County Council Meeting – Regular Meeting
September 17, 2014 – 9:00 a.m.
The Frontenac Room, 2069 Battersea Road, Glenburnie, ON

AGENDA

Page

1. CALL TO ORDER

2. ADOPTION OF AGENDA

3. DISCLOSURES OF PECUNIARY INTEREST AND GENERAL NATURE THEREOF

4. ADOPTION OF MINUTES

a) Minutes of Meeting held July 16, 2014
[Distributed to Members of County Council July 25, 2014]

RESOLVED THAT the minutes of the regular meeting of County Council held on July 16, 2014 be adopted as circulated.

b) Minutes of Special Meeting held August 21, 2014
[Distributed to Members of County Council September 5, 2014]

RESOLVED THAT the minutes of the special meeting of County Council held on August 21, 2014 be adopted as circulated.

5. DEPUTATIONS AND/OR PRESENTATIONS

6. PROCLAMATIONS

a) Canadian Union of Public Employees
Child Care Worker & Early Childhood Educator Appreciation Day
October 29, 2014

WHEREAS years of research confirms the benefits of high quality child care for young children's intellectual, emotional, social and physical development and later life outcomes; and,

6. PROCLAMATIONS

WHEREAS child care promotes the well-being of children and responds to the needs of parents, child care workers and the broader community by supporting quality of life so that citizens can fully participate in and contribute to the economic and social life of their community; and,

WHEREAS many studies show trained and knowledgeable Early Childhood Educators and child care staff are the most important element in quality child care, and that good wages and working conditions are associated with higher job satisfaction and morale, lower staff turnover which leads to high quality education and care:

THEREFORE BE IT RESOLVED THAT October 29, 2014 be designated the 13th annual "Child Care Worker & Early Childhood Educator Appreciation Day" in recognition of the education, dedication and commitment of child care workers to children , their families and quality of life of the community.

[See Communications (n)]

b) Lupus Foundation of Ontario
Lupus Awareness Month
October 2014

WHEREAS lupus is an autoimmune disease that can cause severe damage to the tissue and organs in the body and, and in some cases, death; and

WHEREAS more that five million people worldwide suffer the devastating effects of this disease and each year over a hundred thousand young women, men and children are newly diagnosed with lupus, the great majority of whom are women of childbearing age; and

WHEREAS medical research efforts into lupus and the discovery of safer, more effective treatments for lupus patients are under-funded in comparison with diseases of comparable magnitude and severity; and

WHEREAS many physicians worldwide are unaware of symptoms and health effects of lupus, causing people with lupus to suffer for many years before they obtain a correct diagnosis and medical treatment; and

WHEREAS there is a deep, unmet need worldwide to educate and support individuals and families affected by lupus; and

WHEREAS there is an urgent need to increase awareness in communities

6. PROCLAMATIONS

worldwide of the debilitating impact of lupus;

NOW, THEREFORE, BE IT RESOLVED THAT October 2014 is hereby designated as "October is Lupus Awareness Month" during which lupus organizations around the globe call for increases in public and private sector funding for medical research on lupus, targeted education programs for health professionals, patients and the public and worldwide recognition of lupus as significant public health issue.

[See Communications (r)]

c) Recycling Council of Ontario
Waste Reduction Week
October 20 to October 26, 2014

WHEREAS the generation of solid waste and the needless waste of water and energy resources are recognized as global environmental problems; and,

WHEREAS municipal and provincial govemments have an important role to play in promoting waste reduction, reuse, recycling, composting and other conservation measures; and,

WHEREAS communities, businesses and organizations across Canada have committed to working together to raise awareness of these issues during Waste Reduction Week in Canada:

THEREFORE BE IT RESOLVED THAT the Council of the Corporation of the County of Frontenac hereby proclaims October 20 to October 26, 2014 as Waste Reduction Week in Frontenac County.

[See Communications (t)]

d) Kingston Frontenac Public Library
Public Library Month
October 2014

WHEREAS the public library offers access to information; and

WHEREAS the public library supports personal growth, economic renewai and quality of life; and

6. PROCLAMATIONS

WHEREAS we recognize that the board and staff of the Kingston Frontenac Public Library provide a vital service to our community:

THEREFORE BE IT RESOLVE THAT the Council of the County of Frontenac hereby proclaim October 2014 to be Public Library Month and encourages every person to use the public library this month and throughout the year.

[See Communications (u)]

7. BRIEFINGS

a) Judith Moses, Planner, KFL&A Children and Youth Services Planning Committee, will provide County Council with a briefing/presentation on the activities of the Children and Youth Services Planning Committee and the contributions/role of Frontenac County representatives on that Committee.

b) Mr. David Smallwood, Forest/Field Operations Manager, Quinte Conservation will provide County Council with a briefing on the Emerald Ashe Borer, including background on EAB in Ontario, how other municipalities prepared and what assistance Quinte Conservation can provide municipalities within the watershed.

8. UNFINISHED BUSINESS

9. RECOMMEND REPORTS FROM THE CHIEF ADMINISTRATIVE OFFICER

20-22

a) 2014-135
Corporate Services
Amendments to Procedural By-law 2013-0020 – Frontenac County Youth Justice Advisory Committee

Recommendation:

BE IT RESOLVED THAT the Council of the County of Frontenac receive the Corporate Services – Amendments to Procedural By-law 2013-0020 – Frontenac County Youth Justice Advisory Committee report;

AND FURTHER THAT Procedural By-law 2013-0020, as amended, be further amended as follows:

9. RECOMMEND REPORTS FROM THE CHIEF ADMINISTRATIVE OFFICER

1. **THAT** Schedule C – External Boards and Committees with County Council Appointees, section 5 be deleted in its entirety and replaced with:

   The Frontenac County Youth Justice Advisory Committee – one member of County Council appointed for the term of Council. The purpose of the Youth Justice Advisory Committee is to support the objectives of ensuring there is effective communication and collaboration among key partners working within Youth Justice Services, both informally and at regular meetings held quarterly; sharing youth justice information regarding programs and services, trends and issues with intent to provide creative solutions to address service system gaps; developing Youth Justice protocols, practices and guidelines to ensure optimal navigation through the system, and to promote the provision of effective services for young persons in conflict with the law; and increasing capacity through educational opportunities, training events and professional development through localized community events.

23-25

b) 2014-136
Emergency and Transportation Services
2015 Legislated Response Time Performance Plan

Recommendation:

RESOLVED THAT the Council of the County of Frontenac accept this Emergency and Transportation Services – 2015 Legislated Response Time Performance Plan report;

AND FURTHER THAT Council direct the Clerk to introduce a by-law later in the meeting adopting the response time standards as outlined in this report.

26-28

c) 2014-137
Corporate Services
Amendments to Integrity Commissioner Agreement

Recommendation:

BE IT RESOLVED THAT the Council of the County of Frontenac receive the Corporate Services – Amendments to Integrity Commissioner Agreement report;

9. RECOMMEND REPORTS FROM THE CHIEF ADMINISTRATIVE OFFICER

AND FURTHER THAT the Warden and Clerk be authorized to amend the Agreement with Ronald R. Price, Q.C. as Integrity Commissioner for the County of Frontenac to include a yearly retainer in the amount of $1,100 plus applicable taxes;

AND FURTHER THAT the Council of the County of Frontenac authorize a transfer of $1,100 plus applicable taxes from the Working Fund Reserve to cover this expense.

29-32

d) 2014-141
Corporate Services
Long Range Financial Plan – Capital Asset Planning

Recommendation:

WHEREAS on April 16, 2014 Council received the capital asset report from Public Sector Digest;

AND WHEREAS planning for capital asset replacement and funding capital deficit is a prudent financial tool for municipalities and a requirement for receipt of future Provincial and Federal capital funding;

NOW THEREFORE BE IT RESOLVED THAT the Council of the County of Frontenac provide direction on the following variables:.

