



**Community Development Advisory Committee Meeting  
Thursday, February 8, 2018 – 10:30 a.m.  
Bud Clayton Memorial Room,  
2069 Battersea Road, Glenburnie, ON**

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**AGENDA**

Page

1. **Call to Order**
2. **Election of Officers**
  - a) Election of Chair  
A
  - b) Election of Vice Chair  
A
3. **Adoption of the Agenda**
  - a) **That** the agenda for the February 8, 2018 meeting of the Community Development Advisory Committee be adopted.
4. **Disclosure of Pecuniary Interest and General Nature Thereof**
5. **Adoption of Minutes**
  - a) Minutes of Meeting held December 14, 2017  
**That** the minutes of the Community Development Advisory Committee meeting held December 14, 2017 be adopted.
6. **Deputations and/or Presentations**
  - a) **Mr. Jonas Bonnetta** will address the Community Development Advisory Committee regarding his proposal for the County of Frontenac to create a Frontenac Arts Fund to help boost arts and culture in Frontenac County.  
[See Reports to the Community Development Advisory Committee clause a)]
  - b) **The Verona Community Association** will address the Community Development Advisory Committee to present a statement regarding the development of the Verona Trail Head.

4 - 8

**7. Reports to the Community Development Advisory**

9 - 14

- a) **2018-010  
Community Development Advisory Committee  
Arts Fund 2018 Budget Proposal**

This report is for information purposes only; however feedback and input is being sought from the Committee.

15 - 64

- b) **2018-011  
Community Development Advisory Committee  
Verona Trailhead Design Concept  
Recommendation:**

**That** staff proceed with detailed design work for the Verona Trailhead concept, incorporating feedback from the committee;

**And Further That** staff be directed to seek an agreement with the Verona Community Association to add amenities purchased by the VCA to the Verona Trailhead site and to assist with site maintenance;

**And Further That** staff be directed to further investigate a public art installation and community engagement process with Stefan Duerst, sculpture artist;

**And Further That** staff be directed to review options for permit parking uses on the Verona Trailhead property;

**And Further That** any costs associated with the implement of the Verona Trail Head as noted in this report will be brought back to Council for approval prior to any development

65 - 71

- c) **2018-012  
Community Development Advisory Committee  
Event Incentive Pilot Program Implementation  
Recommendation:**

**THAT** the Council of the County of Frontenac approve the Event Incentive Pilot Program implementation attached to this report as Appendix A.

72 - 76

- d) **2018-013  
Community Development Advisory Committee  
K&P Trail Construction Update Q4 2017**

This report is for information purposes only.

**8. Communications**

**77 - 84**

a) Teeny Tiny Summit 2017 Summary of Content

**85 - 87**

b) Ontario Revitalizing Main Streets, Helping Small Businesses Grow

**9. Other Business**

**10. Next Meeting**

a) The next meeting of the Community Development Advisory Committee is schedule for Thursday, April 12, 2018 at 10:30 a.m. at the County Administrative Building.

**11. Adjournment**



**Minutes of the Community Development Advisory Committee Meeting  
December 14, 2017**

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A meeting of the Community Development Advisory Committee was held in the Bud Clayton Memorial Room, County Administrative Office, 2069 Battersea Road, Glenburnie on Thursday, December 14, 2017 at 10:00 AM

**Committee Members Present:**

Robert Clinton, Chair  
Betty Hunter, Vice-Chair  
Barrie Gilbert (late 10:09 a.m.)  
Tracy John  
Wilma Kenny  
Councillor John McDougall, Council Liaison (late 10:05 am)  
Deputy Warden Ron Higgins

**Staff Present:**

Richard Allen, Manager of Economic Development  
Jannette Amini, Manager of Legislative Services/Clerk  
Alison Vandervelde, Community Development Officer

**1. Call to Order**

The Chair called the meeting to order at 10:00 a.m.

**2. Adoption of the Agenda**

Moved By: Ms. Hunter  
Seconded By: Deputy Warden Higgins

**That** the agenda for the December 14, 2017 meeting of the Community Development Advisory Committee be amended to include under Other Business an update by Mr. Allen regarding the Land O'Lakes Tourist Association, and as amended be adopted.

**Carried**

**3. Disclosure of Pecuniary Interest and General Nature Thereof**

There were none.



could be included without specific reference to specific businesses. This would be at no cost to local businesses.

**Carried**

The Committee discussed the four options identified in the report and there was a consensus that generic signage be used to avoid clutter. It was also suggested that staff look at additional signage closer to the villages and hamlets that would point users to the various local businesses located there.

It was agreed that the signage should support businesses that would be associated with the trail and trail usages; however it was pointed out that in the winter, snowmobilers use the trail and this could cause them to come into the villages using the sidewalks to which Mr. Allen responded that the infrastructure needs to in place to handle the different users of the trail but these signs are still helpful in terms of users being able to obtain supplies and fuel.

The Committee suggested that staff ensure the signs are durable and do not fade over time or due to the climate. It was also suggested to encourage businesses to ensure they have the services and equipment available to assist trail users such washroom facilities and air pumps at the local gas stations, etc.

It was also suggested that a website be included on the sign so that users have somewhere to go to find out more about the trail. Mr. Allen pointed the committee to the website through the Trans Canada trail where staff have mapped most of the County assets including water, food and beverage etc. He demonstrated how a user could develop a custom trip based on that map. It would be cumbersome for the County to develop such a map but the signs could include a website. The website could also point people to such things as eco-tourism and the educational features on the trail which might be of interest and use to not only users but local teachers.

**b) 2017-151  
Community Development Advisory Committee  
Ferry by Foot 2018 Implementation**

Ms. Vandervelde provided the Committee with an overview of the report. The next piece would be to develop a printed brochure of what users need to know for example where they can park etc. This becomes the basis of also communicating with downtown Kingston staff. Staff will also work with the Island's visitor booth staff to ensure they have a good understanding of the ferry as well as be in tuned with what is happening in Marysville as the students last year did not have a knowledge of this.

Mr. Gilbert noted the wayfinding signs as visitors come off of the dock that directs people to specific sites on the Island. He is not certain if there are signs at the sites to help people find their way back so Ms. Vandervelde will look more deeply into this.

The Committee provided the following suggestions:

- Any brochure should include information about this important historic waterfront including Fort Henry, RMC, Murney Tower, etc;
- A signage map of Marysville at the dock that allows tourists to see how walkable and easily findable Marysville is would be beneficial. Is there the potential to have this type of map located on the Ferry;
- Bike racks and benches;
- Summer student on the ferry to welcome passengers.

It was also noted that a number of accessibility issues have been identified in Marysville. Ms. Vandervelde noted the availability of CIP money that businesses could take advantage of.

**c) 2017-152  
Community Development Advisory Committee  
Emerging Opportunity for Hazelnuts in Ontario**

Mr. Allen provided an overview of the report.

Mr. Clinton made note of the haskap berry which is a berry high in nutritional value and becoming very popular. He will report back to the Committee on this.

Mr. Allen concluded that County staff are connected to allow our residents to take advantage of this but will not be investing a lot of time in this.

**7. Communications**



**8. Other Business**

**Land O'Lakes Tourism Association**

Mr. Allen provided an update regarding the Land O'Lakes Tourism Association, noting the article in the Frontenac News this week. The membership has agreed with the Board recommendation to close the association. Moving forward Lennox and Addington and Frontenac County will keep the "Travel Land O'Lakes" website going where users will be directed to the specific area of their interest. We are looking for ways to encourage the Land O'Lakes region to continue working on tourism and a 4 day retreat on how to improve and collaborate on tourism is being put on through "Ignite". This will be a free event, paid for by the Ontario Islands Regional Tourism Association if we can get 25 participants.

A discussion also ensued around the Regional Tourism Operators and how information is funnel to, through and from them. Local business are able to communicate directly with the RTO; however they prefer to have the County do this on their behalf.

**Frontenac News**

Ms. Kenny noted that the Frontenac News has expanded to Storrington and encouraged everyone to help support this free local newspaper through advertising.

**Verona Trail Head Public Information Session**

Mr. Allen advised that the County received approximately 275 responses to the survey regarding the Verona Trail Head and the open house session was very well attended with over 100 people registering their attendance. He has not had an opportunity as yet to review all of the information collected but will be bring forward a report to the Committee at its February meeting.

**9. Next Meeting**

The Committee meetings have been set as bi-monthly on the second Thursday of the month beginning at 10:30 a.m., with the next meeting taking place on Thursday, February 8, 2018 at the County Administrative Building.

**10. Adjournment**

Moved By: Ms. Hunter  
Seconded By: Mr. Gilbert

**That** the meeting hereby adjourn at 11:40 a.m.

**Carried**



**Report 2018-010**

**Committee Information Report**

**To:** Chair and Members of the Community Development Advisory Committee

**From:** Richard Allen, Manager of Economic Development

**Date of meeting:** February 8, 2018

**Re:** Arts Fund 2018 Budget Proposal

**Recommendation**

This report is for information purposes only.

**Background**

As part of the County of Frontenac budget process, each year in September County Council holds a public meeting to solicit public input into the County's budget. At the Public meeting held in September 2017, a presentation was made by a member of the public to encourage the County to create a micro-grant program as an incentive to attract artists to our community.

After a brief discussion by Council on October 26, 2017, it was decided to defer the matter to the Community Development Advisory Committee for further investigation.

Moved by: Councillor Smith  
Seconded By: Councillor Nossal

**That** the request for a Frontenac Arts Funding be removed from the budget deliberations and be referred to the Community Development Advisory Committee for further investigation

**Carried**

The proposal made by Mr. Bonnetta is attached as an appendix to this report. Staff are seeking a response and direction from the advisory committee in order to develop recommendations.

**Sustainability Implications**

The Frontenac County Integrated Community Sustainability Plan (ICSP) identifies recreation and leisure as a focus area. This is also reflected in the County Economic Development Charter as a key priority and strength. Regions that celebrate their artistic communities and that encourage creativity have more vibrant, resilient economies.

**Financial Implications**

There are no financial implications associated with this report.

**Organizations, Departments and Individuals Consulted and/or Affected**

Danika Lochhead, Kingston Regional Arts Council

**Frontenac Arts Fund**

Good morning Warden, Councillors, and County Staff.

My name is Jonas Bonnetta and I'm a resident of Mountain Grove in Central Frontenac and I'm here today to propose that the County of Frontenac set aside some money in the 2018 budget to create a Frontenac Arts Fund to help boost arts and culture in our County.

Arts and culture can be used to renew or revitalize municipalities. It can build community identity and pride, strengthen bonds, improve quality of life on all socioeconomic levels, and engage children and youth in education and their environment.

Culture can be the catalyst for positive change, engaging all ages and communities. Diversity can be embraced through culture, building trust and understanding. And culture can act as the **economic engine that drives municipalities toward growth and prosperity.**

My request today is for the County to commit to setting aside \$10,000 in 2018's budget to be used as an arts grant with intentions of growing the program over the coming years.

Let me explain briefly about my backstory. I'm a professional musician and recording engineer. I moved to the County 4.5 years ago from Toronto. I was looking for a beautiful and affordable place to call home that would be inspirational to my work and frankly was tired of how crowded Toronto had become. I randomly happened upon Mountain Grove, the best kept secret in Eastern Ontario, and was smitten. Since moving there I set up my property as a creative retreat with recording studio called Port William Sound, named after the American poet, activist, and essayist Wendell Berry's fictional novels. A book series that is strongly focused on emphasizing the importance of community.

My connections in the music industry from the last 15 years of playing music and touring allowed me to draw from a fairly large pool of artists and my business has grown by over 25% each year since I opened. My clientele is mostly from Ontario, pulling people from cities, mostly Toronto, Ottawa, and Kingston, who are looking for a quiet, peaceful place to get away to and focus on their art, a trend that is becoming increasingly more common in my industry. That being said I've had musicians come from further afield attracting people from Montreal, Los Angeles, New York, and Europe. This has included a long list of internationally recognized award-winning artists spanning all genres from rock to classical, country to pop. Each band or musician, after Googling where Frontenac County is to get here, usually ends up on the MLS website searching for property at the end of their stay. This is no joke. I've been an ambassador to this place since the minute I moved here.

This past August was a record-breaker for me as far as studio bookings go and I noticed that every band that had come to work at Port William Sound had also, almost daily, made trips into Sharbot Lake to get coffee at Cardinal Cafe, dinner at the Crossing Pub, as well as lunch supplies at Seed To Sausage, Mike Deanes, Gray's Grocery, and multiple trips to the Beer Store and LCBO. I tallied up these trips for the last 10 days of bookings I had in the month of August and realized that for almost every dollar folks were spending on my studio to write and record they were also spending on stuff in town. It got me thinking that if we could offer an incentive to bands from outside of the County to come here and work we'd be guaranteeing that investment would stay within the County of Frontenac and that it would most likely double. A pretty sound Return On Investment. An amazing by-product of this is the cultural exchange that happens between these artists coming to the area and the local artists

and businesses. For example, one band I had in my studio at the end of August went and had dinner at the Crossing Pub and then went across the street to play the Cardinal Cafe open mic. This is a 3-times Juno-nominated band. The audience was blown away to say the least and it's these types of cultural interactions that can be hard to quantify from an economic development point of view but that are definitely connected to important growth here.

I want to avoid getting into the nitty gritty of how this FAF would operate but I have a few broad suggestions to hopefully offer some clarity on what I'm proposing. I'm going to speak to it from the musical side of things as that's what I'm most familiar with, but think it's an easy program to port across to other mediums such as the visual arts, pottery, dance, etc.

I think the program could operate best as having two streams. One to fund local musicians that are residents of Frontenac County and one as an incentive to bring bands from outside of Frontenac here to work.

On the local side, this could be a pool of small grants, I suggest \$500 as a starting point for these discussions, that would support local artists for touring, writing, and recording. I would base this program specifically on the Ontario Arts Council's composition grants which I've received multiple times. A simple intake form for the artist to specify what they need the funds for as well as a final report form to be filled out upon completion of the project. In return the #infrontenac hashtag and Frontenac County logo must be put on all material created with the support of the funds. This is standard for all arts council grants. Look inside any record created in Ontario and you're most likely to find the logos of the OAC, the Canada Council for the Arts, as well as F.A.C.T.O.R. The benefits to having a grant system for local musicians are numerous. These monies would help grow Frontenac as a creative hub, boost our cultural value, and strengthen our communities. The optics alone are of high value. The Frontenac logo would be seen internationally. You'd be funding a group of people who thrive on social media. This would be a sound investment (pun intended) in your residents.

From the outsider perspective I can speak as not only someone who is attracting artists from outside of the County but as someone who, fairly recently, lived outside of Frontenac. Offering an incentive to subsidize music creation/recording would be a very effective program. This program could be similar to the local version but offer \$500-\$1000 to outside bands/artists to be spent on studio time, accommodations, etc. in the County. Another idea I had was to only fund this specific side of the program in the Fall-Spring months therefore boosting our winter tourism. The local grants could be offered all year but the funding for outside bands coming to Frontenac could be tied to the winter months. Again, I don't want to get too far into the nitty gritty on how this program could operate but there's many ways to make this fit nicely with the current Economic Development Charter.

I see these grants as having intake twice a year with a volunteer jury reviewing applications and a focus on prioritizing indigenous and minority group applications. Perhaps artists who are successful in receiving the funding would be ideal candidates to sit on juries in the future.

As far as quantifying results go I believe that the final reports presented from the artists upon completion of their projects would give us an abundance of material to put numbers together. I also believe that optics and media from a program like this will create obvious, visual results. By making it mandatory that the County is referenced on all related materials that are produced ensures that the County is recognized.

I've been in conversation with other arts administrators across Ontario as well as administrators at the

Ontario Arts Council. There are other grants that would dovetail nicely with what I'm proposing, specifically the OAC's Ontario Arts Presenters Project grant which has intake in February 2018 and offers \$10,000 to municipalities to facilitate the presentation of the arts in their area. As well there is the Canada Arts Presentation Fund which is operated through the Department of Canadian Heritage.

I've also have received early support from the Wolfe Island Music Festival, Cardinal Cafe, The Crossing Pub, and Seed To Sausage.

I also hope that the Frontenac Arts Fund could be the catalyst for Council discussing and adopting Arts and Culture as part of their Economic Development charter. I do see this as just the beginning of a larger conversation that includes a Frontenac Arts Council that could act as a hub for all things artistic in the Frontenacs and foster collaborations amongst artists in the area and from afar. We've got a strong community of folks making things from the world-class potters and painters that dot the countryside to the little theatres and small unique venues offering entertainment to our residents.

The FAF meshes nicely with much of the work being done already by the Economic Development department and will increase the amount of visitors to the County. By incubating a small arts community you enliven that community and it spawns more art, more shows and festivals, and raises it's artistic reputation and this in turn makes the area more attractive to new residents and new businesses.

I really believe that by making strategic investments in the local creative sector, and seeking matching funds from senior governments and the private sector, the County of Frontenac could become known as a destination for the arts. This would in turn increase the tax base, increase tourism, grow the local economy, and foster a stronger community.

-for e.g. An #infrontenac sticker placed on all of our cases while doing a month-long tour of Europe, playing in front of thousands of people, is amazing publicity. Extrapolate that out to every artist, arts-friendly organization, etc. and you've got a very wide-reaching net. It's a great conversation piece, not only locally, but provincially, as well as nationally.

