

THE CORPORATION OF THE TOWN OF SMITHS FALLS COMMITTEE OF THE WHOLE MEETING AGENDA

Monday, June 23, 2025, 5:00 p.m. Council Chamber, Town Hall

LINKS TO LIVESTREAM:

Facebook Live: https://www.facebook.com/townofsmithsfalls/

Youtube: https://www.youtube.com/channel/UCIFXU6Sq9neiC5VU9QbmLtQ

Chairperson: Councillor C McGuire

Land Acknowledgement

On June 23, 2025 we acknowledge that this sacred land on which Smiths Falls is now located has been a site of human activity for over 10,000 years and is rich in Indigenous history. This land is the ancestral and unceded territory of the Algonquin Anishinaabe Nation. We are grateful to the Algonquin ancestors who cared for the land and water in order that we might meet here today. We are also grateful to the Algonquin People for their contribution in the making of the Rideau Canal which runs thru Smiths Falls. We are mindful of broken covenants and the need to reconcile with all our relations. Together, may we care for this land and each other, drawing on the strength of our mutual history of nation building through peace and friendship being mindful of generations to come.

Pages

1. LAND ACKNOWLEDGEMENT

2. CALL TO ORDER

The Chair called the meeting to order at ----PM

APPROVAL OF AGENDA

Recommended Motion:

THAT the June 16, 2025 Committee of the Whole Meeting Agenda be approved as circulated.

4. DISCLOSURE OF PECUNIARY INTEREST AND/OR CONFLICT OF INTEREST AND GENERAL NATURE THEREOF

5. APPROVAL OF MINUTES

Recommended Motion:

The Minutes of the June 9, 2025 and June 16, 2025 Committee of the Whole Meetings be approved as circulated.

6. DELEGATIONS

6.1 Arun Sharma, PSD CityWide

4

Asset Management Plan Presentation

- CAO/DIRECTORS VERBAL REPORTS
- 8. COMMITTEE OF THE WHOLE CONSENT REPORTS
- 9. IN CAMERA/CLOSED SESSION
 - 9.1 Personal Matters about an Identifiable Individuals/ Committee Appointment (K Costello)

Recommended Motion:

THAT Council of the Corporation of the Town of Smiths Falls, as provided in Section 239 (2) (b) of the Municipal Act 2001, as amended move into a closed meeting at XXXX p.m. to discuss a personal matter about an identifiable individual.

Recommended Motion:

THAT Council revert back into open session at XXXX p.m.

Rise and Report:

10. PRIORITY ISSUES/REPORTS

10.1	Via Rail Station Snow Clearing Contract, Report 2025-064 (S Clark)	34
10.2	Rideau Lakes ATV Club request to Amend ATV Bylaw, Report 2025-066 (P McMunn)	36
10.3	Creating Engaging Green Spaces through a Connected Trail Network, Report 2025-031 (S Clark)	50
10.4	Renaming the Seniors Activity Building, Report 2025-67 (K Costello)	105
10.5	Strategic Plan Progress Update, Report 2025-69 (M Morris)	110
10.6	Committee Appointment (K Costello)	
	This item may/may not be added to the agenda, depending on the outcome of the Closed Session.	

11. COMMITTEE, BOARD AND EXTERNAL ORGANIZATION UPDATES

12. INFORMATION LISTING/CORRESPONDENCE ITEMS

12.1	Bill 6, Safer Municipalities Act, 2025	125
	May 20, 2025, Resolution from the City of Peterborough	
	ACTION: For Council's review and any action they deem appropriate.	
12.2	Bill 5, Protect Ontario by Unleashing our Economy Act, 2025	127
	May 23, 2025, Resolution from the Township of The Archipelago	
	ACTION: For Council's review and any action they deem appropriate.	

13. NOTICE OF MOTIONS

14. ADJOURNMENT

Recommended Motion:

THAT the Committee adjourn its proceedings XXXX p.m. and stand so adjourned until the next duly called Committee meeting.

The Town of Smiths Falls 2025 Asset Management Plan

Arun Sharma, Asset Management Advisor June 23rd 2025



Agenda

- What is Asset Management?
- Ontario Regulation 588/17
- Project Overview
 - Requirements
 - Timeline
 - Process

- Smiths Falls 2025 Asset Management Plan
 - Findings
 - Selecting Proposed Levels of Service
 - Financial Position
- Takeaways & Action Items
- Q&A



What is Asset Management?



Asset Management is Service Management

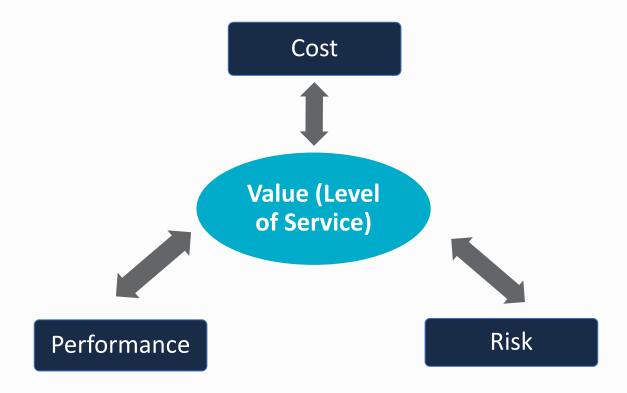
- The Asset is the conduit for the service
- Infrastructure provides key services to communities, enabling connectivity and convenience
 - Roads and Bridges provide a transportation service
 - Buildings and Equipment support service delivery





What does Asset Management Involve?

ISO 55000: "Coordinated activity of an organization to realize value from assets"

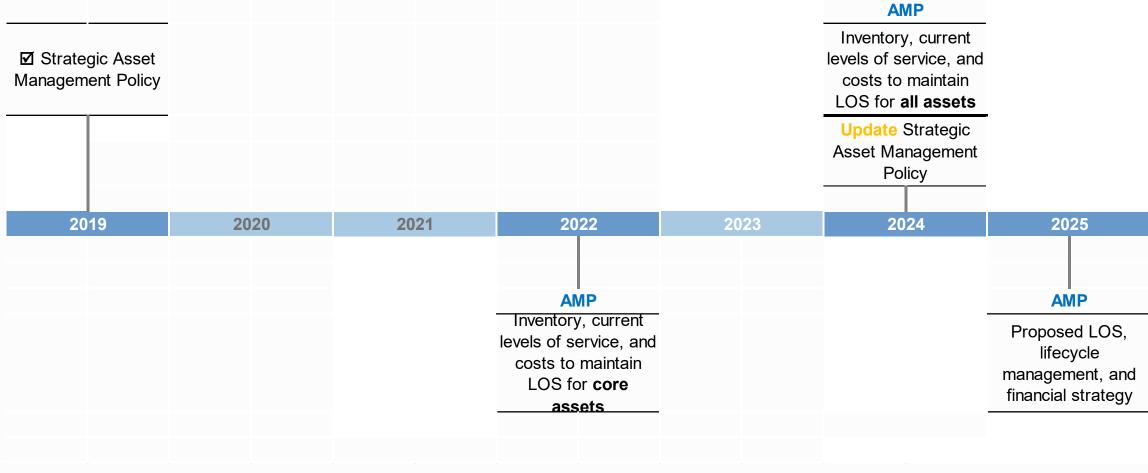




Ontario Regulation 588/17



Timeline



Project Overview



Requirements

- Primary objective
 - Creation of a 2025 asset management plan, in compliance with Ontario Regulation 588/17
 - Proposed levels of service for the next 10 years
- Secondary objective
 - Consolidation and further refinement of municipal asset data



Timeline

- Q4 2024 Q2 2025
- Data refinement
 - October 2024

 March 2025
- Public engagement
 - November 2024 March 2025
- Staff Workshops
 - April
- Draft Process
 - May June



Process

- Continuous improvement of the centralized asset register (CityWide)
 - Data gap analysis
 - Data refinement
 - Additional internal assessments to machinery, equipment, and vehicles
 - Future priorities
- Public engagement
 - Understand public sentiment around levels of service being provided
 - Priorities



Project Process

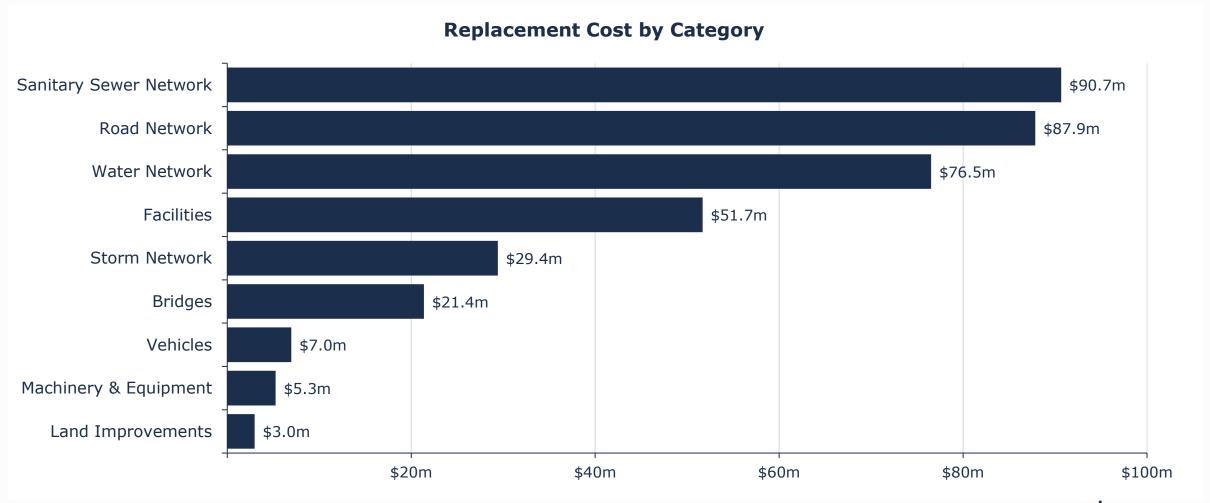
- Staff Workshops
 - Leveraging subject matter expertise at the Town to understand and document how assets are managed
 - Operations & maintenance, rehabilitation, & replacement
 - Working sessions to understand what current LOS metrics are
 - Selecting proposed KPIs for the following 10 years
 - Understanding the financial picture



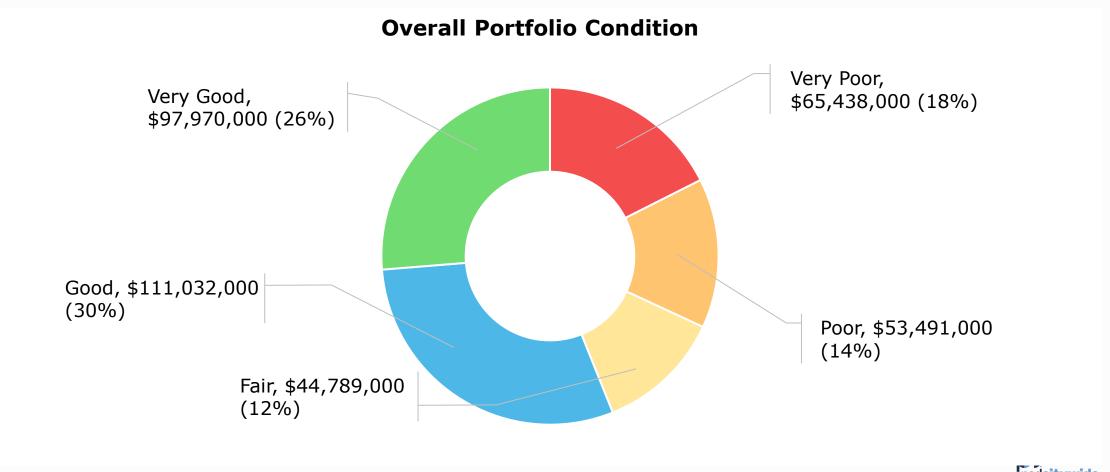
2025 Asset Management Plan



Total Replacement Cost



Condition



Condition



Value and Percentage of Asset Segments by Replacement Cost

Condition

Asset Category	% Assessed	Source of Condition Data
Road Network	83%	Road Needs Study
TOOL NEWORK	03 70	Staff Assessments
Bridges	100%	OSIM Report
Storm Network	52%	CCTV Inspections
Storm Network	52.70	Staff Assessments
Facilities	80%	Staff Assessments
Vehicles	74%	Staff Assessments
Machinery & Equipment	60%	Staff Assessments
Land Improvements	62%	Staff Assessments
Water Network	91%	Staff Assessments
Sanitary Sayyar Natyyark	96%	CCTV Inspections
Sanitary Sewer Network	9070	Staff Assessments
Total	85%	-

Proposed Levels of Service (PLOS)



Legislative Requirements

- Annual reporting of identified LOS metrics for the next 10 years.
- Explanation on why the proposed level of service is appropriate:
 - Risks associated with proposed LOS and impact on long term sustainability
 - How they differ from current LOS
 - Are proposed LOS achievable?
 - Ability to afford the proposed LOS target
- KPIs over the next 10 years
- Updated lifecycle management strategy and financial strategy
- Growth assumptions: future changes in population and economic activity. Official plan, growth studies, etc.



Process

- Current condition of asset portfolio
- Based on the Town's strategies, can we project the condition of our assets for the next 10 years?
- Update the Town's central asset management register (Citywide)
- Output:
 - Projected condition
 - Projected quantitative risk
 - Projected forecasted capital requirement



Asset Category	KPI	Current LOS	Proposed LOS
Road Network	Average condition rating	61	64
Road Network	Average risk rating	5.8	5.7
Bridges	Average condition rating	69	56
	Average risk rating	7.8	10.7



Asset Category	KPI	Current LOS	Proposed LOS
Water Network	Average condition rating	65	56
vvaler network	Average risk rating	9.2	11.1
Sanitary Sewer	Average condition rating	37	53
Network	Average risk rating	15.4	12.8
	Average condition rating	58	67
Storm Network	Average risk rating	7	7.4



Asset Category	KPI	Current LOS	Proposed LOS
Facilities	Average condition rating	66	59
	Average risk rating	7.6	8.5
Land Improvements	Average condition rating	70	50
	Average risk rating	7	9.5



Asset Category	KPI	Current LOS	Proposed LOS
Vehicles	Average condition rating	52	42
	Average risk rating	9	13
Machinery &	Average condition rating	40	55
Equipment	Average risk rating	10.2	9.2



Financial Outlook – Tax-Funded Assets

	Average Annual	Annual Funding Available						
Asset Category	Investment Required	Taxes	CCBF	OCIF	Taxes to Reserves	Other	Total	Annual Deficit
Road Network	2,308,000	783,000	606,000	965,000			2,354,000	-46,000
Bridges	285,000	191,000					191,000	94,000
Storm Network	440,000	257,000					257,000	183,000
Facilities	1,699,000	436,000					436,000	1,263,000
Vehicles	439,000	58,000					58,000	381,000
Machinery & Equipment	536,000	43,000					43,000	493,000
Land Improvements	98,000	21,000					21,000	77,000
Total	5,805,000	1,789,000	606,000	965,000	0	0	3,360,000	2,445,000

Asset Category	Increase Required	Total Annual
Asset category	Taxes	Taxes
Road Network	-0.2%	18,957,650
Bridges	0.5%	
Storm Network	1.0%	
Facilities	6.7%	
Vehicles	2.0%	
Machinery & Equipment	2.6%	
Land Improvements	0.4%	
Total	13.0%	



Financial Outlook – Rate-Funded Assets

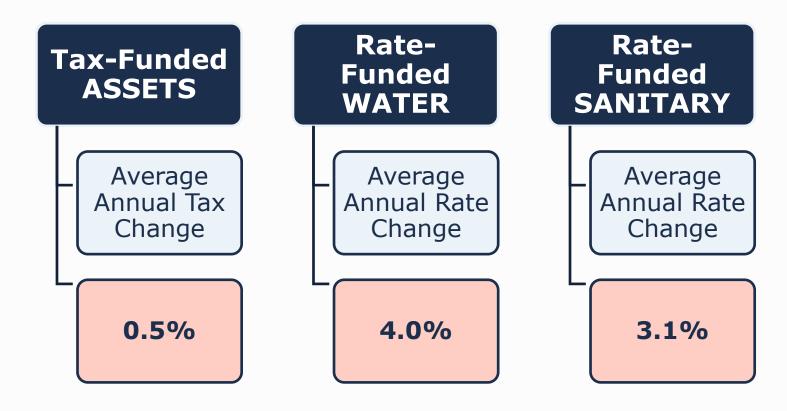
	Average Annual	Annu	Annual		
Asset Category	Investment Required	Rates	To Operations	Total	Deficit
Water Network	2,489,000	3,210,000	-2,629,000	581,000	1,908,000
Sanitary Sewer Network	2,142,000	3,064,000	-2,349,000	715,000	1,427,000
Total	4,631,000	6,274,000	-4,978,000	1,296,000	3,335,000

Asset Category	Increase Required for Full Funding	Total Annual	
	Rates	Rates	
Water Network	59.4%	3,210,000	
Sanitary Sewer Network	46.6%	3,064,000	
Total	53.2%	6,274,000	



Financial Outlook

Refer to section 1.4 of asset management plan





Takeaways & Action Items



Takeaways & Action Items

- Asset management is evolving
 - Good data is the backbone of setting, recording, and adjusting metrics
 - Start small, then expand (2030 and beyond)
 - PLOS metric projections are required for the next 10 years; however, they must be revisited in 5 years (2030)
- As updated data, reports, studies become available, it is crucial to integrate them into the Town's AM practices and asset register
- The Town has selected tangible, realistic, and financial sustainable targets for the next 10 years



Takeaways & Action Items

- PSD recommendation: that Council, as per Section 8 of Ontario Regulation 588/17:
 - Approve, by resolution, the Asset Management Plan and;
 - Authorize staff to post the document to the Town's website
- Strongly recommend an update to the AMP next year. Why?
 - 1. IT Strategy
 - 2. Building Condition Assessments
 - 3. Internal Forecasted Capital Expenditure (5-10 years)
 - 4. Public Works Garage/impacted assets





Report # 2025-064

To: Mayor and Council	For Direction
From: Stephanie Clark, Director of Community Services	⊠For Information
Date: June 17, 2025	☐For Adoption
Committee of the Whole Date: June 23, 2025	Attachment

Title: Via Rail Station Snow Clearing Contract

Recommendation: That Council receives this report for information, acknowledging the conclusion of the current snow clearing contract for the VIA site, and that staff will bring forward a request for pre-budget approval later in 2025 to proceed with a new multi-year snow clearing contract in advance of the 2025–2026 winter season.

Purpose:

The purpose of this report is to advise Council that the current third-party snow clearing contract for the VIA Rail site has concluded, and to inform Council of staff's intent to proceed with a competitive tendering process to secure a new contract in advance of the 2025–2026 winter season. This report also serves to notify Council that a request for prebudget approval will be brought forward later in 2025 to ensure service continuity and fulfillment of the Town's obligations under the existing agreement with VIA Rail Canada Inc.

Background:

The Town of Smiths Falls currently provides site maintenance, janitorial services, snow clearing, and building access for the VIA Rail facility under the terms of an agreement with VIA Rail Canada Inc. This agreement spans the period from August 1, 2011, to July 31, 2031.