Variable	Council Direction	
Levy Inflation		
% of Levy dedicated to Capital		
Transfer from Reserve		
Vehicle Borrowing (%)		
Building Borrowing (%)		
Mechanical & Equipment Borrowing <10 years (%)		
Mechanical & Equipment Borrowing >10 years (%)		
Land Improvements Borrowing (%)		

9. RECOMMEND REPORTS FROM THE CHIEF ADMINISTRATIVE OFFICER

	Interest on Debt		
	Term for Debt		
	2024 Predicted Assessment (% FPS Allocated to City of Kingston)		
	Anticipated Surplus/Deficit		

AND FURTHER THAT this direction be referred to the 2015 Budget process for further discussion by the incoming Council.

33-34

e) 2014-142
Corporate Services
2014 Property Tax Claw Back Threshold

Recommendation:

RESOLVED THAT Council of the County of Frontenac accept the Corporate Services – 2014 Property Tax Clawback Threshold report;

AND FURTHER THAT a by-law be introduced later in the meeting to establish the percentages by which tax decreases are limited for 2014 in respect of properties in the commercial, industrial and multi-residential classes.

35-40

f) 2014-143
Corporate Services
County Property Land Use Policy

Recommendation:

RESOLVED THAT the Council of the County of Frontenac accept this County Property Land Use Policy report;

AND FURTHER THAT Council adopt the Land Use Policy as attached,

9. RECOMMEND REPORTS FROM THE CHIEF ADMINISTRATIVE OFFICER

Schedule “A” to this report; and

AND FURTHER THAT Council direct the Clerk to develop an amendment to the Fees and Charges By-law (By-law #2013-0010) that reflect the Land Use fees outlined in Schedule “B” to this report.

41-44

g) 2014-144
Corporate Services
County Council Declaration of Vacant Seat

Recommendation:

WHEREAS By-law 2013-0046 appointed Councillor Bud Clayton as the Warden for the County of Frontenac effective January 1, 2014;

AND WHEREAS Warden Clayton passed away on Monday, September 1, 2014;

AND WHEREAS Section 259 (1) (h) of the Municipal Act, 2001 as amended states that the office of a member of council of a municipality becomes vacant if the member dies;

AND WHEREAS Section 262 (1) of the Municipal Act, 2001 as amended requires municipal councils to declare the office of a vacant seat:

THEREFORE BE IT RESOLVED THAT it is with deep regret that, pursuant to Section 262 (1) of the Municipal Act, the Council of the County of Frontenac declare the Office of Warden vacant.

45-66

h) 2014-145
Corporate Services
Willowbrook Estates Draft Plan of Subdivision – County File No. 10T-2013/001

Recommendation:

RESOLVED THAT the Council of the County of Frontenac approve the draft plan of subdivision submitted by McIntosh Perry Consulting Engineers Ltd. on behalf of 1059823 Ontario Ltd. being Part of Lots 18 and 19, Concession 2 and Part of Road Allowance between Lot 18 and 19, former Township of Storrington, Township of South Frontenac, County of Frontenac, County File

Page

9. RECOMMEND REPORTS FROM THE CHIEF ADMINISTRATIVE OFFICER

No. 10T-2013/001: subject to the Conditions of Draft Approval contained in the County Planning Report dated September 8, 2014 noted as Appendix B to this report;

AND FINALLY THAT the Clerk be authorized to issue draft approval by signing the required documents and making any technical corrections to the conditions as needed.

10. INFORMATION REPORTS FROM THE CHIEF ADMINISTRATIVE OFFICER

67-71 a) 2014-133
Corporate Services
Support for Smaller Scale Community Sustainability Initiatives Update

72-75 b) 2014-134
Corporate Services
Monthly Absenteeism Report Card - AUGUST

76-78 c) 2014-138
Emergency and Transportation Services
2014 Legislated Response Time Standard Update

79-83 d) 2014-139
Corporate Services
2014 2nd Quarter Financial Summary

84-94 e) 2014-140
Corporate Services
Additions and Alterations to Fairmount Home Auditorium Construction Progress Report # 8

Page

11. ADOPTION OF REPORT OF THE COMMITTEE OF THE WHOLE COUNCIL

a) Minutes of the Committee of the Whole Meeting held September 3, 2014
[Distributed to Members of County Council September 5, 2014]

RESOLVED THAT the minutes of the Committee of the Whole meeting dated September 5, 2014 be adopted as circulated.

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b) Report of the Committee of the Whole from Meeting Held September 5, 2014

All items listed on the Committee of the Whole Report shall be the subject of one motion. Any member of County Council may ask for any item(s) included in the Committee of the Whole Report to be separated from that motion and considered separately, whereupon the Committee of the Whole Report without the separated item(s) shall be put to the vote and the separated item (s) shall be considered immediately thereafter.

RESOLVED THAT the Report of the Committee of the Whole be received and adopted.

Report of the Committee of the Whole

1. **WHEREAS** in January 2014 County Council engaged Performance Concepts to assist with the process of developing goals for the balance of its term and for the 2015-18 term;

   WHEREAS on May 15, 2014 Council approved three goals resulting from this initiative;

   WHEREAS an implementation plan is deemed necessary to ensure that Council direction is carried out by County administration;

   NOW THEREFORE BE IT RESOLVED THAT the Strategic Goals – Implementation Plan presented by staff on September 3, 2014 be approved in principle;

   AND FURTHER THAT staff be directed to continue with the implementation plan as presented up to the Council decision points noted in the plan, including funding support as indicated.

2. **THAT** in honour of Warden Clayton, the County Boardroom be re-named the Bud Clayton Memorial Room

12. REPORTS FROM EXTERNAL BOARDS AND COMMITTEES

a) Kingston Frontenac Library Board Update - Councillor Purdon

b) KFL&A Public Health Board Update - Councillor Clayton

c) RULAC, LSR and Other Updates

d) Algonquin Land Claim Update - Councillor Inglis

e) Frontenac County Youth Justice Advisory Committee Update - Councillor Davison

f) Housing and Homelessness Committee Update - Councillor McDougall

96-99

g) Rideau Corridor Landscape Steering Committee Update - Councillor Jones

[Addenda]

h) Eastern Ontario Warden's Caucus Update - Warden & CAO

13. REPORTS FROM ADVISORY COMMITTEES OF COUNTY COUNCIL

a) Sustainability Advisory Committee Minutes of Meeting held August 11, 2014 [Distributed to Members of County Council September 5, 2014]

100-106

b) Sustainability Advisory Committee Report to County Council

Recommendation:

WHEREAS the County of Frontenac is in close proximity to a section of Enbridge Line 9B reported to have more defects and subject to rupture than other sections of pipe;

13. REPORTS FROM ADVISORY COMMITTEES OF COUNTY COUNCIL

AND WHEREAS the proposed Enbridge Line 9B reversal includes not only reversing the flow of material through the pipeline, but also increasing the pressure, temperature and transporting different – and potentially more corrosive – materials through the pipeline;

AND WHEREAS fractured bedrock underlies much of the Frontenac region, which would cause a spill of any substantial volume of liquid material to permeate the groundwater and deprive tens of thousands of people of the fresh water they rely on every day;

AND WHEREAS Enbridge's long history of ruptures, spills, and leaks, which increased to 103 in 2009 from 34 in 2001, lead to an investigation by the National Transportation Safety Board which reported that "despite multiple alarms and a loss of pressure in the pipeline, for more than 17 hours and through three shifts they failed to follow their own shutdown procedure" and concluded that Enbridge has "a culture of deviance" and "organizational failures";

AND WHEREAS there is no response unit in this part of Ontario, and considering the fact that less than 8% of the Exxon Valdez spill was actually collected, and given that dilbit sinks in fresh water, the possibility that a leak or spill effectively being "cleaned up" in the Frontenacs is next to, if not altogether impossible;

AND WHEREAS a break in this pipe in the Rideau River watershed crossing poses a threat to portions of the Frontenacs and others of the Thousand Islands;

THEREFORE BE IT RESOLVED THAT the Council of the County of Frontenac send a letter to the National Energy Board; Ministry of the Environment; Ministry of Transportation; Sophie Kiwala, M.P.P. Kingston and the Islands; Randy Hillier, M.P.P. Lanark—Frontenac—Lennox and Addington; Ted Hsu, M.P. Kingston and the Islands; and Scott Ried, M.P. Lanark—Frontenac—Lennox and Addington regarding the County of Frontenac's concerns about the proposed Enbridge Line 9B Reversal.