**-prince edward county offers \$1500/year for a similar program.**

**-bbc came here and fell in love with frontenac county.** Stayed at the inn. Ate locally.

**-promoting more shows and festivals, via the OAC grant, is a great way to attract people to the area. I do think that getting them to stay for good is an important end goal though and fostering this reputation that the County is behind it's arts community is one great way to do that.**

**Talking points:**

R Involve artists and other creative thinkers in civic decision-making by placing them in leadership positions on a wide variety of civic advisory commissions and boards.

R Encourage the Chamber of Commerce, the Tourism Association, Business Improvement Associations, major corporate employers and other business organizations to include an arts representative on their boards and committees.

R Incorporate art into the infrastructure of your community: commission public art along bicycle paths, require that art be an integral part of new buildings and urban developments, use sewer covers as surfaces for unique art, and incorporate designs in new sidewalk pavers that evoke historical or

environmental elements of the neighbourhood.

R Use local arts and culture resources as a key part of your community's marketing strategies.

R Invite the arts and cultural sector into the process of developing/updating your Official Community Plan, neighbourhood plans, and other strategies.

R Establish and build a civic art collection, and display the work of local artists throughout the municipality's public buildings.



**Report 2018-011**

**Committee Information Report**

**To:** Chair and Members of the Community Development Advisory Committee

**From:** Richard Allen, Manager of Economic Development

**Date of meeting:** February 8, 2018

**Re:** Verona Trailhead Design Options

**Recommendation**

**That** staff proceed with detailed design work for the Verona Trailhead concept, incorporating feedback from the committee;

**And Further That** staff be directed to seek an agreement with the Verona Community Association to add amenities purchased by the VCA to the Verona Trailhead site and to assist with site maintenance;

**And Further That** staff be directed to further investigate a public art installation and community engagement process with Stefan Duerst, sculpture artist;

**And Further That** staff be directed to review options for permit parking uses on the Verona Trailhead property;

**And Further That** any costs associated with the implement of the Verona Trail Head as noted in this report will be brought back to Council for approval prior to any development

**Background**

In 2016, Frontenac County Council provided direction to purchase and remediate the property at 6503 Road 38 (corner of Bellrock Rd.) for the purpose of developing a public trail access point. This property is located near the southern end of the village of Verona, and is referred to as the “Verona Trailhead” for the remainder of this report.

The remediation is now complete has been restored to gravel fill, with minor improvements until further direction is provided by Council. In the meantime, this site will be available for trail users to access the K&P Trail from Verona.

On November 20, 2017 staff conducted an open house event in partnership with the Verona Community Association to solicit design suggestions for the Verona Trailhead in order to provide the best use of space with public input to guide the amenities and design. In addition to the open house event, staff received suggestions for design of the site through a survey, open from November 1 to December 3, 2017.

The open house and survey also sought feedback in regard to the use of ATV's on the K&P Trail from Bellrock Rd to Craig Rd. Staff continue to engage with various stakeholders on this issue and it will be addressed in a future report.

**Comment**

Staff received a diversity of ideas for site design at the workshop as well as by survey. In no particular order, popular suggestions included the following:

- Accessible Washroom Facilities
- Drinking Water
- Ample parking, including parking for vehicles with trailers
- Free Wireless Internet Service
- Video Surveillance
- Bike Racks and Bike Repair Station
- Picnic Area / Shelter
- Maps of local trails and local businesses
- Camping Facility
- Extra Lighting
- Park Benches
- Village Kiosk (to be moved from Revell Ford)
- Canadian Flag
- Public Art
- Geological heritage park
- Ice pad for public skating
- Bench at Hardwood Creek Bridge

Please see Exhibit A for suggestions made from design exercises at the November Open House and Exhibit B for suggestions provided via online survey.

**Verona Community Association**

The Verona Community Association (VCA) has been in touch with staff since the initial purchase of the property and throughout the remediation process. The VCA have offered to assist in fundraising efforts for amenities at the Verona Trailhead and to provide support in the management and maintenance of the site. The VCA have been fundraising independently to purchase amenities for the site and have already procured the following items at their own cost:

- Canadian Flag and Pole
- Garbage receptacle
- 2 Park Benches



In addition, the VCA has requested that the information kiosk be moved from its current location at an auto dealership to be used at the trailhead.

Staff suggest that an agreement could be reached with the VCA to provide support in the day to day maintenance of the site, and would like direction to pursue this partnership. Any agreement developed would be brought to County Council for approval.

**Public Art – Proposal from Stefan Duerst**

[Stefan Duerst](#) is a Frontenac Ambassador and operates the Godfrey Sculpture Park. His art has been installed in public locations worldwide including Canadian Embassies in London and Morocco.

Staff solicited input on the potential for public art at this site from Stefan and he has proposed a collaborative community exercise to develop trail gateway structures – installations that could include artistic gates, arches or other vertical pieces. Stefan has experience with this type exercise and public art through the [Sydenham Street Pop-Up Park](#) that took place in the City of Kingston during 2015.

His proposal is included as Appendix D.

**Site Design Considerations**

Design concept drawings will be presented for review to the Community Development Advisory Committee at their meeting on February 8, 2018.

Staff propose that implementation of the final design be phased – with a small amount of landscaping and site preparation to take place in 2018 and additional amenities to be added during future years as site use increases.

The following assumptions and principles were considered while developing the conceptual layout.

- Clustered parking formations in Concept A are preferred by staff. Trail access can be provided between each cluster to prevent mixing of pedestrians and motor vehicles and reduces risk of vehicle reversing into collisions from the drive in parking formations in Concept B. Clustered parking also provides options for drive-through parking for vehicles with trailers.
- The location of the picnic area and green space was selected based on the existing trees on the site that can provide natural shade and shelter.
- Accessible parking should be close to the trail itself as well as the green space / picnic area.
- The southern edge of the site is South Frontenac Township property, but it is proposed to landscape this property to preserve visibility for vehicles using the intersection of Bellrock Road and Road 38.
- The existing trail access gate will be moved to the northern edge of the trailhead to prevent unauthorized access to the trail from the Trailhead.

## **Sustainability Implications**

The Frontenac County Integrated Community Sustainability Plan (ICSP) identifies recreation and leisure as a focus area. This is also reflected in the County Economic Development Charter as a key priority and strength. Regions that celebrate their artistic communities and that encourage creativity have more vibrant, resilient economies.

## **Financial Implications**

No budget dollars have been allocated for the development of the Verona Trailhead. All of the activities described above have some cost associated with implementation and installation, but detailed costs have not yet been allocated. Some costs may be covered through K&P Trail maintenance budget.

## **Organizations, Departments and Individuals Consulted and/or Affected**

Community Development Advisory Committee  
Survey Responses & Open House feedback  
Malroz Engineering

Love the ice pad idea

I think there should be free WiFi

Several features like paths + BIKE RENT STATION ARE AVAILABLE FOR THIS LOCATION.

MAKE IT SIMPLE + EASY

Geological Information

10x10m camping area for cyclists/hikers

SEE SANSAR HXC Railway Heritage Park Displays

Drinking Water

Picnic Shelter

Composting Toilets

# Verona Trailhead: Site Design

Parking

CCTV Coverage - for users and vehicles left at trail head.



Please add your input for the design, and use of the Verona Trailhead. The trailhead's core function is to provide safe access to the K&P Trail for all users. Frontenac County is interested in what amenities may assist to improve the comfort and security of access.

Please feel free to add any suggestions on this board as well.

Infrastructure for food vendor (chip truck).  
Potable water for all trail users. (campers, hikers, dogs, etc.)

ICE PAD

Canadian flag on pole

It would be great to have access to foodland

geological heritage park

Bench at Handwood Creek Bridge

Picnic Area

Wheelchair year round Outhouses

park benches

parking lot at Craig Road

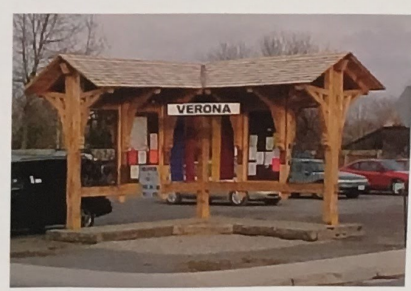
extra lighting on Verona Trail Head

Village Kiosk

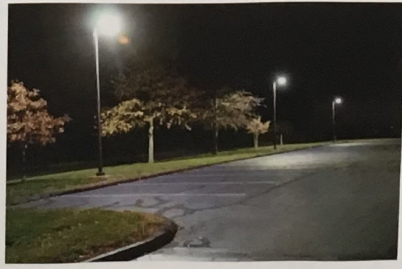
Bench & picnic area  
 Map of local trails (K&P & Paterson Trails) and location of local amenities  
 Back visibility on Bellrock Peak. Improve with signage & cutting back vegetation in ROW.



# Verona Trailhead: Site Design Inspiration



100 FT X 200 FT  
ICE PAD  
and warming  
Hut





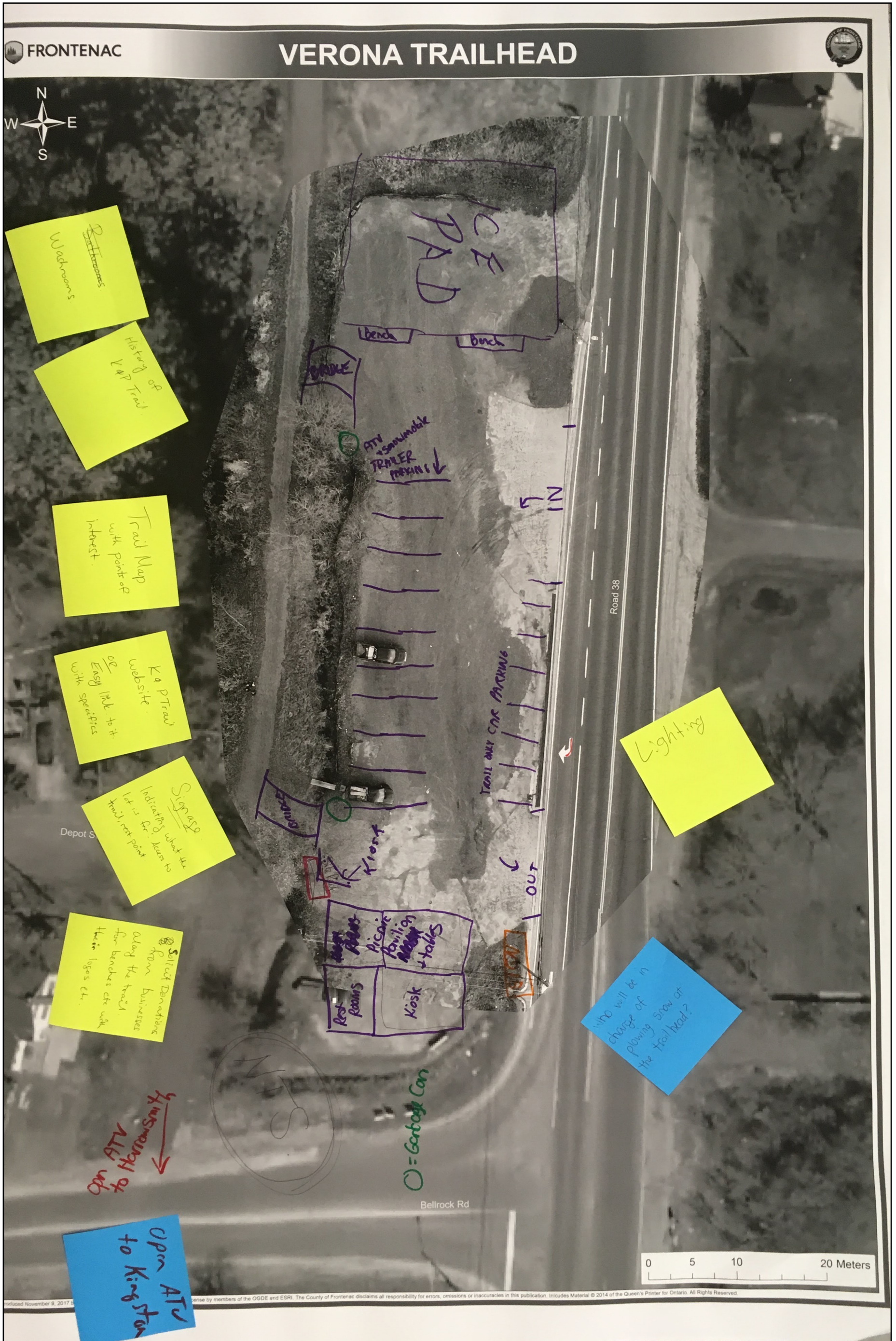




A good example  
 with privs and with  
 wash house. Restop  
 with a control tower  
 room to allow people  
 to get out of the fire  
 or change into some  
 gear.

-Trail Rules signs

MOTORIZED TO  
 HARRISONSMITH  
 + KINGSTON



		1. How do you use the K&P Trail?							2. Please share your ideas for the Verona Trailhead
Reference Number	# of uses	Walking / Hiking	ATV	Cycling	Snow mobile	Dog Walking	Other	Horseback	
		145	136	124	80	69	23	15	
2017-11-07-001	3	[ X ]		[ X ]		[ X ]			
2017-11-08-001	3	[ X ]		[ X ]		[ X ]			Any amenities added to the Trailhead location should complement the natural environment and reflect the history of the Verona area. Washrooms would be great, but not the green Johnny-on-the-spot outhouses as those are just ugly. This area can become a focal point with wooden benches to sit, a few picnic tables and a garden bed planting of perennials and shrubs. There also needs to be provision for security lighting to reduce vandalism. The garbage cans should be the kind that are bear proof (as in the Ministry of Transportation rest stops along Hwy 17) and not the open big blue canisters type garbage bins, which encourages animals/sea gulls to distribute the garbage around the parking lot. People should actually be encouraged to take their waste with them (especially recyclables) and to "leave no trace"
2017-11-09-001	1		[ X ]						
2017-11-09-002	1							[ X ]	Adequate parking for trucks and horse trailers would be appreciated.
2017-11-09-003	2		[ X ]			[ X ]			The trail should be open to all uses as listed above. I am afraid of the vocal folks against motorized vech on the trails making up stories if this is what is allowed. Organizers should keep this in mind. ORV should be allowed.
2017-11-09-004	4	[ X ]		[ X ]		[ X ]	[ X ]		

		1. How do you use the K&P Trail?							2. Please share your ideas for the Verona Trailhead
Reference Number	# of uses	Walking / Hiking	ATV	Cycling	Snow mobile	Dog Walking	Other	Horseback	
		145	136	124	80	69	23	15	
2017-11-09-005	1	[ X ]							All motorized off-road vehicles (ATVs, snowmobiles) should not be allowed on the trail. Not only do school children use the trail to walk to and from school; seniors, families and the general public enjoy walking and cross-country skiing on the trail, where they want to enjoy the peace and quiet of nature by seeing and listening to the wildlife, experiencing the rippling of water where water exists, and carrying on a conversation. With motorized off-road vehicles speeding by, the pleasure of quietness will not exist. In addition, those homes on or near the trail will not only be exposed to noise pollution, but to air pollution created by the the motorized traffic. If walkers and motorized off-road vehicles were to share the trail, a major safety issue would present itself, which could result in personal injury or death. If motorized off-road vehicles were to gain access to the trail, the word would spread, which could result in motorized off-road vehicle owners from a wider radius, such as Kingston and other ATV communities using not only the trail, but the Verona K&P parking lot, thereby compounding the resulting problems of lack of adequate parking spaces, requiring cars to park on the highway roadside and individuals crossing the street, all of which can result in a potential accident. This would mean more motorized off-road vehicles on the trail and more risk of danger for individuals on foot and skis.
2017-11-09-006	3	[ X ]		[ X ]		[ X ]			I believe it would be beneficial if motorized off road vehicles were allowed on the trail. It would be much better than them being on the roads. Safer as well.
2017-11-09-007	1				[ X ]				

		1. How do you use the K&P Trail?							2. Please share your ideas for the Verona Trailhead
Reference Number	# of uses	Walking / Hiking	ATV	Cycling	Snow mobile	Dog Walking	Other	Horseback	
		145	136	124	80	69	23	15	
2017-11-09-008	3	[ X ]	[ X ]	[ X ]					I would love to see the trail in Verona Include ATVs, I have recently purchased an atv this summer and went down the back street towards Toppers then had to go on the highway to access the rest of the trail. As I was driving along, I felt so nervous about traffic coming up behind me, big trucks, cars whizzing by, I did not feel safe. Atvs, when on the trail do not need to be going 60-80 km/h but at a reasonable pace to enjoy scenery and watch out for pedestrians. I did have the occasion to meet other riders on the northern part of the trail and they gave a friendly wave and rode on. I have had the experience of meeting 2 horseback riders as well. I slowed down and stopped my atv and they passed then continued on my way. Its just being respectful, and considerate for others. I had a lady talk to me about safety on the trail, while walking alone, it would be better to have more people on the trail for a security standpoint.
2017-11-09-009	2		[ X ]		[ X ]				
2017-11-09-010	2	[ X ]		[ X ]					In the interest of keeping this as a quiet, peaceful place, atvs should absolutely not be allowed to use the trail.
2017-11-09-011	2	[ X ]		[ X ]					
2017-11-09-012	1		[ X ]						The entire K&P should be Motorized Off Road Vehicle (ATV, Side-by-Side) friendly. Regional trails exist already that encourage use by all outdoor enthusiasts. To do otherwise is discriminatory. Education and awareness is key for safety.
2017-11-09-013	1	[ X ]							
2017-11-09-014	3	[ X ]		[ X ]		[ X ]			
2017-11-09-015	2	[ X ]		[ X ]					Add a bicycle repair station. Add a map of the trail with access points clearly identified. Add what businesses may be accessed from the trail.