The Town had previously engaged a snow-clearing contractor for a period of five years. This contract has since expired. The Town will solicit bids through a competitive process this fall, and will return to Committee with a pre-budget approval request prior to award.

Analysis and Options

Option 1 – Receive the report for information (Recommended):

Provides the necessary authority to proceed with the RFQ process and report back with the results prior to entering a contractual arrangement. This option supports operational continuity, timely procurement, and planning for winter 2025–2026.

Option 2 – Defer to the 2026 Budget Process (Not Recommended):

Would delay the procurement process, potentially jeopardizing service continuity and increasing risks related to access, safety, and liability at the VIA Rail Station.

Budget/Financial Implications:

None at this time.

Link to Strategic Plan:

N/A

Existing Policy: Policies Respecting the Procurement of Goods and Services-Consolidated By-Law, By-Law 8480-2012 To Authorize execution of a custodial and yard maintenance agreement with Via Rail.

Consultations: N/A

Attachments: None

Respectfully Submitted by: Approved for agenda by CAO:

Stephanie Clark, MBA
Director of Community Services

Malcolm Morris, CMO



Report # 2025-066

⊠For Direction
☐For Information
☐For Adoption
⊠Attachment (11 pages)

Recommendation: That Council of the Corporation of the Town of Smiths Falls amend Bylaws 10278-2021 and 10279-2021 to authorize Rideau Lakes All-Terrain Vehicle Club access on Town streets and municipal lands that currently prohibit

access;

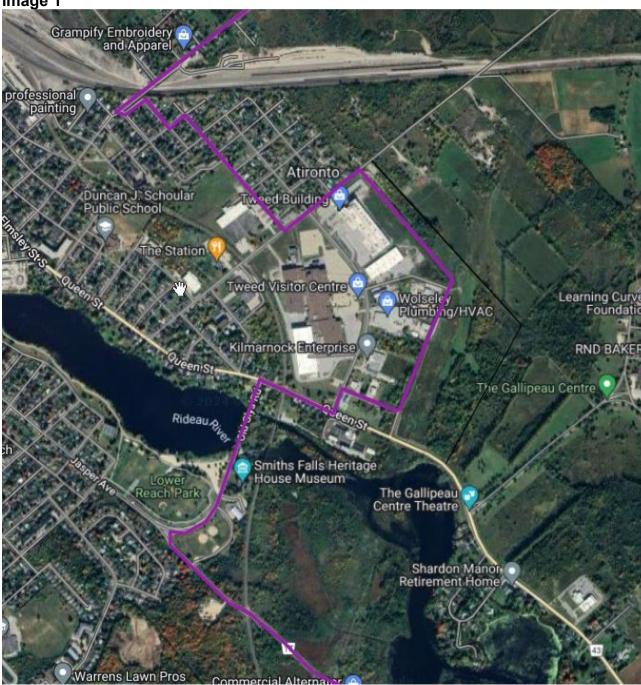
AND FURTHER that the Mayor and Clerk be authorized to execute applicable amending agreements with the Rideau Lakes All-Terrain Vehicle Club as presented in Committee of the Whole report 2025-066.

Purpose: The purpose of this report is to garner approval from Council to amend applicable existing All-Terrain Vehicle (ATV) Bylaws and agreement with the Rideau Lakes ATV Club (RLATVC) to accommodate the ability for ATV users to traverse through the south end of Town on streets and municipal lands that are currently prohibited for ATV use in Schedule A of Bylaw 10278-2021. The proposed permanent access will allow for RLATVC to maintain connectivity and continuity of their broader regional trail network that is currently encumbered by the preclusion of being permitted to traverse across the south end of Town, specifically on Queen Street, Old Slys Road and Jasper Avenue.

Background: On November 22, 2021, Council received Committee of the Whole report 2021-154 which outlined provisions to permit the RLATVC, specifically their membership, access to the ATV trail network via prescribed streets and municipally owned lands throughout Town. At the following Council meeting, Council approved Bylaw #10278-2021 and Bylaw #10279-2021 to amend previous bylaws that were in place during a previous pilot period, resulting in the use of prescribed streets on a permanent basis.

On August 22, 2024, Council received Committee of the Whole report 2024-104 (see Attachment 1) which outlined a request from the RLATVC for the temporary provision to access, for the purposes of a RLATVC hosted Charity Ride, Town streets and municipal lands that are precluded from use in existing Bylaws. Council supported the request from the RLATVC for the temporary provision of access to accommodate the event. The following Google image (Image 1) with overlaid purple line depicts the broader route for the Charity Ride, inclusive of Queen Street, Old Slys Road and Jasper Avenue.

Image 1



Analysis and Options: The Public Works Department has been in recent discussions with the president of the RLATVC concerning RLATVC's interest in securing approval from Council to permit RLATVC's membership access to Queen Street (between Hershey Drive and Old Slys Road), Old Slys Road (between Queen Street and Jasper Avenue) and Jasper Avenue (between Old Slys Rd and the Town southerly limit where County Rd 17 begins) on a permanent basis. See Attachment 2 (RLATVC's "South Smiths Falls Trail Proposal") which outlines RLATVC's challenges with securing private land use agreements, the Club's interest in continued expansion of the regional trail network inclusive of routing through Town, as well as the opportunity for Club members to support local Smiths Falls businesses. The Public Works Department has consulted with both the

Fire Department and the Smiths Falls Polce Service and neither have any concerns related to the proposed Bylaw amendment. The Smiths Falls Police Service noted that they have not experienced issues related to noncompliant ATV riders using prescribed Town Streets, or the off-road trail network, since applicable bylaws came into force.

Option #1 (recommended) – Amend Schedule A of Bylaw 10278-2021 to remove the exception of use of Queen Street (between Hershey Drive and Old Slys Road), Old Slys Road (between Queen Street and Jasper Avenue) and Jasper Avenue (between Old Slys Rd and the Town southerly limit where County Rd 17 begins) to support the RLATVC's proposal; and amend Bylaw 10279-2021 (Trail Access Agreement) to reflect proposed amendments to Bylaw 10278-2021.

Option #2 (not recommended) – Do not support the RLATVC's proposal and request and maintain the provisions of Bylaw 10278-2021 and 10278-2021.

Budget/Financial Implications: NA

Link to Strategic Plan (2023-2026): NA

Existing Policy: Bylaw # 10278-2021, Bylaw #10279-2021

Consultation: President of RLATVC, Fire Chief, Deputy Police Chief.

Attachment: Attachment 1 – COW Report #2024-104

Attachment 2 – RLATV Club Proposal

Notes/Action (space for Council Member's notes):

Respectfully Submitted:	Approved for agenda by:
Original Copy Signed	Original Copy Signed
Paul McMunn, C.E.T.	Malcolm Morris, CMO
Director of Public Works and Utilities	CAO

Report

2024-104

To:	Mayor and Council	⊠For Direction
From:	Paul McMunn, Director of Public Works and Utilities	☐For Information
Date:	August 22, 2024	☐For Adoption
Comn	nittee of the Whole Date: August 26, 2024	⊠Attachment (4 pages)
Title: I	Rideau Lakes ATV Club Road Access for Charity Ride	

Recommendation: That Council of the Corporation of the Town of Smiths Falls pass a resolution to approve the use of streets within Town limits to support a Charity Ride being hosted by the Rideau Lakes ATV Club as presented in Committee of the Whole report 2024-104.

Purpose: The purpose of this report is to garner approval from Council to permit the Rideau Lakes ATV Club (RLATVC) to use streets within Town limits on Saturday September 21, 2024 (One (1) day access) to host a Charity Ride in support of Community Home Support Lanark County.

Background: On November 22, 2021, Council received Committee of the Whole report 2021-154 which outlined provisions to permit the RLATVC, specifically their membership, access to the ATV trail network via prescribed streets and municipally owned lands throughout Town. At the following Council meeting, Council approved Bylaw #10278-2021 and Bylaw #10279-2021 to amend previous bylaws that were in place during a previous pilot period, resulting in the use of prescribed streets on a permanent basis.

Analysis and Options: The Public Works Department has been in discussions with and received correspondence (see Attachment 1) from the president of the RLATVC with a request to permit ATV's on a defined route for the one (1) day charity event. The image on page 2 of 4 of Attachment 1 (titled "New Route through Smiths Falls) illustrates the requested access route through Town.

Option #1 (recommended) – Permit the RLATVC to use streets and Town owned lands for a one (1) day Charity Ride event on Saturday September 1, 2024.

Option #2 (not recommended) – Do not permit the RLATVC to use streets and Town owned lands for a one (1) day Charity Ride event on Saturday September 1, 2024. The RLATVC has been in discussions with private landowners and neighboring municipalities to gain permission to support the proposed route for this one (1) day event.

Budget/Financial Implications: NA

Link to Strategic Plan (2023-2026): NA

Existing Policy: Bylaw # 10278-2021, Bylaw #10279-2021

Consultation: President of RLATVC, Fire Chief, Police Chief.				
Attachment: Attachment 1 – Email from RLATVC – dated August 16, 2024				
Notes/Action (space for Council Member's notes):				
Respectfully Submitted:	Approved for agenda by:			
Original Copy Signed Paul McMunn, C.E.T. Director of Public Works and Utilities	Original Copy Signed Malcolm Morris, CMO CAO			

From:
To: Paul McMunn

Subject: Request for Access to Smiths Falls roads and town owned land for Charity Ride September 21st

Date: August 16, 2024 2:00:14 PM

Attachments: image.png

image.png image.png image.png

Outlook-40a4cnna.png

Paul,

Thanks for taking the time to meet again today. As mentioned, while we continue to work on the proposal for an ATV trail that would utilize some of the town owned land by Hersey drive as well as town roads, we are requesting one day access (September 21st) to this route for our charity ride in support of Community Home Support Lanark County. Staff and volunteers from both organizations have been busy organizing the event and collecting donations. We are hoping to be able to generate between \$5,000 and \$10,000 to be donated to this organization.

We are doing a charity ride that will be approximately 100km utilizing existing Rideau Lakes ATV Club trails in Smiths Falls and surrounding areas as well as some new trails in Beckwith and Ottawa. In order to complete the loop we require access to some roads that are excluded from the Open ATV bylaw (10278-2021) as well as access to the town owned land behind Hersey Dr. As with all of our trails we can provided a Named Insured Certificate for 15 million in liability.

We are finalizing agreements with Leeds & Grenville, Rideau Township, City of Ottawa, Beckwith Township, and Lanark County to make this route happen.

Below are the details of the request.

- 1. The open by-law covers most of the roads required for the route, but we will need permission to access the following;
 - a. Queen St. (Hershey Dr to Old Slys Rd)
 - b. Jasper Road (Old Slys Rd to South Easterly Town Limit)
- 2. Request access to the existing easement (trail) that starts at Lorne street and uses part of Walker road and the continues down and connections to Soper Dr.
 - a. We are aware of the Water tower construction, but since this is a Saturday we assume there would be no work being done and would determine a route that would not interfere with the project, and if required we would put up rope or barricades to ensure riders stay out of prohibited areas
- 3. You can access the planned route on google maps here https://www.google.com/maps/d/u/0/edit?
 mid=1fzyCfGCAem2ZrspntkDJ2BRMB68QOTo&usp=sharing. But I have also included

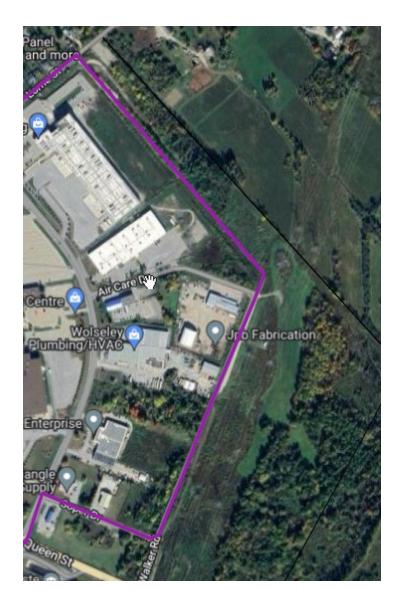
screenshots below.

Once again thanks for taking the time. I look forward to hearing back from you shortly with your decision. We are pretty excited on how things are coming together and I know we are going to reach out to the Mayor and staff, as well as Smiths Falls police services in hopes they could be involved with the day as well.

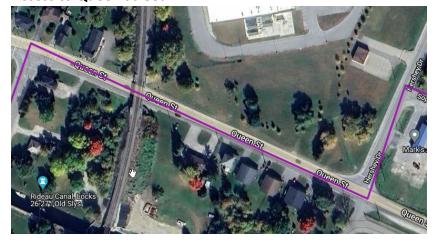
New Route through Smiths Falls



Route through Town Owned Land



Access to Queen Street



Access to Jasper



Please do not hesitate to contact me if you have any questions.

Regards,

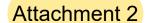


Mike Starr

President, Rideau Lakes ATV Club

Mobile

Web www.rlatvc.org Email:





Rideau Lakes ATV Club South Smiths Falls Trail Proposal

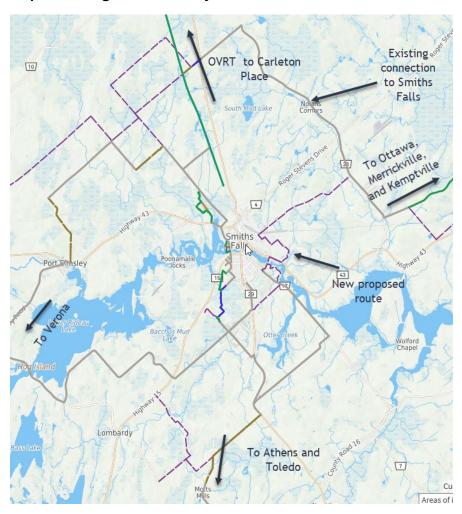
June 11, 2025



Proposal: To establish an approximately 10km route from the existing trail on Rosedale Road to the south-west area of Smiths Falls, continuing to the existing trail on Golf Club Road. This route includes streets covered by the current Smith Falls By-Law, along with two small sections of roads not included in the By-Law. The route also asks permission to utilize the town-owed land around the water tower. This is the same route that was granted access for the charity ride ran last Fall.

This route will improve access for connecting trails from the east (Ottawa, Merrickville, and Kemptville) into Smiths Falls, linking to other routes and providing access to amenities such as fuel and food. Currently, users must travel a 15 km road that bypasses Smiths Falls and then backtrack via the OVRT. The new route will also provide access to businesses in Settlers Ridge Shopping Centre.

Map of existing RLATVC trail system





Rideau Lakes ATV Club South Smiths Falls Trail Proposal June 11, 2025



Proposed Route



Trail Details



Rideau Lakes ATV Club

South Smiths Falls Trail Proposal

June 11, 2025



Town roads north of the water tower connecting Matheson to the Water tower trail. Efforts continue to identify a route from Matheson Rd to Lorne Street that does not involve town roads, but securing land with suitable dry conditions has been challenging. Until an alternative route is found, the existing roads will be used for connectivity. These roads are in compliance with the current bylaw.

- 1. Water Tower trail. Please refer to Figure 1 below. We propose to continue using the route from the charity ride and, instead of going through the field, create a path along the edge of the property through the bush. This would make a suitable ATV trail and keep us away from any future development, allowing us to use this route for an extended period. We would collaborate with your team to determine the optimal route through this property. This situation is similar to the Compost property for which we have permission to use. Additionally, we would need to amend the attached by-law 10076-2019.
- 2. Amendments to by-law 10278-2022. We need to update the by-law to permit access on Queen Street (Old Slys Rd to Town Limits) and Jasper Avenue (Old Slys to Town Limits). These roads were previously requested for the Charity ride. For Queen Street, suggesting Town limits allows flexibility in accessing the water tower property, with Hersey Drive as a minimum alternative.



Rideau Lakes ATV Club South Smiths Falls Trail Proposal June 11, 2025



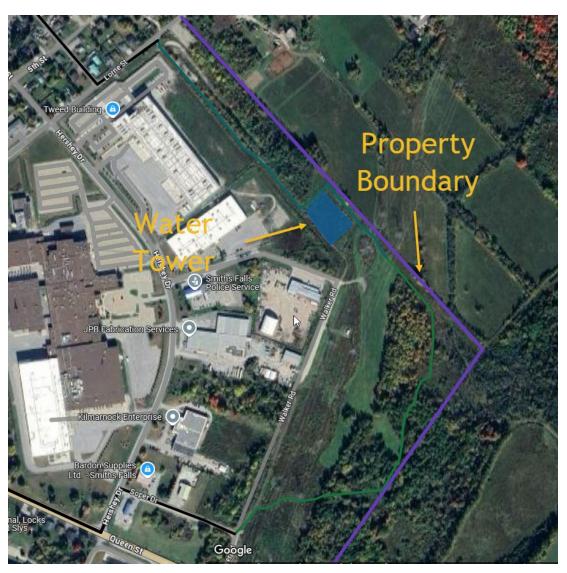


Figure 1 – Water Tower Property route proposal



Rideau Lakes ATV Club South Smiths Falls Trail Proposal June 11, 2025





Figure 2 – Amendments to By-Law 10278-2022 to include a portion of Jasper Road, and Queen Street.



Report # 2025-031

Committee of the Whole Date: April 14th, 2025 Attachment: 31 pages

Title: Creating Engaging Green Spaces through a Connected Trail Network

Recommendation: That the Council of the Corporation of the Town of Smiths Falls adopt the *Trail Standards Plan*, the *Parks and Open Space Connectivity Guide*, and the *Connected Trails Implementation Plan*, as presented, to guide the development of a connected and engaging trail network across the community.

Purpose

To seek Council's adoption of three coordinated planning documents that will support the design, development, and implementation of a connected trail network, aligned with Strategic Priority 6.1. These documents provide a clear framework for expanding and enhancing active transportation, recreation, tourism, and placemaking opportunities in Smiths Falls.

Background

As identified in the Strategic Plan (2023-2026), the Town has prioritized creating engaging green spaces and enhancing trail connectivity to support active transportation, accessibility, tourism, and environmental sustainability. In addition, the Parks and Recreation Master Plan underscores the importance of investing in sustainable and accessible green spaces to foster community engagement, outdoor recreation, and economic growth.

In response, the Community Services Department has developed three key documents:

- Parks & Open Space Connectivity Guide
- Smiths Falls Trail Standards Plan
- Connected Trails Implementation Plan

These documents identify current gaps, barriers to accessibility, and opportunities to improve trail connections. The Implementation Plan outlines a five-year, phased approach to enhance trail linkages, add key amenities, and ensure all neighbourhoods have access to green spaces. Together, these plans support a unified vision for a trail system that is inclusive, sustainable, and well-integrated into the broader community.

Together, these documents will serve as a framework for both immediate and long-term trail planning, integrating trails into the broader vision for a livable, inclusive, and environmentally connected community.

Analysis and Options

Options for Council Consideration

- 1. Adopt all three plans as presented and proceed with phased implementation over five years. (Recommended)
- 2. Adopt the plans with modifications, such as adjusted timelines or priorities based on funding availability. (Not recommended)
- 3. Defer adoption to revisit funding strategies. (Not recommended)

Budget/Financial Implications

The estimated total cost for full implementation of Strategic Plan Item 6.1 is \$1,285,000, allocated over five years, with funding anticipated from:

- Municipal capital allocations
- Provincial and federal grants

Annual capital and operating budget allocations will be subject to Council approval as part of the municipal budgeting process.