A copy of the report prepared and presented by Mr. Gilbert regarding protection of Frontenac water sources from pipeline breaks and spills is attached to this report.

c) Seniors Housing Task Force Minutes of Meeting held August 14, 2014
[Distributed to Members of County Council September 5, 2014]

13. REPORTS FROM ADVISORY COMMITTEES OF COUNTY COUNCIL

d) Joint Frontenac Accessibility Advisory Committee Minutes of Meeting held August 15, 2014
[Distributed to Members of County Council September 5, 2014]

e) Trails Advisory Committee Minutes of Meeting held August 26, 2014
[Distributed to Members of County Council September 12, 2014]

107-246 f) Trails Advisory Committee Report to Council

Recommendation:

THAT the County provide the required resources to proceed with further consultation in North Frontenac and the Frontenac Islands in regard to the Trails Concept Plan.

A copy of the presentation by MMM Group on the Trails Concept Plan is attached to this report

g) 150th Anniversary Planning Advisory Committee Minutes of Meeting held August 27, 2014
[Distributed to Members of County Council September 5, 2014]

14. ACCOUNTS

247-259 a) Posted Cheque Listing
For the Period of: July 10, 2014 to September 11, 2014

15. MOTIONS, NOTICE OF WHICH HAS BEEN GIVEN

a) **Change in Time for the October 15, 2014 County Council Meeting**

Moved by: Councillor Jones
Seconded by: Deputy Warden Doyle

BE IT RESOLVED THAT the start time of October 15, 2014 County Council

15. MOTIONS, NOTICE OF WHICH HAS BEEN GIVEN

meeting be changed from 9:00 a.m. to 1:00 p.m.

b) **County of Frontenac Expression of Interest**
Limestone District School Board (DSB) building and property located at 1021 Long Lake Road, in Parham, Ontario

Moved by: Councillor Gutowski
Seconded by: Councillor Purdon

WHEREAS the Limestone District School Board (DSB), in accordance with Ontario Regulation 444/98 Disposition of Real Property, has approved the sale of the former Hinchinbrooke Public School building and property located at 1021 Long Lake Road, in Parham, Ontario;

AND WHEREAS The Limestone DSB is required to offer real property for sale to certain organizations in accordance with section 3. (I) of Ontario Regulation 444/98, one being the County of Frontenac;

AND WHEREAS this site could be used for future seniors housing project or a land ambulance base:

THEREFORE BE IT RESOLVED THAT the County of Frontenac advise the Limestone District School Board that it has an interest in the Public School building and property located at 1021 Long Lake Road, Parham, Ontario for the purpose of a future seniors housing project or land ambulance base.

16. GIVING NOTICE OF MOTION

17. COMMUNICATIONS

That Council consent to the following communications of interest to Council listed below be received and filed:

a) Correspondence from Deputy Warden Doyle, Mayor of Frontenac Islands Township, thanking the County of Frontenac Warden and CAO for their time taken to attend the Frontenac Islands Township Council Meeting.
[Distributed to Members of County Council July 18, 2014]

b) From the Regional Municipality of Halton regarding resolution requesting that the Province of Ontario re-introduce Bill 83, Protection of Public Participation Act, 2014.
[Distributed to Members of County Council July 18, 2014]

17. COMMUNICATIONS

That Council consent to the following communications of interest to Council listed below be received and filed:

c) From Marlaine Koehler, Executive Director, Waterfront Regeneration Trust, August 13, 2014.
[Distributed to Members of County Council July 18, 2014]

d) From Ernie Hardeman, M.P.P, Oxford, introducing himself as the Official Opposition Critic for Municipal Affairs and Housing.
[Distributed to Members of County Council August 1, 2014]

e) From the Ministry of Health and Long Term Care congratulating Fairmount Home on its immunization record for 2013-2014.
[Distributed to Members of County Council August 1, 2014]

f) From the Municipality of Wawa providing a sample resolution to petition the Province to reverse its decision regarding Power Dam Payments.
[Distributed to Members of County Council August 1, 2014]

g) From the Municipality of Wawa regarding a proposed resolution to the Province on Power Dam Payments.
[Distributed to Members of County Council August 1, 2014]

h) From the Association of Municipalities of Ontario (AMO) providing the AMO 2013 Annual Report
[Distributed to Members of County Council August 15, 2014]

i) From the Kingston Frontenac Housing Corporation regarding the agenda for its Meeting scheduled August 12 2014
[Distributed to Members of County Council August 15, 2014]

17. COMMUNICATIONS

That Council consent to the following communications of interest to Council listed below be received and filed:

j) From the Kingston Frontenac Housing Corporation regarding the decommission of 80 Daly Street and the development of 52 Cliff Crescent
[Distributed to Members of County Council August 15, 2014]

k) From the Association of Municipalities of Ontario (AMO) announcing the Provincial Permanent Ontario Community Infrastructure Fund and Building Canada Fund - Small Communities Fund
[Distributed to Members of County Council August 22, 2014]

l) From Ellen Wartman regarding an invitation to the John Gerretsen Recognition Dinner on Saturday, September 13, 2014.
[Distributed to Members of County Council August 22, 2014]

m) From the Municipal Finance Officers Association of Ontario (MFOA) recognizing Ms. Marian VanBruinessen, Director of Corporate Services/Treasurer for her Committee Participation.
[Distributed to Members of County Council August 29, 2014]

n) From the Canadian Union of Public Employees (CUPE) requesting Council to proclaim Wednesday, October 29, 2014 as Child Care Worker & Early Childhood Education Appreciation Day
[Distributed to Members of County Council September 5, 2014]

o) From Dr. Eric Hoskins, Minister, Ministry of Health and Long Term Care advising of funding being provided to the County of Frontenac to support the expansion of Community Paramedicine
[Distributed to Members of County Council September 5, 2014]

17. COMMUNICATIONS

That Council consent to the following communications of interest to Council listed below be received and filed:

p) From Gord Miller, Environmental Commissioner of Ontario advising of the uses of the Environmental Bill of Rights
[Distributed to Members of County Council September 5, 2014]

q) From Ken Hall, Senior Advisor, Public Affairs, Enbridge, advising of recent Line 9B conditions filings
[Distributed to Members of County Council September 5, 2014]

r) From Bruce Julian, President, The Royal Canadian Legion Ontario Command providing a copy of the Royal Canadian Legion Ontario Command's Military Service Recognition Book
[Distributed to Members of County Council September 12, 2014]

s) From Lucas Wales, General Manager, Land O' Lakes Tourism offering condolences on the passing of Warden Clayton
[Distributed to Members of County Council September 12, 2014]

t) From Jo-Anne St. Godard, Executive Director, Recycling Council of Ontario requesting that County Council proclaim October 20 to 26, 2014 as Waste Reduction Week
[Distributed to Members of County Council September 12, 2014]

u) From Patricia Enright, Chief Librarian and Executive Officer, Kingston Frontenac Public Library requesting that Council proclamation October 2014 as Public Library Month
[Distributed to Members of County Council September 12, 2014]

17. COMMUNICATIONS

That Council consent to the following communications of interest to Council listed below be received and filed:

v) From the County of Refrew offering condolences on the passing of Warden Clayton
[Distributed to Members of County Council September 12, 2014]

w) From Ric McGee, Mayor of Kawartha Lakes offering condolences on the passing of Warden Clayton
[Distributed to Members of County Council September 12, 2014]

18. OTHER BUSINESS

a) **Council Appointments**
KFL&A Board of Health
Rural Urban Liaison Advisory Committee (RULAC)

Recommendation:

THAT _____ be appointed to the Kington Frontenac Lennox & Addington Public Health Board; and,

THAT _____ be appointed to the Rural Urban Liaison Advisory Committee with the City of Kingston; and,

THAT By-law 2010-0036 be amended accordingly.