		1. How do you use the K&P Trail?							2. Please share your ideas for the Verona Trailhead
Reference Number	# of uses	Walking / Hiking	ATV	Cycling	Snow mobile	Dog Walking	Other	Horseback	
		145	136	124	80	69	23	15	
2017-11-09-016	1			[ X ]					Year-round washrooms would be convenient. Parking, benches, garbage are all great. We need signage along the trail where it crosses roads to let you know where exactly you are.
2017-11-09-017	2		[ X ]		[ X ]				I would like to see a 20'—30' shelter just a post and beam with a steel roof like Ken Garrett ball park in inverary but with bathrooms. Parking. No retail buildings on the property if anything some vending pop machine
2017-11-10-001	5	[ X ]	[ X ]	[ X ]	[ X ]	[ X ]			
2017-11-10-002	1					[ X ]			Our issue with opening up the trail to fully motorized traffic year round is simply proximity. In our specific instance the trail is very close to our home <b>[redacted location]</b> . The trail this past year received tremendous support from walking, running and cycling traffic which we're certain would greatly diminish when competing with ATV traffic year round not to mention the safety dynamic. Under the current model of fully motorized use from the junction of Craig and Doucette on to Sharbot Lake offers the most practical sense when considering balance with all users and little conflict with adjacent land owners. The section from the village of Verona should remain non-motorized to maximize the enjoyment of foot and cycle traffic with such close proximity to the density of those users. Respectfully, <b>[redacted name]</b>

		1. How do you use the K&P Trail?							2. Please share your ideas for the Verona Trailhead
Reference Number	# of uses	Walking / Hiking	ATV	Cycling	Snow mobile	Dog Walking	Other	Horseback	
		145	136	124	80	69	23	15	
2017-11-10-003	4	[ X ]	[ X ]	[ X ]	[ X ]				Large maintained area with facilities/services including: - Parking (for vehicles with and without trailers) - Fixed map of trail system(s) with map dispensers, comment cards and donation bin - Lighting - CCTV coverage - Washrooms - Potable Water (drinking fountain, water bottle filling, dogs and equestrian) - Waste and recycling collection - Roofed area with picnic tables or benches - Green space - Fixed loading ramp for ATVs and Snowmobiles - Power, water and waste hookups to support a food vendor
2017-11-10-004	2		[ X ]		[ X ]				
2017-11-10-005	1		[ X ]						
2017-11-10-006	1			[ X ]					I cycle up the K&P trail from Kingston, and a reasonable "day's" ride gets me to Verona and back. The suggestion of having washrooms is a good one; bicycle racks would be nice so that I can park my bike and head into town for a snack or lunch; a bulletin board on a kiosk with information on local amenities would also be useful -- especially if it is kept current with business hours and directions (or provide a map).
2017-11-10-007	4	[ X ]	[ X ]	[ X ]		[ X ]			I think that the K&P Trail is a tremendous addition to the villages trough which it passes and to the whole county. A few access points with parking for six cars or more are essential to its successful operation.  There should be more extensive Trailheads at Kingston, Verona and Sharbot Lake with more parking, toilet facilities and potable water.

Reference Number	# of uses	1. How do you use the K&P Trail?							2. Please share your ideas for the Verona Trailhead
		Walking / Hiking	ATV	Cycling	Snow mobile	Dog Walking	Other	Horseback	
		145	136	124	80	69	23	15	
2017-11-10-008	2	[ X ]		[ X ]					I would prefer having a section of the KP trail where cyclists can safely and comfortably cycle without worrying about motorized vehicles. One direction or the other for 25K without motorized vehicle access would be nice. Perhaps we can allow motorized vehicles going north, but not south from Verona?  Washrooms and water refill station would be nice to have.
2017-11-10-009	1							[ X ]	Consideration for parking horse trailers and maybe a hitching post for horses. A bathroom of porta potty and potable water.  Signs explaining how to safely approach and pass horses. Even cyclists can create a nightmare for riders if they don't understand how to pass horses safely.
2017-11-11-001	2	[ X ]	[ X ]						
2017-11-11-002	1			[ X ]					The Verona Trailhead: To be called a trailhead, it should have some facilities, like parking, public restrooms, signage, map, rain shelter, and access for those allowed to use the trail. To allow the trail to be multi-use, beginning at Craig Rd where there is no place for parking, is not really allowing use. Since Verona is an end-point on the trail, there will only be atv traffic when atv's leave and return. There won't be steady traffic on the trail, except for locals who use the trail to visit local destinations.
2017-11-11-003	1		[ X ]						The trail should be open to ATV.
2017-11-12-001	1		[ X ]						I think the idea of having a shared space for parking is a great idea. It can also be used as a drop off point to start or end your use of the trail. It certainly has cleaned up the area.
2017-11-12-002	1		[ X ]						
2017-11-12-003	3	[ X ]		[ X ]			[ X ]		X-C skiing
2017-11-12-004	1		[ X ]						
2017-11-13-001	3	[ X ]	[ X ]			[ X ]			Would be nice to have some benches, washrooms and garbage bins.

		1. How do you use the K&P Trail?							2. Please share your ideas for the Verona Trailhead
Reference Number	# of uses	Walking / Hiking	ATV	Cycling	Snow mobile	Dog Walking	Other	Horseback	
		145	136	124	80	69	23	15	
2017-11-14-001	2		[ X ]			[ X ]			Benches and washrooms and garbage bins, picnic tables
2017-11-14-002	2	[ X ]		[ X ]					Given ATVs have access to roads/edge of roads I do not understand why they also are allowed on the KP trail. They go too fast for cyclists and walkers to be safe. It is bad enough that cross country skiing in the winter is impossible due to the snowmobile traffic. At least it is a little more understandable to give snowmobiles access since they have fewer alternatives and there are other places to go cross country skiing.
2017-11-15-001	2	[ X ]		[ X ]					Good to include welcoming signage with a map to show where you are and where you can go along with any things to be aware of on the trail.
2017-11-15-002	1				[ X ]				Gates should be opened to allow shared use of the trail. Will help all local business in the small communities
2017-11-15-003	3	[ X ]		[ X ]		[ X ]			Any improvements that keep users off the main roads is good d- and given the difficulties of navigating the current gates, some change is necessary - that said, there are options other than complete opening of the gates?
2017-11-15-004	1				[ X ]				Please don't be the one area to say no , the benefits outway the negative to your community and will connect your businesses to potential income .
2017-11-15-005	2	[ X ]				[ X ]			should be able to be used by everyone all year long.
2017-11-16-001	4	[ X ]		[ X ]		[ X ]		[ X ]	A bathroom at the trail parking lot would be great. A garbage can also essential. Signage for dog walkers to pickup dog poop perhaps. Another idea I had was at the trail parking put up signage for local businesses with a distance from the parking. Perhaps the business could pay for the cost. It would encourage tourism in Verona
2017-11-16-002	2	[ X ]	[ X ]						
2017-11-16-003	3	[ X ]		[ X ]		[ X ]			
2017-11-16-004	3	[ X ]	[ X ]		[ X ]				Open for atvs to travel from community to community.
2017-11-16-005	3	[ X ]	[ X ]		[ X ]				

		1. How do you use the K&P Trail?							2. Please share your ideas for the Verona Trailhead
Reference Number	# of uses	Walking / Hiking	ATV	Cycling	Snow mobile	Dog Walking	Other	Horseback	
		145	136	124	80	69	23	15	
2017-11-16-006	2		[ X ]		[ X ]				
2017-11-16-007	1		[ X ]						Being able to access the trail would be much safer than riding on highway 38. If we could unload and ride from there that would be great.
2017-11-16-008	1	[ X ]							
2017-11-17-001	2	[ X ]				[ X ]			
2017-11-17-002	3	[ X ]	[ X ]		[ X ]				<p>signage is a must, including a network map, distance to next town, destinations especially if you consider this point a trailhead</p> <p>parking and a couple of benches also a great idea.</p> <p>garbage receptacles, washrooms, public art, fencing also great ideas but I would be concerned with abuse and vandalism such as illegal dumping of garbage and washrooms turning into a health hazard. Not sure how much time and resources the county could/would put into upkeep of such facilities. Obviously the more amenities and more pleasing it looks the more pride and support the public will have in expanding the system.</p>
2017-11-17-003	1	[ X ]							I would like to see parking, trailhead signage, benches along the trail. It would also be nice to have a few tables and some form of washroom facilities. These amenities would make this portion of the K&P trail more accommodating to walking/hiking visitors.

		1. How do you use the K&P Trail?							2. Please share your ideas for the Verona Trailhead
Reference Number	# of uses	Walking / Hiking	ATV	Cycling	Snow mobile	Dog Walking	Other	Horseback	
		145	136	124	80	69	23	15	
2017-11-17-004	2	[ X ]				[ X ]			I have no issue with the Verona Trailhead, other than I believe it would have to be routinely monitored in regards to cleanliness. If dumpsters or garbage receptacles are available, you will find persons leaving their household garbage there in order to avoid tagging it. In addition, I am concerned that there will be further congestion at that intersection. Being a PSW who travels the rural roads on a daily basis, the intersection of Bellrock Road and 38 is one of the hardest to make a left hand turn on due to people not obeying the speed limit in that area from any direction. Having an entrance there is going to further complicate the congestion as people will be in a hurry to get in or out of the parking lot making it even more dangerous for those just trying to either get to work or get home.
2017-11-17-005	1			[ X ]					
2017-11-17-006	3	[ X ]	[ X ]		[ X ]				Like the idea of benches, toilets etc. The question is, who pays? The snowmobilers? They're the only ones who pay to use the trail & maintenance of it. Can't see a sledder stopping to sit on a bench. So really, who are the benches for? Oh yeah, the walkers, joggers, etc. So why don't they start coughing up some funds for maintenance/upkeep? Why aren't they charged? Why don't they raise money to contribute?
2017-11-17-007	2		[ X ]		[ X ]				That would be a great start to open the trail at Bellrock rd. It would be nice to see the whole trail system opened up for A tv and not just for hikers who contribute nothing towards the trail system.
2017-11-17-008	3	[ X ]		[ X ]			[ X ]		Although I use the K&P for walking, skiing and cycling I am aware that the economic benefit comes from motorized traffic as well. I depend on snowmobile clubs to groom the trail, making cross-country skiing possible. In 8 years of winter use, I have never encountered an aggressive driver. For sure, I do get off the trail when snowmobiles or ATVs are approaching. Both trail users and villages along the trail need a 'share the road' approach for the trail to be economically viable and sufficiently resourced to be well-maintained.
2017-11-17-009	2	[ X ]		[ X ]					

		1. How do you use the K&P Trail?							2. Please share your ideas for the Verona Trailhead
Reference Number	# of uses	Walking / Hiking	ATV	Cycling	Snow mobile	Dog Walking	Other	Horseback	
		145	136	124	80	69	23	15	
2017-11-17-010	1		[ X ]						Public washrooms benches Pinic table. Garage bags
2017-11-17-011	4	[ X ]		[ X ]		[ X ]		[ X ]	
2017-11-17-012	1			[ X ]					I usually start from the trailhead in Kingston so don't have many ideas about the Verona Trailhead but adequate parking and good signage with km to other key points on the trail would be useful.
2017-11-17-013	3	[ X ]		[ X ]		[ X ]			
2017-11-17-014	4	[ X ]	[ X ]	[ X ]			[ X ]		<p>A small, floored shelter that could double as a campsite for touring cyclists would be great. There are a few shelters along the K&amp;P Trail but they're mostly due to be replaced. Perhaps a new shelter at the Verona Trailhead will lead to rebuilding the others. In South Korea, there's a national bicycle path with shelters everywhere that cyclists are allowed to use for free as campsites. It's a model that could be followed in Frontenac County.</p> <p>A water source (fountain) would be nice to have as well.</p> <p>Finally, a panel with some key points on Leave No Trace may be useful.</p>
2017-11-17-015	4	[ X ]	[ X ]	[ X ]		[ X ]			<p>I think it is great idea to open it up to ATV's. I know the argument is safety and I agree safety is always a concern. I believe that the majority of the ATV riders are considerate, careful and respectful citizens however; I realize that some riders are disrespectful. We cannot all be painted with the same brush.</p> <p>Walkers, dog walkers, bicycle riders and snowmobile riders can be unsafe and disrespectful as well and we do not paint them all with the brush. I have seen walkers toss garbage, trespass on property along the trail, leave dog poop on the trail, I have almost been pushed right over the side as I couldn't get out of the way fast enough from extreme speed snowmobiles. I had to grab my dog and jump.</p> <p>I really feel for the most part that people are good and will do what is right. You will always have the disrespect idiots but I think this is the minority.</p>

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		145	136	124	80	69	23	15	
2017-11-17-016	1			[ X ]					I use the the K&P trail at least 3-4 times a week and I find it very well groomed and clean. I usually travel from Kingston to Harrowsmith and enjoy it very much.
2017-11-17-017	2	[ X ]			[ X ]				Washroom and parking
2017-11-18-001	3		[ X ]	[ X ]	[ X ]				
2017-11-18-002	5	[ X ]	[ X ]	[ X ]		[ X ]	[ X ]		Open the gates!
2017-11-18-003	6	[ X ]	[ X ]	[ X ]	[ X ]	[ X ]		[ X ]	i BELIEVE ALL TAXPAYERS ARE CONTRIBUTING TO THIS TRAIL AND OTHERS THEREFORE IT SHOULD BE USED FOR ALL USES IN OTHER COMMUNITIES THIS SYSTEM WORKS WELL ATV HORSEBACK RIDING SNOWMOBILE WALKING JOGGING SKIING ETC
2017-11-18-004	3	[ X ]		[ X ]				[ X ]	Keep the motorheads off
2017-11-18-005	2			[ X ]		[ X ]			
2017-11-18-006	3	[ X ]		[ X ]			[ X ]		I agree with all of the ideas mentioned above. would there be any option to have a water station?
2017-11-18-007	1				[ X ]				
2017-11-18-008	3		[ X ]	[ X ]	[ X ]				I believe it should be multi use as I would use it for my atv alot more if the gates were open. I am not comfortable driving too far down the road. That being said there needs to be enforced speed limits and code of conduct for atv's. The sleds already have this.  I also use the trail for dog walking and cycling and would love for the trail to be safe and inclusive of all uses.
2017-11-18-009	1		[ X ]						It would be great for the local tourism industry if ATVs are allowed to use trail. ATV riders are a responsible bunch that understand how to share trails with all varieties of users.
2017-11-18-010	1		[ X ]						I would love to have it open to drive my sxs to sharbot lake

		1. How do you use the K&P Trail?							2. Please share your ideas for the Verona Trailhead
Reference Number	# of uses	Walking / Hiking	ATV	Cycling	Snow mobile	Dog Walking	Other	Horseback	
		145	136	124	80	69	23	15	
2017-11-18-011	2		[ X ]		[ X ]				Signage to locate local businesses and tourism areas.
2017-11-18-012	3	[ X ]	[ X ]			[ X ]			
2017-11-18-013	2	[ X ]		[ X ]					
2017-11-19-003	3		[ X ]		[ X ]			[ X ]	Atv friendly would be nice so we can access public business
2017-11-19-004	2		[ X ]		[ X ]				
2017-11-19-005	2	[ X ]	[ X ]						
2017-11-19-006	4	[ X ]	[ X ]	[ X ]		[ X ]			
2017-11-19-007	4	[ X ]	[ X ]	[ X ]		[ X ]			
2017-11-19-008	5	[ X ]	[ X ]	[ X ]	[ X ]	[ X ]			I have been a snowmobile since 1967 and a ATV rider since 1985 and have put many miles on abandoned railroads in both Ontario and Quebec. Most towns welcome travelers and have no problems with a shared trail. We find the majority of trails bring you to the small towns, especially in the north, so their businesses can enjoy the spinoff of fuel, food and lodgings. I feel the trail should be open from Harrowsmith north.
2017-11-19-010	2	[ X ]		[ X ]					Washroom would be great
2017-11-19-011	2	[ X ]		[ X ]					I use the K&P trail for walking and cycling. One of the joys of this is not worrying about motorized vehicles. It is peaceful and safe. There are small side roads through the town of Verona that can be used by ATV users to avoid the busy Hwy 38 where it goes through the town.
2017-11-19-012	1		[ X ]						We think it would be great to use the trail for four wheelers as long as they were careful and curt Curtious this would help to be able to get to the outskirts of Verona and back to Parham
2017-11-20-001	2		[ X ]		[ X ]				Parking washrooms and maybe somewhere to buy snacks would be good.