Link to Strategic Plan (2023-2026)

This initiative aligns with the following key strategic priorities:

 Strategic Priority 6.1: Creating Engaging Green Spaces through a Connected Trail Network

Existing Policy

- Town of Smiths Falls Strategic Plan (2023-2026)
- Town of Smiths Falls Parks and Recreation Master Plan
- Accessibility for Ontarians with Disabilities Act Compliance Guidelines

Consultations: Community Services staff; Accessibility Advisory Committee; Parks Canada: Economic Development and Tourism Staff; Cataraqui Trail Conservancy; Trans Canada Trail staff.

Attachments

- Creating Engaging Green Spaces through a Connected Trail Network Implementation Plan
- Parks & Open Space Connectivity Guide
- Smiths Falls Trail Standards Plan

Respectfully Submitted by: Approved for agenda by CAO:

Stephanie Clark, Director of Community Services Malcolm Morris, CMO

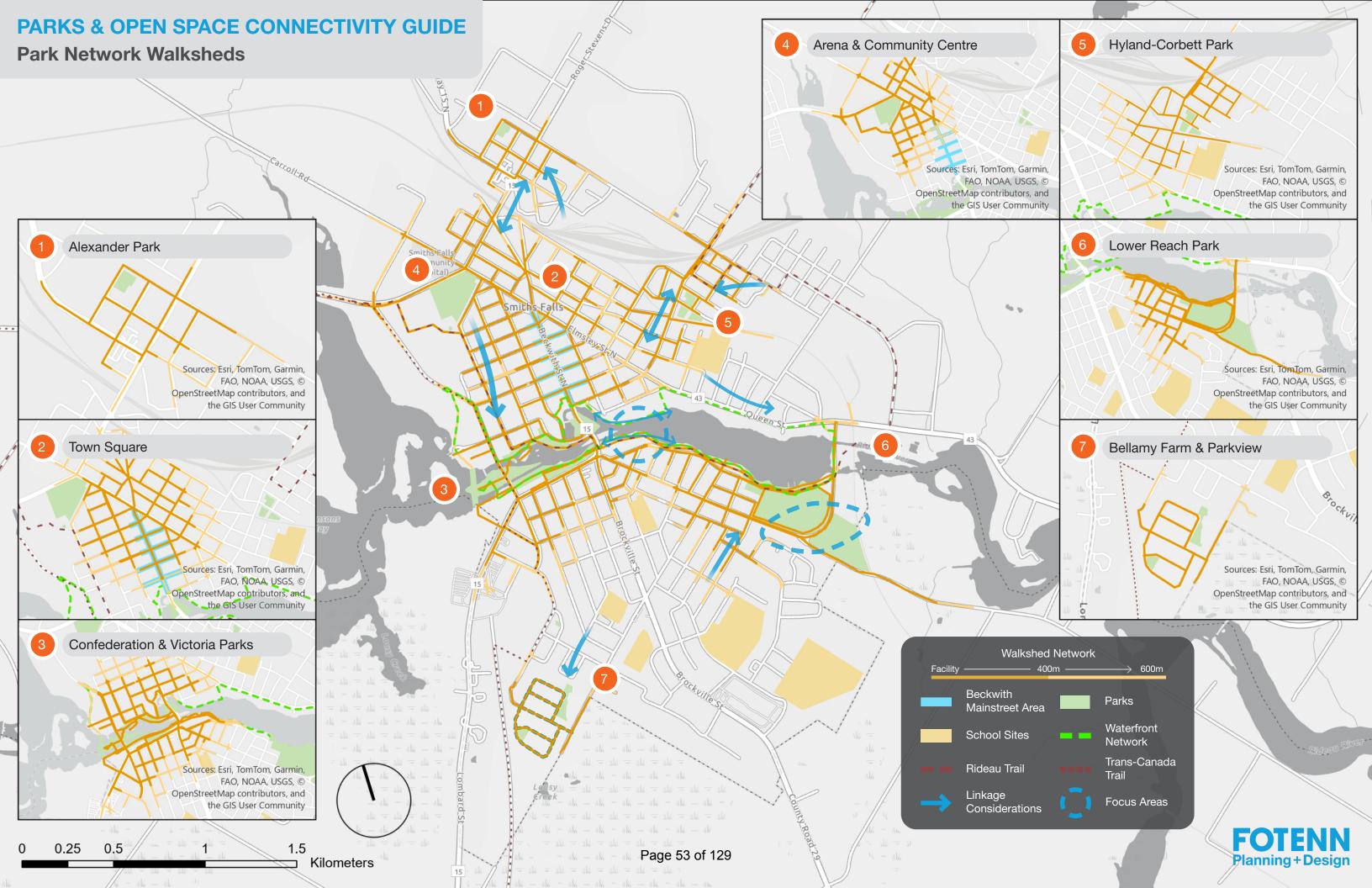
Parks & Open Space Connectivity Guide

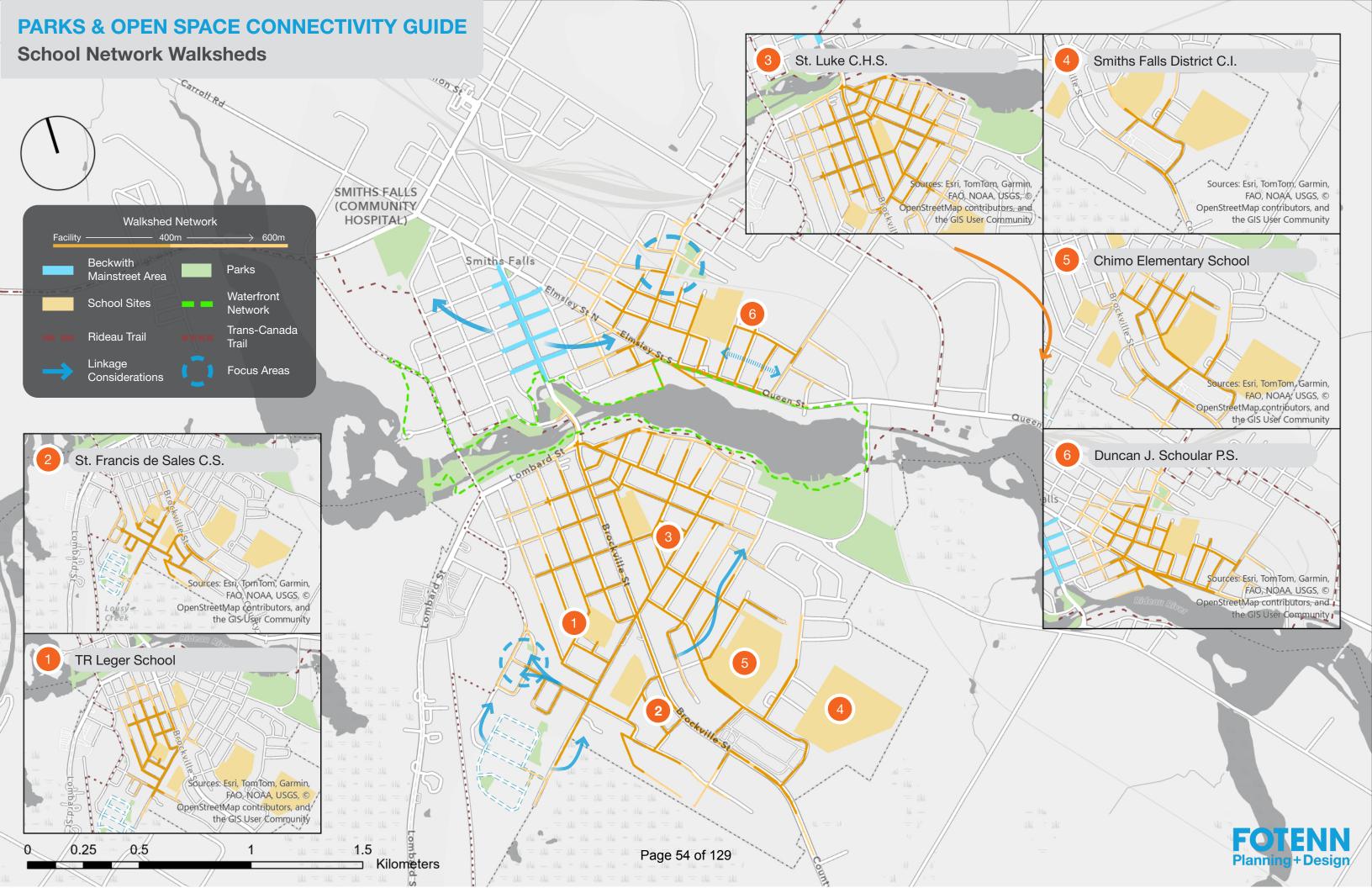




Prepared by Fotenn Planning + Design

February 11, 2025





Purpose

The Parks and Open Space Connectivity Plan presents a graphical representation of the existing park and school assets located within the Town of Smiths Falls for the purpose of identifying existing walking networks connecting these facilities.

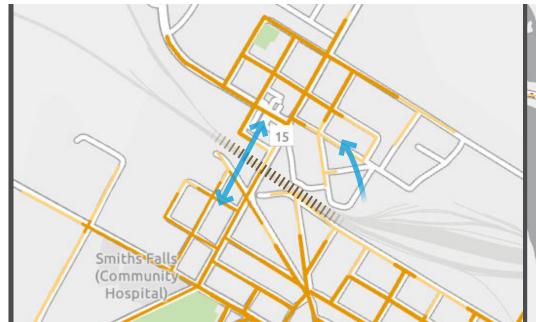
The purpose of this tool relies on the assumption that shorter walking distances be safer and encourage active modes of transportation, particularly for vulnerable populations, including children and the elderly. As walking distances increase, ensuring that connections between facilities are safe, clearly identifiable, and efficient can enhance the overall functionality of the network as a means of enhancing the access to and between these individual facilities.

The accompanying maps and figures illustrate the cumulative and individual *walksheds* extending from each facility, at intervals of 400 metres (~5 minute walk) and 600 metres (~7.5 minute walk).

WALKSHED: A visual representation of areas located within a certain distance of a specific point or facility, highlighting accessible routes and barriers.

Utilizing this information, focus areas and linkage considerations between these facilities and the existing active transportation and park networks have been identified. These opportunities highlight areas that may benefit from further consideration as it relates to infrastructure improvements, wayfinding initiatives, and parks planning priorities.

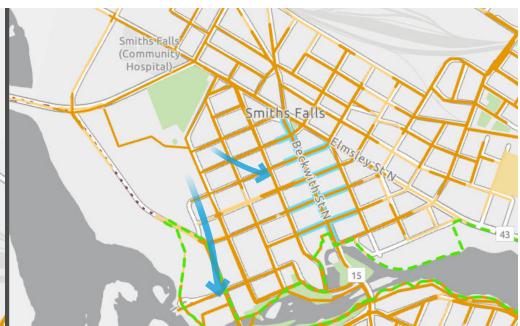
This document has taken guidance from, but does not seek to contradict or amend any of the findings of the Smiths Falls Active Transportation Plan (2021) or equivalent.



Alexander Park sits at the north end of the Town, and remains relatively isolated from the broader park network. This area is mainly accessible via Highway 15, which passes under the railway which bisects the Town is this area. As identified by the Park Network Walkshed, the railway underpass may pose a barrier to active transportation movements due to the nature of the connection, the visual impact of the railroad bridge, and the traffic volumes see along Highway 15.

Two (2) linkage considerations have been identified as it relates to Alexander Park:

- 1. While not a physical obstruction, the railway presents a potential psychological and navigational barrier for pedestrians and cyclists traveling between the residential areas surrounding Alexander Park and the broader park network to the south.
- 2. Areas to the north of the railway and east of Highway 15 are generally isolated from the Town's park network, including portions sited outside of the 600-metre walkshed of Alexander Park. Establishing a defined pedestrian route for these areas—while accounting for Highway 15 as a high-traffic arterial—may improve accessibility and integration with the larger network.

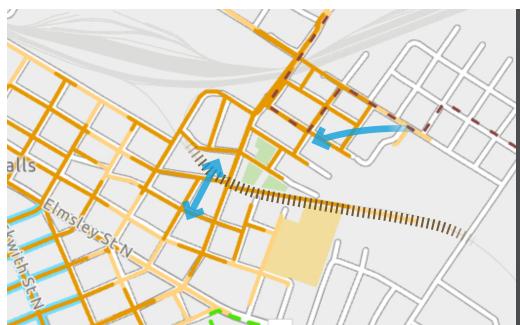


The Smiths Falls Memorial Community Centre, Youth Arena, and baseball diamonds represents a prominent community hub, serving the immediate neighbourhood as well as the greater Town and surrounding areas.

Two (2) linkage considerations have been identified as it relates to this community hub:

- 1. As a significant community hub, ensuring seamless connections between these facilities and the broader parks and active transportation network supports safer and more efficient access. Strengthening these linkages also enhances the overall value and functionality of the Town-wide park facilities and network.
- 2. The Beckwith mainstreet corridor represents a well-connected network of walkable, active streetscapes and pedestrian-oriented commercial activity. The mainstreet area is well connected to other networks and can serve as an extension of safe walksheds while Establishing a well-defined link between this corridor and the community hub presents an opportunity to further expand the Town's walkable network. By guiding pedestrian movement through safe, accessible, and strategically located pathways, this connection can improve overall walkability and reinforce key nodes within the community.









Hyland-Corbett Park is similar to Alexander Park in that it is a relatively isolated park facility located north of the railway, serving several residential areas. The park is also situated in close proximity to Duncan J. Schoular Public School, as identified on the School Network Walkshed.

Two (2) linkage considerations have been identified as it relates to Hyland-Corbett Park.

- 1. Similar to Alexander Park, the railway presents a potential navigational and psychological barrier for active transportation movements, particularly for students. Ensuring safe and comfortable crossings is essential to supporting pedestrian movement and connectivity between park and school facilities.
- 2. The residential neighbourhood to the northeast of the park is further disconnected from the broader park network. As such, Hyland-Corbett Park has the opportunity to directly serve these residents, providing a clear and identifiable access to these facilities. Additionally, the Rideau Trail, which enters the Town along Chambers Street and passes through this neighborhood, presents an opportunity for coordinated improvements to strengthen connections between both networks.

Lower Reach Park represents a major addition to the Smiths Falls network of parks and open space. As depicted in the provided maps and figures, this area includes Lower Reach Park, Gleeson Park, and the Smiths Falls Curling and Squash Club. These facilities serve both the adjacent residential neighborhoods and the broader community.

Two (2) linkage considerations have been identified as it relates to the Lower Reach Park area:

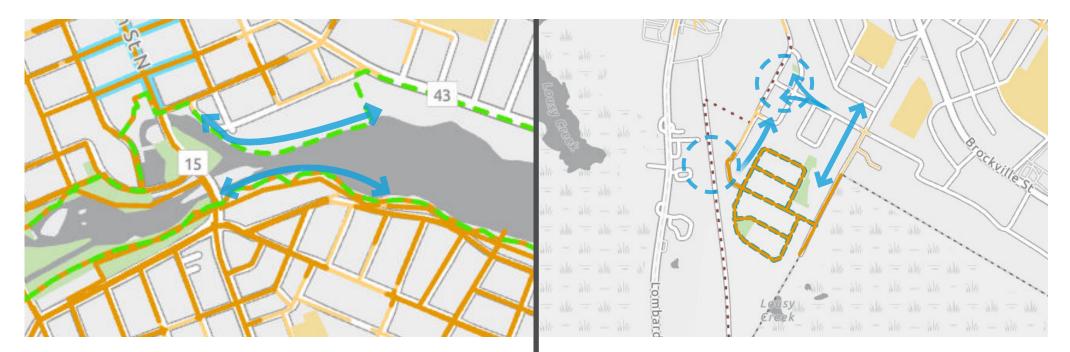
- 1. The areas to the south of Lower Reach Park, while situated in close proximity, face a physical barrier in the form of a significant grade change along Jasper Avenue. As a result, Vincent Street serves as the primary access route to the park from the south. This constraint presents an opportunity to consolidate improvements and wayfinding efforts along this corridor which serves several schools in the area as well as the surrounding residential areas.
- 2. Lower Reach Park, Gleeson Park, and the Smiths Falls Curling and Squash Club are situated along Old Slys Road which disrupts the seamless interaction between these spaces. Prioritizing safe crossings and improving connectivity along this corridor would allow these assets to function as a more cohesive recreational hub, enhancing their overall accessibility, value, and community utility.

The area to the east of Duncan J. Schoular Public School largely falls outside the walkshed of identified park facilities. Additionally, the waterfront remains inaccessible due to riverfront lot formations. Despite these spatial disconnections, this area benefits from an internal path network that extends from Thurber Street in the west to Lorne Street in the east.

One (1) linkage consideration has been identified as it relates to this area:

1. The interior path connection from Duncan J. Schoular Public School eastward represents an opportunity to implement clear and identifiable wayfinding, facilitating pedestrian and active transportation movements towards Lower Reach Park to the south. Consideration should also be made for how the end of this path is guided towards the safe crossing to Lower Reach Park across Old Slys Road.





The waterfront trail network spans a significant portion of the riverfront, connecting major park facilities, including Lower Reach Park to the east and Turtle Island, Duck Island, and Victoria Park to the west. However, certain sections of the trail are less accessible and difficult to traverse, creating gaps that disrupt connectivity to these park facilities and the greater active transportation network as a whole.

Consideration should be made towards ensuring these sections are improved to match the quality of the adjacent trails to the east and west. Strengthening these connections will create a more seamless network, better linking individual facilities throughout the Town.

The Bellamy Farms neighbourhood represents a new addition to the Smiths Falls built-up area. The neighbourhood is set to feature two (2) new park facilities, contributing to the livability of the new residents, as well as those in surrounding areas.

Two (2) linkage considerations have been identified as it relates to the area surrounding Bellamy Farm:

- 1. Improved access to the park facilities within Bellamy Farms presents an opportunity to serve residents of existing neighbourhoods to the north and east. Additionally, the presence of schools to the northeast highlights the need for well-planned connections to facilitate movement in and out of the neighbourhood.
- 2. The Cataraqui Trail runs along the western boundary of Bellamy Farms, featuring two distinct trailheads: one at the western end of Ferrara Drive and another at the intersection of Ferrara Drive and Harold Street to the north. Establishing clear pathways to these trailheads—from within Bellamy Farms and surrounding neighbourhoods—will enhance connectivity, further integrating the community into the broader Town-wide trail and park network.