19. PUBLIC QUESTION PERIOD

20. BY-LAWS – GENERAL BY-LAWS AND CONFIRMATORY BY-LAW

260-261 a) To Amend By-Law 2013-0020 (Schedule C5 - Youth Justice Advisory Committee)
[Proposed No. 2014-0037]

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20. BY-LAWS – GENERAL BY-LAWS AND CONFIRMATORY BY-LAW

262-263 b) To Adopt a 2015 Legislated Response Time Performance Plan
[Proposed No. 2014-0038]

264-265 c) 2014 Property Tax Clawback Threshold
[Proposed No. 2014-0039]

266-267 d) To appoint Members of Council and Members of the Community to External Boards and Committees
[Proposed No. 2014-0040]

268-269 e) Confirmation of Proceedings
[Proposed No. 2014-0041]

21. ADJOURNMENT

Report 2014-135

RECOMMEND REPORT TO COUNCIL

To:	Warden and Council of the County of Frontenac
From:	Kelly J. Pender Chief Administrative Officer
Prepared by:	Jannette Amini Manager of Legislative Services/Clerk
Date prepared:	July 18, 2014
Date of meeting:	September 17, 2014

Re: **Corporate Services – Amendments to Procedural By-law 2013-0020 – Frontenac County Youth Justice Advisory Committee**

Recommendation

BE IT RESOLVED THAT the Council of the County of Frontenac receive the *Corporate Services – Amendments to Procedural By-law 2013-0020 – Frontenac County Youth Justice Advisory Committee* report;

AND FURTHER THAT Procedural By-law 2013-0020, as amended, be further amended as follows:

1. **THAT** Schedule C – External Boards and Committees with County Council Appointees, section 5 be deleted in its entirety and replaced with:

   The **Frontenac County Youth Justice Advisory Committee** – one member of County Council appointed for the term of Council. The purpose of the Youth Justice Advisory Committee is to support the objectives of ensuring there is effective communication and collaboration among key partners working within Youth Justice Services, both informally and at regular meetings held quarterly; sharing youth justice information regarding programs and services, trends and issues with intent to provide creative solutions to address service system gaps; developing Youth Justice protocols, practices and guidelines to ensure optimal navigation through the system, and to promote the provision of effective services for young persons in conflict with the law; and increasing capacity through

educational opportunities, training events and professional development through localized community events.

Background

County of Frontenac Procedural By-law sets out, through Schedule C, the External Boards and Committees with County Council Appointees. Included in Schedule C is the term of appointment for members of County Council as well as identifies the purpose/mandate of the External Board.

Comment

As noted, the County of Frontenac Procedural By-law sets out, through Schedule C, the External Boards and Committees with County Council Appointees which includes the purpose/mandate of the External Board. At present, there is not information regarding the Frontenac County Youth Justice Advisory Committee as a Terms of Reference for the Committee was not available at the time that the new Procedural By-law was approved by County Council on May 15, 2013.

Through contact and discussions with Kingston Youth Justice, staff have been able to obtain Youth Justice Advisory Committees Terms of Reference which identifies the purpose of the Committee as follows:

Purpose
The purpose of the Youth Justice Advisory Committee is to support the following four objectives:

- To ensure there is effective communication and collaboration among key partners working within Youth Justice Services, both informally and at regular meetings held quarterly.
- To share youth justice information regarding programs and services, trends and issues with intent to provide creative solutions to address service system gaps.
- To develop Youth Justice protocols, practices and guidelines to ensure optimal navigation through the system, and to promote the provision of effective services for young persons in conflict with the law.
- To increase capacity through educational opportunities, training events and professional development through localized community events.

Staff are recommending that the purpose of this Committee, as noted above, be identified in Schedule C, section 5 of Procedural By-law 2013-0020, consistent with all other External Boards and Committees with County Council representation. This will also assist members of County Council in understanding the purpose the Frontenac County Youth Justice Advisory Committee when determining which Boards and Committees they wish to put their name forward for appointment.

Sustainability Implications

As noted in *Directions for our Future,* successful County-wide sustainability planning throughout the County depends on effective and consistent communication with community members and regional stakeholders.

Financial Implications

There are no financial implications associated with this report.

Organizations, Departments and Individuals Consulted and/or Affected

Jessica Christie, Probation Officer, Kingston Youth Justice, Ministry of Children and Youth Services

Report 2014-136

RECOMMEND REPORT TO COUNCIL

To:	Deputy Warden and Council Members of the County of Frontenac
From:	Kelly J. Pender Chief Administrative Officer
Prepared by:	Paul J. Charbonneau Director of Emergency & Transportation Services/Chief of Paramedic Services
Date prepared:	August 15, 2014
Date of meeting:	September 17, 2014

Re: **Emergency and Transportation Services – 2015 Legislated Response Time Performance Plan**

Recommendation

RESOLVED THAT the Council of the County of Frontenac accept this *Emergency and Transportation Services – 2015 Legislated Response Time Performance Plan* report;

AND FURTHER THAT Council direct the Clerk to introduce a by-law later in the meeting adopting the response time standards as outlined in this report.

Background

At its meeting on September 18, 2013, County Council passed the following resolution:

Motion #: 346-13 *Moved By:* *Councillor Purdon*
Seconded By: *Councillor McDougall*

RESOLVED THAT the Council of the County of Frontenac accept this Emergency and Transportation Services – Legislated Response Time Performance Plan report;

AND FURTHER THAT Council direct the Clerk to introduce a by-law later in the meeting adopting the response time standards as outlined in this report.

CARRIED

The County of Frontenac set the following criteria under Regulation 257/00, as amended, for its response time targets for 2014:

For the calendar year of 2014, from January 1 to December 31,

i. Designated Delivery Agent (DDA) - SUDDEN CARDIAC ARREST
48% percent of the time, within 6 minutes from the time ambulance dispatch conveys the call information to the paramedic, the County of Frontenac will endeavour to have a person equipped and ready to use an AED at the location of a patient determined to be in sudden cardiac arrest.

ii. EMS Designated Delivery Agent - CTAS 1
68% percent of the time, within 8 minutes from the time ambulance dispatch conveys the call information to the paramedic, the County of Frontenac will endeavour to have a PARAMEDIC as defined by the *Ambulance Act* and duly equipped at the location of a patient determined to be CTAS 1.

iii. EMS Designated Delivery Agent - CTAS 2, 3, 4, 5
The County of Frontenac will endeavour to have a PARAMEDIC as defined by the *Ambulance Act* and duly equipped at the location of a patient determined to be CTAS 2, 3, 4, 5 within a period of time determined appropriate by the DDA and noted below in Table 1, or as resources permit (level of effort):

Table 1, CTAS 2, 3, 4, 5 EMS Delivery Agent Commitment

CTAS	Target Time from Paramedic Received Until on Scene	% Target
2	10 minutes	65%
3	10 minutes	65%
4	10 minutes	65%
5	10 minutes	65%