		1. How do you use the K&P Trail?							2. Please share your ideas for the Verona Trailhead
Reference Number	# of uses	Walking / Hiking	ATV	Cycling	Snow mobile	Dog Walking	Other	Horseback	
		145	136	124	80	69	23	15	
2017-11-20-002	2	[ X ]				[ X ]			<p>Use of ATVs during certain hours to ensure children are safe while walking to and from school and to restrict noise for houses backing onto trail.</p> <p>Public Art Exhibits for local artists</p> <p>Benches</p> <p>Garbage receptacles (for poop and scoop)</p> <p>I believe it would enhance business opportunities for the community.</p>
2017-11-20-003	3	[ X ]		[ X ]			[ X ]		<p>I am a frequent K &amp; P trail user. I run, bike and hike at least 3 times per week. I worry about ATV use as sometimes there are younger irresponsible users who are not respectful of other users. I'm also worried that they will tear up the trail. Just my thoughts.</p>
2017-11-20-004	1		[ X ]						
2017-11-20-005	1		[ X ]						
2017-11-20-006	2		[ X ]		[ X ]				<p>With the adequate parking space it will make a great jumping off place for people of all activities. It can only help with more money coming into local businesses.</p>
2017-11-20-007	3	[ X ]		[ X ]			[ X ]		<p>I have no specific notions about this.</p>
2017-11-20-008	3	[ X ]		[ X ]			[ X ]		<p>It would be great to see a community sign and shelter on site. Perhaps the market could move there.</p>
2017-11-20-010	2	[ X ]		[ X ]					<p>The trail can be used for various physical activity as it's well maintained, enjoy listening to the sounds of nature and it's inhabitants.</p>

		1. How do you use the K&P Trail?							2. Please share your ideas for the Verona Trailhead
Reference Number	# of uses	Walking / Hiking	ATV	Cycling	Snow mobile	Dog Walking	Other	Horseback	
		145	136	124	80	69	23	15	
2017-11-20-021	3	[ X ]	[ X ]	[ X ]					<p>1. Good parking                      2. Information board with accurate maps of the trail and area                      3. Security lighting                      4. Benches / picnic tables / garbage bins                      5. MTO style of outhouse                      6. K&amp;P Trail needs a better website</p> <p>The key thing that the Verona Trailhead needs is to make the gates &amp; barriers safer to go through, especially for cyclists. As they are now, they are incredibly dangerous to pass through at any speed. I feel nervous passing through them and this negatively affects my experience on the trail. In August my wife badly broke her collar bone when passing through a poorly designed barrier on the trail. Fortunately, she did not require surgery although it was a concern of the orthopedic surgeon.</p>
2017-11-20-022	3		[ X ]	[ X ]	[ X ]				<p>With the good parking, it would be safer and more convenient to have ATVs access at the new trailhead. Also, some form of washroom facilities would be a bonus. I understand this could add a lot of expense but portables should work. The washrooms entering and exiting Algonquin Park would be good examples for a permanent washroom facility.                      A couple of LED parking lot lights would increase safety for all users.                      Garbage receptacles are a given.</p>
2017-11-21-001	1				[ X ]				
2017-11-21-002	4	[ X ]	[ X ]	[ X ]		[ X ]			<p>The trail should be open to all users, even those on ATV's. Most other townships in eastern Ontario allow ATV's on rail beds and it has resulted in a big boost to tourism. ATV'ing is very quickly growing as a sport and those who ride ATV's spend money in the communities they ride in.</p> <p>I frequently travel to other communities to ride my ATV. I regularly encounter people on bicycles and foot and there is never an issue sharing the trail with them.</p>

		1. How do you use the K&P Trail?							2. Please share your ideas for the Verona Trailhead
Reference Number	# of uses	Walking / Hiking	ATV	Cycling	Snow mobile	Dog Walking	Other	Horseback	
		145	136	124	80	69	23	15	
2017-11-21-003	3	[ X ]		[ X ]			[ X ]		I would prefer to see this trail to not be used for motorized vehicles and be a biking, walking, cross country ski trail.
2017-11-21-004	2		[ X ]			[ X ]			Garbage collection is always a great idea . Some people are careless. Available parking and signage is important .
2017-11-21-005	3		[ X ]		[ X ]	[ X ]			I believe the trail head should be a parking lot only with a couple of benches. Bathrooms should not be provided for a couple fo reasons. 1. The cost 2. By not providing bathrooms, people will go to local stores which will encourage them to buy things. 3. This is not a remote location along the trail and there are numerous washroom options available.
2017-11-21-006	3	[ X ]		[ X ]			[ X ]		Rest stop with information, directions, picnic for walkers, cyclists, snow mobiles etc and minor repair facilities for cyclists during the summer months. If possible some snack/refreshment opportunities would be ideal
2017-11-21-007	2	[ X ]		[ X ]					It would be lovely to have an area that you could sit or picnic at the trailhead. Since it is also kind of the entrance to the village signage for the trail should be large and done in a way that represents our village life, much like the Verona sign. A parking sign also so everyone understands that parking is permitted.
2017-11-21-008	1			[ X ]					Do not allow motorized vehicles on the southern portion of the trail. ATV users can legally already use roads to access the trail north of the Craig road. I feel allowing ATVs access to the trail system in the south is unwise, as motorized and non-motorized vehicles are not using the trail for the same reasons. The pedestrians and cyclists are using the trail for physical and mental health, to enjoy a peaceful and tranquil experience. We have lots of motorized trails in Frontenac county at present; known as roads, we do not need more.

		1. How do you use the K&P Trail?							2. Please share your ideas for the Verona Trailhead
Reference Number	# of uses	Walking / Hiking	ATV	Cycling	Snow mobile	Dog Walking	Other	Horseback	
		145	136	124	80	69	23	15	
2017-11-21-009	1			[ X ]					<p>Parking is important, particularly for cyclists. One of the big attraction of the K&amp;P is that one can start at various points, and vary the distance cycled depending on weather, time constraints, etc. The K&amp;P Trail is a highly desirable destination for cyclists.</p> <p>A washroom facility would be nice; I would think that a rented portable would be the best way to go to reduce the potential for vandalism.</p> <p>Personally, I don't think garbage receptacles out in plain site are workable; they just get filled up with household garbage. There is one discreetly located garbage receptacle just south of Orser Road in the Kingston portion of the K&amp;P; it can't be see from the road or the parking area, only by people actually using the trail. I think this location seems to work, but basically, I can't see why the Trail can't be a "You pack it in -- you pack it out" designation.</p>
2017-11-21-010	4	[ X ]	[ X ]		[ X ]	[ X ]			remove the 6 gates on the Trail in South Frontenac so that 4 wheelers and snowmobilers can use the Trail unimpeded
2017-11-21-011	3	[ X ]		[ X ]		[ X ]			The Verona Trail is a calm peaceful trail full of wildlife. I would love to see a well developed parking lot with a picnic area, rest room facilities and groups such as the Frontenac Farmers Market setting up there. It would be a place where young families could meet and walk the trails.
2017-11-21-012	1	[ X ]							Adult exercise / playground

		1. How do you use the K&P Trail?							2. Please share your ideas for the Verona Trailhead
Reference Number	# of uses	Walking / Hiking	ATV	Cycling	Snow mobile	Dog Walking	Other	Horseback	
		145	136	124	80	69	23	15	
2017-11-21-014	2	[ X ]					[ X ]		<p>I can't be at the meeting, due to a prior commitment, but would be interested in getting involved.</p> <p>Signage &amp; history would be great. I'm not fond of ATV on it, as they tend to wreck the trail they ride on. I don't mind sharing it with snow-mobiles, though I don't have one myself. They help groom it for winter hiking, snowshoeing and cross country skiing.</p> <p>Trash cans should be provided at every road crossing.</p> <p>Porta-johns could be nice, if they can be maintained.</p>
2017-11-21-015	4	[ X ]	[ X ]	[ X ]		[ X ]			<p>My wife and I like to ATV to Sharbot Lake every week-end for breakfast. We find it uncomfortable to drive 38 and Craig road to get to the trail but its the only way.</p>
2017-11-21-016	2	[ X ]		[ X ]					
2017-11-21-017	1			[ X ]					<p>Last time I was in that area the trail was in fairly good shape, though the surface could be somewhat improved. It would be nice to have a series of connectors to the main street, particularly near restaurants, where the rider would find (decent) bike racks.</p>
2017-11-21-018	4	[ X ]	[ X ]	[ X ]	[ X ]				<p>I would like the Trailhead to be accessible to Motorized Off Road Vehicles and Snowmobiles. It is my understanding that this is to be a mult use trail so there should be free access without gates or barriers of any kind.</p>

		1. How do you use the K&P Trail?							2. Please share your ideas for the Verona Trailhead
Reference Number	# of uses	Walking / Hiking	ATV	Cycling	Snow mobile	Dog Walking	Other	Horseback	
		145	136	124	80	69	23	15	
2017-11-21-019	4	[ X ]	[ X ]	[ X ]	[ X ]				The Verona Trailhead should have washrooms, garbage receptacles and parking. There should not be a barrier to deny access to Off Road vehicles or Snowmobiles who would otherwise have to drive on the highway through Verona which is already very narrow to drive through.
2017-11-21-020	3	[ X ]		[ X ]		[ X ]			It should be a multi use un motorized trail.
2017-11-21-021	4	[ X ]	[ X ]		[ X ]	[ X ]			My version of the trail head at Belrock road would include a cement block building with heated men's an women's washrooms and a common change area for those who would be snowmobiling. It should include a bulletin board and trail map showing your location and the EOTA trail system and OFSC snowmobile trails for orientation. I believe this trail head and trail system should be open to all users including ATV's. I believe in order to take full advantage of the so called ECO tourism is to open the trail system to those who will travel on the system and spend money in our local communities at such places as restaurants, gas stations, accommodations,hardware stores etc . These are the motorized users who cover a lot of ground and require the above mentioned services. As much as I believe the trail should be open to all users the motorized trail users are the one's who will spend the most money in our local communities. They are also the only group who actually pay for permits to use the trails and in doing so help in the financial up keep of said trail system.
2017-11-21-022	6	[ X ]	[ X ]	[ X ]	[ X ]	[ X ]	[ X ]		-what an incredible economic growth opportunity to put verona on the map! -compare to tweed, barry's bay and bancroft - a welcoming place for ALL trail users to gather, socialize, spend \$ on accommodations, food and beverage, entertainment and make purch
2017-11-21-023	5	[ X ]	[ X ]	[ X ]	[ X ]	[ X ]			Use should be focused on people access only. Anything else will promote mis use by vehicles with trailers, undesirable ATV's, irresponsible people.
2017-11-22-001	2		[ X ]		[ X ]				

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Reference Number	# of uses	Walking / Hiking	ATV	Cycling	Snow mobile	Dog Walking	Other	Horseback	
		145	136	124	80	69	23	15	
2017-11-22-002	1		[ X ]						I think it would be a wonderful idea as there are not very many ATV trails or trails that allow ATVs on the trails that there are n this area. In order for us to go ATVing, we have to travel to either Kaladar or Belleville and start from there. It would be wonderful to have a starting area in the Kingston area. Super idea. Iâ€™ll keep my fingers crossed... and the trails We ride on are for everyone... walking, bicycles, snow mobiles, ATVING and everything. I find the people on the trails whether motorized or not, for the most part, are very respectful of others on the trail whether those are walking their dogs, walking or even on other motorized vehicles
2017-11-22-003	1		[ X ]						I think it would be a wonderful idea as there are not very many ATV trails or trails that allow ATVs on the trails that there are n this area. In order for us to go ATVing, we have to travel to either Kaladar or Belleville and start from there. It would be wonderful to have a starting area in the Kingston area. Super idea. Iâ€™ll keep my fingers crossed... and the trails We ride on are for everyone... walking, bicycles, snow mobiles, ATVING and everything. I find the people on the trails whether motorized or not, for the most part, are very respectful of others on the trail whether those are walking their dogs, walking or even on other motorized vehicles
2017-11-22-004	2	[ X ]		[ X ]					I don't know if this is feasible, but it would be great it volunteers could be found to be there and sell snacks and drinks. I would certainly be willing to do half a day a =week.
2017-11-22-005	3	[ X ]	[ X ]		[ X ]				Parking should be open enough to permit truck and trailer parking. A street light would be nice and even a surveillance camera would be great.
2017-11-22-006	1			[ X ]					
2017-11-22-007	2		[ X ]		[ X ]				With membership fees from trail passed and Atv/snowmobile clubs the tails can be maintained on an ongoing basis.
2017-11-22-008	3	[ X ]		[ X ]		[ X ]			

Reference Number	# of uses	1. How do you use the K&P Trail?							2. Please share your ideas for the Verona Trailhead
		Walking / Hiking	ATV	Cycling	Snow mobile	Dog Walking	Other	Horseback	
		145	136	124	80	69	23	15	
2017-11-22-009	2		[ X ]		[ X ]				
2017-11-22-010	2	[ X ]		[ X ]					Shade (trees), washroom, bike maintenance station, picnic table, bike rack, bench, solar cell phone charger, large permanent map showing entire K&P Trail, entire Cataraqui Trail and adjoining sections of Rideau Trail. No motorized vehicle access.
2017-11-22-011	2	[ X ]		[ X ]					No ATV!!! Promote nature and exercise....not noise and pollution
2017-11-22-012	1		[ X ]						Opening the trail to atvs will generate more business in the community with stop at the restaurants, fuel and overall other items that the village can provided.
2017-11-22-013	4	[ X ]	[ X ]	[ X ]	[ X ]				
2017-11-22-014	1		[ X ]						I love the idea of opening the trail up to responsible recreational riders(atv/SxS trail pass purchasers)
2017-11-22-015	3	[ X ]		[ X ]			[ X ]		To be honest, I have not cycled that far but did cycle from Harrowsmith to Verona and loved it and would like to be able to continue to enjoy cycling along the K and P trail.
2017-11-22-016	1		[ X ]						Prefer parking and getting on the trail with minimal road driving. Washrooms would also be a plus
2017-11-22-017	3	[ X ]	[ X ]	[ X ]					Wonderful spot for trail users and as a gateway to the Verona community. I am very concerned about atv use between road 38 and Craig road. Can I suggest an alternate route using Craig Rd to the trail entrance at Doucette Lane? My house at 1024 Masonville is too close to the trail for a tv use.
2017-11-22-018	1	[ X ]							I believe there should be an outhouse as well as signage with maps of the trails to surrounding areas benches as it would be a rest stop as well as starting point for some.

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2017-11-22-019	4	[ X ]		[ X ]		[ X ]	[ X ]		I don't personally find any trailhead amenities necessary. The trail itself is all I need. Garbage receptacles would hopefully help discourage litter though.
2017-11-22-020	3	[ X ]		[ X ]		[ X ]			When biking we need washroom facilities. There is an outhouse north of Godfrey and a bike store in harrowsmith with a washroom. A bench to pause and rest on, like harrowsmith Garbage cans A map similar to the ones on the trail in Kingston. The history of the area. A plaque or two to engage people using the trail. Kilometre markers - distance to..... Kingston, harrowsmith Sharbot Lake, Godfrey, etc Directory - things to do / shop in Verona and area.
2017-11-22-021	2	[ X ]	[ X ]						No tractor trailer parking but parking for any carpooling vehicles as well as vehicles who are accessing the northern section of the trail
2017-11-23-001	2		[ X ]		[ X ]				A parking and information booth with maps and that type of information would be very helpful
2017-11-23-003	2		[ X ]		[ X ]				
2017-11-23-004	2	[ X ]		[ X ]					Washrooms would be great. A map of the village, businesses close by and notable sites (ie/ McMullen beach etc.) A map of the trail with kms and hamlets etc. Trashcans and benches. Close to the entrance to the trail makes the most sense to me if it's possible. Contact information should there be a need to have something fixed.
2017-11-23-005	2		[ X ]		[ X ]				Parking, washrooms, signage, sponsored board advertising
2017-11-23-006	2	[ X ]		[ X ]					I enjoy cycling this section of the trail. My hope is that motorized vehicles will not be allowed on the trail in order to avoid increased noise, air pollution and potential accidents along the path. Motorized vehicles on the trail are the antithesis to hiking, walking and cycling as pertains to eco-friendly and environmentally sound recreation.

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		145	136	124	80	69	23	15	
2017-11-23-007	2		[ X ]	[ X ]					
2017-11-23-008	1			[ X ]					
2017-11-23-009	3	[ X ]		[ X ]		[ X ]			I would like to see an attractive parking and rest area for the people who enjoy walking, hiking, and bicycling along the trail. Installation of clean and regularly maintained washrooms would be great. Also a picnic area would be nice. I visited many of these types of settings along the trans Canada while travelling through northern Ontario. A sign with information about the trail and local history would bring positive attention to Verona.
2017-11-23-010	1			[ X ]					
2017-11-23-011	1	[ X ]							
2017-11-23-012	3	[ X ]		[ X ]				[ X ]	
2017-11-23-013	3	[ X ]		[ X ]		[ X ]			Benches along trail would be great, cleaning up the parking area and having signage for trails would be a plus for sure.
2017-11-24-001	1		[ X ]						All of the above mentioned items would be welcomed. The new facilities built in Ompah are a good starting model. I would strongly urge enforcement of trail passes from an OFATV club or EOTA club to ensure responsible usage.
2017-11-24-002	2	[ X ]		[ X ]					It would be great to have safe access to the Foodland by bicycle. The road to and from the Foodland from the trail is not fun on the bike.
2017-11-24-003	2	[ X ]					[ X ]		I think that it's great now where people of any age can feel comfortable using whether on foot or cycling. It is great as a natural environment where the school children can walk and explore for school classes. I have used it and it a peaceful walk
2017-11-24-004	2		[ X ]		[ X ]				The trail should be used by all. There should be fees charged for trail pass for use to cover cost of maintenance and enforcement. Fee structure should be divided into non-motorized and motorized.