For more information:

info@fotenn.com

Ottawa

420 O'Connor Street Ottawa, ON K2P 1W4 T: 613.730.5709

Kingston

The Woolen Mill 6 Cataraqui St, Suite 108 Kingston, ON K7K 1Z7 T: 613.542.5454

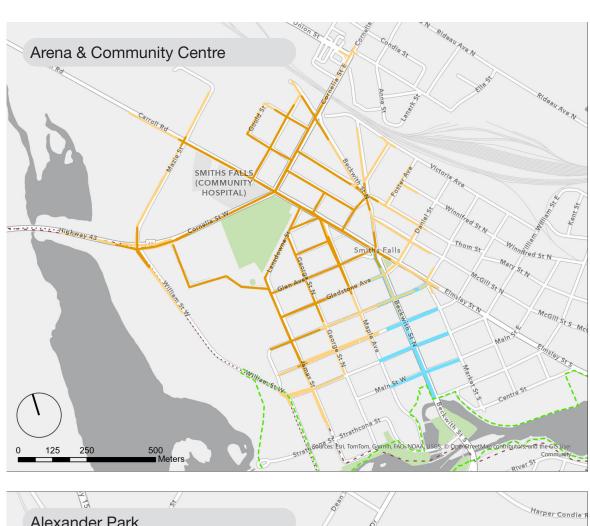
Toronto

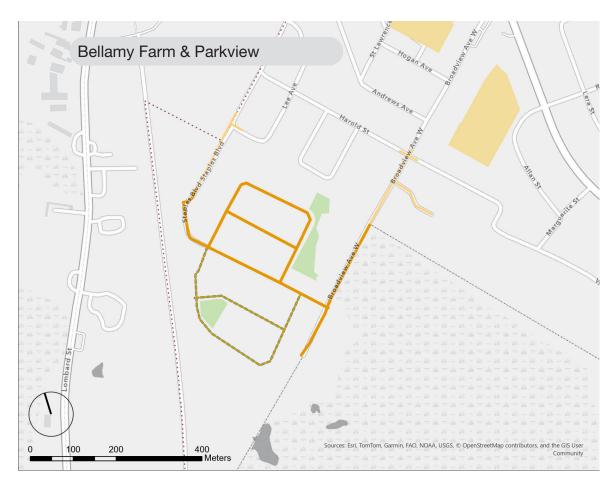
174 Spadina Ave., Suite 304 Toronto, ON M5T 2C2 T: 416.789.4530



APPENDIX A: INDIVIDUAL PARK WALKSHED MAPS







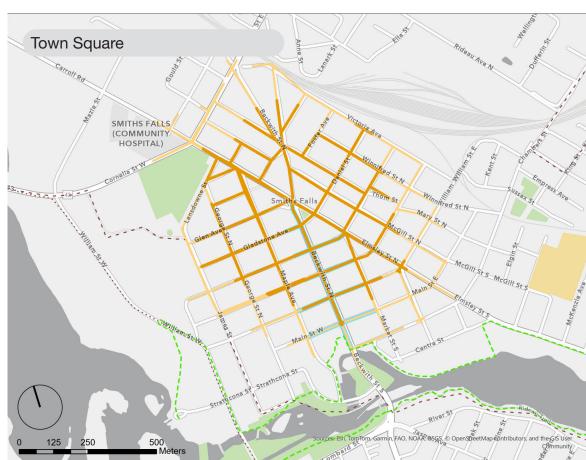














APPENDIX B: INDIVIDUAL SCHOOL WALKSHED MAPS









Creating Engaging Green Spaces through a Connected Trail Network

Strategic Priority 6.1

A Vision for a Connected and Accessible Smiths Falls

The Town of Smiths Falls has long been defined by its rich natural environment, historic charm, and the strong sense of community among its residents. As the town continues to grow, so too must the approach to public spaces evolve. Parks and trails are not simply places to pass through—they are destinations that foster community, encourage outdoor activity, and create lasting memories.

With this in mind, the Town is embarking on an ambitious transformation: Strategic Plan Item 6.1, a five-year plan to expand, connect, and enhance Smiths Falls' parks and trails. This initiative is not just about infrastructure; it is about building a town where every resident—regardless of age, ability, or background—can enjoy safe, accessible, and well-connected green spaces.

Understanding the Need for Connectivity

Strategic Plan Item 6.1 aligns directly with the current *Parks and Recreation Master Plan*, which emphasizes the need for a cohesive and accessible trail network that supports both recreational and active transportation goals. The Master Plan highlights the importance of improving trail connectivity, accessibility, and infrastructure to better serve residents and visitors while fostering a healthier, more active community. By implementing this initiative, the Town is taking a significant step toward achieving the long-term vision set forth in the Master Plan, ensuring that parks and trails are safe, well-maintained, and seamlessly linked to enhance overall community well-being.

Smiths Falls is home to several beautiful parks and natural spaces, but gaps in connectivity, and a dearth of wayfinding and/or directional signage can make these areas feel disjointed rather than part of a cohesive network. The recently completed *Parks & Open Space Connectivity Guide* highlights key obstacles, including railway crossings, high-traffic roadways, and inconsistent trail surfaces. These barriers make it difficult for residents to move easily between parks, discouraging active transportation and outdoor recreation.

The Town's *Trail Standards Plan* provides a framework for addressing these challenges by emphasizing accessibility, safety, and sustainability. By improving existing trails and creating new connections, Smiths Falls can transform its public spaces into a fully integrated green network.



Additionally, Smiths Falls holds a unique position in regional and national trail networks. The town is a terminus for the Cataraqui Trail, providing a critical gateway for trail users. It is also a key link in the development of the developing Eastern Ontario Rail Loop, a long-distance cycling and recreational trail system. Furthermore, Smiths Falls is part of the Trans Canada Trail, a national trail system linking outdoor enthusiasts across the country. The establishment of a dedicated trailhead facility at the start of the Cataraqui Trail will serve as a central hub for local and visiting trail users.

A Phased Approach to Transforming Our Green Spaces

This initiative is planned over five years, ensuring thoughtful and sustainable progress. Each phase builds upon the last, gradually realizing a well-connected, accessible, and inviting green space network.

Laying the Foundation (Year 1 – 2025)

Building on the foundational work completed in the Parks and Open Space Connectivity Guide, the Community Services Department will focus on key improvements to the trail network in Year 1. This will include:

- Minor infrastructure repairs to existing pathways and trails.
- Installation of accessible signage in play areas.
- A comprehensive on-the-ground review of trail conditions within identified core walksheds and connectors.
- Preparatory work for the Cataraqui Trailhead parking lot, positioning this location as a future hub for active transportation.

While a more extensive trailhead facility is planned for Years 4 and 5, this initial work lays the foundation for future enhancements, which may include a washroom facility and a water station to support increased trail usage and visitor amenities.

Strengthening Core Connections (Year 2 – 2026)

With a clearer understanding of existing conditions, Year 2 will focus on enhancing identified walkways and connectors in collaboration with Public Works. This will include:

- Improving accessibility at key locations (curb cuts, sidewalk additions, and pedestrian crossings).
- Wayfinding enhancements, including directional signage and interactive maps to help users navigate the trail system.



 Seeking grant funding and partnerships to support expansion efforts and infrastructure improvements.

Enhancing the Trail Experience (Year 3 – 2027)

Once core connections are in place, attention will shift to making trails more inviting and user-friendly. Improvements will include:

- Resurfacing pathways with accessible materials.
- Adding benches, lighting, and rest areas to improve user comfort throughout Lower Reach.
- Adding and/or benches along select trail linkages (e.g. Queen Street)
- Undertaking a focused native tree and shrub-planting initiative to introduce additional shade and greenery.
- Collaborating with businesses and interest groups to encourage eco-tourism and local economic benefits.

Completing the Vision and Ensuring Sustainability (Years 4 & 5 – 2028-2029)

The final phase will refine and ensure long-term sustainability by:

- Closing remaining connectivity gaps to ensure all neighborhoods have safe, traversable access to green spaces.
- Developing the full Cataragui Trailhead Facility, adding washrooms and water stations.
- Introducing a community stewardship program to engage residents in trail maintenance and beautification.
- Conducting a comprehensive review of trail usage, accessibility, and public feedback to inform future improvements.

Partnerships & Collaboration

The success of this initiative relies on strong collaboration with key partners such as Parks Canada, the Town's Accessibility Advisory Committee, the Chamber of Commerce, the Downtown Business Association, and other municipal departments. By working together, the Community Services department can align efforts to enhance green spaces, promote active transportation, and support tourism. Engaging these stakeholders ensures that trail development is integrated with economic growth strategies, business engagement, and conservation efforts. Partnerships will also help secure funding, share resources, and promote



Smiths Falls as a premier outdoor recreation destination, making our connected trail network a valuable asset for both residents and visitors.

Accessibility Considerations

Ensuring that Smiths Falls' trail network is inclusive and accessible to all users is a foundational priority in the implementation of Strategic Plan 6.1. The Town is committed to meeting AODA standards by incorporating key features that enhance accessibility, safety, and comfort. The installation of accessible rest stations, including strategically placed benches at regular intervals, will provide essential resting points for individuals with mobility challenges. Adequate lighting along key sections of the trail network will enhance safety and support year-round usability, particularly in the darker months. Furthermore, trail surface coverings will be selected with accessibility in mind, ensuring a firm, stable, and slip-resistant path suitable for wheelchairs, walkers, and other mobility aids. Options under consideration include permeable asphalt, stabilized engineered wood fiber, rubberized surfaces, and compacted stone dust with stabilizing agents, all of which offer varying benefits in terms of durability, maintenance, and environmental impact. These improvements will ensure that the Town's trails remain welcoming, navigable, and inclusive for residents and visitors of all abilities.

Conclusion

This initiative represents a transformative investment in active transportation, accessibility, and sustainable infrastructure. By creating well-connected, inclusive, and environmentally sustainable trail networks, Smiths Falls will establish itself as a leader in active living, ecotourism, and community mobility.

With the support of municipal and external funding, this project will improve quality of life, economic vitality, and public health, ensuring that all residents and visitors can safely navigate and enjoy Smiths Falls' public greenspaces.



Budget/Financial Implications

The estimated total cost for the implementation of **Strategic Plan Item 6.1** is **\$950,000**, allocated over five years. The following budget breakdown outlines planned expenditures:

Year	Planned Activities	Estimated Cost
2025	Minor trail repairs, accessible signage in play areas, trail condition review, Cataraqui Trailhead parking lot preparations	\$60,000
2026	Walkway and sidewalk improvements, wayfinding signage, pedestrian crossing enhancements	\$250,000
2027	Trail resurfacing, installation of benches, lighting, and rest areas, tree- planting initiative	\$500,000
2028	Addressing connectivity gaps, expansion of pedestrian-friendly areas	\$300,00
2029	Completion of Cataraqui Trailhead Facility, washroom and water station installation, community stewardship program launch, final assessment	\$175,000
Total		\$1,285,000

The funding sources for this initiative will include:

- Municipal capital reserves
- Provincial and federal grants (Active Transportation Fund, Green Infrastructure Fund, etc.)

Annual capital and operating budget allocations will be **subject to Council approval** as part of the Town's municipal budgeting process.

Year	Planned Activities	
2025	Minor repairs to trails; Accessible signage installation in play areas; Trail condition review; Preparatory work for Cataraqui Trailhead parking lot; Funding applications for future infrastructure upgrades.	



12026	Walkway and sidewalk enhancements; Wayfinding and directional signage improvements.
2027	Resurfacing of trails; Installation of benches, lighting, and rest areas; Tree-planting initiative; Business and stakeholder engagement for eco-tourism.
12028	Addressing final connectivity gaps; Expansion of pedestrian-friendly areas; Initial work on trailhead facility enhancements.
12029	Completion of Cataraqui Trailhead Facility; Installation of washroom and water station; Community stewardship program launch.



Trail Standards Guide

Department of Community Services

Version Date: December 2024

Table of Contents

1. Introduction	
2. Trail Types and Uses	
2.3 DEDICATED CYCLING TRAILS	Error! Bookmark not defined
3. Trail Design Standards	3
4. SAFETY AND MAINTENANCE	8
4.3 Safety and Maintenance	ERROR! BOOKMARK NOT DEFINED
5. DETERMINING TRAIL NEEDS	ERROR! BOOKMARK NOT DEFINED
5.4 ACCEPTABLE MODES OF TRANSPORTATION	ERROR! BOOKMARK NOT DEFINED
6. COMMUNITY ENGAGEMENT	ERROR! BOOKMARK NOT DEFINED
7. IMPLEMENTATION AND MAINTENANCE	ERROR! BOOKMARK NOT DEFINED
8. ENVIRONMENTAL CONSIDERATIONS	FRROR! BOOKMARK NOT DEFINED



1. Introduction

The Trail Standards Guide for the Town of Smiths Falls is a document created to guide the Town and its partners in establishing a high-quality, interconnected path and trail network that serves the diverse needs of our community. This guide is crafted with the intention of promoting year-round outdoor recreation, fostering connectivity, and preserving the rich natural environment of Smiths Falls. As our community grows, it is essential to create trails that are safe, accessible, and enjoyable for all users, from casual walkers and families to avid cyclists and nature enthusiasts.

This document will outline a clear vision, detail various trail types, and establish design standards to ensure that our trails not only meet current needs but also adapt to future demands. By following these guidelines, we will cultivate a trail system that enhances the quality of life for residents and attracts visitors to our beautiful town.

2. Trail Types and Uses

When designing and maintaining trails and paths of travel throughout Smiths Falls, it is important to remember that the network features several distinct types of trails. Ensuring that there are a variety of trail types throughout the network allows a broader number of users to find spaces suited to their preferences, while also promoting safe and responsible use of the trails.

2.1 Multi-Use Trails

Multi-use trails will form the backbone of our trail network, designed to accommodate pedestrians, cyclists, and other non-motorized users. These trails will be a minimum of 3.5m wide, allowing for safe two-way traffic and ensuring ample space for a variety of activities.

The surface of these trails will consist of durable materials, primarily crushed stone or asphalt. Crushed stone offers a natural aesthetic while providing excellent drainage and minimizing erosion, making it an ideal choice for areas with high foot traffic. Asphalt, on the other hand, will be utilized in sections where a smoother, more even surface is needed, particularly for cyclists seeking a faster ride. Both materials will be chosen to withstand the elements, ensuring that the trails remain accessible and safe in various weather conditions.

To enhance user experience and safety, signage will be a vital element along the multi-use trails. Clear, visible signs will provide guidance on permitted activities, trail etiquette, and safety tips. For instance, signs will remind users to keep to the right to facilitate smooth passing, alert



cyclists to maintain a safe speed, and encourage everyone to yield to pedestrians. Additionally, educational signage will highlight the importance of sharing the trail and respecting fellow users. By fostering an environment of shared respect and awareness, we aim to enhance the overall trail experience for everyone, encouraging responsible use and enjoyment of our outdoor spaces.

This comprehensive approach to the design and implementation of multi-use trails will ensure they serve as inviting and safe pathways for all members of the community.

2.2 Hiking Trails

Smiths Falls serves as a vital connecting link and/or terminus within several regional and national trail systems, including the Ottawa Valley Recreational Trail (OVRT), the Eastern Ontario Rail Loop, the Cataraqui Trail, and the Trans Canada Trail. These networks provide extensive opportunities for recreation, active transportation, and tourism, linking Smiths Falls to broader hiking and cycling corridors. Each of these trails falls under the jurisdiction of various trail authorities, which are responsible for establishing and maintaining their respective trail standards.

The Smiths Falls Trail Standards Guide is intended to support the development, maintenance, and enhancement of local trails, ensuring they are accessible, well-integrated, and reflective of the needs of residents and visitors. While aligning with best practices from these larger trail networks, the Plan also acknowledges that Smiths Falls is an urban environment, requiring a balanced approach to trail design that considers both connectivity and the unique demands of a town setting.

Hiking trails are intended to provide an immersive experience, inviting users to explore the natural beauty of the area. These trails may vary in width from 0.9m to 1.5m, allowing for single-file hiking while preserving the landscape, depending on the trail authority. The surfaces will be primarily natural, utilizing packed earth or gravel to maintain ecological integrity and minimize human impact.

Where possible, directional signage for off-trail activities, businesses and attractions will be supported and/or installed. Educational signage may also be installed along these trails to inform hikers about local flora and fauna, enhancing their connection to the environment. Trailhead signage will always include safety guidelines, encouraging hikers to stay on marked paths to protect sensitive areas, and to provide warnings and updates as required.

3. Trail Design Standards



3.1 Accessible Trails

The Town of Smiths Falls is committed to ensuring its trail network is inclusive, accessible, and compliant with the Accessibility for Ontarians with Disabilities Act. Trail development and improvements will incorporate key accessibility considerations to enhance usability for individuals of all abilities.

Accessible trails will have a minimum width of 1.2 metres, expanding to 1.5 metres in high-traffic areas to accommodate mobility devices. Cross-slopes are not to exceed 2% grade, and slopes along the trail are not to exceed 5% grade, with level rest areas provided every 120 metres, where feasible. Trails will feature firm, stable, and slip-resistant surfaces such as permeable asphalt, stabilized engineered wood fibre, or compacted stone dust with stabilizing binders, chosen for durability, drainage, and ease of use.

To further support universal access, the Town will prioritize:

- AODA-compliant trail surfaces to ensure smooth navigation for users of all mobility levels.
- Rest areas with level, firm surfaces to accommodate mobility devices.
- Accessible trailhead signage and wayfinding markers to assist users with navigation.
- Adequate lighting in key areas, particularly near urban trailheads, high-traffic segments, and intersections, to improve safety and visibility.
- Benches and seating areas strategically placed along the network to provide resting opportunities for all users, including seniors and individuals with disabilities.
- Ongoing maintenance to address overgrowth, surface degradation, and safety hazards, ensuring that accessibility features remain functional and well-maintained.

3.2 Trail Width & Clearance

- **Minimum Trail Width**: Accessible trails must maintain a minimum clear width of 1.2 metres, expanding to at least 1.5 metres in high-traffic areas or locations where users may need to pass.
- **Overhead Clearance:** A minimum clearance height of 2.1 metres must be maintained to ensure that vegetation, signage, and structures do not obstruct the pathway.



• **Shoulder & Edge Treatment**: Where trails are adjacent to natural areas, appropriate edging (e.g., compacted stone or low barriers) shall be implemented to prevent surface erosion and ensure stability.

3.3 Slope & Grade Considerations

- **Maximum Running Slope:** Trails should maintain a slope of 5% or less to accommodate users with mobility impairments. Where steeper grades are unavoidable, alternative routes or additional rest areas must be provided.
- **Cross Slope:** A maximum cross slope of 2% will be maintained to prevent mobility devices from veering off the path.
- Drainage & Erosion Management: Proper grading and drainage systems shall be incorporated to prevent water pooling and surface degradation, which can create hazards for users.

3.4 Rest Areas & Seating

To accommodate users who require periodic breaks, rest areas should be strategically placed at key locations along accessible trails.

- Rest Area Frequency: Level resting areas will be provided every 120 metres, particularly
 in areas with slight inclines or extended trail segments.
- Minimum Rest Area Size: Rest areas must be at least 1.5 metres wide, allowing adequate space for individuals using mobility aids.
- Benches & Seating: Seating should be installed at designated rest points, providing backrests and armrests to assist users in transitioning from seated to standing positions.

3.5 Surface Materials & Stability

The selection of surface materials for trails in Smiths Falls will prioritize both accessibility and user comfort, ensuring that all community members can navigate the trails safely and easily. Careful consideration of both trail and surface type will enhance the user experience while minimizing maintenance needs. To ensure safe and comfortable navigation, trail surfaces must be firm, stable, and slip-resistant, in accordance with AODA standards.

3.5.1 Concrete Surfaces

For primary accessible trails, concrete may be the preferred surface material. Concrete should be considered for several reasons:

• **Smooth Finish**: Concrete provides a uniform and smooth surface, which is crucial for users of wheelchairs, mobility scooters, and other assistive devices. The absence of cracks or uneven areas significantly reduces the risk of tripping hazards.