Comment

It is recommended that the County of Frontenac maintain the same criteria under Regulation 257/00, as amended, for its response time targets for 2015:

For the calendar year of 2015, from January 1 to December 31,

i. Designated Delivery Agent (DDA) - SUDDEN CARDIAC ARREST
48% percent of the time, within 6 minutes from the time ambulance dispatch conveys the call information to the paramedic, the County of Frontenac will endeavour to have a person equipped and ready to use an AED at the location of a patient determined to be in sudden cardiac arrest.

ii. EMS Designated Delivery Agent - CTAS 1
68% percent of the time, within 8 minutes from the time ambulance dispatch conveys the call information to the paramedic, the County of Frontenac will endeavour to have a PARAMEDIC as defined by the *Ambulance Act* and duly equipped at the location of a patient determined to be CTAS 1.

iii. EMS Designated Delivery Agent - CTAS 2, 3, 4, 5
The County of Frontenac will endeavour to have a PARAMEDIC as defined by the *Ambulance Act* and duly equipped at the location of a patient determined to be CTAS 2, 3, 4, 5 within a period of time determined appropriate by the DDA and noted below in Table 1, or as resources permit (level of effort):

Table 1, CTAS 2, 3, 4, 5 EMS Delivery Agent Commitment

CTAS	Target Time from Paramedic Received Until on Scene	% Target
2	10 minutes	65%
3	10 minutes	65%
4	10 minutes	65%
5	10 minutes	65%

Sustainability Implications

Good stewardship of the County's financial resources allows for the most appropriate care of our residents and visitors when in need of paramedic services.

Financial Implications

None at this time.

Organizations, Departments and Individuals Consulted and/or Affected

Report 2014-137

RECOMMEND REPORT TO COUNCIL

To:	Deputy Warden and Council of the County of Frontenac
From:	Kelly J. Pender Chief Administrative Officer
Prepared by:	Jannette Amini Manager of Legislative Services/Clerk
Date prepared:	August 5, 2014
Date of meeting:	September 17, 2014

Re: **Corporate Services – Amendments to Integrity Commissioner Agreement**

Recommendation

BE IT RESOLVED THAT the Council of the County of Frontenac receive the *Corporate Services – Amendments to Integrity Commissioner Agreement* report;

AND FURTHER THAT the Warden and Clerk be authorized to amend the Agreement with Ronald R. Price, Q.C. as Integrity Commissioner for the County of Frontenac to include a yearly retainer in the amount of $1,100 plus applicable taxes;

AND FURTHER THAT the Council of the County of Frontenac authorize a transfer of $1,100 plus applicable taxes from the Working Fund Reserve to cover this expense.

Background

At the April 16, 2014 County Council meeting, Council passed the following resolution, being clause f) of the Recommend Reports from the Chief Administrative Officer:

Motion #: 96-14 Moved By: Councillor Inglis
Seconded By: Deputy Warden Doyle

THAT Ronald R. Price, Q.C. be appointed as the Integrity Commissioner for the County of Frontenac;

AND FURTHER THAT the Clerk be authorized to execute the required agreements.

CARRIED

This resolution resulted from Report 2014-067, Appointment of Integrity Commissioner for the County of Frontenac, advising of responses to a Request for Expression of Interest for the Provision of Services: Integrity Commissioner which was released in January 2013 by the County in which two (2) proposals were received and evaluated as noted below:

Table 1 – Evaluation Criteria

Evaluation Criteria	Weighting
Price	75%
Brief Description of firm, including clients, history, projects and staff	10%
Outline of services to be provided	10%
Outline of past experience in similar projects	5%
Total	100%

Staff evaluated both proposals using the criteria outlined in the EOI and concluded that the proposal by Ronald Price, Q.C. provided the best value for the County, as outlined in Table 2.

Table 2 – Summary of Proponent Scores

Proponent	Rank (using criteria in EIO)	Price submitted
Ronald R. Price, Q.C.	1	$200/hr for investigation + minimal costs for administration if required.*
ADR Chambers Mediators – Arbitrators	2	$300/hr for investigation + $1,600/month administrative fee

* Mr. Price had indicated that some necessary work including essential research could be assigned to a junior at the Mediation Centre working under his supervision at a reduced rate. Potential minimal costs include office supplies and an independent letterhead for the Integrity Commissioner which could be designed by the County's Communications Officer. There would also be reimbursement of travel expenses if required.

Comment

As noted in Report 2014-067, Mr. Price currently serves as the Administrative Director of the Mediation Centre of South-eastern Ontario which he formed with colleagues in 2001, and, whose liability coverage is provided by Marsh Insurance under an arrangement set in place by the ADR Institute of Ontario for its members. After advising Mr. Price of his successful proposal for the County's Integrity Commissioner, he has advised County staff that he had been informed by Marsh Insurance that his policy with Marsh would not cover his role as Integrity Commissioner nor are they able to accept an application for an extension of coverage to include liability coverage as an Integrity Commissioner. As a result, Mr. Price will need to secure additional insurance in order to proceed with the Agreement for Integrity Commissioner Services, a cost which was not anticipated when submitting his proposal.

After consultation with staff, staff are recommending that a yearly retainer be included in the Agreement that would cover the cost of Mr. Price securing liability insurance, which is a requirement of the contract. As noted in Table 2 – Summary of Proponent Scores, noted above, the only associated cost with entering into an Agreement with Mr. Price for the services of an Integrity Commissioner would be the hourly cost should an investigation be required along with the proposed yearly retainer of $1,100 + applicable taxes which remains far less than the second proposal from ADR Chambers Mediators – Arbitrators in the amount of $1,600 per month plus an investigation fee of $300 per hour.

Sustainability Implications

As noted in *Directions for our Future,* providing an equal and equitable level of service across the County is a priority and that government decision-making processes are clear, transparent, forward thinking and focused on the longer term.

Financial Implications

The proposed amendments to the Agreement with Mr. Price will result in a $1,100 + 8% tax expenditure that was not budgeted for in 2014.

Organizations, Departments and Individuals Consulted and/or Affected

Marian VanBruinessen, Director of Corporate Services/Treasurer

REPORT 2014-141

RECOMMEND REPORT TO COUNCIL

To: Deputy Warden and Council Members of the County of Frontenac

From: Kelly J. Pender
Chief Administrative Officer

Prepared by: Marian VanBruinessen, Director of Corporate Services/Treasurer
Susan Brant, Deputy Treasurer
Kelly J. Pender, Chief Administrative Officer

Date prepared: September 4, 2014

Date of meeting: September 17, 2014

Re: **Corporate Services - Long Range Financial Plan – Capital Asset Planning**

Recommendation

WHEREAS, on April 16, 2014 Council received the capital asset report from Public Sector Digest;

AND WHEREAS planning for capital asset replacement and funding capital deficit is a prudent financial tool for municipalities and a requirement for receipt of future Provincial and Federal capital funding;

NOW THEREFORE BE IT RESOLVED THAT the Council of the County of Frontenac provide direction on the following variables:

Variable	Council Direction
Levy Inflation	
% of Levy dedicated to Capital	
Transfer from Reserve	
Vehicle Borrowing (%)	
Building Borrowing (%)	
Mechanical & Equipment Borrowing <10 years (%)	

Mechanical & Equipment Borrowing >10 years (%)	
Land Improvements Borrowing (%)	
Interest on Debt	
Term for Debt	
2024 Predicted Assessment (% FPS Allocated to City of Kingston)	

Anticipated Surplus/Deficit	

AND FURTHER THAT this direction be referred to the 2015 Budget process for further discussion by the incoming Council.