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		145	136	124	80	69	23	15	
2017-11-24-005	1		[ X ]						Yes I have 2 atvs that my wife and I use, what gives the right for snowmobiles to use the trail not atvs they are MOTORIZED aren't they I can go and get tracks for my atvs .
2017-11-24-006	2		[ X ]		[ X ]				
2017-11-24-007	3	[ X ]		[ X ]			[ X ]		I think it is a great idea to have some benches and picnic tables, garbage/recycling access available. Bathrooms would be an asset as well, but maintenance of them might be an issue.  As a woman who uses the trail on an almost daily basis, security is somewhat of an issue as well. So something of an emergency signal system would be a great thing to have at the access point, or even throughout the trail.
2017-11-24-008	4	[ X ]	[ X ]		[ X ]	[ X ]			I like the idea to create a parking area.
2017-11-24-009	3	[ X ]		[ X ]		[ X ]			Please include wayfinding signage showing directions to the nearest towns (and the amenities in the towns) garbage bins and parking.
2017-11-24-010	3	[ X ]	[ X ]			[ X ]			Benches Recycle and garbage bins would be nice Washrooms
2017-11-24-011	1		[ X ]						
2017-11-24-012	3	[ X ]	[ X ]	[ X ]					It is possible that this trail that can be used for everyone. Proper signage , speed limits etc. would be helpful. This trail connects to other trails that are used for atvs and snowmobiles
2017-11-24-013	2	[ X ]		[ X ]					Every summer I look forward to Cycling on the K&p Trial . Everyone from the patrons walking their dogs, Horseback riders and other Cycling are always courteous and respectful of your personal enjoyment of the trail. It is a real privilege to have such to treasure in our area. Amnesties that your greatly increase the enjoyment of the trail would be Washrooms and increasing the number of garbage receptacles to help keep the area free of debris.

		1. How do you use the K&P Trail?							2. Please share your ideas for the Verona Trailhead
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		145	136	124	80	69	23	15	
2017-11-24-014	1		[ X ]						
2017-11-25-001	1		[ X ]						Yes. Garbage cans and washrooms would be great.
2017-11-25-002	3	[ X ]	[ X ]	[ X ]					Parking, garbage disposal and washrooms are necessities. The other items on the list would also be nice to have.
2017-11-25-003	1		[ X ]						I would like to see parking and washrooms [ that can be used year round ] . I used the trail once so far and had to park and unload along the road at Godfrey which is not very safe and you miss the KP from Craig's Rd to Godfrey which is one of the prettiest parts of the trail. Perhaps a local resident might be interested in setting up a canteen business at the Trailhead getting both trail users and road users. Duane Ramsay, Inverary
2017-11-25-004	1			[ X ]					Clear, recognizable signage to indicate trailheads, plus proper gates that allow non-motorized trail use. Information signage for trail users and those exiting the trail (e.g.: trail maps, local amenities).
2017-11-25-005	3	[ X ]	[ X ]		[ X ]				This would be a safe parking area for the community. Many purposes.....carpooling parking area for Kingston commuters. Safe parking area for any person wishing to access the K & P trail. Signage would be great to promote the community of Verona.
2017-11-25-006	2	[ X ]	[ X ]						
2017-11-26-001	1		[ X ]						allowing 4 wheelers access would eliminate hiway travel and would be safer for all concerned, any argument that riding on the trail is unsafe is not fully accurate, is no different than skidoos which are allowed on the trail in the winter months at speeds of 50kms and people continue to walk and ski the trail in unison

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		145	136	124	80	69	23	15	
2017-11-26-002	3		[ X ]		[ X ]	[ X ]			I believe extending the trail access for ATVs is a wonderful idea, It will allow so much more ATV traffic to be brought into Verona for the purposes of using the gas station (Toppers) as well as the resturant and such as Mom & Muddy waters which will help build our community. Currently I know when I use the trail for ATV riding I go north into Sharbot Lake for lunch & have experienced many other trail users who state that they would love to travel south on the KP trail into Verona but do not like riding the roads to go there for lunch, this would allow safer travel into the village. Also, I know when using the trail that it is very common heading north for example that I will run into other trail users (such as walkers, horse, etc) and I always travel at a appropriate rate of speed in order to ensure the safety of others, and I also know that when I'm walking the trail I make sure to listen for motorized vehicles in order to ensure I am visible to them to protect my own safety. I don't see why this practice cannot be extended into Verona as it's already working for so many other communities. To finish off I believe this is a wonderful choice & will benefit our village wonderfully.
2017-11-26-003	1		[ X ]						
2017-11-26-004	3	[ X ]		[ X ]		[ X ]			Post signs to remind people to clean up after their pets and to not litter or leave any trash along the trail. Respect private properties and no trespassing. The noise issue of motorized vehicles needs to be addressed, especially for evenings and overnight.
2017-11-26-005	2		[ X ]		[ X ]				Verona is a good location half way between Kingston and Sharbot Lake, so it would be to see the trail head to be a starting point for people who wish to go north or south. The gates that have bee installed are a terrible inhibitor to the use of the trails by ATV's and Side by Sides which are the upcoming recreation vehicle. With all due respect these users are the people able and willing to pay for the long term up keep of the trails.

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		145	136	124	80	69	23	15	
2017-11-26-006	2		[ X ]		[ X ]				I am a land owner in Frontenac County and avid snowmobiler and ATVs and believe the trail must allow access. The economic impact is huge and full access is important.
2017-11-26-007	2		[ X ]		[ X ]				
2017-11-26-008	2		[ X ]		[ X ]				Verona is a good place to stop on the trail between Kingston and Sharbot Lake. I believe that all people and uses can coexist. ATVing like snowmobiling is a growth business with good economic spin offs for the community.
2017-11-26-009	2		[ X ]		[ X ]				rest area in the way of a small subway with washrooms..could be at the corner of Highway 38 and Bellrock Road...or another spot could be near Godfrey General Store..
2017-11-26-010	2		[ X ]		[ X ]				There could be a rest area at the corner of Highway 38 and Bellrock Rd or near Godrey General Store...with washrooms
2017-11-27-001	2		[ X ]		[ X ]				There could be a rest area at Highway 38 and Bellrock Road or one near Godfrey General Store with washrooms
2017-11-27-002	3	[ X ]	[ X ]		[ X ]				A wonderful mid point between Kingston and Sharbot Lake for parking and entry to the trail. Probably in the initial stages the point needs to be good parking (maintained) and some reasonable facilities such as a simple washroom (maintained). Because garbage is a reality a maintained receptacle would be appropriate.
2017-11-27-003	1	[ X ]							
2017-11-27-004	3		[ X ]		[ X ]			[ X ]	Should be open all year so everyone can enjoy it.
2017-11-27-005	2	[ X ]		[ X ]					I do not think we need high cost reception and information centers for this trail. I like the natural aspect when using this trail and feel that we often get carried away with expensive signage, etc. which then, in turn, requires future maintenance and repairs. Any money available needs to be retained for the ordinary maintenance required on a yearly basis.
2017-11-27-006	2	[ X ]		[ X ]					Although I recognize these things are a maintenance issue, toilet facilities and garbage disposal seem to be in short supply along the trails.

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2017-11-28-001	3	[ X ]		[ X ]		[ X ]			Benches, parking, and signage including maps of the local trails and history of the trail.
2017-11-28-002	1	[ X ]							Any amenities you are considering adding would be welcome, but I believe allowing motorized vehicles to use the trail would be inappropriate. It would be a danger to hikers/walkers as well as to the operators of the motorized vehicles. It would also remove one of the attractions of this trail, which is the opportunity to enjoy nature without the distraction these vehicles represent. I believe most hikers use the trail in the summer, so the fact that snowmobiles are allowed to use the trail seems irrelevant.
2017-11-28-003	3	[ X ]		[ X ]		[ X ]			I love using the trail for walking and running. It is a nice peaceful place to get away from the noise and danger that comes from the highway/streets and anywhere else that motorized vehicles are allowed access.
2017-11-28-004	1		[ X ]						
2017-11-28-005	2		[ X ]		[ X ]				
2017-11-28-006	1		[ X ]						
2017-11-28-007	1		[ X ]						I would love to see this trail extended from Sharbot Lake to Verona and even Kingston/Perth for ATV'ing. This would be great to take to the Verona Market and even Westport to shopping and touring the town.
2017-11-28-008	2		[ X ]	[ X ]					I would like to see the trail opened up to ATV's the full length. I have found that most users are very courteous and willing to share with all. It would be great if we could all share the full length of the trail. A parking area already exists in Sharbot Lake and could be used as an entry point for all.
2017-11-28-009	1				[ X ]				We snowmobile from Harrowsmith and would like to snowmobile to Sharbot Lake and beyond on the trail through Verona. We have stopped in Verona many times for food at the restaurants. This is an excellent use of the resource and we need to keep the trail open to as many users as possible

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2017-11-28-010	4	[ X ]	[ X ]	[ X ]	[ X ]				Make the trail accessible to all outdoor enthusiasts. This will likely generate more funds to allow for trail improvements and upkeep
2017-11-28-011	3		[ X ]		[ X ]	[ X ]			I'd love to have closer access I the gas stations and resteraunts in Verona without having to drive all along 38, I think it's safer for everyone and would boost local business !
2017-11-28-012	2	[ X ]				[ X ]			I love waking on the trail, specifically for its peacefulness. It's wonderful to be able to enjoy the countryside without the roar and pollution of off road vehicles.
2017-11-28-013	3		[ X ]		[ X ]	[ X ]			I would like to see a parking area, a small covered shelter & maybe a canteen or vending machines & bathrooms.
2017-11-28-017	2	[ X ]		[ X ]					I think washrooms at the trail heads would be nice. I have been caught myself with no where to go. Definitely garbage receptacles periodically along the trail. Benches would be nice, but I have used rocks and stumps to rest on.
2017-11-28-018	3		[ X ]	[ X ]	[ X ]				Trail should be open for use by all citizens not just limited to a certain limited few and should be maintained and policed accordingly.
2017-11-28-019	2		[ X ]		[ X ]				We need to support trails and access to them for all to use regardless if your walking or riding through on an Atv or Snowmobile. There is a economic advantage to Venora as all business will see the benefit. I see many people using the trail for walking and sharing it fine.

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2017-11-28-020	1		[ X ]						<p>My wife and I retired to Frontenac County approx 3 years ago ..... One of the must have we wanted was easy access to ATVing trails. We frequently drive the trails between Glen Tay and Kalidar. The Idea of the K &amp; P trail being opened from Sharbot Lake to Verona was welcome news, on 2 fronts. New trails to ride and having a trail go to Verona would give us the option to have an enjoyable trail ride that would give us easy access to fuel and food and drink. Something that is lacking on most of the trail. Most weekends and frequently though the week we enjoy our trail rides. From our experience most use of the trails have been friendly and respectful of the other users. The vast majority of user we encounter are riding ATV's, once in a while a cyclist or two, sometimes a hiker and on one or two occasions someone on horseback. I am sure extending this trail for use by ATVers like us would bring people into the gas stations and restaurants of the area ..... Extending it beyond Verona would also benefit the local businesses. One other note I would like to add is the lack of enforcement on the trails in Frontenac County, after driving the trails for approx 3 years and thousands of Kilometers we have only been checked once ...It was while driving though Sharbot Lake on Canada Day 2 years ago. It would also be great if a local business would sell the EOTA trail passes locally.</p>
2017-11-28-021	1			[ X ]					<p>The K&amp;P trail in Verona should remain non motorized from Bellrock to Craig roads. My view is that Vernon's downtown should open itself up to the trail with parking and and in the future a fully developed trailhead. The Trail could become the heart of the town, rather than the linear corridor that exists now. Being situated midway between Kingston and Sharbot lake would make Verona a great future overnight stop with B&amp;B, conuntry Inns, restaurants etc. This is an economic as well as recreational opportunity!</p> <p>For a very successful model search on google maps for Winter Garden Florida, and. See how they redeveloped their town around the West Orange Trail. Similar could apply to Verona.</p>

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Reference Number	# of uses	Walking / Hiking	ATV	Cycling	Snow mobile	Dog Walking	Other	Horseback	
		145	136	124	80	69	23	15	
2017-11-28-022	1	[ X ]							Parking lot with bike stands that would be lockable.
2017-11-28-023	2		[ X ]					[ X ]	It would be nice to have washroom and garbage. Directional signage would be great as well.
2017-11-28-024	2	[ X ]		[ X ]					It would be lovely to have a pavilion and picnic table area.  Local art would be nice to include.
2017-11-28-025	1						[ X ]		Washroom: I would love to see a washroom or even just a portable toilet put at the Trailhead.  Shelter/Map/Pavilion: A small shelter with a couple of benches would be wonderful to have in the event of bad weather and to get out of rain, snow or sun if needed. This could be included as a mini-pavilion that possibly had a large map of the trail, where you are at, how far to the next village, etc... Having this sort of map with a billboard of advertising opportunities for businesses in the area would help the local economy and also generate revenue for upkeep of Trailhead.
2017-11-29-001	2		[ X ]		[ X ]				Washrooms, parking,
2017-11-29-002	2	[ X ]		[ X ]					
2017-11-29-003	3	[ X ]		[ X ]		[ X ]			Definitely washrooms, garbage receptacles and benches.
2017-11-29-004	3	[ X ]		[ X ]		[ X ]			Bike stands, parking, outhouse, direction signs

		1. How do you use the K&P Trail?							2. Please share your ideas for the Verona Trailhead
Reference Number	# of uses	Walking / Hiking	ATV	Cycling	Snow mobile	Dog Walking	Other	Horseback	
		145	136	124	80	69	23	15	
2017-11-29-005	1		[ X ]						It would be great to see the off road vehicles allowed on the trail starting in Verona instead of Sharbot Lake. Spend a weekend in Sharbot Lake or Calabogie and you will see how much revenue the dirt bikes and ATVs bring in. A month ago I stayed at a motel that was completely filled with dirt bikes!
2017-11-29-006	1		[ X ]						I believe that the trail should be opened up for everyone to use it from snowmobiles, walking, bike, ATV's, horses, etc.
2017-11-29-007	3	[ X ]	[ X ]			[ X ]			
2017-11-29-008	2	[ X ]	[ X ]						Parking, benches and washrooms would be appreciated.
2017-11-29-010	3		[ X ]	[ X ]		[ X ]			Live in Sydenham and really want the ability to ATV here.
2017-11-29-011	3	[ X ]	[ X ]			[ X ]			Some benches would be great! Maybe some washrooms and garbage cans too! It would be great to allow atv to enter here as there is room for parking

		1. How do you use the K&P Trail?							2. Please share your ideas for the Verona Trailhead
Reference Number	# of uses	Walking / Hiking	ATV	Cycling	Snow mobile	Dog Walking	Other	Horseback	
		145	136	124	80	69	23	15	
2017-11-29-014	2			[ X ]				[ X ]	

I am pleased that you are locating the trailhead at this location and have several ideas that I'd like you to consider:

For cyclists:  
 A source of drinking water would be very much appreciated. Benches/picnic tables/bike racks also. If you can't provide water at the location perhaps you could encourage the nearby restaurant to accommodate cyclists' water needs?

Toilets---basic ones would be fine.

Trail map with some details of the roads nearby would be useful so we could do some loops in the area rather than simply a there-and-back trip. This is the one complaint I've heard about the Cataraqui Trail maps that are out there---no labels for small cross-roads which would be very useful for route-planning.

For equestrians:  
 A quiet and roomy place to park horse-trailers and unload the horses. Some are quite spooked by the traffic noise and so it would be desirable to have this area at the rear part of the trailhead area.

Trail-gates/barriers: Some of the gates on the K&P are a bit narrow for horses to go through and on a few we have noticed sharp bolt-edges protruding which could injure riders/horses/cyclists. Please keep the needs of these users in mind when designing and installing the barriers.

