



**Planning and Economic Development Advisory Committee  
Meeting**

**Wednesday, July 5, 2023 –10:00 a.m.**

**Verona Lions Hall, 4504 Sand Rd, Verona, ON**

<https://youtube.com/live/fax7upxXx1k?feature=share>

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**AGENDA**

Page

**1. Call to Order**

**2. Public Meeting**

**Notice of Collection** – Personal information collected as a result of this public meeting is collected under the authority of the *Municipal Act* and will be used to assist in making a decision on these matters. All names, addresses, opinions and comments may be collected and may form part of the minutes which will be available to the public. Questions regarding this collection should be forwarded to Jannette Amini, Manager of Legislative Services/Clerk.

The purpose of this public meeting is to present the request to extend the allowance of ATV's on the K&P Trail south of Verona to Harrowsmith in a public forum. Following a presentation by staff on the history and use of the K&P Trail, the meeting will then be opened to the public for comments and questions. Interested persons are requested to give their name and address for recording in the minutes.

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a) **2023-079**

 **K&P Trail**

**Request to Extend ATV Access on the K&P Trail, Verona to Harrowsmith**

The following is a Public Meeting regarding the request to extend ATV use on the K&P Trail south of Verona to Harrowsmith. The following individuals have registered to speak:

1. John Abrams
2. Heather Keeling
3. Pat McNamee
4. Marc Moeys

**Recommendation:**

At the call of the Committee

**3. Adoption of the Agenda**

- a) **That** the agenda for the July 5, 2023 meeting of the Planning and Economic Development Advisory Committee be adopted.

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

**5. Adoption of Minutes**

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- a) Minutes of Meeting held May 3, 2023  
**That** the minutes of the Planning and Economic Development Advisory Committee meeting held May 3, 2023 be adopted.

**6. Deputations and/or Presentations**

**7. Briefings**

**8. Reports to the Planning Advisory Committee**

177 - 203

- a) **2023-078**  
**Planning and Economic Development Department**  
**Application for Extension of Draft Plan of Condominium Approval,**  
**Ardoch Lake Condominium, Township of North Frontenac (File**  
**Number 10CD-2012-001)**

Recommendation:

**Be It Resolved That** the report titled Planning and Economic Development – Application for Extension of Draft Plan of Condominium Approval, Ardoch Lake Condominium, Township of North Frontenac (File Number 10CD-2012-001) be received; and,

**Further That** the Council of the County of Frontenac extend the draft approval for the plan of condominium for Ardoch Lake for a period of two years, to July 19, 2025.






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- b) **2023-080**  
**Planning and Economic Development Advisory Committee**  
**Business Updates**

**Recommendation:**

**Be it Resolved That** FAM Tours to Wolfe Island and other areas of Frontenac County be included as part of Economic Development 2024 Business Plan, subject to available budget and staff time.

**9. Communications**

- a) Correspondence received from Peter Lublink regarding his opposition to extend the allowance of ATV's on the K&P Trial south of Verona to Harrowsmith  
 [Distributed to Members of the Planning and Economic Development Advisory Committee July 4, 2023]
- b) Correspondence received from Jim Pond regarding his position to extend the allowance of ATV's on the K&P Trial south of Verona to Harrowsmith  
 [Distributed to Members of the Planning and Economic Development Advisory Committee July 4, 2023]
- c) Correspondence received from Donald Workman regarding his opposition to extend the allowance of ATV's on the K&P Trial south of Verona to Harrowsmith  
 [Distributed to Members of the Planning and Economic Development Advisory Committee July 4, 2023]
- d) Correspondence received from Dave Coughlan regarding his opposition to extend the allowance of ATV's on the K&P Trial south of Verona to Harrowsmith  
 [Distributed to Members of the Planning and Economic Development Advisory Committee July 4, 2023]
- e) Correspondence received from Michelle Hannah regarding her position to extend the allowance of ATV's on the K&P Trial south of Verona to Harrowsmith  
 [Distributed to Members of the Planning and Economic Development Advisory Committee July 4, 2023]
- f) Correspondence received from Carolyn Bonta regarding her position to extend the allowance of ATV's on the K&P Trial south of Verona to Harrowsmith  
[Distributed to Members of the Planning and Economic Development Advisory Committee July 5, 2023]

**10. Other Business**

**11. Next Meeting**

**12. Adjournment**



**Report 2023-079**

### **Committee Recommend Report**

**To:** Members of the Planning & Economic Development Committee  
**From:** Richard Allen, Manager of Economic Development  
**Prepared by:** Richard Allen, Manager of Economic Development  
**Date of meeting:** July 5, 2023  
**Re:** **K&P Trail – Request to Extend ATV Access on the K&P Trail, Verona to Harrowsmith**

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#### **Recommendation**

1. The committee recommends to County Council that they not extend ATV access

Or

2. The committee recommends to County Council that they extend ATV access and that staff provide the committee with an implementation plan prior to 2024.

#### **Background**

Since 2007 Frontenac County has pursued the development of the Frontenac K&P Trail and the promotion of other trails as a primary strategy of economic development. In recent years, the Frontenac K&P Trail has represented significant infrastructure connections, it has been promoted more widely, and since 2020 it has seen an overall increase of activity by all use modes.

The development of a trails-based economy includes consideration for both local communities and the benefit of visitors to the region. The Frontenac K&P Trail has become a loved and well used asset of the local community, and it has also become an attraction for visitors, something that operators in the tourism industry and other businesses can use to entice tourists to stay longer in the area.

In 2016, County Council authorized the purchase, demolition and remediation of the former gas station located at 6503 Road 38 at the corner of Road 38 and Bellrock Road,

now known as the Verona Trailhead. This property is directly adjacent to the Frontenac K&P Trail and is large enough to accommodate parking for numerous vehicles, trailers and other accessories for individuals and groups wishing to make use of the K&P Trail. The purchase and remediation of this site represents an investment to date of \$349,833.13.

In March of 2020, County Council received a petition from the Verona District ATV Club with approximately 500 names, requesting that ATV access to the K&P Trail be extended south to the Verona Trailhead at Bellrock Road. In response, County Council approved a pilot project for ATV access to be extended south through the village of Verona to Bellrock Road, where the popular Verona Trailhead access point and parking is located. That pilot project continues a temporary basis until further information is available on the anticipated housing development in Verona, with consultation between the County and the Township of South Frontenac. Detailed background information on this decision can be found in [Report 2021-028](#).

At its regular meeting on April 19, 2023, County Council received a delegation from the Verona District ATV Club requesting expanded access to the K&P Trail an additional 9-km south of Verona to the village of Harrowsmith.

At its next regular meeting on May 17, 2023, County Council provided direction to staff for this request to be investigated, to solicit input from the community, and for a report to be presented to the Planning and Economic Development Committee at 10:00 AM on July 5, 2023. Prior to consideration of that report at the Planning and Economic Development Committee meeting, the committee will be hosting a public meeting for anyone who may wish to provide their input in person.

A public engagement campaign was undertaken between May 25 and June 21, 2023 consisting primarily of a survey hosted at [www.engagefrontenac.ca](http://www.engagefrontenac.ca). The survey was advertised by social media, ads in the Frontenac News, and billboards placed at popular trail access points both Verona and Harrowsmith, with high visibility along Road 38. Staff also visited the Verona Trailhead on June 2, 2023, to capture input from trail users in person. There were 867 responses in total to the survey with 726 comments. A complete summary of survey comments is included in the Appendix 3 to this report along with all email correspondence that was sent directly to the Manager of Economic Development.

The Extension of access for ATVs on the K&P Trail, Verona to Harrowsmith project page on Engage Frontenac saw the following results.

- 833 Engaged – Engaged Participants contributed comments.
- 1036 - Informed – Informed Participants viewed parts of the project page.
- 1533 – Aware – Aware Participants visited the project page.

In addition, physical letters were mailed to 124 landowners with property located within one hundred meters of the portion of trail under consideration. These landowners were

encouraged to participate in the survey or reach out directly to the County with their comments concerning the proposed extension of motorized use.

### **Comment**

This report provides comprehensive information to assist the committee in its evaluation of the Verona District ATV Club's request to extend year-round motorized access from Verona to Harrowsmith. The report summarizes results from public engagement, reviews comments from relevant trail partners, analyses potential risks and costs associated with the extension and provides existing data concerning the use of the K&P Trail.

### **Survey Results**

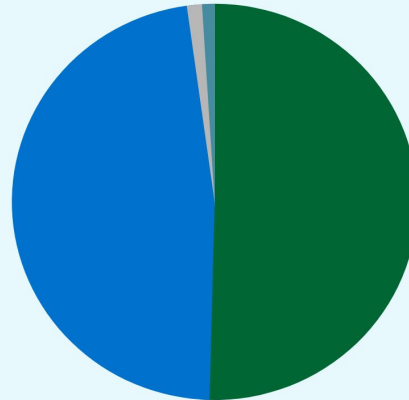
A survey was conducted using Engage Frontenac, asking participants to identify whether they supported the request from the ATV club or not, and to provide any comments or rationale for their choice. 726 comments were made, and they have been included in appendix 3. Survey participants also provided their name, email and postal code, which have been removed from the comments for the sake of confidentiality.

Using postal codes, staff were able to determine the general origin of survey participants, which were made up of individuals from South Frontenac, Central Frontenac, Kingston and the County of Lennox & Addington.

<b>Municipality</b>	<b>Number of Responses</b>	<b>Percentage of Responses</b>
South Frontenac	408	47%
Central Frontenac	86	10%
North Frontenac	5	1%
Kingston	201	23%
L&A	85	10%
Other	82	9%
Total Number of Responses	867	100%

**Should ATV's be granted access to the K&P Trail from Verona to Harrowsmith?**

- YES (50.4%)
- NO (47.4%)
- UNSURE (1.2%)
- NEED MORE INFO (1.0%)



In terms of the primary question of the survey, “Should ATV access be extended on the K&P Trail from Verona to Harrowsmith?,” the results from the 867 respondents were divided with 50.4% of respondents in favour of extending ATV access and 47.4% of respondents against the proposal. The remaining 2.2% of respondents were either unsure or seeking additional information.

The opinions on extending ATV access to the K&P Trail represent a diverse range of concerns and interests.

Supporters of the extension suggest that it would bring economic benefits to local businesses, provide convenient access for residents, and expand recreational opportunities. They emphasize the potential revenue generated by ATV riders through the purchase of fuel, food, and other supplies in Harrowsmith. Additionally, proponents believe that responsible ATV riders should have the right to enjoy the trail and that opening it up to motorized vehicles would reduce congestion on main roads, providing a safer alternative route for ATV riders who feel vulnerable on busy roads like Road 38.

Those opposing the extension raise concerns about safety hazards, noise pollution, and the potential conflicts between ATV riders, pedestrians, cyclists, and horseback riders. Those opposed the extension request note that ATV use poses risks to the well-being of walkers, cyclists, and pets due to potential speeding and the possibility of intoxicated riders. They stress that the trail should be preserved as a peaceful and non-motorized environment, suitable for families, cyclists, and nature enthusiasts.

Several survey participants expressed worries about the difficulty of effectively monitoring and enforcing ATV usage on the trail, suggesting that it may lead to increased risks to more vulnerable users and potential damage to the trail itself. Noise pollution and disturbance to adjacent homes and cottages are also highlighted as

impacts of allowing ATVs. Some individuals also emphasized the importance of protecting wildlife habitats and preserving the trail as a wildlife corridor.

The full set of survey comments have been included in Appendix 3. Staff also received direct correspondence by email, fax and letter. These have also been included in the Appendix 3.

### **Comments from Partner Organizations**

The development, management and promotion of the K&P Trail involves efforts from valued partner organizations who provide expertise, funding and support towards relevant trails projects.

### **Cataraqui Conservation**

Cataraqui Conservation manages the [Cataraqui Trail](#), which is a 104-km multi-use trail that extends from Strathcona in the west to Smith Falls in the east. The trail supports non-motorized uses (excluding maintenance vehicles and snow mobiles with a valid Ontario Federation of Snowmobile Club (OFSC) permit). The trail crosses four municipalities (Township of Stone Mills, Township of South Frontenac, Township of Rideau Lakes, and the City of Smith Falls).

A portion of the Cataraqui Trail (Smith Falls to Harrowsmith) is also a vital link in the Trans Canada Trail.

The village of Harrowsmith is a junction point where the two former rail properties run parallel to one another. The Cataraqui and the K&P Trail share a single trail surface through the Village of Harrowsmith for 2.4 km. The trail junctions where the trails separate are located 0.5 km north of Colebrook Road and 1.6 km east of Road 38.

Frontenac County owns the travelled portion of the joint trail west of Road 38, while Cataraqui Conservation owns the shared trail to the east of Road 38.

Cataraqui Conservation staff respond to requests for ATV use in accordance with the Cataraqui Trail Master Plan, which was developed in 1999. This stance is based on the public input received at the time of the Master Plan development, enforcement complaints received from adjacent property owners regarding safety, noise, speed, and dust, as well as the intent to retain consistency over the length of the Cataraqui Trail for messaging and enforcement purposes. As such, no sections of the Cataraqui Trail currently permit ATV access.

The following comments were provided by staff from Cataraqui Conservation and the original communication can be found in the appendix 2:

- Access if considered for ATVs on the K&P Trail is recommended to be terminated at Graham Road (1km north of the Cataraqui Trail and K&P junction) to avoid direct conflict with the intent and policies of the Cataraqui Trail Master Plan. The termination of the access at Graham Road requires consideration by the County on how to restrict ATV access from Graham Road to the junction of the K&P and Cataraqui Trails.

- Granting access south of Graham Road by Frontenac County requires ATVs to use a section of trail shared by the Cataraqi Trail and K&P Trail. The use of ATVs in this shared section would conflict with the intent and policy of the Cataraqi Trail Master Plan.
- Cataraqi Conservation and the County share a parking lot adjacent to the shared trail where it meets Highway #38. This parking area is a popular starting point for visitors to the trail system (Cataraqi and K&P) and is often at capacity. Use of this parking area for trailers or loading/unloading of ATVs could add additional congestion to the parking lot and would increase the likelihood of vehicles parking on the shoulder of Highway #38 that would present safety concerns for Cataraqi Trail users.
- Concerns have been expressed to Cataraqi Conservation staff by members of the public that should the County permit ATV access on the K&P Trail to Harrowsmith this will create additional opportunities for illegal entry onto lands owned by Cataraqi Conservation particularly in eastward and westward directions from the K&P Trail. Access from these entry points and subsequent use of the Cataraqi Trail would conflict with the intent and policies of the Master Plan.
- In adhering to right-of-way agreements between private landowners and Cataraqi Conservation, staff implement measures to restrict motorized uses to authorized vehicles only. Although there are no agreements within the area proposed for use, Cataraqi Conservation staff discourage any permission that would increase the potential for conflict with existing agreements east and west of Harrowsmith.
- The Cataraqi Trail is currently posted, advertised, and marketed as a non-motorized trail (with the exclusion of authorized emergency maintenance vehicles and snowmobiles with valid OFSC permit). Landowners have purchased or own property adjacent to the trail with the understanding of this non-motorized policy. Landowners have expressed concerns with regards to ATV use of the trail and have requested Cataraqi Conservation staff assistance to reinforce the permitted uses through signage and enforcement. Cataraqi Conservation has struggled to restrict access to the Cataraqi Trail by ATVs and dirt bikes. Signage and access barriers have been deployed across the length of the Cataraqi Trail to limit unauthorized access. Gates have been vandalized and removed by individuals' intent on accessing the trail illegally.
- For ATV access to be considered along the shared portion of K&P and Cataraqi Trail, or any additional section of the Cataraqi Trail, Cataraqi Conservation staff will require direction of the Full Authority Board, and a full public consultation will be required.

## Trans Canada Trail (TCT)

The [Trans Canada Trail](#) is a trail network of 27,000 kilometres across Canada, with four out of five Canadians living within 30 minutes of the Trail. In Frontenac, portions of the Cataraqui Trail, K&P Trail and Tay-Havelock Trail form the route through our region. Specific to the K&P Trail, the Trans Canada Trail travels from Harrowsmith north to Sharbot Lake.

The K&P Trail from Boyce Road in Hartington to Craig Road in Verona was constructed in 2013 with support from a grant from the Trans Canada Trail organization. The trails concept plan for the K&P Trail supplied to Trans Canada Trail outlined the vision for this section of trail as a “greenway.” Trans Canada Trail defines greenways as trails developed exclusively for non-motorized use, except for snowmobiles in the winter. The concept describes that the trail north of Craig Road will welcome motorized use and is defined as a “Yellow Trail” by Trans Canada Trail.

The Trans Canada Trail organization prefers to only fund projects with a “greenway” or active transportation focus, which this section of trail was identified as at the time of funding. Representatives from Trans Canada Trail reviewed the comments associated with a survey completed in 2017 and agreed that safety is the largest concern for all trail users, however, they do not support a shift from greenway to multi-use or “yellow trail” along this section of the Trans Canada Trail.

In response to a request for comments regarding the request to extend ATV access on the K&P Trail south from Verona to Harrowsmith, the Trans Canada Trail organization indicated that their objective is to limit the length of mixed-use trail as much as possible, while selecting the safest route for the non-motorized users, moving these users from the roadway. Based on the research and experience of Trans Canada Trail, adding motorized usages will generate negative impact for at least some of the non-motorized users. The full email response from Trans Canada Trail is included in Appendix 2.

It is also important to note that a change in permitted usages will automatically lead to a review of any contribution agreements currently in place with Trans Canada Trail.

At its regular meeting on June 21, 2023, County Council provided authorization for the Warden and Clerk to complete a contribution agreement with the Trans Canada Trail organization to receive a capital grant of \$60,000 for the Elbow Creek Bridge Emergency Replacement project.

Section 5 of the Contribution Agreement states that the County confirms that:

- the Trail is only being used for lawfully permitted activities, and as otherwise permitted by the major category and primary type under which the Trail section was built and registered with TCT.
- Prior to any change in the major category and primary type of a registered Trail section, the Recipient must first notify TCT and receive written advance approval for the proposed change.

- In the event of non-compliance with this provision, TCT may, at any time, require reimbursement by the Recipient for any contribution that has been provided by TCT. Within 14 days of any such reimbursement request sent to the Recipient by TCT, the Recipient will reimburse TCT the full amount of the request, up to the total amount indicated in the signed contribution agreement.

### **Township of South Frontenac**

The section of the K&P Trail that has been requested for ATV access travels through the settlement areas of Hartington and Harrowsmith, which are in the Township of South Frontenac. These areas are home to businesses and attractions related to food, fuel, heritage and recreation. Several survey respondents in favour of the proposal indicated that improved access to Centennial Park by ATV is desirable, to attend the growing number of events hosted at that location or to park trailers for accessing the K&P Trail.

County staff consulted with senior staff at the Township of South Frontenac and received the following comments:

- Centennial Park is a growing recreation destination in South Frontenac, with recent improvements made to support Pickleball and the covered Stock Sport pavilion being made in addition to the dog park, soccer field, playground and baseball diamond. The park is host to numerous events throughout the year, including the recently revived Frontenac Farmer's Market. Township staff highlighted that the growing popularity of the park has begun to exceed the available parking supply, and that the trailers used by motorized trail users would further exacerbate this issue.

In addition, the South Frontenac Township parks bylaw prohibits the use of motorized recreational vehicles.

- The Township in partnership with Frontenac County and Cataraqui Conservation are investigating the challenges associated with the Harrowsmith Trail parking area, which has been observed to be at or over capacity several days per week. As mentioned above by Cataraqui Conservation, this parking area is a popular destination for existing trail users and is not equipped to support parking for trucks and trailers with motorized recreational vehicles. Prior to any access being granted to motorized use, the Township would like to see this issue resolved.
- Another concern noted by the Township is the ongoing issue with dust management on the trail, specifically in Verona. While the County has made efforts to mitigate the propagation of dust from the trail, the Township has received complaints from the public that the issue has not yet been resolved. Township staff would be more comfortable with motorized access to Harrowsmith if the County is able to demonstrate its ability to manage dust on the existing motorized sections of trail.

## Adjacent Landowners

Letters were mailed to 124 landowners with property located within one hundred meters of the K&P Trail between Verona and Harrowsmith. The letters encouraged landowners to provide comments via survey or to reach out directly to the County with their comments concerning the proposed extension of motorized use. County staff received five pieces of direct correspondence and identified 15 survey responses from adjacent landowners.

Survey comments from individuals who identified themselves as neighbours or adjacent to the trail were primarily opposed to the request for ATV access, however four of these survey respondents indicated that they would enjoy the improved access to the trail. The comments from those in opposition to the request voiced concerns about impact on quality of life from noise and dust pollution. Others also referenced potential vandalism and one responded that they had concern for the value of their property.

Correspondence received from neighbouring farms and residents living adjacent to or near the K&P Trail indicates strong opposition to the proposed extension of ATV use. The reasons cited include concerns about noise, dust, trespassing, liability, and previous experiences with vandalism. Some neighbours indicated that if there was more effective enforcement of the rules and bylaws, they may be open to considering a change such as the one proposed by the ATV club.

The complete correspondence received from neighbouring landowners is included in Appendix 2.

## Trail Use Data

Included in Appendix 4 is a K&P Trail Use Report for 2022, which shares overall use data collected from a network of ten digital counter stations. These counters can identify whether a trail user is a pedestrian, cycling and motorized use, as well as direction of travel. The counters do this using infrared sensors and pressure sensitive loops embedded in the trail surface. While there is a greater diversity of uses on the trail, these three modes are the primary ways in which the K&P is enjoyed.

The individual data for each counter reveals the differences in use throughout the network, showing shifts in mode share as well as overall use as we move closer to settlement areas and travel south towards the City of Kingston.

Site	Total Counts	Pedestrian	Cyclist	Motorized
Clarendon Station	6,527	16%	42%	42%
Sharbot Lake: North of Village	19,337	28%	24%	48%
Sharbot Lake: South of Village	12,859	9%	32%	60%
Tichborne	12,208	10%	27%	64%
Hinchinbrooke Station	15,071	18%	32%	50%
Verona: Prince Charles School	21,034	42%	17%	41%
Verona: South of Hardwood Creek	16,999	39%	27%	34%

Harrowsmith: North of Cataraqi Trail	16,967	27%	34%	39%
Harrowsmith: South of Cataraqi Trail	21,765	38%	45%	17%
Orser Road	25,727	50%	31%	19%

*\*\*Note that Motorized Use for the bottom four counters are almost exclusively from the winter months when the K&P is open to Snowmobiles along its entire length.*

The counters with the highest overall recorded use are located at Orser Road and Harrowsmith South, both of which are located south of the Cataraqi Trail. These counters see the most activity, and the mode share is dominated by cyclists and walkers. However, that trend does not continue North of the Cataraqi Trail between Harrowsmith and Verona where the overall use drops by 22-34%, even with twice the motorized use in the winter. This is surprising, because the two Harrowsmith counters are located just 2.5 km apart.

Several assumptions can be made based on the above observations:

1. Trail users who start at the parking in Harrowsmith primarily proceed east, west, or south.
2. Trail users arriving from the south either stop in Harrowsmith before returning the way they came or travel further to the east or west along the Cataraqi Trail – perhaps to Sydenham.

While the recorded activity between Verona and Harrowsmith is much lower than the activity recorded south of Harrowsmith, this section is not the least active either, when compared to activity recorded at Tichborne or Clarendon Station. The numbers captured at Verona South and Harrowsmith North imply that there is some capacity to increase trail use in these sections in some fashion.

### **Economic Activity**

Off Road Recreational vehicles such as ATV's have become increasingly popular in recent years. A 2015 study estimated that the economic impact of ATV use in Ontario at that time was \$974 million annually. The ATV and Side-By-Side off-road vehicle market is growing quickly in North America, with recent consumer data indicating that these vehicles are now outselling snowmobiles by a ratio of 5:1. The average expenditure for an ATV user on a single day trip is \$100, where other trail users spend between \$10 (walker/hikers) and \$25 (cyclist) on a single day trip.

In 2020 County staff asked trail users to complete a survey, and as part of that survey, asked trail users to report their preferred method of enjoying the trail and also to report their average economic behaviour when on the trail. Of survey respondents who indicated their primary use of the K&P Trail was ATV or Side-by-Side, 96% indicated that they stop at businesses while on the trail. This indicates a high probability of an economic transaction every time an ATV user is on the trail. Walkers and Cyclists were far less likely to stop at businesses, with 60% and 53% of respondents respectively reporting that they stop at local businesses. The Muddy Waters Restaurant in Verona, was mentioned by name by 20% of all survey respondents (regardless of use type) who stop at businesses.

Considering the information above, there is potential for businesses in Hartington and Harrowsmith to experience a noticeable economic benefit from motorized users on the K&P Trail.

### **Operational Considerations**

The Manager of Economic Development along with the Trails Project Manager offer the following comments from the perspective of managing and operating the Frontenac K&P Trail.

Motorized use of the K&P Trail by ATV's and other Off-Road Vehicles tends to wear the trail more along the standard path of travel. Over the course of one or two years, this can impact the surface drainage, causing water to pool and creation of potholes. As such, the surface in this section will need to be graded more often than sections without motorized use. A motorized section needs to be resurfaced every 2-3 years, although some sections may require attention annually. Non-motorized sections require grading once vegetation begins to encroach along the shoulders, narrowing the travelled pathway. Non-motorized sections are graded every 3-5 years.

In recent years, the combination of increased trail use along with a warming climate has resulted in dusty conditions along motorized sections of the K&P Trail. This year, County staff, working with the Verona District ATV Club, have undertaken several initiatives to suppress dust. In the end, it was determined that professional dust management is necessary to bind the dust to the trail surface using a liquid calcium chloride solution, at a cost of approximately \$1000 per kilometre of Trail.

Due to the Trail's popularity with other users between Verona and Harrowsmith, and the proximity of the corridor to residents, farms, and businesses, the entire 9-kilometre stretch would need to be treated annually, in addition to the existing 50 kilometres of motorized trail already in operation.

Speed and respectful behaviour were mentioned many times by survey participants who feel unsafe sharing the K&P Trail with motorized vehicles such as ATVs. It was also mentioned that more enforcement of the bylaws, especially concerning posted speed limits, is necessary should the request for an extension be granted to the ATV Club.

County Council passed the bylaws governing the K&P Trail in late 2022. The bylaws are enforced through an administrative penalty process, however the process of reporting infractions and following up with an administrative penalty needs to be further developed, along with provision of training to qualified individuals to enforce or support the enforcement of bylaws.

The Verona District ATV Club does patrol the motorized sections of the trail on weekends, with Trail "Wardens" who look for maintenance issues and educate trail users on appropriate behaviour. County staff observe that the warden program is relatively new and focuses on promoting appropriate behaviour rather than the enforcement of bylaws.

## Financial Implications

If the request to extend ATV access on the K&P Trail between Verona and Harrowsmith is granted, there would be costs for implementation as well as ongoing costs associated with increased maintenance.

Implementation Costs (Estimates):

- \$3,000-\$4,000 - Signs for speed, community safety zones, as well as directional signs indicated where motorized uses are/are not permitted. Changes to existing wayfinding signs and digital maps outlining the new permitted uses would be required as well.
- \$5,000-\$10,000 – Installation of gates and other structures to prevent access to the Cataraqui Trail and/or Centennial Park.
- \$15,000-\$25,000 – Expansion of parking area at Harrowsmith Trailhead.

Ongoing costs to be added to the annual maintenance budget (Estimates):

- \$9,000 of additional dust suppression for 9 kilometres at \$1,000/km
- \$6,000-9,000 for grading every 2-3 years. (Current schedule is every 3-5 years)

In addition to the costs above, there is the risk of losing funding support from Trans Canada Trail for current projects (\$60,000 for Elbow Creek Bridge) and the risk of losing the Trans Canada Trail as a partner on future initiatives.

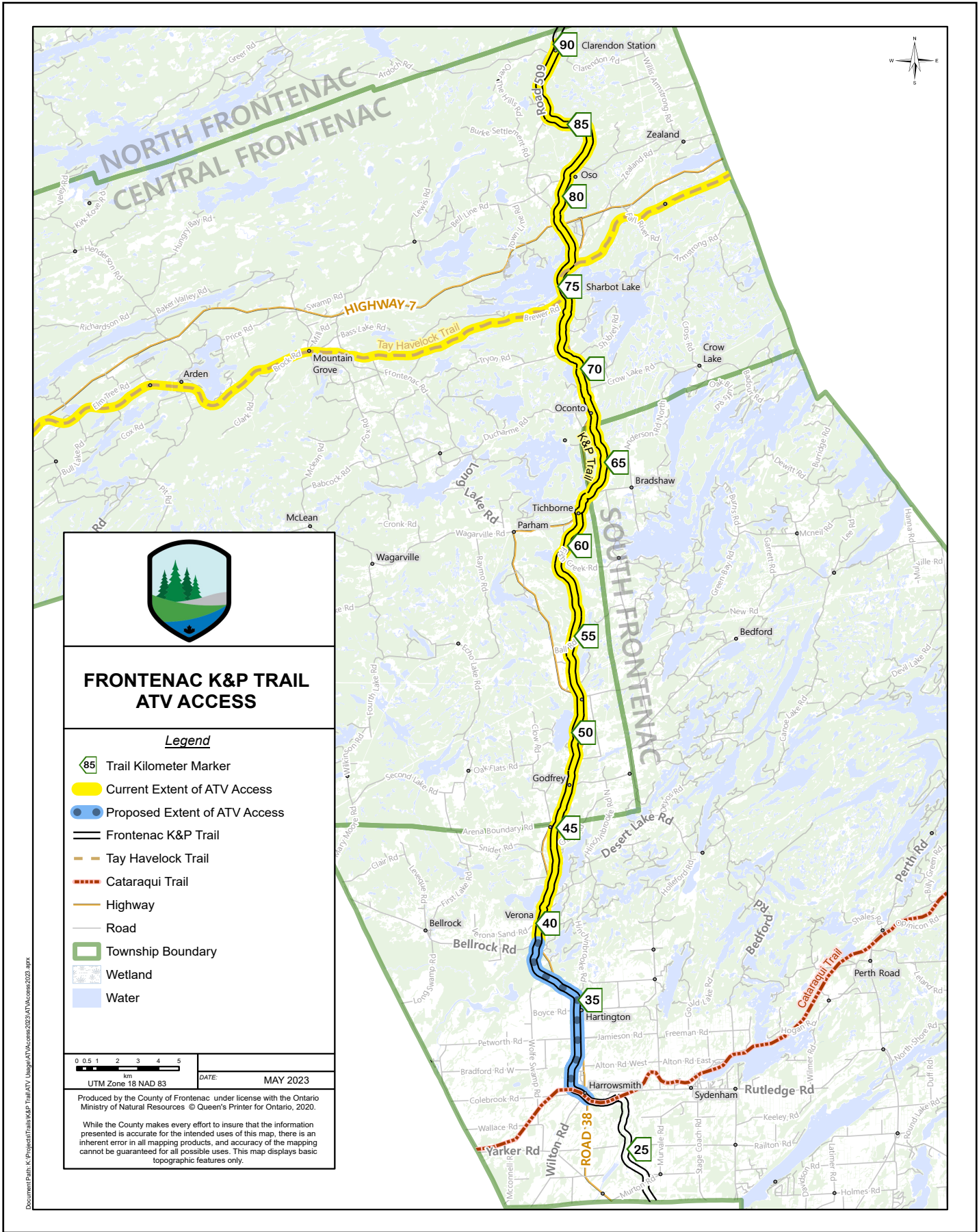
## Strategic Priority Implications

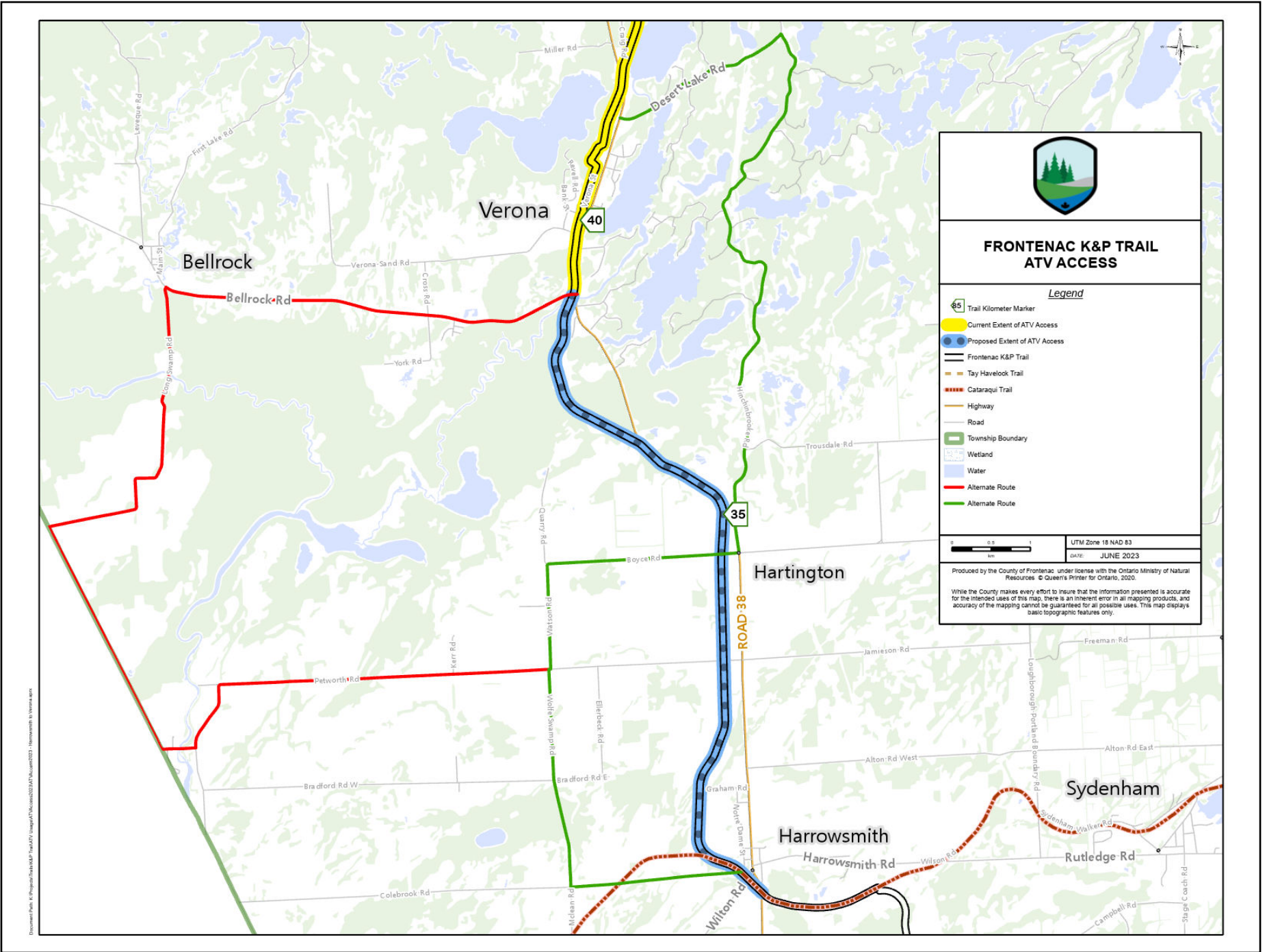
**Priority 2.1:** To meet the needs of future capital projects, explore new sources of funding support (current and future programs), cost-sharing options and other potential economies.

**Priority 3.1:** Work with the townships, other municipalities and levels of government on broad infrastructure issues — ranging from environmental concerns to regional transportation strategies for residential, social and economic purposes, and access to funding.

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

South Frontenac Township  
Cataraqui Conservation Authority  
Trans Canada Trail  
Verona District ATV Club





Verona, Ontario, Canada  
2023-079 K&P Trail Request to Extend ATV Access on the K&P Trail, Verona...  
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June 21, 2023

AA-023-23

Via E-mail

Richard Allen, Manager of Economic Development  
**Frontenac County**  
2069 Battersea Road  
Glenburnie, ON K0H 1S0

**Re: Response to your letter Extension of ATV Use on the K&P Trail between Verona & Harrowsmith dated May 24, 2023**

Dear Mr. Allen:

Cataraqi Conservation staff understand that Frontenac County Council received a request to extend ATV access on the Frontenac K&P Trail south from Bellrock Road in the Village of Verona to the Village of Harrowsmith from the Verona District ATV Club.

County staff formally requested comments from Cataraqi Conservation as the proposal involves access over a portion of the Cataraqi Trail that is shared with the K&P Trail.

The Cataraqi Trail is a 104-km multi-use trail that extends from Strathcona in the west to Smith Falls in the east. The trail supports non-motorized uses (excluding maintenance vehicles and snow mobiles with a valid Ontario Federation of Snowmobile Club (OFSC) permit). The trail crosses four municipalities (Township of Stone Mills, Township of South Frontenac, Township of Rideau Lakes, and the City of Smith Falls). A portion of the Cataraqi Trail (Smith Falls to Harrowsmith) is also a vital link in the Trans Canada Trail.

The village of Harrowsmith is a junction point where the two former rail properties run parallel to one another. The Cataraqi and the K&P Trail share a single trail surface through the Village of Harrowsmith for a distance of 2.4 km. The trail junctions where the trails separate are located 0.5 km north of Colebrook Road and 1.6 km east of Highway #38.

**Cataraqi Conservation**

1641 Perth Road, PO Box 160, Glenburnie ON, K0H 1S0 • info@crca.ca • 613-546-4228 • CataraqiConservation.ca



### *History - Cataraqi Trail*

The former Canadian National Railway (CN) railbed was cleared of railway ties in the late 1980's by CN. In 1993, local snowmobile clubs approached CN about leasing the land and the line became part of the Ontario Federation of Snowmobile Clubs (OFSC) official network of trails. Shortly thereafter CN began to pursue disposition options. Through a coalition of the snowmobile clubs and in an effort to preserve the trail ownership, the Southeastern Ontario Rails to Trails Association and other interested parties began discussions with Cataraqi Conservation.

In 1997, the Cataraqi Trail was acquired by Cataraqi Conservation from the Canadian National Railway to create a recreational trail with the exclusion of several sections that were sold by CN and remain in private ownership which are listed below.

- Two kilometers (2km) at the end of Trail in Smith Falls
- Lombardy Glen Golf Course between Golf Club Road and Kelly's Road in Rideau Lakes (2km)
- A collection of properties along the shores of Sydenham Lake (5km)
- The Strathcona Paper Mill property and continuing section into Napanee

Easement agreements for a Right-Of-Way (ROW) through these properties enables the continuation of the trail however these agreements contain restrictive conditions related to the authorized uses. The ROW is noted within the agreement to be for the purpose of allowing the public, under the supervision and management of Cataraqi Conservation, access by way of a right of way across the land comprising the easement for recreational purposes limited to walking, hiking, biking, horseback riding, skiing and snowmobile trails located on the easement, and for the grooming and maintenance of trails.

The agreements further state that the easement will be for the purpose of a four seasons trail, to be part of the Trans-Canada Trail, provided that all motorized vehicles shall be prohibited from the land comprising this easement with the sole exceptions of snowmobiles, snow oriented recreational vehicles, snow groomers and Cataraqi Conservation maintenance and emergency vehicles, it being agreed and understood that snowmobiles, snow oriented recreational vehicles and snow groomers shall be restricted to the period of the year during which snow is on the ground and in no event prior to October 1 or after May 31 in any year.

From the formation of the trail 1997 to 2019 the Cataraqi Trail was managed by a volunteer Cataraqi Trail Management Board. In 2019, the Cataraqi Trail Management Board was dissolved to allow Cataraqi Conservation to assume the management of the trail for liability and financial reasons. The members and volunteers of the Management Board became the foundation for the creation of the Friends of the Cataraqi Trail. The Friends of the Cataraqi Trail is a local, community-based group of

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volunteers whose mandate is to conserve and enhance all 104-kilometres of the regional trail, by helping with maintenance, programming, and overall awareness of the amenities of the popular property between Smith Falls and Strathcona. The Friends of the Cataraqi Trail Executive have expressed their opposition with the request for ATV access south of Verona on the K&P Trail, with a few members also voicing opposition to the proposal at the May 2023 Friends of the Cataraqi Trail meeting. Members of the public have also expressed concerns regarding this request, as it relates to the Cataraqi Trail.

Cataraqi Conservation staff decisions related to the trail are guided by the Full Authority Board adopted Cataraqi Trail Master Plan (1999) which was also utilized by the former Cataraqi Trail Management Board.

Cataraqi Conservation staff have maintained a consistent stance in response to requests for ATV use in accordance with the Cataraqi Trail Master Plan. This stance is based on the public input received at the time of the Master Plan development, enforcement complaints received from adjacent property owners regarding safety, noise, speed, and dust, as well as the intent to retain consistency over the length of the Cataraqi Trail for messaging and enforcement purposes. All properties of Cataraqi Conservation currently do not permit ATV access.

#### *Cataraqi Conservation Comments*

The following comments are provided for Frontenac County Council consideration.

- Access if considered for ATVs on the K&P Trail is recommended to be terminated at Graham Road (1km north of the Cataraqi Trail and K&P junction) to avoid direct conflict with the intent and policies of the Cataraqi Trail Master Plan. The termination of the access at Graham Road requires consideration by the County on how to restrict ATV access from Graham Road to the junction of the K&P and Cataraqi Trails.
- Granting access south of Graham Road by Frontenac County requires ATVs to use a section of trail shared by the Cataraqi Trail and K&P Trail. The use of ATVs in this shared section would conflict with the intent and policy of the Cataraqi Trail Master Plan.
- Cataraqi Conservation and the County share a parking lot adjacent to the shared trail where it meets Highway #38. This parking area is a popular starting point for visitors to the trail system (Cataraqi and K&P) and is often at capacity. Use of this parking area for trailers or loading/unloading of ATVs could add additional congestion to the parking lot and would increase the likelihood of vehicles parking on the shoulder of Highway #38 that would present safety concerns for Cataraqi Trail users.

**Cataraqi Conservation**

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- Concerns have been expressed to Cataraqi Conservation staff by members of the public that should the County permit ATV access on the K&P Trail to Harrowsmith this will create additional opportunities for illegal entry onto lands owned by Cataraqi Conservation particularly in eastward and westward directions from the K&P Trail. Access from these entry points and subsequent use of the Cataraqi Trail would conflict with the intent and policies of the Master Plan.
- In adhering to ROW agreements between private landowners and Cataraqi Conservation, staff implement measures to restrict motorized uses to authorized vehicles only. Although there are no ROW agreements within the area proposed for use, Cataraqi Conservation staff discourage any permission that would increase the potential for conflict with existing ROW agreements east and west of Harrowsmith.
- The Cataraqi Trail is currently posted, advertised, and marketed as a non-motorized trail (with the exclusion of authorized emergency maintenance vehicles and snowmobiles with valid OFSC permit). Landowners have purchased or own property adjacent to the trail with the understanding of this non-motorized policy. Landowners have expressed concerns with regards to ATV use of the trail and have requested Cataraqi Conservation staff assistance to reinforce the permitted uses through signage and enforcement. Cataraqi Conservation has struggled to restrict access to the Cataraqi Trail by ATVs and dirt bikes. Signage and access barriers have been deployed across the length of the Cataraqi Trail in an effort to limit unauthorized access. Gates have been vandalized and removed by individuals intent on accessing the trail illegally.
- For ATV access to be considered along the shared portion of K&P and Cataraqi Trail, or any additional section of the Cataraqi Trail, Cataraqi Conservation staff will require direction of the Full Authority Board, and a fulsome public consultation will be required.

Should Frontenac County grant approval for ATV access in the abovementioned areas, Cataraqi Conservation staff will need to work with the County to determine appropriate barriers and signage required to restrict unauthorized uses from occurring on the Cataraqi Trail. It is expected that costs associated with physical control measures will be a Frontenac County expense.

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Through granting usage of the K&P Trail to Harrowsmith by ATVs, there is an increased potential for unauthorized motorized vehicles on the Cataraqi Trail. This will present enforcement challenges and additional enforcement / monitoring costs that will need to be considered by all parties. Surface maintenance costs are anticipated to increase with an increase in illegal traffic on the Cataraqi Trail. Capital and Operating costs will therefore need to be assessed and incorporated into the annual operating budget and capital asset management plan for the Cataraqi Trail and discussed with member municipalities and the County.

*Conclusion*

The extension of ATV use from Verona to Harrowsmith via the K&P Trail represents several challenges to Cataraqi Conservation.

Staff have provided comments to Frontenac County based on the Board approved direction of the Cataraqi Trail Master Plan. Staff will be providing an information report to the Full Authority Board at its scheduled June meeting (June 28, 2023). Additional comments or direction may be provided following the scheduled Full Authority Board Meeting and prior to the July 5, 2023 public meeting for consideration. Cataraqi Conservation staff will be in attendance to answer any questions but will rely upon this written submission for consideration by Frontenac County Council and staff.

Cataraqi Conservation staff look forward to working with Frontenac County staff and will present a follow up report to Cataraqi Conservation Full Authority Board dependent on the direction taken by Frontenac County.

Respectfully yours,

Tom Beaubiah Manager, Conservation Lands

**Cataraqi Conservation**

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6/5/23, 2:18 PM

RE: Request for Comment: Extension of ATV Use on K&P Trail (Frontenac County) - Richard Allen - Outlook

## RE: Request for Comment: Extension of ATV Use on K&P Trail (Frontenac County)

Mathieu Roy <mroy@tctrail.ca>

Mon 6/5/2023 9:32 AM

To:Richard Allen <rallen@FRONTENACCOUNTY.CA>

Cc:Kristen Gabora <KGabora@tctrail.ca>;Michael Goodyear <MGoodyear@tctrail.ca>;Heidi Tillmanns <HTillmanns@tctrail.ca>

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Hi Richard,

I hope you're well. Sorry for the delay, I was away last week.

As you know, our organization is working to protect and increase the amount of greenway within our network. As per the email exchange with Michael in 2018, our objective was to limit the length of mixed-use trail as much as possible, while selecting the safest route for the non-motorized users, moving users from the roadway. Currently, the trail is a greenway. Based on our research and experience, adding motorized usages will generate negative impact for at least some of the non-motorized users. Also, it is important to mention that a change in permitted usages will automatically lead to a review of any contribution agreements currently in place with TCT.

Have a nice day,

**Mathieu Roy, ing.** (il/lui | he/him)

Vice-président et directeur, Expérience Sentier

Vice President, Chief Trail Experience Officer

Sentier Transcanadien | Trans Canada Trail

C: 514-607-5081

Sans frais | Toll-free: 800 465.3636 ext. 4351

[mroy@tctrail.ca](mailto:mroy@tctrail.ca)



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**From:** Richard Allen <rallen@FRONTENACCOUNTY.CA>

**Sent:** 30 mai 2023 15:54

**To:** Mathieu Roy <mroy@tctrail.ca>

**Subject:** Request for Comment: Extension of ATV Use on K&P Trail (Frontenac County)

Hello Mathieu,

about:blank?windowId=SecondaryReadingPane25

1/2

It was great to see you at the Trails Summit last month, I'm sorry we did not find more time to connect! Perhaps another time at a future event.

I am writing today because Frontenac County has received a request from the Verona ATV Club to extend ATV Access on the K&P Trail further south, from Verona to Harrowsmith, and County Council is considering the benefits and implications of that request. Attached is a formal letter requesting comment from Trans Canada Trail, seeking written comments before June 21, 2023.

The Planning and Economic Development Committee will consider this request along with partner comments on July 5, 2023 and make a recommendation to County Council. The committee will also host a public meeting as part of the consultation process.

Please feel free to reach out with any questions or to arrange a call if you require more details.

Richard

**Richard Allen (he/him)**

Manager of Economic Development  
Planning and Economic Development  
County of Frontenac  
2069 Battersea Road,  
Glenburnie ON K0H 1S0  
Mobile: 613-483-9767  
[rallen@frontenacounty.ca](mailto:rallen@frontenacounty.ca)  
[www.frontenacounty.ca](http://www.frontenacounty.ca)

Meeting with me: [Book time](#)



### Atv use proposed south of Bellrock Road

talktous@frontenacounty.ca <talktous@frontenacounty.ca>

on behalf of

Vicki Mitchell [REDACTED]

Mon 5/22/2023 5:13 PM

To: Richard Allen <rallen@FRONTENACOUNTY.CA>

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I am concerned that atvs may be allowed on the trail south of Bellrock Road in future. I strongly oppose.

In my experience, atvs (especially side by sides) cannot safely share the trail with other users. I have been forced off the trail by atvs when riding my bike, and breathed in the dust of atvs traveling too quickly. Because I fear for my safety, I have been avoiding the trail north of Bellrock Road.

I have seen families with strollers, and children on bikes using the trail regularly. I don't think sharing a trail with atvs would be safe or fun for them either.

I am concerned that this change may be allowed without consultation with all people who use the trail (not just atv owners) and without consultation with residents that live beside the trail.

I am concerned that this proposed change will be unduly influenced by atv owners and associations, and business owners that might expect increased business from atv users.

I suggest all residents should have the opportunity to voice their comments and concerns on this issue first. Let's see some polling and outreach to the general public before decisions are made.

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Origin: <https://www.frontenacounty.ca/en/things-to-do/kp-trail.aspx>  
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This email was sent to you by Vicki [REDACTED] through <https://www.frontenacounty.ca>.

5/29/23, 3:52 PM

Mail - Richard Allen - Outlook

## ATV Access extension to Harrowsmith

Brenda Crawford [REDACTED]

Mon 5/29/2023 1:26 PM

To: Richard Allen <rallen@FRONTENACCOUNTY.CA>

CAUTION: This email did not originate from Frontenac County. Do not click links or open unexpected attachments unless you recognize the sender and know the content is safe. Contact FMIS with any concerns.

Hello,

This is certainly a no go situation. I live quite close to the trail and the noise level at night right now with illegal usage of the trail is daily. People are using the trail in the evening when they think they can get away with breaking the law.

This trail is used everyday by bicyclists, walkers, and strollers with babies. Dog traffic is quite dense as well. All of this use would be very dangerous with ATVs racing through our village.

Racing is what the majority of ATV'ers participate in. Yes, there are some who abide by the law, but they are in the minority. Coming home from our cottage, via Westport Road to Hwy 38 we see lots of racing of ATVs. They actually get ahead of us who are driving the 80 km. limit on 38. I sped up on Saturday afternoon and it still got ahead of me on the trail.

Are motorized wheelchairs or electric bicycles allowed? Let's try this first.

Safety is my major concern. Surely they could find a less populated area to do their sport.

Seriously,

Brenda Crawford

<https://outlook.office.com/mail/inbox/id/AAMkADY2YJkODVhLWI4ZjYtNDhjZC04NzUwLWZkNDZkYjZmNGM0YgBGAAAAAABaeOCIT7cqRlexUICd53...> 1/1

5/31/23, 3:57 PM

ATV Trail Extension (Verona to Harrowsmith) - Richard Allen - Outlook

## ATV Trail Extension (Verona to Harrowsmith)

Cynthia Williamson [REDACTED]

Wed 5/31/2023 2:42 PM

To: Richard Allen <rallen@FRONTENACCOUNTY.CA>

CAUTION: This email did not originate from Frontenac County. Do not click links or open unexpected attachments unless you recognize the sender and know the content is safe. Contact FMIS with any concerns.

Dear Mr Allen:

I write with concern about the proposed extension to ATV access on the Cataraqui Trail from Verona to Harrowsmith. I am a fairly new resident (arrived in 2020) and while I am reluctant to question local culture, I think we need to seriously question recreational ATV use. Climate change is upon us, some things have to change and I would argue that recreation that requires the burning of fossil fuel should be limited not expanded. This is not about respecting people's feelings, it is about saving the planet. People may have to drive to get to work but recreational ATViing is not a necessity. Were it up to me I would restrict snowmobiles on the trail for similar reasons.

Further, there really isn't a way for pedestrians and cyclists and ATV users to enjoy the trail simultaneously. ATVs are noisy and kick up dust that ruins a walk or a ride.

Please do not grant this extension.

Regards,

Cynthia Williamson

Sydenham ON

6/2/23, 8:58 AM

Trail access to Harrowsmith - Richard Allen - Outlook

## Trail access to Harrowsmith

Peter S [REDACTED]

Thu 6/1/2023 7:35 PM

To: Richard Allen <rallen@FRONTENACCOUNTY.CA>

**CAUTION:** This email did not originate from Frontenac County. Do not click links or open unexpected attachments unless you recognize the sender and know the content is safe. Contact FMIS with any concerns.

Sir,

Pertaining to the access of licensed, insured and participating in the trail pass fee that only are discriminated ATV and SSV voters and community are exposed too. I would like you to endorse the voters support of expanding the trail to Harrowsmith.

Many years, snowmobile, ATV and SSV voters have to pay for our trail pass with limited access to the KPR trail. I ask you to endorse the expansion of the trail for both economic for small business as well as fairness to the off road community.

Please either support the expansion or provide reason why walkers, cyclists, ect can use the trails that are first maintained by VOTERS and the snowmobile federation and secondly the ATV/ SSV community. As an off road enthusiast, I expect that enforcement of lisencing, insurance as well as trail pass to be enforced.. my expectations are that you provide the same enforcement of anyone that uses these trails without paying as I do...including cyclists or walkers.

I look forward to your response and support to expanding the existing trail to everyone using trail network to Harrowsmith ... If not please ? Please provide how you will ensure that I am not discriminated upon by limiting me to use the trails that I have equally or more have paid for and that you have means to collect the same revenue for access as I currently pay. Equal trail pass fees for ALL users / voters.

Thank you

Peter Smallman-Tew

Sent from [Outlook for iOS](#)

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1/1

6/5/23, 1:58 PM

K&p trail opening to atvs - Richard Allen - Outlook

## K&p trail opening to atvs

Scott Cassidy [REDACTED]

Thu 6/1/2023 6:30 PM

To:Richard Allen <rallen@FRONTENACCOUNTY.CA>

CAUTION: This email did not originate from Frontenac County. Do not click links or open unexpected attachments unless you recognize the sender and know the content is safe. Contact FMIS with any concerns.