- Durability: Concrete is highly durable and can withstand heavy foot and wheeled traffic
 without significant wear. It is also resistant to weather-related issues, such as erosion or
 deformation due to freeze-thaw cycles, making it an ideal choice for year-round
 accessibility.
- Maintenance: While concrete surfaces require periodic maintenance, such as cleaning
 and sealing, they are less susceptible to issues like overgrowth or surface degradation
 compared to natural materials. This low-maintenance requirement ensures long-term
 usability for all trail users.
- Accessibility Features: When constructing concrete surfaces, attention should be given
 to incorporate accessibility features, such as proper slope gradients and integrated
 drainage systems to prevent pooling water, which can create hazards.

3.5.2 Compacted Aggregate Surfaces

In areas where a more natural appearance is desired, including on multi-use, hiking and walking paths, compacted aggregate surfaces may be employed, provided they meet specific stability and accessibility requirements. Key considerations include:

- Material Composition: Compacted aggregate surfaces typically consist of a mixture of gravel, stone dust, or crushed stone. The selection of materials will focus on ensuring a firm and stable surface that can support mobility devices without risk of sinking or instability. Calcite is less favourable than limestone dust as a stone dust covering.
- **Surface Preparation**: The installation process will include thorough compaction of the aggregate material to achieve a dense, stable surface. This preparation minimizes the risk of ruts or unevenness that could hinder accessibility.
- **Environmental Integration**: The natural appearance of compacted aggregate can blend harmoniously with the surrounding landscape, making it an excellent choice for trails that traverse parks or natural areas. This approach respects the aesthetic and ecological aspects of the environment while providing accessible pathways.

3.5.3 Additional Surface Options

While concrete and/or compacted aggregate are the preferred choices, consideration may also be given to other surface types based on specific contexts:

Porous Pavements: These surfaces allow for water infiltration and reduce runoff,
making them environmentally friendly. They can be beneficial in areas prone to flooding
or erosion but must be carefully evaluated for stability and accessibility. Smooth asphalt
surfaces such as what porous pavement options provide are excellent options for
walking, cycling and multi-use paths.



- Permeable Pavers: Interlocking pavers can provide a stable surface while allowing water
 to drain through, reducing puddles and mud. However, gaps between pavers must be
 kept to a minimum to avoid tripping hazards, with regular maintenance required to
 keep them clear of debris. Permeable pavers are less desirable in terms of accessibility,
 however in heritage locations, they may add to the overall look and feel of a location.
- Packed Earth/Natural Gravel: To maintain ecological integrity, hiking trails will utilize
 natural surfaces such as packed earth or gravel. These materials allow for better
 integration with the environment and support local vegetation, providing a more
 authentic hiking experience while facilitating drainage however they are not considered
 accessible.

3.6 Signage & Wayfinding

Accessible signage is critical for navigation, safety, and trail awareness. Signage along the trail network should:

- Be high-contrast with large, easy-to-read fonts.
- Include braille and tactile elements where possible to assist users with visual impairments.
- Feature pictograms and directional markers to guide users to amenities and accessible routes.
- Be placed at all trailheads, major intersections, and rest areas to provide clear and consistent information.
- Signage must meet contemporary Town of Smiths Falls design guidelines, and should consider drawing attention to local elements of safety, education and business and/or tourism information.

3.7 Lighting & Safety Features

To enhance safety and usability, lighting should be installed in key areas of the trail network, including:

- Trailheads and parking areas to provide clear visibility for users entering or exiting the trail.
- High-traffic trail segments and intersections where pedestrian movement is highest.
- Rest areas and seating locations, particularly in urban or semi-urban settings.

Lighting fixtures will be energy-efficient (e.g., LED or solar-powered options) and positioned to minimize light pollution while maintaining visibility for users.



3.8 Trail Access Points & Connectivity

To ensure seamless access to the trails network for all users, trail access points and areas of connectivity should be considered with equal importance as the trails themselves This should included consideration of:

- Accessible Entrances: All major trail access points must include barrier-free entry, ensuring smooth transitions from sidewalks, parking lots, or connecting paths.
- Parking & Drop-Off Areas: Where applicable, accessible parking spaces and drop-off
 zones will be provided near trail entrances, including designated spots for users
 requiring extra space for mobility devices.
- Linkages to Regional Trails: As a critical connection point for the OVRT (Ottawa Valley Recreational Trail), the Eastern Ontario Rail Loop, the Cataraqui Trail, the Rideau Trail and the Trans Canada Trail, Smiths Falls will prioritize creating and maintaining access points that integrate seamlessly with these regional networks while ensuring local accessibility standards are upheld.

4. Safety and Maintenance

The safety and maintenance of the trail network are paramount to ensuring a positive experience for all users. To achieve this, a comprehensive approach will be implemented that includes proactive safety measures and regular upkeep.

4.1 Ongoing Maintenance & Inspections

Accessibility is an ongoing commitment that requires regular maintenance and assessment. To ensure that trails remain safe and usable, the following will be taken into consideration:

- Safety Features: To enhance user safety, specific safety features will be integrated throughout the trail network. Barriers may be installed at hazardous locations, such as sharp turns, steep drop-offs, or areas near road crossings. These barriers should be designed to guide users safely and prevent accidents. Additionally, adequate lighting should be considered for all high-use areas, such as entrances, intersections, and popular gathering spots. This lighting will improve visibility during early morning or evening hours, ensuring that users feel secure while enjoying the trails.
- Regular Inspections: A systematic approach to trail inspections will be established, with inspections conducted annually to assess overall trail conditions. Ongoing checks will occur in spring, and as soon as is feasible following adverse weather events like heavy rain or windstorms. These inspections will focus on identifying hazards, such as fallen branches, erosion, surface degradation, and other potential risks.



• Community Engagement in Maintenance: Community involvement is a cornerstone of the maintenance strategy. Trail users will be invited to participate in maintenance; as good stewards of the trails network, trail users will be invited to clean up refuse and detritus as they go, and will be asked to report issues to the maintenance team. Engaging users in the stewardship of the network can go a long way to fostering a sense of ownership and pride in the trail network. Additionally, trail users may be invited to participate in planned activities that may include trail clean-ups, surface repairs, and planting native vegetation to enhance the ecological value of the trails. Engaging the community not only improves the trails but also builds connections among residents, encouraging a collaborative spirit in caring for shared public spaces.

5. Determination of Need

Understanding the community's needs is vital for creating a relevant and user-friendly trail network that evolves alongside the community. A comprehensive approach to assessing trail needs will ensure that development is aligned with user preferences and environmental considerations.

5.1 Community Assessment

To effectively gauge the needs of the community, a thorough assessment will be conducted, incorporating user feedback and traffic pattern analysis. Ahead of the development of any new trails, a comprehensive understanding of not only the need for a new trail connection for the community, but also how the trail itself will connect, and enhance the existing trail network.

5.1.1 Walksheds & Community Connectivity

Walksheds are a key planning consideration in the development and enhancement of Smiths Falls' trail network. A walkshed refers to the 400-metre radius surrounding key public spaces, such as community greenspaces, schools, and high-traffic public areas, which represents approximately a 5-minute walking distance for an average pedestrian. Understanding and prioritizing walksheds ensures that trail development supports accessibility, safety, and active transportation, while encouraging broader community engagement with public spaces.

Incorporating walkshed analysis into trail planning helps achieve several critical objectives:

- **Enhancing Accessibility:** Ensuring that all residents, regardless of mobility level, can easily and safely access parks, schools, and other key destinations.
- **Encouraging Active Transportation:** Supporting walkability and cycling by connecting neighborhoods with recreational spaces, transit hubs, and essential services.



- Promoting Social Inclusion: Providing equitable access to greenspaces and public amenities, reducing barriers to participation in outdoor recreation.
- Improving Public Health and Well-being: Encouraging regular physical activity through well-connected, inviting, and safe pedestrian corridors.

5.2 Land Use & Connectivity

Evaluating local land use will reveal opportunities for new trails that connect key destinations within Smiths Falls, such as parks, schools, commercial areas, and residential neighborhoods. By mapping existing land uses and identifying gaps in the current trail network, planners can propose new routes that facilitate active transportation options, such as walking, cycling, or jogging. Enhancing connectivity between these destinations will not only improve usability but also encourage healthier lifestyle choices among residents, contributing to a more active community.

5.2.1 Priority Areas for Connectivity

Trails should be strategically developed and enhanced within the 400-metre walkshed of:

- Community parks and greenspaces.
- Schools and childcare centres.
- Senior and accessible housing developments.
- Major pedestrian crossings.
- Cultural, recreational, and civic facilities.

5.3 Acceptable Modes of Transportation

Clearly defining acceptable modes of transportation on each trail type is necessary for maintaining safety and enhancing the user experience within the trail network. This clarity will prevent conflicts among different user groups and ensure that everyone is informed about where specific activities are permitted.

Designated Uses: Each trail type will have clearly marked signs at entry points and along
the trails indicating acceptable modes of transportation. For example, multi-use trails
will permit pedestrians, cyclists, and non-motorized vehicles, while dedicated cycling
trails will exclusively accommodate bicycles. Hiking trails will be designated for foot
traffic only.



- **User Education**: Educational materials, such as brochures and online resources, will be developed to inform users about the various trail types and the corresponding acceptable activities. This information will emphasize the importance of adhering to designated uses to promote safety and respect among users.
- Conflict Resolution: In areas where multiple trail types intersect or share space, clear
 guidelines will be established to manage user interactions. This might include specific
 signage reminding cyclists to slow down when approaching pedestrians or advising
 hikers to yield to faster-moving users.

6. Partner Engagement

Engaging our partners throughout the planning and development process is essential for fostering strong partnerships, ensuring that the trail network meets all user needs. A collaborative approach will create a sense of community investment in the network of trails across the community.

6.1 Ongoing Engagement with Parks Canada

Given the proximity and connection of Smiths Falls' trail network to Parks Canada properties, maintaining open communication is vital for effective collaboration.

- Collaborative Planning: Early and ongoing engagement with Parks Canada during the
 planning phases of trail development or modifications will be essential. This
 collaboration ensures that trail designs respect the ecological integrity of Parks Canada
 lands and comply with their policies and regulations.
- 2. **Interconnected Trail Design**: Close collaboration with Parks Canada will enable the design and upkeep of trails that provide seamless connectivity between the local trail network and their properties. Consistency in trail surfaces, signage, and user experiences will be prioritized to create a cohesive network.
- 3. **Shared Maintenance Responsibilities**: Establishing a maintenance agreement with Parks Canada will coordinate efforts on trails that overlap or connect with their property. This may involve shared resources, tools, or volunteer days to ensure that trails remain in optimal condition.

7. Implementation and Maintenance



Effective implementation and maintenance strategies are necessary for the longevity and usability of the trail network. A structured approach will ensure that the trails are developed, maintained, and improved over time.

7.1 Maintenance Strategies

Routine maintenance will be scheduled to ensure the trail network remains safe and usable. This will include biannual inspections and seasonal upkeep to address issues such as erosion, overgrowth, and surface degradation.

Maintenance Protocols: A protocol for addressing maintenance issues promptly will be
established, allowing for quick response to hazards or damage. Community members
may also be encouraged to report maintenance concerns through an easily accessible
online platform.

8. Environmental Considerations

Environmental sustainability will be a guiding principle in the development of the trail network, ensuring that natural resources are protected and preserved.

8.1 Environmental Assessments

Thorough environmental assessments will be conducted prior to any trail development. These assessments will evaluate potential impacts on local ecosystems, including wildlife habitats and vegetation. The findings will inform design decisions, ensuring that the trail network minimizes negative effects on the environment.

Mitigation Strategies: Where potential impacts are identified, mitigation strategies will
be developed to address these concerns, such as creating buffer zones or rerouting
trails away from sensitive areas.

8.2 Sustainable Practices

Sustainable practices should be integrated into trail development and maintenance efforts. Erosion control measures, such as vegetative buffers and water bars, will be implemented to protect natural resources and reduce runoff.

 Native Plant Use: The use of native plants in landscaping efforts will be prioritized to support local biodiversity. This approach not only enhances the ecological health of the



area but also creates a harmonious relationship between the trails and their surroundings.

DRAFT



Trail Standards Guide Department of Community Services

June, 2025

Table of Contents

1. Introduction	2
2. TRAIL TYPES AND USES	2
3. Trail Design Standards	4
4. Safety and Maintenance	9
5. DETERMINATION OF NEED	10
6. PARTNER ENGAGEMENT	12
7. IMPLEMENTATION AND MAINTENANCE	13
8. Environmental Considerations	14

1. Introduction

The Trail Standards Guide for the Town of Smiths Falls is a document created to guide the Town and its partners in establishing a high-quality, interconnected path and trail network that serves the diverse needs of our community. This guide is crafted with the intention of promoting year-round outdoor recreation, fostering connectivity, and preserving the rich natural environment of Smiths Falls. As our community grows, it is essential to create trails that are safe, accessible, and enjoyable for all users, from casual walkers and families to avid cyclists and nature enthusiasts.

This document will outline a clear vision, detail various trail types, and establish design standards to ensure that our trails not only meet current needs but also adapt to future demands. By following these guidelines, we will cultivate a trail system that enhances the quality of life for residents and attracts visitors to our beautiful town.

2. Trail Types and Uses

When designing and maintaining trails and paths of travel throughout Smiths Falls, it is important to remember that the network features several distinct types of trails. Ensuring that there are a variety of trail types throughout the network allows a broader number of users to find spaces suited to their preferences, while also promoting safe and responsible use of the trails.

2.1 Multi-Use Trails

Multi-use trails will form the backbone of our trail network, designed to accommodate pedestrians, cyclists, and other non-motorized users. These trails will be a minimum of 3.5m wide, allowing for safe two-way traffic and ensuring ample space for a variety of activities.

Trail surface materials will be selected based on the specific context and intended use of each trail segment; all built trails will feature hard-surface covering. Factors such as location, accessibility needs, environmental conditions, user experience, and both capital and maintenance costs will guide these decisions. In most cases, surfaces will consist of either crushed stone or asphalt. Crushed stone provides a natural aesthetic, supports good drainage, and helps minimize erosion — making it ideal for parkland and lower-speed, pedestrian-focused trails. Asphalt may be used in higher-traffic areas or where a smoother, more consistent surface is required, such as for cycling routes or accessible urban connectors.



To enhance user experience and safety, signage will be a vital element along the multi-use trails. Clear, visible signs will provide guidance on permitted activities, trail etiquette, and safety tips. For instance, signs will remind users to keep to the right to facilitate smooth passing, alert cyclists to maintain a safe speed, and encourage everyone to yield to pedestrians. Additionally, educational signage will highlight the importance of sharing the trail and respecting fellow users. By fostering an environment of shared respect and awareness, we aim to enhance the overall trail experience for everyone, encouraging responsible use and enjoyment of our outdoor spaces.

This comprehensive approach to the design and implementation of multi-use trails will ensure they serve as inviting and safe pathways for all members of the community.

2.2 Hiking Trails

Smiths Falls serves as a vital connecting link and/or terminus within several regional and national trail systems, including the Rideau Trail, the Ottawa Valley Recreational Trail (OVRT), the Eastern Ontario Rail Loop, the Cataraqui Trail, and the Trans Canada Trail. These networks provide extensive opportunities for recreation, active transportation, and tourism, linking Smiths Falls to broader hiking and cycling corridors. Each of these trails falls under the jurisdiction of various trail authorities, which are responsible for establishing and maintaining their respective trail standards.

The Smiths Falls Trail Standards Guide is intended to support the development, maintenance, and enhancement of local trails, ensuring they are accessible, well-integrated, and reflective of the needs of residents and visitors. While aligning with best practices from these larger trail networks, the Plan also acknowledges that Smiths Falls is an urban environment, requiring a balanced approach to trail design that considers both connectivity and the unique demands of a town setting.

Hiking trails are intended to provide an immersive experience, inviting users to explore the natural beauty of the area. These trails may vary in width from 0.9m to 1.5m, allowing for single-file hiking while preserving the landscape, depending on the trail authority. The surfaces will be primarily natural, utilizing packed earth or gravel to maintain ecological integrity and minimize human impact.

Where possible, directional signage for off-trail activities, businesses and attractions will be supported and/or installed. Educational signage may also be installed along these trails to inform hikers about local flora and fauna, enhancing their connection to the environment. Trailhead signage will always include safety guidelines, encouraging hikers to



stay on marked paths to protect sensitive areas, and to provide warnings and updates as required.

3. Trail Design Standards

3.1 Accessible Trails

The Town of Smiths Falls is committed to ensuring its trail network is inclusive, accessible, and compliant with the Accessibility for Ontarians with Disabilities Act. Trail development and improvements will incorporate key accessibility considerations to enhance usability for individuals of all abilities.

Accessible trails will have a minimum width of 1.2 metres, expanding to 1.5 metres in high-traffic areas to accommodate mobility devices. Cross-slopes are not to exceed 2% grade, and slopes along the trail are not to exceed 5% grade, with level rest areas provided every 120 metres, where feasible. Trails will feature firm, stable, and slip-resistant surfaces such as permeable asphalt, stabilized engineered wood fibre, or compacted stone dust with stabilizing binders, chosen for durability, drainage, and ease of use.

To further support universal access, the Town will prioritize:

- AODA-compliant trail surfaces to ensure smooth navigation for users of all mobility levels.
- Rest areas with level, firm surfaces to accommodate mobility devices.
- Accessible trailhead signage and wayfinding markers to assist users with navigation.
- Adequate lighting in key areas, particularly near urban trailheads, high-traffic segments, and intersections, to improve safety and visibility.
- **Benches and seating areas** strategically placed along the network to provide resting opportunities for all users, including seniors and individuals with disabilities.
- Ongoing maintenance to address overgrowth, surface degradation, and safety hazards, ensuring that accessibility features remain functional and wellmaintained.

3.2 Trail Width & Clearance

• **Minimum Trail Width**: Accessible trails must maintain a minimum clear width of 1.2 metres, expanding to at least 1.5 metres in high-traffic areas or locations where users may need to pass.



- Overhead Clearance: A minimum clearance height of 2.1 metres must be maintained to ensure that vegetation, signage, and structures do not obstruct the pathway.
- Shoulder & Edge Treatment: Where trails are adjacent to natural areas, appropriate edging (e.g., compacted stone or low barriers) shall be implemented to prevent surface erosion and ensure stability.

3.3 Slope & Grade Considerations

- **Maximum Running Slope:** Trails should maintain a slope of 5% or less to accommodate users with mobility impairments. Where steeper grades are unavoidable, alternative routes or additional rest areas must be provided.
- **Cross Slope:** A maximum cross slope of 2% will be maintained to prevent mobility devices from veering off the path.
- **Drainage & Erosion Management**: Proper grading and drainage systems shall be incorporated to prevent water pooling and surface degradation, which can create hazards for users.

3.4 Rest Areas & Seating

To accommodate users who require periodic breaks, rest areas should be strategically—placed at key locations along accessible trails.

- Rest Area Frequency: Level resting areas will be provided every 120 metres, particularly in areas with slight inclines or extended trail segments.
- **Minimum Rest Area Size:** Rest areas must be at least 1.5 metres wide, allowing adequate space for individuals using mobility aids.
- **Benches & Seating:** Seating should be installed at designated rest points, providing backrests and armrests to assist users in transitioning from seated to standing positions.