		1. How do you use the K&P Trail?							2. Please share your ideas for the Verona Trailhead
Reference Number	# of uses	Walking / Hiking	ATV	Cycling	Snow mobile	Dog Walking	Other	Horseback	
		145	136	124	80	69	23	15	
2017-11-29-016	6	[ X ]	[ X ]	[ X ]	[ X ]	[ X ]		[ X ]	<p>I think that this location being at the entrance of the village of Verona should be reflective of the village. Providing a welcoming atmosphere. For people utilizing the trail a bathroom, garbage receptacles would help ensure that the trail is kept clean.</p> <p>However, to have it be functional, there will be a need for maintenance resources, security and surveillance to ensure that what is put in the location is maintained. Bathrooms can be quickly become an eyesore if not kept clean. Garbages would overflow and become a dumping ground for people who didn't want to buy garbage bag tags.</p> <p>A small section for carpool parking would be beneficial.</p>
2017-11-29-017	2	[ X ]				[ X ]			<p>I would love to see:</p> <ul style="list-style-type: none"> <li>public washrooms</li> <li>potable water</li> <li>a place to lock up bicycles</li> <li>A board that advertises local businesses and events.</li> <li>Dog poop bags, and a place to dispose of them.</li> <li>A wifi hotspot and charging station</li> <li>Maps</li> <li>Vending machine</li> </ul>
2017-11-29-018	5	[ X ]	[ X ]	[ X ]	[ X ]			[ X ]	<p>ATVing!!!!</p>

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		145	136	124	80	69	23	15	
2017-11-29-019	2		[ X ]		[ X ]				
2017-11-29-020	6	[ X ]	[ X ]	[ X ]	[ X ]	[ X ]	[ X ]		Would love to see the gates opened for atvs. I live beside the trail on sand rd in Verona and I watch so many atvs get on the trail heading south off sand road only to watch them come back because the gates closed. Then they have to take 38 highway which seems silly with the trail right there but they can't use it.
2017-11-29-021	2	[ X ]		[ X ]					I'm not sure if there's enough space for washrooms on trail, but I think a bench here or there, where there's a bit more room, would be nice. Not sure you would find space for more than one or two, though. The path is pretty narrow everywhere. Some signage would be nice, though, and depending on the art, I think it could make the trail even nicer.
2017-11-29-022	5	[ X ]	[ X ]	[ X ]	[ X ]			[ X ]	Washrooms
2017-11-29-023	3	[ X ]		[ X ]			[ X ]		All the amenities named above sound excellent. Depending on funding, I would give parking and garbage the priority.  (The 'other' activity is cross-country skiing.)

		1. How do you use the K&P Trail?							2. Please share your ideas for the Verona Trailhead
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		145	136	124	80	69	23	15	
2017-11-29-024	3	[ X ]		[ X ]		[ X ]			<p>We are excited to see the Verona signage moved to the Trailhead. As well, garbage pails and benches are essential! Small covered shelter for those rainy day walks/hikes, and to provide shade in the hot summer months.</p> <p>I know that it might not be cost effective, but is there a way to put in a composting toilet? It would be ideal for hikers and the like, but wondering if it would be 'abused'? Maybe lock it after hours.</p> <p>I would think that a hitching post would be a great idea, and bike racks. Parking curbs, to allow for proper parking. NO commercial parking signs.</p> <p>We have some great artists in the area. Some local art work, and/or sculptures would make it look appealing. As well, greenery, in the forms of planted trees and flower bins.</p> <p>Maybe one or two picnic benches, chained down of course.</p> <p>I know that when hiking in Frontenac, we leave our natural walking 'sticks' for the next person. Maybe construct a proper bin to put them in. That would be a nice, personal touch.</p> <p>A distance/destination route sign.</p>
2017-11-29-025	5	[ X ]	[ X ]	[ X ]	[ X ]	[ X ]			
2017-11-29-026	2	[ X ]		[ X ]					
2017-11-29-028	1				[ X ]				Make it wider so 2 sleds can easily get by each other.
2017-11-29-029	2		[ X ]		[ X ]				
2017-11-29-030	2	[ X ]		[ X ]					Should have some benches along the trail, also maybe have garbage cans at trail entrance so garbage is not left on the trail.
2017-11-29-031	4		[ X ]		[ X ]	[ X ]	[ X ]		Parking, loading & unloading safely of the side of the road. Because of my busy schedule, I often use the trail system in the evenings and at night. Some times I may be riding my 4 wheeler, sometimes my snowmobile. I even walk my dog at night. It would be safer to have a parking lot for these things. It does not need to be lite just need somewhere to park and load & unload safely.
2017-11-29-032	2		[ X ]		[ X ]				

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2017-11-29-033	4	[ X ]		[ X ]		[ X ]	[ X ]		Would like see inviting entrance, local history and interesting site signage, bike racks installed, Interpretive information, history of K&P rail and trail info, along with maps of the K&P trail and other connecting trails and intersections and directional info i.e Community Centre 3kms north etc.
2017-11-29-034	2		[ X ]		[ X ]				It should have a couple port-potties. Some kind of rest stop idea. Maybe a simple shelter to warm up a bit.
2017-11-29-035	3	[ X ]		[ X ]		[ X ]			The entire K&P trail should remain accessible only to non-motorized users.
2017-11-29-036	2	[ X ]		[ X ]					
2017-11-29-037	4	[ X ]	[ X ]	[ X ]	[ X ]				Lots of parking Washroom facilities Information panels re other facilities up & down the Trail
2017-11-29-038	3	[ X ]		[ X ]		[ X ]			Like all these suggestions but fencing ? Is that necessary ? parking benches garbage receptacles washrooms public art signage fencing Perhaps small shelter ; water source . AGAINST ATV and motorized off-road vehicles through village !

		1. How do you use the K&P Trail?							2. Please share your ideas for the Verona Trailhead
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		145	136	124	80	69	23	15	
2017-11-29-039	3	[ X ]		[ X ]		[ X ]			<p>The beauty of the trail is it's simplicity. People from the community are enjoying the use of the trails and I would not want to restrict usage by local people. I hope that those people in Verona who use the trail from Bellrock to Craig Rd will provide their feedback and that their voices will be heard as they may understand the pros/cons of off-road vehicle traffic better than anyone. I do not use this section on a daily basis and therefore am neutral on this point.</p> <p>As a long time avid cyclist I know that visiting cyclists generally contribute very little to the local economy. We tend to bring our own food and water and we take our own garbage home with us. We do not buy things. The point is to be out on the trail. The main purpose of trails should be for the benefit of the local community and because the local community tax dollars are supporting the trail, the County has a duty to local taxpayers to minimize trail costs. Some signage and parking is necessary to minimize any inconvenience to those property owners near the trail and for safety purposes. As well, fencing may be necessary to protect properties of those abutting trails. Washrooms &amp; garbage receptacles are long term financial commitments. Not necessary for locals. If you brought the garbage in, you can take it out. I have never seen an issue with garbage along trails when there are no garbage containers. Visitors may seek out washrooms in local stores/restaurants which would increase the probability of a purchase. I have no objection to an art installation as long as there is no cost. This would be a good opportunity for an artist to showcase their work. If vandalism becomes an issue then art installations should be reconsidered because of the maintenance requirements. I have never had the need to sit down at a trail head so I'm not certain that benches are needed at this location. There again less to maintain. Thank you for providing this opportunity. In the case of the trail, truly - less is more.</p>
2017-11-29-040	1				[ X ]				
2017-11-30-001	3				[ X ]		[ X ]	[ X ]	Should be opened for four wheelers too
2017-11-30-004	1		[ X ]						
2017-11-30-005	2	[ X ]	[ X ]						

		1. How do you use the K&P Trail?							2. Please share your ideas for the Verona Trailhead
Reference Number	# of uses	Walking / Hiking	ATV	Cycling	Snow mobile	Dog Walking	Other	Horseback	
		145	136	124	80	69	23	15	
2017-11-30-006	2	[ X ]		[ X ]					parking, signage (trail and area maps, local history and information), picnic tables and/or benches, garbage receptacles and washrooms
2017-11-30-007	1	[ X ]							Test
2017-11-30-008	4	[ X ]	[ X ]		[ X ]	[ X ]			I would like to see the trail become more ATV friendly through Verona over to Sydenham. As of right now the only access you have is from Westport Road North, it would be nice to be able to go South as well with no Gates.
2017-12-01-001	3	[ X ]	[ X ]		[ X ]				
2017-12-01-002	2	[ X ]		[ X ]					

**Richard Allen**

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**From:** [REDACTED]  
**Sent:** March 1, 2017 4:24 PM  
**To:** Richard Allen  
**Subject:** Verona Trail Head Road 38

Hi Richard,

Update on the VCA plan to improve the Verona Trail Head on Road 38. The VCA will be applying for a community grant for the purchase of a Canadian pole and flag (cost approx \$1,900.00). The Verona Lions Club will be applying for a community grant for a garbage container (cost Approx \$1,500.00). This will go along with the two benches and the kiosk on the trail head site. If the community grants get approved, the projects can start any time late Spring or when the site is ready. The VCA also raised funds in the amount of \$1,100.00 to help improve the site.

The VCA have a regular monthly meeting scheduled for Wednesday March 8th 7:00 PM at MOM's Restaurant Verona (back room). Hope you can attend.

Wayne Conway President VCA

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Origin:  
<http://www.frontenacounty.ca/en/contacts/search.aspx?s=PI500vTWr7SIQLzOPIUscm1hQeQuAleQuAI>  
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This email was sent to you by [REDACTED] through <http://www.frontenacounty.ca/>.

Hello Alison.

I am proposing a “Gateway to the Trail” sculpture for the Verona Trailhead to make this a standout and visually welcoming entrance to the K&P Trail. I am interested in working with Frontenac County to help develop this valuable asset.

I have some design ideas but would like to suggest a collaborative community approach. I am suggesting a small group, say three people, that could host two workshops to get input by inviting the community. I would offer my studio space for one of these sessions and maybe we could hold another one in Sharbot Lake.

I used this approach two years ago with the Sydenham Street popup park in Kingston, where a unique bench was collaboratively designed, which was then created and installed by my team and myself (as described below).

### **Concept**

I have 3 concepts for the “Gateway to the Trail”:

- A real gate. This would have openings on both sides for walkers and cyclists to enter/exit and would open when unlocked just like other trail gates.
- An open thruway. 1 vertical element each on either side of the opening, so visitors would enter the trail between them.
- An archway. 2 vertical elements that are connected with each other over the width of the entrance.

Every concept has the ability to integrate different designs ideas from the community, as well as the County of Frontenac logo.

### **Example for community oriented project: Sydenham Street**

For this project, community members were invited to be part of the design process for a piece of public art that was temporarily placed on Sydenham Street in downtown Kingston over a 2 week period. There was a preliminary meeting in Kingston with community members who showed interest in the project. We determined keywords and important aspects that were unique to the project as a temporary pop art venue and we established a needs-purpose sheet in regards to the final piece.

This was followed by 2 meetings at my shop, where we talked about optional material and shapes, and we as well discussed the overall design. A last meeting was used to fine tune the work in a work-in-progress stage.

### **Budget**

In regards to budget/ cost, I am willing to work together with Frontenac County to make this happen.

I am offering my knowledge and artistic skills and experience to create a literal gateway piece that would be a landmark for this area. Community members could as well identify with the piece as it represents this part of Canada that they live in and are proud of. Using me as a local artist would enhance this experience.



**Report 2018-012**

**Committee Recommend Report**

**To:** Chair and Members of the Community Development Advisory Committee

**From:** Richard Allen, Manager of Economic Development

**Date of meeting:** February 8, 2018

**Re:** **Event Incentive Pilot Program Implementation**

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**Recommendation**

**THAT** the Council of the County of Frontenac approve the Event Incentive Pilot Program implementation attached to this report as Appendix A.

**Background**

The Frontenac County Economic Development Charter themes all relate to attracting visitors to the Frontenac region. The Accommodation Review (2017) identified the need to strengthen visitor traffic in autumn, winter and spring seasons to sustain existing businesses and to support the case for new business investment.

In 2017, upon requests for funding, Council provided \$2,500 to two local events from the Working Fund Reserve and the Stabilization Reserve. Staff also were able to support events directly related to the Economic Development Charter through RED funding.

In order to streamline funding to encourage events that will increase the impact and sustainability of tourism to the Frontenac region, County Council approved a 2018 budget allocation of \$5,000 from the Community Development Reserve for the creation an event incentive pilot program.

**Program Objectives:**

The Event Incentive Pilot program will be used to help event promoters and organizers reach new markets and attract visitors to the Frontenac region to participate in new and expanding events. The incentive program will also encourage the development of new events #InFrontenac, especially those that take place in winter, spring, and fall.

The program will:

- Establish a clear process for the County to provide financial support to Frontenac events and maximize the economic impact of the County's investment.
- Enable better year-over-year tracking of visitors to Frontenac. Visitor is defined as an individual who has travelled 40 km or more to experience a destination.
- Encourage new and existing events to reach for new visitor markets, increasing exposure of the region to new audiences.
- Encourage new and existing events to enhance programming in an effort to appeal to a more visitor-oriented audience.
- Provide support to third party event organizers, relieving pressure from municipal staff to facilitate new events.

**Program Delivery**

The incentive will be granted as follows:

**\$10 per tourist attracted to Frontenac**

1. "Tourist" is defined as anyone who does not live in Frontenac or Kingston and who has to travel 40km or further to participate in the event.
2. Events must seek to attract a minimum of 50 tourists (\$500).
3. A maximum incentive for 500 tourists (\$5000) is possible if no other requests have been authorized. Maximum requests will be limited to funds remaining in the budget year.
4. Events must be widely promoted outside of Frontenac County to qualify.
5. Event attendees travelling from within Frontenac or the City of Kingston but over 40km can be considered for the incentive but at a lower value because they are less likely to stay in local accommodations or visit restaurants, retailers or other merchants in the area as a part of their event attendance. The value of the lower incentive will be determined based on other event priorities such as season, type of event, and whether it is an existing event or not.
6. Additional considerations to support a request for incentive funding include:
  - The event is in its first year
  - The event takes place in an off-peak season (Sept – June)
7. Event organizers will be required to provide the County with anonymous visitor data including:

- a. Number of attendees
  - b. Geographic distribution of attendees
  - c. Known spending of attendees (such as ticket sales)
  - d. Marketing efforts and audience metrics (social media, website visits)
  - e. Other relevant visitor data (event-dependent)
8. Successful applicants will receive a letter of understanding (LOI) from Frontenac County outlining the terms of the incentive agreement.
  9. The incentive agreement will be in place prior to the execution of the event, however funds will not be distributed until after the event, when the organizer submits the event report demonstrating the target defined in the agreement has been reached. Events that do not reach their defined target will still receive a portion of incentive funding, based on a sliding scale. This requirement is to ensure the incentive dollars are used to meet the target attraction level and not used for regular operations of an event.
  10. County staff will accept applications for incentive funding on an ongoing, first come, first served basis. Information about the program and PDF request forms will be made available on the Frontenac Economic Development Website, [www.infrontenac.ca](http://www.infrontenac.ca). Event organizers seeking to take part in the Frontenac Event Incentive will be encouraged to contact the Manager of Economic Development directly to discuss their proposal after completing the request form.
  11. County staff will review requests for incentive funding, approve requests, and manage follow-up reporting requirements with event organizers.
  12. Staff will report to County Council on program funds dispersed, estimated economic impact, number of visitors and other relevant information on an annual basis.
  13. The primary goal of incentive funding is to inspire new events focused on attracting visitors to Frontenac. However, events with established annual audiences may be able to access incentive funding, but must demonstrate an overall increase of visitors to the region through the proposed initiative.

If approved, staff will develop an application form to be appended to the policy for those community organizations/groups wishing to take advantage of this new incentive funding program.

### **Sustainability Implications**

The Frontenac County Integrated Community Sustainability Plan (ICSP) identifies recreation and leisure as well as arts and heritage as dynamic elements of our community.

Encouraging visitors to participate in recreational pursuits through festivals and events in Frontenac helps to introduce new social and economic capital into our communities, to be reinvested for the enjoyment of our residents, youth and families.

**Financial Implications**

As part of the 2018 Budget process, County Council approved the use of Community Development Reserve funds in the amount of \$5000 over three years for the execution of this pilot program.

**Organizations, Departments and Individuals Consulted and/or Affected**

Rob Kawamoto, Executive Director of Tourism Kingston



**Corporate Policy & Procedure Manual**

**Revision Date:**

**Subject:** Events Incentive Program

**Index Number A09-P&ED-004**  
**Page 1 of 3**

**Approved:** February 21, 2018

**Effective Date:** February 21, 2018

**Policy:** The Event Incentive Pilot program will be used to help event promoters and organizers reach new markets and attract visitors to the Frontenac region to participate in new and expanding events. The incentive program will also encourage the development of new events #InFrontenac, especially those that take place in winter, spring, and fall.

**Objective:** The program will:

- Establish a clear process for the County to provide financial support to Frontenac events and maximize the economic impact of the County's investment.
- Enable better year-over-year tracking of visitors to Frontenac. Visitor is defined as an individual who has travelled 40 km or more to experience a destination.
- Encourage new and existing events to reach for new visitor markets, increasing exposure of the region to new audiences.
- Encourage new and existing events to enhance programming in an effort to appeal to a more visitor-oriented audience.
- Provide support to third party event organizers, relieving pressure from municipal staff to facilitate new events.

**Procedure:** The incentive will be granted as follows:

**\$10 per tourist attracted to Frontenac**

1. "Tourist" is defined as anyone who does not live in Frontenac or Kingston and who has to travel 40km or further to participate in the event.
2. Events must seek to attract a minimum of 50 tourists (\$500).
3. A maximum incentive for 500 tourists (\$5000) is possible if no other requests have been authorized. Maximum requests will be limited to funds remaining in the budget year.
4. Events must be widely promoted outside of Frontenac County to qualify.