Hey Mr. Allen

I live on graham road in Harrowsmith. We might really enjoy access to the k&p trail with our atv.

Major concern about the large property known as the sand pit were the k&p trail and cataraqui trail intersect. Many residents including myself use that area for dog walking as well as walking the trails. I would consider it a high pedestrian traffic area between The trails the pit , fields . All of that from graham road , Norte dame street and . Already there is considerable erosion caused by atvs and side by sides in the fields. Loud atvs without mufflers are in the pit on a regular basis. It's a fun area to ride . My concern is that this will become a destination for more and more riders who discover it with the opening of the trail. That will also lead to centennial park becoming a loading/unloading area with significantly increased traffic through the sand pit and upper fields. Is This propey privately owned? Will it be maintained? Excessive noise, dust and trail erosion will increase. A very popular walking circuit has been highlighted on the image attached.

Atv use in this area needs to be regulated, muffler laws need to be enforced. Speed limits. And that propey needs to be maintained. There is also garbage dumping and burning in the sand pit after dark . Not sure what the solution is but it's a challenge that needs proper planning.

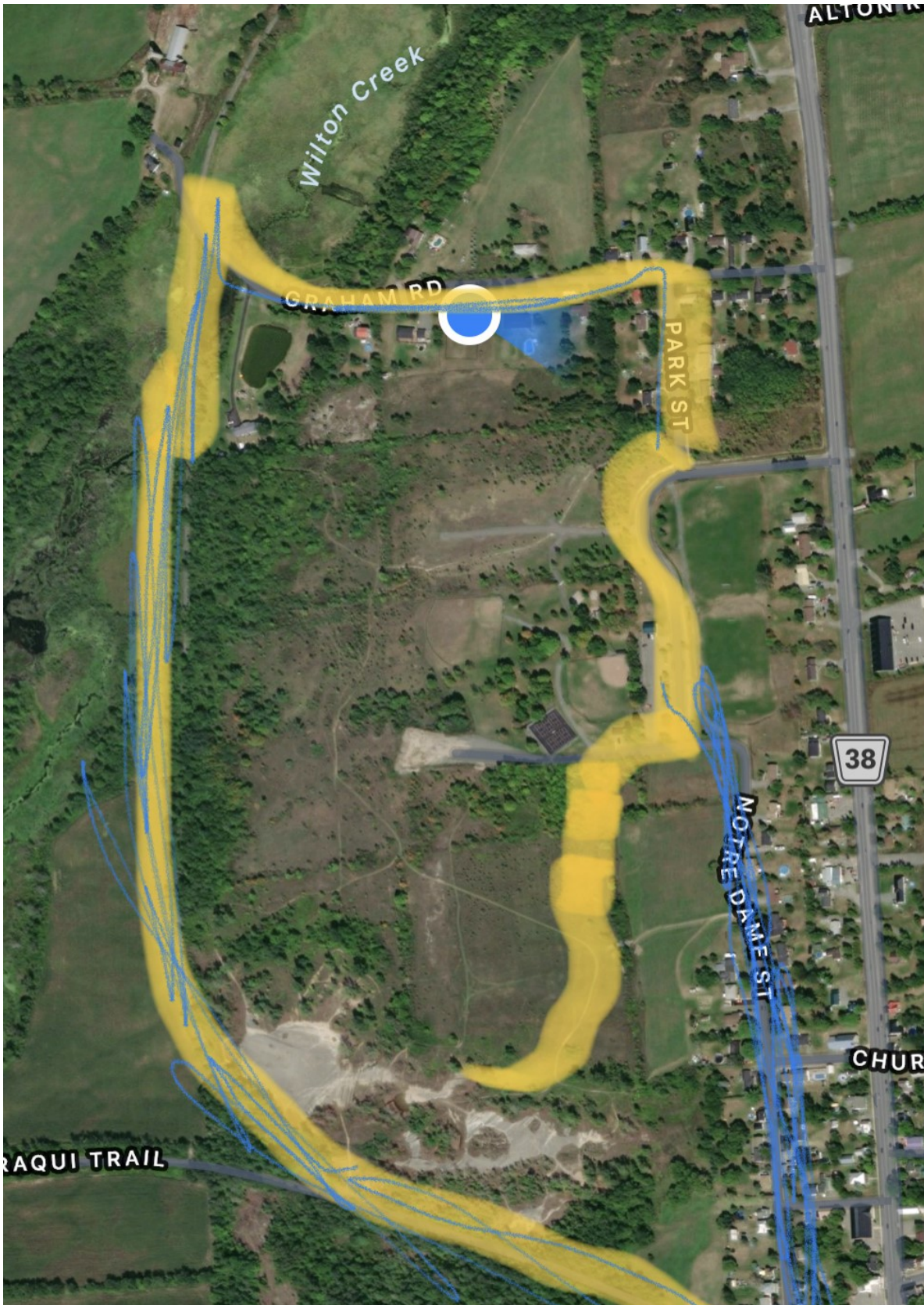
Hope my insight is not a single voice. And regardless of the decision. We look forward to the future and enjoying the amenities of the area

Cheers

Scott Cassidy

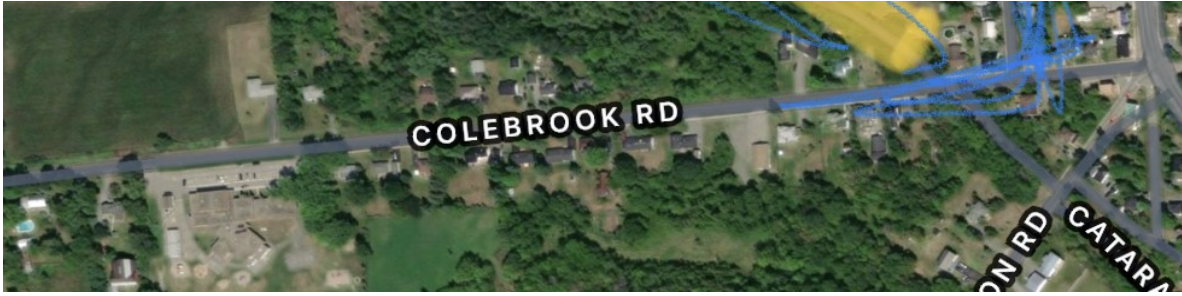
[REDACTED]

Harrowsmith.



6/5/23, 1:58 PM

K&p trail opening to atvs - Richard Allen - Outlook



6/5/23, 9:35 AM

Mail - Richard Allen - Outlook

## ATV use on K&P trail

Ed Witjes [REDACTED]

Sat 6/3/2023 10:35 AM

To: Richard Allen <rallen@FRONTENACCOUNTY.CA>

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Good Day

I am writing this in favour of expanding the trail use boundaries for ATV's on the K&P trail in South Frontenac. As a resident of South Frontenac I enjoy the freedom of using the roadways responsibly, however when riding the ATV on the trail iv Verona and North there is a sense of safety and comfort with being on the trail and not on the roadways. There still needs to be a sense of responsibility when using the trails, and I feel this is the case in general when riding the trails. As a Sydenham resident I look forward to expanding ATV travel to all the connected trails.

The connected trails are used in the Winter season by snowmobile enthusiasts and my wish is to extend these privileges to all ATV recreational users to all connected trails in South Frontenac and surrounding areas.

Regards

Ed Witjes  
[REDACTED]

<https://outlook.office.com/mail/inbox/id/AAMkADY2YJkODVhLWI4ZjYtNDhjZC04NzUwLWZkNDZkYjZmNGM0YgBGAAAAABaeOCIT7cqRlexUICd53...> 1/1

(No subject)

Laurence Whitby [REDACTED]

Wed 6/7/2023 9:57 AM

To: Richard Allen <rallen@FRONTENACCOUNTY.CA>

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Richard Allen, Manager of Economic Development

I have made the following submission allowing ATVs from Verona to Harrowsmith.

Have you ever been passed by a group of ATVs while walking on the trail? The fumes can be overpowering and ligure for a long time after they are gone. And don't be surprised if one or more pass very closely to you.

As an additional thought, if you allow ATVs to use the trail, then you need to open the gates that control vehicle access. How will you ensure that other motorized vehicles do not use the trail? This is not a hypothetical question. I have encountered pickups, cars and motorcycles on the trails.

Laurie

Submission

The trail is intended to be a multi-use trail and I agree with that.

Other than the obvious noxious fumes generated by these vehicles, in my experience most ATV drivers are respectful of other trail users. But unfortunately not all are respectful of other users. Recall that motorized vehicles are supposed to give the right of way to other users. As a bike rider I am expected to slow down for horses and pedestrians using the trail. ATV drivers should do the same with all other users of the trail.

As a condition of approval of the extension the ATV group advocating this use should undertake training of all users of this extension on how to safely operate their vehicles on a mixed use trail. Detailed records of the training should be sent to the Frontenac County Council at least annually. Details of the training should be prominently posted at various locations on the extension.

ATVs using the trail present a unique problem. ATVs (and to a lesser extent snowmobiles) are the only potential users of the trail that can cause significant damage to the trail. Over time significant ruts are carved into the trail especially on bends.

If ATVs are allowed to use the trail, the ATV group advocating this extended use must provide assurances in the form of a bond or other legally enforceable

6/7/23, 10:43 AM

Mail - Richard Allen - Outlook

instrument that pays for and ensures the annual restoration of the trail.

If the above is put in place, I would support the extension.

<https://outlook.office.com/mail/inbox/id/AAMkADY2YjlkODVhLWI4ZjYtNDhjZC04NzUwLWZkNDZkYjZmNGM0YgBGAAAAAABaeOCIT7cqRlexUICd53...> 2/2

6/9/23, 3:47 PM

Allowing vehicles on the trail - Richard Allen - Outlook

## Allowing vehicles on the trail

Annetta B.P. [REDACTED]

Fri 6/9/2023 11:28 AM

To:Richard Allen <rallen@FRONTENACCOUNTY.CA>

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I have left a comment on the survey but I am not sure if it will be used in any meetings so I thought I would leave my comment here as well.

I generally don't mind too much when a few neighbours sneak through the barriers and drive up and down the trail once in a while. However I feel that once you officially allow vehicles it will very quickly become out of control. I think even the current All terrain vehicle drivers will find it annoying. Accidents are more likely, a major disruption to wildlife will happen and maintaining the trail will be more expensive. People from all over will come and traffic will go up and noise will increase. This may not happen of course but I suggest that you have a day an experiment day. You could have one day or one week as a trial run to see what happens. You could then have a one week period every year or a one day a month or one day a week or passes so that only people in the neighbourhood can join or a club or a key or something where you can control it a bit. Perhaps don't just open the gates and dive right in only to regret it later? Just some thoughts. Thanks for listening.

6/9/23, 4:13 PM

I feel the atvs have taken over on the trails. When you are hiking especially they go by and you are left choking on the dust. Where ...

I feel the atvs have taken over on the trails. When you are hiking especially they go by and you are left choking on the dust. Where the atvs are not allowed you can hear birds and other wildlife. So using the trail a lot less. Thank you

William Duffenais [REDACTED]

Fri 6/9/2023 10:32 AM

To:Richard Allen <rallen@FRONTENACCOUNTY.CA>

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6/13/23, 9:27 AM

Mail - Richard Allen - Outlook

**Re: Thank you for completing Survey: ATV Trail Access**

Rick Gurnsey [REDACTED]

Mon 6/12/2023 5:01 PM

To: Richard Allen <rallen@FRONTENACCOUNTY.CA>

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Hi Richard,

I provided some comments on the question of ATV Access on the K&P Trail. (These are included below.) This picture illustrates my concern. This picture was taken on trail that goes from Perth to Sharbot lake, although it may extend east of Perth and West of Sharbot lake. I worry that repairing trails with this kind of gravel will make them unusable for bikers.

Rick



<https://outlook.office.com/mail/inbox/id/AAMkADY2YJkODVhLWI4ZjYtNDhjZC04NzUwLWZkNDZkYjZmNGM0YgBGAAAAAABaeOCIT7cqRlexUICd53...> 1/2

June 14, 2023

Mr. Richard Allen  
Manager of Economic Development  
Frontenac County

Re: Comments on the Proposed Extension of ATV Use on the K&P Trail

Dear Mr. Allen,

Please find enclosed my comments on the proposed extension of ATV use on the K&P Trail from Verona south to the village of Harrowsmith.

**Personal Background** – I am a retired Ecologist (27 years with the Ministry of Natural Resources and Forestry, Kingston). Lived north of Verona for the last 20 years and walk and/or cycle the K&P and Cataraqui Trails on an almost daily basis.

### **Pilot Project**

I understand that a pilot project to review ATV use from the Verona Trailhead to Craig Road is currently underway. While I do not know how the review will be carried out, I hope all adjacent landowners are interviewed to fully assess impacts. If the township merely relies on complaints filed, this may not accurately reflect the views of the majority of people since most may not go to the extreme of leveling complaints.

### **Verona Trailhead Parking Area**

On weekends this parking lot can get quite full as many users bring ATVs on trailers, thus taking up twice the space of a single vehicle. ATV traffic is continuous on weekends and less so during weekdays. I avoid trail use north of Verona on weekends due to ATV numbers, many of which travel together in groups. It gets too frustrating to be constantly moving over to let these vehicles (with associated noise and dust) go past.

### **The Verona to Harrowsmith Section**

Many people from Verona, Hartington and Harrowsmith enjoy walking or cycling this section of the K&P Trail. I believe it is important to maintain an “ATV free section” where people from these villages can enjoy the silence of a walk or bike ride and not have to be constantly moving over to let ATVs pass. I walk and cycle this section frequently and meet many people (from young to old) with similar feelings. The trail passes through mixed forest, marshes, swamps, fields and farms along the route making for an interesting array of habitats to enjoy and wildlife to view.

**Trail Condition** – Most of the trail in this section has a smooth, well compacted stone dust surface providing good cycling conditions. Where ATVs travel to the north, the surface becomes loose and less compacted due I believe, to the deep treads found on most recently produced ATVs. With each spin of the tires, the tread effectively digs up the underlying surface, keeping it constantly “tilled” so to speak, in the top 2-3 cm zone. This makes the surface less ideal for cycling.

### **ATV Impacts on the Environment**

The main impacts I have witnessed during my many hours spent on the trail from Kingston to Clarendon Station include the following:

Noise: While the amount of noise produced by different ATVs varies greatly, they all produce engine noise which increases with speed travelled. ATVs moving at 20-30kph produce a considerable whining or roaring sound that can be heard quite far away.

Pollution: Exhaust

Dust: During heavy use times and dry periods, dust creation from passing ATVs can be quite intense. Obviously, faster speeds equals greater dust.

Surface Abrasion and Trenching: Loosening of the top surface by tire treads. I also often find areas where people have “gunned” their ATVs and produced trenches in the surface layers.

Wildlife: I frequently encounter snakes and turtles (including threatened species) that have been run over on the trails. I have occasionally found dead birds that I suspect were hit by fast moving ATVs.

### **ATV Trail Extension Impacts**

In addition to the above mentioned environmental impacts, the proposed extension should be expected to have the following impacts.

\* Loss of a section of the trail that provides a “quiet space” to enjoy a walk, run or bike ride to the local environs of the area. Many young mothers enjoy walking with their children or babies in strollers here.

\* Adds significant noise and disturbance for all those living beside the trail. This includes impacting farmers that may need additional gate modifications or changes to herd management. Also, the newly developing Hartington subdivision is situated right beside this section of the trail. Future home owners at this site would probably greatly appreciate the ability to be able to enjoy a quiet walk or bike ride on the trail beside them.

\* ATV use south to Harrowsmith will add **significant township pressure** to allow ATV use on the Cataraqui Trail more broadly, which is currently not allowed. There is no exit to Hwy 38 without going on the Cataraqui Trail. Otherwise I fail to see why ATV users need to go to Harrowsmith, since most will not be coming from the other direction.

\* ATV use to Harrowsmith will almost certainly require expansion of the Harrowsmith parking area on Hwy 38 which is already often being used to full capacity by walkers, runners and cyclists. Otherwise where are these ATV users coming from?

### **Don't Equate Snowmobiles Use With ATV Use**

While ATV users may argue that since snowmobilers use this section of the trail, then they should be able to also. But there are significant differences between the two activities. Firstly there is much lower use of the trail in winter by walkers and cyclists and hence less conflicts with snowmobiles. Also, the environmental impacts are less since many wildlife species are no longer present on or crossing the trails. Additionally, snowmobiles do not alter the surface structure of the trail itself. Snowmobiles are also currently allowed on the Cataraqui Trail and so maintaining connection between the K&P and Cataraqui Trails for snowmobile travel makes some degree of sense.

**Summary:**

I believe that this small section of trail holds far more value to local residents as a quiet stretch of trail to enjoy various activities, than as a busy ATV corridor.

ATVers can already travel from Verona to Clarendon Station – a distance of some 45km, one way. At Sharbot Lake they can also access the TransCanada Trail if they wish to travel much further in an east or westerly direction.

It's a well known fact that quiet areas are essential to human health and happiness. ATV use of this section would remove that option for hundreds of local people (and visitors) that have become accustomed to walking or cycling here over the last few years.

Yours truly,

Todd Norris

 Verona, Ontario



6/13/23, 9:27 AM

Mail - Richard Allen - Outlook

Our cottage is in Central Frontenac Township. We adore biking on the beautiful, hard packed rail beds throughout Frontenac county. In a few places, these have been completely destroyed by repairing ruts caused by ATVs with coarse gravel that is suitable for ATVs but completely unsuitable for biking. For example, between Harrowsmith and Yarker, from Fall River Road to Sharbot lake in Central Frontenac, and several other places between Sharbot lake and Perth. As more ATVs travel on the hard packed gravel of the bike paths the more the paths become chewed up and inevitably repaired with coarser, less expensive gravel gravel. All it takes is a few miles of course gravel to dissuade bikers from using the paths. Fewer bikers, the more ATVs, the more path destruction, the more coarse gravel. In the end, opening more paths to ATVs will mean losing our wonderful bike paths. So no, I do not support opening up more of the K&P Trail to ATVs.

<https://outlook.office.com/mail/inbox/id/AAMkADY2YJkODVhLWI4ZjYtNDhjZC04NzUwLWZkNDZkYjZmNGM0YgBGAAAAAABaeOCIT7cqRlexUICd53...> 2/2

## ATV Trail Use to Harrowsmith

Robert Drouin [REDACTED]

Sun 6/18/2023 4:26 PM

To:Richard Allen <rallen@FRONTENACCOUNTY.CA>

**CAUTION:** This email did not originate from Frontenac County. Do not click links or open unexpected attachments unless you recognize the sender and know the content is safe. Contact FMIS with any concerns.

Good Day,

I understand that there is some consideration being given to allowing ATV's between Verona and Harrowsmith. This is an absolutely terrible idea and I'm shocked it's even being considered. It was a mistake allowing ATV's within town limits when the Bellrock Road parking lot was built, a mistake that could and should be corrected. The trail should be used to encourage outdoor experiences and fitness, not for facilitating the use of vehicles which have absolutely no redeeming qualities. Have you tried cycling north of Bellrock road on weekends? Not a fun experience with the dust and gas fumes these environmentally deleterious vehicles produce. Now you're telling me that the way south will be similarly affected. No thanks! This is completely counter to promoting Verona as a lifestyle choice for young families considering Verona as a place to live. I'm also puzzled why ATV's require more areas to drive when they already have hundreds of kms of trails at their disposal.

Thanks,

Robert Drouin, Verona

*Concerning the proposed expansion of ATV use on the K&P trail from Verona, Ontario south to Harrowsmith*

June 18, 2023

Dear Richard Allen,

This is a personal letter standing in direct opposition of the proposed motorized expansion of the K&P rail trail, which would allow ATVs access of the 9km of trail running south of the Verona trailhead towards Harrowsmith. Such an expansion raises a number of concerns, one being the removal of gates which would then lend access to the Cataraqui Trail which intersects with the K&P in Harrowsmith and has always stood in firm opposition against motorized use. The Cataraqui and K&P trails become one trail, the same trail, for approximately 1km between Harrowsmith, running east toward Sydenham. This trail is also named the Great Trail, the Trans Canada Trail - a trail that has historically promoted itself as a greenway trail for nature enthusiasts.

Currently the K&P trail is enjoyed by many different types of users, all of whom engage in healthy active living. These include walkers/hikers, joggers, backpackers, cyclists, horseback riders, dog walkers, and young families with baby carriages. The trail promotes a quiet and safe environment for individuals wishing to enjoy this area's natural beauty while avoiding busy motorized roadways. Nature trails attract people from urban environments as an escape from the busy, noisy city atmosphere.

I stand in favour of allowing motorized vehicles of all kind having a place on any and all roads in our county. In my opinion, public roadways are the most compatible form of use for any kind of motor. The nature trail, specifically between Petworth and Graham roads, is two metres wide in many places, with several sections being quite overgrown and canopied in the summer months. Bidirectional motorized traffic on narrow trails is a safety hazard for anyone wishing to enjoy the trail on foot. Many people no longer walk the trail north of Verona due to its current motorized use. I fear the same will happen along this section of trail should such an expansion take place. Whether intentional or not, allowing motors on any trail system pushes out other types of users, mostly due to legitimate safety concerns.

In the past year, K&P trail gateposts have been vandalized along the section of trail that this proposed expansion is taking place. Gateposts were cut through with chainsaws in order to gain illegal motorized access between Petworth and Graham roads. In January 2023, while the gates were open for snowmobile season, a Case tractor was stolen off our farm, which was then used to commit a robbery at the Hartington car wash. Truck tire prints were present on the trail, explaining the thieves took advantage of the open gates on the K&P as a means of trespassing quietly onto our property.

I fear that removing gates for year round access will only encourage more types of this behaviour. It will also encourage all types of motors, including side-by-sides, dirt bikes, trucks and other ORVs, an alternative way home in the middle of the night. Dirt bikes currently use this section of trail illegally as they are small enough to fit through the pedestrian gates, and you can be sure all types of motors will be accessing it if given the opportunity. Unless this trail system is policed regularly, what kind of liability issues are we opening up for these adjacent landowners and who will be held accountable if more of these types of situations arise?

ATV motors can continue to use any of the public roadways between Verona and Harrowsmith. Public roadways grant *direct* access to the businesses and amenities in the area. Leave the

nature trail, which lies west of the Harrowsmith business district, to the walkers and cyclists. If ATVs want access to Harrowsmith's business district, they can use the roadways to access them, just like everyone else. Keep the nature trail clean, keep it safe, keep it green, keep it undisturbed, noise-free, litter-free, and crime-free.

Motor vehicle use produces unwanted exhaust and fumes. Motor vehicle use produces noise pollution in otherwise quiet countryside settings. It produces less than ideal breathing conditions for trail users through excess amounts of dust and it inevitably leads to damage of the trails themselves. Wildlife is more likely to be disturbed and therefore less likely to be seen or enjoyed by individuals on foot or bicycle. Motor vehicle use also seems to bring with it the unfortunate reality of drinking as well as riding at all hours of the night. Not to mention, motorized use will only bring with it an increased potential for accidents, safety concerns, and liability issues for adjacent land owners.

This beautiful nature trail is 200 feet from our house, running directly through our farmland where we have livestock pastured year round. With what I have witnessed in this past year alone, between the vandalism and theft, I feel that the permanent removal of gates will be entirely detrimental and only deteriorate the condition and character of this beautiful trail.

In conclusion, there are several legitimate concerns that must be considered and addressed with this proposed expansion. For the safety of any pedestrian on foot utilizing the trail, it is currently unfit to accommodate bidirectional motorized traffic. Further concerns include: the prospect of vandalism, degradation and damage to the trail itself, noise pollution to the surrounding properties in the area; dust pollution; wildlife remission; disrespect for nature; illegal activities such as trespassing on adjacent farmland; and any other liability issues which could arise.

With a significant number of motor-friendly trails north of Verona, please consider leaving some of this trail motor-free for other types of users who wish to enjoy it. Afterall, ATVs are only *one* of *many* different types of trails users, and it would be unfair should their wishes take precedence over the many other types of users who wish to enjoy it.

Thank you for taking the time to read my letter.

Sincerely,  
Jennifer Best

*Concerning the proposed expansion of ATV use on the K&P trail from Verona to Harrowsmith*

June 19, 2023

To Richard Allen:

Years ago when K&P first took up the rail line that severs our farm and is only 210 feet from our house and barns, a number of problems began.

The trail became an under policed and uncontrolled playground for under licensed aged kids on ATVs, dirt bikes and people in trucks that wanted to avoid the roads. We had people trespassing on our private property, siphoning gas out of fuel tanks and vehicles, stealing tools, hunting without permission, all using the rail line for access.

Whenever I asked the township to help, I was told the rail line was private property and not their concern. Finally the county took it over from Bell Canada and brought it up to standards for safety. They did grading, fixed bridges, put up gates and signs for uses (non-motorized in the summer and snowmobiles in the winter).

Five or six years ago, the Lennox and Addington Ridge Runners Snowmobile Club took control and things improved even more. They put up more gates and signs, the trail is groomed fall and winter, and fallen trees are cleaned up. If the ATV clubs have use of this trail in the future, do they have the same liability coverage and are they as organized as the OFSC? Or will this fall on the county?

I personally talked to 20 of the adjacent landowners along the trail between Bellrock road and Harrowsmith. 17 were for no changes, 3 wanted the trail opened up. I personally talked to 30 people who were walking and cycling over the course of a couple hours on two Sundays in May. All but 2 wanted it kept closed to ATVs. Most said they no longer walk north of Verona because of noise, dust, and being crowded off the trail. They would rather stay on this section.

I believe these proposed changes are a bad idea and the trail should be left as is. Motorized use in the summer is not compatible with non-motorized. The K&P trail south of Bellrock road is very narrow and filled in with tree growth. With poor visibility, the safety concerns and liability issues are huge.

Sincerely,  
Rod Wallace

**ATV use of K&P**

Gabor Solymar [REDACTED]

Tue 6/20/2023 9:32 AM

To: Richard Allen <rallen@FRONTENACCOUNTY.CA>

**CAUTION:** This email did not originate from Frontenac County. Do not click links or open unexpected attachments unless you recognize the sender and know the content is safe. Contact FMIS with any concerns.

Hi Richard,

You spoke to my wife at the Verona trailhead and gave your card for additional feedback. I would like to contribute some thoughts if you are still gathering info. Reasons to NOT allow further usage (I also filled out the survey, but add more here):

- (1) Dust. While MANY ATVerS are polite and slow down to pass, they then speed up leaving walkers with 50 ft of dust clouds
- (2) Ruts and surface wear. ATVs tend to scatter the fine stone and leave ruts/potholes. This affects drainage meaning puddles and uneven ground. One only needs to compare the trail off the 38 just north of Verona to the one south of the village to see the difference
- (3) Safety. While a majority of ATV drivers are considerate and polite, a small percentage are not (1 in 60?). Having had a very dangerous near miss with an ATVer doing 80 kph around a blind corner (believe me, once to have this happen is enough... it was VERY close), I now avoid ATV shared trails for the most part on weekends and late afternoon. It is near impossible to pull a dog in and have them under close control and move off to the side when an ATV is barrelling down on you at 70+ kmh. We would not accept 1 in 60 drivers being careless on our roads, why on our trails? During the winter, we had a similar bad experience with a snowmobiler. He berated us for not making our 3 dogs walk on one side of an 8 ft wide trail because he had to slow down from his 75 kmh cruising speed to get past us... and yes, another blind corner approach
- (4) Crowding. On a recent short walk north of Godfrey, we were passed by 36 ATVs. That's 36 times we needed to make our dogs sit and then breathe dust
- (5) Space. Many parts of the Harrowsmith to Hartington trail are barely 6 ft wide. Making space for ATVs to pass requires us to have our dogs sit to the side. On a trail such as this, it means moving off the trail into the brush. That is where (a) ticks reside, looking for a ride to hitch (b) walkers will scoop their dog's feces to get it off the trail (my wife stepped in some of this just last week while letting a group of ATVs pass)
- (6) Nature. Trails allowing ATVs always have more squished snakes, frogs, toads, turtles and rodents. The area south of Verona contains a long wetland as does the area just north of Harrowsmith

To be clear, I have nothing against ATVs or their drivers. But in this case, maybe some choice and a bit of separation is a good thing IMHO.

Thanks,

Gabor Solymar  
[REDACTED]

### Proposed expansion of ATV use on K&P Trail in Harrowsmith area

[Redacted]

Tue 6/20/2023 8:12 AM

To: Richard Allen <rallen@FRONTENACCOUNTY.CA>

[Redacted]

**CAUTION:** This email did not originate from Frontenac County. Do not click links or open unexpected attachments unless you recognize the sender and know the content is safe. Contact FMIS with any concerns.

To: Richard Allen, Manager of Economic Development

Re: Proposed expansion of ATV use on K&P Trail in Harrowsmith area

**Hello Mr Allen,**

I would like to bring the following items to your attention:

My mother owns a 60 acre property that borders along the K&P Trail to the West as it runs through the village of Harrowsmith. The property starts at Graham Road to the North, and sits behind the park (which was donated to the township by my father), with frontage along Notre Dame St. and the bulk of the land being located behind the existing houses on the West side of Notre Dame St.

It was my father's plan to create a residential subdivision on this land, for which he had a plan of subdivision drawn up. Unfortunately, he passed away before being able to register the plan, and develop the site. As the land is located in the Residential Development area of the region, we are currently exploring our options to see that this land is developed as were the wishes of my father, Helge (Jack) Jacobsen.

Having received notification of this meeting to discuss expanded ATV use along the portion of the K&P trail that borders our property, we wanted to make sure that the township was aware of our plans and that **we are in complete opposition to allowing ATV use along that section of the K&P trail.** We are already having issues with trespassers and ATV use on the property. We are quite certain that once the property is developed, and a new neighbourhood is located there, that the homeowners would not want the noise from ATV's roaring by on the trail while trying to enjoy time in their backyards.

**We propose that the trail remain for pedestrian use only, and that ATV use NOT be permitted on this portion of the trail.**

Sincerely,

**Joy Jacobsen**

(on behalf of Miluska (Hannah) Jacobsen)

[Redacted]

SENT By FAX - 613-548-8460

ROBERT LEONARD

2 pages -  
Please confirm receipt

June 20, 2023

ATTN - RICHARD ALLEN.

RE: Extension of ATV USE - HARROWSMITH - VERONA -

I have signed a petition against the proposed ATV access on the K&P Trail south from Beech Road to the village of Harrowsmith.

Liability for motorized vehicles and marking trails has been made known to the County Council in the past by their Insurance providers that it is not an insurable risk.

The County has not had a good track record in the past dealing with tax payers or landowners. As an example - Engineers report commissioned by EOTA listed deficiencies of the trail and the County only cherry picked what they wanted. The cost of developing the trail which was made public has now exceeded the estimate by 15 times.

The special interest groups will get what they want and the County their photo-op. When landowners question concerns over issues such as fences, rights-of-way, noise, privacy etc. the County used the phrase "In The Broader Good" or Plan B and will use your tax dollars to take the landowner to court.

- 1 -

Jun 20 2023 03:08PM P1

FAX NO. :

FROM :

We have some concerns about men commenting negatively on this - in our opinion "home bleed" as in the past we were threatened and some of our farm machinery vandalized.

If the County wants to mend fences with tax payers and landowners they should be transparent and list all costs of development and maintenance of trails to date.

When is enough enough. What will be next cost - paving the trail?

Could not do the on-line survey as we do not have email and the site would not accept our comments.

Robert Leonard  
P.

HARTINGTON. ON.  
[REDACTED]

## ATV proposal

Emma Saaltink [REDACTED]

Sun 6/25/2023 6:57 AM

To: Richard Allen <rallen@FRONTENACCOUNTY.CA>

**CAUTION:** This email did not originate from Frontenac County. Do not click links or open unexpected attachments unless you recognize the sender and know the content is safe. Contact FMIS with any concerns.

Hello Richard,

I strongly disagree with the proposal to allow ATVs on the section of K and P between Verona and Harrowsmith. As a property owner in Frontenac I use the trail in all seasons and would not feel as safe if ATVs shared the trail with me.

Thanks,

Emma

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
Yes	It would bring more \$\$ to the community and get sxs and 4 wheelers off the road ways away from cars	Verona
Yes	...and logically of course licensed and insured off road enduro/dual sport motorcycles too!	Godfrey
No	Atv's already have from Verona North. Walkers, runners, bikers, horse riders benefit from use of this NATURE trail south without noise, dust and gas fumes. I live in the country and shouldn't have to drive into Kingston to find a quiet park like setting for exercise.	Harrowsmith
No	As ATVs can presently use the road there is no need for them to be on the trail. The experience north of Verona has not been positive. The dust they create is horrific and along with exhaust fumes, lasts long after they are gone, not to mention the noise. Unlike most snowmobilers who have some consideration when meeting walkers or cyclists, most ATVs don't even slow down, not to mention the damage they do to the trail from performing donuts and burnouts. I would be very surprised if trail usage by walkers and cyclist hasn't declined since introducing ATVs north of Verona, I would certainly not walk there anymore...	Harrowsmith
No	The ATV interest group lobbied for road access years ago and got it in the area. I don't see value in expanding access which would increase maintenance costs and move motorized traffic off roads that they lobbied to access.	Kingston
No	Some ATV users would then be tempted to use the Cataraqi trail to go east to Sydenham or west to Yorker. The Cataraqi trail is not suitable for ATVs as it is not wide enough and in many places the granular base is not thick enough. Beside as a Cataraqi trail user I like it with no motorized traffic except skidoos in winter.	Sydenham
Yes	It makes no sense to have a trail which can be used for motorized vehicles (ski doos) in winter but not ATV'S in the summer	Sharbot Lake
No	They have enough trail going North. We want to be safe because there's always a few bad riders. Some are already riding illegally on it	Hartington
Yes	Safer then on the side of the road from Verona to Harrowsmith. Brings more income to businesses in Harrowsmith. Safer when riding my atv to Yamaha in Murvale.	Verona
Yes	as a responsible snowbiling family we use this trail in the winter and enjoy it we also help to keep it groomed and cleared....it would be wonderful to use it in the summer as many events are held in the park at Harrowsmith..it may bring more people to the growing amount of events.	Verona
Yes	Everyone should be able to safely use the trails.	Perth Road
Yes	Opening access to the trail for atv use in the summer months will bring more revenue to the area for the local community. More people using the system means more permit holders to increase revenue, lessening the cost of upkeep that will be required.	Godfrey
No	Please do not allow ATV access on the trail between Verona and Harrowsmith. The great attraction to this section of the trail as it currently is is that it is quiet and peaceful. The addition of ATVs will completely destroy the attraction to the trail for bikers and hikers. ATVs will create considerable noise pollution for nearby residents and pose a safety risk crossing Petworth Road (where drivers already drive too fast). I implore the Township to deny the request to allow ATVs on this section of the trail. If they are allowed, I and my family will certainly cease using this portion of the trail.	Harrowsmith
No	People who use the trail for hiking/walking/running/biking and live near by will need to stop using that portion and go further to use other parts of the trail. The trail is narrow and has some blind spots so it will be dangerous for other users. Some ATV users drive way too fast which is also dangerous. Plus there are a few houses close to the trail that will not appreciate the noise.	Harrowsmith
Yes	For those ATV riders who reside south of Verona, it would be, by far, so much safer getting on the trail in Harrowsmith vs running Hwy 38 to Verona.	Harrowsmith
Yes	Harrowsmith would make a great area for ATVs. It has the gas station, pizza place and the centennial park. The park would be a great area for people to park and unload their machines just like the snowmobiles. You can easily run down to the gas station, fuel up and be on your trip.	Harrowsmith
Yes	I have lived adjacent to the trail in Verona for 20 years and have no problem with the ATVs using the trail	Verona
Yes	My young sons like to go on our ATV with their Dad, but I don't feel comfortable having them ride on the road. I would love to have the trail available to them. When we lived in	Sydenham

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
	Tweed, ON - the trails were open for walking &ATV's - everyone was respectful of each other.	
Yes	Expanding trail access to Harrowsmith provides a safe alternate route north to the trails that avoids having to travel on the shoulder of hwy 38. This makes the highway safer for both cars and atv's. Allowing atv traffic will also benefit the businesses in Harrowsmith who can sell fuel, food, and other services.	Harrowsmith
No	The K&P trail going south from Verona is a safe place for people that like to walk and ride bicycles without interference from ATV's that don't slow down when approaching people walking and stir up a lot of dust. I have talked to a lot of people in the area who say no to the extended access for ATV's south to Harrowsmith. I am not labeling all ATV riders as ignorant to the speed limits and coutesey to pedestrians but I have seen it myself while on the trail.	Verona
Yes	In a perfect scenario, the trails open to snowmobiles would also be open to ATVs including to Sydenham and beyond. I just don't understand why they are not. Good luck!	Sydenham
Yes	For unknown reasons this is one of the only sections of abandoned rail bed in Ontario not available for atv use. Harrowsmith is missing out big time.	Enterprise
Yes	And then it should go west to Strathcona and on to Napanee, or east towards Perth Road village and Smiths Falls. This extension will make it possible to tie into other trail systems, requiring fuel food etc along the way. I personally would like to do a 3 or 4 day ride Godfrey, Harrowsmith, Smiths Falls, Armprior, Renfrew, either Pembroke or/and Barry's Bay, Bancroft, Tweed, or Madoc, Napanee then home.	Godfrey
Yes	Would be nice Also more parking	Inverary
Yes	Let's allow people from as far south as Harrowsmith to get on the trail	Verona
No	I am concerned with the safety of motorized vehicles and peds/bicycles. I am also concerned with the ATVs extending their drive onto the Cataraqi Trail which does NOT allow for ATVs.	Perth Road
No	For the most part ATVs are now allowed on most roads, making it hard to find quiet peaceful places for people to walk(Walk with their dog, their kids, grandkids etc.). Also people exercising on bicycles and the joggers, hikers. No motorized vehicles except snowmobiles please. For all our mental health!	Newburgh
No	This will result on more illegal use of the Cataraqi Trail by ATV's. This will increase the maintenance costs and make it so folks can't walk on Cataraqi Trail. Folks that used to walk on the K&P have had to stop, because of the ATV's.	Perth Road
Yes	It's the benefit of living rural and also connects to rural businesses	Verona
Yes	My family uses the atv trails as a time to bond in our 4 seater side by side. We live on Jamieson road and currently have to drive down highway 38 till we can enter the trail at bellRock road. I am nervous for my family because of the volume of fast moving traffic. We would be able to enter at Petworth rd and would reduce the safety issue.	Harrowsmith
Yes	We live on Jamieson rd and have to travel on the busy 38 hwy with two small children ( 4 and 7 year old) to access the trail in Verona. Motorist don't slow down for atvs / side by sides on 38 hwy making it unsafe for our family . Please open the trail up in Harrowsmith so our family can enjoy Riding the trails with our side by side . Belliveaus	Harrowsmith
Yes	It would be great to allow four wheelers same as snowmobiles. Most riders I've encountered are courteous and slow down when passing people walking	Yarker
Yes	Hopefully this will help prevent atvs from driving on 38 as much. As it does not look safe. Also it will help maintain the trail and won't get so over grown.	Harrowsmith
Yes	Harrowsmith business's are missing out on the economic benefits from ATV riders as they need to purchase gas and food &drinks. Why not spend their money in Harrowsmith.	Harrowsmith
Yes	The money that would be spent in Harrowsmith on food and fuel alone is reason enough. There is no reason to keep that portion of the trail closed.	Harrowsmith
Yes	We live in Harrowsmith The trail is safer then riding 38	Harrowsmith
Yes	I'm sure there is some businesses in Verona that would appreciate an uptick in business from visiting ATVs.	Cobourg
No	There has been vandalism from motorized vehicles on the stretch of trail between	Harrowsmith

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
	petworth rd and graham rd for the past year (gateposts cut with chainsaws to gain access, trash including beer cans left in ditches, thefts from properties adjacent to the trail, ruts and other damage to the trail left by four wheelers and dirt bikes, etc). The trail is quiet and is currently enjoyed by hikers, cyclists, dog walkers, young families, horse back riders, and young moms pushing baby carriages. It is meant to promote an active, healthy lifestyle while enjoying the natural beauty of our area. Noise and dust disturbance caused by ATVs will not be appreciated. All the safety and liability concerns adjacent landowners may face need to seriously be considered. A case tractor was stolen off an adjacent property to the trail and then driven to the Hartington car wash and used to break into the coin box. Tractor was damaged. Security footage caught lights on the trail in the middle of the night when they took the tractor. There has been a truck muffler sitting in the long grass between petworth and graham for the past couple of months as well... so how did that get there? All types of motorized vehicles will be using this trail if given the chance. Similar types of behaviour will continue. Unless there is adequate policing of the trail, my stance is a firm no.	
No	Half of the atv riders are just going to cause more problems then they already have. They tore up the park in harrowsmith, cut and tear out gates on the trail, and disturb walkers and other members of the community.	Verona
Yes	Allowing access to Harrowsmith would allow many more ATV trail users (with paid passes) to access the trail easily. This could help to improve additional tourism/consumer traffic to the harrowsmith area.	Harrowsmith
Yes	I have a lot of friends that live south of Verona along the K&P trail, they have to find other means to get up to Verona to ride the trail.	Kingston
Yes	I believe it will be good for the community. I used to live in Tweed and the trans Canada trail was multi use.	Sydenham
Yes	Yes of course they should expand ATV access on the trail to Harrowsmith.  It expands the access to business in the area for ATV riders to spend money at. Also more options for people traveling to the area to park and ride from.  It's a very straight old rail line perfect for true multi use.	Sydenham
Yes	To enable more users to enjoy the natural surrounds available to us. Someone like myself with mobility restrictions cannot walk that distance so would be able to enjoy in our side by side.	Arden
Yes	We have family in harrowsmith and it would be nice to drive or atv there to see them	Mountain Grove
Yes	ATV traffic will not only provide income to local businesses but the local ATV clubs will maintain the trail as well.	Glenburnie
Yes	Great opportunity to expand our local riding, enhance tourism for businesses in Harrowsmith.	Lansdowne
Yes	Access to the trail from Harrowsmith would greatly improve our accessibility to the atv trail system, which we use extensively in the summer. It would virtually eliminate the need for us to trailer to Verona. Further, it would allow direct access to restaurants and other businesses in Harrowsmith, which would obviously be good for the local economy.	Yarker
Unsure	If they had a trail permit perhaps just random use will create a race track it happens now but the gates stop it somewhat except the motor cycles	Harrowsmith
No	It is important to have a section of the trail that is specific to non-motorized vehicles. This allows people who have frailer walking capacity, etc. (or just need to feel safer with younger children, etc.) to have an area they can walk comfortably on.	Godfrey
Yes	I think it would be great to be able to ride the KP trail it would allow me to get to the Verona trail without having to run the roads would be a lot safer and it would bring money to the communities.	Perth Road
Yes	Yes why not make it a multi use trail? I would pay to use it yearly	Harrowsmith
Yes	Excellent idea!	Harrowsmith
No	This section is more frequently used by horses, families and even people with mobility issues. Run in with ATVs north of Verona has left my family with a true fear of them. My grandchildren will no use a trail that has ATVs on them.	Amherstview

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
	Other concerns are the ruts that are formed when they ride in the wet weather and the dips they create because they some riders can not keep a consistent speed.	
Yes	All tax payers should have equal right to the use of the entire trail	Harrowsmith
Yes	Would open access to more users from Wilton and Odessa area	Odessa
Yes	Connecting with this trail from Verona to Harrowsmith, illuminates the use of road	Verona
Yes	It's the only safe access route. Hwy 38 is too dangerous for shoulder driving.	Hartington
Yes	By opening trails to atvs, it would keep these riders off of hwys and provide much needed tourist dollars to small businesses along the route. Restaurants, gas stations, small shops would benefit.	Napanee
Yes	As a relatively new rider it would be much nicer to ride from Harrowsmith instead of trailering all the the way to Verona. Thanks for taking time to consider this extension.	Seeleys Bay
No	<p>One of our most common complaints is ATV illegally using trail and requests for interventions from enforcement authorities. The noise and dust disturb residents near the trail and walkers and bikers on the trial. ATVs cause an inordinate amount of damage to the trail bed, especially on the shoulders which leads to erosion. ATV users are also responsible for much of the damage, including cutting down gates, to trail infrastructure. We regularly have complaints about ATVs going too fast and potentially hitting cyclists and walkers, sometimes forcing them into the ditches.</p> <p>It should also be noted that significant sections of the Cataraqi Trail are covered by easements that prohibit motorized vehicles other than snowmobiles. Changing these agreements would be an expensive legal process that would likely fail and lead to the dissolution of a continuous Cataraqi Trail.</p> <p>The extension of ATV use to Harrowsmith would increase the conflict between ATV uses and the Cataraqi trail users. Ending at the K+P trail in Harrowsmith would inevitably lead to more ATVs continuing their journey onto the Cataraqi Trail. There is also the problem of parking. The lot at road 38 and the Cataraqi Trail is already full to overflowing in all seasons.</p> <p>There is increasing use of the Trail by commercial cycling groups and walking clubs which enjoy the non-motorized nature of the trail as one of its attractions. We have had reports of people reducing or completely avoiding their use of the K+P trail north of Verona due to the ATV traffic, as well as complaints of dust and noise in Verona.</p> <p>The Cataraqi Trail was established, and has been maintained, as a recreational space and community asset free from motorized summer traffic since its inception. We would encourage you to help us maintain that asset and encourage its use by not extending ATV use of the K+P Trail to Harrowsmith.</p> <p>The K+P trail in Harrowsmith also travel close by Centennial Park which is becoming a key hub for South Frontenac community events hosting musical events, a world class stock sport facility and multiple recreational courts, including new pickle ball facilities. All of these would be disrupted by increased noise from nearby ATV traffic.</p>	Hartington
Yes	Everyone should be able to use trails, even others from outside of area, but ALL NEED TRAIL PASSES, WALKERS, DOG WALKERS, NATURE LOVERS, ATV & SLED USERS. JUST NOT THE ATV OR SLEDS	Harrowsmith
Unsure	Atvs should be allowed to use the trail. Problem is lots of people walk and there are lots of houses along that trail. If the speeds were enforced it could work. If not it will be a shitshow. I've had to call the cops before because of Sidex sides flying by my kids on bikes at ridiculous speeds. plus the people that ride horses there. im a snowmobiler and love the use of the trail. Exhaust and speeds must be enforced for everyone's safety	Verona
No	No fair to homeowners	Okotoks
Yes	As long as speed limit installed and policed somehow through ATV club	Harrowsmith
Yes	Showing respect to all others that use this trail this shouldnt cause any troubles any different then the others!	Harrowsmith
Yes	Right now ATV's are travelling on HWY 38 to get from Harrowsmith to Verona. This is quite dangerous. It would be very convenient to expand it to at Harrowsmith, and would	Sydenham

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
	even be better if expanded to Sydenham using the Cataraqui Trail.	
Yes	I live in Verona now but grew up in Sydenham. Giving more access to ATV's to Harrowsmith would be great. I have an ATV and could visit my son in Harrowsmith, pick up a pizza or take back roads from Harrowsmith to Sydeham to visit my father.	Verona
Yes	Atvs/utvs bring so much to a community \$\$	Yarker
Yes	I live right next to the trail and ride a lot it would more appealing if we could get further than Verona sometimes we just go for a ride to have lunch or dinner	Sharbot Lake
No	I feel that there is already so much traffic in our area and that the trail is an oasis away from the noise and fumes. I walk part of this section of trail daily and I really enjoy the peacefulness of it. There are lots of birds nesting along there, and I often catch a glimpse of other wildlife. We need more spaces like this, not less.	Harrowsmith
No	Part of this trail needs to be left for non-motorized vehicles, for the sake of a bit of quiet, if nothing else. Better enforcement is needed to keep the few bad apples off the current non-motorized sections and to stop vandalism.	Kingston
Yes	Makes sense, keeps them off rd 38.	Hartington
Yes	I think it's a great idea to let people have access to the K&P Trails system.	Glenburnie
Yes	What about dirtbikes and dual sport motorcycles? They leave more space to pass other trail users, and tend to cause less damage in collisions due to being lighter.	Kingston
Yes	Money they collect from passes help maintain trail,atv members will go out and help clean trail,help small businesses survive with out of town visitors	Verona
No	Damage to the environment, the trail and potentially people from speeding ATVs.	Kingston
Yes	Yes this would allow easier access to and from the grocery store without me having to travel main roads on the grocery store with the four wheeler	Harrowsmith
Yes	We opted to try, and re-adjust if needed. Perhaps an extra attraction for future residents.	Harrowsmith
No	We value having this section of the trail that is free from atv's allowing a safe place for biking and walking. There are plenty of places for atv's to access amenities in Verona, there is no need to expand to harrowsmith. The restoration to the parking lot along bellrock road and road 38 allows folks to trailer their atv's there and explore the trail North.	Hartington
No	Their should be a section of the K P trail where hikers joggers and bikers can enjoy the trail without the noise dust and danger the ATV present.	Hartington
Yes	Working well from verona north	Sydenham
No	I walk the trail often with my dog I enjoy the quiet and not having to worry about someone coming up behind me. My mother who is partially deaf also walks that part of the trail- she may not hear ATVs coming. We don't walk on our road because the cars drive 100km - it's a great stretch to allow my kids a chance to bike as they are nervous biking on the street.	Harrowsmith
No	I have a trail that runs along the side of my property and I am awakened at all hours of the night all year round because of ATVs, motorcycles and snowmobiles. There is a stop sign beside my house where they often stop and yell to each other. My bedroom is at that end of the house so I can clearly hear them and so do my dogs which often makes them bark especially if they loudly take off. I wouldn't want this to happen to anyone else.	South Bruce Peninsula
Yes	I think it should be opened all the way to yarker	Odessa
Yes	I think it would be great. I most certainly would make use of the closer access of the trail. And I believe this allows Harrowsmith to benefit from local sales generated from the sport.	Kingston
Yes	Beautiful scenery and it's a great ride everyone can enjoy	Carleton Place
No	There are very few vehicle free trails for walkers and cyclist. There are many other trails available for ATV use.	Kingston
Yes	All can share the trail Atv riders bring investment into local communities and along with the snowmobilers are the only 2 groups that support the trail with funds and annual atv fees  Bicyclists or walkers don't pay anything or contribute funds to the trail it's the snowmobiles and atvs that support it so let's support them	Verona

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
	Let's go further let's allow them to ride into Sydenham as well	
No	Environmentally damaging, safety. Let them on and I won't be on my bike. Unbelievable you would take away a little bit of the small amount non motorized.	Kingston
Yes	This would give the businesses in Harrowsmith more opportunities to get more business. It would keep the ATV's off the road.	Godfrey
Yes	Opening the trail for atv use to Harrowsmith will increase reach to several food venues and fuel outlets. It will also allow motorcyclist to support local community vendors and artisans at the farmers markets.	Harrowsmith
Yes	Atv access to food land ,gillmores, Gino's , gas, the pizza place , , farmers market at centennial park , and much more. Sounds like a win - win	Godfrey
No	I do not think it should be opened up to the atvs it should be left as it is	Godfrey
No	Too dangerous and noisy	Harrowsmith
Yes	We drive side-by-side's and sometimes travelling hwy #38 to get to the trailhead in Verona can be dangerous for all. Also it has the potential to bring more revenue into Harrowsmith and Sydenham.	Sydenham
Yes	I think its a safer and more relaxed way to travel on atv's rather then driving the shoulder of the road on road 38.	Verona
No	There needs to be places for people to walk, stroll, wander that do not have motor vehicles on them. Recreation on trail beds like this can't always be about motorized vehicles, we have to maintain some silence. The ATVs also tend to cause dust, emit fumes and noise that linger in areas like a trail system because of bushes and tree canopies. As a runner, this makes the experience unpleasant and additionally because of poor etiquette, I now avoid some sections of the K&P entirely. The ATVs tend to run trails now without enforcement, once more trails open up this will extend their reach and they will begin hitting other areas such as the Cat Trail.	Smiths Falls
No	Incompatible uses. High volume use in this area of pedestrians (children, families and elderly couples walking), horseback riding and cycling. ATV use conflicts with these frequent uses in this area, coupled with the multiple blind corners on the trail. Lack of resources to monitor and control ATV speed, and with the width of the path, it effectively renders the path unusable for the other pedestrian/cycling/horseback riding groups. Lastly, the extension proposed goes down too far, and overlaps with the Cataraqui trail, where the conservation authority has already stipulated no motor vehicles. ATVs have other viable alternative routes to come to Harrowsmith, whereas walkers, cyclists, etc. cannot walk on the highways around the area. A more detailed submission of the above summary will be provided at the upcoming meeting, July 5.	Harrowsmith
No	To start, I have read multiple times about the current pilot project, but never what is being assessed and how it is being done. With respect to this I would say that the new request is an easy no until the pilot project has conclusions.  Secondly what is the purpose of this extended access? It would provide access to the Cataraqui trail, which does not allow ATVs. This would certainly greatly increase ATV use on the Cat trail whether it is allowed or not and this publication lacks any detail about what motivates the request from the ATV community.  The roads in this area are busy and I enjoy taking my children for bike rides on the trail. Having to contend with ATVs would completely change who the trail is for and would greatly reduce it's accessibility.	Harrowsmith
Yes	We would be able to use local business more, Gilmours, Gino's, Farmers Market, gas, etc.	Godfrey
Yes	I also believe they should be open towards Sydenham as well. The more trails that are open the more people can get out and enjoy the outdoors without the risk of riding busy main rds	Harrowsmith
Yes	Better access point	Napanee
No	I think this part of trail should not have motorized vehicles.	Kingston
Yes	No additional comments other then access should be granted.	Ottawa