Background

The County of Frontenac has committed to undertaking a Long Range Financial Plan (LRFP) consisting of six parts, namely:

- Strategic Plan
  - Where are we going? When are we going to do things?
- Contracts and Obligations
  - Who do we owe? Who owes us? What does the law say?
- Asset Management Plan
  - How do we maintain what we have? Are there assets we can divest? Are there assets we are planning to acquire?
- Revenue Sources
  - What funding options do we have?
- Service Delivery Review
  - Do we deliver the right services? Are our customers satisfied? Are services being delivered efficiently? Are our services delivered effectively?
- Business Planning & Operating Budgets
  - What are we going to do this year? Will decisions this year have an impact on future years?

The purpose of this report is to focus on Asset Management, in particular the question of "how do we maintain what we have?"

Completing a LRFP will ensure that the County remains eligible for Gas Tax Funding and senior government capital grants. The LRFP was a recommendation of the County auditor and the KPMG service delivery review.

Comment

At the September 3, 2014 Committee of the Whole staff provided an overview of the topic of Capital Asset Planning. In particular, building upon the report presented by the Public Sector Digest (PSD) to Council on April 16, 2014 which resulted in the following motion:

RESOLVED THAT Council of the County of Frontenac accept the Corporate Services – Capital Asset Management Plan report;

AND FURTHER direct that the Asset Management Plan (AMP) as attached, be updated annually or as required in accordance with changes to best management practices, technology, financial constraints and the outcome of asset condition assessments.

The PSD report was based upon 2012 year end data and identified an annual funding shortfall of $851,000. Staff have updated this information to include capital works completed in the intervening years, such as trail expansion, Robertsville Station, Ambulance Fleet and Fairmount Auditorium. The revised deficit is $947,000/year.

The financial model presented by staff on September 3rd included 12 variables for Council consideration including borrowing and the shifting of assessment from the City of Kingston to the County.

The consensus of Committee was to provide a covering report for Council consideration at the September 17, 2014 Council meeting.

The three options presented are summarized as follows:

- **Option One:** Public Sector Digest recommendation
  - 1% dedicated levy increase for capital assets
  - No borrowing
  - No change/shift in assessment from City to County
- **Option Two:** Reasonable Borrowing
  - .65% dedicated levy increase for capital assets
  - 50% borrowing on building and land improvements
  - Total anticipated debt = $3.268M or a 2.47% Levy Increase
  - Change/shift in assessment from 79.11% to 77.0% over a ten year period
- **Option Three:** No Borrowing
  - 1.26% dedicated levy increase for capital assets
  - No borrowing for any capital asset category
  - No debt or deficit financing required
  - Change/shift in assessment from 79.11% to 77.0% over a ten year period

Sustainability Implications

Developing a plan for the timely replacement of capital assets is a critical step in the County's LRFP. Sustainable, predictable and timely funding of capital assets, combined with a reasonable borrowing policy will assist future generations by spreading tax burden and ensuring that vital community assets are maintained and replaced.

Financial Implications

The LRFP will reduce tax spikes, set reasonable borrowing policies and ensure that we remain eligible for senior government grants. The completion of the LRFP was a recommendation of the County's auditor and the Service Delivery and Organizational Review completed by KPMG.

A 1% increase as recommended by PSB, combined with borrowing will provide for a faster elimination of the deficit and/or room to accommodate future infrastructure acquisitions.

Staff will be prepared at the meeting to change options to suit any combination of variables Council may wish to explore.

Organizations, Departments and Individuals Consulted and/or Affected

Marian VanBruinessen, Director of Corporate Services/Treasurer
Susan Brant, Deputy Treasurer

REPORT 2014-142

RECOMMEND REPORT TO COUNCIL

To:	Deputy Warden and Council Members of the County of Frontenac
From:	Kelly J. Pender Chief Administrative Officer
Prepared by:	Marian VanBruinessen Director of Corporate Services/Treasurer
Date Prepared:	September 4, 2014
Date of Meeting:	September 17, 2014

Re: Corporate Services – 2014 Property Tax Claw Back Threshold

Recommendation

RESOLVED THAT Council of the County of Frontenac accept the *Corporate Services – 2014 Property Tax Clawback Threshold* report;

AND FURTHER a by-law be introduced later in the meeting to establish the percentages by which tax decreases are limited for 2014 in respect of properties in the commercial, industrial and multi-residential classes.

Background

Section 330(1) of the *Municipal Act* states that the council of a municipality other than a lower tier municipality may pass a by-law to establish the percentages by which tax decreases are limited for 2014 in respect of properties in the commercial, industrial and multi-residential classes in order to recover all or part of the revenues foregone as a result of the application of Section 329(1) of the *Municipal Act*.

Comment

The claw back percentage is calculated as the total amount of tax in excess of the 5% cap as a percentage of the total of all reductions in a particular class. For example, if the total tax in excess of the cap is $25,000, while the total of all reductions equals $150,000, the claw back percentage is calculated as $25,000/$150,000 x 100 = 16.6667%.

The claw back percentages under Section 330(1) have been calculated as follows:

Capping Claw Back and Retained Percentages			
	Multi-residential	**Commercial**	**Industrial**
Claw Back Percentage	0.0000%	90.1399%	32.8479%
Retained Percentage	100.0000%	9.8601%	67.1521%
Total	100%	100%	100%

Financial Implications

The capping and claw back process for 2013 has resulted in the following adjustments between the lower tier municipalities and the County:

Municipality	Multi-Residential Class	Commercial Class	Industrial Class
Frontenac Islands	$0	$0	$0
South Frontenac	$0	$-1,016	$-395
Central Frontenac	$0	$1,016	$0
North Frontenac	$0	$0	$395
County of Frontenac	$0	$0	$0

Positive amounts represent payments due from a Township to the County. Negative amounts represent payments due from the County to a municipality.

REPORT 2014-143

RECOMMEND REPORT TO COUNCIL

To:	Deputy Warden and Council Members of the County of Frontenac
From:	Kelly J. Pender Chief Administrative Officer
Prepared by:	Kelly J. Pender, Chief Administrative Officer Joe Gallivan, Manager of Sustainability Planning Anne Marie Young, Manager of Economic Development
Date Prepared:	September 9, 2014
Date of Meeting:	September 17, 2014

Re: Corporate Services – County Property Land Use Policy

Recommendation

RESOLVED THAT the Council of the County of Frontenac accept this *County Property Land Use Policy* report;

FURTHER THAT Council adopt the Land Use Policy as attached, Schedule "A" to this report; and

AND FURTHER THAT Council direct the Clerk to develop an amendment to the Fees and Charges By-law (By-law #2013-0010) that reflect the Land Use fees outlined in Schedule "B" to this report.

Background

At the September 3, 2014 Committee of the Whole, staff reviewed a proposed land use policy matrix that would provide a framework for decision making on issue of citizen land use requests on County owned property.

The intent of the policy is to provide the least intrusive response to addressing the needs of the citizen and the county. While generally positive about the matrix,

Committee asked that staff address the proposed fee structure to reflect the actual cost of providing the service.

Comment

As the owner of lands, it is incumbent upon the County to establish policies to deal with requests from land owners to access public lands in the most efficient manner, while protecting the public interest.

Financial Implications

The fees attached to each of the applications should offset staff costs to process the application and provide site inspections where necessary.

The *Municipal Act*, S. 391.(1) c provides the municipality with the authority to impose a fee for the use of its property. In accordance with the Act (Sec 270.(1) 1), the County is required to establish a policy for the disposition of land. Under the land use policy, sale of land will be governed by the County By-law 17-1995.

The fees do not cover the cost of increased liability or the value added to the property.

Organizations, Departments and Individuals Consulted and/or Affected

Tony Fleming, Cunningham Swan, Carty, Little & Bonham LLP.

County of Frontenac Corporate Policy & Procedure Manual

Subject: **Land Use Policy** **Index Number XXX**
Page 1 of 3

Approved: **Effective Date: February 1, 2011**

Policy:

The County of Frontenac recognizes as a property owner that requests for use of County property will arise from time to time and that the timely handling such issues is necessary for the protection of the public interest and in the interests of the citizen making a request.