**Corporate Policy & Procedure Manual**

**Revision Date:**

**Subject: Events Incentive Program**

**Index Number A09-P&ED-004**

**Page 2 of 3**

**Approved: February 21, 2018**

**Effective Date: February 21, 2018**

5. Event attendees travelling from within Frontenac or the City of Kingston but over 40km can be considered for the incentive but at a lower value because they are less likely to stay in local accommodations or visit restaurants, retailers or other merchants in the area as a part of their event attendance. The value of the lower incentive will be determined based on other event priorities such as season, type of event, and whether it is an existing event or not.
6. Additional considerations to support a request for incentive funding include:
  - The event is in its first year
  - The event takes place in an off-peak season (Sept – June)
7. Event organizers will be required to provide the County with anonymous visitor data including:
  - a. Number of attendees
  - b. Geographic distribution of attendees
  - c. Known spending of attendees (such as ticket sales)
  - d. Marketing efforts and audience metrics (social media, website visits)
  - e. Other relevant visitor data (event-dependent)
8. Successful applicants will receive a letter of understanding (LOI) from Frontenac County outlining the terms of the incentive agreement.
9. The incentive agreement will be in place prior to the execution of the event, however funds will not be distributed until after the event, when the organizer submits the event report demonstrating the target defined in the agreement has been reached. Events that do not reach their defined target will still receive a portion of incentive funding, based on a sliding scale. This requirement is to ensure the incentive dollars are used to meet the target attraction level and not used for regular operations of an event.
10. County staff will accept applications for incentive funding on an ongoing, first come, first served basis. Information about the program



**Corporate Policy & Procedure Manual**

**Revision Date:**

**Subject: Events Incentive Program**

**Index Number A09-P&ED-004  
Page 3 of 3**

**Approved: February 21, 2018**

**Effective Date: February 21, 2018**

and PDF request forms will be made available on the Frontenac Economic Development Website, [www.infrontenac.ca](http://www.infrontenac.ca). Event organizers seeking to take part in the Frontenac Event Incentive will be encouraged to contact the Manager of Economic Development directly to discuss their proposal after completing the request form.

11. County staff will review requests for incentive funding, approve requests, and manage follow-up reporting requirements with event organizers.
12. Staff will report to County Council on program funds dispersed, estimated economic impact, number of visitors and other relevant information on an annual basis.
13. The primary goal of incentive funding is to inspire new events focused on attracting visitors to Frontenac. However, events with established annual audiences may be able to access incentive funding, but must demonstrate an overall increase of visitors to the region through the proposed initiative.



**Report 2018-013**

**Committee Information Report**

**To:** Community Development Advisory Committee  
**From:** Richard Allen, Manager of Economic Development  
**Prepared by:** Richard Allen, Manager of Economic Development  
**Date of meeting:** February 8, 2018  
**Re:** **Planning and Economic Development – K&P Trail Construction Update Q4 2017**

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**Recommendation**

This report is for information purposes only.

**Background**

In December of 2016 construction began on the Tichborne to Sharbot Lake portion of the K&P Trail with the support of \$247,000 of matching funding from the Canada 150 Infrastructure program (CIP 150).

Construction began with an RFQ awarded to Crain's Construction Ltd ([Report 2016-149](#)) to complete 3 sections (Please see segment maps included with Exhibit B, Segments 1, 3 & 12) of the trail that Frontenac County had already acquired ownership or easement across. Anticipating future construction to take place in the spring of 2017, this RFQ guaranteed prices for one year and indicated that "the contractor will work with the County to determine the best route." The work resulted in the development of approximately 3.5 of the 13.8 kilometres to be constructed in this phase. It is important to note that this work was undertaken prior to the identification of the final route through the land acquisition process, and the estimated development costs were largely based on developing rail bed in generally good condition to a trail state. Costs for rerouting off-rail bed or in the case of failed land acquisition can be significant, and were not planned for during the project development stage due to the lack of clarity around a final trail route. It had been anticipated that some of the re-routing could be done along roads and road allowances with ease.

At County Council meetings in May and June of 2017, Council approved the required land acquisitions necessary to complete the trail. Over the summer of 2017 staff have been working to complete the property transactions required to continue the development and construction on these properties. An additional 1.2 km have been developed this summer, a significant portion of which has been developed off the rail bed base resulting in significant increases to construction costs on a per meter basis due to the increased aggregate volume require.

In September of 2017, County Council was provided with information demonstrating additional development costs of the trail due to ensuring safe road crossings, departures from the rail bed, and accessibility considerations. Report 2017-118 outlined each of the above issues and the strategies to overcome them. County Council endorsed the proposed plan of action and staff were directed to seek additional funding options to overcome issues associated with complex construction, including development of detailed construction plans and delaying this construction to 2018. Staff were also directed to complete segment numbers 3, 7 & 9.

**Comment**

As of December 21, 2017 a total of 9.0 km have been completed of the 12.5 km between Tichborne and Sharbot Lake. See Exhibit A for a map of completed segments.

Construction work during Q4 of 2017 was largely focused on two trail segments as outlined below.

**Segment 3 (Hampton Road to Tealville)**

The challenges identified for Segment 3 were largely related to flooded sections of rail bed, and it was anticipated that this could be mitigated through diversion of water, culverts and a small amount of additional material. Unfortunately, as the year progressed, waters actually rose to higher levels. Construction was completed on 1.5 of the remaining 3.5 kilometres, however it is estimated that approximately 50% of the remaining 2 km are underwater. Staff will reassess in the Spring of 2018 (Q2).

**Segments 7, 8, 9 (St. Georges Lake to Tryon Rd, Tryon Rd to Clement Rd)**

Work on this section of trail was able to be completed in late 2017. As this segment was largely in good shape, savings were able to be realized in the construction phase, keeping the scope of work for this 2 km stretch within the parameters of the Canada 150 Infrastructure grant program.

**Next Steps**

Staff have submitted a grant application to the Trans Canada Trail organization to support the development of the complex trail sections. In addition, staff are seeking detailed engineering advice to overcome the complex construction associated with segments 4, 5, & 11. In each of these cases the trail must leave the rail bed to detour

around the homes of local residents through difficult terrain. Requests for Proposal will be issued later this month to secure a qualified engineer to evaluate these segments.

**Sustainability Implications**

This project supports a number of focus areas adopted in Directions for Our Future and is directly identified in Sustainable Actions 2014 under the economic pillar of sustainability as Trail Network Development. The project supports the development of a network of trails in the County facilitating recreation and transportation networks and promoting active lifestyles.

**Financial Implications**

The Tichborne to Sharbot Lake development phase of K&P Trail construction has been funded initially by Frontenac County and Canada 150 Infrastructure fund with equal shares of \$247,000 totalling \$494,000 in funding. This funding has been completely expended with an additional 3.5 km of trail to develop.

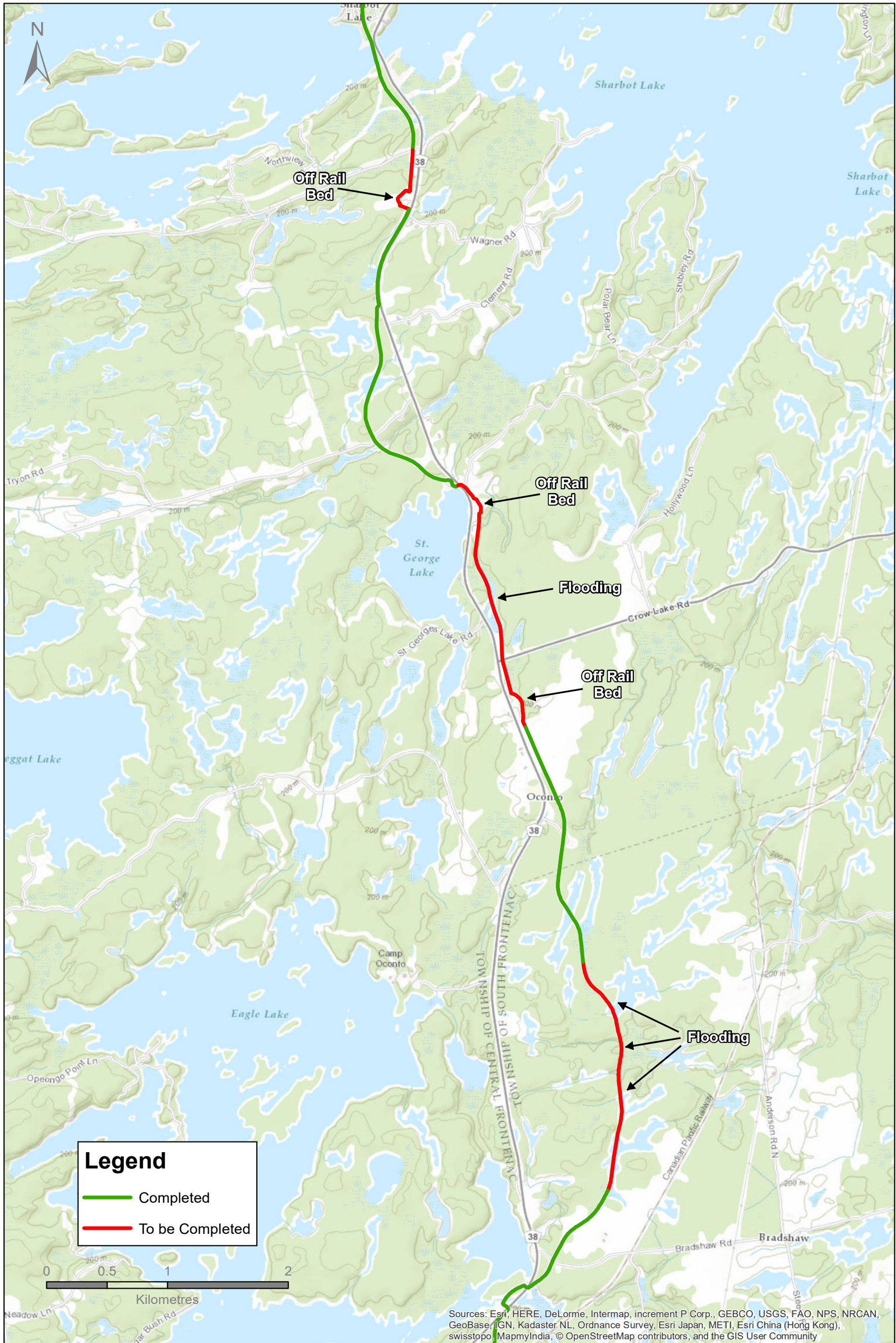
Staff are seeking funding partners to complete the final 3.5 km in 2018.

**Organizations, Departments and Individuals Consulted and/or Affected**

Susan Brant, Director of Corporate Services/Treasurer  
Central Frontenac Township Public Works Department  
Kevin Farrell, Manager of Continuous Improvement  
Greer Galloway Engineers  
Crain's Construction



# FRONTENAC K&P TRAIL



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Data Source: OGDE, MPAC & The County of Frontenac. Created: Jan 10th, 2018 Reference: Produced by the County of Frontenac with data supplied under license by members of the Ontario Geospatial Data Exchange. The County of Frontenac disclaims all responsibility for errors, omissions or inaccuracies in this publication.

	Segment	KM#'s	Total KM	Scope of Work	Estimated Cost	Estimated Completion	Comment
1	Tichborne CN Line to Hampton Rd	62 – 62.75	0.75	<ul style="list-style-type: none"> <li>Repair and Compact Granular Base</li> </ul>		Complete	
2	Hampton Rd	62.75 – 63	0.25	<ul style="list-style-type: none"> <li>Regrade and Stabilize Side Slopes</li> <li>Double Surface Treatment with Townships Annual Program</li> </ul>	\$13,000	Q3 2018	Barrier safety Rail installed in December 2017. Discussions required with CF TWP re Surface Treatment.
3	RD38 & Bradshaw Rd to Tealville	63 – 66.5 66.5 – 68.25	3.5 1.75	<ul style="list-style-type: none"> <li>Clear, Grub and Grade existing Trail</li> <li>Supply, Place and Compact Granular Base</li> <li>Evaluate and Remedy Several Drainage Issues</li> </ul>	\$192,500	Q3 2018	Work already substantially complete from KM 63 to KM 64.5 and KM 66.5 to KM 68.25. Significant flooding and drainage issues remain between KM 64.5 and KM 66.5.
4	Tealville	68.25 – 69	0.75	<ul style="list-style-type: none"> <li>Clear, Grub and Grade existing Trail</li> <li>Supply, Place and Compact Granular Base</li> <li>Additional clearing, grubbing and grading for Tealville diversion</li> <li>Additional granular base for Tealville Diversion</li> <li>Installation of 2 525mm HDPE Culverts</li> </ul>	\$88,250	Q3 2018	Off rail bed work requiring additional base fill and additional construction costs. Survey completed. Awaiting Engineering work and detailed costing prior to proceeding with additional development.
5	Crow Lake Rd to Shibley Rd	69 – 70.5	1.5	<ul style="list-style-type: none"> <li>Demolition &amp; Disposal of abandoned home in rail bed at Crow Lake Rd</li> <li>Clear, Grub and Grade existing Trail</li> <li>Supply, Place and Compact Granular Base</li> <li>Additional clearing, grubbing and grading of surveyed path over hill and around homes constructed on rail bed. (125 m)</li> </ul>	\$118,000	Q3 2018	Off rail bed work requiring additional base fill and additional construction costs. Survey completed. Awaiting Engineering work and detailed costing prior to proceeding with additional development.
6	St. Georges Lake		N/A	<ul style="list-style-type: none"> <li>Dewatering and Environmental Protection</li> <li>Culvert replacement at St. George's Lake</li> <li>Trail and bank restoration</li> </ul>	\$16,500	Q3 2018	
7	Shibley Rd to Tryon Rd	70.5 – 71.5	1	<ul style="list-style-type: none"> <li>Clear, Grub and Grade existing Trail</li> <li>Supply, Place and Compact Granular Base</li> </ul>	<del>\$55,000</del> \$23,716.89	Complete	Trail standard adjusted to reduce aggregate costs.
8	Tryon Rd Improvements			<ul style="list-style-type: none"> <li>Reconstruct intersection of Tryon Road &amp; K&amp;P Trail to Eliminate Visibility Issues.</li> </ul>	\$25,000	Q3 2018	Additional funds required to complete work.
9	Tryon Rd to Clement Rd	71.5 – 72.5	1	<ul style="list-style-type: none"> <li>Placement of fill as per specification</li> <li>Grading and compaction as per specification</li> </ul>	<del>\$55,000</del> \$23,716.89	Complete	Trail standard adjusted to reduce aggregate costs.
10	Clement Rd to Wagner Rd	72.5 – 73.5	1	<ul style="list-style-type: none"> <li>Grade, Compact and Stabilize side Slopes with Topsoil/Organics</li> </ul>	\$20,000	Q2 2018	Substantially complete. Material audit underway with engineering assessment of slope. Will address material issues through plantings & use of stone fill.
11	Wagner Rd to Brewer Rd	73.5 - 74	0.5	<ul style="list-style-type: none"> <li>Clear, Grub and Grade existing Trail</li> <li>Supply, Place and Compact Granular Base</li> <li>Additional Clearing, Grubbing, and Grading for Trail Diversion (250 m)</li> <li>Additional Granular Base for Trail Diversion</li> </ul>	\$71,300	Q3 2018	Off rail bed work requiring fill and additional costs. Awaiting engineering work and detailed estimates prior to proceeding.
12	Brewer Rd to Sharbot Lake	74 - 75	1	Complete		Complete (November 2016)	Substantially complete. Material audit underway.
	<b>TOTALS</b>	<b>61 – 75</b>	<b>13.5</b>		<del>\$654,550.00</del> <b>\$607,116.22</b>	<b>Final Completion: Q4 2018</b>	

IDEAS TO ACTION



# TEENY TINY ★ SUMMIT ★ 2017



Rural Ontario is composed of diverse communities, with varying requirements to support community revitalization. While some places have strong drivers of economic growth, and organization and staff resources to support economic development, that is not the case for all communities. Where this local capacity is lacking, the community's ability to take advantage of opportunities can be constrained.

Economic development principles and best practices can be similar across diverse communities, however, some elements must be practiced differently in Teeny Tiny Places.

Several years ago, Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) staff with the Regional Economic Development Branch (REDB), began to notice there was very limited uptake and engagement with their economic development tools and resources among smaller municipal clients. It was noted that the lack of participation was largely among places that had several characteristics in common:

- Rural location
- Populations < 1000
- Stable or slightly declining populations
- No dominant drivers of economic growth
- No paid staff at lower tier level, dedicated to economic development
- Lack of water and wastewater servicing in village centres

REDB began examining the reasons for lack of participation and the potential means to address them, starting with a pilot workshop held in Tay Valley (Lanark County) in 2015. With a positive response and many ideas to take forward, the first full-fledged Teeny Tiny Summit was held in Seeley's Bay (Leeds and Grenville) in 2016, featuring author, former Alberta MLA and community developer Doug Griffiths.

The response to that summit was overwhelming, with a sold out hall, waiting list, and some participants travelling from west of Toronto to attend. Three additional communities stepped forward and initiated their own Teeny Tiny Summits, in partnership with their local OMAFRA advisors, resulting in other offerings in Maynooth (Hastings), Neustadt (Grey) and Alvinston (Sarnia-Lambton). Moving forward, the 2017 series was initiated, with summits in Merrickville-Wolford (Leeds and Grenville), and Havelock-Belmont-Methuen (Peterborough). The 2017 series featured renowned Australian community development expert Peter Kenyon.

In total, over 600 people in rural Ontario have attended a Teeny Tiny Summit in the 15 months between the Seeley's Bay and Havelock events. Attendees are a mix of municipal councillors, staff, support organizations, and volunteers.