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
No	The K&P trail is a means for individuals to access nature and recreation in a safe way, it should not become a thoroughfare for motor vehicles. Side by sides and some ATV's are too wide to allow safe passage of bikers and pedestrians with mobility aids. Further, motor vehicles expedite erosion and increase maintenance costs.	Kingston
Yes	It would be lot safer for us to be on the trails instead of the roads	Harrowsmith
No	The ATV club is excellent and I greatly appreciate all they do for the community and trail. However, there are many vehicle drivers that are not as safety conscious and make the trail scary at times- especially for people who have hearing issues, young children, disabilities and need more space, etc. People deserve a vehicle-free section of the trail they can safely use without worry. I do understand that many ATV drivers may wish to have that section as a transit route however.	Hartington
Yes	My wife and I travel throughout the province to ride out ATVs and support the local businesses where we ride. Small business owners need all the help consumers can give them. A couple of lunches or a few liters of gas may seem small to the government, but to some business owners it means everything.	Trenton
Yes	ATV's can be driven on the road but would be better using an off road trail!	Godfrey
Yes	They perform trail maintenance unlike other users, except Snowmobiles	Godfrey
Yes	Economic growth	Verona
Yes	Safer than being on the hwy. Nice stretch to ride.	Kingston
Yes	Extending access of the K &P trail is a great opportunity for ATV's. Let's all enjoy what our community has to offer.	Godfrey
Yes	Economic Growth for the township	Verona
Yes	Common sense	Godfrey
Yes	It will keep atvs off roads and be safer for riders	Harrowsmith
Yes	Feel like it is unfair to not be able to get on ATV trails near my home when I pay for a trail pass. Road riding is more dangerous to both individuals on the ATV and in the vehicle! Safety should be of the upmost important in this issue.	Yarker
Yes	It will help with snowmobile clubs to keep trail open (trees, brush, garbage) and will help businesses prosper!	Harrowsmith
No	We live directly on the trail. It is noisy and disturbing enough with the people who already violate the rules of the trail. I live in harrowsmith and have lived here for 18 years and strongly oppose this request. Thanks	Harrowsmith
No	Strongly believe we need to protect our spaces to walk/wheel, run, cycle, horseback ride etc. for people of all ages without motorized traffic. I feel the presence of motorized vehicles would take away from the enjoyment of many due to noise, dust, deterioration of trail surfaces and the concern for personal safety. Where would it end after Harrowsmith?	Kingston
Unsure	Who will patrol to ensure speed limits are followed? Dust control? Access across farmer fields? Currently there are issues with speeding through village of Verona and no one to patrol. Cyclists/pedestrians, etc. need a safe space to enjoy the trails.	Verona
Yes	As a frequent ATV rider, I look forward to exploring new areas. I have ridden the K&P Trail from Calabogie to Verona and would welcome an extension to Harrowsmith.	Orleans
Yes	I drive down HWY 38 multiple time a day and rarely see anyone on this stretch of the trail - ATV's will utilize this	Verona
Yes	It is a trail that should be used by all! I believe atvs should be able to use the trail through to Orser road! If not all the time, periodically!	Harrowsmith
Yes	So we don't have to ride the highway	Harrowsmith
Yes	Seems odd nor too	Hartington
Yes	We cycle on the trail and ATV riders have been careful and courteous	Inverary
Yes	We cycle the K&P trail regularly and above Verona, the ATV operators have always been courteous.	Inverary
No	Believe extending ATV usage to Harrowsmith on the K&P will very negatively effect the Catarauqui trail. The ATV are unlikely to turn around and go back on K&P and thus use the Catarauqui trail. The Catarauqui trail is a for non-motorized use. Having ATVs come to Harrowsmith on K&P with no place to go but back up the K&P does not seem to make	Perth Road

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
	sense.	
Yes		Perth Road
Yes		Perth Road
Yes	Will give access to Verona Foodland, Hartington stores and fuel, and also stores in Harrowsmith.	Godfrey
Yes	This will have a positive tourism and economic impact on the local area. It will allow more businesses to benefit from the ATV riders whom will support local restaurants, gas stations and other services.	Amherstview
Yes	We are an avid outdoor and recreational county, so we need to reflect that in our bylaws.	Inverary
Yes		Newboro
Yes	More families have better access to trail and businesses near the trail	Hartington
Yes	Why has it been closed for atv in the first place? If it wasn't for the snowmobiling, this trail would not be in the great condition that it is. Walkers should also have to buy permits!! Snowmobiles pay all the \$ and everyone else gets to use for free...	Verona
Unsure	If by ATV's you mean All Terrain Vehicles which would include Dirt Bikes and Dual Sports then sure. Why on earth would a green or blue plate and insured two wheel all terrain vehicle not be granted the same access as a 4 wheel ATV? This makes absolutely not sense what so ever. A two wheel machine makes far less noise, dust, ruts etc. How did such a ridiculous by law banning two wheel vehicles ever get passed? I would love to hear the reasoning on this.	Mississippi Station
Yes		Harrowsmith
Yes	More flexibility and access to stores restaurants parks etc. And also the Farmers market and music festivals	Godfrey
Yes		Hartington
Yes	Pizza and gas in Harrowsmith! I bike or walk 5x a week all year. Do not own an atv so am not biased. The only issue is that atvs loosen up the surface gravel somewhat. Maybe their association could contribute to maintenance.	Harrowsmith
Yes	It is safer than driving on the highway. Minimizes disruption to traffic flow on highway 38. Provides more opportunities to support the local businesses. Provides more opportunities for family outings and exploration safely.	Kingston
Yes	It is safer than driving on the highway. Minimizes disruption to traffic flow on highway 38. Provides more opportunities to support the local businesses. Provides more opportunities for family outings and exploration safely.	Kingston
Yes	It is safer than driving on the highway. Minimizes disruption to traffic flow on highway 38. Provides more opportunities to support the local businesses. Provides more opportunities for family outings and exploration safely.	Kingston
No	I have an atv and use the other....but I like to bike and walk on this trail. It would be too dusty and they would travel too fast on atvs on this trail.	Verona
Yes	Everyone should be able to use all connecting trails, plus everyone, walkers, dog walkers, bicycles, atv & sleds, all should have to have a permit, as more and more out of town users are present. This fee should not solely be on atvs and snowmobiles.	Harrowsmith
Yes	Would make it more accessible to travel into harrowsmith to support local businesses	Hartington
Yes	Makes it easier for people that live in that area not to have to trailer to Verona!	Hartington
Yes	We are hikers on the trail and any ATVs that we have encountered have always been courteous. We step aside to let them pass and they do so safely. Unsure if they are allowed to access the trails overnight, but hopefully they continue to operate their vehicles safely and without the influence of alcohol and drugs during these times (and always).	Verona
No	It is a safe place for families to walk without the need to be on alert for atvs and other off road vehicles. The ATVs create ruts that are difficult for cyclists to navigate.  Yes some slow down but many do not. Small kids should be able to walk the trail freely without parents needing to be on alert for atvs. It is the only trail section in Verona that is safe for residents to walk without atvs. Plenty of trail for ATVs in other sections.	Verona

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
Yes	Right behide my house	Verona
Yes	It would be safer for rec vehicles to be on the trail vs the back roads	Harrowsmith
Yes	Would like to stay off major highway to get access local businesses in Harrowsmith. Also have family in Hartington and right now have to travel side roads and highway 38 when traveling by ATV.	Mountain Grove
Yes		Hampton
Yes		Tichborne
Yes	Identifies a need for trail connectivity/access & expands community economic opportunity through tourism	Napanee
Yes	This would be safe access to the trail for those who live south of Verona. Many riders need to ride on the side of the road to reach the trail start at bellrock road. Verona ATV club riders are respectful of all users of the trail and do an excellent job maintaining their section. This would also provide an economic boost to the businesses in Harrowsmith from ATV club members.	Elginburg
No	That stretch is the only part walkers have where we don't have to worry. It's the only quiet part of the trail there is. Please don't take that away. ATVs have a ton of trails available to them, but this is the only one just for walkers, runners and bicyclists and it is much needed.	Verona
Yes		Amherstview
Yes	The local communities of Harrowsmith and Sydenham will drastically benefit, both locals and the revenue brought from this.	Verona
No	Less safe for bikers and walkers. There is plenty of trail north of Verona for ATVs to use	Sydenham
No	Atv use will dramatically reduce by cyclists and hikers as what happened on the trail north of Verona Leave the trail desirable to many others in the community	Perth Road
No	The ATVs create so much dust when they pass and there are now so many leaving from the Verona Trailhead on weekends that I never feel able to walk North on the trail. Heading South is the only option for walkers now.	Verona
Yes	I think it's a great idea.	Verona
Yes	The atv community will bring a much needed boost into the economy with stopping for food and gas but also little things they need along the at at the other local stores	Verona
No	This trail is mostly people who enjoy walking the trail. Will see a decrease in walkers as people choose this section to walk knowing they won't have an atv come up behind them	Harrowsmith
Yes	It will help boost trail economy for businesses.	Godfrey
Yes		Verona
Yes	Absolutely. As a rider from Odessa Ontario, it would be nice to not have to ride as many roads, or trailer my Atv and side by side anytime I want to go anywhere, weather sharbort lake, Perth, or anywhere in between	Odessa
Yes		Harrowsmith
Yes		Yarker
Yes	This would keep ATVs off the road. Making it safer for everyone.	Harrowsmith
Yes		Inverary
Yes	It should be opened all the way to Sydenham. It is a substantial economic development opportunity, I'm sure that the statistics proved that once they opened the trail to Verona. The parking lot at the trail head is packed every single weekend, it was wasted space before they opened the trail. It would give people more options for lunch and fuel up stations. It is also a difficult stretch to cover, I like to stay off of the main highways, but once you're past Hartington you're really stuck riding down Highway 38. I think it's greatly increases safety.	Harrowsmith
Yes	The trails should be available for everyone to enjoy.	Harrowsmith
Yes	That trail system is remote area and should be accessible. The local businesses in harrowsmith and hartington will benefit and locals wil have access to the trails that they shou Instead of trailering atv to Verona and bypassing local businesses	Godfrey
Yes	Allowing	Harrowsmith

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
Yes	Gives more access for ATV/S/S to enjoy.	Verona
No	<p>There are many issues with this. With the shared roadway in Harrowsmith there is no way to keep ATVs from going on to the Cataraqi Trail. Gates have proven ineffective as they are simply cut off by rogue actors and the location of any gates makes monitoring virtually impossible.</p> <p>Also, where is this going to stop? While sharing the trail with cyclists, walkers and horses is a minor issue for ATV's the opposite is far from true. We have a cottage in Central Frontenac about .5 km from the trail. We used to walk and cycle on it frequently. But in the past few years the ATV traffic has increased dramatically raising safety issues and DUST. Not to mention the noise level which is quite noticeable at our cottage despite hills and trees between us and the trail. ATVs also damage the roadbed considerably. One only needs to cycle through the area adjacent to Duncan Lake where ATVs have been blocked to experience the difference that ATVs make. We simply find it too unpleasant to use the trail now except in the winter.</p> <p>Yes, ATV users deserve having trails but so do those who want to experience nature quietly in a human-powered way.</p>	Godfrey
No	Best thing about the trails is the peace and quiet. Trails aren't wide enough for walkers and ATVs.	Kingston
Yes	The K&P trail should be used by all. It is everyone's tax dollars that are used to maintain and expand the trail. Having increased access will only help the local economy's along the trail. Restaurants, gas stations and services will have a benefit throughout the summer months and even into the winter. Safety is also a huge thing, as having to drive along hwy 38 can be dangerous on an atv or in a utv.	Kingston
No	Many children from schools use this trail once a week for physical walking. Many seniors walk this trail with walking sticks and other mobility aids. It is noisy enough during the winter snowmobiles with our windows shut. Imagine the noise in the other seasons with our windows open. There are enough ATVs using the trail illegally at the moment. Two major roads to traverse across is a great danger issue with just bicycles, unmotorized at that.	Harrowsmith
No	<p>I agree that ATV's are enjoyed by many responsible riders. There is an established trail for their use. However I do not support the extension from Verona to Harrowsmith.</p> <p>As a landowner on the Cataraqi Trail I am opposed to the extension for numerous reasons. The Cataraqi Trail is a multi purpose, hiking, biking, walking trail, plus horseback riding, in the winter licensed snowmobiles maintain the trail for use.</p> <p>The Cataraqi Trail has signed agreements with multiple landowners. The trail is closed to all ATV traffic. During three seasons the trail is closed to the public from dusk to dawn, folks are not to leave the trail for any purpose, including swimming or fishing. Camping is not permitted.</p> <p>From the inception of the Cataraqi Trail in 1997 ATV's were never a permitted use. CRCA posted signage is everywhere clearly stating permitted activities on the trail. Along with other problems, CRCA has not been able to stop ATV use on the CT portion. The Cataraqi Trail is a mixed use trail for hiking, biking, walking, horseback riding and cross county skiing. In winter snowmobiles travel day or night at high rates of speed despite the posted 50km speed.</p> <p>ATV's are a hazard and a nuisance for anyone wishing to enjoy all that the Cataraqi Trail has to offer. They threaten snapping turtles during nesting season. The issues are noise, poor rider behaviour, wheels digging up the trail, huge plums of dust, and safety because of poor sight lines around corners, the danger to dogs, and horses being startled.</p> <p>In winter ATV's drag fishing huts on the trail to gain access to Eel Bay. ATV's dragging fishing huts trespass on private property to get on the lake. They mistakenly believe that the trail is "crown land" so they "say" they are able to use the trail for ice fishing</p>	Hartington

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
	<p>access. Totally false. Calls to CRCA, Lennox and Addington Snowmobile Club do not produce enforcement.</p> <p>Admittedly CRCA's hands are tied. They do not have the funding or manpower to actively "police" the CT. Over the years we've had numerous meetings, emails, phone calls with CRCA to address illegal use of ATV's on the Cataraqi Trail. They have left it up to us to take a photos of the ATV's license plate (if they have one) or are going slow enough, and report it to the OPP. Calls to the OPP are often met with the same answer we are short funding and manpower.</p> <p>This is a safety issue for everyone. People who remind ATV's they are not allowed have been subject to raging profanity, threatening behaviour, plus told "we will come back and burn your house down attitude. I have been harassed online when posting information from the CRCA website to share allowed use.</p> <p>If the extended extension from Verona to Harrowsmith where the K&amp;P Trail and Cataraqi Trail meet, I fear there would be no stopping ATV's.</p> <p>I fully support those in the area that do not want the ATV's in their backyards. Why would anyone want all that noise and dust??? Why would taxpayers have to foot the bill for paving that stretch? The biggest issue is managing poor behaviour. If CRCA can't control what is happening on the Cataraqi Trial, how on earth would K&amp;P protect the residents enjoyment. It likely wouldn't increase home values adjacent to the proposed extension either.</p> <p>ATV's are allowed on the roads, they don't need an extension to reach Harrowsmith to get gas, or pizza. I believe this is simply a tool to gain access to the Cataraqi Trail and beyond.</p> <p>As landowners if the extension was allowed and we experience increased illegal ATV use, we may have to rethink allowing access to the Cataraqi Trail for any purpose. And what a shame that would be.</p>	
Yes	They have snowmobiles, why not atvs	Kingston
Yes	<ul style="list-style-type: none"> <li>- Safer ride for ATV owners not having to be on the road with main traffic</li> <li>- bringing in more business to business owners in the village</li> <li>- trails open all around why should just between verona and harrowsmith be shut down</li> </ul>	Verona
Yes	There's no reason why Atv's shouldn't be aloud on the trails. There's plenty of people with fourwheelers In area that would utilize these trails without having to run the roads with there bikes. I know for myself it would cut my trips in half to get to where I want to go. These are what trials are made for.	Harrowsmith
Yes	As long as the riders obey the rules of the trail they should be granted access to use it.	Hartington
Yes	Great for the community, will also help bring in revenue if proper trail permits are issued.	Harrowsmith
No	As a cyclist who regularly uses this trail during the summer, we choose this section specifically because there is no ATV access. We feel much safer, and dont have to constantly pull off the trail to allow them to pass. It is also a nuisance to have to wait each time one goes by so that we arent breathing in so much dust created by them.	Milford
Yes	Makes sense, we use it for sleds. Would be good for the local economy	Kingston
Yes	Keeps a lot of bikes off the road	Harrowsmith
Yes	Responsible atv riders need an area close to home to ride	Odessa
Yes	It's great for families to get out and have some fun, and it brings money to all the businesses out there, especially all the stops along the way and if trails keep getting taken away, it takes away all the fun and money to all the businesses and the joy of looking at all the scenery along the way	Kingston
Yes	Would make accessing the trail much easier	Glenburnie
Yes	I think as long as bicycles and pedestrians have the right of way and that it would be required to slow down to a certain speed while passing and/or crossing paths, that ATV's should have just as much of a right to be there	Perth Road

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
No	For years I have enjoyed walking my children on this trail and specifically go the harrowsmith direction to avoid ATVs. Allowing ATVs on the trail creates an unsafe environment when you have 1 adult to multiple children, not forgetting to add the annoyance of dust and noise disruption as they drive by (waking a sleeping child in their stroller). My kids like to bike, and when children are young they aren't stable therefore how am I to help them all move to the side when a group of ATVs is driving by. In my opinion ATVs already have many trails (the other direction) and roadways to travel on freely, I on the other hand have limited maintained space in nature to enjoy safe walking/biking environments for myself and with my children. Allowing ATV access will result in many people travelling outside of our community to enjoy safe trails, therefore taking business away from our town and giving it to other towns/cities. As a community we should value easily accessible exercise and promote not destroy safe and undisturbed walking trails for our families and kids to enjoy freely.	Godfrey
No	I often run on the trail and like having an area not dominated by ATVs. On other parts of the trail I have to go off the trail frequently due to speeding ATVs. Feel much more comfortable having a pedestrian and bike area that is safer to use.	Verona
No	It's dangerous for the people walking on it and causes a lot of noise for the people who live along the trail.	Verona
No	We want convenient and easy access to worry free trails with no ATVs around every corner.	Godfrey
No	ATVs have enough trails north of Harrowsmith. I live directly on the KP trail and this would be a travesty. People around us walk, bike, horseback ride, amongst other activities. ATVs would spoke horses, run cyclists off the trail, and run over my dogs while I'm walking them. It's a multi use trail and allowing ATVs would greatly inhibit these activities.	Harrowsmith
Yes	It would be nice to have the trail opened up to ATV's as well as the snowmobilers, horseback riders, bike riders, walkers. Respect is expected amongst all users.	Hartington
Yes	Share and respect while using the trail.	Hartington
No	That is the stretch of "safe" trail to run and bike on in Verona/ area. The trail is unusable in the winter due to sleds flying at all hours of the day and night . I live close to the trail near Bellrock Road and the noise of sleds can be heard until the wee hours. If this part of the trail is taken over by ATV's , I wouldn't feel safe to walk, run or bike on it in the summer, spring and fall As it is, the trail is more a road than a trail for ALL to use. I've used the trail long before it was maintained and have seen the use increase dramatically since Covid hit. Its great to see people getting exercise on the trail. Its not safe to use parts of the trail at certain times of the day, specifically on weekends due to the traffic.	Verona
No	It would reduce ATV traffic on 38. However, My main concerns are ATV speed on the trails when people are walking often with children and pets as well as the noise to the residents living close to the trail.	Verona
Yes	We expect people walking, backpacking, biking, snowshoeing and snowmobiling to be respectful of our trails and neighbors to say that ATV riders can't use the trail from Harrowsmith to Verona is almost saying we can't be respectful to everyone. If monitored and controlled I think allowing access to Harrowsmith is great for local tourism, the economy and just generally enjoyment.	Harrowsmith
Yes	This not only gives the Harrowsmith, Hartington businesses a chance to get some additional business but it gives ATV people an opportunity to lengthen the areas they can travel.	Godfrey
Yes	Snowmobiles are granted access during their season why shouldn't ATVs be given the same right?	Godfrey
No	My experience is that that ATVs frequenqly speed along those trails where they have access. Motorized vehicles should be kept off the K&P south of Verona. They can use the roadways like other motorized vehicles.	Inverary
No	The green space from Verona to Harrowsmith is very much welcomed. The adjacent farmland along this section is unique. Quiet, green, pastoral. ATVs are asking for access from Verona to Harrowsmith. They already have access to Gilmour's and more without riding the trail on an ATV.	Sydenham

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
	<p>Further K&amp;P trail connects with the Cat Trail at Harrowsmith. Respectful riders obey signage however, many do not. Likely there will be escalating numbers of ATVs continuing along the Cat Trail which does not allow any motorized vehicles except licensed snowmobiles. The CRCA is presently not able to police the trail. This could compound existing concerns and frustrations with users of the Cat Trail and adjacent landowners, many who own the land who granted CRCA the right of way under certain legal conditions. One being NO ATVs.</p> <p>We need to protect our green spaces more then ever! We strongly oppose this.</p>	
Yes	It should be the same as Verona would be great for families to get out and ride more	Harrowsmith
Yes	Would save us trailering or road riding from yarker to verona	Yarker
Yes	ATVs should be allowed on all trails.	Perth Road
Yes	Sharing the trail for all seasons is an excellent idea ro explore what our trails have to offer	Sydenham
Yes	Need to promote safe use of atv. Better on trail the riding roads	Battersea
Yes	I feel the trail system should be multi-use like other districts, i think it would used more as, also be seasoned for the snowmobile club's. It should extended to Orser road as well.	Elginburg
No	This part is used by me and my family for a peaceful walk all the time	Tichborne
Yes	I currently have a working farm in Harrowsmith along the trail and would enjoy access with my 4 wheeler.	Harrowsmith
No	The trail currently provides a beautiful natural setting, a place to escape motor vehicle traffic and noise It is better suited for walking, running, biking etc. (Maybe Road 38 could be adapted to allow ATV use among its sides)	Harrowsmith
Yes	I believe allowing ATVs to have access to harrow smith will boost more local businesses in the area. And we will see less ATVs on the road witch is not safe when there is a perfect trail to ride on.	Verona
Yes	Parking is limited in Verona, especially with trailers hooked on	Parham
No	Far too much noise from ATV's and snowmobiles.( sometimes late evening and during the night). This is a further disruption to wild life and human life. Will OUR tax dollars be paying for the expansion and maintenance of this trail? We hope not...this expansion is a bad idea! Spend the tax dollars on priorities....not whims!	Harrowsmith
No		Verona
No	This greatly reduces safety for walkers and cyclists. Also takes away significant enjoyment for those hoping for a peaceful walk or bike in the woods. Please do not allow this!	Perth Road
No	Enough noise with on Colebrook Road don't want more behind my house on the trail. I find when I walk the KP trail it is ATVs who disregard walkers. Some ATV people already break the rules and ride on trail in Harrowsmith. I think they should be kept in the north where it is less populated.	Harrowsmith
No	The K&P provides an excellent opportunity to escape motor vehicles and enjoy nature. The safe environment encourages kids, elderly and many other people to enjoy outdoor activities. Atv's north of Verona have largely eroded the enjoyment of the K&P for non-motorized users. They are allowed on the roads in South Frontenac and that is where they should remain.	Sydenham
No	How far are we expected to drive to take a safe, dust free walk? Reasons for not allowing... (1) Dust. While MANY ATVers are polite and slow down to pass, they then speed up leaving walkers with 50 ft of dust clouds (2) Ruts and surface wear. ATVs tend to scatter the fine stone and leave ruts/potholes. This affects drainage meaning puddles and uneven ground. One only needs to compare the trail off the 38 just north of Verona to the one south of the village to see the difference (3) Safety. While a majority of ATV drivers are considerate and polite, a small percentage are not (1 in 60?). Having had a very dangerous near miss with an ATVer doing 80 kph around a blind corner, I now avoid ATV shared trails for the most part. We would not accept 1 in 60 drivers being careless or drunk on our roads, why on our trails? (4) Crowding. On a recent short walk north of Godfrey, we were passed by 36 ATVs. That's 36 times we needed to	Verona

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
	make our dogs sit and then breathe dust.	
Yes	Why should the trail between harrowsmith and Verona be treated any different then the trail north? I currently live in central Frontenac (sharbot lake) and I have family on petworth road so I can take the trail all the way from sharbot lake to verona then I'm forced on too highway 38 with my Atv all the way to hartington this seems like a safety concern to me! Why can't the gates simply be opened and atvs allowed through? Snowmobiles are allowed access in the winter time and likely travel at much higher speeds on the trail then atvs do.	Sharbot Lake
Yes	We live in Hartington and it would be great to use the trail to head north instead of using the shoulder of Hwy38. It would be safer for us to use the trail.	Hartington
Yes	The trail will bring revenue to anything in the area that's accessible by Atv, majority of riders that use this type of trail are respectful,	Madoc
No	Walkers, runners and cyclists can enjoy a unique and rare natural habitat for animals, birds and plants between Harrowsmith and Verona. I cycle from Kingston to Verona and back several times every year, and I like this stretch the most. When I continue cycling from Verona further north, the K&P Trail is rugged from the ATV tires. The noise and fumes of the vehicles aren't a pleasant experience. Giving access to ATVs between Harrowsmith and Verona only benefits a few ATV owners. Everybody else would lose.	Kingston
No	Major safety consideration for hikers and cyclists. Significant destruction of the trail. Opening the trail to ATV will drive hikers and cyclists away - the trail will become an ATV trail.	Kingston
Yes	Would be nice to expand the trails south	Godfrey
Yes	It would be nice and safe to expand access to ATVs to the South.	Godfrey
Yes	Provides enjoyment for the whole Family	Harrowsmith
Yes	users should have trail permit from local atv club	Hartington
No	Trails should be for non motorized activities for safety and enjoyment. The dust kicked up by ATVs is awful, not to mention the noise, smell, pollution etc. we should be doing more to promote active living, like outhouses picnic tables water taps along the trail. Look at what Quebec has done with their Route Verte! People come from all over to bicycle there.	Hartington
No	My experiences with ATV's on the K&P have not been positive. The noise created by the machines is annoying and the lack of respect shown by the drivers is dangerous.	Kingston
No	The trail is a quiet peaceful place for relaxing walk. ATV's would spoil this.	Napanee
No	The trail between Verona and Harrowsmith is used more heavily by walkers, bikers, and horses. Having ATVs on the trail would very much disrupt this. While most ATV riders are courteous, just the presence of the machines and the dust and noise they create isn't appropriate in this area. Congestion will especially be an issue specially around Harrowsmith where the trail shares access with the Cat Trail. Access for ATVs north of Verona is appropriate but I really hope this doesn't expand to the Verona-Harrowsmith trail.	Odessa
No	I feel unsafe when some of the ATVs buzz by me. They are noisy. I want to be with nature on a path, not on a road hwy.	Kingston
No	Concerned about nature impact, disrupting hikers, cyclists horses; deterioration of the trail, noise.	Inverary
No	It is unnecessary, unsafe and not this intended purpose of the trail. It is also not environmental both because of gas consumed and deterioration. The community should be promoting healthy choices	Sydenham
No	ATVs already illegally abuse the Cataraqui Trail. This will encourage them further. I also don't think anything should be done to encourage use of these frivolous fuel-burning and polluting toys.	Yarker
No	We live very close to the Cat Trail a walk it daily. This section of Zuk and P Kand P connects with the Cat Trail and there is already gate damage and illegal ATVs dangerously driving and disturbing the peace on the Cat Trail. Would only get worse if allowed on K and P near Harrowsmith	Sydenham
No	What a profound shame this would be. As it stands now I am u able to use the Cat Trail in winter because of the snowmobiles. There are fewer and fewer places available that consider the impact on nature by allowing atvs and snowmobiles. These units were not	Harrowsmith

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
	<p>designed for recreational use. They were meant to be working machines. ATVs any farther south would further limit trail use by seniors, persons with disabilities, those with sensitivity disorders such as autism, horse back riders, and so on. In fact, this would so severely impact my business that I would have to sue the township to recover my losses. It always seems that those with the loudest, brashiest, voices, the bullies, are the only ones heard. Please do not allow the use of these vehicles any farther south than they already are. They already rule the trail to the north—which I find I cannot ride, ski, walk, hike on in summer or winter because of atvs and snowmobiles respectively. Already South Frontenac county has lost so much of its natural beauty and diversity to development and motor vehicle use everywhere only makes it worse. During this time when the planet is on fire, it is more critical than ever to limit noise, chemical, light and other forms of pollution. The atv users already have plenty of places to drive. Such a shame should this go forward. In fact, shame on you south frontenac if you allow it—do not give in to these bullies.</p>	
No	<p>I am concerned about the trail becoming too busy with these vehicles and it really is not for that. I'm also concerned they will move towards Sydenham if this is approved. We don't have many spaces where there are no vehicles to enjoy a space and it would be nice to keep it that way. We have a summer cottage in the area and want to enjoy the peace without vehicles.</p>	Scarborough
No	<p>I am an avid cyclist and use both the Catarauqui and K&amp;P trails several times a week. I am also an ATV owner who has used the K&amp;P but tend to avoid it to prevent further damaging it.</p> <p>Although I understand the desire for businesses in Harrowsmith to potentially welcome new customers, unless they are willing to contribute to the maintenance of the trails ATVs should be banned south of Verona. This is to provide a safer environment for non-motorized trail users in a relatively busy section of trail.</p> <p>There is also the concern of how ATVs are degrading the trail surface. Indeed, just look at what has happened to the trail when ATVs were permitted down to Bellrock road. The section that goes around Prince Charles Public School is a prime example. Other sections may not be as rutted but the amount of dust is significantly higher in ATV-permitted zones compared to where they are not supposed to be. This is not pleasant for non-motorized users who get filthy even just walking on the trail.</p> <p>It is already a problem on some sections of the K&amp;P south of Bellrock, such as between Graham Road and Colebrook Road. Two home owners in this section have cut trails from their properties to the trail for the purpose of ATV access (more than likely one of them was also involved in the destruction of the gate in the area). You can clearly see how ATV use has affected the trail in this section even though they are not supposed to be there.</p> <p>Another issue is where would ATV use be stopped? South of Graham Road there are no longer any gates meaning ATV users coming to Harrowsmith would have complete access to the Catarauqui trail (many are already using it unfortunately) and we will soon see them in Sydenham and Yarker or beyond. This is a high use section of trail that should remain free from ATV use. There is plenty of trail north, there is no need to go south, east, and west.</p> <p>Perhaps consideration should also be given to how the businesses may potentially actually lose business if ATV access is extended to Harrowsmith. Using myself as an example, I would often ride north of Bellrock road and get things to eat and drink in Verona but, due to the condition of the trail, how dusty it is, and the need to constantly be on the lookout for ATVs speeding up from behind I rarely go into Verona. Now I usually stop at the bridge at Bellrock Road and then head south again. They may have gotten more motorized customers but what was the loss from non-motorized customers?</p>	Sydenham
No	<p>It's a safe place for families to walk or bicycle. We are loosing more and more of these areas. ATV's would infringe on families or singles enjoying themselves in a quiet</p>	Lombardy

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
	environment. Increase risks for cyclists, walkers and those on horseback. It is used by cycling & walking clubs & many tourists. There are many safety factors, more noise, dust, the deterioration of trail bed. There is lack of adequate, safe parking in the area. It would make the trail less attractive to cycling/walking clubs & tourists	
No	I am an elderly cyclist and hiker, and I am so grateful for K and P trail. There are so few places for us to hike and cycle in silence and safety. There are many other places for the ATV owners to drive their machines including on the road. When they blast along the K and P trail -- even if they politely slow down -- they are very scary, loud, and smelly. The smell lingers long after they have passed--I doubt that they realize. Too many do not bother to slow down. Because K and P is so special I drive to the trail at Elginburg almost every day. I live in Glenburnie K0H1S0 but your survey would not allow me to chose my own postal code. Users in your area come from much further away than the list offered.	Elginburg
No	The world needs more places of quiet and peace. The safe spaces to walk allow for users to de-stress; having an ATV roar past is noisy, startling and keeps users on edge. Accidents can easily happen. The habitat will be safer without them. ATVs' weight has the potential to wear down the trail and/or increase the likelihood of potholes... another safety risk. I doubt ATVs are electric and our society is trying to decrease burning of fossil fuels. The climate needs to be supported not depleted further.	Kingston
No	<p>Motorized wheeled vehicles cause trail damage year round in a manner tracked vehicles do not in winter (snow covered months). In warmer months trail use increases as would the noise from wheeled vehicles using the trail year round.</p> <p>An increase in motorized traffic will increase the potential for pedestrian and vehicular conflicts and accidents.</p> <p>An increase in motorized vehicular traffic will result in substantially increased wear and tear on the trail. Who would absorb the associated cost of repair and maintenance?</p> <p>Properly licensed and maintained ATVs are permitted on area roads allowing transit to currently approved ATV recreational travel areas.</p>	Hartington
No	ATVs can travel on the side of Rd 38. This is the most appropriate place for noisy motorized vehicles. There is no need to spoil the (world renowned) Canada Trail when a simple alternative route is available. Local governments should be looking to increase the ease of access to nature by people on foot, without intrusion by environmentally damaging motorized vehicles. I live in Alberta and I am sadly disappointed that such an idea is even being entertained. Please don't let this happen.	Grande Prairie
No	The K&P trail has been a wonderful resource since its inception. Over the years it has attracted more and more visitors who enjoy it for light exercise for walkers, runners, cyclists and riders on horseback. It provides a quiet place for families and others to enjoy the peaceful countryside, some of whom may not have such access elsewhere. Motorized travel is simply inconsistent with enjoyment of this self-propelled peace.	Kingston
No	I echo the concerns already stated on the website; in particular, noise and safety. While I concede that I have encountered no first-hand issues with ATV users, I recognize that "opening the door" to more ATV use will simply allow for a greater probability of mis-use and possible incidents.	Belleville
No	The trail is best used for walking and cycling. ATVs will only endanger everyone else using the trail.	Harrowsmith
No	I bike on the K & P Trail and meet a multitude of bicycle riders using it, to continually meet an ATV barreling down the trail is a dangerous situation to bicycle riders, hikers and horses. It also causes fumes and noise pollution for those using the trail for walking and hiking. It will cause disturbance to the eco system, dust covering plants and eco systems and animals being disturbed by noise. It makes it too easy for ATV users to access other trails that ban ATV's and I have come across ATV's on the Cataraqui Trail (illegally) while walking my dogs. How are you going to enforce that they do not race dangerously along the trail ;or go out and cause damage to people's property. It is distressing to think that now people living in close proximity to the trail may have to deal with the roaring sound of a group of ATV's passing by on a quiet family Sunday afternoon.	Elginburg
No	The portion of the trail north of Verona that allows ATVs becomes almost unusable for anyone not driving a motorized vehicle during the non-snow months. Not everyone is a	Perth Road

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
	responsible or respectful driver and as a pedestrian, it sometimes feels like you spend more time standing by the side of the trail trying to stay out of the way. I no longer walk north of Verona on the trail as it is not enjoyable.	
No	There are enough places for ATVs without taking away trail space from bikers and hikers	Perth Road
No	There are so many pedestrians that use that trail and without atvs it's much safer. Unfortunately allowing atvs would restrict the use of the trails for others.	Harrowsmith
No	At Harrowsmith the KP and the CAT run side by side ,there is no way to stop ATV,res from using the Cat .The Cat ,s founding articles state no motorized vehicles other than Snowmobiles. Reason is trail damage and danger to walkers,joggers,bicycles horses etc. The trail is also maintained by volunteers and is not funded by government .	Yarker
No	ATV.s do trail damage ,should not be on Sametrail as pedestrians	Yarker
No	Safety, better suited to walking and biking. Noise for adjacent home owners.	Sydenham
No	Dusty, unsafe, loud, please keep for non motorized use !	Toronto
Need More Info	Will dirt bikes also be allowed? If ATVs are, so should dirt bikes.	Harrowsmith
No	Air pollution, noise and safety are three of the major points that allowing motorized vehicles will effect.  This section is widely used by cyclists and walkers as a connection point to the towns and trails and if there is an introduction of these vehicles there will be a decrease in tourists/residents use of the trail as well as a decrease in the safety while walking/cycling on these.  As someone who uses these trails for both purposes I can say that in the past when i have been walking or riding on these the atv's generally go to fast and run people off the road. There isn't much consideration for their surroundings and it's too loud for them to hear the walkers or bikers.  Tanner	Toronto
No	Granting access to ATVs along this trail will push the agenda further on the trans canada trail. The trail systems in our area provide a reprieve from automation, petrol fumes, noise and all the pollution that comes with it. We need to preserve our landscape, the relative quiet and unobtrusive nature of a walking and biking trail system which is already highly used and in direct conflict with motorized vehicles. I vehemently oppose this request for ATV access.	Toronto
No	The trail should remain accessible to non motorized users. If motorized users are granted there should be a condition of use that only electric OHV's are allowable to reduce noise pollution and to show leadership in switching to a carbon neutral society.	Sydenham
No	The trail should remain accessible to non motorized users only. If motorized users are granted there should be a condition of use that only electric OHV's are only allowable to reduce noise pollution and to show leadership in switching to a carbon neutral society.	Sydenham
No	The trail should be for pedestrians and cyclists to enjoy. ATVs are loud and kick up dust that can make it very unpleasant for walkers or cyclists. For people with less mobility who are unable to do more challenging hikes at places like Frontenac Provincial, the trail is a place where they can still get out and enjoy nature. And last, when considering climate change and the environment, I don't believe we should be encouraging recreation that requires fossil fuel. For this reason alone, if anything there should be more restrictions on ATVs, not fewer.	Sydenham
No	The trails are for walking, hiking and bicycling. The trail would become dangerous if the were motorized vehicles.	Sydenham
No	Trail is too narrow and will be avoided by cyclists due to higher speed, dust created. I do experience that on Ottawa Valley Trail which is 10 feet wide (standard for ATV). Not really pleasant!	Perth Road
No	Safety and noise concerns for those who use the path in a non motorized manner	Toronto
Yes	I use the trails all the time. I don't see any abuse by ATVs. In fact, I never see ATVs or tracks from ATVs except North of Verona. The trail is great for bicycling north of Verona	Sydenham

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
	<p>so I feel that most ATV drivers are not abusing their privilege of using that trail by ruining it. In fact, the vegetation isn't as closed in as it is on the Cat Trail. I did 30 km on the Cat Trail this morning and it needs to be mowed. is it possible that the ATVs help keep the vegetation down? I am being treated for Lyme disease right now so I'm very paranoid about all the long grass and weeds that close in the cat trail as the summer goes on.</p> <p>I rarely ever meet a bicycle on the CatTrail, certainly don't see people racing their bicycles on the cat trail. It's too bumpy. I don't see why many ATV people would come anywhere near the cat trail. Have their starting point and ending point at the other junction west of Highway 38.</p>	
Yes	ATV users provide revenue to local businesses were other trails don't. Plus ATV user provide trail improvement dollars that help maintain the trails for all	Kemptville
No	The trail is for cycling and pedestrians. ATVs would make it too dangerous to use	Bolton
Yes	And the cataraqui trail aswell!!!	Perth Road
Yes	Keeps them off the roads	Sydenham
Yes	And the kp trail too	Perth Road
No	ATVs would make the trail unsafe for my family and I to walk, bicycle and jog. It would also be noisy and cause a lot of dust through the summer.	Harrowsmith
Yes	Keeps the atv's off the highway	Harrowsmith
No	Concerned about speed and inappropriate behavior, danger to wildlife, children, walkers and cyclists. This is a lovely section of trail that is quiet and full of wildlife. Why do we have to add noise to wilderness areas? Parking is also an issue. Already at the Harrowsmith end people park for the day and are picked up there for construction work—which limits safe places for users to park. We travel for almost 30 minutes, at least twice a week, year round, to use this beautiful stretch of trail	Bath
No	These are currently pleasant trails enjoyed by many hikers, runners, bikers, etc. Allowing motorized vehicles would significantly disrupt this while adding unwanted noise to surrounding residents.	Toronto
No	Students walk along this portion for outdoor ED. It would cut off Cycling to Verona for many groups from Sydenham and Kingston. Noise pollution, turtles and snakes do not stand a chance with ATV's speeding along. We have a cottage in Sydenham and 100 years of family history in the area. Benjamin's.	Etobicoke
Yes	This would be great	Gananoque
No	There is a parking that was done in verona that ATV owner can go park a use, if they want to go to harrowsmith they can use the road. This is the only place where walking and bycycle is safe.	Verona
Yes	It is allowed past harrowsmith so why not extend it? It is not a highly populated area and should not cause discrepancies	Harrowsmith
Yes	My wondering is why it was not always extended to Harrowsmith. Why? Yes, please! If walkers and nature hikers don't want to come across people on atv's, they can stick to the Cataraqui trail which is accessible at Harrowsmith. Or Gould Lake conservation, or any of the provincial parks. There are many trails that people can access if they are bothered by atvs. Anyone from Sydenham or Harrowsmith has to trailer their atvs to verona to access a trail they are permitted to use. The naysayers can go anywhere! We purchased a property adjacent to the Cat trail between Sydenham and Harrowsmith. We were beyond excited to be able to access the trail from our own back yard with our atvs (assuming atvs were permitted - it's a trail after all) We learned after the fact, that atvs were not permitted on the Cat trail NOR the K and P until Verona. What?!?! PLEASE extend the trail for atv use. It will also prevent atvs from using the roads to get to Verona. It doesn't make sense for those who love in harrowsmith area to trailer and park in verona. How fast can this happen? Finally!	Harrowsmith
Yes	It is a missed opportunity if not	Verona
No	Slippery slope. Concerned ATV's will encroach on Cat trail	Sydenham
No	I am a gravel cyclist who uses the Cataraqui Trail several times a week with my husband. I've also frequented the Trail as a runner and walker, at times with my dogs. I am strongly opposed to this request for several reasons:	Sydenham

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
	<p>DAMAGE TO THE TRAIL: Having ridden the Trail north to Sharbot Lake and beyond, I've experienced firsthand the impacts of ATV use on the trail north of Bellrock Road. Compared to the non-ATV sections in the south, the northern Trail is rutted, dusty (or muddy after a rain) and uncomfortable to ride. Large ATV tires wear defined tracks in the Trail with higher, overgrown sections in the middle, which make passing from side to side precarious.</p> <p>The damage to the Trail from ATV use is especially apparent around Prince Charles School in Verona. Once a pleasant, wooded path around the schoolyard, this is now a bumpy, dangerous section of Trail. We often end our rides at the Verona Bridge simply to avoid these unpleasant sections.</p> <p>The juxtaposition between non-ATV and ATV Trail sections is even more obvious further north near Fish Creek, where an approximately one kilometre long stretch of Trail runs through what I believe to be a conservation area. This short stretch is gated and closed to ATVs.. ATV riders bypass the trail to the east. Passing the gate on bike, it feels like you've entered a different world: the Trail is packed, level and a delight to ride. I'm always disappointed when we reach the second gate and the ATV tracks return.</p> <p>RISKY BEHAVIOUR: While many of the ATV riders we have encountered have been respectful and careful to pass, there are still a handful who underestimate the speed and power of their machines. They pass too closely and too quickly in a cloud of dust, putting us both at risk. Unless there is a plan to "police" the Trail for irresponsible and dangerous ATV drivers, I suspect it's only a matter of time before an accident occurs between an ATV and a cyclist or walker.</p> <p>UNCONTROLLED EXPANSION: How does Frontenac County plan to ensure the ATV use will remain north of Colebrook Road and not extend south to Sydenham or west to Yarker?</p> <p>When Verona extended ATV access south to Bellrock Road, I feared the ripple effect. Those fears are now being realized with this application. What's to stop Sydenham from next requesting a piece of the pie? With each green light south, the ATV riders are likely to encounter even more cyclists and walkers, putting even more of our community members at risk.</p> <p>ECONOMIC IMPACT: I assume part of the case behind this application comes from the Harrowsmith Business Association, which would surely love to see more ATV riders frequent the village's stores and restaurants. I question whether this is a bit of a shell game, though. As I mentioned above, my husband and I rarely ride into Verona because of the spoiled Trail and ATVs. Verona businesses might have gained ATV-riding customers, but they've lost my business. The same might hold true for Harrowsmith.</p> <p>Has there been a before and after study of the impact of ATV use on Verona business activity? If so, I'm willing to bet the data shows that opening the Trail to ATVs won't necessarily deliver a win-win for the Harrowsmith economy.</p> <p>THANK YOU for the opportunity to share my views. I feel very privileged to live in such a beautiful place as part of a community that values and respects our natural trails. Let's please not put this at risk with a decision that will forever mar the beauty and function of the Trail and jeopardize its long-term health and sustainability.</p>	
No	<p>I am a resident of Harrowsmith. I have a young child and two dogs, and we use the Cataraqui and K&amp;P trails on a daily basis. On our walks, we frequently pass by other walkers, runners, cyclists, young children, horse back riders, and more, as we complete our daily route. It is one of the highlights of our days, and one of the main reasons I moved out to the country. My concern with opening this part of the trail to ATVs is the speed at which riders drive, as well as the number of ATVs that will be on the trail. While I am sure there are many responsible drivers, I am concerned with those who</p>	Harrowsmith

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
	speed through these areas, making it dangerous and inaccessible for residents like myself to use. During the winter months, I am unable to walk on the trails due to the snowmobile traffic, so the summer months are the only times I can safely enjoy the trails. Opening this up to motorized vehicles would significantly change the functionality of the trails for many residents of Harrowsmith and the surrounding area.	
No	The trail should not allow motorized vehicles. Bikes and pedestrians are sufficient.	Kingston
Yes	Doesn't make sense to have the Harrowsmith ATVer's have to drive 38 highway to get to Verona where they are allowed to drive the trail safely.	Verona
Yes	Good idea	Bath
Yes	Snowmobiles &ATV users are generally drawn from our area and their associations use membership &licensing fees to help defray the cost of maintaining the K&P - otherwise leaving the cost to local ratepayers.	Godfrey
No	ATVs can use the road if they need to travel. There are no sidewalks along the roads for walking or biking. This is not safe for them and you risk the safety of the walker and bikers on the trail by adding ATVs. ATVs are more likely to be using the trail rather than roads if they have been drinking which increases risk for everyone. The trails from Harrowsmith to Verona have a high volume of foot traffic and cyclists. The ATVs are also not being denied access to the trail they just need to go north of Verona.	Harrowsmith
No	The ATV users continuously speed on the trail. There is NO way to police the trail. IT Puts people at risk who walk the trails.	Yarker
No	ATV's create a lot of noise for nearby homes and cottages and make it unsafe for walker especially those with dogs.	Schomberg
Yes	It will continue to grow the ATV community. This brings revenue to our communities, whether it's gas or food and drink. Having the trail that much closer to Kingston and adding length to the trail will be an asset.	Enterprise
Yes	Respectful drivers should have the right to be on the trail all through South Frontenac!	Harrowsmith
No	This would lead to more conflict with bikers and walkers and possibly horseback riders. It would also open the way to abuse of the Cataraqi Trail by ATVer's. Lots of lovely riding from Verona north.	Kingston
Yes	extending the trail will be a great benefit to the community and will have a positive impact	Tichborne
Yes	Coming from Amherstview/kingston area, Verona is the nearest point of access for the trail. Coming to harrowsmith will help alleviate parking issues on busy days in Verona, require less trailering distance of ATVs.	Amherstview
Yes	It should be. Why not?	Tichborne
Yes	Atv's riders are very respectful to the environment	Perth Road
Yes	Opening the trail would be a great benefit	Harrowsmith
No	I object to the additional noise that will be created by allowing motorized traffic, as well as the risk to non- motorized users. Adjacent land owners initially objected to motorized use of the trail prior to its creation. Also, how will the non- motorized section of the trail be monitored to ensure compliance?	Harrowsmith
Yes	Will definitely reduce the congestion at the Verona parking lot.	Sydenham
Yes	It is a magnificent multi use trail. It should be that the full length of the Ciunty trail	Sharbot Lake
Yes	Open to all.	Hartington
Yes	Much safer than travelling road 38 for everyone involved.	Harrowsmith
Yes	Why shouldn't we be , I am able to access it at order rd. On the sled,	Odessa
Yes	Doing this and extending it, to harrowsmith will allow residence farther away not have to trailer machines to Verona take it on the trail and would add more income to the club. Less machines on main roads as well	Hartington
Yes	Closer to my home to access the trail without having to drive along the shoulder on 38 hwy (Safety)	Battersea
Yes	taxes are paid by both people who walk the trail and people who want to ride their atv's so it should be opened to atv's or make it a user pay	Yarker
Yes	I have worked on the main eota trails for the last 8 years cutting brush and grass with a	Arden

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
	large tractor and cutter. I have had very few issues with both atv and pedestrian traffic. I think extending the k and p would create more opportunities for both riders and businesses with little impact to other users	
Yes	It's an atv not a tractor. Should be all open.	Sydenham
No	Hi, Thanks for the opportunity to provide my input. I have cycled rail trails around the world for decades. I can say that my experience has been 100% that sharing a trail with ATV drastically reduces the safety and pleasure offered by trail cycling. From a pedestrian and cycling perspective there is absolutely no positive impact from opening the trail to ATV. There are many negative impacts. The County will experience a significant reduction in pedestrian and bike traffic. There will also be safety incidents. I hope the County decides to leave the ATV access as is.	Kingston
Yes	The trail is there as long as people are respectful they should be able to use it	Godfrey
Yes	Atv access is welcome in Verona and Harrowsmith should follow suit.	Harrowsmith
Yes	Should go all the way to City limits where ATV's are permitted And anywhere a snowmobile has access.	Sydenham
Yes	We buy trail passes every year for atv and snowmobile, walkers and cyclists pay nothing and use it all. If it wasn't for us there would be NO TRAIL. It would help us also not to drive the road to get to Verona.	Harrowsmith
Yes	Would allow for more local travel and activities for families	Hartington
Yes	Great for the community and will attract revenue to local businesses	Hartington
No	It's nice to have a stretch of trail where my children and I can enjoy walking and biking without worrying about being hit by a speeding atv leaving us in a cloud of dust.	Verona
Yes	Would be nice to be able to access Verona	Harrowsmith
Yes	It would bring us to other trails	Maberly
Yes	This would be more convenient for us to connect with the trail in Verona	Perth Road
Yes	It would be nice to be able to go further on the trail	Ottawa
No	This should be a path for non motorized vehicles (bicycles) and people with kids and dogs. ATVs would pose a risk and create noise and pollution. All the things you wish to get away from walking on a trail.	Odessa
No	I have lived in Verona for 12 years and used to run, walk dogs and cycle on the trail. Due to multiple near misses with AtVs North of the Verona trailhead I now only use the trail to the south. To lose this would be devastating to me and my family. For every decent Atv rider there is in equal measure, bad ones, hi speed, excessive noise, dust and ignorance to other users. We cannot afford the whole K&P trail to become motorized and a single use trail. I believe in sharing but this requires balance and consideration for all users. I highly suspect that walkers, runners and cyclists are not lobbying for use so the AtVs are the ones being heard, please consider all users, there has to be a limit. There are lo many under age, unsupervised atv riders already despite what is said.	Verona
Yes	This would really open up options for fuel and food along the way to bring money into the local business	Odessa
Yes	We live in Yarker and it would be nice to have a closer access	Yarker
Yes	There's plenty of Atvs/utvs that travel road 38 to get to Bellrock rd to access the trail from there on. It would be safer if you could access the trail from Hartington or Harrowsmith than traveling Road 38 to the Bellrock access point.	Hartington
No	The schools take kids down those trails. People walk down there. There are enough idiots on the highway we don't need any more. They ripe through those trails at all speeds with no care about anyone's safety. The worst thing to do is open them up to ATV's	Harrowsmith
Yes	It should be extended to Kingston city limits to attract more users!	Elginburg
Yes	It,S a shame to spend as much of all our dollars and restrict it to a chosen few	Verona
Yes	I would like to see the K&P start at the Motel 6 Kingston! Having access to this destination would give folks that live 2 hours north of the 401 an opportunity to spend the night/nights and bring some tourist dollars to Kingston. Beautiful City they have! You can only go to Renfrew &Pembroke so many times.	McDonalds Corners

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
Yes	Because the trails already excess its unfair for the people of Harrowsmith to have to trailer their machines to verona to excess the trail...	Verona
Yes	I have driven this trail with the snowmobile and think it would be a great extension for ATV riders. Access to the business' located in Hartington and Harrowsmith I think would be welcomed by these communities.	Sharbot Lake
Unsure	I live on graham road backing on to centennial park, there are atvs in the park very frequently and on the K&P trail regularly. If the trail is to be opened we will enjoy access with our own atv however. The sandpit where the K&P trail intersects with the cataraque trail in Harrowsmith will become a very popular destination. We walk our dog through that area and many other residents of the village do as well . Atv riders will park their trucks &trailers in centennial park and access the trail through the UPPER FIELDS in to the sand pit area. Others enjoy dog walking and nature walking in the upper fields in this area and will have to contend with noise and dust and EXCESSIVE trail erosion in the fields which is already starting to happen. Those fields and the pit presumably would not be maintained by the clubs or the township. If that sandpit property is not handled with due consideration it will become an issue for local residents and the township. Also Currently people party, dump garbage, and burn garbage in that sandpit after dark. Maybe the township could purchase that land and protect it from those who would abuse it as a dumping ground.  We want the trail open but it's gotta be done in the right way with consideration for that property	Harrowsmith
Yes	I would like to ride to Harrowsmith, purchase some gas, dinner along the way.. enjoy the trail that we the voters have paid for and bring more value to the \$120 trailer permit that only ATV and SSV / 200+ for snowmobile voters are discriminated upon to pay to maintain the trail while, all other cyclists, walkers ect pouch on for free... this is so wrong that we cannot access this..make trail passes mandatory for Everyone that use it..	Godfrey
Yes	More trail use	Tichborne
Yes	Stop discrimination of off road vehicles that are insured, lisenced and pay for trail access and open the trail to harrowsmith or charge the same user fee as the off road community and snowmobilers to EVERYONE equally yes, walkers cyclists ect..	Godfrey
Yes	Myself I don't see why it's no open to Kingston. As long as anyone using the KP trail be respectful and follow the rules I say yes	Kingston
Yes	This great for tourism and residents alike. This is a very rural pastime that many enjoy	Verona
Yes	Allowing use would increase the safety of ATV riders by reducing the potential for interaction with cars and trucks on hwy 38	Parham
Yes	This would allow me to get to the trail without trailering saving alot of time	Harrowsmith
No	How much is enough? ATVs already have thousands of kilometres of trail in Ontario in less populated regions of the province. Allowing ATVs into the more populated areas will lead to much higher rates of vehicle pedestrian interaction and potential liability.  Cost Benefit - ATVs cause more damage through the destruction of the trail surface than they contribute by a large factor.  Damage - ALL of the \$20 per tonne stone chips have been flung to the sides of the trail by the aggressive tread of these vehicles vehicles north of Bell Rock Road.  Trail surface - ATVs have destroyed the trail surface north of Verona exposing numerous potholes, and the large sharp stones that make up the trail base  Dust - ATVs cause an enormous clouds of dust to drift into other users and nearby residents due to speed, numbers of vehicles, weight and aggressive tread.  Costly Remediation - Nearby residents will be seeking remedial action for the anticipated dust situation should ATVs be allowed on this section of the trail.  Loss of Wildlife - ATV scare wildlife away from the trail which has a duel function of also	Hartington