Objective:

To provide a decision making framework for Council, citizens and staff to ensure that the most efficient and least intrusive measure is applied to citizen requests for use of lands owned by the County.

Procedure:

1. Staff will review with the applicant their needs and work with them to process their application in a timely and efficient manner.
2. In reviewing applications, the table below will be used to direct the applicant to the least onerous method possible. The Table is generally structured from "least" onerous (Certificate of Permission), to "most" onerous (Right of Way and Sale).

Method	Time Period	Examples	Conditions	Approval Authority	Transferable
Certificate of Permission	Less than one year	Access across the property for a limited time (e.g., construction or tree harvesting)	Pre and post inspection Deposit equal to potential restoration Proof of insurance Site sketch Signed agreement Taxes in good standing	Delegated to staff	No

License of Occupation	Generally for a period up to three years In any case, not more than 21 years	Water line under property for a temporary period Fence encroachment Well installation Property access while a permanent access is being constructed	Pre and post inspection + periodic compliance inspections Proof of insurance Legal Survey Signed agreement Taxes in good standing	Council approval	Not as of right, but with County permission Not past original length
Encroachment Agreement	Indefinite, but may expire if the encroachment is replaced	Previously constructed structures	Pre- inspection Proof of insurance Legal survey Signed agreement Taxes in good standing	Delegate to staff for encroachments less than $1m^2$ Council approval for encroachments greater than $1m^2$	With County permission

Right of Way (RoW)	In perpetuity	Driveway access for a home or accessory building Permanent installations above, on or below	Pre and post inspection + periodic compliance inspections(because it is permanent, a post-inspection is not necessary) Proof of insurance Legal Survey Signed agreement Taxes in good standing	Approved by Council Considered a disposition of property under the County By-law	No need to transfer – transferred with title as of right
Sale	Disposal	Sale for a lot addition Sale as surplus to County needs	Pre inspection Legal Survey Signed agreement Taxes in good standing	Approved by Council Considered a disposition of property under the County By-law	n/a

Notes:

1. In all instances the proponent is responsible for all costs + applicable fees
    a. Fees and charges as per County By-law
2. Permission may be refused in the following instances:
    a. Where granting permission would result in an unsafe condition
    b. Where permission would interfere with or limit future trail development
    c. Where the portion of County property at issue abuts waterfront
    d. Where the permission would allow land uses that may have negative impacts on the use or users of the trail
    e. Longitudinal access for an extended length of the trail
3. Conditions may be imposed on any of the above, which may include:
    a. Requirements for engineered drawings to show improvements to the trail surface, drainage, access points etc.
    b. Conditions governing usage and safety
    c. Requirements for fencing and signage
    d. Insurance and indemnities

Schedule "B"

County of Frontenac
Applicable Fees

Method	Cost
Certificate of Permission	$250 application and inspection fee (Based upon 4 to 8 hours for pre and post inspection and administration)
License of Occupation	$250 application and inspection fee + $100/year for the duration of the agreement. (Based upon 4 to 8 hours for pre and post inspection and administration)
Encroachment Agreement	$250 application fee (Based upon 4 to 8 hours for pre and post inspection and administration)
Right of Way (RoW)	$250 application fee (Based upon 4 to 8 hours for pre and post inspection and administration)
Sale	$250 application fee (Based upon 4 to 8 hours for pre and post inspection and administration) All sales in accordance with the County's Sale of Real Property By-law

Report 2014-144

RECOMMEND REPORT TO COUNCIL

To:	Deputy Warden and Council of the County of Frontenac
From:	Kelly J. Pender Chief Administrative Officer
Prepared by:	Jannette Amini Manager of Legislative Services/Clerk
Date prepared:	September 4, 2014
Date of meeting:	September 17, 2014

Re: **Corporate Services – County Council Declaration of Vacant Seat**

Recommendation

WHEREAS By-law 2013-0046 appointed Councillor Bud Clayton as the Warden for the County of Frontenac effective January 1, 2014;

AND WHEREAS Warden Clayton passed away on Monday, September 1, 2014;

AND WHEREAS Section 259 (1) (h) of the *Municipal Act,* 2001 as amended states that the office of a member of council of a municipality becomes vacant if the member dies;

AND WHEREAS Section 262 (1) of the *Municipal Act,* 2001 as amended requires municipal councils to declare the office of a vacant seat:

THEREFORE BE IT RESOLVED THAT it is with deep regret that, pursuant to Section 262 (1) of the *Municipal Act*, the Council of the County of Frontenac declare the Office of Warden vacant.

Background

This report is being presented to County Council as a result of the vacancy left on County Council due to the unfortunate passing of Warden Clayton.

Comment

Section 259 (1) of the *Municipal Act, 2001,* as amended, states,

Vacant seat

259. (1) The office of a member of council of a municipality becomes vacant if the member,

(a) becomes disqualified from holding the office of a member of council under section 256, 257 or 258;
(b) fails to make the declaration of office before the deadline in section 232;
(c) is absent from the meetings of council for three successive months without being authorized to do so by a resolution of council;
(d) resigns from his or her office and the resignation is effective under section 260;
(e) is appointed or elected to fill any vacancy in any other office on the same council;
(f) has his or her office declared vacant in any judicial proceeding;
(g) forfeits his or her office under this or any other Act; or
(h) dies, whether before or after accepting office and making the prescribed declarations. 2001, c. 25, s. 259 (1).

The Municipal Act further states,

Declaration

262. (1) If the office of a member of a council becomes vacant under section 259, the council shall at its next meeting declare the office to be vacant, except if a vacancy occurs as a result of the death of a member, the declaration may be made at either of its next two meetings. 2001, c. 25, s. 262 (1).

Options

Council has two (2) options that it may consider with respect to the vacancy left by Warden Clayton:

Option 1

Section 263 (4) of the *Municipal Act* states:

Vacancy, head of council

(4) Despite subsections (1) to (3), if the head of council of an upper-tier municipality is required to be appointed by the members of the upper-tier council, the upper-tier municipality shall fill a vacancy in the office of head of council by appointment in the same manner as the head was originally appointed. 2001, c. 25, s. 263 (4).

Should Council wish to fill the vacancy of Warden an election would need to take place, followed by the passing of a by-law to appoint a new Warden.

Option 2

Section 263 (5) 3. of the *Municipal Act* states:

Rules applying to filling vacancies

(5) The following rules apply to filling vacancies:

1. Within 60 days after the day a declaration of vacancy is made with respect to the vacancy under section 262, the municipality shall,
   i. appoint a person to fill the vacancy under subsection (1) or (4), or
   ii. pass a by-law requiring a by-election be held to fill the vacancy under subsection (1).
2. Despite paragraph 1, if a court declares an office to be vacant, the council shall act under subsection (1) or (4) within 60 days after the day the court makes its declaration.
3. Despite subsections (1) to (4), if a vacancy occurs within 90 days before voting day of a regular election, the municipality is not required to fill the vacancy. 2001, c. 25, s. 263 (5).

October 27th is voting day for the 2014 municipal election. Given that the vacancy occurred within 90 days before voting day, there is no mandatory requirement for Council to fill the vacancy of Warden as Section 263 (5) 3 would apply.

Section 242 of the Municipal Act states:

Absence of head

242. A municipality may, by by-law or resolution, appoint a member of the council to act in the place of the head of council or other member of council designated to preside at meetings in the municipality's procedure by-law when the head of council or designated member is absent or refuses to act or the office is vacant, and while so acting such member has all the powers and duties of the head of council or designated member, as the case may be. 2006, c. 32, Sched. A, s. 105.