This strong and energetic response demonstrates that a lack of participation noted at the outset of this journey was not a result of lack of energy, enthusiasm, or interest. In contrast, it shows that Teeny Tiny Places are a wellspring of resources and engagement, when they identify a program that is relevant to their context.

Throughout this process, several key issues have emerged as critical to the success of community revitalization and thereby economic development in Teeny Tiny Places. These issues were the focus of the 2017 summits.

**ONE SIZE**

**DOES NOT**

**FIT ALL**

**Strategic Planning Without Tears**



Liz Huff used the example of “Seeley’s Bay Steps Up” to illustrate the importance of a comprehensive community revitalization plan, carried out in a way that is fun and well-paced for volunteers. She advocated for setting realistic and impactful goals while leveraging skills and expertise both in and outside of your community.

**Small Village Water & Wastewater Servicing**



Mike Dwyer (Merrickville) and Lynne MacLennan (Havelock) discussed how Teeny Tiny places face overwhelming challenges when trying to provide water and wastewater servicing. Creative policy solutions and the use of innovative technology were discussed as ways of opening key opportunities for village revitalization.

**Municipal Volunteer Relationships**



In Teeny Tiny Places, volunteers are an essential element of economic development. Using the Keene Pumpkin Festival as her example, Nikki Nelson explored how municipalities can collaborate with volunteers in ways that benefit the entire community.

**Risk Management / Insurance for Community Groups**



Insurance for community events or groups can often be expensive and challenging. Brian Grattan discussed several common types of insurance for community groups and organizations as well as potential measures that could be put into place to control or minimize the risk associated with an activity or event.

**Big Data for Small Places**



Bob Leitch (Merrickville) and Nelson Rogers (Havelock) spoke about common questions surrounding big data. What issues can be addressed with data and analytics? How can relevant data be found and how data can improve the understanding of community needs? When volunteer groups are able to deal with big data, their efforts are more effective.

**Finding Your Story and Telling It**



Teeny Tiny Places have so much to offer but often struggle to communicate their greatest assets and accomplishments. Using her example of the InFrontenac brand, Alison Vandervelde illustrated how Frontenac County use their brand to the fullest and promote their successes within the community and externally.



## What we learned from each other

Groups began discussions by sharing recent successes and best practices before identifying requirements to achieve these past successes or overcome current challenges. Based on the ideas brought forward, groups were then challenged to create a list of actionable steps they could take towards achieving their goals within the following 6 months.

### 1.

#### Strategic Planning Without Tears

The ability to track a strategic plan's progress and identify measures of success was recognized as a requirement. Having a strong means of measurement provides accountability. Community and staff buy-in would also be required to support the process. Partnerships were mentioned as they can become a strong asset, allowing Teeny Tiny Places to draw from outside expertise. Partnerships identified included those both within and outside of a local municipality as well as provincial organizations like OMAFRA. Research within the community was also seen as a strong priority because it could provide a wealth of information concerning public opinion, assets, and resources. Champions are key. It is very important to consult and engage key people and organizations within the community as part of the process.

Within the next 6 months we can...

- Create a strategic plan; build in quick wins to keep engagement
- Foster strong relationships: peacemaking & bridge building
- Put measures in place to ensure continuity of the plan
- Utilize current resources to forward planning: e.g. Business Retention + Expansion (BR+E)
- Mobilize and acknowledge volunteers
- Celebrate successes
- Ensure accountability is made clear in strategic plan, make this information clear to staff and councillors.
- Monitor progress and detail specific and manageable performance measures.



### 2.

#### Small Village Water & Wastewater Servicing

Participants identified several common requirements for success. There was strong support for educating both the public and key decision-makers on water and wastewater servicing issues. The public is not always aware of the costs associated with well and septic systems (often considering them to be “free services”), and some of the technical challenges and maintenance costs of micro-treatment centres. It was agreed that it is essential that decision makers educate themselves on alternative servicing methods that may be available and appropriate to meet the servicing needs of various types of land uses (e.g. residential or commercial). A willingness to be open to new and different approaches is essential when municipalities agree to develop innovative solutions to meet their water and wastewater servicing needs.

Within the next 6 months we can ....

- Cultivate an environment of cooperation, mutual respect, motivation and support between municipal staff, Council and community volunteers
- Volunteers should feel empowered by Council and municipal staff; and municipal staff need to act as positive leaders and motivators
- Include Council and staff representatives on volunteer committees
- Clarify where organizations / volunteers responsibilities stop, and the municipality's role starts
- Ensure that volunteer committees and groups are following the municipal code of conduct in order to move forward in a positive manner
- Identify the most appropriate ways of communicating with volunteers, and be transparent with community volunteers, communicating on a pro-active, regular basis in a more structured manner
- Create a “Volunteer skills matrix” and learn to understand volunteer's skill sets, which will help to find “good volunteer fits”
- Utilize student volunteer hours as the asset they are,

- and find ways to promote volunteerism directly to youth in schools
- Have municipal staff complete continuity planning so current and new staff know what volunteer projects are ongoing, and what organizations are actively working on
- Invest in volunteers and invite them to events/summits/training sessions and pay for their attendance
- Host volunteer appreciation events that are meaningful, helping to ensure volunteer retention and assisting with volunteer recruitment.



### **3. Municipal Volunteer Relationships**

Working with volunteers can produce extremely innovative and creative solutions to some of the unique challenges found in Teeny Tiny Places. Increasing volunteer engagement would help to address issues of volunteer burnout, as well as provide a greater wealth of skills and knowledge to draw from. Participants acknowledged that volunteers require flexibility to be creative in how they approach projects, as well as clear and structured descriptions of their roles within events, organizations and committees. Volunteers need to be advised of “Red Tape” matters such as insurance, procurement policies, etc., and be assisted by municipal staff to address these issues as required.

Within the next 6 months we can...

- Cultivate an environment of cooperation, mutual respect, motivation and support between municipal staff, Council and community volunteers
- Volunteers should feel empowered by Council and municipal staff; and municipal staff need to act as positive leaders and motivators

- Include Council and staff representatives on volunteer committees
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- Host volunteer appreciation events that are meaningful, helping to ensure volunteer retention and assisting with volunteer recruitment.

### **4. Risk Management / Insurance for Community Groups**

Participants identified some key successes they had experienced. For some, making their volunteer group a Committee of Council has allowed them to be insured by the municipal policy, which has worked well in some cases. In Havelock, a risk management approach to a toboggan hill, developed in conjunction with the insurance company, allowed the community to continue to use this recreational resource while mitigating risk. An emerging theme was that successes were achieved when clear, ongoing communication with insurance providers and protective services were in place. To achieve further successes, participants suggested that more research would be helpful to understand what types of coverage might be available to community groups. Also, that national level insurance for some groups, such as Lion’s, may be available and should be explored.

Within the next 6 months we can...

- Assign one individual to research current options and restrictions
- Invite an insurance broker to speak with volunteer groups to better understand policy options and how to employ them
- Connect with groups running similar events to learn from their experiences
- Connect with emergency response services (Fire/Police) and invite them to inspect a site to identify risk factors



## 5. Big Data for Small Places

Communities have found some help using some of OMAFRA's primary and secondary data sources, such as downtown revitalization studies, or the Analyst or Newcomer and Youth Community Indicators tools. The discussion revealed three primary requirements to realize the full potential of data for Teeny Tiny Places. First and foremost there would need to be a well-established plan for the data, and clarity on what decisions are going to be made with this data, before it is collected. There would also need to be collection consistency so that a benchmark could be set. Finally, data should be reflective of the local perspective.

Within the next 6 months we can...

- Establish what decisions will be made from the data and set an achievable goal
- Research additional resources: Rural Ontario Institute, Ontario Non Profit Network, major newspaper chain's retail distribution maps, 2016 Census, etc.
- Begin building partnerships to share data and reduce duplication
- Create plans for communicating decisions based on data as well as general findings to stakeholders.

## 6. Finding Your Story and Telling It

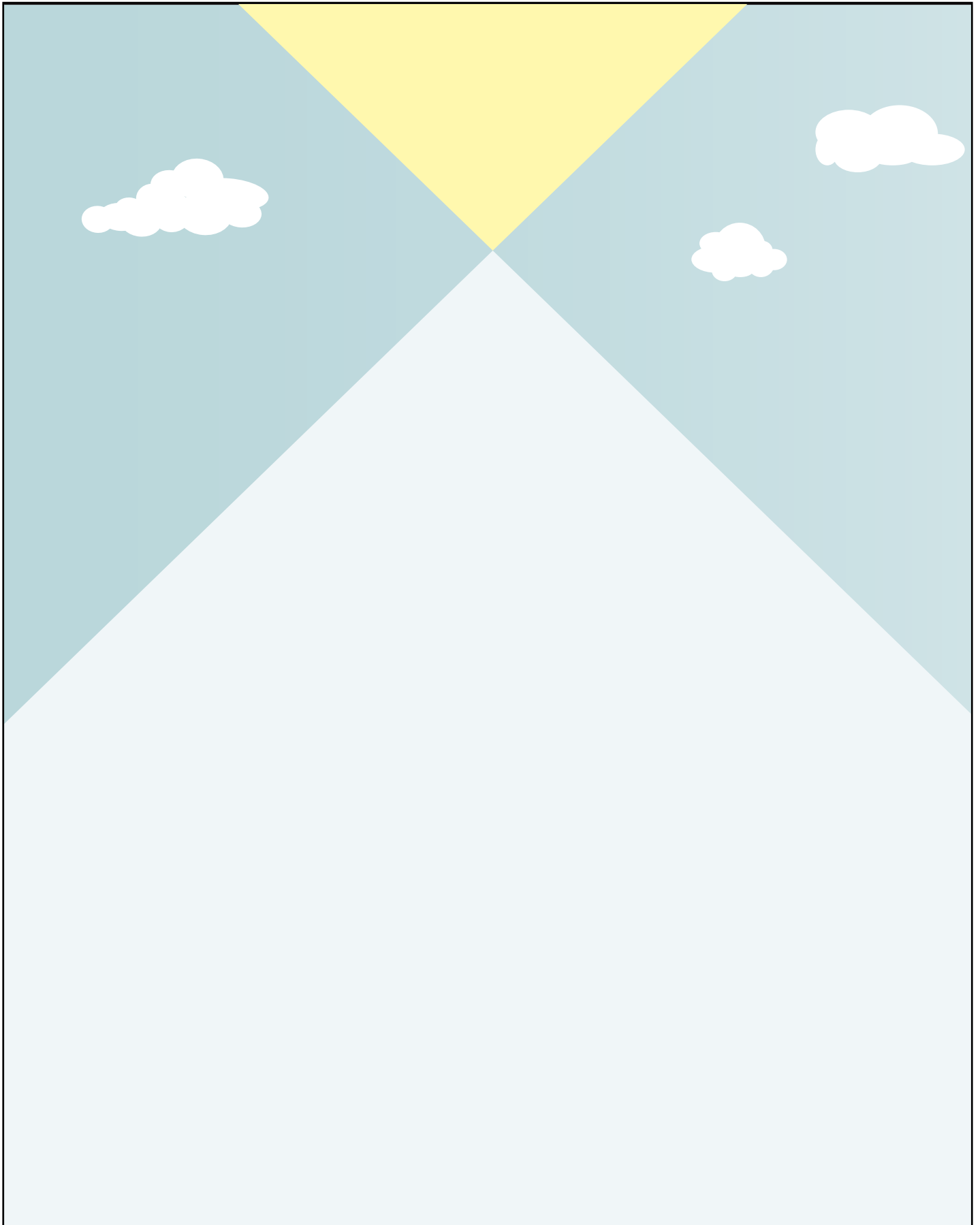
Hashtags like #InFrontenac or #MyOttawa are proving to be popular on social media, as they are able to connect cities, towns and small communities. These examples are planned and strategic, so what do rural communities need in order to connect their residents like this? Discussions around this topic identified a need to capitalize on assets already within the community, rather than attempting to create something new. Success would also require full community engagement from a diverse range of residents. Some communities could capitalize on strong historical backgrounds and apply a modern approach to sharing that story. It is important to use data to help to target your outreach efforts. Branding and signage are important; you need to know who you are and others need to know where you and your assets are. However, it's critical to be authentic, and not to "oversell" what your community can't deliver. It's important for communities to be ready to take advantage of opportunities as they present themselves.

Within the next 6 months we can...

- Identify all current assets/talents/skill sets (head, hands, heart) within the community. Be strategic and create a volunteer bank
- Utilize "new locals" as a form of promotion: why did they move and what do they like about this location? (Build a New Life in PEC; I left the City in Hastings County)
- Conduct market research: look at how other places are promoting their community. Do not focus on their story, but how they are telling it
- Develop a framework around community assets while utilizing community networks to promote it
- Focus promotions internally at first to spark greater engagement with those living and working in your community before expanding outwards. Create ambassadors.
- Social media training for teeny tiny communities
- Engage youth
- Encourage business owners to keep track of where customers are coming from to start collecting data for more targeted marketing
- Start-up a regional Teeny Tiny network to share ideas, information, successes, challenges and stories, and perhaps create actions that span boundaries.

The summit participants brought a wealth of experience and ideas to the discussion. Learning from one another, Teeny Tiny Places can achieve great things. Do you have a story to tell? A question to ask? Join the Teeny Tiny Places Community of Practice facebook page to join the conversation.

<https://www.facebook.com/groups/1960497100876609>



**Jannette Amini**

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**Subject:** FW: Ontario Revitalizing Main Streets, Helping Small Businesses Grow



Newsroom

*News Release*

**Ontario Revitalizing Main Streets, Helping Small Businesses Grow**

January 23, 2018

**Province Helping Boost Tourism, Create Jobs, Enhance Economic Growth**

Ontario is helping rural communities attract investment and tourism, create jobs and enhance regional economic growth by supporting the revitalization of downtown and main streets across the province.

Jeff Leal, Minister of Agriculture, Food and Rural Affairs and the Minister Responsible for Small Business, made the announcement today at the Rural Ontario Municipal Association conference in Toronto.

Vibrant main streets help attract visitors, create jobs and increase the competitiveness of small businesses, which are the backbone of small, rural communities. That's why the province is helping municipalities enhance and revitalize their downtown and main streets through improvements such as the installation of pedestrian crosswalks or landscaping. Municipalities can also direct funding to local businesses to improve the appearance of their storefronts by installing lighting or new signage.

Supporting small businesses and communities across the province is part of Ontario's plan to create fairness and opportunity during this period of rapid economic change. The plan includes a higher minimum wage and better working conditions, free tuition for hundreds of thousands of students, easier access to affordable child care, and free prescription drugs for everyone under 25, through the biggest expansion of medicare in a generation.

**QUICK FACTS**

- Ontario is investing up to \$26 million in the Main Street Revitalization Initiative, which will be administered by the Association of Municipalities of Ontario and its rural arm, the Rural Ontario Municipal Association.
- This initiative is part of a \$40 million investment over three years in the Main Street Enhancement Fund, which will help strengthen small businesses in downtown and main street areas and enhance the digital presence and capabilities of small businesses through increased access to digital tools like e-commerce.

- The revitalization initiative expands upon and complements the [Downtown Revitalization Program](#) that supports main street revitalization in rural areas.
- Funding will be allocated to municipalities based on population size, using the most recent data from the 2016 Statistics Canada Census of Population.
- The formula includes an adjustment for those municipalities that have fewer than 25,000 residents. This adjustment ensures that small communities are provided an appropriate level of funding where their population figures would otherwise limit their respective funding allocations within the parameters of the program.
- About one-third of Ontario workers are employed by small businesses, which are businesses that employ less than 100 paid employees.
- To strengthen Ontario small businesses, the province is providing more than \$500 million over three years in new initiatives that include lowering the small business tax rate by 22 per cent from 4.5 per cent to 3.5 per cent, investing in youth employment, providing support for downtown main street businesses and reducing red tape.

## ADDITIONAL RESOURCES

- [Municipal Funding Allocations](#)
- [2017 Ontario Economic Outlook and Fiscal Review](#)
- [ontario.ca/agriculture-news](http://ontario.ca/agriculture-news)

## QUOTES

"Main streets are at the core of small, rural communities and are home to thousands of small businesses across the province. That's why our government is committed to ensuring they continue to remain vibrant hubs where residents meet, tourists visit and small businesses grow and prosper."

— *Jeff Leal, Minister of Agriculture, Food and Rural Affairs and the Minister Responsible for Small Business*

"AMO welcomes new funding through the Main Street Revitalization Initiative and we are pleased that municipal governments won't have to provide matching funds to access the program. Municipal governments know how to get things done. This funding will help move projects forward on Ontario's Main Streets, helping

to attract residents, visitors and support the business community."

— *Lynn Dollin, President of the Association of Municipalities of Ontario and Deputy Mayor of the Town of Innisfil*

"Many smaller communities have downtown business areas that play a special and critical role in building strong local economies. Programs like the Main Street Revitalization Initiative benefit our Main Street businesses which are important to rural Ontario."

— *Ronald Holman, Chair of the Rural Ontario Municipal Association and Mayor of the Township of Rideau Lakes*

**CONTACTS**

Bianca Jamieson  
Communications Branch  
519-826-3145

Cara Wallach  
Minister's Office  
416-326-6439

Ministry of Agriculture, Food and Rural Affairs  
<http://www.ontario.ca/omafra>

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