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
	<p>being a wildlife corridor south of Verona where there is more agriculture. they disrupt nesting birds and turtles along the trail.</p> <p>Loss of safety- open gates allow many other vehicular traffic on the trail to access property increasing the risk of theft. This has already happened. Re Wallace property Harrowsmith.</p> <p>Incompatible traffic - side by side ATVs take up far more than half of the width of the trail when travelling.</p> <p>Loss of enjoyment - People walk and bike on the trail in the south to avoid vehicular traffic.</p> <p>Emissions targets - The inclusion of ICE powered ATV-vehicles is moving away from emissions reductions for the township and county in a region with the highest per person transportation emissions in Canada. Not a good look.</p>	
Yes	Helps keep atv off main roads	Westport
No	This would make the trail unsafe for walkers and cyclists. Excess speed will be a problem. The trail will also require more maintenance which means more money and where will that come from.	Yarker
No	Many older folk use the trail exactly because there is no motorized activity on it in summer. Having ATVs on it would have those folk feeling devoid of options for taking a gentle walk or bike ride without the threat of motorized vehicles introducing high speed hazards to them.	Elgin
Yes	Keeps atv off highway	Elginburg
Need More Info	Would like to see the benefits proposed by the club to ensure safety and infrastructure	Kingston
No	increased noise in the area; increased risk to cyclists, pedestrians; increased risk of unlawful use of the trail by motorists beyond (south of) Harrowsmith; inadequate parking at Harrowsmith - vehicles will park unsafely on shoulder; more gates being cut down; deterioration of the trail bed.	Kingston
No	it's very dangerous for cyclists and runners/people walking, the people whom the trail is designed for, not atvs.	Hartington
Yes	ATV riders are looking for a destination point, to be able to go to Harrowsmith and get a slice of pizza or pick up BBQ and LCBO items at Gilmours or take a back road to Sydenham would be a great option and benefit local business in SF. It also connects our community for events that run along the villages on #38	Verona
Yes		Verona
Yes	Absolutely they should be! Keeps them off the roads where they are safe!	Harrowsmith
No	ATV's would make it unsafe for me to walk on the trail with my dog and my Freud's on horseback would we even more at risk. Plus the noise and pollution are annoying.	Yarker
Yes		Inverary
Yes	I think it would great to extend it, so I don't have to ride from Verona to harrowsmith on Road 38	Verona
Yes	To bring more business to Harrowsmith. The more trails the better to get out and see the beautiful countryside.	Kingston
Yes	Keeps atv's off rd.38	Harrowsmith
Yes	As licensed operators (both person and vehicle) I feel there can be room to share public facilities such as the K&P Trail. Harrowsmith, and the track between Verona Harrowsmith, is rural and opening it the ATVs provides increased access for those appreciative of the ATV experience. Public places (roads, parks, trails, sidewalks, etc.) are always, unfortunately, subject to a minority of abusers, and hopefully this extreme element will not influence this decision. Similarly walkers, horseback riders, and cyclists should not, by any special self-appointed designation, to have a moral high-ground in their opinions. I believe all concerns, pro and con, need to be considered and I am hopeful the outcome will be "let's educate, let's share".	Parham

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	By the way the postal code drop down menu below is not accepting my entry K0H 2V0 which is Tichborne, ON.	
No	Increased risks for cyclists and pedestrians. Increased noise and disturbing local wildlife. Degradation of path for other uses.	Kingston
No	From past experience on the local trails, most ATVs don't slow down or move over for bikes or pedestrians also using the trail. We are forced to stop and stand in the bushes while they go by as fast and as close to us as possible. Of course, not every ATV driver is that careless but, unfortunately, a few often ruin the reputation of all.	Hartington
Yes	I think we need to invest in our recreational resources in Frontenac county, and opening and connecting the trails for ATV use will allow recreational users the opportunity to explore in South Frontenac. As of now we need to load up the ATV's and head North to spend the days and our monies elsewhere. Lets connect South, Central, and North Frontenac together.	Sydenham
No	I have been forced off the trail before by atvs. No room for atv and my bike, and I am the one who would be injured if clipped by atv. If you care at all about safety of non atv users, don't approve extension of atv trail use	Hartington
Yes	There is a far larger group of respectivel atv riders then there is disrespectful riders. It really makes no sense to deprive the many because of the few. Also as a bonus it will bring business to these areas.	Lyndhurst
No	I live on the trail and do not want the added noise pollution driving my house price down. The have a long enough section of the trail and do not need more access. It is nice to be able to take my 2 year daughter for a walk in nature without having to worry about reckless drivers which I have seen on the parts of the trail used by the atv club.	Verona
Yes	I live in Harrowsmith and I have to drive hwy 38 to get to the trails.It's unsafe for me and the cars.	Harrowsmith
Yes	Cuts down on riding on the roads. Place to get gas and something to eat as well. So many trails that's not accessible to ride our atv. Enjoy riding.	Elginburg
Yes	Add more time on trail vs on highway which is much safer!!!!	Elginburg
Yes	It will help bring business to the community	Sydenham
Need More Info	As someone who lives in the village and uses the trail almost daily we already see damage caused by unauthorized ATV's that use the trail (where the trail splits is a common spot for people to do donuts and destroy the gravel making it uneven and hard to bike/walk/stroller). What is going to be done to guarantee this won't happen and if it does who fixes the damage? We are also concerned about the speed because we often walk the trail with groups of young children and we've already been passed by people that weren't respectful enough to slow down. My last concern would be that the Verona extension is currently a pilot project. "That pilot project continues on a temporary basis until further information is available on the anticipated housing development in Verona, with consultation between the County and the Township of South Frontenac." So what happens if this pilot project isn't approved? The extension seems pointless if the current extension isn't even guaranteed to stay.	Harrowsmith
No	Far too noisy and disruptive for pedestrians and cyclists, even dangerous. It will destroy their pleasure of the trail, and sense of security.	Kingston
Yes	As A land owner that has only walking snowmobile and the basics. they leave more garbage dog waste and do not pay for the use of the trail. It should opened for motorized units as they are the people that would actually pay for yearly fees and actually help with maintenance clean up and have tractors etc to help out	Perth Road
No	ATVs are destructive on trails like this.	Elgin
No	Trail should encourage activities that benefit environmental and physical health, biking and walking. Roads are for motorized vehicles. ATVs crowd the trail, add noise, and kick up dust on those using it for biking and walking. At times they add risks because of their speed and/or attention.	Kingston
No	ATVs severely degrade the trail surface, giving it a washboard texture that makes it unrideable by bike, and more perilous for pedestrians and equestrians.	Cambridge
No	Used the trail system for many years ..bike and run.... ATV drivers very friendly and considerate but their machines chew up the trail and make massive depressions. They have plenty of room going north. The trail head in Verona was a great addition for the ATV enthusiasts.	Harrowsmith

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
Yes	There is more and more traffic on 38. Opening the trail to Harrowsmith would improve security for ATV users who would not have to drive long 38. It would also allow visitor riders access to more restaurants in Harrowsmith.	Verona
Yes	It would be nice to run the KP trail to Harrowsmith just for a different set of trails and perhaps connect to trail heading toward Nappanee.	Verona
No	ate's chew up the trails and will ruin it for everyone	Cornwall
No	Will interfere with cycling and walking use of the trail. Also, the trail conditions will be compromised, potentially making it unsafe for cyclists	Kingston
Yes	they should also be allowed on the catarauqui trail	Inverary
No	There are certain trails that are used by non motorized users. They walk pets, take their children, cycle and are used by groups of various ages. Allowing motorized vehicles, such as ATVs, to use these trails changes them forever. Abuse becomes the norm and enforcement becomes difficult. It is important not to lose those areas where you can walk or cycle and enjoy nature without motorized vehicles.	Harrowsmith
No	I am a resident of Verona adjacent to the trails and deeply feel that any expansion of motorized vehicle traffic on the trails will have a detrimental effect on trail usage, property values, etc... the future is walking, cycling and other non motorized users and recently we had visitors from overseas who were amazed how lucky we are to have this incredible resource. Let's protect it and work at every opportunity to reduce the number of motorized vehicles everywhere on the trails. The future is for this trail to be protected. Adding motorized vehicle access in some places to "increase" users and business results is a very very short term way of thinking and does not align with long term demographic trends. Let's go forward not backwards!	Verona
No	ATVs are allowed on the highway. Why is this needed? I often hike sections of the K&P between Kingston and Verona; the trail is well used by cyclists, dog walkers, and hikers. These activities don't contribute to air pollution, have minimal impact on the state of the trail, and promote physical fitness. The majority of ATVers that I've met on my hikes are respectful, but there is the occasional yahoo who roars by at full speed, and/or leaves beer cans and garbage on the trail. There's always going to be a few bad apples. It would be preferable, in my view, to keep motorized traffic away from the sections close to more populated areas. Thank you for the opportunity to contribute to this survey.	Kingston
Yes	Atvs should be allowed on all trails. The trails are multi use that means everyone. Also how about a user fee for everything. Not just snow mobiles and atvs.	Godfrey
Yes	It's great for being able to bring tourism and income to the area. ATV enthusiasts are respectful of the rules and would be a welcome addition	Lombardy
Yes	We need more ATV trail access, as the sport has considerably grown these last few years and having this access will keep ATV's off of the roads.	Spencerville
Yes	People from Harrowsmith can travel the path to Verona and can have access to the many trails north of Harrowsmith without having to trailer their ATVs down Road 38.	Harrowsmith
Yes	Atv'er bring tourism to the area will help local businesses like repair shops, restaurants, etc and it provides a enjoyable activity for those that live in the area.	Lombardy
Yes	I live in Harrowsmith and own an atv and would be nice to be able to ride the kp trail	Harrowsmith
Yes	Will bring tourism	Chesterville
Yes	This would be awesome as we have relatives in that area who also own ATV's who would join us on the return trip- as well there are some great eatery's in that area we would like to frequent in the ride	Smiths Falls
Yes	ATV and UTV traffic through paying club members adds helps tourism in the area.	Smiths Falls
No	The very thought of this horrifies me. I cycle, hike, bike, ski, and snowshoe on this section regularly. It is one of a very few local areas left where outdoor enthusiasts can turn to and enjoy a small section of this natural environment WITHOUT THE NOISE, POLLUTION AND DAMAGE THAT ATV'S CAUSE. It would be a real shame if this proposal is approved.	Kingston
Yes	So all users are encouraged to pay a \$25 annual fee to use the trail? ATVers are required to purchase trail passes even for day trips on trails. So does the snowmobile revenue subsidize enough money so you don't need the ATV's. A lot of loud snow machines out there. We don't seem to have a problem with the OVRT. Maybe this group should have a talk with the folks from RLATV club or another club taking care of	Smiths Falls

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
	the OVRT. ATVers like motorcyclists and campers bring revenue into local areas. We can't discount a rare few will not obey the rules, but I have yet to see anyone pick up road apples after their horse makes a deposit. Thanks for your consideration. Regards	
No	<p>More and more houses are being built and our area is becoming more populated. Along with population increase comes increased numbers of atv's etc and more pressure on wildlife. Even if these vehicles are restricted to specific trail systems like the K&amp;P, their presence has an impact on local wildlife including direct mortality by collision and noise, fear altering wildlife behavior.</p> <p>Furthermore, we live in a world on the brink of collapse due to use of carbon based fuels, people should be encouraged to explore without the assistance of fossil fuel burning machinery. The future of our animals, nature depends on the choices we make now. Let's choose in their favor, not our own "fun" at any expense</p>	Perth Road
No	I love the nature on our trails- frogs and turtles and Beavers and birds, and I love the quiet. Motorized vehicles will cause such harm to the flora and fauna.	Perth Road
Yes	I don't think there's any reason for it not to be open to the atv club	Verona
Yes	Great opportunity to further connect the province by atv and bring additional revenue to each area.	North Gower
Yes	Atving is a fast growing industry and tourist attraction. These communities could benefit from the development as an attraction.	Smiths Falls
No	Families walk and bike there all the time. It's all pedestrians or cyclists. I, personally, would be nervous, uncomfortable, if motorised vehicles were on these trails. As a walker, I am a bit nervous about the fast, serious cyclists approach from behind, startling me. Worse is meeting a motor vehicle in there. There has to be somewhere we can go for a walk without traffic! Really, the whole purpose of these trails to to get people out of their cities/towns and cars, and into nature on a safe trail!	Inverary
No	We need places in our rural areas that are green of motorized traffic. The current wildfire disaster underlines this	Kingston
No	I'm an avid cyclist and there are so few areas where we can cycle without worrying about motorized vehicles.	Kingston
No	There are so few nice, safe, quiet places for people to walk in nature around here. People, birds, animals, and trees should have some places that are free of mechanized, noisy vehicles. ATV's chew up the trails when they are wet which means more maintenance is required and the trails are less safe for walkers and cyclists. The K & P is not wide enough to support the addition of ATV's on any stretch of the trail.	Inverary
No	There are few places we can walk or cycle -without cars & motor vehicles	Inverary
No	<ol style="list-style-type: none"> <li>1. Safety of trail users is compromised</li> <li>2. There are few places to go where Humans we are free from fossil fuel fumes and noise pollution.</li> <li>3. Scientific studies and U.S. National Forest Service personnel have identified ATV's as the source of major detrimental impacts on national forests, the U.S. Forest Service is currently engaged in the Travel Management Process, wherein individual forests are restricting all off-road motorized travel to approved trails and roads.</li> </ol>	Kingston
No	Would make it dangerous for all others currently enjoying the peaceful countryside on K & P trail, especially older folks with small dogs. Please don't allow motorized vehicles that tend to attract a younger generation and often use irresponsible high speeds with little concern for cyclists and pedestrians.	Kingston
No	<p>My wife walks and bikes on the trail both North and South of Verona frequently. She finds the ATV traffic unnerving as they tend to travel far too quickly and do create a LOT of dust. Allowing ATV's to travel from Verona to Harrowsmith would remove the ATV free option for many Verona residents including my wife</p> <p>We live on the Desert Lake Road side of Howes Lake. We can hear and see the ATV's ripping through behind the houses near Craig Road. I am sure they must find the noise and dust extremely annoying as it is literally just feet from their homes. Many of these ATV's are trailered to the Bellrock Road parking lot to access the trail. They could have just as easily driven to the White Lake Road parking lot. I also don't agree with this section of the trail having been opened to ATV traffic.</p>	Verona

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
Yes		Verona
No	There aren't many nice areas just for walking around Kingston.	Kingston
No	The speed, noise and pollution deter people from walking or riding bikes. ATV use also scares wildlife and tears up the trail.	Harrowsmith
No	Atvs are noisy, dangerous and pollute 😊 We should be able to enjoy nature free from machines	Kingston
No	Many cyclists and walker are using this parts of K&P trail. ATV are too fast and trail are not wide enough to share with ATV.	Kingston
No	ATV's are not known for travelling at a sedate pace and are quite plentiful in the countryside north of 401. Would hikers be jumping out of the way to avoid collisions? The two interests do not seem compatible- walkers and motorized machines. Who monitors the behaviour of drivers? Liability issues?	Kingston
No	There are few quiet trails for people to use. Also the wildlife, especially birds will do much better without the noise and fumes from ATV traffic.	Kingston
No	I chose to go walking or cycling on a trail such as the K&P to be free of the noise and gas fumes that are part of ATV use.	Kingston
No	Dangerous to other trail users	Kingston
No	Increased danger for cyclists and walkers	Kingston
No	There are few accessible, forested areas for walking/biking/moving at a quiet, slower pace.	Sydenham
No	It is already busy enough with walkers, bikers and pets. Motorized vehicles is just asking for an accident. Not to mention the noise.	Sydenham
No	Let's keep the trail for people and bikes.	Kingston
No	As a cyclist, mostly good experiences with ATVs north of Verona, they'll pull to the side and say hi. I've eaten a lot of their dust, too.	Kingston
No		Kingston
Yes	It provides access to local businesses and also provides safety on the trails with trail wardens as well as dollars to maintain the trails	Kemptville
No	We need fitness spaces for walking, riding and running with no motorized vehicles. Motorized vehicles can add safety concerns for some and be a deterrent.	Glenburnie
No	I feel very strongly about this. I have been using the K and P trail for many years. I support the Transcanada trail and rode my bike in the opening relay for the trail in 2000. I have also been on the Catarauqui Trail management board. ATV's are turning our trails into highways. They particularly destroy the surface of the trails. My friends and I don't like to use the trails north of Verona any more because of the ATV's. We have a wonderful area for being in nature in the Frontenac Arch and surrounding area. When an ATV goes by any chance of observing nature evaporates. There is a great divide unfortunately between the healthy people who enjoy walking, biking, and skiing on the trail and those who love ATV's. They are also Dangerous, and accidents do occur. You need to ask yourselves, what are the trails for? As this section is part of the Transcanada trail it is a very important question. If the answer is a motor highway (and ATV's seem to get larger and faster all the time). it is very sad indeed.	Kingston
No	We bikede the trail today and it was very dusty. ATVs create even more dust and they never slow down enough to decrease thedust when passing walkers and bikers	Peterborough
Yes	Atv's as well as snow mobiles bring up the economy in small towns and villages. Gas, snacks, lunches etc. Walking trails and bicycle trails are nice, but I have yet to see a trail pass on either and no insurance on those bicycles. Yet atvs and skidoo's both contribute to trail passes that helps with keeping the trails maintained. So I would think it should be a no Brainer to allow atvs on the trail.	Smiths Falls
Yes		Napanee
No	On numerous occasions, I've experienced ATV's not slowing down as they pass kicking up clouds of dust. Motorized vehicles belong on the road, not on a pathway for hikers and bikers. Having ATV's on the path force bikers and walkers to move to the side of the road where the gravel is loose and potentially causing walkers or biker to loose their footing. If we want to provide a safe space for people to exercise, riding motorized Vehicles along a pedestrian path is counterproductive when promoting physical fitness.	Kingston
No		Harrowsmith

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
No	We are also in a climate crisis and so do not want to encourage fossil fuel burning leisure activities. There are not enough options for active leisure and the K & P trail offers this as well as the ability to connect with nature. This would be impaired by ATVs.	Hartington
No	If ATVs have access, the trail maintenance needs to be stepped up. Motorized vehicles in short order, create potholes and dips, very soft/loose surface on corners and acceleration areas, so much dust everywhere, and two shallow firm ruts with loose surface on both the sides and centre of the trail the rest of the way. Two trees came down north of Verona a few days ago and already the trail is 50% wider b/c of the motorized vehicles going around the trees. Bottom line, motorized traffic makes it unpleasant or unusable for everyone else.	Kingston
No	The volume of people walking or cycling the trail in the proposed section is quite high. Adding ATVs to the mix would, i think, lead to too much traffic and the potential for accidents. As a regular user of the K&P trail, I also resent the noise and the exhaust fumes of the ATVs. Thank you for the survey.	Kingston
Yes		Lombardy
Yes	Would like to revisit motorcycles on the trail that are now restricted. I am both a cyclist and motorcyclist.	Glenburnie
No	Noise and Breathing the exhaust fume when biking or walking defeats the purpose of being in nature.	Kingston
Yes	Moto-tourism is on the rise (especially with the increasing availability of electric options) SxS and dual-sport motorcycles with blue plates should have access. Anecdotally speaking, most harmful, hooligan activity on the trail is unplated and green plated vehicles, commonly accessible to younger riders/drivers.  Please consider expanding access to ALL licensed and insured off-road vehicles.	Glenburnie
No	Trail deterioration, difficulty of keeping them off Cat Trail both are concerns	Verona
Yes	As a frequent cyclist on this trail I believe ATVs should be able to get to Harrowsmith but bare minimum to Hartington. Because from Verona to Hartington they have no alternative routes because of the big swamp.	Godfrey
Yes	It seems pretty elitist to keep atvs off the trail when snowmobilers, walkers, cyclists, etc. can use the trail. We all pay taxes. I have atv, walk, cycle, horseback on the trail. Perhaps we need to focus on education and have etiquette rules posted. Not everyone understands how to meet and pass. Dust control ?Instead of the different groups fighting we should be focusing on how we can all work together to make if fun for all.	Godfrey
No	ATVs change the feeling if a trail entirely. They are loud, fast, smelly and potentially dangerous to walkers, cyclists and horse riders. Motorized vehicles (with very few exceptions - notably wheelchairs or other slow-moving transportation) are completely at odds with the purpose and use of these trails. Please don't compromise these valuable, safe, accesible, family friendly trails with ATVs.	Elginburg
No	I have had 1 instance of my walking poll being hit a by a motorized vehicle and 2 instances of having to get off trail to avoid being hit. ( reported to police 1 instance) I have seen atvs already on this part of the trial! Speed? What if the temporary Verona section is closed? Wasn't this trail for walking, biking, horses, skiing? I very seldom walk walk on it now for fear of being hurt again. Who is going to be policing the trail? Do OPP have the resources?	Verona
No	ATVs are loud, disruptive (especially to wildlife) and are generally incompatible (and dominant over) the other existing users to the trail, including walkers, runners, cyclists, horseback riders, and cross country skiers. This will also increase noise impacts for residents bordering on the existing K&P trail.  Opening the trails to ATVs is likely to make it much more easily abused at other times as well (i.e. night time). Unfortunately, our experience with users of ATVs is that many are inconsiderate or inattentive to other users, leading to increased incidence of accidents or injuries - and thus potential liability for the municipality. As well, there are often increased issues with litter and damage to trail infrastructure. In addition, the lingering effects of the exhaust often stays on-trail for other users well after the vehicle has passed, reducing air quality and enjoyment.	Elginburg

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
	From an economic perspective, the use of ATVs on the trails is much more likely to increase maintenance costs to the trails, and there is no obvious economic incentive for allowing access. It is unlikely that ATV users will bring additional spending to the area.	
No	For other users (ie. bicycles and people walking) the ATV's kick up dust, make a lot of noise, burn fossil fuels which we inhale long after they blast by, and generally prevent the enjoyment of the natural sounds around you. This is a large part of why we walk along these trails (birdsong, fresh air and rejuvenation).	Sydenham
No	Unsafe for walkers (especially those with small children)	Elginburg
No	Unfortunately ATVs degrade the surface quality for walkers and cyclists. There's tons of other trails that exist already that are only for ATVs.	Kingston
No	In light of the current climate crisis, I think the focus should be on incentivizing recreational activities that do not require the burning of fossil fuels: like cycling, walking, hiking, etc.	Inverary
No	Some ATV drivers have no regard for speed limits or other users of the trail in the sections where they do have access, making it dangerous for anyone else.	Kingston
No	ATVs not compatible with current trail use. Loud and potentially unsafe with little kids on trails.	Kingston
Need More Info	I would like to see data usage of both ATVs and pedestrian on this length of trail to make a better decision. I do agree that winter may be a good time to allow ATVs on trail as opposed to spring/ summer	Inverary
No	Safety issue for walkers, runners, cyclists and pet owners	Yarker
No	Internal combustion recreation should be considered in light of the increasing extreme weather events we're seeing across the country including in our area (the Quebec fire smoke). Healthy outdoor activities should not be interrupted by polluting, noisy, fossil fuel burning vehicles. Enjoying nature while outdoors is becoming a more rare event.	Inverary
No	ATV's are noisy, fast, and unsafe around walkers, biking and often young children on these trails. As gas filed vehicles they also give off gas fumes which will linger for bikers and walkers. They also will take up large area on the trails forcing walkers, bikers to have to consistently give way to them. Please DO NOT ALLOW THESE VEHICLES!	Kingston
No	Unnecessary. Promotes excessive use of vehicles and is a disturbance to people and wildlife. ATV's are useful for travelling across terrain that a standard vehicle wouldn't otherwise be able to. There is no need, or valuable use, to increase allowance. There are plenty of ATV trails available for recreational use elsewhere - efforts should be focused on maintaining current trails, not expanding.	Inverary
No	Atv trail sharing is not compatible with cycling, walking dogs and going for walks with babies. I use this trail for walks with my baby while she naps.	Amherstview
No	Trail should be maintained for non motorized activities such as hiking, cycling, snowshoeing, X-country skiing. I am a frequent hiker on the trail	Kingston
No	There are very few places for people to walk undisturbed. My sister was recently walking on the trail and some ATV's zoomed past them at a very high speed; this was startling and dangerous.	Kingston
No	I enjoy using the trails with my baby and ATVs are not compatible with babies due to noise, fumes, etc.	Kingston
Yes	I believe that the trail should have access to everyone (even though I'm not an ATV'er, but a cyclist). Education and enforcement is the key, not restriction.	Bath
No	It makes it unsafe for those using the trails on foot. Particularly for children. It also makes a horrible stench.	Kingston
No	Dangerous to cyclists. Activities on the trail should be environmentally friendly, and promote healthy activities.	Gloucester
No	This was build and funded as an active transportation corridor. ATV users have been steadily chipping away at this. They have plenty of other places to ride. Please leave K&P/Cat trail for non-motorized use.	Perth Road
No	I love riding my bike on this trail. The idea of an atv flying towards me at high speed is not appealing at all. When the trail curves it is difficult to see what is around the corner and I worry they will go too fast and there will be accidents.	Kingston

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
No	We walk the trails often with our kids (4.5, 3 and a newborn in a stroller). Tabs are loud and many drivers can be inconsiderate. The trails are not wide enough in some areas for them to pass by walkers, runners or cyclists safely.	Joyceville
No	I am a cyclist and there are so few places we can ride without motorized traffic. Being able to ride the K & P Trail without worrying about being passed by a motorized vehicle is one of its biggest attractions. And there is already enough noise pollution in our world!!	Kingston
No	They are disturbing to wild life, and the enjoyment of the trail. Walking, biking.	Kingston
No	They are often noisy and disturb nature and the pleasant quiet of the trail.	Kingston
No	They spook horses and may be safe passing adults and bikers but very unsafe passing toddlers and kids. I sometimes have a hard time moving out of the way of bikers with my stroller and toddler let alone an ATV.	Battersea
No	The addition of ATVs to trail access increases chances of a pedestrian vs motor vehicle crash and decreases the opportunity for healthier, cleaner living for local populations who use the trail for non motorized activity. It is kind of the opposite of what should be happening in 2023.	Bath
No	As a runner and mom who likes to take my kids on the K&P for hiking and bike rides without having to worry about motorized vehicles, I would hate to see ATVs ruin that experience. I don't like the idea of noise or kicking up dust on us, and I really don't like the thought of having to worry about my kids getting hurt. The care free part of being on a trail is something precious!	Kingston
No	There are other sections of the trail that are accessible to ATVs. I was on the trail recently near Tichborne & there were ATVs going fast and did not slow down for four walkers - I had to rapidly move myself & my belongings off the trail and they left a cloud of dust behind them. These noisy vehicles disturb the wildlife and degrade the natural environment. I do not feel safe walking on the trail when there are ATV riders such as those mentioned above who do not respect other users. Thank you for seeking input on this issue. I would like my name withheld from any public report.	Kingston
No	It's noise and dust pollution for hikers and wildlife.	Kingston
Yes	Expanding the legal trail system can alleviate the problem of riders using private property without permission	Seeleys Bay
No	K&P Trail is for non-motorized vehicles	Kingston
No	We hike this lovely, peaceful, relatively accessible stretch of the K&P year round and cycle along it from early spring to late fall. ATVs damage the rail trail surface and their loud noise is jarring to older folks, families and pets.	Kingston
No	Having the council review this proposal would be very irresponsible as the locals have already expressed strongly against making this section motorized. This was already clearly communicated. This section is heavily used by children, dog walkers, hikers, bicyclists, and horseback. The trail does NOT have the space to share with motorized vehicles. They already pose a problem with the limited access. People refuse to walk with or without children on the Verona section because the ATV riders have added a big accident risk. Doing this is not beneficial to the locals, and actually is the opposite. The trail will become unenjoyable and unsafe due to loud motors, high speeds, dust, and overall increase of traffic. This adds minimal economic value to Harrowsmith in comparison to the damage, and increases maintenance cost and emissions that will be added. The part of the trail that is proposed for extension will forever be changed and not for the good. No more peace in our small town. Speed signs, calcium dust control and trail "rules" are a joke. The majority of ATV trail riders do NOT follow the rules. And where is everyone going to park? Because the big patch of green space by the gas station (old train station) is a monarch Butterfly breeding ground of milkweed that has taken years to build up. This will only benefit people outside the village of harrowsmith and cause unhappy residents and daily users of the trail. My property backs onto the trail, I see 1st hand how irresponsible the ATV riders are , and inviting everyone (without a pass) is a very bad idea. There is a lot more to this than on the surface. It's not just an extension that adds value to certain few, it has more negative outcomes to more people. Don't wreck your beautiful nature trails to bring out of town people to rip it up and ruin the peaceful place we have. Please do NOT allow motorized vehicles on this section.	Harrowsmith

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
	Please respond via email to this	
No	ATVs are an assault on nature and on the peaceful experience of enjoying nature of the outdoors.	Kingston
No	ATVs are loud motorized vehicles that make walking, cycling or running no longer enjoyable or safe on the KP.	Kingston
No	ATV usage would mean I will no longer use K&P Trail. The K&P Trail should be reserved for self powered recreation.	Kingston
No	They are dangerous and far too fast. This takes away from a safe and accessible space in our community. The noise scares the wild life and takes away from the beauty.	Verona
No	Increased noise, pollution, speed, will harm the experience for hikers and cyclists.	Kingston
No	ATVs on the trail would pose a collision risk to children as well as wildlife on the trail.	Kingston
Yes	It is a beautiful trail and should be used by atvs and enjoyed by more people. Harrowsmith local restaurants, gas stations and other shops would all benefit.	Harrowsmith
Yes	This would make things easier for me to access the trail	Odessa
Yes	ATVs should be permitted to use the Cataragui Trail in Sydenham to allow access to the KP Trail. This would decrease ATV traffic along Rutledge Rd.	Sydenham
No	Regular user of the K&P trail where I take my young kids as a safe space for them to run, play and learn to cycle in a safe space where we don't have to worry about motorized traffic. Strongly oppose this proposal.	Kingston
Yes	The ATV community brings an additional income stream to all areas to which it is allowed access. The ATV season(typically from May to December)is a time enjoyed by thousands of ATVers and we are always looking for more destinations. The ATV community is a powerful platform, through word of mouth and social media, to promote local businesses and tourism. Harrowsmith access via the K&P trail from Verona would be an excellent addition.	Smiths Falls
No	The noise of motorized vehicles detracts from the natural environment which I believe the trail was created to access. The speed of motorized vehicles is also a safety concern for hikers &cyclists on the trail. As ATV use creeps south, it becomes closer to major populations and is in greater conflict with people seeking quiet enjoyment of their natural surroundings.	Kingston
No	ATV's damage the maintained surface of the K&P trail especially in wet conditions. They are all terrain vehicles. They can leave deep ruts which make use of the trail for walking and cycling difficult. It will also not allow for limited disability personal access.  I understand ATV's and snowmobiles want to have access to these straight away areas but feel that the destruction they cause will then require a lot more maintenance from the communities. As previously seen, the bridge in the past years was damaged due to snowmobiles and had to be extensively replaced.  Unless the K&P trail is paved, I see no benefit to allowing ATV's especially in the wet conditions of spring and fall.	Kingston
No	My opinion I think a very bad idea ,too many will show lack of respect for others using the trail hikers and bicyclists. Very dangerous for people walking their pets or children . Very hard to avoid an ATV going 30 to 50 mph .	Bath
No	The trail is intended to be a multi-use trail and I agree with that.  Other than the obvious noxious fumes generated by these vehicles, in my experience most ATV drivers are respectful of other trail users. But unfortunately not all are respectful of other users. Recall that motorized vehicles are supposed to give the right of way to other users. As I bike rider I am expected to slow down for horse and pedestrians using the trail. ATV drivers should do the same with all other users of the trail.  As a condition of approval of the extension the ATV group advocating this use should undertake training of all users of this extension on how to safely operate their vehicles on a mixed use trail. Detailed records of the training should be sent to the Frontenac	Kingston

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
	<p>County Council at least annually. Details of the training should be prominently posted at various locations on the extension.</p> <p>ATVs using the trail present a unique problem. ATV's (and to a lesser extent snowmobiles) are the only potential users of the trail that can cause significant damage to the trail. Over time significant ruts are carved into the trail especially on bends. If ATV's are allowed to use the trail, the ATV group advocating this extended use must provide assurances in the form of a bond or other legally enforceable instrument that pays for and ensures the annual restoration of the trail.</p> <p>If the above is put in place, I would support the extension.</p>	
Yes	Being a member of the OFATV it would be monitored. Like other organization the safe team and OPP would be able to be available when needed. They only have to catch a few bad apples, then the message would be clear not to abuse the use of the trail.	Verona
No	it would be very disruptive of the nature and animals. it would make it inaccessible to wheelchairs and others who use that trail for walking hiking and rolling. birdwatching would be impossible due to the noise.	Kingston
No	ATVs are already a nuisance on the trails around walkers, bikers and horses. It's nice to have a section of trails that can enjoy the peaceful quiet of nature without the sounds of engines revving in the background.	Odessa
No	Too Scary for people walking and enjoying nature to have to dodge ATV's flying along the trails. Someone is going to get hurt.	Kingston
No	<p>Safety – increased risks for cyclists, walkers and those on horseback. Despite the speed limit, ATVs go way too fast.</p> <p>Increased Noise and Air Pollution – not appreciated by residents, trail users, or tourists. Even when the ATVs slow down on approaching walkers or cyclists, they leave a huge dust plume behind them.</p> <p>Parking at Harrowsmith Inadequate – resulting in cars parked on the shoulder and risk of accidents along Hwy 38</p> <p>Decreased Use By Cycling/Walking Clubs &amp; Tourists – safety, noise, dust, deteriorating trail bed &amp; lack of adequate, safe parking would make the trail less attractive to cycling/walking clubs &amp; tourists.</p> <p>This whole idea goes against a philosophy of being concerned for the environment and making wise choices. ATVs have a role as utility vehicles, but why would their further use for recreation be encouraged at the negative impact on self-propelled, healthy, less harmful activities such as walking and cycling. This seems to be a step backwards for the overall general public.</p> <p>As an avid user, who frequently stops at businesses in both Harrowsmith and Verona, I will be far less inclined to use that section of the K&amp;P trail.</p> <p>I can think of so many reasons why this is not in the overall best interest of the community and cannot think of any reasons why it's a good idea, except for a small number of ATV users who must not care about others' access and enjoyment or the long-term consequences.</p>	Kingston
No	As an avid cyclist, I find that there are fewer and fewer places I can ride where I don't have to be afraid of being hit by motorized vehicles. Please don't take away one of my few remaining options.	Kingston
No	Harmful to the environment. ATVs are not a community building activity which opposes the purpose of the trail (as I understand it). Fossil fuel sports are not well suited to conservation areas.	Tamworth
No	<p>Two points: 1) ATV's have permission to drive on the shoulders of township roads... why do they need more space on a trail that, for most of this section, follows Road 38? 2) South of Verona, the trail goes through various wetlands and other sensitive habitats. Not as if areas of the trail to the north, where ATVs are permitted, don't go through sensitive habitat, but why introduce motorized vehicles here, too? As a cyclist traveling to my woodlot in Piccadilly (yes, despite my Kingston postal code, I am a taxpayer in South Frontenac), I can choose to get off the trail in Verona and ride the shoulder along Road 38 north if I want to avoid dust and unpredictability of ATVs. The stretch of Road 38 from Harrowsmith is a death trap for cyclists - please leave us a safe place to ride without any danger from motorized vehicles.</p>	Kingston

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
Unsure	Many Atv drivers are very respectful and drive at a reasonable speed, however, those that speed put walkers at risk. If you open up the trailer further, find environmental designs to prevent speeding.	Kingston
No	ATVs are so large these days that they practically take up the whole trail. Very disruptive to people walking, running, biking etc. ATV users already have access to the trail north of Verona. Also, there are many wetlands off the trail south of Verona with eg turtles laying eggs off the trail. ATVs have huge environmental impacts- noise, pollution, and easily run over snakes, turtles etc.	Kingston
Yes	There is no easy way for urban people to access the atv trails from Kingston area.	Kingston
No	Let the dog walkers and bike riders have some quiet trail	Kingston
No	Because it would disrupt many people looking for a quiet walk.	Amherstview
No	ATV's have their section of the trail north of verona and walkers/cyclist should be granted the same courtesy, a section of the trail that can be used safely without speeding ATV's flying by. Have already experienced this in Harrowsmith without ATVs even being permitted on the trail. A few irresponsible individuals have ruined it for others leaving huge ruts on the trail and going around barriers/gates I personally have young children and dogs who enjoy the trail, this would be greatly impacted if ATV's gained access to this section of the trail. I would not feel safe taking my children or pets on the trail with ATV motorists.	Harrowsmith
No	ATV's are noisy, smelly and bad for the environment. They destroy the peaceful ambiance of the trail.	Parham
No	There are not any safe areas to walk or ride your bike. Hwy 38 is way too dangerous. Not worrying about speeding atv s gives me peace of mind.	Verona
Unsure	I don't have a problem with ATVs if the trail surface is hard enough to prevent deep ruts and similar damage.	Inverary
No	Pollution! Bad for wildlife!	Verona
Yes	I would use this extension to gain access to the local business's in that area.	Godfrey
No	We enjoy cycling and walking on that stretch (and others) of the K&P trail. We have noticed that where ATVs are allowed to use the K&P, some do not respect the speed limits, causing damage to the gravel surface, making cycling, in particular, more difficult and often not safe, as some do not observe the speed limits. They have other parts of the trail that are open to ATV use I have friends who do not feel safe to walk/cycle on the K&P trail because of ATV activity, and so they don't use certain parts of the K&P where ATVs are allowed, nor during the winter when snowmobiles are allowed to use the trails. They have experienced having to quickly move off the trail because of a snowmobiler coming too quickly around bends, and driving over the speed limit	Verona
No	Our family uses the trail for relaxing (and safe) bike rides. It helps to teach our children about health and respect for nature. It is a great escape from the motorways. ATV access would turn the trail into a motorway. Given the behaviours of some ATV drivers we have witnessed we would no longer feel safe to use the trail.	Harrowsmith
No	ATVs are not compatible with walkers and bikers	Verona
No	Our family uses the trail for relaxing (and safe) bike rides. It helps to teach our children about health and respect for nature. It is a great escape from the motorways. ATV access would turn the trail into a motorway. Given the behaviours of some ATV drivers we have witnessed we would no longer feel safe to use the trail. I definitely would not be going by myself or with my daughter. There's something beautiful about being in the woods in hearing the birds. And not Smelling motor oil.	Harrowsmith
No	I have children and love walking the trail south of Verona, would NOT consider using the trail North with ATVs. It would be a real shame to change access and I would urge council to de-fund the trail as funding should then come from the ATV groups using the trail.	Harrowsmith
No	These are walking trails for humans, dogs, and the occasional horse. ATVs would frighten animals and children. Please just give us one space that we can have that is peaceful and safe.	Harrowsmith
No	I enjoy walking and biking along the trail with my kids. I am concerned about the safety of doing that with atv on the trail.	Harrowsmith

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
Yes	Our land runs along the KP trail just North of Verona and we are limited to going South on the trail. Would like to go to events in Harrowsmith via ATV. Thanks	Verona
No	The joy of the trail is b getting into nature and away form traffic- this completely ruins the experience. the trail is also dry and dusty so this will create a dust fog for walkers, runners and cyclists. Just say NO!	Kingston
No	I have experienced ATVs using the Cat trail and they are noisy, scare our animals, leave a smelly and toxic exhaust plume, and leave ruts and potholes in the trail. They should not be allowed on a predominantly walking trail.	Napanee
Yes	Atvs have not cause any issues on the K&P trails in other areas. So why not allow them through that region. It may increase business in the area, bringing in more traffic, which is always beneficial to a community.	Enterprise
No	I thought these trails were for hiking and cycling. What next? Racing cars? These trails are no place for mechanized vehicles.	Kingston
No	I feel the ATV's have plenty of trails for their enjoyment already. We love walking this route regularly. Its so nice to be able to walk with your dog(s), family and grandchildren worry free of motorized vehicles and to simply have quiet enjoyment on your hike/walks, jogging or cycling. While ATV owners are courteous to those not riding a machine, we would like to have the right to quiet enjoyment hearing the peaceful sounds of nature without the sounds of motorized vehicles nor do we want to have to move aside or feel the stress of looking over our shoulders. Please leave some of what Mother Nature has to offer us undisturbed by dust and noise pollution.	Godfrey
Yes	Allows safe use for families wanting to enjoy time together.	Inverary
Yes	Keeps them off the road	Harrowsmith
No	This is a beautiful hiking trail with lots of wildlife. A tranquil place to enjoy nature. Noisy gas powered engines speeding along will ruin it. There are plenty of trails for ATV's, please keep this for walking and cycling	Godfrey
Need More Info	The current ATV use through Verona has made the trail unsafe for pedestrians, especially behind the school. We used to walk on the trail frequently but our kids no longer want to because of the atvs. Our daughter also uses a wheelchair and doesn't feel safe.	Verona
No	They are noisy, polluting &too fast for aimals &humans on foot, skies &snowshoes. I have unfortunately experienced them around Westport. They tear up the paths.	Kingston
No	ATVs' have access to the northern trail and because of this we no longer bike or walk on the trail heading north. Speed, dust are definitely factors! We walk and bike on the trail with our grandchildren ; some motorized vehicles travel too fast and not everyone is cognizant of pedestrians or bikers. So NO to ATVs going to Harrowsmith.	Verona
Yes	why on earth should they not have access	Verona
No	ATVs can cause damage to the trails. The RTA maintains those trails for foot traffic.	Kingston
Yes	It would open more opportunities for the local businesses with more access via the trail. Meaning a boost in economic growth.	Amherstview
No	I am with the Rideau Trail Association - we hike (snowshoe and ski) the K&P Trail and other rail trails across Eastern Ontario. Some ATV riders drive in a dangerous manner, which may put hikers (and other non motorized users) at risk. These same ATV riders also show disregard for the trails they ride on by damaging the trail(s) through their speed and spinning of tires etc. creating deep ruts and water hazards. Unfortunately these ATV riders create a bad name for the responsible riders. It is next to impossible to "police" these activities, which these riders know. But, we also see riders who share and use the trail(s) responsibly and are courteous to other trail users.	Perth
No	Having a few neighbour sneak through once in a while does not bother me but the moment you officially allow them even they won't like the results. It will cost way more in repairs, disrupt the wildlife and tally ruin the entire experience. People will be coming from all over to roar down the trail. It'll be noisy for anyone living along there. Perhaps try a trial run and have one day where they can do it and see how that goes first. You may not like what happens. There will be accidents as well. One week a year or something might be how you start this rather then opening it up and then regretting it.	Yarker
Need More Info	If I owned a home close to the trail, I would be VERY annoyed by the noise. Unless, the ATVs were (finally) electric. I am generally someone who prefers to walk in silence on trails but I understand that some are not comfortable walking. My bias is against the use	Inverary

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
	of recreational vehicles/boats etc that consume fossil fuels due to a little problem called Climate Change. That said, the lakes in Canada are rife with power boats...so what's a "responsible" person to do? We all do what we can do to preserve the earth for our grandchildren; many are simply unable to wean themselves from motorized recreation.	
No	Hiking and ATV use are. non compatible, as the trails get really chewed up by ATBs	Gananoque
No	The K&P trail is designated as a multi-use recreational trail. When people plan to use such a trail, they generally think of walking, running, cycling and other non-motorized activities. They don't expect to see an ATV coming at them (or worse approaching from behind). The close proximity to the Cataraqui Trail in Harrowsmith creates an increased chance of ATVs interacting with pedestrians and cyclists. Even if a gate were installed or ATVs were diverted towards Harrowsmith before this intersection, allowing them would still potentially create a greater risk to other users.	Perth Road
No	It's a recreational trail not a roadway. There's people and children using this trail to get away from vehicles on the road. If ATVs wants to support locals, which is a reason they want to use this trail, they can do it by driving on the road to them. Also for insurance purposes. Who would be liable for any accidents. There's more people traffic on this section than north of Verona where ATBs have access.	Hartington
No	ATVs will reduce the ability of other users and adjacent property owners to quietly enjoy the trail and surrounding areas. ATVs bring a level of noise and air pollution, as well as a potential hazard with speed (which would not be regulated or enforced with any regularity/impact) that is not compatible with the communities of all ages and abilities who are already using the trail during the non-snowmobile season (walkers/runners, traditional cyclists and ebikers, horses, dogs). Honestly I have no idea why ATVs were granted permission to run on the K&P from Verona to the north to begin with and think this privilege ought to be revoked. If recreational ATVs need a place to play, then the Townships/area ought to create a designated place for them to enjoy, not detract from the enjoyment of a pre-established rail trail with limited use that runs through rural/residential communities and also crosses paths with the Cataraqui Trail.	Sydenham
No	I drive my AtV, I cycle and walk my dogs on the trail. 99.5% of ATV drivers are safe and respectful of people walking. It's the .5% that make it unsafe.	Godfrey
No	A very definite NO. The trail is unsafe for anyone else to use when ATV's are using it. A person walking or using a bicycle is taking their life 'in their hands' if an ATV is not obeying the speed limits and many are not. I have had to jump off the trail into the ditch to avoid being hit. I thought the trail was for everyone?? Apparently not!	Verona
Yes	For safety , to keep machines off 38 hwy. I am a senior and would use the trail with respect. Have used the trail from Verona north for many years.	Harrowsmith
Yes	Opening up the trail in this area would bring more income to the area. It would remove these vehicles from the roadway and create a 'safer' route. There must also be a way to enforce laws and infractions as well.....possibly trail cams, or trail Rangers. Clubs may be able to provide that service. Membership to a club should be considered, as a way to patrol and maintain the trail. Temporary passes can be made available as well.	Sydenham
No	No because this is a beautifully developed and maintained for hikers , self propelled bicycles ( no motors) - for friends and families - for flora and fauna - which can grow and live in peace	Ottawa
No	I frequently cycle the Harrowsmith to Verona portion and enjoy that it is ATV free. With most ATV users now using side by sides which are almost as wide as a small car they crowd the trails.	Kingston
No	They drive to fast and to noisy in this beautiful area and trail system	Harrowsmith
No	I believe with all the throughfare of pedestrians and cyclists, atvs have no place in the section for everyone's enjoyment and safety (including those riding atvs). They have access to roads and northwards for a reason. As both a pedestrian and a cyclist who uses this section 5-7 days a week, not having to worry about motorized vehicles and just being able to enjoy is everything. Especially with pets I walk who, even on leash, are very spooked by atvs.	Kingston
No	Way too dangerous for hikers. ATVers usually go at excessive speeds and too noisy too for hikers who want to enjoy nature.	Kingston
No	It is very disruptive to hikers and walkers in the trail	Verona

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
Yes	To help businesses in harrowsmith. Keep atvers safer and off the road.	Verona
No	I wouldn't feel safe walking the trail with ATV's kicking up dust.	Kingston
No	Too many unauthorized users (cars, trucks), too much speeding, too many incidents with other trail users, no policing, too many unlicensed drivers, not enough policing. All issues we currently have and are not being fixed. Let's not add more opportunities!	Sharbot Lake
No	In my experience many ATV riders are not responsible users of combined pedestrian/motorized routes. They pose a risk to pedestrian users, the noise they make lessens the enjoyment for all users, and the use of these heavy vehicles damages the trails and verges much more quickly than other users. Their use should not be extended beyond Verona and should in fact be reviewed north of Verona.	Gananoque
No	I'm sure they want easier access to the cataraqui trail but it will make that part of the trail more dangerous for cyclists and dog walkers.	Godfrey
Yes	It just makes sense and makes access for my family much safer	Harrowsmith
No	It will impact the Cataraqui Trail since it and the K & P trail intersect in Harrowsmith. I am afraid that then people will be requesting the use of the Cataraqui Trail which borders our property. Verona has a very nice parking lot for the beginning of the ATV use of the K & P Trail.	Harrowsmith
No	Maberly	
No	No way to pursue those riders that damage trail or endanger walkers.	Kingston
No	disruptive to people who live along the trail trail in this area is used a lot by families with smaller children in strollers, bikes, the ATV's can be scary for children and I don't believe the trail is wide enough to safely accommodate all the people walking, biking etc. and ATV's vehicles that use an ATV trailer would take up too much of the inadequate parking in Harrowsmith Generally, I believe the negatives for the very large majority of the non ATV trail users out weigh benefits for a small percentage of ATV users	Yarker
No	They simply ruin the trails. The tires create grooves which just fill with water in spring and fall. The trail becomes impassable to walkers and bikers. Just look in the Marlborough Forest or the section of trail between Smiths Falls and Merrickville.	Smiths Falls
No	Our cottage is in Central Frontenac Township. We adore biking on the beautiful, hard packed rail beds throughout Frontenac county. In a few places, these have been completely destroyed by repairing ruts caused by ATVs with coarse gravel that is suitable for ATVs but completely unsuitable for biking. For example, between Harrowsmith and Yarker, from Fall River Road to Sharbot lake in Central Frontenac, and several other places between Sharbot lake and Perth. As more ATVs travel on the hard packed gravel of the bike paths the more the paths become chewed up and inevitably repaired with coarser, less expensive gravel. All it takes is a few miles of course gravel to dissuade bikers from using the paths. Fewer bikers, the more ATVs, the more path destruction, the more coarse gravel. In the end, opening more paths to ATVs will mean losing our wonderful bike paths. So no, I do not support opening up more of the K&P Trail to ATVs.	Hudson Heights
No	We are left with fewer place to walk and ride our unmotorized bike and since we live near parham it will be a longer drive.	Parham
No	It would be beneficial to those who do not use motorized vehicles to have some trails that are not affected by the noise and pollution created by ATVs.	Parham
No	We spend much time walking and biking this section and have found those riding ATV's on other sections to not be as courteous as they could be to pedestrians and bikers.	Verona
No	We bike the trail often from Godfrey north and also south. We experience ATV's passing us frequentl while biking north. While most ATV drivers are very respectful and slow right down when passing, an incredible amount of dust gets raised.Our bikes are coated when we finish our ride. We usually stop and turn away so we don't get dust in our eyes and breathe too much of it in. I think of families biking, parents with a stroller or elders. Just not ideal.	Kingston
No	Too dangerous. Too dusty Cyclists and walkers and horseback riders are fine. NO to ATVs and any other motorized vehicle in a pedestrian area.	Gananoque

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
No	Results in risk for walkers	Godfrey
Yes	A trial run should be conducted in order to possibly address and resolve arising issues. Random policing of the area would be greatly appreciated. Bylaw enforcement of the following (unleashed dogs and lack of poop and scoop from dog owners.	Verona
Yes	this part of the trail is used heavily by walkers and cyclists. ATV's are not compatible with this use for safety reasons	Godfrey
No	As a frequent hiker on the trail I enjoy nature without the intrusion of motorized vehicles. Not all drivers respect the rights of walkers, and give little or no warning of their arrival.	Tamworth
No	ATVs are scary for walkers and bikers. Even when the drivers of ATVs politely slow down, they bring incredibly loud noise disturbing for people and animals -- and an awful smell that lingers in the air well after they are gone.	Glenburnie
Yes		Bath
Yes		Bath
No	The west of my property runs along side the Cataraqi / K&P trail at Colebrook Road west of Harrowsmith. I was very surprised to hear from your survey that ATVs are not currently allowed here. Since I moved here in 2008, there have always been motorized vehicles (dirt bikes, ATVs, UTVs,...) on the trail, often travelling at high rates of speed. These speeding episodes often send clouds of dust and debris onto my land, fouling my garden and property. As ATV speed is not being controlled in the area now, I can't support expansion. I believe there should be speed limit / slow down signs on the trail through residential sections. I suggest, if necessary, the use of speed easement measures, like small speed bumps, along side residential areas, and at road crossings, should be considered. Thank you.	Harrowsmith
Need More Info	I have looked at the website for more information but it really does not have anything more about this proposal than what was sent in the mail to adjacent land owners. The section of the trail within Harrowsmith overlaps with the Cataraqi Trail which does not allow motorized vehicles, but this change would allow ATV's on that portion of the Cataraqi Trail. This extension would make Harrowsmith a trail head for motorized vehicles and there is no parking along the trail that would accommodate trailers. The existing parking on the east side of road 38 is already full of cars on many days with just walkers and bikers. If there was an access possible from the trail into the back of Centennial Park: it would prevent traffic, noise, and dust congestion within the built up areas of Harrowsmith along Colebrook Rd, Robinson Rd, Wilton Rd, Railway St, and Road 38; and trailer parking could be accommodated. According to the documentation and website: "The results of the survey will be included as part of a comprehensive report to be considered by the County's Planning and Economic Development Committee ..." How is a public meeting results being included in the "comprehensive report" when it is being held on the same date and time? According to the mailing the public meeting location is South Frontenac Township Council Chambers, but according to the website the location is Verona Lions Hall, both at 10:00 Wednesday, July 5, 2023. Is this proposal being considered as a tentative measure the same as the extension through the village of Verona? If the housing development in Verona causes the section of the trail through Verona to be closed to motorized vehicles, then there would be a disconnect for continuous usage. What has been the response in Verona to ATV's going through the village?	Harrowsmith
No	This trail is already very busy!!!! Hikers, dogs walkers, adults and children enjoying the trail, moms pushing strollers, seniors groups out for some walking and exercise, enjoyment of the flora and fauna. I bike/walk with my grandchildren there all the time. We stop and investigate the wetlands....very educational! There are many other trails for ATV's. I believe that the ATV's speeding along the KP trail is an accident waiting to happen and will ruin the enjoyment of this lovely community area. The KP trail is designated as a walking trail...not for motorized vehicles. PLEASE. PLEASE. PLEASE a leave it that way🙏	Kingston

