years;

WHEREAS the Eastern Ontario Wardens' Caucus (EOWC) has initiated a '7 in 7+' regional housing plan to increase the supply of affordable housing across Eastern Ontario;

WHEREAS proximity to existing water and wastewater plants is a limiting factor in rural townships for higher density housing on suitable land for such development;

WHEREAS communal water and wastewater systems will allow for higher density housing developments where hookup to large water and waste plants is impractical;

WHEREAS the County of Frontenac and other jurisdictions have formed a Municipal Services Corporation to manage communal water and wastewater systems in their lower tier municipalities;

WHEREAS a Municipal Services Corporation can provide other services that are impractical for a single lower tier municipality to manage efficiently on their own;

THEREFORE BE IT RESOLVED that the County of Renfrew Council direct staff to prepare a report within three months on steps to form a Municipal Services Corporation to address communal water systems in Renfrew County and the possible scope of services that could be provided, for consideration by County Council.