3.5 Surface Materials & Stability

The selection of surface materials for trails in Smiths Falls will prioritize both accessibility and user comfort, ensuring that all community members can navigate the trails safely and easily. Careful consideration of both trail and surface type will enhance the user experience while minimizing maintenance needs. To ensure safe and comfortable navigation, trail surfaces must be firm, stable, and slip-resistant, in accordance with AODA standards. Wherever practical and possible, hard-surface trail construction will be used.



3.5.1 Concrete Surfaces

For primary accessible trails, concrete may be the preferred surface material. Concrete should be considered for several reasons:

- **Smooth Finish**: Concrete provides a uniform and smooth surface, which is crucial for users of wheelchairs, mobility scooters, and other assistive devices. The absence of cracks or uneven areas significantly reduces the risk of tripping hazards.
- Durability: Concrete is highly durable and can withstand heavy foot and wheeled traffic without significant wear. It is also resistant to weather-related issues, such as erosion or deformation due to freeze-thaw cycles, making it an ideal choice for year-round accessibility.
- Maintenance: While concrete surfaces require periodic maintenance, such as cleaning and sealing, they are less susceptible to issues like overgrowth or surface degradation compared to natural materials. This low-maintenance requirement ensures long-term usability for all trail users.
- Accessibility Features: When constructing concrete surfaces, attention should be given to incorporate accessibility features, such as proper slope gradients and integrated drainage systems to prevent pooling water, which can create hazards.

3.5.2 Compacted Aggregate Surfaces
In areas where a more natural appearance is desired, including on multi-use, hiking and
walking paths, compacted aggregate surfaces may be employed, provided they meet
enecific etability and accessibility requirements. Key considerations include:

- Material Composition: Compacted aggregate surfaces typically consist of a
 mixture of gravel, stone dust, or crushed stone. The selection of materials will focus
 on ensuring a firm and stable surface that can support mobility devices without risk
 of sinking or instability. Calcite is less favourable than limestone dust as a stone
 dust covering.
- **Surface Preparation**: The installation process will include thorough compaction of the aggregate material to achieve a dense, stable surface. This preparation minimizes the risk of ruts or unevenness that could hinder accessibility.
- Environmental Integration: The natural appearance of compacted aggregate can blend harmoniously with the surrounding landscape, making it an excellent choice for trails that traverse parks or natural areas. This approach respects the aesthetic and ecological aspects of the environment while providing accessible pathways.



3.5.3 Asphalt Surface

Asphalt surfacing may be utilized in locations where durability, accessibility, and high-volume usage are key priorities. This surface type is most appropriate for urban trail segments, active transportation routes, and areas with consistent wheeled use. Key considerations include:

- Application Context: Asphalt is best suited for primary trail connectors, commuter corridors, and trails adjacent to urban or institutional land uses. It is particularly beneficial where accessibility for mobility devices and smooth travel for cyclists is a priority.
- Accessibility and Durability: Asphalt provides a stable, slip-resistant surface that
 performs well under variable weather conditions. It supports full-season use and is
 compatible with snow clearing where winter access is maintained.
- Environmental and Cost Considerations: While asphalt offers high durability, it may not be appropriate in naturalized or environmentally sensitive areas due to its impermeable nature. Its higher installation and lifecycle costs must be weighed against use intensity and long-term maintenance needs.

3.5.4 Additional Surface Options

While asphalt, concrete and/or compacted aggregate are the preferred choices, — consideration may also be given to other surface types based on specific contexts:

- Permeable Pavers: Interlocking pavers can provide a stable surface while allowing
 water to drain through, reducing puddles and mud. However, gaps between pavers
 must be kept to a minimum to avoid tripping hazards, with regular maintenance
 required to keep them clear of debris. Permeable pavers are less desirable in terms
 of accessibility, however in heritage locations, they may add to the overall look and
 feel of a location.
- Packed Earth/Natural Gravel: To maintain ecological integrity, hiking trails will
 utilize natural surfaces such as packed earth or gravel. These materials allow for
 better integration with the environment and support local vegetation, providing a
 more authentic hiking experience while facilitating drainage however they are not
 considered accessible. These trails are not intended to be constructed within the
 urban boundary, and should only be considered in developing linkages to
 naturalized trails.

3.6 Signage & Wayfinding

Accessible signage is critical for navigation, safety, and trail awareness. Signage along the trail network should:



- Be high-contrast with large, easy-to-read fonts.
- Include braille and tactile elements where possible to assist users with visual impairments.
- Feature pictograms and directional markers to guide users to amenities and accessible routes.
- Be placed at all trailheads, major intersections, and rest areas to provide clear and consistent information.
- Signage must meet contemporary Town of Smiths Falls design guidelines, and should consider drawing attention to local elements of safety, education and business and/or tourism information.

3.7 Lighting & Safety Features

To enhance safety and usability, lighting should be installed in key areas of the trail network, including:

- Trailheads and parking areas to provide clear visibility for users entering or exiting the trail.
- High-traffic trail segments and intersections where pedestrian movement is highest.
- Rest areas and seating locations, particularly in urban or semi-urban settings.

Lighting fixtures will be energy-efficient (e.g., LED or solar-powered options) and positioned to minimize light pollution while maintaining visibility for users.

3.8 Trail Access Points & Connectivity

To ensure seamless access to the trails network for all users, trail access points and areas of connectivity should be considered with equal importance as the trails themselves. This should included consideration of:

- Accessible Entrances: All major trail access points must include barrier-free entry, ensuring smooth transitions from sidewalks, parking lots, or connecting paths.
- **Parking & Drop-Off Areas**: Where applicable, accessible parking spaces and drop-off zones will be provided near trail entrances, including designated spots for users requiring extra space for mobility devices.
- Linkages to Regional Trails: As a pivotal hub in Eastern Ontario's trail network,
 Smiths Falls recognizes the strategic and recreational importance of enhancing connections to the region's major trail systems. These include the Ottawa Valley



Recreational Trail (OVRT), the Eastern Ontario Rail Loop, the Cataraqui Trail, the Rideau Trail, and the Trans Canada Trail. The Town will make it a priority to develop, improve, and maintain well-marked, accessible trailheads and linkages that facilitate seamless integration with these corridors. This commitment reflects Council's vision of positioning Smiths Falls as a premier trail destination, supporting active transportation, tourism development, community wellness, and environmental stewardship. All access points will be designed to meet or exceed accessibility standards and enhance the user experience for residents and visitors alike.

4. Safety and Maintenance

The safety and maintenance of the trail network are paramount to ensuring a positive experience for all users. To achieve this, a comprehensive approach will be implemented that includes proactive safety measures and regular upkeep.

4.1 Ongoing Maintenance & Inspections

Accessibility is an ongoing commitment that requires regular maintenance and assessment. To ensure that trails remain safe and usable, the following will be taken into consideration:

- Safety Features: To enhance user safety, specific safety features will be integrated throughout the trail network. Barriers may be installed at hazardous locations, such as sharp turns, steep drop-offs, or areas near road crossings. These barriers should be designed to guide users safely and prevent accidents. Additionally, adequate lighting should be considered for all high-use areas, such as entrances, intersections, and popular gathering spots. This lighting will improve visibility during early morning or evening hours, ensuring that users feel secure while enjoying the trails.
- Regular Inspections: A systematic approach to trail inspections will be
 established, with inspections conducted annually to assess overall trail conditions.
 Ongoing checks will occur in spring, and as soon as is feasible following adverse
 weather events like heavy rain or windstorms. These inspections will focus on
 identifying hazards, such as fallen branches, erosion, surface degradation, and
 other potential risks.
- Community Engagement in Maintenance: Community involvement is a cornerstone of the maintenance strategy. Trail users will be invited to participate in maintenance; as good stewards of the trails network, trail users will be invited to clean up refuse and detritus as they go, and will be asked to report issues to the



maintenance team. Engaging users in the stewardship of the network can go a long way to fostering a sense of ownership and pride in the trail network. Additionally, trail users may be invited to participate in planned activities that may include trail clean-ups, surface repairs, and planting native vegetation to enhance the ecological value of the trails. Engaging the community not only improves the trails but also builds connections among residents, encouraging a collaborative spirit in caring for shared public spaces.

4.2 Winter Maintenance

At present, the Town does not perform winter maintenance on recreational trails or park pathways, as these areas are officially closed to the public during the winter season. This approach aligns with current resource allocations and staffing levels, and reflects the Town's existing operational capacity.

The Town however recognizes the increasing community interest in year-round outdoor activity and the potential benefits of providing winter access to select trail systems. Any future consideration of winter maintenance will require a comprehensive operational review, including:

- Staffing implications, including the need for additional seasonal or full-time personnel;
 - Specialized equipment capable of maintaining accessible trail standards in winter conditions;
 - Risk management and liability considerations for public use during inclement weather;
 - Cost implications related to maintenance, signage, and public communications;
 - Prioritization of routes based on usage patterns, connectivity, and accessibility.

As part of future strategic planning, the Town may wish to explore pilot projects or phased approaches to winter trail maintenance, ensuring that any expansion of service is supported by adequate resources and aligns with the Town's commitment to safe, inclusive, and accessible public spaces.

5. Determination of Need

Understanding the community's needs is vital for creating a relevant and user-friendly trail network that evolves alongside the community. A comprehensive approach to assessing trail needs will ensure that development is aligned with user preferences and environmental considerations.



5.1 Community Assessment

To effectively gauge the needs of the community, a thorough assessment will be conducted, incorporating user feedback and traffic pattern analysis. Ahead of the development of any new trails, a comprehensive understanding of not only the need for a new trail connection for the community, but also how the trail itself will connect, and enhance the existing trail network.

5.1.1 Walksheds & Community Connectivity

Walksheds are a key planning consideration in the development and enhancement of Smiths Falls' trail network. A walkshed refers to the 400-metre radius surrounding key public spaces, such as community greenspaces, schools, and high-traffic public areas, which represents approximately a 5-minute walking distance for an average pedestrian. Understanding and prioritizing walksheds ensures that trail development supports accessibility, safety, and active transportation, while encouraging broader community engagement with public spaces.

Incorporating walkshed analysis into trail planning helps achieve several critical objectives:

- Enhancing Accessibility: Ensuring that all residents, regardless of mobility level, can easily and safely access parks, schools, and other key destinations.
- **Encouraging Active Transportation:** Supporting walkability and cycling by connecting neighborhoods with recreational spaces, transit hubs, and essential services.
- Promoting Social Inclusion: Providing equitable access to greenspaces and public amenities, reducing barriers to participation in outdoor recreation.
- Improving Public Health and Well-being: Encouraging regular physical activity through well-connected, inviting, and safe pedestrian corridors.

5.2 Land Use & Connectivity

Evaluating local land use will reveal opportunities for new trails that connect key destinations within Smiths Falls, such as parks, schools, commercial areas, and residential neighborhoods. By mapping existing land uses and identifying gaps in the current trail network, planners can propose new routes that facilitate active transportation options, such as walking, cycling, or jogging. Enhancing connectivity between these



destinations will not only improve usability but also encourage healthier lifestyle choices among residents, contributing to a more active community.

5.2.1 Priority Areas for Connectivity

Trails should be strategically developed and enhanced within the 400-metre walkshed of:

- Community parks and greenspaces.
- Schools and childcare centres.
- Senior and accessible housing developments.
- Major pedestrian crossings.
- Cultural, recreational, and civic facilities.

5.3 Acceptable Modes of Transportation

Clearly defining acceptable modes of transportation on each trail type is necessary for maintaining safety and enhancing the user experience within the trail network. This clarity will prevent conflicts among different user groups and ensure that everyone is informed about where specific activities are permitted.

- Designated Uses: Each trail type will have clearly marked signs at entry points and along the trails indicating acceptable modes of transportation. For example, multiuse trails will permit pedestrians, cyclists, and non-motorized vehicles, while dedicated cycling trails will exclusively accommodate bicycles. Hiking trails will be designated for foot traffic only.
- User Education: Educational materials, such as brochures and online resources, will be developed to inform users about the various trail types and the corresponding acceptable activities. This information will emphasize the importance of adhering to designated uses to promote safety and respect among users.
- **Conflict Resolution**: In areas where multiple trail types intersect or share space, clear guidelines will be established to manage user interactions. This might include specific signage reminding cyclists to slow down when approaching pedestrians or advising hikers to yield to faster-moving users.

6. Partner Engagement

Engaging our partners throughout the planning and development process is essential for fostering strong partnerships, ensuring that the trail network meets all user needs. A



collaborative approach will create a sense of community investment in the network of trails across the community.

6.1 Ongoing Engagement with Parks Canada

Given the proximity and connection of Smiths Falls' trail network to Parks Canada properties, maintaining open communication is vital for effective collaboration.

- Collaborative Planning: Early and ongoing engagement with Parks Canada during
 the planning phases of trail development or modifications will be essential. This
 collaboration ensures that trail designs respect the ecological integrity of Parks
 Canada lands and comply with their policies and regulations.
- 2. **Interconnected Trail Design**: Close collaboration with Parks Canada will enable the design and upkeep of trails that provide seamless connectivity between the local trail network and their properties. Consistency in trail surfaces, signage, and user experiences will be prioritized to create a cohesive network.
- 3. **Shared Maintenance Responsibilities**: Establishing a maintenance agreement with Parks Canada will coordinate efforts on trails that overlap or connect with their property. This may involve shared resources, tools, or volunteer days to ensure that trails remain in optimal condition.

7. Implementation and Maintenance

Effective implementation and maintenance strategies are necessary for the longevity and usability of the trail network. A structured approach will ensure that the trails are developed, maintained, and improved over time.

7.1 Maintenance Strategies

Routine maintenance will be scheduled to ensure the trail network remains safe and usable. This will include biannual inspections and seasonal upkeep to address issues such as erosion, overgrowth, and surface degradation.

Maintenance Protocols: A protocol for addressing maintenance issues promptly
will be established, allowing for quick response to hazards or damage. Community
members may also be encouraged to report maintenance concerns through an
easily accessible online platform.



8. Environmental Considerations

Environmental sustainability will be a guiding principle in the development of the trail network, ensuring that natural resources are protected and preserved.

8.1 Environmental Assessments

Thorough environmental assessments will be conducted prior to any trail development. These assessments will evaluate potential impacts on local ecosystems, including wildlife habitats and vegetation. The findings will inform design decisions, ensuring that the trail network minimizes negative effects on the environment.

• **Mitigation Strategies**: Where potential impacts are identified, mitigation strategies will be developed to address these concerns, such as creating buffer zones or rerouting trails away from sensitive areas.

8.2 Sustainable Practices

Sustainable practices should be integrated into trail development and maintenance efforts. Erosion control measures, such as vegetative buffers and water bars, will be implemented to protect natural resources and reduce runoff.

• **Native Plant Use**: The use of native plants in landscaping efforts will be prioritized to support local biodiversity. This approach not only enhances the ecological health of the area but also creates a harmonious relationship between the trails and their surroundings.



Summary of Changes Made-Trail Standards Plan

Councilor McGuire requested clarification on the minimum width standard for trails.

3.1 Accessible Trails

The Town of Smiths Falls is committed to ensuring its trail network is inclusive, accessible, and compliant with the Accessibility for Ontarians with Disabilities Act. Trail development and improvements will incorporate key accessibility considerations to enhance usability for individuals of all abilities.

Accessible trails will have a minimum width of 1.2 metres, expanding to 1.5 metres in high-traffic areas to accommodate mobility devices. Cross-slopes are not to exceed 2% grade, and slopes along the trail are not to exceed 5% grade, with level rest areas provided every 120 metres, where feasible. Trails will feature firm, stable, and slip-resistant surfaces such as permeable asphalt, stabilized engineered wood fibre, or compacted stone dust with stabilizing binders, chosen for durability, drainage, and ease of use.

The above remains unchanged for the following reasons:

Under the Accessibility for Ontarians with Disabilities Act (AODA), the relevant technical requirements for outdoor recreational trails are outlined in Ontario Regulation 191/11: Integrated Accessibility Standards, specifically Section 80.6 – Outdoor Recreational Trails.

According to the standard, the minimum clear width of a recreational trail must be at least 1,000 mm (1.0 metre). Where it is not practicable to construct the trail to this width due to the natural environment or existing physical constraints, exceptions may be allowed, but justification must be documented.

Councilor McGuire requested clarification on the slope requirements for trails.

3.3 Slope & Grade Considerations

- **Maximum Running Slope:** Trails should maintain a slope of 5% or less to accommodate users with mobility impairments. Where steeper grades are unavoidable, alternative routes or additional rest areas must be provided.
- **Cross Slope:** A maximum cross slope of 2% will be maintained to prevent mobility devices from veering off the path.

 Drainage & Erosion Management: Proper grading and drainage systems shall be incorporated to prevent water pooling and surface degradation, which can create hazards for users.

The above remains unchanged for the following reasons:

AODA Requirements for Slope (Grade) – Section 80.6 (Outdoor Recreational Trails)

- Running slope (along the trail):
- Should not exceed 1:20 (5%).
- o If it must exceed 5% due to topography, must provide a rest area:
- Rest areas should be level and at least 1.5 m wide.
- They should be provided at intervals of no more than 30 metres when slope exceeds 1:12 (8.3%).

The language in the trails standards plans reflects the above sufficiently.

Councilor McGuire requested clarification on surfacing, requesting the language to reflect "hard surface" covering:

Section 2.1 Multi-Use Trails has been modified to read:

Trail surface materials will be selected based on the specific context and intended use of each trail segment; all built trails will feature hard-surface covering where possible. Factors such as location, accessibility needs, environmental conditions, user experience, and both capital and maintenance costs will guide these decisions. In most cases, surfaces will consist of either crushed stone or asphalt. Crushed stone provides a natural aesthetic, supports good drainage, and helps minimize erosion — making it ideal for parkland and lower-speed, pedestrian-focused trails. Asphalt may be used in higher-traffic areas or where a smoother, more consistent surface is required, such as for cycling routes or accessible urban connectors.

3.5 Surface Materials & Stability has been modified to read:

The selection of surface materials for trails in Smiths Falls will prioritize both accessibility and user comfort, ensuring that all community members can navigate the trails safely and easily. Careful consideration of both trail and surface type will enhance the user experience while minimizing maintenance needs. To ensure safe and comfortable navigation, trail

surfaces must be firm, stable, and slip-resistant, in accordance with AODA standards. Wherever practical and possible, hard-surface trail construction will be used.

3.5.1 Concrete Surfaces

For primary accessible trails, **concrete** may be the preferred surface material. Concrete should be considered for several reasons:

- **Smooth Finish**: Concrete provides a uniform and smooth surface, which is crucial for users of wheelchairs, mobility scooters, and other assistive devices. The absence of cracks or uneven areas significantly reduces the risk of tripping hazards.
- Durability: Concrete is highly durable and can withstand heavy foot and wheeled traffic without significant wear. It is also resistant to weather-related issues, such as erosion or deformation due to freeze-thaw cycles, making it an ideal choice for year-round accessibility.
- Maintenance: While concrete surfaces require periodic maintenance, such as cleaning and sealing, they are less susceptible to issues like overgrowth or surface degradation compared to natural materials. This low-maintenance requirement ensures long-term usability for all trail users.
- Accessibility Features: When constructing concrete surfaces, attention should be given to incorporate accessibility features, such as proper slope gradients and integrated drainage systems to prevent pooling water, which can create hazards.