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
Yes	encourage people to get outside	Harrowsmith
Unsure	Feel the trails should be available to all... however, always nervous about ATV riders. For whatever reason, they seem to be less courteous than snowmobile drivers. Could you consider allowing on certain days .. maybe certain hours. That way hikers can elect to go during hours that ATV's not allowed.	Tamworth
No	ATVs will create grooves on the path, like they have on the Cataraqui trail. This makes it difficult for cyclists to enjoy the trail. My experience with sharing a trail with ATVs has not been positive. It tends to be ATV drivers who drive very fast and don't share the path in a respectful way for cyclists and pedestrians.	Harrowsmith
No	It's important to keep some parts atv free for walking and cycling families with pets and small children	Parham
Yes	Trail will be used more by a wider range of people.	Godfrey
Yes		Kingston
No	Too noisy and dusty!	Godfrey
No	Can't see ATVs working well with hikers, cyclists, horses etc.	Erinsville
No	I walk or ride the trail several times a week ,I use that part of the trail because I feel it's safer and I don't have to eat the dust caused by 4 wheelers ,while most riders are courteous I have come across some that drive too fast and don't slow down when passing by .It's just nice to have this part without 4wheelers	Verona
No		Kingston
No		Kingston
No	I have cycled on all parts of the K&P trails and the atvs I have come in contact with have no regard for cyclists. In fact, I have to get off my bike because they go so fast that all the gravel and dirt is thrown in my face. It's terrible and scary.	Kingston
No	I've ridden my bicycle north of Verona, and encountered some new ATV's almost as large as cars. When it gets to the point that we have to get off to side of trail to accommodate these vehicles passing, that's getting a bit much. Some drivers are careful, but some are not, and there are sections in which being careful is necessary - no ability to police those who don't care about pedestrians/cyclists.	Kingston
Need More Info	I'm wondering with the proposed extension for ATV use, has some thought gone into the section from highway 38 Harrowsmith - Sydenham village (Foodland) no gates have ever been installed in this section, I know atv's & dirt bikes use this on a regular basis. Will this been considered since one has no way of controlling. I'm also concerned for the dairy farmer and his animals right next to the trail in Hartington who have already had people cut posts down to open gates in the middle of the night.  I do travel from Perth Rd village to Sharbot Lake 3x a week on my bike, so I notice a lot that goes on regularly through this section, most are very accommodating in passing.  I look forward to hearing back with thoughts on this.	Perth Road
Yes	The trail (north) is multi use and everyone is enjoying the trail system. We can all share the trail south to Harrowsmith as well.	Verona
No	ATV's cause extensive erosion and damage to the trail and could conceivably harm the sensitive wetland areas and wildlife that are contained in this are. When walking my dog on trail in Verona it has been my experience that many ATV drivers do not have the sense to slow down and to stay off the trail when the conditions are vulnerable. In other communities, ATV trails are created specifically for their own useage.	Verona
No	Parts of this KP trail should be left to hikers and bikers, without the need to lookout for ATVs. However I do see the need for multi use as it provides funds for the trail development and maintenance. Possible ATV's could be allowed to use it certain times of the year.	Godfrey
Yes	Allowing access in Harrowsmith would allow North trail access to a lot more people from the Sydenham/Harrowsmith/Yarker area. This would cut down on the amount of vehicles parked at the Verona launch and make it easier for riders to get on the trail without needing to trailer or ride HWY 38.	Sydenham
No	All Terrain Vehicles (ATVs) are motorized vehicles designed for off-road use. They can cause damage to walking trails by eroding the soil, disturbing the wildlife, and creating	Inverary

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
	noise pollution. ATVs also pose a safety risk to hikers and bikers who share the trails with them. Therefore, ATVs should not be allowed on walking trails.	
Yes		Smiths Falls
Yes	Great for local businesses	Harrowsmith
Yes	I am an atv and snowmobile enthusiasts who regularly uses the trail system. This extension wouldn't require me to trailer my atv fro Sydenham to Verona anymore.	Sydenham
Yes	It would allow access to the trail from harrowsmith, Harrington and Sydenham without running on the roads and avoiding traffic	Harrowsmith
No	Unfortunately the use at the same time of rails-to-trails trails by ATVs and walkers/cyclists/ snowmobiles is dangerous to all. ATVs generally are moving too fast to avoid collisions or severe frights of other users. In areas of wet trail, ATVs cause severe damage to the trails as well.	Kippens
Yes		Perth Road
No	South Frontenac is within the Frontenac Arch Biosphere, and should be protected. In fact, it is because of the immense natural beauty of the region, that people live and visit here. There is already significant light, noise, chemical and people generated pollution. We need to preserve some areas that are not disturbed, whereby the animals, wildlife and nature are not disrupted. Those types of places are disappearing fast. Our lakes are already overloaded with permanent residences and unnatural shorelines, our forests are disappearing at a time when we need them more than ever, and our wildlife is being killed in high numbers, through development, pollution, and invasive human behaviour. Not only will ATVS result in a trail environment whereby folks cannot enjoy the trail south of Verona, unless on an ATV, but it will render the trail unusable, just as it is in snow mobile season. The incredible noise and air pollution from ATVs and snowmobiles is already rampant. Please consider others and not just the very loud voices of the ATV community. If they want to enjoy the trail, south of Verona, I suggest walking, cycling, horseback riding, or running as healthier alternative. IF South Frontenac decides to short-sightedly expand trail use, then we will need to move to an alternate trail schedule. For example, snowmobilers and ATV users get two weeks a month, and those of us using non-motorized means get the other two weeks, terror free. Finally, this will seriously impact, negatively, my small business. The very notion of it makes me sad, that human kind continues to think only of themselves....continuing to damage the environment, etc.	Harrowsmith
Yes	It's a safe manner for atvs to stay out of traffic and enjoy ease of access to small towns for gas , food ect. Speed limits within the town should be posted and lanes shared with pedestrians to encourage all traffic. You should have to pay for a trail pass of coarse to allow for annual up keep.	Sharbot Lake
Yes	I believe we can all enjoy and share the trails with some strict rules for motorized ATVs. Horses(driven or ridden), walkers, bikers, in that order, have priority. ATV must yield, pull aside, slow down while passing. With that said, horses, walkers and bikers must and should always be aware of their surroundings and able to move out of harms way if situation occurs.	Kingston
Yes	It's still rural area and the atv community could use the extra bit to ride on since there's issues in the north with land owners not allowing them to ride on the trail. There's been reports of people stringing piano wire across the trail up there. Allowing more access south will keep the riders safe until the issues in the north haven been addressed	Tichborne
Yes		Verona
Yes		Verona
No	Leave it as it is. It will be ruined by irresponsible atv users.	Verona
Yes	It would be a nice addition to link to the other trail that goes east west	Verona
Yes		Verona
Yes	Most of the trail is not near homes so I don't see why so many complaints about dust	Sharbot Lake
Yes		Parham
No	I am a cyclist and regularly use the K&P trail. I have introduced friends to cycling on the trail and some who are nervous cycling on roads, have enjoyed the safety of the K&P. Its a great way to get to Sydenham and Harrowsmith and stop for	Kingston

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
	coffee/food. I do not see ATVs and bicycles as being compatible.	
Unsure	My worry is the upkeep of the trail along with The noise and it will become busier! Right now we use this trail for our morning walks with young children walking freely. Peacefully enjoying our nature walks. We see numerous wild life on these trails.. just this morning it was baby snapping turtles making there way to the pond! Our only worry right now, is the cyclist quietly passing us!	Harrowsmith
Yes	I am torn because I have a 4 wheeler and I would like to go on the trail with my kids without having to drive them down 38 to Verona (I live in Harrowsmith) but I also run a home daycare and take little children on the trail. I think if they open up the trail they need to maintain it better and restrict the access to after school times and weekends. There are several home daycares that walk that trail as well as the local schools.	Harrowsmith
Yes		Verona
No		Kingston
Yes	It will prevent driving on roads with ATV's and create safer conditions.	Harrowsmith
No	As a childcare provider, I like to spend lots of time in nature and the trail is one of the best places to experience that. We love our leisurely, stress free educational walks. Having to worry about an ATV coming around the corner and the noise it creates, would disrupt our lovely walks and bring anxiety about the dangers of a careless driver. There are also many groups from the public and Catholic Schools in Harrowsmith that enjoy these walks in a stress free environment.	Harrowsmith
Yes	with losing the gas station in verona to fire ,there is no place south of sharbot lake to get fuel along the K and P trail . the trail needs to be open to Harrowsmith so we can get fuel	Verona
Yes	I enjoy riding my motorcycle on the K&P to get to towns north of Verona and would love to see it be opened up to the South as well.	Verona
Yes	Travel other sections of the K&P and OVRT and we love riding it, the more access the better.	Russell
No	We have lived beside the Cataraqi Trail for 23 years. It used to be quiet and peaceful buy not anymore we have been blessed with dirt bikes.4-wheelers, and side by sides, and farm tractors and other farm machine for years. The snowmobiles are able the only mtorized vehicle allowed but it is open season for every other form of travel. Now if people are naive enough to think they won't continue on the Cataraqi Trail they better get their head out of the sand. No one polices the trails whether it is K &P Trail or the Cataraqi Trail who is going to take liability for the K&P trail? There will be accidents no doubt about it. It is foolish to open K &P Trail from Verona to Harrowsmith.	Harrowsmith
Yes		Mountain Grove
No	Destroys the trail, pollutes the environment, makes it unpleasant for cyclists, walkers.	Hartington
No	a challenge for hikers, bicycles etc, along with noisy and polluting	Kingston
Unsure	Is the trail wide enough to have an atv and pedestrians/dogs/cyclists safely share the trail? How will it be monitored? Are there other trails the atvs can utilize safely? I use the trail often to walk my dog with friends and have felt safe doing so because there are no motorized vehicles on the trail. I'm also concerned about the loud noises passing by and spooking horses or dogs.	Kingston
No	ATV's make it difficult for anyone else to use and enjoy the trails. People walk and bike these trails to enjoy the quiet and listen to birds etc. ATVs are very noisy. The trails are too narrow in many places to safely get out of the way of the fast moving ATVs. Please keep these trails as a safe and enjoyable natural haven and not another highway for people who just want to race.	Hartington
Yes	These trails have been used forever by all, it should never have been closed to begin with. This grants access via a t v for fishing to lake's north of harrowsmith's and access should be allowed.	Yarker
No	The K&P trail abuts the Cataraqi Trail at Harrowsmith. Allowing ATV's to Harrowsmith would increase the incidents of ATV's traveling where they are not allowed. It would	Kingston

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
	change the current situation of non-motorized users of the Catarauqui Trail feeling safe on that trail. It would also adversely affect the trail surface.	
Yes	It is a multi-use trail. Manage this, don't limit its use because of a handful of individuals who are opposed.	Tichborne
Yes	Trails are for everyone	Westport
No	The trail is working well as is. As soon as the gates are removed in the summer, we will go back to all the problems we experienced before the snowmobile club took it over.	Harrowsmith
No	We would feel unsafe sharing the trail with motorized trail users, any more than is currently allowed. Currently, we observe unauthorized motor vehicle use regularly in this area, and other sections. Also, the excess wear, and resulting additional trail repair and maintenance only makes things worse. Also to be considered, is the additional noise and air pollution. Some of the ATV users are courteous, but many of them travel far too fast with apparent disregard for others. It is once again an example of the few abusers who ruin it for the rest, but we can't allow this to happen.	Kingston
No	not environmental, contribute to climate change noise, fumes, exhaust unsafe for non-mechanized trail users, often exceed speed limits create large, extended muddy potholes that fill with water rapidly degrade trail surface	Kingston
Yes	ATV's are being used by more and more people. People with disabilities who are unable to walk or ride a bicycle can drive an ATV can enjoy the outdoors and great scenery these old railway tracks afford.	Burritts Rapids
No	Let's keep motorized vehicles and walkers/bikers apart. There are few enough places where non-motorized folk can enjoy easy walks in nature, so we should not be turning more of the K&P over to the ATVers. They already have access to a significant part of the trail. Have you ever tried walking on the ATV part of the trail? The ATVs travel fast enough, and the trail is narrow enough, that it is sometimes almost impossible to get out of their way. Their noise drowns out bird song, and scares away wildlife. Please leave us some motor-free trail.	Hartington
No	ATVs and ORV can travel on the roadway. There is no other safe space for pedestrians or cyclist in the area. By permitting them to use the trail, those of us that regularly use the trail for cycling, walking and running with our families will be at much greater risk. Who is going to police or enforce the ATV's using the trail to ensure courtesy, provincial compliance and safety for the community? I believe this is a bad idea, unless the Twp. Is planning on creating walking and cycling only trails within the same area.	Harrowsmith
No	I have ridden horses for several years on the K & P trail just south of Harrowsmith, which is what the trail is intended for along with walking, cycling and skiing. If ATVs were allowed on the trail, I would no longer be able to horseback ride as the machines would spook the horses. It would also make it difficult to cycle as the ATVs stir up the gravel and I would not enjoy the sound of their machines when walking. I do not think they should be allowed.	Sydenham
Yes	I would love to see the trails open from harrowsmith to Verona as I have an ATV that I can't casually take out for a nice ride on the trails with my children because it's too much work to always have to load up the ATV to use on our beautiful trails. Our only option is to take my ATV and kids along 38 highway to get to the trails in Verona and that isn't the safest option, Also 38 isn't the prettiest drive and by the time I make it to the trails my kids are ready to go home so we don't get much time on the trail. ATV's in my opinion are safer and easier to control than a skidoo and this are aloud on the trail in harrowsmith so I can't see why not ATV'S. Thanks for your time	Harrowsmith
No	ATV's can travel on any road in the Township and it is not unreasonable to let us enjoy one busy section of this amazing trail as it was planned between these villages without ATV activity and trail degradation.	Hartington
No	My preference is to keep the trail for active transportation like walking, biking, horseback snowshoes and cross-country skiing. I personally find this more enjoyable than to have the noise of ATVs. Active transportation is also in keeping with the County's strategic direction of an ecologically rich environment and the community's need to reduce the environmental footprint.	Harrowsmith

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
No	High speed vehicles such as ATV's operating on same trail path with walkers, bikers and pets does not mix well. Also, the condition of the trails will degrade as a result of ATV's driving on them.	Harrowsmith
No	It will further reduce the already limited access to active tourism and transport opportunities in Ontario	Port Elgin
No	First of all, I like to hike, cycle and cross country ski (depending on the season). I do not care for the noise of an ATV and I am concerned that wear and tear on the trail would significantly increase. As a result, tax dollars would then have to be diverted for the additional trail maintenance.  In our local community, I have seen the damage done by ATVs. Also, some of the (more irresponsible) drivers have driven off the main trail and created new rutted trails which are quite unsightly. It is difficult to police this kind of behaviour so arguably, it would be better not to allow ATVs on the K&P Trail to begin with.	Bath
No	I frequently walk with my dog between Petworth Rd and Colebrook Rd or walk the trail section in Verona. The trail is used by many more groups and people from spring to fall than in the winter. Since it is so close to the village you will find dog walkers, hikers, cyclists, and horseback riders all sharing the trail. There are also a wide variety of age groups who are part of the above users who feel more safe walking on the trail from young children to older people who like the gentle grade of the old tracks. It is also a chance to experience nature and quiet away from traffic. ATVs are already allowed to go on the roads therefore getting to Harrowsmith is not an issue and would be easier to police bad behaviour, whereas people don't feel safe walking down 38 and on some of the back roads. Additionally, there are also many spots on the trail from Bellrock Rd to Colebrook Rd that you cannot see too far ahead and far too often there are already people illegally riding atvs or dirt bikes on the trail almost hitting someone. The ability to actually police this section would be difficult. Also, the fact that atv riders actually could not legally get to and from Colebrook Road since the trail turns into the Cataraqi Trail about 400 m before the intersection, so I think makes it a moot point. Overall I am not in favour of opening this section of the trail to ATV riders. They have other options to get to and from Harrowsmith and the trail should be accessible to the most people possible. I think atvs on the trail will ultimately deter the other beneficial physical activities.	Harrowsmith
Yes	Like other jurisdictions we must be able to make a shared use trail work.	Ompah
Yes	If all the guidelines and rules are adhered to i dont see why not. They must always be aware that there will always be hikers on the trail.	Tamworth
Yes	The economic benefits to the area south of Verona would be significant! Also the permit holders are the ones who truly fund the trail upkeep and reduce the impact on the ratepayers...not the walkers or the cross-country skiers...they do not purchase permits so they should be more than happy to share the trail with those who fund it!	Enterprise
Yes	It will allow me and other ATV riders access to the northern trails.	Harrowsmith
No	I live on a 12 acres parcel of land backing onto the K&P Trail between Petworth & Boyce Road. Every evening I enjoy the sunset and quiet while seeing Joggers, families going for walks with small children, kids on bikes, or even horse back riders while I take my dog for a walk . I also witness the speed the ATV go down Hwy38 . On the road it is an OPP issue. On the trail it will be a BIG noise issue and take the trail away from everyone else that enjoys to walk . In the winter the snow mobiles use the trail BUT there is not as much foot traffic . No comparison between the ATV use and Snow mobile use	Harrowsmith
Yes	There is parking available to access the trail, there is very limited housing on this section of the trail and it would increase the use of the trail. There are a lot of benefits and few, if any, detriments - aside from the purists who don't want any changes	Harrowsmith
No	We regularly visit the Harrowsmith area, and have always enjoyed our time on this peaceful stretch of trail. We do not agree with allowing motorized use of this trail. Our concerns are as follows:  1. Current users of the trail such as walkers, families, cyclists will be driven from the trail due to safety concerns, and trail degradation	Mount Hope

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
	<p>2. Increased costs to maintain trail due to motorized use</p> <p>3. Increased costs to widen trail to properly accommodate passage of ATVs and Side-by-Sides when encountering cyclists, walkers, families, etc.</p> <p>4. Investment has already been made in a parking lot at Bellrock Rd. to allow access to the north. Extending access to the south will provide a link to the Cataraqui Trail which does not permit motorized users</p> <p>5. Allowing ATVs is incompatible with promoting a healthy, active lifestyle such as walking and cycling</p> <p>6. ATVs have a large auditory footprint which negatively impacts the quietness and serenity of the surrounding landscape</p> <p>7. Shared use with ATVs may lead to a higher incidence of accidents and confrontations between motorized and non-motorized users</p> <p>8. Would there be a Permit system or Trail Pass in place for all motorized users? Who would pay for and administer this?</p> <p>9. Would the ATV Clubs police their members regarding trail etiquette, adjacent landowners' rights, other user's safety? How would non-member motorized users be educated regarding the same issues?</p> <p>Conclusion: This is a regressive proposal that is detrimental to the trail and does not enhance the trail users' experience.</p>	
No	<p>*Since the beginning of trail discussions, promises were made that this portion of the trail would never to be motorized other than snowmobiles.</p> <p>*As food and fuel are available in Verona and Godfrey, there is no need to extend the trail to a dead-end in Harrowsmith. The increased atv activity would only add to an already heavy traffic situation which includes increased cottage country visitors, local traffic, heavy equipment, transports, etc. Too much mixing of all of this traffic with atv's, could lead to a very regretful scenario in an already congested hamlet.</p> <p>*On a personal level, we already have 38 Hwy four meters from out front door. Our backyard is our peaceful refuge. We have already experienced may negative aspects of the trail to this point and we want to retain what privacy we still have. Our privacy would be decreased by the noise of people and vehicles travelling on the trail and of those who will stop on the bridge at Hardwood Creek, which we are adjacent to.</p> <p>*The bulk of the replies you receive will come from residents that do not live along the trail and therefore do not have first hand knowledge of what it is like. We trust common sense will play a part in your decision.</p>	Verona
No	It is not congruent for walkers and cyclists to share an ATV trail. As a frequent user of the trail system i have found many ATV users do not slow down when approaching pedestrians, drive excessively fast and do not enjoy ingesting their dust and exhaust. They have plenty of access to the existing trail for their trail rides	Sharbot Lake
No	Concerned this will result in more illegal ATVs on Cataraqui Trail, which would threaten the unique character of the trail, and adversely impact tourism.	Ottawa
No	I will no longer bicycle on this trail if ATVs are allowed. My experience on trails with ATVs is that they pass at high speeds, kick up a lot of dust, etc. ATVs and bikes don't mix.	Godfrey
No	Contaminant Dangerous for walkers and pets Noisy Smelly. Harmful gases to the environment	Hartington
No	Noisy, air pollutant, aggressive with pedestrians and nature.	Hartington
No	Allowing ATV use discourages walkers, dog walkers, families with young children, cyclists and people out for a stroll from using the trail. All of these activities promote good mental and physical health. Allowing ATVs encourages noise, pollution and promotes a costly environmentally destructive activity. Please do not refer to this as a sport.	Harrowsmith
No	Noisy, dusty, environmentally unfriendly, fumes, doesn't promote health and movement, discourages families with kids and dogs from using it as you need to move constantly as there is no space for both to walk, bike safely, plus getting covered in dust, breathing	Verona

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
	fumes etc.	
No	We, and others, come to hike and bike these trails because of their natural beauty. The noisy, and polluting, ATVs negative all that enjoyment. And in our climate crisis shouldn't we be trying to reduce emissions instead of creating more emissions by encouraging more travel by gas engines?	Plevna
Yes	I live in Harrowsmith and would like to be able to ride the trail to visit my father in Verona	Harrowsmith
No	Allowing ATV access would discourage walkers, runners and cyclists due to noise and danger. People use the trail to escape vehicles and enjoy nature and relax, which would be impossible if ATVs were permitted.	Ottawa
No	As mention, this would give ATV operators an opportunity to use the trail often and rumors could spread and increase ATV operators using the trail. They could speed to the same speed limit or exceed the snowmobilers' speed. ATV could also cause wear and tear of the trail's ground.	Amherstview
No	ATV's are dusty, noisy and scary.	Hartington
Yes	There should be a user pay system, nominal trail permit fee? No ATVs permitted during snowmobile season , this must be set out in no uncertain terms.	Yarker
No	Although ATV drivers are usually polite and respectful, ATV's do degrade the enjoyment of the trail for cyclists and walkers. The K&P trail was constructed and funded as a non-motorized trail from Orser Road to the Verona trailhead. This has been the understanding of users and adjacent landowners. A break in this understanding will result in a loss of faith in future undertakings of recreational developments. I am an ATV owner myself, and fully understand how useful they are for working on rural and remote properties. I also see how ATV's degrade any soft trail surface. This may be convenient in keeping unwanted vegetation to a minimum, but will always cause unwanted wear and erosion in difficult spots. ATV's do not belong on recreational trails in the more populated areas of South Frontenac.	Kingston
Yes	We would like to visit family and frequent businesses in Harrowsmith. Do not like riding on side of 38 hwy. With the traffic, it is dangerous.	Godfrey
Yes	Would like to be able to go visit family by using the trail	Godfrey
Yes	I'm a tax payer of south frontnac and my tax dollars have helped maintain this trail and i should be able to use the trail for use on my atv .	Harrowsmith
Yes	Snowmobiles are allowed and pay for the privilege ,hikers ,horses ,bicycles and electric bikes don't pay to use. When a snowmobile passes one of these other users they step to the side until the snowmobile passes put it is slippery and they could fall in front of the snowmobile. It's a lot safer for them to step aside when an atv passes as it is not slippery. More trails that atvs can use helps keep them off the main roads.	Camden East
Yes	This expansion would be greatly beneficial to all the ATV riders in the county, especially residents along the stretch between Harrowsmith and Verona. It would broaden access to the K&P trail and it would keep more people riding in the region. Ultimately, the goal should be to grant access to all riders all the way to Kingston, so this extension will bring us closer to this objective and grand vision.	Tichborne
No	I enjoy very much walking &cycling on the trail, looking for wildlife and ecosystem as I go along. In fact, I moved to Frontenac County to be able to get away from motorized vehicles pollution (exhaust), dust, speed, noise and hazard that will come with sharing the trail with them. Having to deal with snowmobile and their nasty diesel smell, roaring engine and uncheck speed limit already made me worry of using the trail in winter, it would be a shame to penalized trail citizen to allow the same disaster in the summer. I am absolutely against this request.	Perth Road
No	-Trails are too narrow for two ATVs or even an ATV and bike to pass. -ATVs will drive too fast for other people on the trail -I don't want to smell exhaust fumes while on the trail -ATVs will chew up the trail	Kingston
No	ATV's should absolutely NOT be allowed between Verona and Harrowsmith. In fact they should not be allowed within the Verona town limits; it was a huge mistake allowing them within the town limits when the Bellrock Road parking lot was completed. These	Verona

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
	vehicles are noisy, stinky and polluting and go counter to the spirit of the trail which should be to promote nature experiences and fitness through walking, running and cycling. As well it's likely that allowing ATV's to Harrowsmith would adversely affect tourism cycling from Kingston. If I live in Kingston say and am considering a biking excursion it's unlikely that i will want to deal with theses vehicles knowing that they are allowed on the trail to Verona. I live in Verona and will no longer cycle north particularly weekends when there are a multitude of ATV's throwing smoke and dust in my face. They already have hundreds of kms of trails to use, so there is absolutely no need for them to go further. In fact I don't think they should be allowed within ten kms of the northern town border. The county should be promoting healthy and environmentally sustainable activities and ATV's satisfy neither of these measures.	
Yes	I live beside the K&P trail on Graham road and would love to be able to use it for ATV rides	Harrowsmith
Yes	I believe it would be much safer as people wouldn't have to ride down the shoulder of the road to get to the trail.. plus snow machines are already allowed and ATVs would follow the same rules and be just as if not more respectful than the snowmobile riders!	Harrowsmith
Yes	Increase the enjoyment of riding atvs on the KP trail	Godfrey
Yes	Harrowsmith would benefit economically as atv users would be able to get to gas station restaurants also a pharmacy. With the addition of the Friday markets and other events in centennial park Harrowsmith is becoming more of a social and recreational village. I am a landowner with a long property line that is a section of the trail. I also atv and would love to be able to leave my property and go for a ride without either driving on 38 or trailering my atv's. Safer and more enjoyable.	Harrowsmith
No	Non-motorized trails are essential for exercise, mental well being and for quiet enjoyment of nature. The main north-south transportation in the county, Highway 38, is exclusively for motorized vehicles. The trail development was initially funded by Provincial grants from the PAN-AM Games in Toronto to distribute funds to areas other than the GTA where many new facilities were constructed e.g., Scarborough 50m pool, Track and Field facilities etc. To justify this, grants were given to other parts of the Province of Ontario to boost sports infrastructure.	Harrowsmith
No	This would facilitate degradation of the trail for all users other than ATVs. No other users cause more erosion or damage than ATVs.	Kingston
No	I am part of a community that runs and cycles on the K&P and I genuinely appreciate both the safety of a path away from motorized vehicles as well as the serenity it offers.	Kingston
Yes	This a well established recreation activity providing commerce to local merchants. There is a need for fuel and now there is no station the village after the recent fire. It understood that the winter is for the snowmobiles as is the case now. ATVs would cease activity when the groomers start the snowmobiling season.	Enterprise
No	Atv's typically are not great for trails. As a frequent user of the trail system I am not a fan of the idea of more ATV on the trail.  They can be hard on the trail and cause damage or put other users at risk. They should be kept on their own trail system.	Selby
Yes	This would increase quality of life for families very much	Harrowsmith
No	Noise, smell of exhaust, pollution, not all slow down safely enough when passing non motorized users. With climate change, we need less burning of fossil fuels, not more.	Kingston
Yes	There is no good reason why not to do it !	Kingston
Yes	The trail is the exact same in either direction so why not	Kingston
No	Trail is narrow in this area and this would be dangerous for walkers. Much of the trail is already available to motorized vehicles	Hartington
Yes	prevents high use to access the kp trail	Hartington
No	ATV noise, pollution and hazard to other users would deter many present users.	Dorset
Yes	ATV users are currently the only ones that pay tonuse the trail but are the most limited.	Sharbot Lake
No	I live along the Trail and there is no need of an extension of the trail. The dust, dirt and speed they drive is crazy. A lot of people use the trail for walking, walking their dogs and bicycle riding. This is a recipe for disaster 4 wheelers and side by sides on the trail. Will the trail be patrolled? Who will be responsible for liability? The 4 wheelers and side	Harrowsmith

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
	by sides I have seen have no license on them and likely no insurance. How many of these 4 wheeler owners live in the township or are we accommodating the city?	
Yes	As a Kingston resident, this would be great!	Glenburnie
No	If ATV are allowed then the walking trail will cease to exist. ATV will have the right of way and all walkers will get to breath exhaust smoke on a walking trail. I don't want to stand on the side of the trail wondering if I'm going to get rocks shot up at me. The machines are loud and punks will not care about speed limits. And for the record. You want to take all terrain vehicles down a walking path that has no excitement for ATVs but to speed fast through a forest. Just build a new path, it's doesn't have to have gravel on it. ATV then side by side then dirt bike. Then dust, I read about Verona dust in the local paper, then dust suppression, then calcium entering the forest. All for a vehicle designed for the backcountry to go down a sidewalk.	Harrowsmith
No	ATVs are too fast and often driven in an unsafe manner by some. They present a real danger to cyclists, walkers and families with children. I have seen them often driving too fast and dangerously on the Cataraqui trail between Sydenham and Harrowsmith, where they are not suppose to be. Impossible to police them and make the drivers follow the rules. Dust and noise an issue for residents with property adjoining the trail. This is a proposed combined use that is not safe. In my opinion it is only a matter of time until a cyclist, walker, possibly a child, is injured or worse in the area of the trail where ATVs are presently allowed.	Harrowsmith
Yes	I believe it will help the communities along the trail with money coming into those said communities.	Kingston
No	Already dealing with unauthorized ATVs and trespassing on our 60 acre property that borders the K&P trail in Harrowsmith.	Brockville
Yes	Should be extended to Sydenham Ontario	Sydenham
No	We cycle the trails regularly and this Sunday June 18 that part of the trail was used by bikers, walkers, runners, people in wheelchairs and mobility scooters, people with families walking dogs and cats! in certain sections it's to thin for an ATV and a walker to pass each other, someone (the walker) will have to stand in the hedge along with the ticks, not fun! We know that this is one safe place we can bike please don't open it to ATV's they can definitely go more places cross country then we can. We live in such a beautiful area, we certainly value the trails and love where we live, if you did allow ATVs there we would stop using them.	Verona
No	People walking the trail expect peace and quiet to enjoy the tranquility of nature. The ATVs tend to disturb the enjoyment of walking the trails and some can be very rude and dangerous. There are other places ATVs can go.	Hartington
No	<p>Definitely I do not want ATVs on this portion. This has always been a safe haven for walkers and bikes to enjoy the safety, peace and serenity and slow traffic pace of this wonderful trail. ATVs will pollute the trail with noise and air pollution. The Cataraqui Trail has never allowed ATVs. Can we please have the same consideration!</p> <p>This survey should also be only open to people residing in Verona and Harrowsmith and surrounding area as it directly affects them. People residing outside this area who would bring their ATVs to this area will dilute the survey.</p> <p>Wildlife also suffers. Walking through Verona on the trail, we are constantly removing dead frogs, snakes and turtles from the trail that were obviously killed by ATVs.</p> <p>One of the greatest, yet least tangible, impacts of ATV's have on wildlife stems from the noise these machines create. Just as with humans, wildlife can suffer auditory damage. A report published by the Wildlife Conservation Society, entitled "All-Terrain Vehicles in the Adirondacks" states that, "[n]oise from motors can affect predator-prey relationships by masking the sounds that generally have an important role in those interactions. High levels of background noise can have a number of indirect effects as well. Noise can cause an increase in animals' heart rates, and affect behavior patterns such as nesting and reproduction or feeding and foraging. These impacts may or may not be devastating to an animal depending on the season, its energy budget, and the extent of the disturbance."</p>	Verona

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
Yes	One of the biggest problems is there aren't any places to drive an ATV that's why they drive down the roads. If you were to open the trails to ATVs they wouldn't be on the road.	Perth Road
No	Having cycled much of the K&P I know what it feels like to see and hear a large number of ATVs, some very large, some moving very quickly, just having a good time, coming towards me. Then there's the dust cloud which can be huge and requires stopping and waiting for the cloud to pass. There are considerate ATV drivers who stop or slow right down. but on balance, not enough of them. All other users, walkers, some with dogs on a leash, horse riders, don't create the same disturbance. The peace, quiet and beauty of nature are priceless and need protecting for those able to enjoy them.	Sydenham
No	I am a cyclist and I find the ATV's to travel at dangerous speeds. I also don't like the noise and air pollution they produce. Please keep them off this section of trail.	Kingston
No	I believe ATVs would add an element of risk to the safety of other users. It would also add an element of noise & pollution that would take away from the enjoyment of the trail. ATV users do not require a well-groomed trail such as the K&P for travel and fun; they are actually made for bumpy, non-groomed off-road use. PLEASE don't ruin this multi-use recreation trail with noisy, gas-powered, large vehicles like ATVs! We are finally growing the number of people using the trail for health & outdoor experiences like walking, running, cycling, hiking and equestrian. I feel that allowing ATVs could potentially decrease all other user-ship.	Kingston
No	They destroy the trail and make it unusable for any thing other than ATVs.	Kingston
Yes	It is alot safer for riders to get on the trail in harrowsmith rather than driving on the main road to get to Verona	Hartington
Yes	Snowmobiles are allowed on trail- so atvs/dirt bikes should be allowed too	Harrowsmith
No	most atv users have a disregard for private property and do not obey set speed limits . there speed that they travel can easily come up on a pedestrian or cyclist without. time to properly react which will cause more chances of fatal accidents!	Kingston
No	We need trails that are motor free for people to get away from the pollution and noise. This is one of the last trails for a peaceful walk run or bike. People's mental health depends on this. Keep nature natural.	Kingston
Yes	Multi use trails are good for everyone	Harrowsmith
Yes	Trails are for everyone	Harrowsmith
Yes	More use the better the trails	Harrowsmith
Yes	Better tails with more members	Harrowsmith
Yes	I feel that allowing ATVs would let a new demographic to enjoy the trail	Roblin
No	It is unsafe for pedestrians and cyclists	Kingston
No	ATVs on the K&P mean that my enjoyment of the trail is greatly affected. Cycling or walking on the trail requires constant vigilance for ATVs and the dust, smell and noise severely impacts my enjoyment of an otherwise beautiful and peaceful trail. Extending the access of ATVs south of Verona means that another section of the trail would become less enjoyable and usable for those who want to walk or cycle.	Godfrey
No	Sustainability for trails, safety for cyclists , hikers etc	Kingston
No	ATV's have lots of places to access already including back roads. Most ATV's that I have seen drive much too fast and will drive over and disturb turtles nesting along that stretch not to mention tearing up the trail after it rains. If ATV drivers were more considerate of hikers and bike riders it would be a different story but they are mostly not considerate and sped through and make stir up dust. Can we please not keep some areas motor and noise free? Restrict motorized traffic to North of Verona (as it exists now).	Enterprise
Need More Info	Who is going to patrol the trails for the addition of the atv riders? Who is going to pay for the trail maintenance and trail patrol? How will the dust and noise be controlled? How will the land owners along the trail be compensated? Is there going to a formal ATV club like our snowmobile club to manage any of this?	Harrowsmith
No	Heavily used section of the trail and I have a hard time believing most ATV users follow posted speed limits	Kingston

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
No		Kingston
No	My family love the K&P. We especially enjoy that it's a safe place to get the kids out on their bikes, away from traffic. Opening the trail to ATVs will completely change that, making the trail far less family-friendly. It will also make it far more difficult to maintain the surface in good repair, which will adversely affect walkers and cyclists in particular. PLEASE do not spoil the trail by allowing motorised vehicles.	Kingston
No	The opportunity to escape motorized vehicles is so rare these days. The presence of motorized vehicles will drive bicycle and hikers off the trail. As a cyclist, I have had many unpleasant encounters with ATV and motorcycle riders using the trail against existing rules on that very section. Hopefully we can keep the trail for non-motorized use only.	Kingston
No	A fast and noisy presence not compatible with other users	Kingston
No	Safety concern for pedestrians, equestrians and cyclists.	Kingston
No	This is wrong on so many levels, where to start....pollution, degradation of the environment, damage to all the other trails ATVs will then have access to which are not equipped for them, dangers to walkers, cyclists, pets. With any sense of the damage done to our ecosystem so far by this kind of use, why would this even be considered? Make a case for any positive benefit to the community outside of ATV users and I'd be interested in replying. It strikes me as a special interest group pushing a change that the wider public is unaware of--I'm sure any wide-ranging public survey would show most citizens are very much opposed to this! Please do wider consultation and don't let this pass without more public input.	Kingston
No	Motorized vehicles create an unsafe environment for families with small children. The trail was intended for active transport leisure activities.	Kingston
No	These are noisy machines, let alone the consideration of the speed at which they can go. This trail is appreciated for its pastoral and peaceful nature where the hustle and bustle of city dwelling can be temporarily escaped from. Allowing ATV's access would completely disrupt that for most people who currently enjoy this trail. Additionally, they constitute a hazard for many who may be advancing in age but retain reasonably good health and can enjoy extended walks or bike rides but cannot move rapidly. For these people the very presence of ATV's may be anxiety provoking. I emphatically recommend keeping ATV's off of the Trail. My personal opinion of these machines in general is that they are abhorrent, and they should not have access to what otherwise could be considered a nature trail. They are an odious infringement on people's access to peace and quiet, and enjoyment of nature.	Kingston
No	I use the trail to get away from motor vehicles	Kingston
No	I definitely like the idea of people getting out and staying active. However, north of Verona, and even off the K&P near Harrowsmith, there are already lots of ATV trails. Also, there are horses that frequent that part of the trail. Sometimes ATV drivers don't slow down, thus increasing the chance of a scared horse causing a fatality. Also, many people already complain that the cyclists are going too quickly. If I felt the same way about cyclists, I would feel the same way about ATV drivers going by me. The cyclists often ride pretty quickly at 35 kph, double file, and single file when passing. Having ATVs on the trail increases the chance of collision, since the two groups of people will have less time to get into single file and/or slow down.	Kingston
No	It would make it unsafe for cycling and hiking	Kingston
No	This makes it dangerous for walkers and cyclists	Kingston
No	The K&P trail is a beautiful stretch of quiet nature. Allowing ATVS on this trail would be a crime! Also the fast spinning tyres will create ruts on the trail.	Kingston
No	The danger to all is not worth the fun for some. It's one of the few public places you can ride a bike for long distances without worrying about motor vehicles. Why do we want to change that? ATVs are dangerous, wear the trail more than pedestrians/bicycles, kick up dust and leave behind other pollution.	Kingston
No	This would rip up the trail for other uses. Walking cycling horseback riding.	Kingston
No	I use the trails on a weekly basis as a cyclist and I think this decision would make the trails unsafe for pedestrians, pets and cyclists. I would also be concerned for the	Kingston

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
	wildlife, eg turtles, who cross the trails.	
No	<p>This is a complicated ask with many groups potentially involved. The main question I had is what is the reason for the route extension request? According to the April 19 Council Meeting it is to access "...lots of nice things in Harrowsmith....pizza...Gilmour's....gas...".</p> <p>If this is the caviliar reason then I voice a loud "no" to the request. I can see people/businesses in Harrowsmith though appreciating the increased traffic ATV access will bring.</p> <p>What are current safe route commuting options for ATV users between Verona and Harrowsmith? Hwy 38 sounds difficult, but is still possible. Little options for pedestrians and cyclists.</p> <p>The proposed access would allow motorized 4-wheel vehicles closer to the Trans-Canada/Cat. Trails and of course Frontenac Park. None of these areas allow ATVs. These natural spaces should remain for enjoyment of quiet nature, and thus keep motorized vehicles away, no matter how well intentioned.</p> <p>Vehicles that can potentially travel much much faster than pedestrian traffic, should not share the same public space. ATV access might work north of Verona (though I would like to hear comments from all user groups), but pedestrian/cycling traffic is much denser south of here, and the K&amp;P route is designated as easy on ATV maps, which means low technically skilled ATV drivers, who can use it to move more quickly around.</p> <p>Looking at Ottawa Club's ATV maps in the Eastern Ontario region, Ottawa is an ATV-free zone without no trail access near it, and Kingston and environs should also remain such an ATV free bubble.</p>	Kingston
No	Afraid this will deteriorate the use by cyclists, walkers, runners and horseback due to increased noise and high speed accident potential.	Kingston
No	Safety, move away from fossil fuels, reduce green house emissions, climate change, promote physical activity,	Kingston
No	Please keep the trail non-motorized for that section (in non-winter months).	Kingston
No	Summer motorized vehicle use on this trail is a bad idea - it will discourage non-motorized uses such as walking and cycling, particularly for the elderly and young families. The use of the trail for activities for activities that improve health will be reduced and I can't imagine that is something the County can get behind. Relatedly, the risk of serious injury on the trail will go up considerably and this is unacceptable. Also ATVs and side-by-sides will much more quickly degrade the trail resulting in either increased maintenance costs or reducing the practicality of using this trail for non-motorized purposes in the fullness of time. Finally, the non-motorized use of the trail to reach Frontenac county businesses will be reduced. Bicycling up to Frontenac county on the trail for breakfast is a lot less appealing if one has to contend with ATV's travelling considerably more quickly. This is a bad idea and I vehemently oppose it!	Kingston
No	Climate change and obesity are two of our biggest threats in Canada. Let's encourage walking/jogging/biking!	Kingston
No	I live in Harrowsmith and regularly use the trails to run, cycle and walk my dog. Currently ATVs sometimes use the trail - not enough to be a concern. Most drivers are considerate and slow down. Not all. Even if an ATV accelerates, say, 100m after passing me the dust they produce will not have settled by the time I pass, and affects my breathing. I am unaware of the affect ATVs have on the surface, but if they produce ruts then there would be a greater risk of injury to runners, ankle sprains for example. Lastly, I do not think that the Township should be encouraging recreational activities that increase greenhouse gases.	Harrowsmith
No	I find that ATVs drive too fast and are not as considerate of other users as they should be.	Kingston
No	What a disaster on a busy mixed use trail, it's not only unsafe but do we really need to burn more fuel?	Kingston

Q1	Q2 Please provide us with any relevant comments regarding your answer above	Town/City
No	Not safe for other users, noisy and disruptive	Kingston
No	Having ATVs on this trail adds danger to joggers, cyclists and hikers. It also pollutes the environment with noise and fumes	Kingston
No	People need more non motorized, quiet, recreational areas. If people are serious about fighting climate change, we need less fossil fuel burning vehicles, and walking, biking, or running on the trails helps with physical and mental health.	Kingston
No	Motorized users have many other options. Please keep this section of the trail motor free.	Kippens
No	What a terrible idea. We live in a world where climate change and obesity are two of the biggest threats to humanity. Fewer people on ATVs (and more people on bicycles) would go a little way towards solving both these problems.	Kingston



## K&P Trail Use Report - 2022



Richard Allen

2023/06/12

# 2022 - Domain Snapshot

County of Frontenac

January 1, 2022 → December 31, 2022

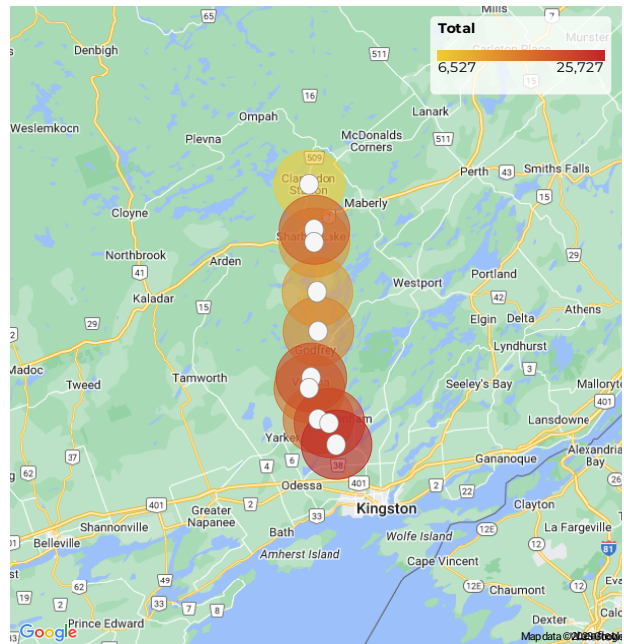
## Total Use (To Date)

Total  
**168,494** ↑ +5.6%  
Compared to 2021/01/02 → 2022/01/01

## Daily Average Use

Daily Average  
**462** ↑ +5.6%  
Compared to 2021/01/02 → 2022/01/01

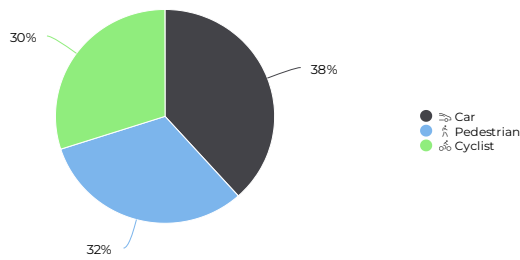
## Heat Map



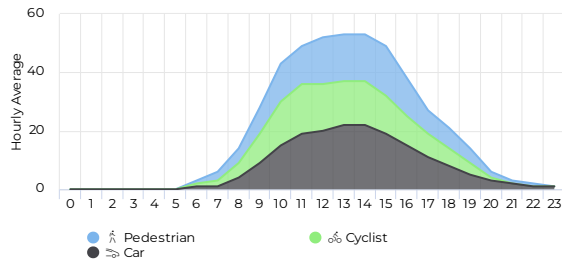
## Peak Day

Peak Day  
**2,148**  
 Saturday  
 Jan 22, 2022

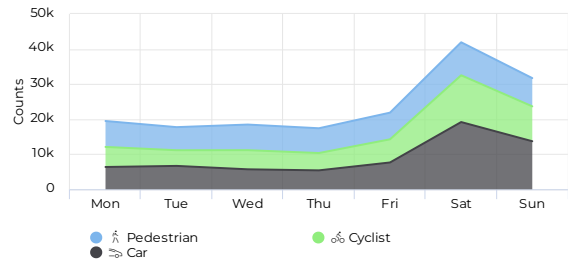
## Users



## Hourly Profile



## Daily Average Use

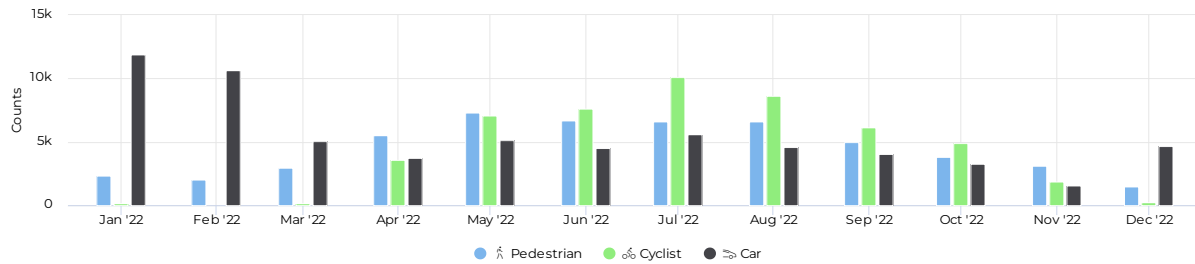


# 2022 - Domain Snapshot

County of Frontenac

January 1, 2022 → December 31, 2022

## Monthly traffic



## Key Figures Summary

Site	Total	Daily Average	Average week days	Average weekend traffic	Peak Day	Peak Count	Peak day of the
Orser Road	25,727	71	61	96	Sun Jul 3, 2022	237	
Harrowsmith South	21,765	60	49	85	Wed Aug 24, 2022	481	
Verona - Prince Charles	21,034	74	62	105	Sat Jan 22, 2022	345	
SLake-NORTH	19,337	53	41	83	Sun Oct 16, 2022	258	
Verona South	16,999	47	38	68	Tue Dec 27, 2022	410	
Harrowsmith North	16,967	46	39	66	Sat Jan 22, 2022	363	
Hinchinbrooke Station	15,071	41	30	70	Sat Apr 23, 2022	357	
SLake-South	12,859	35	26	59	Sat Mar 5, 2022	292	
Tichborne	12,208	33	22	62	Sat Apr 23, 2022	320	
Clarendon	6,527	18	11	34	Sat Jul 2, 2022	183	



# Clarendon

County of Frontenac

January 1, 2022 → December 31, 2022

## Total Use (2022)

Total  
**6,527**

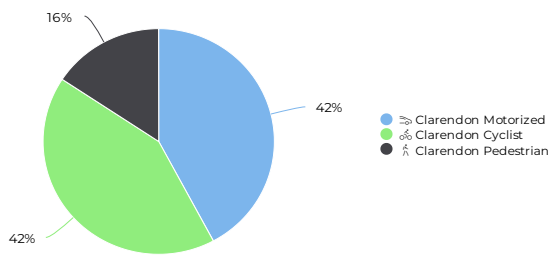
## Average Use (2022)

Daily Average  
**18**

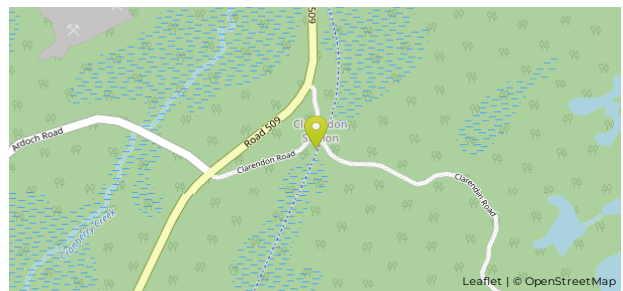
## Peak Day (2022)

Peak Day  
Saturday  
Jul 2, 2022  
**183**

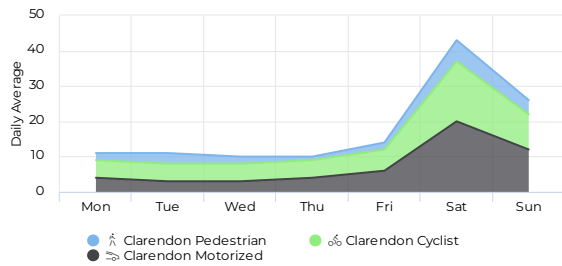
## Distribution (2022)



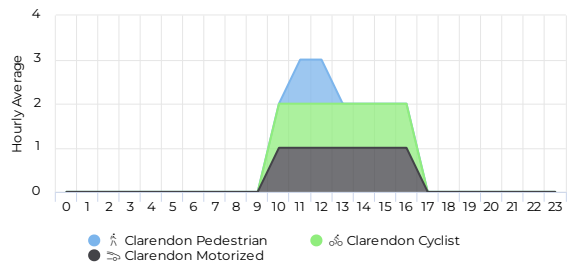
## Location



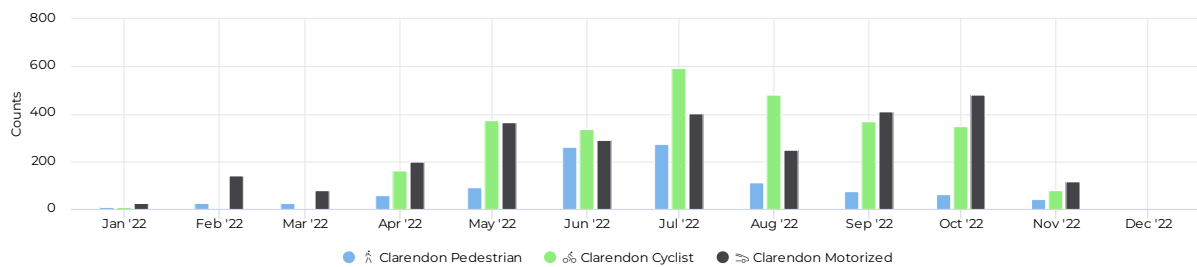
## Average Use: Day of the Week



## Average Use: Time of Day



## Monthly Use



# SLake-NORTH

County of Frontenac

January 1, 2022 → December 31, 2022

## Total Use (2022)

Total  
**19,337**

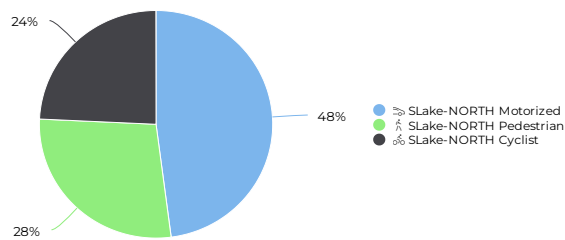
## Average Use (2022)

Daily Average  
**53**

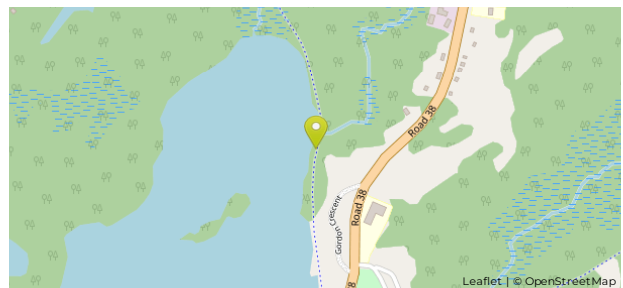
## Peak Day (2022)

Peak Day  
**258**  
Sunday  
Oct 16, 2022

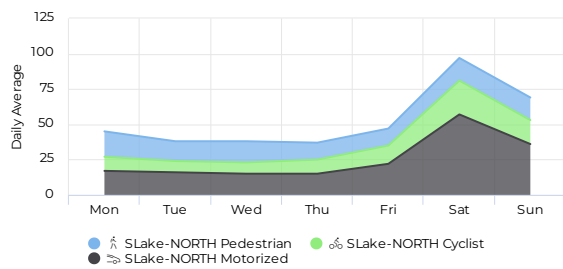
## Distribution (2022)



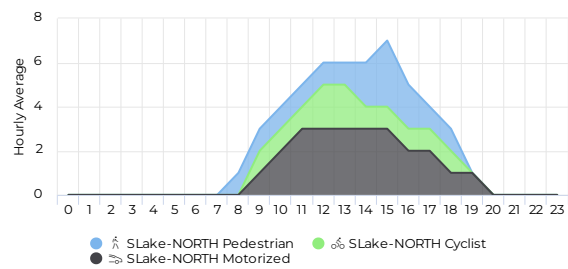
## Location



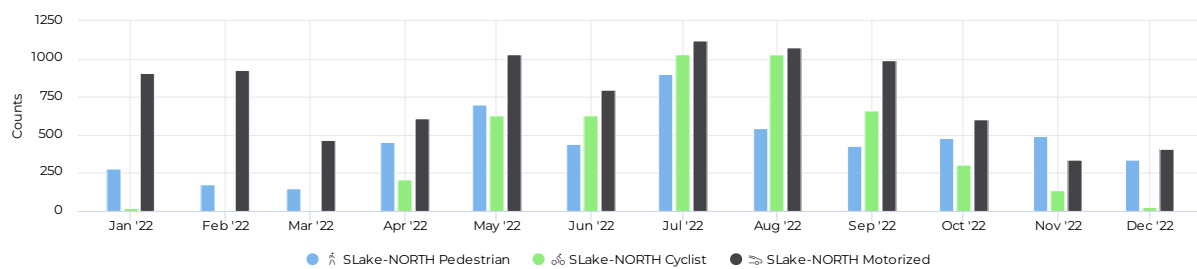
## Average Use: Day of the Week



## Average Use: Time of Day



## Monthly Use



# SLake-South

County of Frontenac

January 1, 2022 → December 31, 2022

## Total Use (2022)

Total  
**12,859**

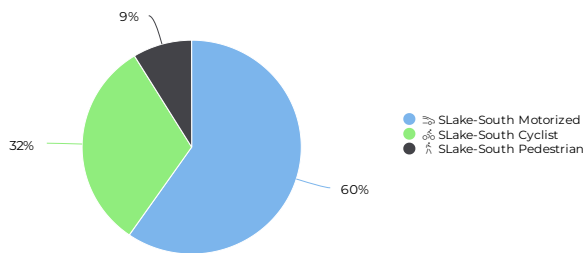
## Average Use (2022)

Daily Average  
**35**

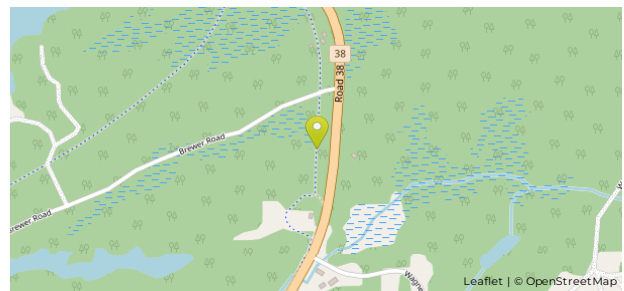
## Peak Day (2022)

Peak Day  
Saturday  
Mar 5, 2022  
**292**

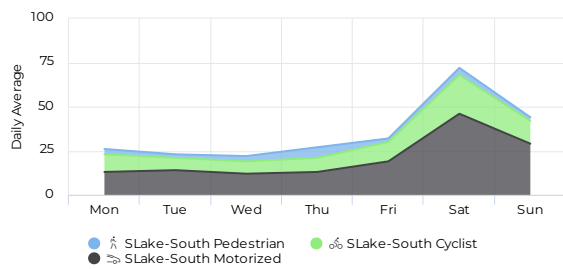
## Distribution (2022)



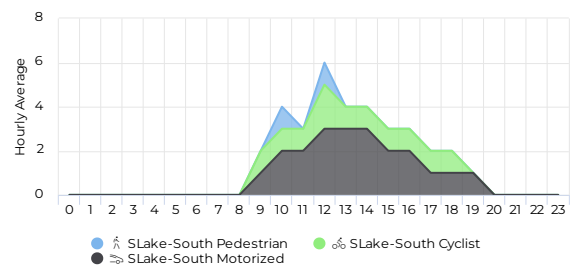
## Location



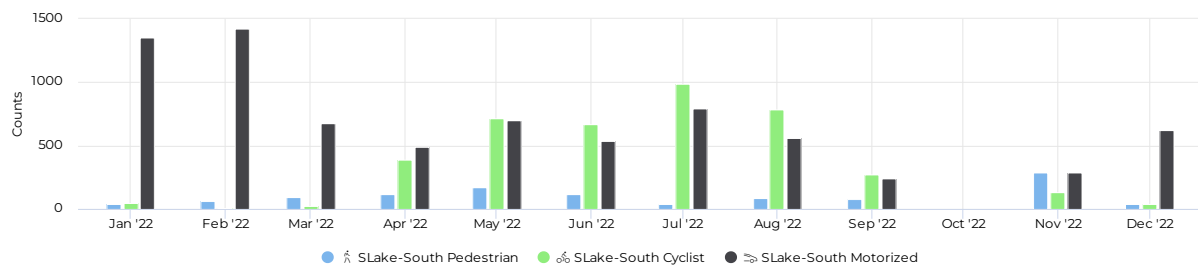
## Average Use: Day of the Week



## Average Use: Time of Day



## Monthly Use



# Tichborne

County of Frontenac

January 1, 2022 → December 31, 2022

## Total Use (2022)

Total  
**12,208**

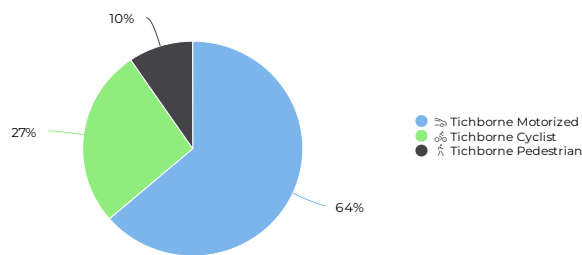
## Average Use (2022)

Daily Average  
**33**

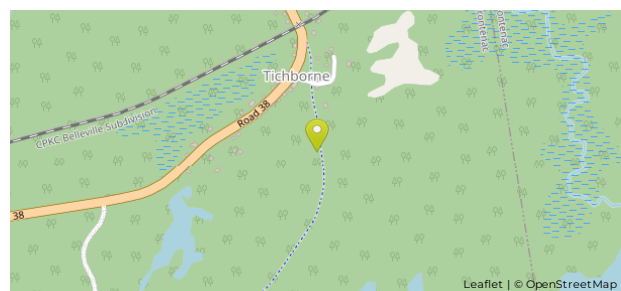
## Peak Day (2022)

Peak Day  
Saturday  
Apr 23, 2022  
**320**

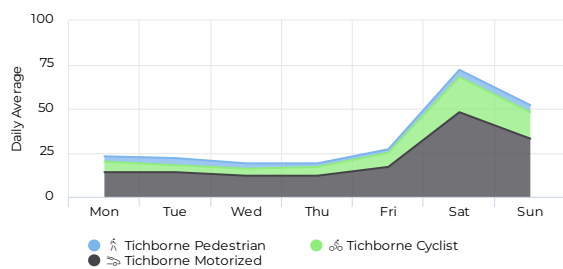
## Distribution (2022)



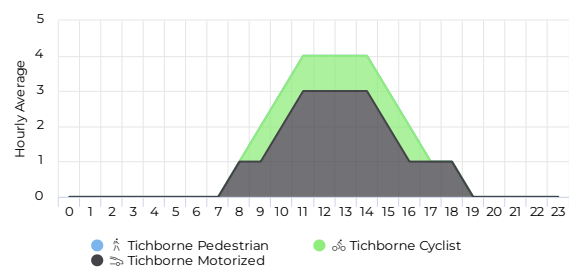
## Location



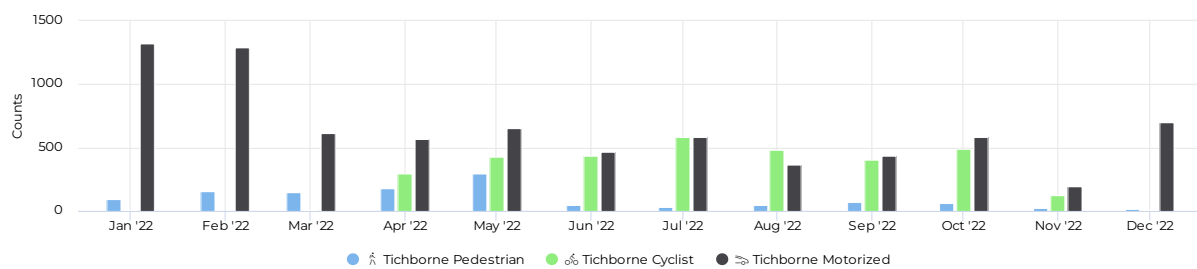
## Average Use: Day of the Week



## Average Use: Time of Day



## Monthly Use



# Hinchinbrooke Station

County of Frontenac

January 1, 2022 → December 31, 2022

## Total Use (2022)

Total  
**15,071**

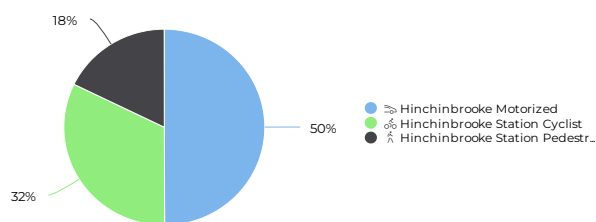
## Average Use (2022)

Daily Average  
**41**

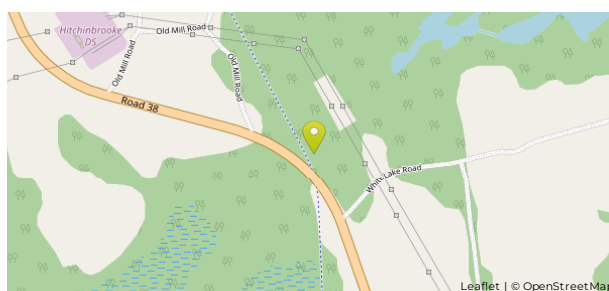
## Peak Day (2022)

Peak Day  
Saturday  
Apr 23, 2022  
**357**

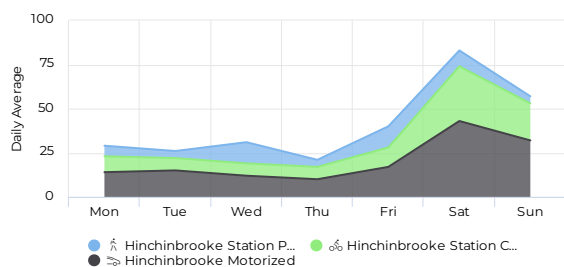
## Distribution (2022)



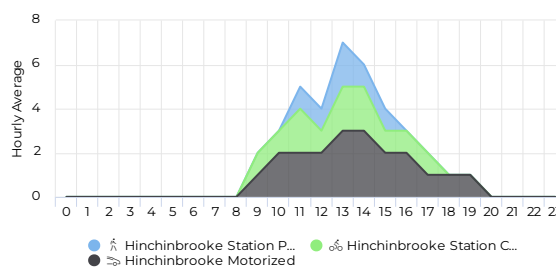
## Location



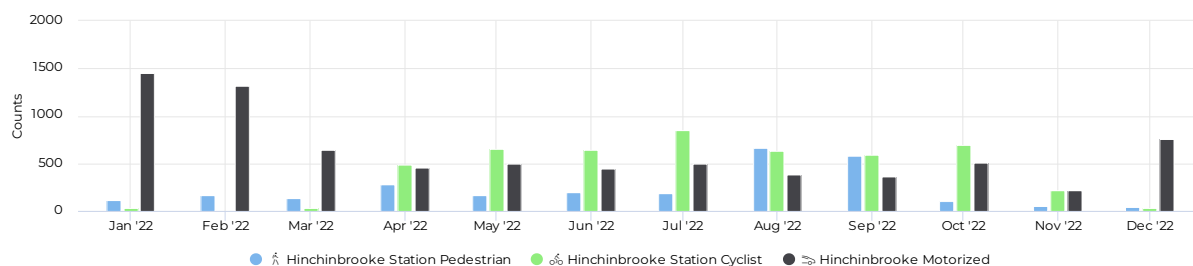
## Average Use: Day of the Week



## Average Use: Time of Day



## Monthly Use



# Verona - Prince Charles

County of Frontenac

January 1, 2022 → December 31, 2022

## Total Use (2022)

Total  
**21,034**

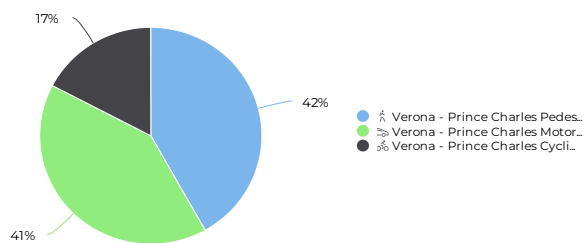
## Average Use (2022)

Daily Average  
**74**

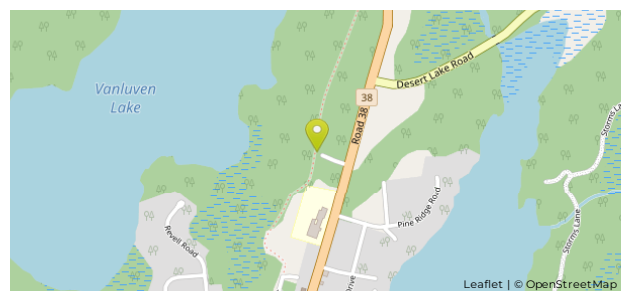
## Peak Day (2022)

Peak Day  
Saturday  
Jan 22, 2022  
**345**

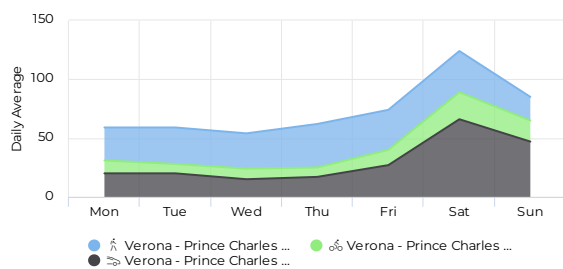
## Distribution (2022)



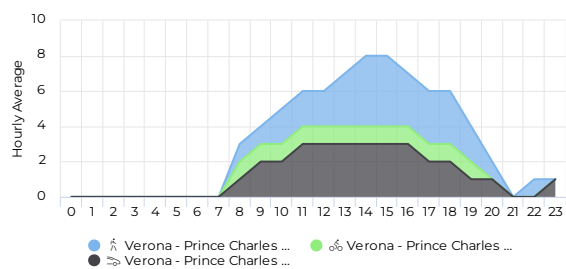
## Location



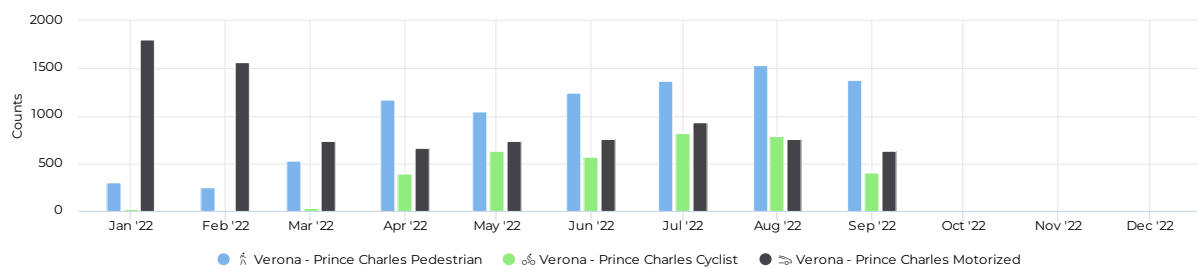
## Average Use: Day of the Week



## Average Use: Time of Day



## Monthly Use



# Verona South

County of Frontenac

January 1, 2022 → December 31, 2022

## Total Use (2022)

Total  
**16,999**

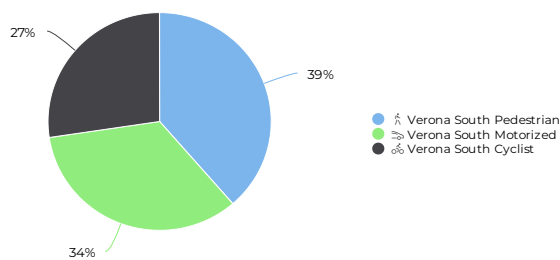
## Average Use (2022)

Daily Average  
**47**

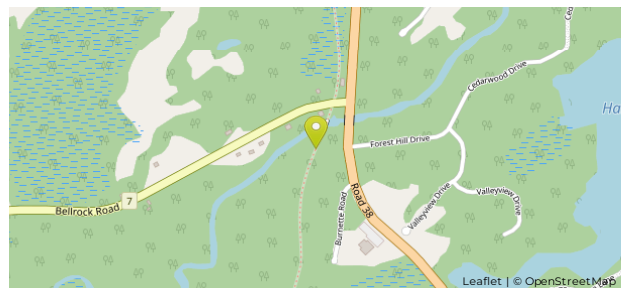
## Peak Day (2022)

Peak Day  
Tuesday  
Dec 27, 2022  
**410**

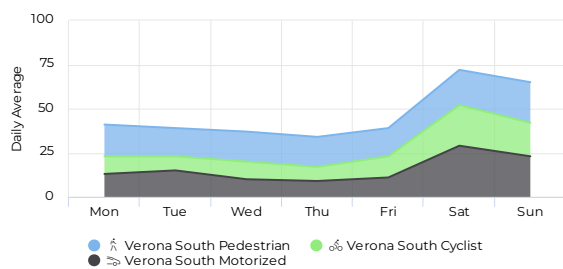
## Distribution (2022)



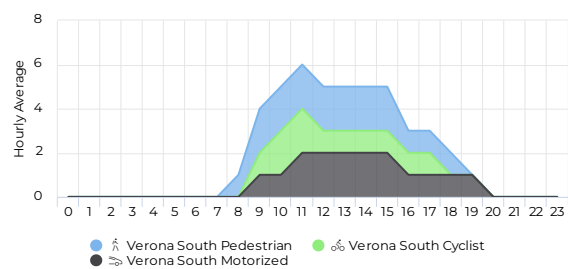
## Location



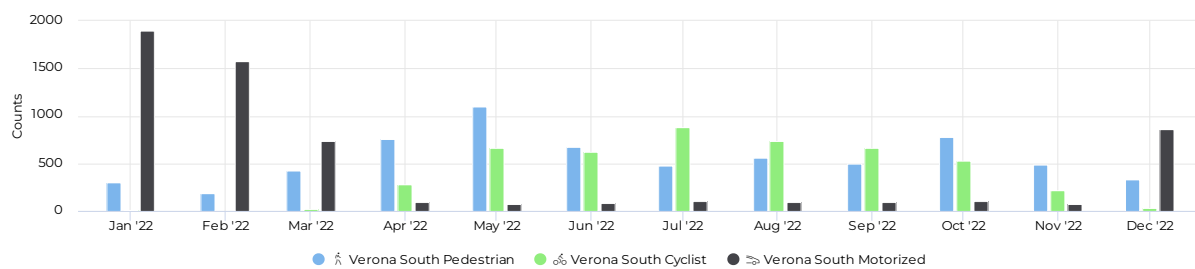
## Average Use: Day of the Week



## Average Use: Time of Day



## Monthly Use



# Harrowsmith North

County of Frontenac

January 1, 2022 → December 31, 2022

## Total Use (2022)

Total  
**16,967**

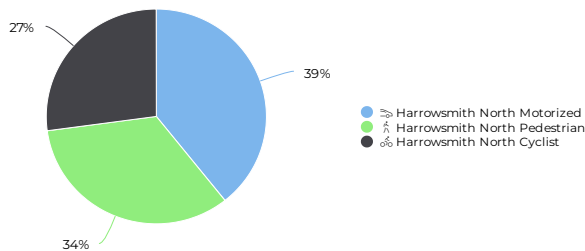
## Average Use (2022)

Daily Average  
**46**

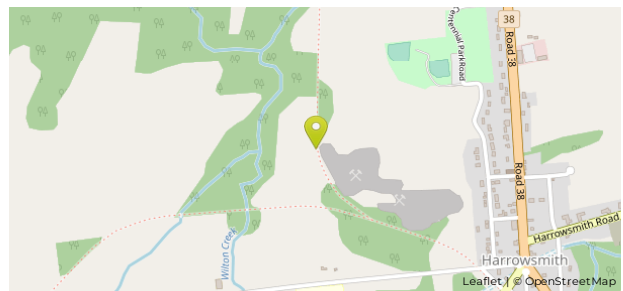
## Peak Day (2022)

Peak Day  
Saturday  
Jan 22, 2022  
**363**

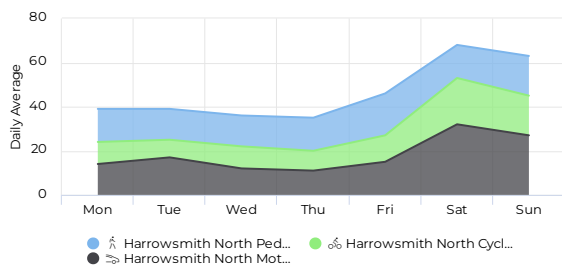
## Distribution (2022)



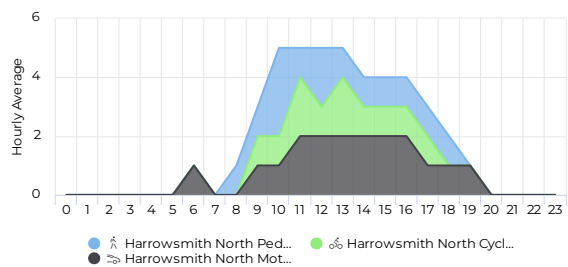
## Location



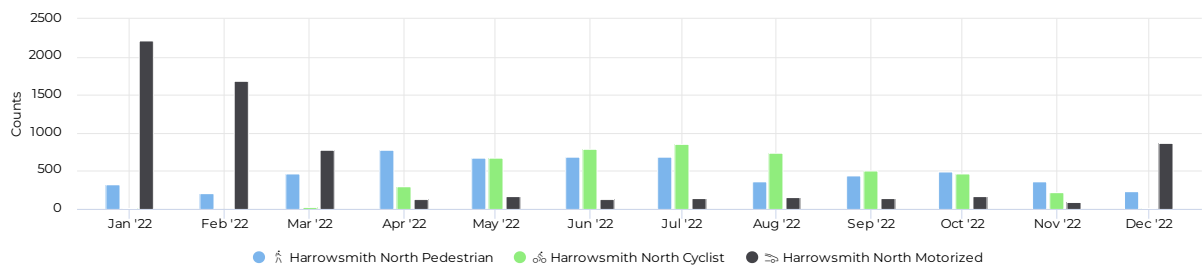
## Average Use: Day of the Week



## Average Use: Time of Day



## Monthly Use



# Harrowsmith South

County of Frontenac

January 1, 2022 → December 31, 2022

## Total Use (2022)

Total  
**21,765**

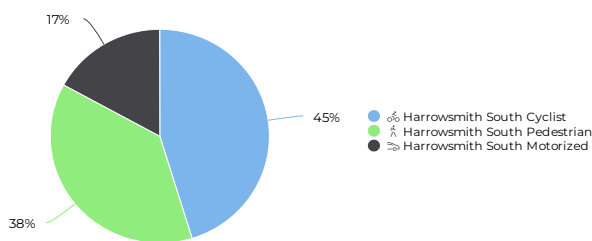
## Average Use (2022)

Daily Average  
**60**

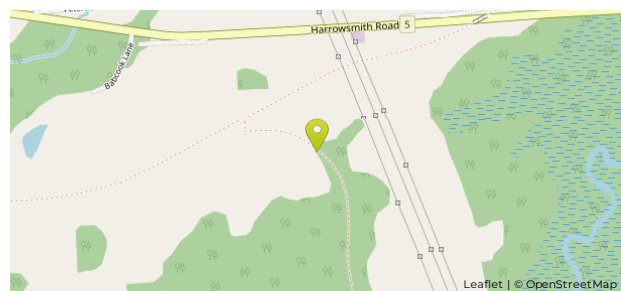
## Peak Day (2022)

Peak Day  
Wednesday  
Aug 24, 2022  
**481**

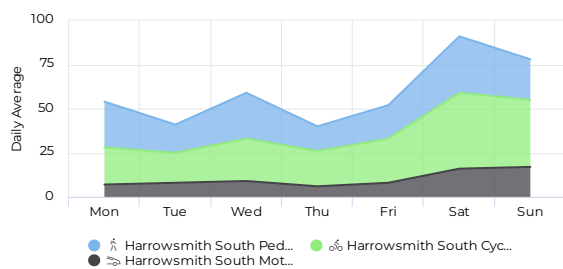
## Distribution (2022)



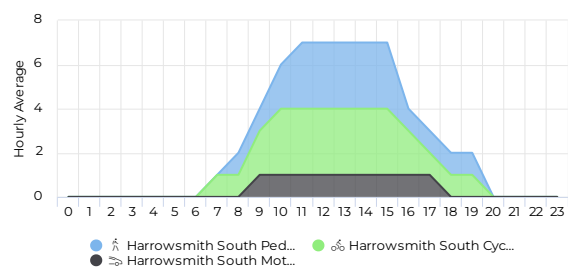
## Location



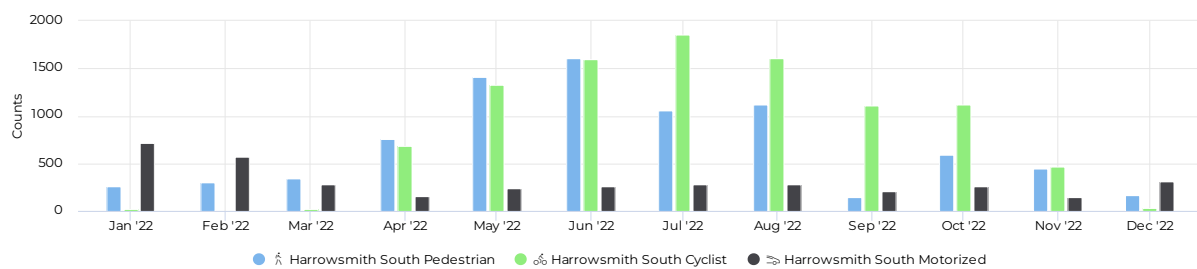
## Average Use: Day of the Week



## Average Use: Time of Day



## Monthly Use



# Orser Road

County of Frontenac

January 1, 2022 → December 31, 2022

## Total Use (2022)

Total  
**25,727**

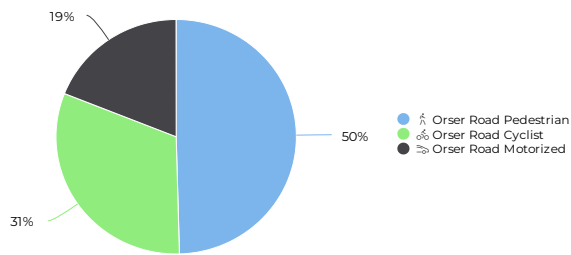
## Average Use (2022)

Daily Average  
**71**

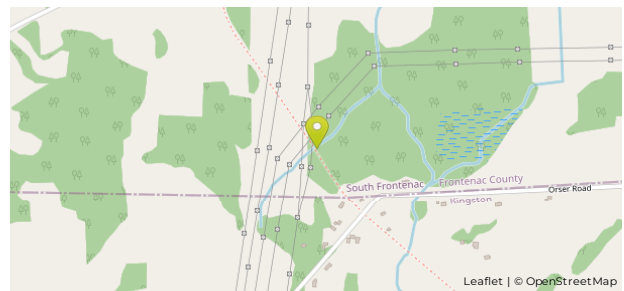
## Peak Day (2022)

Peak Day  
Sunday  
Jul 3, 2022  
**237**

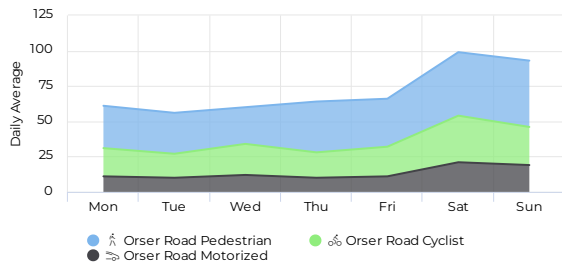
## Distribution (2022)



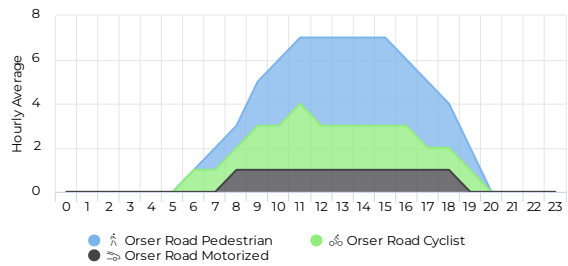
## Location



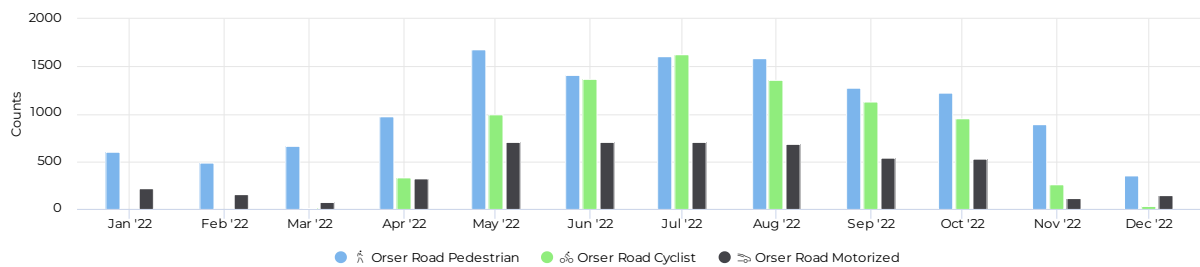
## Average Use: Day of the Week



## Average Use: Time of Day



## Monthly Use



SFRC.

28

**Extension of ATV trail from Bellrock Road to Harrowsmith Trailhead**

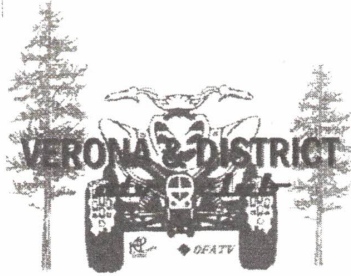


Please sign the petition below if you are in favour of extending ATV access on the KP Trail from Bellrock Road, in Verona, south to the trailhead in Harrowsmith. This access would allow ATV riders to frequent many businesses in Harrowsmith including Gilmour's Market, Centex Gas Station, Black Dog Repair, South Frontenac Rental Centre, and several restaurants, without traveling on CR 38.

Print your name	signature	municipality
BRIAN GUSSEY		CENTRE WELLINGTON
JASON FUDGE		South Frontenac
Tamara Vajnt		South Frontenac
Ryan Harriman		South Frontenac
Craig McCourt		Hastings
KYLE VOILT		SOUTH FRONTENAC
Jacob VanKoughnett		Hastings
Nick van Herpt		Verona.
Melissa Cernus		Harrowsmith
Jason Cernus		Harrowsmith
Jason Luffman		Verona
Blake Harriman		Harrowsmith / S.F.
Marcus Mcwarren		S.F.
Sally Johnson		Marker

14

Extension of ATV trail from Bellrock Road to Harrowsmith Trailhead

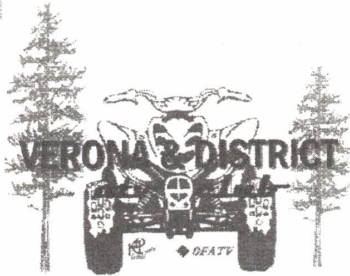


Please sign the petition below if you are in favour of extending ATV access on the KP Trail from Bellrock Road, in Verona, south to the trailhead in Harrowsmith. This access would allow ATV riders to frequent many businesses in Harrowsmith including Gilmour's Market, Centex Gas Station, Black Dog Repair, South Frontenac Rental Centre, and several restaurants, without traveling on CR 38.

Print your name	signature	municipality
Daniel Leblanc	<i>[Signature]</i>	South Frontenac
Allison Leblanc	<i>[Signature]</i>	South Frontenac
Rick Boswell	<i>[Signature]</i>	"
Paula Antonakas	<i>[Signature]</i>	"
Alvina Boswell	<i>[Signature]</i>	"
Angeline Boswell	<i>[Signature]</i>	"
Will Holland	<i>[Signature]</i>	"
Rylee Gerrard	<i>[Signature]</i>	"
BILL MARTIN	<i>[Signature]</i>	"
SUSAN SCHROETER	<i>[Signature]</i>	"
Chris Tryon	<i>[Signature]</i>	"
Kari Torres	<i>[Signature]</i>	"
STEVE DURMAN	<i>[Signature]</i>	"
Coleen Ure	<i>[Signature]</i>	"

14

Extension of ATV trail from Bellrock Road to Harrowsmith Trailhead

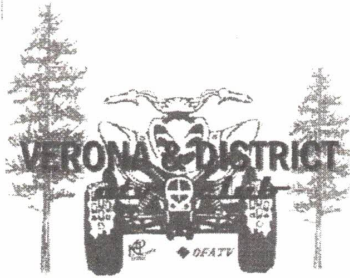


Please sign the petition below if you are in favour of extending ATV access on the KP Trail from Bellrock Road, in Verona, south to the trailhead in Harrowsmith. This access would allow ATV riders to frequent many businesses in Harrowsmith including Gilmour's Market, Centex Gas Station, Black Dog Repair, South Frontenac Rental Centre, and several restaurants, without traveling on CR 38.

Print your name	signature	municipality
Jennifer VanDenHoogen	<i>Jennifer VanDenHoogen</i>	South Frontenac
Chifonne Hugh	<i>Chifonne Hugh</i>	South Frontenac
Zakk Pendree	<i>Zakk Pendree</i>	North frontenac
Kyle Bailey	<i>Kyle Bailey</i>	Godfrey
Amy McKeown	<i>Amy McKeown</i>	Godfrey
Toby McKeown	<i>Toby McKeown</i>	Godfrey
M McKeown	<i>M McKeown</i>	Godfrey
Landon Bales	<i>Landon Bales</i>	North frontenac
Dillon Bales	<i>Dillon Bales</i>	North Frontenac
Robert wood	<i>Robert wood</i>	Central frontenac.
Destanie Lalonde	<i>Destanie Lalonde</i>	North frontenac
Joshua Adams-Hughes	<i>Joshua Adams-Hughes</i>	South frontenac
Ashley Adams-Hughes	<i>Ashley Adams-Hughes</i>	South frontenac
Swann Baker	<i>Swann Baker</i>	South frontenac

14

Extension of ATV trail from Bellrock Road to Harrowsmith Trailhead

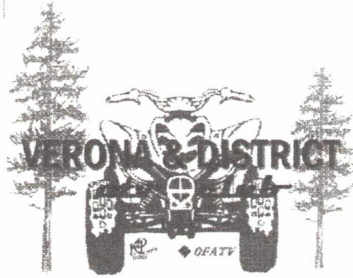


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Print your name	signature	municipality
ED Baker	E. & B. Baker	South Frontenac
S. McInerney	[Signature]	"
R. KINGSBURY	[Signature]	"
Bob Chintan	Bob Chint	"
Al Walker	Al Walker	"
P. LENNON	[Signature]	"
N. Colbert	Nathan Colbert	North Frontenac
C. Colbert	[Signature]	North Frontenac
D. RICKARDS	[Signature]	Central Frontenac
T. RICKARDS	[Signature]	"
S. RICKARDS	[Signature]	"
P. OWEN	[Signature]	SOUTH FRONTENAC
D. COMPTON	[Signature]	South Frontenac
R. Simkins	[Signature]	Stone Mills

14

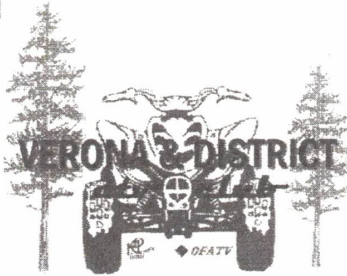
Extension of ATV trail from Bellrock Road to Harrowsmith Trailhead



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Print your name	signature	municipality
Gregory Wlotzka	<i>[Handwritten Signature]</i>	South Frontenac
Ashtley Hermer	<i>[Handwritten Signature]</i>	Kingston
Andrew Hagerman	<i>[Handwritten Signature]</i>	Bath
Lucas Thompson	<i>Lucas Thompson</i>	Central Frontenac
Ben Baillargeon	<i>Ben Baillargeon</i>	South Frontenac
Jake Burgess	<i>Jake Burgess</i>	stone mills
Karol Willis	<i>Karol Willis</i>	Sydenham
TREBOR HUNT	<i>[Handwritten Signature]</i>	SYDENHAM
C. Cole	<i>C. Cole</i>	Stone Mills
Jonathan Neadow	<i>Jonathan Neadow</i>	Central Frontenac
Jennifer Andrews	<i>J. Andrews</i>	Central Frontenac
Paul Dreebster	<i>Paul Dreebster</i>	South Frontenac
Curtis Bender	<i>Curtis Bender</i>	Central Frontenac
Janet Black	<i>Janet Black</i>	Westport

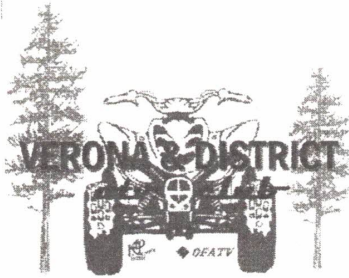
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Print your name	signature	municipality
Angela Smith Pollard	Angela Smith Pollard	Stone Mills
Eric Pollard	Eric Pollard	STONE MILLS
Jenna Cristofolini	Jenna Cristofolini	Central Frontenac
Jaime Toro	Jaime Toro	Central Frontenac
Kathleen Bachelder	K. Bachelder	Kingston
Kiana Bachelder	K. Bachelder	Kingston
Tom Bachelder	T. Bachelder	Kingston
Jason Williams	Jason Williams	Bath
Tasha Bastien	Tasha Bastien	Ottawa
Jerry Pavlidis	Jerry Pavlidis	N. Frontenac
Nicholas Pavlidis	N. Pavlidis	N. Frontenac
Nic Van Volkmink	Nic Van Volkmink	Central Frontenac
Brittnee Spence	Brittnee Spence	So. Frontenac
Rob Senaco	Rob Senaco	South Frontenac

Extension of ATV trail from Bellrock Road to Harrowsmith Trailhead

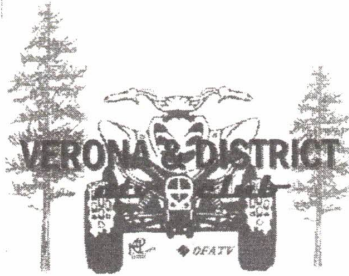


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Print your name	signature	municipality
Michele Finny	Michele Finny	South Frontenac
Peggy Randall	P. Randall	" "
Steve Randall	Steve Randall	" "
BARB POTTER	Barb Potter	" "
Debbie Potter	Deb Potter	" "
Stewart Stone	Stewart Stone	" "
CHRIS POTTER	Chris Potter	" "
Karen ELLERBECK	Karen Ellerbeck	Wapanonee
BILL ELLERBECK	Bill Ellerbeck	" "
Shirley Davison	Shirley Davison	Sydenham
Roger Davison	R. Davison	South Frontenac
Brandon Carson	Brandon Carson	South Frontenac
Nancy Webb	Nancy Webb	South Frontenac
JANET FRASSO	Janet Frasso	Kingston

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Extension of ATV trail from Bellrock Road to Harrowsmith Trailhead



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Print your name	signature	municipality
Rick Burgess	[Signature]	S Frontenac.
Tammy Ashurst	[Signature]	C Frontenac
Brian Ashurst	[Signature]	C Frontenac
Derek Blacklock	[Signature]	Loyalist Twp
Beric Cole	[Signature]	City of Kingston
Chantelle Dawling	[Signature]	Lennox & Addington
Kostas Douglas	[Signature]	Frontenac
Paula Douglas	[Signature]	S. Frontenac
Keith Campbell	[Signature]	L & A
Mark Snyder	[Signature]	L & A
Col Campbell	[Signature]	L & A
Paul Hill	[Signature]	L & A
Mitch Greele	[Signature]	South Frontenac
Garin O'Neil	[Signature]	S. F.

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Print your name	signature	municipality
Mike Hurren	<i>[Signature]</i>	South Frontenac
BEN OAKLEY	<i>[Signature]</i>	South Frontenac
S. van der laan	<i>[Signature]</i>	S. Frontenac
Cody Price	<i>[Signature]</i>	South Frontenac
James Vanhooser	<i>[Signature]</i>	Stone Mills
Jasmine Vanhooser	Jasmine Vanhooser	Stone Mills
Kerin Shaw	<i>[Signature]</i>	Stone Mills
LINDA SHAW	<i>[Signature]</i>	Stone Mills
GARY BRADSHAW	<i>[Signature]</i>	STONE MILLS
Michelle Bradshaw	Michelle Bradshaw	Stone Mills
James Salisbury	<i>[Signature]</i>	South Front
DALLAS SALLONS	<i>[Signature]</i>	city Kingston
DAVID CUMMEROW	<i>[Signature]</i>	South Frontenac
GENNY FORD FINNIS	<i>[Signature]</i>	Snow Road

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Print your name	signature	municipality
M. G ENNIS	<i>[Signature]</i>	SNOW ROAD
Mike Byrd	<i>[Signature]</i>	Cedarwood's
Dave McNamee	<i>[Signature]</i>	STEWART RD
ROD SHAW	<i>[Signature]</i>	SOUTH FRONTENAC
Mark Meuch	<i>[Signature]</i>	South Frontenac
HERMAN BROWN	<i>[Signature]</i>	SOUTH FRONTENAC
M. Brown	<i>[Signature]</i>	SOUTH FRONTENAC
S. Robidoux	<i>[Signature]</i>	South Frontenac
S. Mailloux	<i>[Signature]</i>	Loyola Township
A Dickson	<i>[Signature]</i>	South Frontenac
C McFie	<i>[Signature]</i>	South Frontenac
C Raftery	<i>[Signature]</i>	South Frontenac
E master	<i>[Signature]</i>	South Frontenac
W Seabrook	<i>[Signature]</i>	South Frontenac

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Print your name	signature	municipality
Nicole Neumann	<i>Nicole Neumann</i>	South Frontenac
John Chabot	<i>J. Chabot</i>	South Frontenac
Ben Chabot	<i>Ben Chabot</i>	South Frontenac
Nan Chabot	<i>Nan Chabot</i>	South Frontenac
Chris Howard Hill	<i>Chris Hill</i>	STONE MILLS
William Holland	<i>William Hill</i>	Stone Mills
TJ Keyes	<i>TJ</i>	South Front
SAVANNAH FAUBERT.	<i>Savannah</i>	South Front.
Jeanne Stinson	<i>Jeanne Stinson</i>	Stone Mills.
Don Stinson	<i>Don Stinson</i>	Stone Mills
Janette Keyes	<i>Janette Keyes</i>	Glenburnie
Peter Kopp	<i>P. Kopp</i>	GLENBURNIE
Angela Hunter	<i>Angela Hunter</i>	South Frontenac
Danny Pan	<i>Danny Pan</i>	South Front

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Print your name	signature	municipality
WAYNE ROBINSON	<i>[Signature]</i>	CENTRAL + SOUTH FRONTENAC
JASON JOHNSON	<i>[Signature]</i>	HARROWSMITH
SPENCER ROBINSON	<i>[Signature]</i>	CENTRAL FRONTENAC
ALAN ROBINSON	<i>[Signature]</i>	CENTRAL + SOUTH FRONTENAC
Craig Midwinter	<i>[Signature]</i>	South & Frontenac
Mike DesRoches	<i>[Signature]</i>	South Frontenac
Walter Bylsma	<i>[Signature]</i>	Central Frontenac
Pam MARSHALL	<i>[Signature]</i>	CENTRAL FRONTENAC
ALBERT BADOOR	<i>[Signature]</i>	CENTRAL FRONTENAC
Z Woodcock	<i>[Signature]</i>	CENTRAL FRONTENAC
GREG RODGERS	<i>[Signature]</i>	CENTRAL FRONTENAC
BILL BOWICK	<i>[Signature]</i>	CENTRAL FRONTENAC
RYAN SEEDS	<i>[Signature]</i>	SOUTH FRONTENAC
Matthew Robinson	<i>[Signature]</i>	Central / South Frontenac

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Print your name	signature	municipality
RYAN TENNANT	<i>[Signature]</i>	SOUTH FRONTENAC
Tiffany Bailey	<i>[Signature]</i>	Kingston ON
JOE SANTOS	<i>[Signature]</i>	South Frontenac
Lisa Cole	<i>[Signature]</i>	"
CARV DAXTER	<i>[Signature]</i>	SOUTH FRONTENAC
Gilles Allard	<i>[Signature]</i>	SOUTH FRONTENAC
Mark Silva	<i>[Signature]</i>	South Frontenac
Ricci Beaubien	<i>[Signature]</i>	South Frontenac
Rick Cuomo	<i>[Signature]</i>	North Frontenac
DARA Cuomo	<i>[Signature]</i>	NORTH FRONTENAC
Sharon Willard	<i>[Signature]</i>	Camden East
Don Willard	<i>[Signature]</i>	Camden East
Denise Redmond	<i>[Signature]</i>	South Frontenac
Wendy Knoblauch	<i>[Signature]</i>	Central Frontenac

14

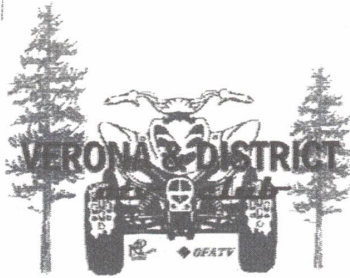
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Print your name	signature	municipality
Dean Campbell	<i>[Signature]</i>	Harveyton
Vicky Vankoughnet	<i>[Signature]</i>	South Frontenac
Gavin Rose	<i>[Signature]</i>	South Frontenac
Michelle Squires	<i>[Signature]</i>	S - Frontenac
Heanne Shorrock	<i>[Signature]</i>	Loyalist
D Babcock	<i>[Signature]</i>	S Frontenac
Beau Babcock	<i>[Signature]</i>	S Frontenac
<del>ROBERT NORTHMORE</del>	<del><i>[Signature]</i></del>	<del>C - FRONTENAC</del>
GORD SIRRS	<i>[Signature]</i>	S FRONTENAC
Susan Sirrs	<i>[Signature]</i>	South Frontenac
John McILROY	<i>[Signature]</i>	South Frontenac
Beau Mcilroy	<i>[Signature]</i>	South Frontenac
Wayne McCallough	<i>[Signature]</i>	C Frontenac
James Cook	<i>[Signature]</i>	Frontenac

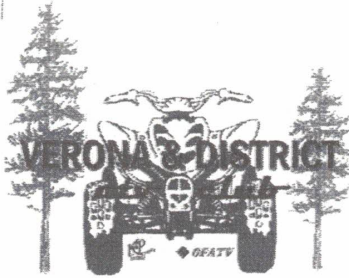
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Print your name	signature	municipality
Jane Waterbury	<i>J Waterbury</i>	Rideau Lakes
Kevin Brown	<i>Kevin Brown</i>	Rideau Lakes
Richard Shurtliff	<i>Richard Shurtliff</i>	South Frontenac
Adam Vivian	Adam Vivian	King South Frontenac
Owen MacDonald	<i>Owen MacDonald</i>	South frontenac
Brandon Potter	<i>Brandon Potter</i>	South frontenac
Nick Neumann	<i>Nick Neumann</i>	South frontenac
Josh Van Stransky	<i>Josh Van Stransky</i>	Kingston
Brent Thomson	<i>Brent Thomson</i>	Kingston
Curtis Carson	<i>Curtis Carson</i>	Kingston
Michele Young	<i>Michele Young</i>	SOUTHFRONTENAC
Marilyn Moreland	<i>Marilyn Moreland</i>	South frontenac
Kim Dodds	<i>Kim Dodds</i>	South frontenac
Kim Campbell	<i>Kim Campbell</i>	South Frontenac

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Print your name	signature	municipality
David B. Ivens	<i>[Signature]</i>	L & A
Made Sison	<i>[Signature]</i>	Loyalist
Ethan Elliott	<i>[Signature]</i>	Kingston
WATNE FRENCH	<i>[Signature]</i>	SOUTH FRONTENAC
GROFF RAE	<i>[Signature]</i>	
HENRY OTTENDY	<i>[Signature]</i>	SOUTH FRONTENAC
LORETTA YOUNG	<i>[Signature]</i>	SOUTH FRONT
DALE YOUNG	<i>[Signature]</i>	SOUTH FRONT
Devon Chappelle	<i>[Signature]</i>	Amhurstview
Sharlyna Brown	<i>[Signature]</i>	the South Frontenac
Wanda Van Peppers	<i>[Signature]</i>	South Frontenac
TIM LYNN	<i>[Signature]</i>	South Crosby
Wendy Lynn	<i>[Signature]</i>	South Crosby
Wendy Hutchings	<i>[Signature]</i>	North Crosby

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Print your name	signature	municipality
Andrea Ross	<i>Andrea Ross</i>	South Frontenac
Joyce Watson	<i>J. Watson</i>	South Frontenac
Randy King	<i>Randy King</i>	South Frontenac
Rudy Kyek	<i>Rudolf Kyek</i>	South Frontenac
Fred Blais	<i>Fred Blais</i>	SF
NICK HOORNWER	<i>Nick Hoornwer</i>	QUINCE WEST
Shawn Downer	<i>Shawn Downer</i>	Tyendinaga
JOHN M <sup>th</sup> ISAAC	<i>John Isaac</i>	South Frontenac
CRIST SCHNEIDER	<i>Crist Schneider</i>	South Frontenac
FRANZ BENDER	<i>Franz Bender</i>	South Frontenac
Harry Walker	<i>Harry Walker</i>	South Frontenac
Betsie Harbison	<i>Betsie Harbison</i>	South Frontenac
Bruce Seaker	<i>Bruce Seaker</i>	South Frontenac
ROGER McLENNAN	<i>Roger McLenan</i>	Kingston

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Print your name	signature	municipality
Stephen Henderson	<i>[Signature]</i>	Central Frontenac
GRANDY	<i>[Signature]</i>	S. Fr
JIM HANSDELL	<i>[Signature]</i>	S. Front
Bill Babcock	Bill Babcock	S Front.
STEVE BABCOCK	Steve Babcock	South Frontenac
TERRY BABCOCK	Terry Babcock	South Frontenac
Cheryl Babcock	Cheryl Babcock	South Frontenac
Aaron Duguay	<i>[Signature]</i>	South Frontenac
CORY BECKETT	<i>[Signature]</i>	SOUTH FRONTENAC
Justin Houde	<i>[Signature]</i>	South Frontenac
Don Smith	<i>[Signature]</i>	Central Frontenac
Darren Howes	Darren Howes	South Frontenac.
RICHARD DAVISON	Richard Davison	South Frontenac
Janet Davison	Janet Davison	" "

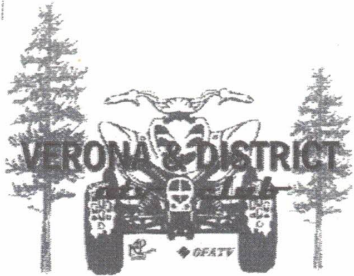
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Print your name	signature	municipality
VICTOR EVES	<i>[Signature]</i>	VERONA
JAMES McROBERT	<i>[Signature]</i>	Goodfrey
BOB UNWIN	<i>[Signature]</i>	VERONA
Ross Burr	<i>[Signature]</i>	Goodfrey
PAUL KELLY	<i>[Signature]</i>	Kingston
Peter Carstensen	<i>[Signature]</i>	Verona
Corey Redmond	<i>[Signature]</i>	Verona
KEVIN ROBERTS	<i>[Signature]</i>	CENTRAL FRONT.
PAUL WAIRD	<i>[Signature]</i>	South Frontenac
Logan Laird	<i>[Signature]</i>	South Frontenac
MARION CLOW	<i>[Signature]</i>	South Frontenac
Scott Cowdy	<i>[Signature]</i>	Central Front
Dale HARTWICK	<i>[Signature]</i>	Central Frontac
Angie Cowdy	<i>[Signature]</i>	Central Frontenac
James Donovan	<i>[Signature]</i>	Napanee/L&A