3.5.2 Compacted Aggregate Surfaces

In areas where a more natural appearance is desired, including on multi-use, hiking and walking paths, **compacted aggregate surfaces** may be employed, provided they meet specific stability and accessibility requirements. Key considerations include:

Material Composition: Compacted aggregate surfaces typically consist of a
mixture of gravel, stone dust, or crushed stone. The selection of materials will focus
on ensuring a firm and stable surface that can support mobility devices without risk
of sinking or instability. Calcite is less favourable than limestone dust as a stone
dust covering.

- **Surface Preparation**: The installation process will include thorough compaction of the aggregate material to achieve a dense, stable surface. This preparation minimizes the risk of ruts or unevenness that could hinder accessibility.
- **Environmental Integration**: The natural appearance of compacted aggregate can blend harmoniously with the surrounding landscape, making it an excellent choice for trails that traverse parks or natural areas. This approach respects the aesthetic and ecological aspects of the environment while providing accessible pathways.

3.5.3 Asphalt Surfaces **This section added**

Asphalt surfacing may be utilized in locations where durability, accessibility, and high-volume usage are key priorities. This surface type is most appropriate for urban trail segments, active transportation routes, and areas with consistent wheeled use. Key considerations include:

- Application Context: Asphalt is best suited for primary trail connectors, commuter
 corridors, and trails adjacent to urban or institutional land uses. It is particularly
 beneficial where accessibility for mobility devices and smooth travel for cyclists is a
 priority.
- Accessibility and Durability: Asphalt provides a stable, slip-resistant surface that
 performs well under variable weather conditions. It supports full-season use and is
 compatible with snow clearing where winter access is maintained.
- Environmental and Cost Considerations: While asphalt offers high durability, it may not be appropriate in naturalized or environmentally sensitive areas due to its impermeable nature. Its higher installation and lifecycle costs must be weighed against use intensity and long-term maintenance needs.

3.5.4 Additional Surface Options Formerly section 3.5.3

While asphalt, concrete and/or compacted aggregate are the preferred choices, consideration may also be given to other surface types based on specific contexts:

• This paragraph has been removed: Porous Pavements: These surfaces allow for water infiltration and reduce runoff, making them environmentally friendly. They can be beneficial in areas prone to flooding or erosion but must be carefully evaluated for stability and accessibility. Smooth asphalt surfaces such as what porous

pavement options provide are excellent options for walking, cycling and multi-use paths.

- Permeable Pavers: Interlocking pavers can provide a stable surface while allowing
 water to drain through, reducing puddles and mud. However, gaps between pavers
 must be kept to a minimum to avoid tripping hazards, with regular maintenance
 required to keep them clear of debris. Permeable pavers are less desirable in terms
 of accessibility, however in heritage locations, they may add to the overall look and
 feel of a location.
- Packed Earth/Natural Gravel: To maintain ecological integrity, hiking trails will
 utilize natural surfaces such as packed earth or gravel. These materials allow for
 better integration with the environment and support local vegetation, providing a
 more authentic hiking experience while facilitating drainage however they are not
 considered accessible. These trails are not intended to be constructed within the
 urban boundary, and should only be considered in developing linkages to
 naturalized trails.

Councilor Mckenna requested stronger acknowledgement of the OVRT:

Section 3.8:

Revised: Linkages to Regional Trails: As a pivotal hub in Eastern Ontario's trail network, Smiths Falls recognizes the strategic and recreational importance of enhancing connections to the region's major trail systems. These include the Ottawa Valley Recreational Trail (OVRT), the Eastern Ontario Rail Loop, the Cataraqui Trail, the Rideau Trail, and the Trans Canada Trail. The Town will make it a priority to develop, improve, and maintain well-marked, accessible trailheads and linkages that facilitate seamless integration with these corridors. This commitment reflects Council's vision of positioning Smiths Falls as a premier trail destination, supporting active transportation, tourism development, community wellness, and environmental stewardship. All access points will be designed to meet or exceed accessibility standards and enhance the user experience for residents and visitors alike.

Mayor Pankow requested reference to Winter maintenance:

Added:

4.2 Winter Maintenance

At present, the Town does not perform winter maintenance on recreational trails or park pathways, as these areas are officially closed to the public during the winter season. This approach aligns with current resource allocations and staffing levels, and reflects the Town's existing operational capacity.

The Town however recognizes the increasing community interest in year-round outdoor activity and the potential benefits of providing winter access to select trail systems. Any future consideration of winter maintenance will require a comprehensive operational review, including:

- Staffing implications, including the need for additional seasonal or full-time personnel;
- Specialized equipment capable of maintaining accessible trail standards in winter conditions;
- Risk management and liability considerations for public use during inclement weather;
- Cost implications related to maintenance, signage, and public communications;
- Prioritization of routes based on usage patterns, connectivity, and accessibility.

As part of future strategic planning, the Town may wish to explore pilot projects or phased approaches to winter trail maintenance, ensuring that any expansion of service is supported by adequate resources and aligns with the Town's commitment to safe, inclusive, and accessible public spaces.

Response to Comments Made- Implementation Plan

Councilor Miller requested completion of the Trailhead facility prior to 2026.

The implementation plan includes the following:

- **2025:** Preparatory work for the <u>Cataraqui</u> Trailhead parking lot, positioning this location as a future hub for active transportation.
- Note: The trailhead is intended to be developed in phases. The first phase will include the development of a parking lot, drainage and connection to the Cat

- Trail. The intention is to have this completed ahead of the fall season, 2025 if possible. The trailhead will be usable from opening.
- **2028-2029:** Developing the full Cataraqui Trailhead Facility, adding washrooms and water stations.
- Note: The intention of delaying the building of permanent infrastructure at this location is twofold. Firstly with respect to budgeting concerns and the competing capital interests that are rolling out in this department over the coming years; secondly to better understand use patterns and what the actual need is. Commencing the development of more permanent infrastructure in 2028, if warranted and appropriate, will allow for us to capture two full seasons worth of data, ensuring that we are making better data-driven decisions that provide the best value, benefit and impact for the Town, its residents, visitors and businesses.

Further to the above, as noted recently at Committee, a more robust trailhead facility that networks the OVRT, the EORL, the TransCanada Trail and other local trails remains to be considered and confirmed. At present, the preferred location is the Memorial Community Centre complex, however additional consultation will be required. Staff of the Community Services department are working towards a more robust plan to network external trails with our internal pedestrian and cycling network. The trail standards plan, and the Parks and Open Space Connectivity Guide in particular are documents that will help inform and guide the location selection and implementation plan.



Report # 2025-67

To: Mayor and Council From: Kerry Costello, Clerk Date: June 18, 2025,

Committee of the Whole Date: June 23, 2025, Title: Renaming the Seniors Activity Building

☐ For Information
☐ For Adoption
Attachments

Recommendation: THAT Council of the Corporation of the Town of Smiths Falls pass a Bylaw to rename the Seniors Activity Building to incorporate the name of their former President, Mr. John (Bud) Fawcett.

Purpose: Council to review the public feedback and choose a name for the Seniors Activity Building.

Background: The Clerk received a request to rename the Seniors Activity Buildings to incorporate the name of their former President, Mr. John (Bud) Fawcett. Sadly, Mr. Fawcett passed away in April 2025.

The Municipal Facility & Asset Naming Policy outlines criteria that must be met to be considered. Mr. Fawcett exceeds the one required criterion:

- A person / organization that demonstrates excellence, courage or exceptional dedication to service in ways that bring special credit to the Town of Smiths Falls, the Province of Ontario and / or Canada;
- A person / organization that volunteers and gives extraordinary help or care to individuals, families or groups, or supports community services or humanitarian causes. The quality of the contribution shall be considered along with the length of service by the individual/organization;
- A person who performs a deed or activity performed in an outstanding professional manner or of an uncommonly high standard that brings considerable benefit or honour to the Town;
- A person / organization that has made a significant contribution towards a facility or asset owned by the Town;
- An individual / organization that has a direct relationship or association that exists between the individual /organization and the facility or asset to be named;

Mr. Fawcett had a long list of accomplishments and contributions to the Town of Smiths Falls, including but not limited to:

- Employee at Hershey Canada for more than 33 years and was a representative at the local Hershey Hockey Tournament for 25 years.
- President of the Smiths Falls Golden Age Bowling and 55 Plus Bowlers, President of the Harmony Senior's Centre and Chairman of the Seniors Activity Centre.
- Recipient of the Charles Gilhuly award in 2024
- Inducted into the Recreational Hall of fame in 2017
- Nominated for Citizen of the Year in 2023
- Sat on the Church Council at Trinty United Church in Smiths Falls

As per the policy the application was vetted through staff for a technical review. No issues were expressed. Council was presented with Report 2025-60 on June 9th, 2025, and public consultation commenced immediately. Public comment has been received and is attached to this report. Council may make a decision, considering information obtained from public input and information contained in the Clerk's report.

As the applicant did not specify the exact name being requested, the following names have been brought forward for consideration from both Management and the public:

- Bud Fawcett Seniors Center (3 submissions requested this name)
- Bud Fawcett Memorial Senior Activity Centre (2 submissions requested this name)
- Bud Fawcett and Friends Senior Activity Centre (1 submission requested this name)

Analysis and Options:

- A) THAT the Seniors Activity Building be renamed to honour the late Mr. Bud Fawcett. A sign unveiling can occur once a name is chosen, and the sign erected.
- B) THAT Council chose to not rename the facility and have it remain the Seniors Activity Building.

Budget/Financial Implications: If Council decides to rename the facility, there will be funds budgeted in the 2026 Community Services budget for appropriate signage.

Link to Strategic Plan: Not applicable

Existing Policy: Bylaw 8982-2017-Municipal Facility & Asset Naming Policy

Consultations: Management Team

Public Consultation (Newspaper/Online)

Attachments: Submissions from the public.

Respectfully Submitted by: Approved for agenda by CAO:

Original signed by:

Kerry Costello, Clerk

Original signed by:

Malcolm Morris, CMO

Kerry Costello

From:

Robert

Sent:

June 15, 2025 11:19 PM

To:

Kerry Costello

Subject:

Bud Fawcett Name

Hi,

I'd like to submit my comments on the proposed name of the seniors' centre. I think it should be the simplest of the three: 'Bud Fawcett Seniors Center'. I like this name because I think if you are going to honour a guy then it should be done simply and directly.

I do not know Bud Fawcett, but I'm sure he is well known and is a great guy. I doubt his friends and their character are as well understood. No matter how good of a guy he is, I don't see why someone should be honoured just for being his friend. He had to be friends with at least a couple jerks. 'Bud Fawcett and Friends Senior Activity Centre' seems like trying to squeeze in too much in an attempt to please everybody.

I also do not like 'Bud Fawcett Memorial Senior Activity Centre'. For starters, even at a wake it's now called 'a celebration of life'. The reason being that you want to remember and honour the person's life, not their death. I think the same logic should apply here. Aside from that, I think 'memorial' should be for people who died serving the community, as is the case for Veterans' Memorial Park. If he met his end pulling children from a burning building or something and that was why he was being honoured, then 'memorial' would be appropriate. Also, seniors are the closest to death segment of the population, I'm not sure it's best to confront them with that thought every time they visit the activity center.

I think this is a case where less is more. I think 'Bud Fawcett Seniors Center' is the best choice.

Thanks for reading, Rob

Kerry Costello

To:

PAULA

Subject:

RE: Naming Seniors Activity Centre

From: PAULA

Sent: June 13, 2025 7:29 PM

To: Kerry Costello kcostello@smithsfalls.ca **Subject:** Re: Naming Seniors Activity Centre

Hi Kerry:

I am a member of Harmony Club Seniors and would vote for any of the suggestions for renaming the seniors centre. However, my preference would be.....

Bud Fawcett Memorial Senior Activity Centre.

Thank you.

Paula

Kerry Costello

To:

Jay Brennan

Subject:

RE: Seniors Centre

From: Dave <

Sent: Tuesday, June 17, 2025 7:39 AM **To:** Jay Brennan < <u>ibrennan@smithsfalls.ca</u>>

Subject: Seniors Centre

Please rename the centre. Bud Fawcett Seniors centre. Plain and simple.

Thanks, Dave

Sent from my iPad



Report # 2025-069

To: Mayor and Council	For Direction
From: Malcolm Morris, CAO	For Information
Date: June 18, 2025	For Adoption
Committee of the Whole Date: June 23, 2025	Attachment 11 pages
Title: Strategic Plan Monitoring Program - June 2025	
Recommendation: That Council receive the Smiths Falls Report #2025–069 for information.	Strategic Plan Monitoring Program Status

Purpose:

The purpose of this report is to apprise Council of progress being made on the six strategic priorities identified within the Smiths Falls Strategic Plan, 2023-2026.

Background:

Council approved the Strategic Plan on July 17, 2023. The key strategic priorities are:

- 1. Transportation Networks
- 2. Housing
- 3. Waterfront & Downtown
- 4. Infrastructure Renewal
- 5. New Business Attraction
- 6. Parks, Trails & Recreation

There are 35 initiatives within the plan to support the 6 strategic priorities.

Analysis:

An important element of any plan is to ensure a monitoring program is in place to track progress, measure success, and take corrective action in the event an initiative strays from the original intent and/or timeline for completion. To successfully achieve the ambitious goal of accomplishing 35 initiatives, it is necessary to monitor progress through scheduled reviews of the plan.

Page 1 of 4

Reporting out on results is critical to ensure the strategic plan remains relevant and the timelines are being met on a consistent basis. It also informs future decisions related to resource, both human and financial, allocation. This report is the fourth in a series of bi-annual monitoring reviews that will be undertaken to examine each initiative and its progress measured against the performance objective and target completion date.

Appendix A to this report presents the action plans identifying the 6 priorities and supporting initiatives in the same "dashboard" format as contained in the Strategic Plan. Progress being made on each initiative is identified in red text within the "status" column.

All 6 priority areas have experienced measurable activity and advancement since the last status report in December, 2024.

Priority #1 – Transportation Networks

Seven of the eight initiatives within this priority area are either complete or underway. The Active Transportation Implementation plan is tracking behind schedule; a plan has been identified to move this project forward with in house resources. The Confederation Bridge project has advanced with a focus on inter-agency coordination. Electrical infrastructure issues have been resolved. Staff are awaiting Parks Canada permit approval. StructureCraft is proceeding with construction of the timber structure components to be shipped to the site for assembly. Installation is slated for autumn, 2025. The Transportation Master Plan development has been enveloped within the scope of the Official Plan project and is well underway. The Town is participating in the Lanark County/Smiths Falls Rural Transit Feasibility Study. Initial public and stakeholder engagement has been completed.

Priority #2 – Housing

The Community Improvement Plan (CIP) for 2025 features programs to support attainable housing projects through planning fee rebates and other financial incentives, however, no applications for attainable housing were received in the spring intake. The other key policy development initiative within the Housing priority is the Official Plan (OP) update. The project has advanced considerably and is on track for completion before year end. A draft Housing Needs Study was presented to Council in February; recommendations to be incorporated into the final draft Official Plan.

Priority #3 – Waterfront & Downtown

This priority area features a range of plans, studies and programs to enhance the waterfront and downtown experience. Council approved the Heritage Conservation District Study in late 2024 with direction to pursue a Heritage Conservation District By-law. Public consultation has taken place to prioritize approaches for this regulatory piece. A draft of the Plan will be available for public review later this summer. The exclusivity arrangement to re-develop the former water treatment plant expired at the end of 2024. Options are being considered to develop this prime waterfront land. The Centennial Park open air Farmer's Market launched in May and will operate on Friday afternoons throughout the summer and fall months. In light of this initiative, staff wish to obtain direction from Council as it relates to the need for a feasibility study as identified in strategic initiative 3.4.

Page 2 of 4

Priority #4 - Infrastructure Renewal

The infrastructure priority places emphasis on asset management planning and climate protection initiatives. The Town's Asset Management Plan is being enhanced and expanded to more accurately inform our capital spending programs, and to meet the provincial regulatory requirements. The revised plan is slated for discussion at the June 23rd Committee of the Whole meeting. A draft and completely revised procurement policy is being reviewed by the management team. The resultant policy is slated for presentation to Council in July. The Climate Protection Working Group is diligently advancing milestones 2 (targets) & 3 (climate action plan) of the Partners for Climate Protection framework. A public consultation event will be held this summer with a final draft Climate Action Plan targeted for year end.

The Library renovation/accessibility improvement project is complete. The beautiful, inspiring, and naturally lit children's area is now open to the public.

Priority #5 – New Business Attraction

A draft BR&E (Business Retention and Expansion) plan was discussed by Committee in March. Staff are assembling comments to inform a final draft plan. Work continues to advance on making more industrial land investment ready with an environmental impact study underway for the Walker Road area of the industrial/business park. Council expressed it support for the High Frequency Rail (more recently referred to as High-Speed Rail) project by passing a resolution advocating for a rail station in Smiths Falls to provide local and regional access to the proposed 1000km passenger rail system connecting Toronto to Quebec City. ALTO (Formerly High Frequency Rail Office) has selected a Design/Build/Operate proponent. We are awaiting a decision by the federal government to proceed.

Priority #6 – Parks, Trails & Recreation

Measurable progress has been made on several initiatives within this priority area all focused on enhancing quality of life offerings in the community. Staff have crafted a series of plans to provide the framework for improving connectivity and the quality of the off-road trail network. A Trail Standards Plan, a Parks & Open Space Connectivity Plan along with an accompanying Implementation Plan are presently in the approvals process. Numerous incongruent sections of trail are being stitched together in 2025 to provide better connectivity for users. Phase 1 of a trailhead facility to support and encourage use of the Cataraqui Trail will be constructed in the second half of 2025.

Budget/Financial Implications:

There are no financial impacts associated with the recommendation in this report. The known financial impacts of each initiative have been identified in the action plan. In many cases, a refinement of the project scope is necessary to accurately predict the cost of each initiative. Action items slated for 2025 were captured in the 2024 and 2025 operational or capital budgets.

Consultations:

Management Team

Page 3 of 4

Existing Policy:
Bylaw # 10463-2023 - a By-law to Adopt the 2023-2026 Strategic Plan.
Link to the Strategic Plan:
Directly linked.
Attachments:
Appendix A – Strategic Plan Status Update, June, 2025.
Respectfully Submitted:
Original Copy Signed
original copy digited

Malcolm Morris, CMO Chief Administrative Office



Strategy at a Glance



Vision

Smiths Falls is a caring community that provides all citizens with a superior quality of life through effective and innovative services. We will achieve this by:

- Investing in our infrastructure to keep up with the growing needs of our community;
- Redeveloping our waterfront and downtown;
- Creating a healthy community with "Quality of Life" services for residents;
- Building a diverse economy with a strong business sector;
- Growth in population;
- Preserving and enhancing our heritage buildings and services;
- Ensuring organizational sustainability by investing in our people;
- Pursuing environmental sustainability and climate adaptation;
- Helping marginalized people move out of poverty.

Guiding Principles

Integrity and Honesty

- We will operate ethically and legally.
- We will treat everyone equally and equitably.
- We will have a strong work ethic.
- We will ensure inclusivity.

Accountable and Transparent

- We will follow through on what we say we are going to do.
- We will communicate openly.
- We will be fiscally responsible.
- We will spend taxpayers/residents money as if it were our own.

Sustainability

 We will make decisions through the four pillars of sustainability: Economic, Social, Cultural, Environmental.