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Print your name	signature	municipality
Paula Redmond	<i>Paula Redmond</i>	South Frontenac
Joel Gray	<i>Joel Gray</i>	Central Frontenac
collin Gregory	<i>Collin Gregory</i>	Central Frontenac
Kyle Hartin	<i>Kyle Hartin</i>	South Frontenac
Tyler Foreman	<i>Tyler Foreman</i>	"
Cole Hartin	<i>Cole Hartin</i>	"
Justin Selleck	<i>Justin Selleck</i>	"
Hayden McIntyre	<i>Hayden McIntyre</i>	"
Drew Edwards	<i>Drew Edwards</i>	"
James Hughes	<i>James Hughes</i>	"
Will Sutton	<i>Will Sutton</i>	Newburgh
Alex McCarroll	<i>Alex McCarroll</i>	Newburgh
Don Luker	<i>Don Luker</i>	"
Rick Cox	<i>Rick Cox</i>	GODFREY

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Print your name	signature	municipality
Wendy Jakins	<i>[Signature]</i>	South Frontenac
Brian Cross	<i>[Signature]</i>	"
<i>[Signature]</i>	<i>[Signature]</i>	"
Kyle Mackay	<i>[Signature]</i>	South Frontenac
Kayla Mackay	<i>[Signature]</i>	South Frontenac
Laura Bulmer	<i>[Signature]</i>	South Frontenac
Zoë Comeau	<i>[Signature]</i>	South Frontenac
MIKE LAFOREST	<i>[Signature]</i>	SOUTH FRONTENAC
Teresa Laforest	<i>[Signature]</i>	South Frontenac
Kate Trought	<i>[Signature]</i>	South Frontenac
Hayd Abrams	<i>[Signature]</i>	" "
Wendy Abrams	<i>[Signature]</i>	" "
J. KALEB Gibbons	<i>[Signature]</i>	" "
Lisa Peterson	<i>[Signature]</i>	Kingston
Eric Borge	<i>[Signature]</i>	Parham

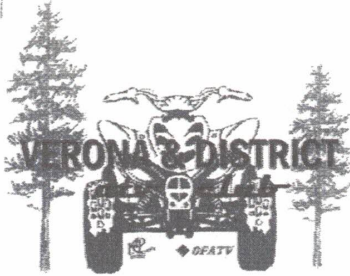
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Print your name	signature	municipality
Carl Flynn		GODFREY
Andrew Hughes		N. Frontenac
Perry Simons		S. Frontenac
Chris Sutton		Newburgh
Marina Sutton		" "
Bill Dowling		Verona
Alex Moore		Harrowsmith
Curtis Marshall		HARROWSMITH
R McCallister		Harrowsmith
J. York		Verona
Brend Alban		S. Frontenac
Charlie Atwood		S. Frontenac
Willard Brown		Verona
Bonnie Brown		Verona

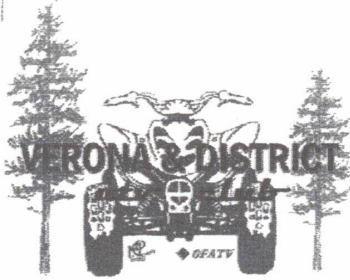
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Print your name	signature	municipality
Joshua Sadler	<i>Josh Sadler</i>	South Frontenac
Jason Turcott	<i>J Turcott</i>	South Frontenac
Kim Sararas	<i>Kim Sararas</i>	South Frontenac
SCOTT SARARAS	<i>Scott Sararas</i>	South Frontenac
<del>SCOTT SARARAS</del>	<del><i>Scott Sararas</i></del>	<del>South Frontenac</del>
BRENT WARREN	<i>Brent Warren</i>	CENTRAL FRONT
SHERY WHAN	<i>Sherry Whan</i>	Central Front
Mary Croenevagen	<i>Mary Croenevagen</i>	South Frontenac
John & Audrey Saitberg	<i>John &amp; Audrey Saitberg</i>	South Frontenac
Jason Larkin	<i>Jason Larkin</i>	South Frontenac
Maeve Larkin	<i>Maeve Larkin</i>	South Frontenac
Garth Jones	<i>Garth Jones</i>	Stare Mills
Cynthia Thekul	<i>Cynthia Thekul</i>	Kingston
<del>Blair Atkinson</del>	<del><i>Blair Atkinson</i></del>	<del>South Frontenac</del>

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Print your name	signature	municipality
TERRI NICHOLSON	<i>Terri Nicholson</i>	S.F.
Jenna Inwood	<i>Jenna Inwood</i>	S.F.
Ian McLaughlin	<i>Ian McLaughlin</i>	S.F.
<i>Paul</i>	<i>Paul</i>	S.F.
Brandon Phillips	<i>Brandon Phillips</i>	<del>S.F.</del> SP
MURIL KENNEDY	<i>Muril Kennedy</i>	S.F.
MARJORIE DEWOLFE	<i>Marjorie DeWolfe</i>	S.F.
Bruce De Wolfe	<i>Bruce De Wolfe</i>	SF
ROGER GREEN	<i>Roger Green</i>	S.F.
Boyd Goodberry	<i>Boyd Goodberry</i>	SF
MARILYN GOODBEAR	<i>Marilyn Goodberry</i>	SF
Leanne Cook	<i>Leanne Cook</i>	SM
MURRAY WEESE	<i>Murray Weese</i>	S.M.
Tyson Martin	<i>Tyson Martin</i>	SF

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Print your name	signature	municipality
Harry Stinson	<i>Harry Stinson</i>	South Frontenac
Bruce Page	<i>Bruce Page</i>	SOUTH FRONTENAC
Daniel Kimmett	<i>Daniel Kimmett</i>	South Frontenac
Jordyn Coffin	<i>Jordyn Coffin</i>	South Frontenac
LINDA RICHARSON	<i>L. Richards</i>	South Frontenac
TARQUIN RICHARSON	<i>T. Richards</i>	South Frontenac
MIKE LITCHFIELD	<i>Michael Litchfield</i>	South Frontenac
Sue Litchfield	<i>Sue Litchfield</i>	South Frontenac
Bill Brown	<i>Bill Brown</i>	South Frontenac
Bridget Blondin	<i>Bridget Blondin</i>	South Frontenac
BRAD LEONARD	<i>Brad Leonard</i>	South Frontenac
Stephanie Leonard	<i>Stephanie Leonard</i>	South Frontenac
D. Leonard	<i>D. Leonard</i>	South Frontenac
Rick Inwood	<i>Rick Inwood</i>	South Frontenac

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Print your name	signature	municipality
Brian Bartlett	B. Bartlett	South Frontenac
Korrami Bartlett	[Signature]	South Frontenac
Bernard Brown	Bernard Brown	Central Frontenac
JULIE BROWN.	Julie Brown.	Central Frontenac
Oran O'Meara	Oran O'Meara	South Frontenac
Pan Gibson-Blaw	Pan Gibson-Blaw	South Frontenac
Spencer crain	Spencer crain	South Frontenac
Steve Smith	SSC	South frontenac
Mark Redwood	Mark Redwood	South frontenac
RANDY CLOW	Randy Clow	SOUTH FRONTENAC
Bob STINSON	R. R. Stinson	" "
Ron Meik	[Signature]	" "
Andrew Lyon	[Signature]	" "
Zach Muehly	Zach	" "

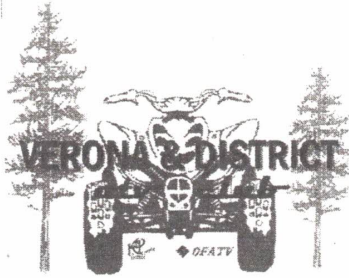
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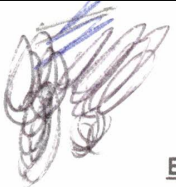
Print your name	signature	municipality
Chris Carter	<i>[Signature]</i>	Stone mills
Rob Stowers	<i>[Signature]</i>	Rideau Lakes
Guy Jellist	<i>[Signature]</i>	North Frontenac
Ange DeSousa	<i>[Signature]</i>	South Frontenac
Mike DeSousa	<i>[Signature]</i>	South Frontenac
Mike Coulter	<i>[Signature]</i>	" "
BILL LANSDALE	<i>[Signature]</i>	" "
Don Kahl	<i>[Signature]</i>	Stone mills
Wynne Shornack	<i>[Signature]</i>	Napanee
<del>Herminie</del>	<del>Herminie</del>	<del>Sf</del>
Shawna Finn	<i>[Signature]</i>	South Frontenac
Abey Malone	<i>[Signature]</i>	south frontenac
Jesse Wall	<i>[Signature]</i>	South frontenac.
Randi Callery	<i>[Signature]</i>	south frontenac.

Extension of ATV trail from Bellrock Road to Harrowsmith Trailhead

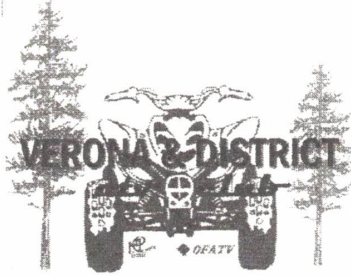


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Print your name	signature	municipality
Lindsay Rymerson		South Frontenac
STEPHEN LAINE		"
Corey Closs		Stone Mills
Wayne Closs	Wayne Closs	South Frontenac
Kathy Closs		South Frontenac
Melanie Closs		Stone Mills
Melissa Vandewal	Mel Vandewal	South Frontenac
Nancy Vandameer		"
Ted Vandermar	T. Vandumer	"
Andrew Sheppard	A Sheppard	<del>Christina Ford</del> Kawartha Lakes
Curtis Roines		Kawartha Lakes
Emmett Cosburn		Kawartha Lakes
Christina Ford	Christina Ford	Kawartha Lakes
Brian Russell	Brian Russell	Chippewah



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Print your name	signature	municipality
Vicki Gamen	<i>[Signature]</i>	South Frontenac
Cyndy Cooley	<i>[Signature]</i>	" "
Les Cooley	<i>[Signature]</i>	" "
STEVE GANNON	<i>[Signature]</i>	" "
Julie Mather	<i>[Signature]</i>	" "
Michael Flynn	<i>[Signature]</i>	" "
Jennifer Lane	<i>[Signature]</i>	" "
CHRIS JACKSON	<i>[Signature]</i>	Stone Mills
Tina Jackson	<i>[Signature]</i>	" "
Aaron McCrez	<i>[Signature]</i>	South Frontenac
Tara McBruga	<i>[Signature]</i>	South Frontenac
D. Baugh	<i>[Signature]</i>	" "
STEPHAN BAUGH	<i>[Signature]</i>	" "
Amilee Monk	<i>[Signature]</i>	" "

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Print your name	signature	municipality
KYLE LABBETT	<i>Kyle Labbett</i>	South Frontenac.
Brent Ball	<i>Brent Ball</i>	South Front.

*2*

LD POWERSPORTS (23)

**Extension of ATV trail from Bellrock Road to Harrowsmith Trailhead**



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Print your name	signature	municipality
Dustin Peters.	<i>[Signature]</i>	South.
Shawn Kitts	<i>[Signature]</i>	Stonemills
RYAN DUBÉ	<i>[Signature]</i>	SOUTH FRTN.
Lisa Goodberry	<i>[Signature]</i>	Central
Logan Small	<i>[Signature]</i>	Central FRTN
Derek Melkman	<i>[Signature]</i>	Central Front.
LARREN SHAW	<i>[Signature]</i>	CENTRAL FRONT
Ryan Tisdale	<i>[Signature]</i>	South Frtn
MARK REDMOND	<i>[Signature]</i>	South Frtn.
JUSTIN PRODEL	<i>[Signature]</i>	CENTRAL FRONT.
Ford MacDonald	<i>[Signature]</i>	central front.
Jay Cernus	<i>[Signature]</i>	South Frontenac
GORD TROUSALE	<i>[Signature]</i>	South frontenac
MIKE BULMER	<i>[Signature]</i>	SOUTH FRONTENAC

14

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Print your name	signature	municipality
Cole Hughes	<i>Cole Hughes</i>	South Frtn
Cassie Peters	<i>Cassie Peters</i>	South Frontenac
Nathan Goodberry	<i>Nathan Goodberry</i>	Central Frontenac
WAYNE VANALSTINE	<i>Wayne VanAlstine</i>	STONE MILLS
DELBERT VANALSTINE	<i>Delbert VanAlstine</i>	NORTH FRONTENAC
WILMA VANALSTINE	<i>Wilma VanAlstine</i>	SOUTH FRONTENAC
Shannon Scott	<i>Shannon Scott</i>	Central Frontenac
Les Holmes	<i>Les Holmes</i>	KINGSTON
HAROLD SMITH	<i>Harold Smith</i>	GODFRAY

9

Extension of ATV trail from Bellrock Road to Harrowsmith Trailhead

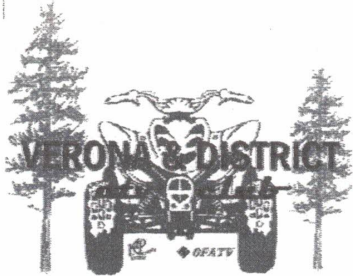


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Print your name	signature	municipality
Bill Lucas	[Signature]	KAY VALLEY
Bill Jackson	[Signature]	Enterprise
Brenda Bollinsworth	[Signature]	Enterprise
Scott Thompson	[Signature]	HARROWSMITH
MICHELLE THOMPSON	[Signature]	HARROWSMITH
COURTNEY THOMPSON	[Signature]	HARROWSMITH
Hailey THOMPSON	[Signature]	HARROWSMITH
Paul Maves	[Signature]	Harrowsmith / York
Genia Vandylke	[Signature]	Harrowsmith
Sally VanDyke	[Signature]	Harrowsmith
Al VanDyke	[Signature]	Harrowsmith
Scott Botham	[Signature]	Carleton Place
Travis Botham	[Signature]	Carleton Place
SUZAN CARSON	[Signature]	LOYALIST
Linda Perry	[Signature]	Kingston
H. Hickey	[Signature]	Verona

.16

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Print your name	signature	municipality
Bill Knoblauch	<i>Bill Knoblauch</i>	Central Frontenac
ADAM BREMNER	<i>Adam Bremner</i>	STONE MILLS.
Krista Bremner	<i>K. Bremner</i>	Stone Mills.
Mark DeSa	<i>Mark DeSa</i>	SOUTH Frontenac.
Michelle Davies	<i>M. Davies</i>	Verona/South Frontenac
Kertsa Pilon	<i>Kertsa Pilon</i>	South Frontenac
Tim Wilson	<i>Tim Wilson</i>	South Frontenac
Grant Orser	<i>Grant Orser</i>	South Frontenac
Alan Torrance	<i>A. Torrance</i>	"
Connie Vanrette	<i>Connie Vanrette</i>	South Frontenac
Marilyn Orser	<i>Marilyn Orser</i>	" "
RON KALLINS	<i>Ron Kallins</i>	" "
Keith Orser	<i>Keith Orser</i>	South Frontenac
HOWARD ORSER	<i>Howard Orser</i>	SOUTH FRONTENAC
Kate Krispanac	<i>Kate Krispanac</i>	Kingston
Reinier deSmit	<i>Reinier deSmit</i>	Kingston

16

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Print your name	signature	municipality
Len McRinn	<i>[Signature]</i>	SF
Frank Simpson	<i>[Signature]</i>	SF
Jody Benn	<i>[Signature]</i>	S.F
Troy Daniels	<i>[Signature]</i>	S.F.
Charity Drape	<i>[Signature]</i>	SF
Brown	<i>[Signature]</i>	SF
Troy Letourneau	<i>[Signature]</i>	KINGSTON
Trevor Dillon	<i>[Signature]</i>	Stone Mills
Celine Vincent	<i>[Signature]</i>	Enterprise
John Johnston	<i>[Signature]</i>	Enterprise
Nancy Rollins	<i>[Signature]</i>	Stone Mills
Darla Shepherd	<i>[Signature]</i>	Stone Mills
MANUE SHEPHERD	<i>[Signature]</i>	STONE MILLS
Jeff Evey	<i>[Signature]</i>	Althens

14

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Print your name	signature	municipality
ANDREA PAYNE	<i>Andrea Payne</i>	South Frontenac
Steve Laforest	<i>[Signature]</i>	South Frontenac
Randi Tolles	<i>[Signature]</i>	South Frontenac
Jordan MacGillivray	<i>[Signature]</i>	South Frontenac
Lindsay Lambert	<i>L. Lambert</i>	South Frontenac
Nicholas Jones	<i>N. Jones</i>	South Frontenac
Janet Barr	<i>[Signature]</i>	Central Frontenac
Matthew Belliveau	<i>[Signature]</i>	South frontenac
Jeff Stewart	<i>Jeff Stewart</i>	Renfrew County
Donna Sternbayer	<i>Donna Sternbayer</i>	Renfrew County
Geoff Crawford	<i>[Signature]</i>	South frontenac
Kyle Ryan	<i>[Signature]</i>	South Frontenac
Justin Murray	<i>[Signature]</i>	" "
Lindsay Murray	<i>L. Murray</i>	" "

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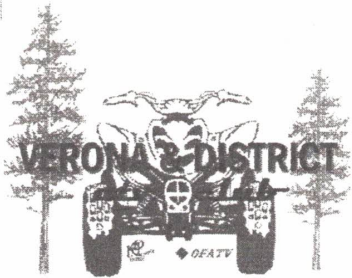


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Print your name	signature	municipality
Prince Tracy	[Signature]	South Frontenac
Amanda Perona	[Signature]	South Frontenac
Gary Lalonde	[Signature]	South Frontenac
Melissa Lalonde	[Signature]	South Frontenac
Kathryn vankeeuwen	[Signature]	South Frontenac
Ivan vankeeuwen	[Signature]	South Frontenac
KEVIN CLARKE	[Signature]	South Frontenac
Todd Prosser	[Signature]	Kingston Twp
Jordan McLaughlin	[Signature]	Loyalist
Riley Prosser	[Signature]	Kingston Twp
Eli Sutton	[Signature]	Kingston Twp
Joseph Fleming	[Signature]	South Frontenac
Melissa Bruce	[Signature]	SOUTH FRONTENAC
Michelle McNichols	[Signature]	South Frontenac

14

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Print your name	signature	municipality
Rhonda Nolan	<i>[Signature]</i>	Athens
FRED STANLEY	<i>[Signature]</i>	South Frontenac
Crystal Peters	<i>[Signature]</i>	Loyalist
Mont Peters	<i>[Signature]</i>	Loyalist
Betha Stanley	<i>[Signature]</i>	South Frontenac
Ryan Miller	<i>[Signature]</i>	South Frontenac
Mike Graham	<i>[Signature]</i>	South Front.
Aimee Graham	<i>[Signature]</i>	South Frontenac
DAN TRAYNOR	<i>[Signature]</i>	" "
Kaye Traynor	<i>[Signature]</i>	" "
Aaron Pero	<i>[Signature]</i>	South frontenac
Liane Benoit	<i>[Signature]</i>	South frontenac
Stevling Allen	<i>[Signature]</i>	South Frontenac
Ernest Grech	<i>[Signature]</i>	South frontenac

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Print your name	signature	municipality
Alan Mincichols	Alan Mincichols	Beauford
Vicky Chang	Vicky Chang	S. Frontenac
Stan Young	Stan Young	S. Frontenac
Andrew Lindsay	Andrew Lindsay	S Front
Robyn Lindsay	Robyn Lindsay	S. Front
Blair Jaynes	Blair Jaynes	Stone Mills
Nicole Jaynes	Nicole Jaynes	Stone mills
RYAN DUBE	Ryan Dube	South Front.
Tom De	Tom De	South Front.
S Deane	S Deane	SF
M Noonan	M Noonan	South Frontenac
Curtis Monnier	Curtis Monnier	South Frontenac
Chris Monnier	Chris Monnier	" "
Brendan Monnier	Brendan Monnier	" "

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Print your name	signature	municipality
Brandon Belyea	Brandon Belyea	Kingston
Sean Clancy	Sean Clancy	Kingston
CHRISTINE TALKER	Christine Talker	Kingston
J McLENAGHAN	J McLenaghan	Kingston
Brian Metzger	Brian Metzger	Kingston
Dean Prosser	DEAN PROSSER	INVERARY
Dustin Prosser	DUSTIN PROSSER	SUNBURY
Cory Macdonald	Cory Macdonald	Kingston
Zac Napier	Zac Napier	Kingston
Zack Patrick	Zack Patrick	South Frontenac
Lisa Rouleau	Lisa Rouleau	South Frontenac
Thomas Rouleau	Thomas Rouleau	South Frontenac
Megan Goodwin	Megan Goodwin	Stone Mills
Chris Dechamps	C Dechamps	South Frontenac

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Print your name	signature	municipality
AIMEE RYAN	<i>[Signature]</i>	South Frontenac
Johnny Ferrelna	<i>[Signature]</i>	South Frontenac
Rydon Somerville	<i>[Signature]</i>	South Frontenac
Mark Robinson	<i>[Signature]</i>	Loyalist
ALEXANDER SINGAR	<i>[Signature]</i>	KINGSTON
ADRIAN CACHACO	<i>[Signature]</i>	LOYALIST
Jaunna Lessard	<i>[Signature]</i>	South Frontenac
Justin Molloy	<i>[Signature]</i>	South frontenac
Mike McKenna	<i>[Signature]</i>	STONE MILLS
SUE McEUNN	<i>[Signature]</i>	SHARBOT LAKE
MARK POWELL	<i>[Signature]</i>	SHARBOT LAKE
Sarah Rafferty	<i>[Signature]</i>	South Frontenac
Branden Fejo	<i>[Signature]</i>	South Frontenac
Brittany Wilson	<i>[Signature]</i>	Central Parham Frontenac

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Print your name	signature	municipality
Reeve Wilson	Reeve Wilson	Parham <sup>Central</sup> Frontenac
Kelly Wilson	Kelly Wilson	Central Frontenac
Savannah Riddell	Savannah Riddell	Central Frontenac
STAN KIRSTEAD	[Signature]	LOYALIST
PATRICK MADILLIN	[Signature]	JOYCEVILLE
David Tracy Smith.	David Tracy Smith.	Loyalist.
Torri Smith	Torri Smith	Loyalist
Joe Deegan	[Signature]	Harrowsmith
Kalen Draper	Kalen	Harrowsmith
Jamie Currough	Jamie Currough	Verona
Peter Horsfield	Peter Horsfield	Kingston
Chuck Rymsey	Chuck Rymsey	Murphy
Marlene Bowes	Marlene Bowes	Perth
DAVE POWES.	[Signature]	Perth

14

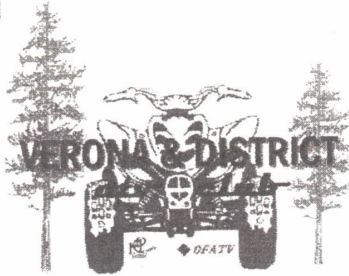
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Print your name	signature	municipality
JAMES HARDING.	<i>James Harding</i>	South Frontenac
RHODA HARDING.	<i>Rhoda Harding</i>	South Frontenac
GARY KING	<i>G King</i>	South Frontenac
CLYDE WHITE	<i>C White</i>	South Front.
Laurie MacMunn	LAURIE MAC Munn	Kingston
STEVE BONDEN	<i>Steve Bonden</i>	KINGSTON
Jamie Tava	<i>Jamie Tava</i>	Harrowsmith
Andrew Van Koughnet	<i>Andrew Van Koughnet</i>	Harrowsmith
Michael Mariz	<i>Michael Mariz</i>	Harrowsmith
Hayden mazzuca	<i>Hb</i>	Kingston
<i>Jim Barnes</i>	Jim Barnes	KINGSTON.
Tom POLSAK	<i>Tom Polsak</i>	Kingston S.F
Bruce Penny	<i>Bruce Penny</i>	KINGSTON
Randy Swain	<i>Randy Swain</i>	BATH.

Extension of ATV trail from Bellrock Road to Harrowsmith Trailhead

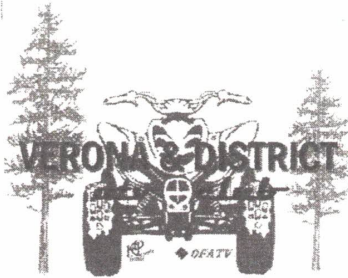


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Print your name	signature	municipality
RHONDA VINCENT	<i>[Signature]</i>	CENTRAL FRONTENAC
DAVE CRAWFORD	<i>[Signature]</i>	SOUTH FRONTENAC
SANDRA CRAWFORD	<i>[Signature]</i>	South Frontenac
PATRICIA HUNT	<i>[Signature]</i>	Stone Mills Twp.
Lilian Cook	<i>[Signature]</i>	South Frontenac
Brian Cook	<i>[Signature]</i>	South Frontenac
Rob Knoblauch	<i>[Signature]</i>	Central Frontenac
Lauralee Davies	<i>[Signature]</i>	Athens, ONT.
Greg Davies	<i>[Signature]</i>	Athens, Ont
Denise Lévesque	<i>[Signature]</i>	Godfrey, ONT
ROSS WELDON	<i>[Signature]</i>	Godfrey ONT
MIKE BULMER	<i>[Signature]</i>	SOUTH FRONTENAC
Carolyn Sinkins	<i>[Signature]</i>	Kingston
DAN FORD	<i>[Signature]</i>	SOUTH FRONTENAC

14

Extension of ATV trail from Bellrock Road to Harrowsmith Trailhead

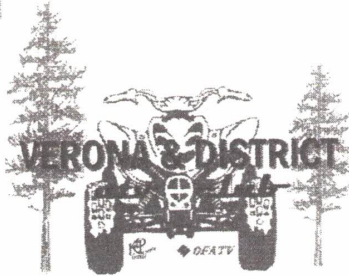


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Print your name	signature	municipality
DENISE FORD	<i>[Signature]</i>	South Frontenac
SANDY HARRISON	<i>[Signature]</i>	South Frontenac
KEVIN HARPER	<i>[Signature]</i>	SOUTH FRONTENAC
Heather Harper	<i>[Signature]</i>	South Frontenac
Tony Casher	<i>[Signature]</i>	South Frontenac
NICK DEEN	<i>[Signature]</i>	STONE MILLS
Jim Foote	<i>[Signature]</i>	Waukegan
Jacob Gordon	<i>[Signature]</i>	Gananoque
Chello Brandy	<i>[Signature]</i>	South Front.
Tom Bruce	<i>[Signature]</i>	South Frontenac
Sandra Robertson	<i>[Signature]</i>	Central Frontenac
Jarrell Gerns	<i>[Signature]</i>	Central Frontenac.
Adam Peters	<i>[Signature]</i>	Central Frontenac
KEVIN PALMER	<i>[Signature]</i>	CENTRAL FRONTENAC

14

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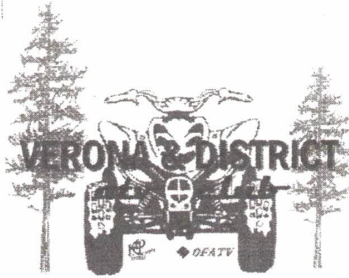


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Print your name	signature	municipality
Glean Smith	G. Smith	Kingston
Jess Tyle	[Signature]	Rideau Lakes
Erik Solymar	[Signature]	S. Frontenac
Judy Cook	[Signature]	S. Frontenac
Joy Scheep	Joy Schell	S. Frontenac
Haina Campbell	[Signature]	S. Frontenac
Kevin Walker	K. Walker	Stone Mills
[Signature]	[Signature]	Kingston
Brett Walsh	Brett Walsh	Kingston
Tom Wely	[Signature]	Kingston
Steve Rosemire	[Signature]	Napanee
Brent Mills	[Signature]	Napanee
Brian Heaton	Brian Heaton	Napanee
Jenna Tolles	J. Tolles	S. Frontenac

14

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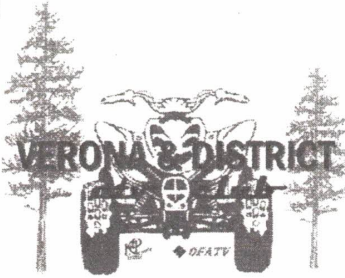


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Print your name	signature	municipality
Scott Rombold	<i>[Signature]</i>	South Frontenac-Portland
Adam Wilson	<i>[Signature]</i>	Rideau Lakes
Courtney Wilson	<i>[Signature]</i>	Rideau lakes
Amber Asselstine	<i>[Signature]</i>	Central Frontenac
Keirsten Snider	<i>[Signature]</i>	south frontenac
Jewel Denison	<i>[Signature]</i>	" "
Ken DeLoach	<i>[Signature]</i>	" "
MIKE MCKENNEY	<i>[Signature]</i>	CENTRAL FR
Matt Smith	<i>[Signature]</i>	South Frontenac
Chris Lawrence	<i>[Signature]</i>	Kingston
wyatt smith	<i>[Signature]</i>	Bellrock
Allyson Turf	<i>[Signature]</i>	Central Frontenac
STAN TURF	<i>[Signature]</i>	Central Frontenac
Belene Peters	<i>[Signature]</i>	Central Frontenac

14

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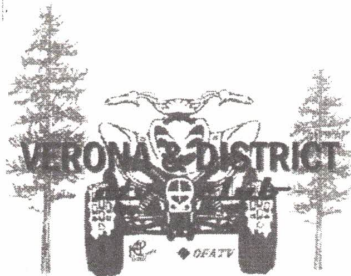


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Print your name	signature	municipality
DWAYNE PETER	<i>Dwayne Peter</i>	Central Frontenac
JAKE McHUGH	<i>Jake McHugh</i>	STONE MILLS
Miranda Macrae	<i>Miranda Macrae</i>	Stone Mills
Donna Marquette	<i>Donna Marquette</i>	stone mills
Montana Marquette	<i>Montana Marquette</i>	stone mills
Blake Whalen	<i>Blake Whalen</i>	Stone Mills
Mackenzie Garrett	<i>Mackenzie Garrett</i>	Stone Mills
Ed Smith	<i>Ed Smith</i>	Kingston
Zac Knastes	<i>Zac Knastes</i>	Hartington
Stephanie Carveran	<i>Stephanie Carveran</i>	Hartington
Dennis Wheeler	<i>Dennis Wheeler</i>	South Frontenac
Shane Narcis	<i>Shane Narcis</i>	Kingston
Dustin Rose	<i>Dustin Rose</i>	Southfrontenac
Paul Morris	<i>Paul Morris</i>	Tyendinaga

14

Extension of ATV trail from Bellrock Road to Harrowsmith Trailhead

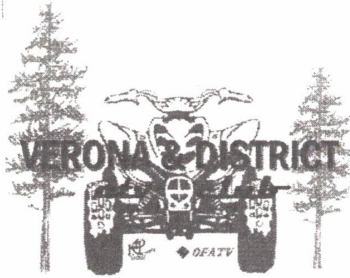


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Print your name	signature	municipality
Zach Harris	ZH	Tyend
Dave Bouslaugh	DB	Central Frontenac
Sheryl Bouslaugh	SB	Central Frontenac
Mary Joyce	MJ	<del>South Front.</del> South Front.
David Minifie	[Signature]	Stonemills
Blair Fraser	[Signature]	Kingston Westbrock
DENIS LEGER	[Signature]	South Frontenac
Mark Seggeworth	[Signature]	South Frontenac
Jeanne Griffin	Jeanne Griffin	Kingston
Jean Keltan	Jean Keltan	Napanee
April Bell	[Signature]	<del>Central Front.</del> Central Front.
Rob. Whon	[Signature]	SF
Julie Young	Julie Young	SF.
Connie Rider	Connie Rider	SF

14

Extension of ATV trail from Bellrock Road to Harrowsmith Trailhead



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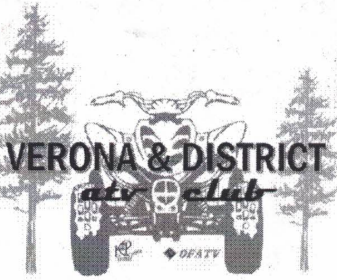
Print your name	signature	municipality
MIKE RUTTAN	<i>[Signature]</i>	Westport
DEANNA RUTTAN	<i>[Signature]</i>	Westport Rideau Lakes
STUART J. HOWSE	<i>[Signature]</i>	SF.
Kaysen Dowdle	<i>[Signature]</i>	Central Frontenac
JEFF FARR	<i>[Signature]</i>	" " "
Joanne Tree	<i>[Signature]</i>	Sharbot Lake
Nancy Farr	<i>[Signature]</i>	Sydenham
GARY FARR	<i>[Signature]</i>	"
M. McKee	<i>[Signature]</i>	Loyalist
Justin Ferguson	<i>[Signature]</i>	Central Frontenac
Meredith Curran	<i>[Signature]</i>	"
Jesse BARNOW	<i>[Signature]</i>	South Frontenac
M. PATTERSON	<i>[Signature]</i>	South Frontenac
Mike PATTERSON	<i>[Signature]</i>	South Frontenac

14

GINDOS PIZZA

45

**Extension of ATV trail from Bellrock Road to Harrowsmith Trailhead**



MWM

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Print your name	signature	municipality
Tim Knapp	[Signature]	Harrowsmith
Trudy Knapp	[Signature]	Harrowsmith
Tasha Colby	[Signature]	Kingston
Bon Stanley	[Signature]	Godfrey
Ashley Turcotte	[Signature]	Harrowsmith
Liz Vantaughn	[Signature]	Kingston
Oliver Boyanick	[Signature]	Verona
Melissa Hawkins	[Signature]	Kingston
Dave Peirce	[Signature]	Godfrey
Jane Lockwood	[Signature]	Odessa
Corey McLaugherty	[Signature]	Harrowsmith
John Watson	[Signature]	Harrowsmith
D. Lintner	[Signature]	Westport
April Ricard	[Signature]	Verona
Benny Bassett	[Signature]	Harrowsmith
Natasha Watson	[Signature]	Kingston
Dustin Pritchard	[Signature]	Harrowsmith

(17)

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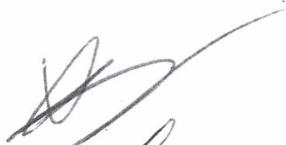


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Print your name	signature	municipality
Devan Bari	<i>[Signature]</i>	Verona
Mindy Austin	<i>[Signature]</i>	Kingston
Keith Lamy	<i>[Signature]</i>	Kingston
DAN Bethune	<i>[Signature]</i>	YARPER
Betsy Groenmeyer	<i>[Signature]</i>	sydenham
Doug Tuttle	<i>[Signature]</i>	Q.W.
Noelle Murray	<i>[Signature]</i>	Harrowsmith
Matt Heyman	<i>[Signature]</i>	Harrowsmith Allen rd W
AVI	<i>[Signature]</i>	KINGSTON
Darcy Jost	<i>[Signature]</i>	Harrowsmith ont
AMY MACINNES	<i>[Signature]</i>	Harrowsmith
Scott Cassidy	<i>[Signature]</i>	Harrowsmith
Benjamin Montan	<i>[Signature]</i>	VERONA
Jacob Rolison	<i>[Signature]</i>	Harrowsmith
STEVE HULLER	<i>[Signature]</i>	GODFREY
LUCAS SIMKINS	<i>[Signature]</i>	harrowsmith
Tia Conlin	<i>[Signature]</i>	harrowsmith
JOE GREEN	<i>[Signature]</i>	HARROWSMITH

over

Nathan Conley



KINGSTON

Scott Levesque



Belleville

Roy Woodall

Belleville

Carrie Aldridge

Napanee

Sarah Douglas

Kingston

Kennedy Hele

Harrow Smith

Jade Eashman

Kingston

Travis LeBlanc

Harrow Smith

Cole Rathwell

Harrow Smith

Damian Snyder

Kingston

/ Ian Veres

Napanee

YAMAHA DEALER

16

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Print your name	signature	municipality
ANDREW BAKER	<i>Andrew Baker</i>	South Front
Sarah Baker	<i>Sarah Baker</i>	Leeds + thousand islands
S. RUTHERFORD	<i>[Signature]</i>	SOUTH FRONT.
Rene Blais	<i>Rene Blais</i>	South front
Kevin Baker	<i>Kevin Baker</i>	Leeds + thousand Islands
Lars Vandevent	<i>Lars Vandevent</i>	South Frontenac
Candy Caird	<i>Candy Caird</i>	South front
ROD CAIRD	<i>Rod Caird</i>	South Front
DAVID BAKER	<i>David Baker</i>	SOUTH FRONT
Melanie Beavall	<i>Melanie Beavall</i>	South Front
PAUL DAVEY	<i>[Signature]</i>	SOUTH FRONTENAC
Gawin Lambert	<i>Gawin Lambert</i>	South Frontenac
Jonie Brierley	<i>Jonie Brierley</i>	Kingston.
HAROLD SMITH	<i>Harold Smith</i>	SOUTH FRONTENAC.

14

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Print your name	signature	municipality
Vicky Rattray	<i>Vicky Rattray</i>	South Frontenac
ISAIAH	<i>J. Patton</i>	S Frontenac
Bailey Revelle	<i>Bailey Revelle</i>	S Frontenac
DANIEL JOST	<i>Daniel Jost</i>	S Frontenac
Mason McDonald	<i>Mason McDonald</i>	Central Frontenac
Lee Kipling	<i>Lee Kipling</i>	South Frontenac
Julie Staniforth	<i>Julie Staniforth</i>	BECKWITH
Michael Vincent	<i>Michael Vincent</i>	BECKWITH
Ron Rowe		
Steve Rankin	<i>Steve Rankin</i>	ATLANTA
Ellen Abramczyk	<i>Ellen Abramczyk</i>	Alnwick/Haldimand
ROBERT HILLER	<i>Robert Hiller</i>	KINGSTON
PAT SEGURIN	<i>Pat Segurin</i>	S. Frontenac
Sharon Sanford	<i>Sharon Sanford</i>	S frontenac

*rlk*

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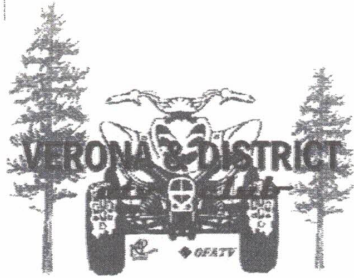


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Print your name	signature	municipality
Brittany Meek	[Signature]	Mountain Grove
Dustin Meek	[Signature]	MTG Grove
Adam Garrison	[Signature]	South Frontenac
John Watson	[Signature]	Harrowsmith
Jennifer Watson	Jennifer Watson	Harrowsmith
Angela Barboce	[Signature]	SOUTH FRONTENAC
Jessica Barboce	[Signature]	South Frontenac
Sam Wilson	Wilson	South frontenac
Mason Barboon	[Signature]	
RYAN REDMOND	[Signature]	CENTRAL
Chris Hornbeck	[Signature]	South Frontenac
Seth Putton	[Signature]	central
Molly Macdonald	[Signature]	central
Jason Pyatt	[Signature]	South Frontenac
Katie Pyatt	[Signature]	South Frontenac

15

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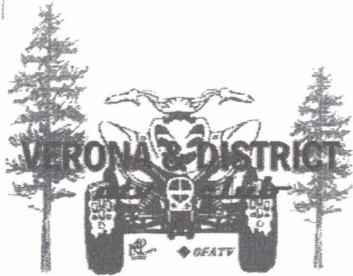


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Print your name	signature	municipality
ED O'REILLY	<i>Ed O'Reilly</i>	SOUTH Frontenac
Mary O'Reilly	<i>Mary O'Reilly</i>	South Frontenac
VERONIA WIGHT	<i>Brenda Wight</i>	South Frontenac
TEFF WIGHT	<i>Teff Wight</i>	South Frontenac
Juvel Watson	<i>Juvel Watson</i>	Central Frontenac
Lauren Rumbolt	<i>L Rumbolt</i>	South Frontenac
Shawn Rumbolt	<i>Shawn Rumbolt</i>	South Frontenac
John Watson	<i>John Watson</i>	South Frontenac
Debbie Green	<i>Debbie Green</i>	South Frontenac
Jim GREEN	<i>Jim Green</i>	SOUTH FRONTENAC
Shannon Dowdall	<i>S Dowdall</i>	Tay Valley
Darrell Walker	<i>Darrell Walker</i>	Tay Valley
David Lowery	<i>David Lowery</i>	South Frontenac
Steve Pixley	<i>Steve Pixley</i>	South Front.
Jason Neumann	<i>J Neumann</i>	South Frontenac

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Print your name	signature	municipality
Bruce Hutchings	<i>[Signature]</i>	Rideau Lakes
Kelli McRobert	<i>[Signature]</i>	Central Frontenac
MIKE COLVIN	<i>[Signature]</i>	CITY OF KINGSTON
Dylan McCallum	<i>[Signature]</i>	South Frontenac
Deva Lambuz	<i>[Signature]</i>	Central Frontenac
COREY FLEMING	<i>[Signature]</i>	South Frontenac
Andrew Soaft	<i>[Signature]</i>	South Frontenac
Alex Sullivan	<i>[Signature]</i>	Kingston
AL KINCH	<i>[Signature]</i>	Rideau Lakes
KEVIN DEEBAW	<i>[Signature]</i>	RIDEAU LAKES
J. Code	<i>[Signature]</i>	Rideau Lakes
Tyla Armstrong	<i>[Signature]</i>	Marickville WOLFORD
Dave Champigny	<i>[Signature]</i>	South Frontenac
Chris Hamilton	<i>[Signature]</i>	Rideau Lakes
Evan Tooman	<i>[Signature]</i>	Rideau Lakes

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Print your name	signature	municipality
Corey McInnes		Kingston
Brett Thomson		BATH
Marlene Babcock		South Frontenac
MIKE PLOREY		CENTRAL FRONTENAC
Naron Baislet		South Frontenac
Tim Haat		South Frontenac
Chris Gray		Central FRONTENAC
Dave Orser		South Front.
Bob Smeaton		South Frontenac
LARRY REBEL		" "
D HIRONS		" "
PAUL DURIE		VERONA
Rick WAGAR		VERONA
Kevin MacDonald		Kingston
Amel K. Sheji		Kingston



# FRONTENAC

**Minutes of the Planning and Economic Development Advisory Committee  
Meeting  
May 3, 2023**

A meeting of the Planning and Economic Development Advisory Committee was held in the Township of South Frontenac Council Chamber, 4432 George Street, Sydenham, on Wednesday, May 3, 2023 at 10:00 AM

**Present:**

Councillor Fred Fowler  
Councillor Judy Greenwood-Speers  
Deputy Warden Fran Smith  
Warden Ron Vandewal  
Leona Fleischmann  
Mike Hage  
Phil Leonard  
Jim McIntosh

**Staff Present:**

Jannette Amini, Manager of Legislative Services/Clerk (Recording Secretary)  
Sonya Bolton, Manager of Community Planning  
Joe Gallivan, Director of Planning and Economic Development

**1. Call to Order**

Deputy Warden Smith called the meeting to order at 10:05 a.m.

**2. Adoption of the Agenda**

Moved By: Warden Vandewal  
Seconded By: Councillor Greenwood-Speers

**That** the agenda for the May 3, 2023 meeting of the Planning and Economic Development Advisory Committee be adopted.

**Carried**

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

There were none.

**4. Adoption of Minutes**

**a) Minutes of Meeting held March 29, 2023**

Moved By: Councillor Fowler

Seconded By: Mr. McIntosh

**That** the minutes of the Planning and Economic Development Advisory Committee meeting held March 29, 2023 be adopted.

**Carried**

**5. Deputations and/or Presentations**

**6. Briefings**

**7. Reports to the Planning Advisory Committee**

- a) Staff Briefing:** Sonya Bolton, Manager of Community Planning provided a briefing on the background and proposal of the Application for Draft Plan of Subdivision, 3863 Battersea Road (Sunbury), Township of South Frontenac (File Number 10T-2020/001).

Ms. Bolton spoke to the PowerPoint slides which were attached to the agenda.

Mr. John Pyke, Environmental Geoscientist with Malroz Engineering Inc. addressed the public comments that were made regarding the hydrogeological concerns, with respect to the availability of well water. He noted the data that has been collected points to a downward trend of water usage since the early 90's.

To questions raised regarding water quality and how wells are protected from heavy rain fall and run off, Mr. Pyke stated that Ontario Regulation 903 guides how wells are installed to prevent contamination due to surface water around wells, including the requirement for being sealed and watertight. In terms of water quality, the applicants were able to meet bacteria standards and there are recommendations for the requirement of water filtration and UV systems.

To questions raised regarding storm water, Mr. Kyle Nielissen, Professional Engineer with Forefront Engineering, and acting on behalf of the applicant, noted that there are no lots proposed along Randy Clark Road and the lands will be graded to move drainage to the south side where there is an existing water course. He confirmed that any water leaving the site will be either equal to or less than current levels.

To questions regarding the removal of trees since 2013, Mr. Nielissen indicated that the current owners purchased the property in 2018 and at the time of purchase, there were no orders against the previous owner. The storm water management was assessed on

the existing conditions of the site so any previous tree removal would not impact this. Warden Vandewal also noted that the Township of South Frontenac does not have a tree cutting by-law so property owners have the right to clear their lands.

In terms of questions raised regarding traffic impacts, Mr. Troy Dunlop Manager of Engineering and Capital Projects for the Township of South Frontenac noted a Traffic Impact Assessment was submitted in 2021 which did not suggest that a pedestrian activated signal was warranted. There were no negative implications from that review.

In terms of questions regarding the potential for additional units on the site, Ms. Bolton advised that the applicant would need to redo the hydrogeological work to determine if the properties could support additional units. If there are parameters, those details would be included in the draft conditions.

**b) 2023-059  
Planning and Economic Development  
Application for Draft Plan of Subdivision, 3863 Battersea Road  
(Sunbury), Township of South Frontenac (File Number 10T-2020/001)**

Moved By: Ms. Fleischmann

Seconded By: Mr. Leonard

**Whereas** an application was filed with the County of Frontenac for a Draft Plan of Subdivision located at Part of Lots 25 and 26, Concession 2, Geographic Township of Loughborough, in the Township of South Frontenac, in the County of Frontenac (municipally known as 3863 Battersea Road); and,

**Whereas** the Planning and Economic Development Advisory Committee and the Council of the County of Frontenac considered all written and oral submissions received on this application, the effect of which helped the Council of the County of Frontenac make an informed decision; and,

**Whereas** the application is consistent with the Provincial Policy Statement (2020),

conforms to the Frontenac County Official Plan, conforms to the Township of South Frontenac Official Plan, and has been reviewed in accordance with the criteria of Section 51 (24) of the *Planning Act*.

**Therefore Be It Resolved That** the Planning and Economic Development Advisory Committee receive the Planning and Economic Development Advisory Committee – Application for Draft Plan of Subdivision, 3863 Battersea Road (Sunbury), Township of South Frontenac (File Number 10T-2020/001) report; and,

**Further That** the Council of the County of Frontenac approve File Number 10T-2020/001 for draft plan of subdivision, subject to the Draft Approval Conditions included with this report as Attachment 3.

**Carried**

**8. Communications**

**9. Other Business**

Warden Vandewal expressed concerns regarding the Townships new Official Plan as it will take 16 years before developers are able to get shovels into the ground and feels this will stifle development.

**10. Next Meeting**

- a) The next meeting of the Planning and Economic Development Advisory Committee meeting is scheduled for Wednesday, July 5<sup>th</sup>, 2023 at 10:00 a.m. in the Township of South Frontenac Council Chamber.

**11. Adjournment**

Moved By: Mr. Leonard  
Seconded By: Warden Vandewal

**That** the meeting hereby adjourn at 10:46 a.m.

**Carried**



Report 2023-078

### Committee Recommendation Report

**To:** Chair and Members, Planning and Economic Development Advisory Committee

**From:** Kelly Pender, Chief Administrative Officer

**Prepared by:** Sonya Bolton, Manager of Community Planning

**Date of meeting:** July 5, 2023

**Re:** **Planning and Economic Development Department  
Application for Extension of Draft Plan of Condominium  
Approval, Ardoch Lake Condominium, Township of North  
Frontenac (File Number 10CD-2012-001)**

---

#### Recommendation

**Be It Resolved That** the Council of the County of Frontenac receive the report titled Planning and Economic Development – Application for Extension of Draft Plan of Condominium Approval, Ardoch Lake Condominium, Township of North Frontenac (File Number 10CD-2012-001); and,

**Further That** the Council of the County of Frontenac extend the draft approval for the plan of condominium for Ardoch Lake for a period of two years, to July 19, 2025.

#### Background

The County of Frontenac has received an application to extend draft plan approval for the Ardoch Lake Condominium (County File Number 10CD-2012-001). Draft plan approval is set to lapse on October 21, 2023. This is the first request for draft plan extension for the Ardoch Lake Plan of Condominium. The original application for the Ardoch Lake Condominium was approved by the County of Frontenac on October 21, 2020.

### **Property Description**

The subject land is approximately 92.3 hectares (228 acres) in area with approximately 1.8 kilometres of frontage along Ardoch Lake and is accessed from Ardoch Road, a Township maintained road. The lands are located on the southern shores of Ardoch Lake and designated as Rural Area and Waterfront Area in the Township Official Plan. Existing uses in the vicinity of the proposed development include developed waterfront residential lots along the northern side of Ardoch Lake, along with larger rural lots surrounding the subject lands. The lands can be described as hilly, with rock outcrops, meadows, extensive tree cover and areas of wetlands, including the large wetland contained in Block 'B' with an identified heron rookery. Two watercourses cross the property, generally draining in a northern direction to wetlands identified along the shoreline of Ardoch Lake.

Attachment 1 shows the location of the subject property.

### **Project Description**

The draft plan is for the creation of 23 residential units, four blocks, and two private lanes. The 23 residential units (lots) will contain single-detached dwellings and are proposed to front on and be accessed by common element private roads. The 15 residential waterfront units will range in area from 0.8 hectares to 2.3 hectares, with a minimum of 77 metres of waterfrontage along Ardoch Lake. The eight inland units will range in area from 1.7 hectares to 4.7 hectares, with a minimum of 109 metres of frontage along the private roads. Access will be provided from Ardoch Road over the existing access lane, which will be constructed in accordance with the Private Roads Standards.

Three common element blocks are proposed for wetlands/open space identified as Blocks 'A', 'B' and 'C'. Block 'D' is proposed to be a common access point for the waterfront and will contain a communal docking location and boat launch facility to be used by the inland units and the waterfront properties that are not permitted individual docks. The proposed 23 residential units (lots) will be accessed through individual entrances from the private roads. Each lot will be privately serviced with individual private septic and water services.

Attachment 2 is the draft plan of condominium that shows the unit (lot) layout, the proposed lanes, and blocks.

### **Reason for Draft Plan Extension**

The County of Frontenac is in receipt of the application dated May 16, 2023, from the developer, Ms. Wendy Lee-Risk, requesting an extension of draft plan approval (Attachment 3).

In the application for extension of draft plan approval, the developer notes that additional time is needed for them to raise funds for the project and that the pandemic has limited their ability to move forward with the development. Consequently, none of the conditions of draft plan approval (Attachment 4) have been completed.

## **Comment**

### **Township of North Frontenac**

The County provided the Township of North Frontenac with a copy of the application for the extension of draft plan approval. A report will be presented to North Frontenac Council on June 29, 2023. A copy of any resolution received from North Frontenac Council will be shared with the Planning and Economic Development Advisory Committee and County Council.

### **Public Notice**

The Planning Act does not require public notification for applications involving the extension of draft plan approvals for plans of subdivision or condominium.

### **Planning Comments**

The lapsing of draft plan approval and consideration of a request for extension is dealt with under Section 50.1 of the [Planning Act](#).

- Lapsing of approval, subsection (32): In giving approval to a draft plan of subdivision [condominium], the approval authority may provide that the approval lapses at the expiration of the time period specified by the approval authority, being not less than three years, and the approval shall lapse at the expiration of the time period, but if there is an appeal under subsection (39) the time period specified for the lapsing of approval does not begin until the date the Tribunal's decision is issued in respect of the appeal or from the date of a notice issued by the Tribunal under subsection (51).
- Extension, subsection (33): The approval authority may extend the approval for a time period specified by the approval authority, but no extension under this subsection is permissible if the approval lapses before the extension is given, even if the approval has been deemed not to have lapsed under subsection (33.1).

Prior to the pandemic, it was standard practice for the County to issue one-year extensions to draft plan approvals for subdivisions and condominiums. However, with the increase in demand for technical and professional services related to development levels since the pandemic (e.g., well drillers, engineers, etc.), it can take considerably more time to complete studies, drawings, etc. Given the above circumstances, County planning staff have started to consider a two-year extension to draft plan approvals on a case-by-case basis.

### **Conclusion**

Given the circumstances expressed by the applicant/developer, County planning staff are satisfied that a two-year extension for draft plan approval is appropriate for this draft plan of condominium.

### **Strategic Priority Implications**

This application involves the review and extension of an approval under the Planning Act and does not directly impact the Strategic Priorities.

### **Financial Implications**

There are no financial implications for the Township associated with this report.

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

County of Frontenac, Planning and Economic Development Department

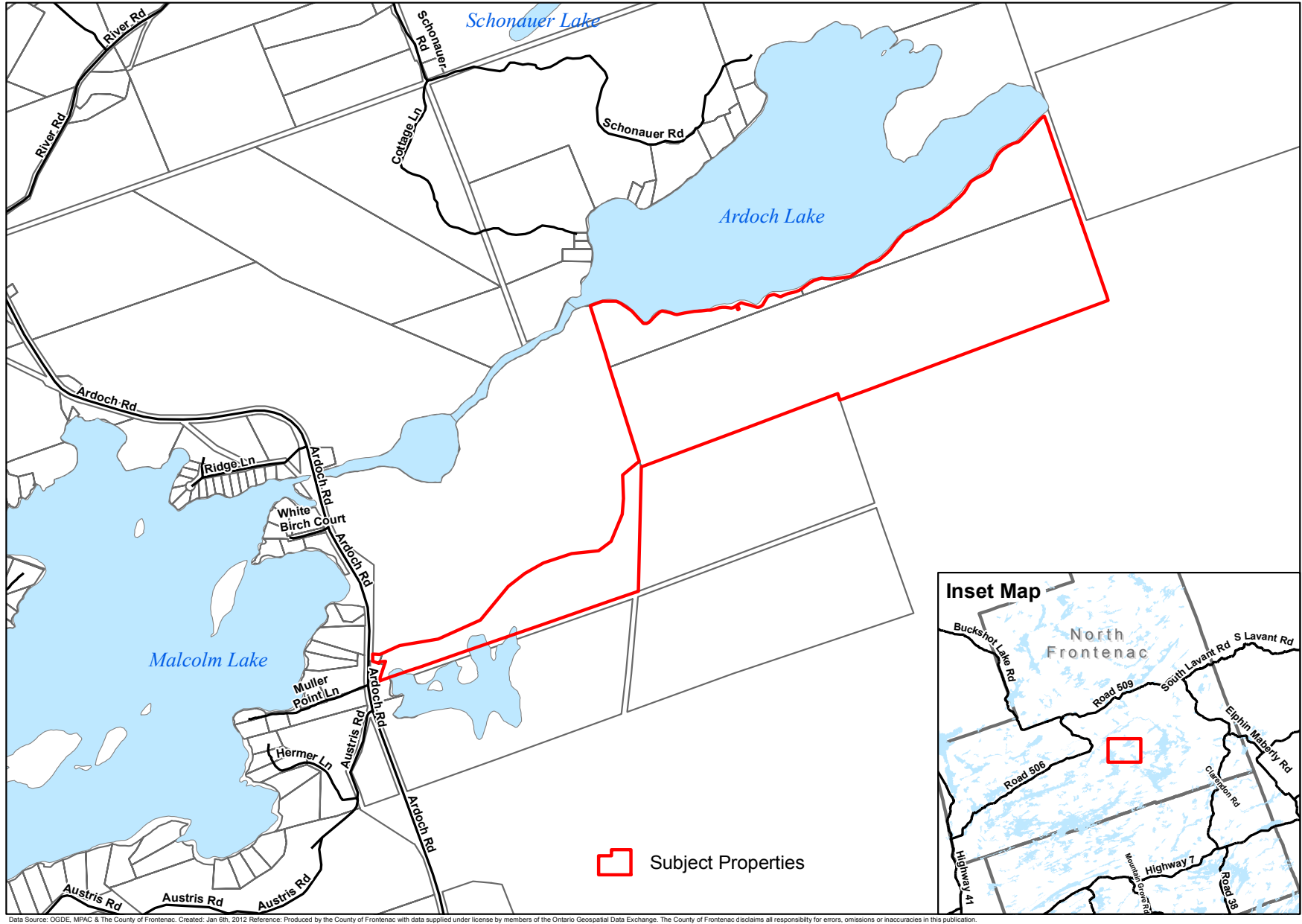
Township of North Frontenac

### **Attachments**

1. Location Map – Ardoch Lake Plan of Condominium
2. Ardoch Lake – Draft Plan of Condominium
3. Application for Draft Plan Extension – Ardoch Lake (May 16, 2023)
4. Conditions of Draft Plan Approval – Ardoch Lake



# ARDOCH LAKE PLAN OF CONDOMINIUM - FILE #: 10CD-2012/001

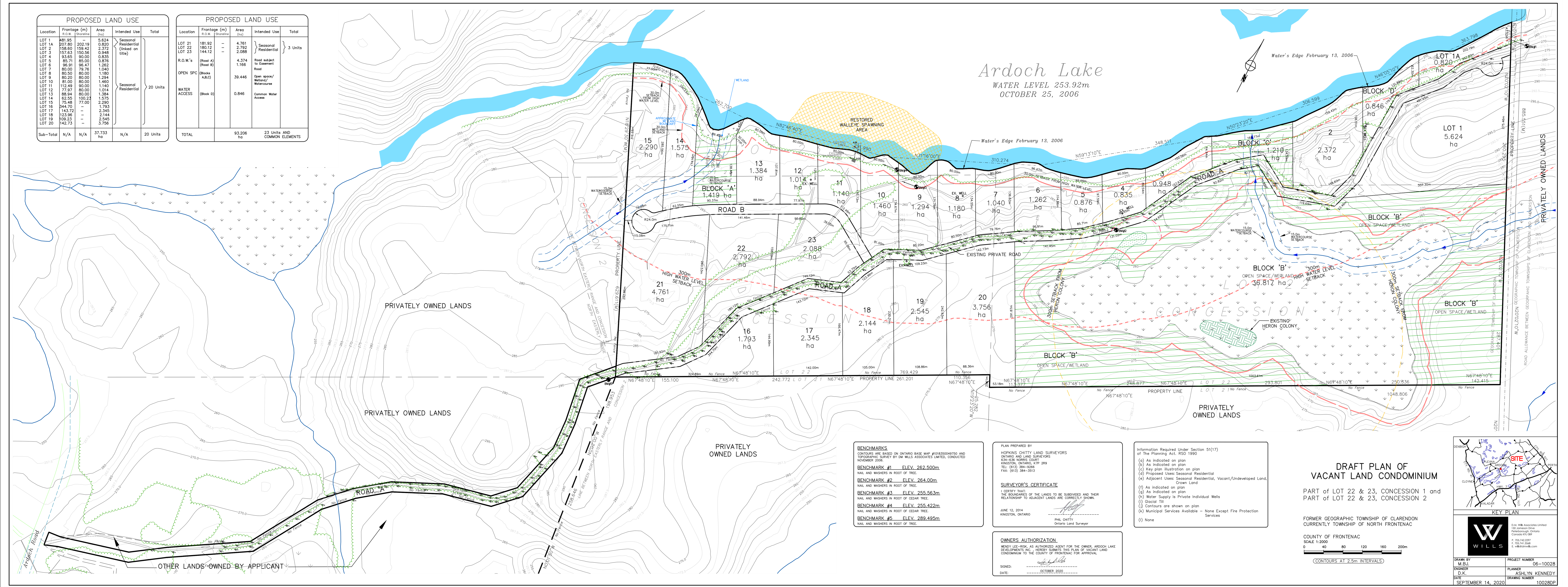


Data Source: OGD, MPAC & The County of Frontenac. Created: Jan 6th, 2012 Reference: Produced by the County of Frontenac with data supplied under license by members of the Ontario Geospatial Data Exchange. The County of Frontenac disclaims all responsibility for errors, omissions or inaccuracies in this publication.

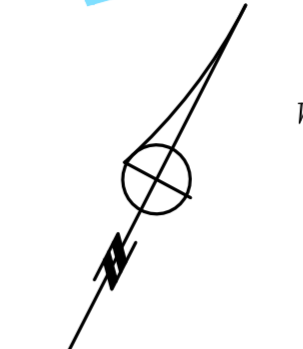
PROPOSED LAND USE				
Location	Frontage (m)	Area (ha)	Intended Use	Total
LOT 1	481.95	5.624	Seasonal Residential (lined on title)	20 Units
LOT 1A	207.80	0.820		
LOT 2	158.60	2.372		
LOT 3	157.83	0.948		
LOT 4	93.65	0.835		
LOT 5	85.71	0.876		
LOT 6	96.91	1.262		
LOT 7	80.00	1.040		
LOT 8	80.50	1.180		
LOT 9	80.20	1.294		
LOT 10	81.00	1.460		
LOT 11	112.49	1.140		
LOT 12	77.97	1.014		
LOT 13	88.94	1.364		
LOT 14	82.55	1.575		
LOT 15	75.48	2.290		
LOT 16	144.70	1.793		
LOT 17	143.72	2.345		
LOT 18	123.96	2.144		
LOT 19	109.23	2.545		
LOT 20	142.73	3.756		
Sub-Total	N/A	N/A	N/A	20 Units

PROPOSED LAND USE				
Location	Frontage (m)	Area (ha)	Intended Use	Total
LOT 21	181.95	4.761	Seasonal Residential	3 Units
LOT 22	180.12	2.792		
LOT 23	144.12	2.088		
R.O.W.'s (Road A)	4.374	Road subject to Easement		
Road B	1.166	Road		
OPEN SP. (Block A)	39.446	Open space/Wetland/Watercourse		
WATER ACCESS (Block D)	0.846	Common Water Access		
TOTAL		93.206 ha	23 Units AND COMMON ELEMENTS	



Ardoch Lake  
 WATER LEVEL 253.92m  
 OCTOBER 25, 2006



**BENCHMARKS**  
 CONTOURS ARE BASED ON ONTARIO BASE MAP #1018350049750 AND TOPOGRAPHIC SURVEY BY OM WILLS ASSOCIATES LIMITED, CONDUCTED NOVEMBER 2006.

**BENCHMARK #1** ELEV. 262.500m  
 NAIL AND WASHERS IN ROOT OF TREE.

**BENCHMARK #2** ELEV. 264.00m  
 NAIL AND WASHERS IN ROOT OF TREE.

**BENCHMARK #3** ELEV. 255.563m  
 NAIL AND WASHERS IN ROOT OF CEDAR TREE.

**BENCHMARK #4** ELEV. 255.422m  
 NAIL AND WASHERS IN ROOT OF CEDAR TREE.

**BENCHMARK #5** ELEV. 289.495m  
 NAIL AND WASHERS IN ROOT OF TREE.

**PLAN PREPARED BY**  
 HOPKINS CHITTY LAND SURVEYORS  
 ONTARIO AND LAND SURVEYORS  
 634-536 MORRIS COURT  
 KINGSTON, ONTARIO, K7P 2R9  
 TEL: (613) 384-5006  
 FAX: (613) 384-3013

**SURVEYOR'S CERTIFICATE**  
 I CERTIFY THAT:  
 THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY SHOWN.

JUNE 13, 2014  
 KINGSTON, ONTARIO

PHIL CHITTY  
 Ontario Land Surveyor

**Information Required Under Section 51(17) of The Planning Act, RSO 1990**

(a) As indicated on plan  
 (b) As indicated on plan  
 (c) Key plan illustration on plan  
 (d) Proposed Uses: Seasonal Residential  
 (e) Adjacent Uses: Seasonal Residential, Vacant/Undeveloped Land, Cream Land

(f) As indicated on plan  
 (g) As indicated on plan  
 (h) Water Supply is Private Individual Wells  
 (i) Special Till  
 (j) Contours are shown on plan  
 (k) Municipal Services Available - None Except Fire Protection Services  
 (l) None

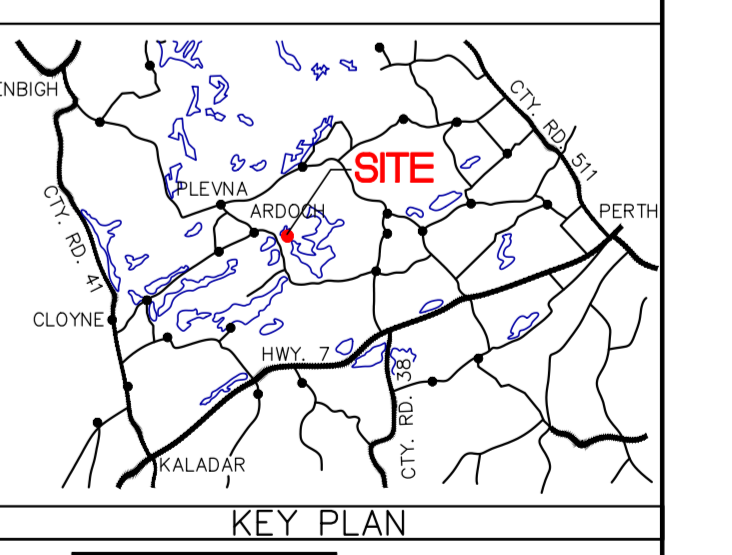
**OWNERS AUTHORIZATION**  
 WENDY LEE-ROSE, AS AUTHORIZED AGENT FOR THE OWNER, ARDOCH LAKE DEVELOPMENTS INC., HEREBY SUBMITS THIS PLAN OF VACANT LAND CONDOMINIUM TO THE COUNTY OF FRONTENAC FOR APPROVAL.

SIGNED: \_\_\_\_\_  
 DATE: OCTOBER, 2020

**DRAFT PLAN OF VACANT LAND CONDOMINIUM**  
 PART OF LOT 22 & 23, CONCESSION 1 and PART OF LOT 22 & 23, CONCESSION 2

FORMER GEOGRAPHIC TOWNSHIP OF CLARENDON  
 CURRENTLY TOWNSHIP OF NORTH FRONTENAC

COUNTY OF FRONTENAC  
 SCALE 1:2000  
 0 40 80 120 160 200m  
 (CONTOURS AT 2.5m INTERVALS)



**WILLS**  
 D.M. Wills Associates Limited  
 100 Wellington Street  
 Hamilton, Ontario  
 Canada L7Y 1G9  
 P: 905.742.2297  
 F: 905.742.0368  
 E: dwills@wills.com

DRAWN BY: M.B.J. PROJECT NUMBER: 06-10028  
 ENGINEER: D.K. PLANNER: ASHLYN KENNEDY  
 DATE: SEPTEMBER 14, 2020 DRAWING NUMBER: 10028DP



Application for Extension or Revision to Draft Plan  
Approval for Plan of Subdivision or Condominium

2069 Battersea Road, Glenburnie, ON K0H 1S0  
Phone: 613-548-9400 Ext. 351  
Email: [planning@frontenacounty.ca](mailto:planning@frontenacounty.ca)

For Office Use Only	
File Number:	Related File Number(s):
Date Received:	Concurrent Applications Filed:
Date Application Deemed Complete:	<input type="checkbox"/> Official Plan Amendment
Amount Paid (\$):	<input type="checkbox"/> Zoning By-Law Amendment

**Note: Please review the County of Frontenac Guidelines for Plans of Subdivision and Condominium Applications prior to submission of an application for extension or revision to draft plan approval.**

Print in black or blue ink, complete or () appropriate box(es).

<b>1. Applicant Information</b>		
1.1 Name of Owner(s) An owner's authorization is required if the applicant is not the owner. Attach additional pages if required.		
Name of Owner(s) <b>Ardoch Lake Developments Inc c/o Wendy Lee-Risk, President</b>	Home Phone Number	Business Phone <b>647-963-1965</b>
Address: <b>106 Uxbridge-Pickering TLine, Uxbridge, ON. L9P 0K1</b>	Email Address: <a href="mailto:wlewis12@rogers.com">wlewis12@rogers.com</a>	
1.2 Agent/Applicant Name of the person who is to be contacted about the application, if different than the owner. This may be a person or firm acting on behalf of the owner.		



## Application for Extension or Revision to Draft Plan Approval

### 1. Applicant Information

Name of Contact Person	Contact Phone Number	Business Phone
Address		Email Address

### 1.3 Planning Consultant

Name of Planning Firm and Contact	Contact Phone Number	Business Phone
<b>Beverly Saunders, Planning Supervisor, EcoVue Consulting Services Inc</b>	<b>Cell: 705-879-8906</b>	<b>705-876-8340</b>
Address	Email Address:	
<b>311 George Street North, Suite 200, Peterborough, ON. K9J 3H3</b>	<u><a href="mailto:BSaunders@ecovueconsulting.com">BSaunders@ecovueconsulting.com</a></u>	

### 2. File Information

#### 2.1 File Number(s)

County of Frontenac File Number: <b>10CD-2012/001 (Ardoch Lake)</b>	Township File Number: <b>Zoning By-law Amendment - Township of North Frontenac File no: Z1-12</b>
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#### 2.2 Draft Plan Information

Common Name of Development: **Ardoch Lake**

Number of Lots: **23**

Number of Blocks: **4**

Phases of Development (if applicable): **n/a**



## Application for Extension or Revision to Draft Plan Approval

### 2. File Information

Phases of Development with Final Approval (if applicable):

Phase: \_\_\_\_\_ Registered Plan Number: \_\_\_\_\_

Phase: \_\_\_\_\_ Registered Plan Number: \_\_\_\_\_

Phase: \_\_\_\_\_ Registered Plan Number: \_\_\_\_\_

### 2.2 Submissions

Fee Submitted       Copy of Plan Submitted

### 2.3 History of Draft Plan Approval

Date of Draft Plan Approval: **October 21, 2020**

Draft Plan Approval Lapsing Date:  
**October 22, 2023**

Date of *any* previous extension(s) to Draft Plan Approval: **n/a**



# Application for Extension or Revision to Draft Plan Approval

## 2.4 Status

Has any required Zoning By-law Amendment been enacted by Council?  Yes  No

Have engineering plans been submitted for review?  Yes  No

## 3. Extension of Draft Plan Approval (if applicable)

### 3.1 Reasons

List the reason(s) why conditions of draft approval have not been completed to date (attach additional page(s) if necessary):

~ more time is required to raise funding for project  
~ Pandemic has limited our ability  
to move forward

### 3.2 Additional Information



## Application for Extension or Revision to Draft Plan Approval

List any additional reason(s) why Council should consider extending the Draft Plan Approval (attach additional page(s) if necessary):

~ applicant has worked co-operatively with township & county throughout the almost 10 years for approval, as well the approval agencies & neighbours at 3 public meetings. -- more than was necessary.

### 4. Amendment to Draft Plan Approval (if applicable)

#### 4.1 Type of amendment to draft plan approval requested

N/A



# Application for Extension or Revision to Draft Plan Approval

## 4. Amendment to Draft Plan Approval (if applicable)

- Revision to Draft Plan Approval Mapping
- Copy of Redline Mapping Attached
- Revision to Condition(s)

N/A

Please provide Condition Number (as listed in Notice of Decision) and a brief summary of requirement and the requested amendment. Attach additional page(s) if required.

Condition # \_\_\_\_\_

Condition Description: \_\_\_\_\_

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Requested Amendment: \_\_\_\_\_

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Condition # \_\_\_\_\_

Condition Description: \_\_\_\_\_

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# Application for Extension or Revision to Draft Plan Approval

## 5. Affidavit or Sworn Declaration

I, **Wendy Lee-Risk** of the Township of Uxbridge in Durham Region make oath and solemnly declare that the information contained in this application is true and that the information contained in the documents that accompany this application is true and knowing that it is true of the same force and effect as if made under oath and by virtue of the Canada Evidence Act.

The responsibility for filing a complete application rests solely with the owner/applicant. Anything not requested or applied for in this application and subsequently found to be necessary (which may require another application(s) and fees) are the sole responsibility of the owner/applicant. The County/Municipality will address only the application as applied for, and any items that are not included in the application are not the responsibility of the County/Municipality.

All studies required to support this application shall be at the expense of the applicant and included at the time of submission as a complete application. Where the County/Municipality incurs costs for the peer review of any consultants' reports or fees for legal opinions, the County/Municipality will be reimbursed such costs by the applicant.

In the event of third-party appeals to applications approved by the County/Municipality, the applicant may be responsible for some or all of the legal and other costs incurred by the County/Municipality, at the discretion of the County/Municipality.

Declared before me

at the Town of Aurora in the Region of York this 16<sup>th</sup> day of  
(Municipality) (County)

May, 2023.  
(Month) (Year)

Makenna Dorothy Maers,  
a Commissioner, etc., Province of Ontario,  
for the Corporation of the Town of Aurora.  
Expires January 19, 2026.

[Signature]  
Commissioner of Oaths

[Signature]  
WENDY LEE-RISK, PRESIDENT  
Applicant ARDUCH LAKE DEVELOPMENTS INC  
(I have authority to bind the Corporation)

## 6. Authorizations

### Authorization of Owner for Agent to Make the Application

If the applicant is not the owner of the land that is the subject of this application, the written authorization of the owner that the applicant is authorized to make the application must be included with this form or the authorization set out below must be completed.

I, \_\_\_\_\_ am the owner of the land that is the subject  
(Name of Owner)  
of this application for approval of a plan of subdivision (or condominium description) and I authorize



# Application for Extension or Revision to Draft Plan Approval

\_\_\_\_\_ to make this application on my behalf.  
(Name of Agent)

\_\_\_\_\_ Date \_\_\_\_\_ Signature of Owner

### Authorization of Owner for Agent to Provide Personal Information

If the applicant is not the owner of the land that is the subject of this application, complete the authorization of the owner concerning personal information set out below.

I, \_\_\_\_\_ am the owner of the land that is the subject of this  
(Name of Owner)

Application for approval of a plan of subdivision (or condominium description) and for the purposes of the Freedom of Information and Protection of Privacy Act, I authorize:

\_\_\_\_\_, as my agent for this application,  
(Name of Agent)  
to provide any of my personal information that will be included in this application or collected during the processing of the application.

\_\_\_\_\_ Date \_\_\_\_\_ Signature of Owner

### 7. Consent of the Owner

#### Consent of the Owner to the Use and Disclosure of Personal Information

I, WENDY LEE-RISK am the owner of the land that is the subject of this application  
(Name of Owner)

for approval of a plan of subdivision (or condominium description) and for the purposes of the Freedom of Information and Protection of Privacy Act, I authorize and consent to the use by or the disclosure to any person or public body of any personal information that is collected under the authority of the Planning Act for the purpose of processing this application.

MAY 16/23 Date \_\_\_\_\_  
Wendy Lee Risk Signature of Owner  
WENDY LEE-RISK  
PRESIDENT - ARDOCH LAKE DEVELOPMENTS



## Application for Extension or Revision to Draft Plan Approval

### Agreement to Indemnify

The Owner/Applicant agrees to reimburse and indemnify the County of Frontenac (hereinafter referred to as the "County") of all fees and expenses incurred by the County to process the application for plan of subdivision or condominium, as the case may be, including any fees and expenses attributable to proceedings before the Local Planning Appeal Tribunal or any court or other administrative tribunal if necessary to defend the County's decision to support the application.

Without limiting the foregoing, such fees and expenses shall include the fees and expenses of consultants, planners, engineers, lawyers and such other professional and technical advisors as the County, may, in its absolute discretion acting reasonably, consider necessary or advisable to more properly process and support the application.

Attached to this application is a certified cheque or money order payable to the County in the amount representing payment of the application fee. - PAID

The Owner/Applicant further agrees to provide the County, upon request, a deposit against which the County may, from time to time charge against the deposit any fees and expenses incurred by the County in order to process the application. If such fees and expenses exceed the deposit, the Owner/Applicant shall pay the difference forthwith upon being billed by the County with interest at the rate of 1.25% per month (15% per annum) on accounts overdue more than 30 days.

The Owner/Applicant further agrees that, upon request by the County from time to time, the Owner/Applicant shall make such additional deposits as the County considers necessary, and until such request has been complied with, the County will have no continuing obligation to process the application or attend or be represented at the Local Planning Appeal Tribunal or any court or other administrative proceeding in connection with the application.

May 16/23

Date

[Handwritten Signature]

Signature of Owner - WENDY LEE-RISK, PRESIDENT,  
ARROYO LAKE DEVELOPMENTS  
INC

**Notice of Collection** – Personal information collected as a result of this application is collected under the authority of the Municipal Act, the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA), the Planning Act, and all other relevant legislation, and will be used to assist in making a decision on this matter. All personal information (as defined by MFIPPA), including (but not limited to) names, addresses, opinions and comments collected will be made available for public disclosure to members of the public, at a meeting, through requests, and through the website of the County of Frontenac. Questions regarding the collection, use, and disclosure of this personal information should be forwarded to the Manager of Legislative Services/Clerk.



10CD-2012/001 (Ardoch Lake)  
Plan of Vacant Land Condominium  
Conditions of Draft Approval

Date of Decision: October 21, 2020 Amended Conditions: N/A

**Conditions of Draft Plan Approval**

The conditions of approval for the draft plan of vacant land condominium are as follows:

1. That this approval applies to the Draft Plan of Vacant Land Condominium dated September 14, 2020, showing a total of 23 residential Units, 4 Blocks and two private lanes, prepared and certified by DM Wills and Associates (engineer).
2. That the Owner shall agree to enter into a condominium agreement with the Township of North Frontenac, to the satisfaction of the Township and to be registered on title of the subject land.
3. That the Owner shall agree in writing to satisfy all the requirements, financial or otherwise to the Township of North Frontenac concerning the provision/upgrade of roads, installation of services, drainage works, utilities and all other required works in accordance with the Township's Design Criteria and Guidelines. Further, that the development, construction and use of the lands in this condominium shall be in accordance with the following reports submitted with the application for draft approval, unless otherwise amended, modified, or directed in writing by the Township and as secured in the condominium agreement:
  - EcoVue Consulting Inc. Response to North Frontenac Council Comments, September 3, 2020
  - WSP, Conceptual Lot Servicing Plan, September, 2020
  - EcoVue Consulting Inc. Planning Report Addendum March 12, 2020;
  - Genivar, Phosphorus Budget Assessment (Response to Comments), July 6, 2012, technical addendum October 23, 2012;
  - Niblett Environmental Associates, Environmental Impact Study (Response to Comments), November 12, 2012; Addendum Report March 26, 2015; Final

Addendum, January 13, 2020; and Update to Environmental Impact Study, July 10, 2020;

- Genivar Servicing Options Statement (Response to Comments), July 2013; Revised Letter prepared by WSP, August 14, 2017; Final Servicing Plan prepared by WSP, July 2020;
- D.M. Wills, Stormwater Management Brief, December 23, 2011;
- Jagger Hims Ltd. Rural Servicing Study, November 2007; Addendum prepared by Genivar April 12, 2011; Response to Comments prepared by Genivar, September 12, 2012;
- Northeastern Archaeological Associates, Archaeological Assessment Stage 1 to 3, March 2009;

4. That the Owner shall reimburse the Township of North Frontenac and the County of Frontenac for all legal, engineering, planning, administrative expenses and permit fees, including the cost of any peer review that the Township or the County may require in relation to the development and the fulfillment of conditions.
5. That the Owner acknowledges and agrees that all reports and studies required as a result of approval of the Plan of Vacant Land Condominium shall be implemented to the satisfaction of the Township at the sole expense of the Owner. Further, that the Township shall require certification by the Owner's professional consultants that the works have been designed and constructed in accordance with the approved reports, studies, standards and specifications and plans to the satisfaction of the Township.
6. That the Owner shall prepare and furnish, at its own cost, all plans, specifications, calculations, contours or other information pertaining to the works which may be required by the Township, and shall also prepare and submit to the Township estimates of the quantities and costs of the Municipal Works, and substantiate same to the Township if requested. In all respects, the specifications used for the Municipal Works shall be equivalent to or exceed Township specifications and, in all cases, be acceptable to the Township.
7. That the two proposed private lanes shown in the draft plan (Road A and B, from the intersection with Ardoch Road) be designed and constructed, at a minimum, in

accordance with Township Design Criteria and Standards and Private Lane Standards for new private lanes.

8. That the condominium roads be subject to a joint use agreement, or comparable agreement, to be registered on title, between the condominium corporation/declarant and any property owners beyond the subject lands that gain access over the condominium road to the satisfaction of the Township.
9. That an easement in favour of CLARENDON NE RANGE PT LOT 21;22,23 CON 2 PT LOT 22 23 SW;RANGE PT LOT 21,22 RP 13R;5753 PT PART 2 shall be established over Road A (and the retained lands, if applicable) to maintain the current access to 5026A Ardoch Road to the satisfaction of the Township. This condition shall be deemed to be satisfied if alternative legal access to 5026A is obtained to the satisfaction of the Township.
10. That the retained lands to the north of Road A, abutting 5026A Ardoch Road, will not be a standalone, legally conveyable parcel of land in the Land Registry Office to the satisfaction of the Township.
11. That the Owner agrees in writing that any easements as may be required for utility, road access, or drainage purposes shall be granted to the appropriate authority or residence.
12. That the Owner, shall ensure all dedications, easements and reserves as required by the Township for this development be granted to the Township free and clear of all encumbrances.
13. That the Owner shall prepare a report to outline in detail any need for blasting and that shall identify the need for a precondition survey of lots abutting the subject lands and others within the immediate area which may be affected by the development and include any recommendation for mitigation of blasting impacts. The Owner will comply with each and every recommendation contained in said report, to the satisfaction of the Township and any applicable government agency. Any works performed shall be in compliance with the Township of North Frontenac Noise Control Policy.
14. That the Owner, prior to final approval, shall install street lighting at the entrance to the development at Ardoch Road intersection and that such lighting shall illuminate the intersection and mail box location to the satisfaction of the Township.

15. That the Owner, prior to final approval, shall undertake a Traffic Impact Assessment completed by a qualified professional to determine any required upgrades to the intersection of the condominium road with Ardoch Road and that such works be undertaken to the satisfaction of the Township.
16. That the Owner shall agree to provide signage at the entrance of the condominium road, advising the public that the condominium road is private.
17. That the Owner agrees that the only shoreline works (boathouses, etc.) permitted within the development will be located within the common access area of Block 'D' and individual docks on waterfront units beyond the identified fish spawning grounds, with the exception of shoreline erosion controls measures, if required.
18. That the Owner shall agree in writing to name the streets in accordance with Township Civic Addressing By-law for the Township and shall install signage to the satisfaction of the Township and in accordance with Township Design Criteria and Standards.
19. That the Owner shall agree in writing to obtain a permit for each residential unit and Block D entrance proposed along Roads A and B in accordance with the Township Construction of Entrances Policy; a single entrance shall be provided to each residential unit.
20. That the Owner shall provide adequate onsite water capacity in a manner or method as approved in accordance with the Ontario Fire Code to the satisfaction of the Township. That this reservoir or hydrant(s) shall be left unobstructed and accessed by the Township for inspection anytime year round and shall be maintained by the Condominium Corporation, which requirement shall be incorporated into the final condominium agreement. Construction and maintenance costs shall be borne by the Owner/Condominium Corporation and shall be to the satisfaction of the Township.
21. That the Owner shall agree to provide a detailed design of the common access area on Block 'D', prepared by a qualified professional, to the satisfaction of the Township, Mississippi Valley Conservation, Ministry of Natural Resources and Forestry (if applicable) and applicable permitting agencies (Department of Fisheries and Oceans, etc.). The design shall incorporate a boat launch facility and shall be constructed to

accommodate access to the water and shall be designed to minimize aesthetic and water quality impacts along the waterfront. The owner shall obtain an amendment to the comprehensive Zoning By-law to the satisfaction of the Township to permit communal docking at Block 'D'.

22. That the Owner shall agree to provide signage at the common waterfront access area on Block 'D' advising the public of the impact of invasive species; such signage shall be designed to be consistent with existing Township signage to the satisfaction of the Township.
23. That the Owner shall prepare and distribute educational materials for future homeowners describing the importance of all significant natural heritage features on the subject property, and the required protective measures (e.g. vegetative buffers, setbacks, restriction on individual docks and boathouses, sediment and erosion control during construction).
24. That the Owner agrees in writing to pay cash-in-lieu of parkland in accordance with approved Township policies and By-law to Provide for the Conveyance of Land for Park or Other Public Recreational Purpose and/or Cash-in-Lieu of Parkland Dedication.
25. That the Owner agrees in writing that the Township may implement whatever measures it deems necessary to ensure orderly development of the plan of condominium, including but not limited to the requirement of condominium agreements, the design and construction of Block 'D' (i.e., the common access area), and imposition of "h" holding zoning or 0.3 metre reserves.
26. That the Owner agrees to deposit with the Township, securities in the form of a letter of credit, representing 100% of the estimated cost of the works to be provided with respect to the condominium. The letter of credit shall be reduced, in accordance with the terms and conditions of the Condominium Agreement.
27. That the Owner agrees for the condominium agreement to contain a provision requiring the Owner to pay development charges, in place at the time of the issuance of the building permit, prior to the issuance of the building permit and to acknowledge and agree that the Township will not issue any building permit until the development charges have been paid in full.

28. That the Owner shall agree in writing to obtain permits or approvals as may be required from any federal, provincial, municipal or local authority and to file copies thereof with the Township.
29. That the Owner shall agree in writing that the natural soil and vegetation within the 30 metre setback area from Ardoch Lake is not to be disturbed and is to be left in its natural state as of the date of draft approval. The condominium agreement and condominium declaration include provisions that would require unit owners to provide protection of natural vegetation within the 30 metre setback area. This shall not prevent the establishment of a 1.5m wide (maximum) pathway to the lake or the removal of noxious weeds or invasive species; dead or diseased trees for safety reasons as determine by a Licensed Tree Marker, Registered Professional Forester or Certified Arborist.
30. That prior to final approval, that Block 'A', 'B'. and 'C' and all applicable wetland and shoreline setbacks (excluding those within the Road 'A' block) are rezoned to restrict structures and site alteration. This shall not prevent the establishment of common access structures and docking on Block 'D' nor individual docks on waterfront units beyond the identified fish spawning grounds.
31. That prior to final approval, County of Frontenac is to be advised by the Township of North Frontenac that this proposed condominium complies with the Zoning By-law in effect for the Township.
32. That the Owner shall agree in writing that a Canada Post Centralized Community Mail Boxes, be installed, if deemed necessary by Canada Post, at a location to the satisfaction of Canada Post and the Township.
33. That the Owner agrees in writing that permit shall be obtained from the Kingston, Frontenac, Lennox & Addington Public Health Unit, or applicable agency, and that all septic systems be designed to the satisfaction of the Township and MECP. To address septic systems to the satisfaction of MECP, the following conditions will need to be met:
  - a. the phosphorus add-on units, which perform to a standard of 1mg/L of total phosphorus, are installed as part of the approved septic system design for Units 1-15 and 23;
  - b. phosphorus add-on units are maintained and inspected as per manufacturer specifications;

- c. a monitoring program, designed to the satisfaction of the MECP and the Township, is implemented via the Condominium agreement and monitoring results are provided to the County, Township, Health Unit and MECP.
- d. The Zoning By-law for the Units 16-22 require that all septic systems be located beyond the 300 metre setback from the lake;
- e. The Zoning By-law for the residential waterfront lots should maintain a minimum 30 metre setback for all structures and sewage systems, and the buffer lands should be protected during and after construction;
- f. Full sized leaching beds should be incorporated into the design of the sewage systems to provide enhanced treatment of the final effluent and should be constructed with imported acidic soils to promote phosphorus attenuation. Pumps shall be provided for raised sewage systems, where determined as part of the permitting process.
- g. The site servicing plan showing the location of the house, well, sewage system envelopes (primary and alternate), taking into consideration site topography be prepared and provided to all future purchasers. The reserved areas for the primary and alternate sewage system locations must each be 500m<sup>2</sup>, the mantle portion of the reserved areas may overlap.
- h. Primary and alternate sewage system locations be reserved and maintained solely for that purpose. No constructions of wells, homes, driveways, pools, garages or other structures is to take place in the primary or alternate area.
- i. Deviations from the locations on the site servicing plan may require the submission of an engineering report/design and terrain analysis supporting the proposed changes (including potential impact on adjoining properties).

34. That any existing wells and/or septic systems that may be present on the site and which are not planned to be used as part of the condominium development be decommissioned as per applicable regulations.

35. That the recommendations of the Environmental Impact Statement, entitled Environmental Impact Study, August 2011 and subsequent addendums (November 12, 2012, March 26, 2015, January 13, 2020, July 10, 2020) be addressed and implemented to the satisfaction of the Township and Mississippi Valley Conservation.

36. That the Owner shall prepare a detailed stormwater management design. The stormwater design shall demonstrate how stormwater drainage from the development will be accommodated, and shall address both water quantity and quality, and erosion and sedimentation control both during and after construction and that appropriate text to implement its findings be included in the Condominium Agreement to the satisfaction of Mississippi Valley Conservation Authority and the Township.
37. That the Condominium Agreement contain a provision that a permit is required from MVCA, pursuant to Ontario Regulation 153/06 - "Development, Interference with Wetlands and Alterations to Shorelines and Watercourses", prior to the initiation of any alterations to the shoreline of the lake and watercourse (including water crossings); or for any interference in, or within 30 m of, the identified wetlands.
38. That the Owner shall obtain an amendment to the comprehensive Zoning By-law to the satisfaction of the Township, to implement the requirements of the development, including, but not limited to:
- a. A minimum 40 m water setback for all buildings and structures will apply with the exception of a 30 meter setback for the septic system from the high water mark;
  - b. A 30 meter vegetated buffer with a maximum clearing of 1.5 meters and no shoreline structures on Units 1-15 (existing dock on Unit 11 excluded);
  - c. Communal docking with permitted shoreline structures on Block 'D' and individual docking on waterfront units beyond the identified fish spawning grounds; and
  - d. Recognition of the existing seasonal dwelling and dock on Unit 11.
39. That the Owner shall agree in writing that the existing dwelling on Unit 11 is a non-complying structure and any expansion in height, volume or footprint will necessitate planning approvals and should the structure be demolished, a new structure shall be located outside of the 40 meter setback on the property and comply with all other zoning provisions.
40. That the Owner shall agree in writing that the installation of a new septic system, and any future septic systems at Unit 11 shall be installed in accordance with Condition 33, requiring phosphorus a add-on unit, which performs to a standard of 1mg/L of total phosphorus, is installed as part of the approved septic system design.

41. All in-water and shoreline works to be restricted to those associated with common access area at Block 'D' and permitted individual waterfront unit docks, may only be constructed in accordance with approvals issued by Department of Fisheries and Oceans, Ministry of Natural Resources and Forestry, or Mississippi Valley Conservation Authority, where deemed necessary under applicable legislation.
42. That the Owner agree in writing all recommendations of the archaeological report entitled Northeastern Archaeological Associates, Archaeological Assessment (Stages 1 to 3), Ardoch Lake, March 2009 be implemented to the satisfaction of the Township.
43. That the Owner prepare a vegetative preservation/ landscape plan to the satisfaction of the Township and the Mississippi Valley Conservation Authority, which includes a recommendation for sturdy fencing or a similar barrier (at least 1 metre high) during construction, to ensure the natural vegetative buffer within 30-metres of the high water mark remains in-tact and that other vegetation loss on the site is minimized.
44. The Owner agree in writing for the condominium agreement to contain a clause providing that any purchaser be advised, and also that a notice be placed in the purchase and sale agreement, alerting a prospective purchasers that, in the event that human remains are discovered during construction or site development of a unit, the property owner shall immediately contact the OPP, the Ministry of Tourism, Culture and Sport and the Registrar or Deputy Registrar of the Cemeteries Unit of the Ministry of Consumer Services (or the applicable agencies at the time of final approval).
45. That Owner agree in writing that if, during the process of development, any archaeological resources or human remains of Aboriginal interest are encountered, the Algonquins of Ontario Consultation Office will be contacted immediately at:

Algonquins of Ontario Consultation Office  
31 Riverside Drive, Suite 101  
Pembroke Ontario K8A 8R6  
Telephone 613-735-3759  
Fax 613-735-6307  
E-mail: [algonquins@tanakiwin.com](mailto:algonquins@tanakiwin.com)

46. That Owner agree in writing that public utilities, including without limitation Bell Canada (or alternative provider for telecommunication and cable), Hydro One, etc. are adequate to service the proposed development and installed to the satisfaction of the Township.
47. That the Owner submit a draft Condominium Declaration for approval by the Township containing but not limited to the following provisions:
- a. That the parking and storage of derelict vehicles and recreation vehicles on the subject lands is prohibited.
  - b. The following warning clause: "All owners and tenants/future purchasers acknowledge and agree that the ownership and maintenance of the private lane and driveways, including snow removal, shall remain the sole responsibility of the Condominium Corporation under the provisions of the Condominium Act and the Township of North Frontenac will have no jurisdiction and further liabilities within the private lane and driveways."
  - c. The provisions for Private Lanes as required in Section 5.3 Private Lane Policies of the Township of North Frontenac Official Plan.
48. That prior to final approval, the solicitor(s) for the Owner shall advise the Township and County, in writing, that the proposed condominium declaration has been unconditionally approved as to form and content by the Registry Office.
49. That prior to final approval, the solicitor(s) for the Owner advise the Township and County that the declaration has been executed on behalf of the Owner and that all of the schedules to the proposed condominium declaration have been signed by the requisite signatories including the Owner, the project surveyor, the project solicitor and the project engineer and/or architect and all mortgagees.
50. That the Owner shall provide a copy of all reference plans associated with this application to the Township and County for approval prior to registration.
51. That the Owner, prior to final approval, shall pay the balance of any outstanding taxes, including penalties and interest, (and any local improvement charges, if applicable) to the Township.
52. That prior to Final Condominium Approval, the Owner shall submit a revised Plan, if required, to reflect any significant alterations caused from this Draft Plan Approval.

Where final engineering design(s) result in minor variations to the Plan (e.g. in the configuration of units, etc.), these may be reflected in the Final Plan subject to the satisfaction of the Township and the County.

53. That when requesting Final Approval from the County of Frontenac, the Owner shall accompany such request with the required number of originals and copies of the Final Plan, together with a surveyor's certificate stating that the units/blocks thereon conform to the frontage and area requirements of the zoning by-law.
54. That pursuant to section 51 (32) of the Planning Act, this Draft Plan Approval is granted for three years from the decision date. The Owner may request the County issue an extension of Draft Approval should that be needed. The County shall notify the Township of any request to extend Draft Approval.
55. Clearance Letters:
  - a. That prior to Final Condominium Approval, the County of Frontenac shall be advised by the Township of North Frontenac that all Conditions of Draft Plan Approval requested by the Township have been satisfied; the clearance memorandum shall include a brief statement detailing how each Condition has been met.
  - b. That prior to Final Condominium Approval, the County is to be advised in writing by KFL&A Public Health of the method by which its conditions have been addressed.
  - c. That prior to Final Condominium Approval, the County is to be advised in writing by MECP of the method by which its conditions have been addressed.
  - d. That, prior to Final Condominium Approval, the County is to be advised in writing by the Mississippi Valley Conservation Authority of the method by which its conditions have been addressed.

**Notes of Draft Approval:**

- This draft approval is for a period of three (3) years. The Owner is advised that they are to apply for any extension at least sixty (60) days prior to lapsing date or in accordance with the County of Frontenac Plan of Subdivision and Condominium Guidelines. This

approval may be extended pursuant to Subsection 51(33) of the Planning Act, but no extension can be granted once the approval has lapsed.

- If final approval is not given to this plan within three (3) years of the draft approval date, and no extensions have been granted, draft approval will lapse under Section 51(32) of the Planning Act, R.S.O. 1990.
- It is the applicant's/owner's responsibility to fulfill the conditions of draft approval and to ensure that the required clearance letters are forwarded by the appropriate agencies to the Approval Authority, quoting file number 10CD-2012/001 (Ardoch Lake).
- All measurements in the final plans must be presented in metric units.
- Please note that an updated review of the plan, and revision of the conditions of approval, may be necessary if an extension is to be granted.
- Where a condition makes reference to legislation of the Township of North Frontenac, County of Frontenac, Government of Ontario or the Government of Canada, such reference shall be deemed to include any and all amendments or successors or changes in the titles, numbering, or regulations thereunder. Where a conditions makes reference to the jurisdiction or policy of a public agency and where the name or responsibilities of said public agency are changed, the said reference shall be deemed to include any and all successors to such public agency, legislation or policy.
- Please consult the County of Frontenac Plan of Subdivision and Condominium Guidelines and Planning Department for submission requirements for final approval including number of copies required, requirements for review of final plans, and, submission timelines.



Report 2023-080

### Committee Information Report

**To:** Chair and Members of the Planning and Economic Development Advisory Committee

**From:** Debbi Miller, Community Development Officer

**Date of meeting:** July 5, 2023

**Re:** **Planning and Economic Development Advisory Committee – Business Updates**

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#### Recommendation

**Be it Resolved That** FAM Tours to Wolfe Island and other areas of Frontenac County be included as part of Economic Development 2024 Business Plan, subject to available budget and staff time.

#### Background

In December of 2020, County Council received the [Economic Development Service Delivery Review](#) which recommended that the County shift its resources from direct business support to efforts for investment attraction, particularly as existing partners such as Frontenac Business Services also provide leadership for direct business support.

This report provides an update on work being done to support the Frontenac Business Community. It also includes some comments received from business owners and participants in the various activities.

#### Comments

In the 2023-2027 Economic Development Business Plan, various business events were included. Regular communication and networking were identified under the business support activities, as were workshops to support and improve the visitor experience under Destination Management.

For businesses, 2023 continues to see increases to overhead costs, rising interest rates and challenges in every sector to recruit and retain workers to respond to strong consumer pressure as demand for goods, services, and experiences increase. The economic pressures have placed considerable strain on business owners, managers, and staff in many local businesses.

The County Economic Development team will continue to refer businesses to the expertise at Frontenac Business Services and the Small Business and Entrepreneurship Centre in Kingston for skills development and individual business planning advice. The County continues to see its role as “tending” to the business community through stewardship of the Ambassador Program, regular communications and hosting of events and training that contribute to the overall well being of this business community.

Businesses are constantly adapting and trying new things, this has been increased over the past couple of years because of the pandemic. Economic Development staff are noticing an increase in the interest and the offerings through experiences for visitors and residents. The increase in offerings across the Frontenac region is a valuable economic driver for businesses.

Raising awareness and increasing a coordinated marketing approach for businesses, business services and products, events, programs, and tourism related offerings continues to be an area that businesses look to Frontenac County for support. Frontenac County works with partners such as the Regional Tourism Organizations, RTO 9 and RTO 11, each of the Townships, Frontenac Business Services, Tourism Kingston and others to assist and offer marketing where appropriate. Current staff resources allow very limited support for tourism. As we know the increase in tourism in our region is critical to the economic viability of our region.

Over the past six months, the Economic Development team has been working in various ways to collaborate and support the business community. Below is a summary of the various sessions that have taken place.

#### **Virtual Business Networking Session**

A virtual business networking session was hosted on Wednesday, February 22, 2023. Two business owners attended for about half an hour each. Economic Development staff took this opportunity to make a stronger connection and share resources with the individual businesses that joined.

Hosting virtual events continue to be requested by businesses, but low attendance has prompted an evaluation of whether this is an effective strategy to ensure we are using limited staff resources to support businesses in a way that works for them.

#### **Business Networking**

On April 26, 2023, an in-person Business Networking Session was hosted at Belong Sharbot Lake in Central Frontenac. The session ran from 8:00 a.m. to 10:00 a.m. and was a drop-in style breakfast session, with a continental breakfast being catered by Belong Sharbot Lake, a new business in Central Frontenac.

During the session there were updates from the Economic Development team on projects and initiatives with an opportunity for questions from the group. The updates included Open Farm Days, The Frontenac Discovery Guide, and the weekly business newsletter.

The event had 44 registered participants that represented businesses and partners from North Frontenac, Central Frontenac, and South Frontenac.

Businesses continue to express increased interest in more in-person events, and the County team will look for opportunities to host additional networking events such as this.



A group of business owners gathering at Belong Sharbot Lake for a breakfast networking session.

### **Wolfe Island Familiarization (FAM) Tour**

The Wolfe Island Familiarization (FAM) Tour took place on Tuesday, June 6, 2023. The tour was planned to share information with tourism operators from Kingston and the region as well as Frontenac Islands. 42 people registered for the tour with 27 from Kingston, 15 from Wolfe Island, including two Councillors from the Township of the Frontenac Islands.

The tour, connection with the business community and the logistics were developed and organized by Alix Carr-Harris, owner/operator of Haymakers Coffee Co. and Laura Buckley, owner/operator of Heron's Run, in collaboration with Economic Development staff. The tour partnered with businesses around Wolfe Island to create an opportunity to bring tourist facing professionals from Kingston to their sites to see the location of island businesses, meet the operators and learn a bit about what is offered at their sites to share with visitors. With local businesses taking the lead, the Economic Development Team was able to facilitate with budget, logistics, tour recruitment and marketing. Without the leadership of Haymakers Coffee Co. and Heron's Run, it would not have been possible for the Economic Development department to coordinate.

Another intended part of the tour was to raise awareness for how to access Wolfe Island and information about the island. As one of the business owners is often heard sharing a welcome of "Come to Wolfe Island and be prepared to participate 'Island Style', bring a book, water, and a snack". There were many questions asked about Wolfe Island and some of the topics that were recurring included, walking on the ferry, tickets for the ferry, washrooms, shuttles, times to take the ferry, general information, Big Sandy Bay, bike routes, meals and what is there to do. Throughout the day business owners at the stops and conversations during the tour answered the various questions.

The tour started with participants walking onto the ferry and taking the ferry ride across to Wolfe Island, where a bus with Wolfe Island participants met the group. The bus

travelled from the ferry dock around Wolfe Island stopping at five locations. The group was in Marysville for lunch and then visited five locations on foot.

There were comments received during the day and through a survey following the tour to ask for input.

Some of the comments from participants included:

- It was such an eye-opening experience; we can't wait to share what we learned with out-of-town guests at our hotel.
- I enjoyed learning information directly from the operators.
- Great to hear what entrepreneurs are passionate about and their future goals.
- It was a great day! I thoroughly enjoyed my time learning about the tourism opportunities in the area.
- This was great! Other businesses would benefit from doing a tour like this.

The businesses on Frontenac Islands have noted that they are interested in bringing visitors to their sites. Some of the general comments we hear from Wolfe Island businesses include not having the time to do much outside of day-to-day operational needs of their business. We have also heard that there is a lack of awareness of each others business. These comments have also been heard from other Townships across Frontenac County.

Some of the comments from businesses and organizations included:

- It's great to see such excitement from the businesses.
- We are 100% in for the tour.
- It was fun! Great to learn about some of our local businesses, great networking, great sampling of yummy cuisine. Thank you for allowing us to be part of the tour today, and for stopping by our museum! We look forward to being part of events like this in the future!!

The Economic Development team would recommend continuing to offer a similar FAM tour annually to support the information and knowledge sharing with tourism operators ensuring they have appropriate Wolfe Island information to share with visitors.

It is also recommended that FAM tours be considered for other regions in the County, again with the goal of educating visitor facing staff from hotels and visitor centres in Frontenac and Kingston about the experiences Frontenac has to offer in other locations in addition to Wolfe Island. Staff from Kingston area hotels indicate that often visitors are looking for experiences to add to their trip and are interested in exploring outside the city's downtown.



Group at Wolfe Island Hopyard, learning more about the business from the owners.

Group at Haymakers Coffee Co. being introduced to the location by the



owner.



Group having lunch at Hotel Wolfe Island.

Group being introduced to the museum.



## Experience Workshop

On June 14, the Economic Development team hosted an experience development workshop open to all businesses. The session was interactive and was adapted to allow space for participants to have authentic discussions, share knowledge and make connections with each other. The original agenda was adapted during the session to allow businesses to have more in-depth discussion.

The program for the day included speakers MT Adventures and Maple Ridge Farm, both from the Frontenac business community. Each spoke about their business model for experiences including lessons learned, issues, risks and marketing. A presentation around the process to developing experiences was shared with supporting worksheets as a takeaway for businesses. Trail stats and information on ways businesses can be more connected to the trails, including an introduction to a Trail Friendly business was also included in the session.

There were 14 participants that actively participated from across Frontenac County. There were participants from each of the Townships including a variety of business types, including farms, producers, accommodations, sporting events, service providers, food service, and recreation. They each brought something different to the session and were each at a different place in their experience journey.

To be able to position the session to support the businesses, staff asked the question – Why are there not more experiences in Frontenac County? The discussion that ensued included various topics that we hear from businesses across the region, not only tied to tourism.

Below are some of the general comments we heard from the group:

- There is a lack of connectedness and communication with businesses across Frontenac County.
- More awareness to what is happening in each of the Townships, would help support businesses across the region.
- The geography of Frontenac,
  - is so spread out it makes it difficult to connect.
  - the travel time to each location can be a barrier.
- Frontenac is an undiscovered area that is not top of mind.
- The region is seasonal.
- Transportation around the region is a barrier.
- Internet connection is a challenge in some areas.

- Businesses need to support each other. There is a perception business are all in competition, but we aren't. If you succeed, I succeed.
- Businesses need to be better connected to larger centres.

Economic Development staff left the meeting with some next steps and things to consider. These include ways staff can support the connection and businesses as they develop experiences. One of the ideas that came up was having an online space for businesses to access that they could have discussions, share ideas, or ask for thoughts in a closed space where they feel safe to share with businesses from across the region.

This session and the format were very well received, and it is recommended to continue to build on if there were appropriate resources. This will need to be budgeted for and considered in the annual workplan.



A group of businesses discussing various topics at the experience workshop.



## Communication

Since the inception of the Ambassador program in 2018, the Economic Development team has provided regular updates in the form of an email newsletter to help local businesses connect with useful resources and to stay in touch with local government.

In the summer of 2022, the newsletter format and frequency were reviewed and optimized to provide more timely updates and reminders in a condensed format. The newsletter continues to go out weekly with about five different pieces of content. Keeping the newsletter content to a short write up on each topic with links and visuals has proven to be helpful for businesses.

The newsletter continues to see improved analytics using this format. Some analytics from January 1, 2023, to June 26, 2023, include:

- Emails sent to subscribers is 5,859, this number is up 6.3% from the previous 177 days.
- Open rate is the percentage of successfully delivered emails that are opened – 52%, this number is up 8% from the previous 177 days.
  - An email open rate that is considered good, is noted to be 17-28%. Email analytics are all based on industry.

Economic Development staff will continue to monitor the newsletter to adjust topics of interest for businesses as well as continue to raise awareness for the newsletter and encourage businesses to sign up for it.

Economic Development will continue to support the business community in make connections to other resources for them. The team continues to adapt and look at opportunities for efficiencies and partnerships to allow more opportunities.

### **Financial Implications**

Initiatives described in this report are funded as part of the annual budget allocation for providing business support.

Recommendations for future budget considerations will be brought forward through the budget and planning process.

### **Strategic Priorities**

At its meeting on June 19, 2019, County Council approved [Frontenac County Strategic Plan 2019-2022](#). This project is aligned with the intent of the priorities listed below.

Priority 1.2: Refine and invest in efforts to accelerate economic development — to grow businesses, attract more visits and expand the tax base.

Priority 3.2: Play a leadership role on communications to promote shared messaging for all regional initiatives such as economic development, tourism, and lifestyle opportunities.

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

Frontenac County Businesses  
Frontenac Economic Development Working Table