Citizen Focused / Service Oriented

- We will put the community first and strive to know what taxpayers/residents expect.
- We will commit to providing outstanding value and benefits for residents.
- We will build relationships and trust between council and constituents.

Respect

- We will treat everyone equally and equitably.
- We will care for the community and its people.

Strategic Priorities 2023-2026





Transportation Networks



Housing



Infrastructure Renewal



Waterfront & Downtown



New Business Attraction



Parks, Trails & Recreation

STRATEGIC PRIORITY #1 - Transportation Networks
GOAL: To enable improved mobility by examining existing transportation networks both within Town and beyond in a way that supports employment & accessibility.

							TAR	GET (COMF	LETI	ON				
	INITIATIVE	LEAD		20	23			20	24		2025	2026	Measurement	Status	Budget
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4					
1.1	Implement the Active Transportation Plan, connect pedestrian and cycling networks including the Beckwith Street bike lanes to regional cycling infrastructure.	Paul M				x							Council approval of an Implementation Plan complete with projects, timelines and projected costs.	Staff will continue to develop an implementation plan in 2025 for presentation to COW in 1st Q 2026.	No cost for drafting Implementation Plan. Will be completed In- House
1.2	Develop and implement a Transportation Master Plan (TMP).	Paul M					x						Approved TMP.	TMP incorporated within the scope of the OP update. Project underway	Included in 2.3
1.3	Conduct a comprehensive review of the current conditions of all roads and sidewalks within town and prepare a Roads Needs Study.	Paul M							x				Completion of a Roads Needs Study.	Staff are developing a Roads/Sidewalk Needs plan from previously completed field work which informed on Pavement Condition Index. To be completed in 4 th Q 2025.	\$30,000
1.4	Identify gaps for improved and increased pedestrian activity, including people with limited mobility.	Paul M											Included within initiative 1.1.		
1.5	Evaluate options for improved mobility within Town and beyond.	Paul M										х	Council endorsement of a Transit Needs Study.	Town participating in the County/Smiths Falls Rural Transit Feasibility Study. Initial Public and Stakeholder engagement has been completed	\$3,600
1.6	Old Slys - Improve pedestrian accessibility.	Paul M				x							New pedestrian features implemented.	Complete.	
1.7	Improve active transportation networks leading to the Tweed Campus.	Paul M								х			Campus transportation plan presented to council.	On hold until current needs are assessed with Canopy Growth and Hershey Canada.	\$60,000

1.8	Confederation Bridge decision.	Paul M		x			New pedestrian bridge opened to the public.	Project is underway. Completion is currently scheduled for fall 2025.	\$2,628,342	
										4

STRATEGIC PRIORITY #2 - Housing Goal: Support more diverse built housing stock to ensure all our citizens have a home they can afford.

							TAR	GET	СОМ	PLET	ION				
	INITIATIVE	LEAD		20	23			20	24		2025	2026	Measurement	Status	Budget
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4					
2.1	Support and implement the housing related programs in the Community Improvement Plan to ensure policy objectives are being met.	Karl		x				x			x	x	40 new affordable dwelling units.	All housing related programs in the CIP are activated by Council for 2025. No housing related applications received this year. Housing programs based on tax and DC rebates do not rely on CIP reserve and therefore intake is open all year.	Most housing CIP programs based on foregone revenue approach rather than budgeted reserve.
2.2	Implement the recommendations of the Housing Advisory Committee including providing municipally owned lands for affordable housing and potential partnerships with not-for-profits.	Karl								х	х	х	Accomplishing all 17 recommendations.	All but one of the policy-based recommendations are complete. The last one is contingent on changes to OP policies (see 2.3). Residential Information Guide and recommendations regarding educational sessions to follow completion of 2.3. No change – OP process underway.	
2.3	Update the Official Plan to unlock additional residential development lands.	Karl									х		New OP Approved by Council.	Project underway. Draft expected for public review in 3 rd Q 2025.	
2.4	Complete a Housing Needs Study to determine current needs of residents and forecast for the future, and update zoning policies as required.	Karl							х				Study Approved by Council.	Study complete and presented to Council in February 2025. Recommendations to be incorporated in Official Plan and other places.	

2.5	Advocate at the Provincial Level for affordable housing, seniors housing and long-term care needs.	Malcolm					х				x		Council Endorsement of a White Paper on Housing Needs.	To be actioned following completion of 2.4.		
-----	--	---------	--	--	--	--	---	--	--	--	---	--	--	---	--	--

STRATEGIC PRIORITY #3 - Redeveloping Waterfront and Downtown Goal: To enhance the waterfront experience for our residents and visitors by developing places that attract people.

							TAR	GET (СОМЕ	PLETI	ION				
	INITIATIVE	LEAD		20)23			20	24		2025	2026	Measurement	Status	Budget
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4					
3.1	Placemaking - activate and link waterfront areas (parks and paths) to entice and attract visitors and residents to the waterfront at all times of day and year-round.	Stephanie							x				Council Approval of a Waterfront Trail Plan.	Targeting to commence in March, 2026 with a completion date of October, 2026.	
3.2	Collaborate with Parks Canada to develop an Area Master Plan for Smiths Falls.	Stephanie										x	Completion of a Master Plan with specific projects & timelines.	In progress. Engagement with Parks Canada underway.	TBD
3.3	Refresh the Downtown Revitalization and Waterfront Integration Master Plan.	Karl								х			Council Endorsement of an updated Master Plan.	No action to date. Will follow once OP and HCD are complete.	30,000
3.4	Examine the feasibility of creating a local farmers market.	Stephanie					х						Approval of Farmers Market Feasibility Study.	Centennial Park open Air Farmer's Market launched May 23 rd Discussion with Committee to confirm direction and need for feasibility study.	TBD

3.5	Support and implement the downtown revitalization programs included in the Community Improvement Plan.	Karl	x		x		х	x	\$200,000 in private sector investment per year.	All downtown revitalization programs in the CIP are activated by Council for 2025. Façade funding approved for five properties in 2025.	\$150,000
3.6	Complete and implement the Heritage Conservation District to preserve Smiths Falls Heritage.	Karl		x			x		#1 Approval of Area Study. #2 Approval of a Heritage Conservation District By-law.	Following Council's approval of the foundation Heritage Conservation District Study, public consultation undertaken to prioritize approaches for the regulatory Plan. Draft of the Plan to be provided for public review later this summer.	\$120,000
3.7	Redevelopment of former WTP on Old Mill.	Julia						х	Building permit issued.	Structure demolished 2 nd Q 2025. Council considering re-development options.	
3.8	Facilitate development of non-residential waterfront lands along Centre Street.	Julia						x	First development approved.	The Canal District Revitalization Master Plan was adopted by Council in 2024. Staff are working on action items related to obtaining land title information and working on survey and design concepts. Cost analysis will also need to be completed to provide council with options/recommendations to municipal investments. Staff also are looking at grant/funding opportunities to support the project	\$50,000

STRATEGIC PRIORITY # 4 - Infrastructure Renewal

Goal: To manage our infrastructure in a proactive manner and position the Town for growth.

			TARGET COMPLE	TION				
INITIATIVE	LEAD	2023	2024	2025	2026	Measurement	Status	Budget
		Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4					

4.1	Update the current Asset Management Plan to include all municipal infrastructure (Including buildings and fleet) Integrate the updated Asset Management Plan into our long-term financial plan.	Paul D			x		x	#1 Approval of revised AMP. #2 Revised Long-Term Financial Plan.	2025 Milestone underway. Presentation to COW slated for June 23 rd High level long term financial plan will be imbedded into the updated AMP Specific project based 10 year plan will be presented to Council through the 2026 budget presentation	\$29,800
4.2	Create policies to ensure climate and environmental sustainability is applied to infrastructure projects.	Malcolm			x			Policy Approved by Council.	Development of a new procurement policy underway. Draft to be presented to COW over summer 2025.	
4.3	Achieve our obligations as member of the Partners for Climate Protection	Karl					х	Approval of a Climate Action Plan	Milestone 2 (targets) and Milestone 3 (Climate Action Plan) of the PCP framework advancing. Public consultation event to be held this summer, with final Climate Action Plan targeted for year end.	TBD
4.4	Prioritizing projects to decrease liability exposure.	Paul D			x			Embed in new AMP.	See 4.1.	
4.5	Complete library renovations.	Amanda			x			Renovated Library opens to the public.	Construction complete. Library services have resumed in the Carneige library.	

STRATEGIC PRIORITY #5 - New Business Attraction

Goal: Create employment, expand economic activity and broaden the tax base to build a thriving local economy.

INITIATIVE	LEAD		TARGET COMPLE	TION		Measurement	Status	Pudget
INITIATIVE	LEAD	2023	2024	2025	2026	weasurement	Status	Budget

			Q 1	Q 2	Q 3	Q 4	Q 1	Q 2	Q 3	Q 4					
5.1	Develop a business attraction plan that will include targeting hotels/restaurants and green industries (industries/businesses producing a product, service or initiatives that contributes to the preservation and enhancement of the quality of the environment).	Julia							x				Plan Approved by Council.	Draft plan presented to COW in March. Feedback being incorporated into final draft.	\$30,000
5.2	Ensure adequate availability of serviced industrial and commercial land.	Julia									x		Develop underutilized land by making it investment ready, in accordance with the land needs study.	Environmental Impact Study (EIS) underway for Walker Road. Next step is to create a draft design plan based on property constraints and complete a cost analysis for development.	TBD
5.3	Attract High Frequency rail service to Smiths Falls.	Malcolm										x	The Federal Government Private Development Partner (PDP) releases their High Frequency Rail Alignment.	ALTO (Formerly High Frequency Rail Office) has selected a Design/Build/Operate proponent. Awaiting federal government decision to proceed.	

			TARGET COMPLETION												
INITIATIVE		LEAD	2023				2024				2025	2026	Measurement	Status	Budget
6.1	Develop engaging green spaces by connecting a network of paths, trails, parks, complete with a trail head facility.	Stephanie	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	X	x	Open a trailhead facility to provide seamless access to the Cataraqui Trail, OVRT, and local trails.	Cataraqui trailhead facility design complete. Construction slated for 3rd Q 2025. Trail Standards Plan before Council for review and approval; Parks & Open Space Connectivity Plan before Council for review and approval; Implementation Plan before Council for review and approval. Trail connections currently being upgraded include behind the longshed adjacent to the Canal, in Murphy Park leading into the pedestrian bridge, and at Abbott and Lombard intersection.	\$45,000
6.2	Develop an implementation plan incorporating inclusive playgrounds that welcomes users of all abilities to learn, play and grow together.	Stephanie				х							Plan Approved by Council.	Complete.	
6.3	Operationalizing the Parks and Recreation Master Plan to identify investments.	Stephanie				х							Implementation Plan complete with milestones & budget impacts approved.	Complete.	
6.4	Develop a parkland dedication by-law that leverages greenspace improvements through the development approvals process.	Stephanie						х					By-law approved by Council.	Awaiting OP completion prior to finalizing the Parkland Dedication Bylaw.	

6.5	Expand the urban forest including examination of tree planting incentive program.	Stephanie		х			x	х	x	5% increase in urban forest coverage per year.	Approximately 100 trees being planted this year.	\$20,000
6.6	Develop a programming/event plan for the Town Square.	Stephanie				х				Plan Approved by Council.	Complete.	



Resolution of Council City Council Meeting

Title:

Bill 6, Safer Municipalities Act, 2025

Date:

May 20, 2025

WHEREAS:

- 1. A municipality's parks and open spaces are critical infrastructure that support a strong community, and the public's shared and safe use of the municipality's parks and open spaces is integral to ensuring that support.
- 2. Ontario's municipalities are struggling to maintain their parks and open spaces for their shared and safe use by the public as a result of the increasing proliferation of encampments and illicit activities related thereto.
- 3. Municipalities that enforce their standards regulating or prohibiting encampments in their parks and open spaces must have regard to the availability of shelter space for those who need shelter.
- 4. On January 27, 2023, Justice Valente of the Ontario Superior Court of Justice rendered his judgment in Waterloo (Regional Municipality) v. Persons Unknown and to be Ascertained (2023), [2023] O.J. No. 417 (Waterloo Decision) which declared that the municipality's by-law violated section 7 of the Charter and was therefore inoperative insofar as it applied to prevent encampment residents from erecting temporary shelters on a site when the number of homeless individuals in the region exceeded the number of accessible shelter beds.
- 5. The Waterloo Decision's analysis of the adequacy of shelter beds suggests an unworkable and unclear standard that goes beyond the number of shelter spaces and that includes the requirement to provide shelter spaces that must accommodate illicit drug use and other activities that could put shelter residents, workers and volunteers at risk. The result is that municipalities are impaired in their enforcement of their standards and have lost or are losing control of their parks and open spaces.

 6. On December 12, 2024, the provincial government introduced Bill 242, Safer Municipalities Act, 2024. Among its various initiatives, Bill 242 proposed to amend section 2 of the Trespass to Property Act by adding aggravating factors that must be considered in the court's determination of a penalty under that section. However, the key challenge was that a municipality's exercise of its rights at common law and under section 9 of the Trespass to Property Act to remove encampments from the municipality's parks and open spaces remained potentially subject to the unworkable and unclear standard for the adequacy of shelter space suggested by the Waterloo Decision.
- 7. On January 13, 2025, Council of the City of Peterborough resolved to request the provincial government to amend Bill 242 to clearly define a workable standard for shelter space for the purposes of a municipality's jurisdiction to enforce its standards regulating or prohibiting encampments in its parks and open spaces.
- 8. Bill 242 died on the order paper as a result of the recent provincial election.
- 9. On April 30, 2025, the provincial Government re-introduced the legislation in the form of Bill 6, Safer Municipalities Act, 2025. Bill 6 is substantively the same as Bill 242.
- 10. In these circumstances, municipalities continue to need provincial legislation that clearly defines a workable standard for shelter space for the purposes of a municipality's jurisdiction to enforce its standards regulating or prohibiting encampments in its parks and open spaces.

 NOW THEREFORE, be it resolved:

- 1. That the provincial government be respectfully requested to amend Bill 6 to clearly define a workable standard for shelter space for the purposes of a municipality's jurisdiction to enforce its standards regulating or prohibiting encampments in its parks and open spaces.
- 2. That, without limitation, Bill 6 provide that a municipality will have met the standard for shelter space for the purposes of the municipality's jurisdiction to enforce its standards regulating or prohibiting encampments in its parks and open spaces:
- a) despite the establishment and enforcement of shelter rules including rules that prohibit drug use and other activities that could put shelter residents, workers and volunteers at risk; and
- b) if an official designated by the municipality is satisfied that the number of available shelter spaces is at least equal to the aggregate of the number of individuals actually seeking shelter and the number of individuals against whom the municipality is planning to enforce its standards regulating or prohibiting encampments in its parks and open spaces.
- 3. That a copy of this resolution be sent to:
- a) Peterborough Kawartha MPP Dave Smith;
- b) Honourable Doug Ford, Premier;
- c) Honourable Robert Flack, Minister of Municipal Affairs and Housing;
- d) Honourable Doug Downey, Attorney General:
- e) Association of Municipalities of Ontario; and to
- f) Councils of each of Ontario's municipalities.

The above resolution, adopted by City Council is forwarded for your information and action, as required. Thank you.

John Kennedy, City Clerk



June 11, 2025

Hon. Doug Ford, Premier of Ontario Legislative Building, Queen's Park Toronto, ON M7A 1A1 premier@ontario.ca

Sent Via Email

Re: Bill 5, Protect Ontario by Unleashing our Economy Act, 2025

Council of the Town of LaSalle, at its Regular Meeting held Tuesday, June 10, 2025, passed the following resolution:

146/25

Moved by: Councillor Burns

Seconded by: Deputy Mayor Akpata

"That the correspondence from the Township of The Archipelago regarding Bill 5, Protect Ontario by Unleashing our Economy Act, 2025 be supported."

Carried.

Please consider this letter as confirmation of the Town of LaSalle's support of the above matter.

Yours Truly,

Jennifer Astrologo

Director of Council Services/Clerk

Town of LaSalle

jastrologo@lasalle.ca

Encl.

cc: (via email)

Hon. Sylvia Jones, Minister of Health and Deputy Premier of Ontario

Hon. Todd J. McCarthy, Minister of the Environment, Conservation and Parks

Hon. Stephen Lecce, Minister of Energy and Mines

Hon. Rob Flack, Minister of Municipal Affairs and Housing

Hon. Prabmeet Singh Sarkaria, Minister of Transportation

MPP Anthony Leardi

MPP Andrew Dowie

The Association of Municipalities of Ontario (AMO)

All Ontario Municipalities





The Corporation of The Township of The Archipelago Council Meeting

Agenda Number: 15.7. Resolution Number 25-086

Title: Bill 5, Protect Ontario by Unleashing our Economy Act, 2025

Date: Friday, May 23, 2025

Moved by: Councillor Barton
Seconded by: Councillor Manners

WHEREAS the Government of Ontario has introduced Bill 5: Protecting Ontario by Unleashing Our Economy Act, 2025, which proposes significant changes to environmental legislation, including the replacement of the Endangered Species Act, 2007 with the significantly weaker Species Conservation Act, 2025, and would grant the Premier and Cabinet unprecedented powers to override provincial and municipal laws – including laws that protect public health, farmland, and the natural systems that safeguard communities from extreme weather events; and

WHEREAS The Township of The Archipelago's strategic priorities include protecting and preserving our unique and high-quality natural environment, and delivering municipal services in a responsible, sustainable, cost-effective, and efficient manner; and

WHEREAS The Township of The Archipelago supports the goals of responsible economic growth and increased housing supply; and

WHEREAS nature is not red tape – it is the economic driver of our region, and is central to Canadian culture, identity, and economy; protecting nature is essential for building resilient communities and upholding the sovereignty and stewardship of Indigenous peoples; and

WHEREAS Bill 5 will undermine critical environmental, species, and heritage protection laws, introducing significant economic, environmental, social, and cultural uncertainty, endangering Ontario's 249 at-risk species, and potentially infringing on the legal and constitutional rights of the Ontario public – especially Indigenous communities that are disproportionately affected by such actions;

NOW THEREFORE BE IT RESOLVED that the Council for the Township of The Archipelago hereby

opposes the provisions in Bill 5 that would undermine environmental safeguards, Indigenous rights, or local planning authority, and urge the Province to withdraw the Bill; and

FURTHER BE IT RESOLVED that Council urges the Province of Ontario to pursue housing and infrastructure development through policies that maintain robust environmental protections and respect local planning regimes; and

FINALLY BE IT RESOLVED THAT this resolution be sent to The Honourable Doug Ford, Premier of Ontario; The Honourable Sylvia Jones, Deputy Premier; The Honourable Rob Flack, Minister of Municipal Affairs and Housing; The Honourable Todd McCarthy, Minister of the Environment, Conservation and Parks; The Honourable Prabmeet Singh Sarkaria, Minister of Transportation; The Honourable Stephen Lecce, Minister of Energy and Mines; The Honourable Graydon Smith, MPP Parry Sound-Muskoka; The Association of Municipalities of Ontario (AMO); The Federation of Northern Ontario Municipalities (FONOM); The Northwestern Ontario Municipal Association (NOMA); and all Ontario municipalities; Chief Adam Pawis, all Township of The Archipelago Ratepayer Associations; and to other environmental organizations.

Carried