Should Council chose not to fill the vacancy of Warden, Deputy Warden Doyle, as appointed by By-law 2013-0046 would act in the place of Warden, with all the powers and duties of the Warden.

With respect to the vacancy of the Mayoral seat of the Township of North Frontenac, the Municipal Act states:

Lower-tier declaration

(3) If a local municipality declares the office of one of its members who also holds office on the council of the upper-tier municipality to be vacant, the local municipality shall immediately forward a copy of its declaration to the council of the upper-tier municipality. 2001, c. 25, s. 262 (3).

It further states:

Dual vacancies

(2) If the offices of a person who is a member of council of both a local municipality and its upper-tier municipality become vacant, the local municipality and not the upper-tier municipality shall fill the vacancy in accordance with subsection (1). 2001, c. 25, s. 263 (2).

It is understood through discussions with staff at the Township of North Frontenac that North Frontenac Township Council did not pass a Resolution at its September 2nd meeting to declare the Mayor's seat vacant; however it is anticipated that this will be done at its September 22nd meeting as required under Section 262 (1) of the *Municipal Act*. The County will be notified at that time of the Township of North Frontenac's intent with respect to its mayoral seat on County Council.

Sustainability Implications

Not applicable

Financial Implications

There are no financial implications associated with this report.

Organizations, Departments and Individuals Consulted and/or Affected

Cheryl Robson, CAO, Township of North Frontenac

Report 2014-145

RECOMMEND REPORT TO COUNCIL

To: Deputy Warden and Council Members of the County of Frontenac

From: Kelly J. Pender
Chief Administrative Officer

Prepared by: Joe Gallivan
Manager of Sustainability Planning
Peter Young
Community Planner

Date prepared: September 12, 2014

Date of meeting: September 17, 2014

Re: Corporate Services - Application for Draft Plan of Subdivision – Willowbrook Estates
Township of South Frontenac – County File # 10T-2013/001

Recommendation

RESOLVED THAT the Council of the County of Frontenac approve the draft plan of subdivision submitted by McIntosh Perry Consulting Engineers Ltd. on behalf of 1059823 Ontario Ltd. being Part of Lots 18 and 19, Concession 2 and Part of Road Allowance between Lot 18 and 19, former Township of Storrington, Township of South Frontenac, County of Frontenac, County File No. 10T-2013/001: subject to the Conditions of Draft Approval contained in the County Planning Report dated September 8, 2014 noted as Appendix B to this report;

AND FINALLY THAT the Clerk be authorized to issue draft approval by signing the required documents and making any technical corrections to the conditions as needed.

Background

The subject property is 27.8 hectares (69 acres) and is located on the west side of Perth Road in the hamlet of Inverary in the Township of South Frontenac. The lands are characterized by fields and wetlands with wooded areas and the Inverary Golf & Country Club to the west. The surrounding area contains mostly single detached lots and some commercial development. The application is for the creation of a residential

plan of subdivision consisting of 16 single detached units, one environmental protection block, two roads, and one walkway block.

Comment

County Planning staff has completed a comprehensive report for draft plan approval of the subdivision (see attached Appendix A) and is satisfied that this development:

(i) is consistent with the Provincial Policy Statement;
(ii) meets the tests of the *Planning Act*; and
(iii) complies with policies of the Township of South Frontenac's Official Plan.

Financial Implications

The required fees to process draft approval of the plan of subdivision and for processing the revised plan have been paid to the County by the proponent and all funds owed have been paid to the Township. Should the plan of subdivision application be appealed, funding could be drawn from the Ontario Municipal Board reserve to cover the cost of legal fees.

Sustainability Implications

One of the key focus areas of *Directions for Our Future*, the County's Sustainability Plan, is Land Use Planning and Management. From a sustainability perspective, this involves an approach that ensures a clean and healthy environment, a strong economy, and long term viability. Draft approval of the plan of subdivision will promote a strong economy and long term viability by promoting more residential development within the hamlet of Inverary.

Organizations, Departments and Individuals Consulted and/or Affected

Township of South Frontenac
Commenting Agencies

APPENDIX A TO RECOMMEND REPORT 2014-145

PLANNING REPORT

To: Deputy Warden and Members of County Council

From: Joe Gallivan
Manager of Sustainability Planning

Peter Young
Community Planner

Date Prepared: September 12, 2014

Date of Meeting: September 17, 2014

Re: Application for Draft Plan of Subdivision – Willowbrook Estates
Township of South Frontenac – County File # 10T-2013/001

Recommendations and Conditions:

It is recommended that County Council give draft approval to the plan of subdivision for Willowbrook Estates based on the attached conditions of approval detailed in Appendix B. The application is consistent with the Provincial Policy Statement (2014). It conforms to the Township of South Frontenac Official Plan, has been submitted along with an appropriate implementing Zoning By-law, and has had regard for the criteria of Section 51 (24) of the *Planning Act*.

Background:

An application was submitted by McIntosh Perry Consulting Engineers Ltd. on behalf of 1059823 Ontario Ltd. (Tony Matias) for draft approval of a plan of subdivision on Perth Road in the south end of Inverary in the Township of South Frontenac.

Site Location:

The subject property is 27.8 hectares (69 acres) and is located on the west side of Perth Road in the hamlet of Inverary in the Township of South Frontenac. The lands are characterized by fields and wetlands with wooded areas to the west. The surrounding area contains mostly single detached lots and some commercial development. Maps of the subject site are attached as Appendix C.

Overview of Proposal and Background:

The application is for the creation of a residential subdivision consisting of:

- 16 single detached units with an average lot size of 0.93 hectares (2.3 acres)
- One Environmental Protection block to be transferred to adjacent lands (Block 17)
- One walkway block (Block 18)
- Two public streets

A previous business park subdivision was approved by County Council in 2010 but approval lapsed in 2013. The new subdivision plan for residential development was deemed complete in November 2013. The version of the plan proposed for draft approval is generally similar to the November 2013 plan, with some minor changes after agency review, mainly relating to floodplain mapping. Part of the lands to the north that were previously part of the subdivision were severed and rezoned for commercial development.

Discussion and Analysis:

Provincial Policy Statement (2014)

The 2014 Provincial Policy Statement (PPS) provides direction on matters of Provincial interest related to land use planning and development. It promotes efficient land use and development patterns that support strong, liveable and healthy communities, protect the environment and public health and safety, and facilitate economic growth.

Section 1.1.4.2 of the PPS states that in Rural Areas, such as the County of Frontenac, rural Settlement Area shall be the focus of growth and their vitality and regeneration shall be promoted. When directing development in rural settlement areas in accordance with policy 1.1.3, planning authorities shall give consideration to rural characteristics, the scale of development and the provision of appropriate service levels. The level of density proposed is appropriate for a settlement area without public and water sewer services and will use Township roads.

Section 1.6.6.4 of the PPS states that where municipal sewage services and municipal water services or private communal sewage services and private communal water services are not provided, individual on-site sewage services and individual on-site water services may be used provided that site conditions are suitable for the long-term provision of such services with no negative impacts. In settlement areas, these services may only be used for infilling and minor rounding out of existing development.

The applicant has provided a servicing options statement demonstrating that private individual servicing is appropriate for this development and has submitted peer-reviewed studies demonstrating appropriate long-term site conditions. The development of 16 units in 28 hectares (with only 15 hectares proposed for residential use) represents minor rounding out of the Inverary settlement area, which has approximately 250 properties spread out over 430 hectares.

Township of South Frontenac Official Plan

The subject property is currently designated as Settlement Areas in the Township Official Plan. The Plan directs the majority of new growth to the settlement areas.

Development within settlement areas is subject to a number of policies under Section 5.6 in the Township's Official Plan. The proposed development for single detached dwellings is compatible with existing and proposed land uses in the area, and the proposed lots are larger than many of the surrounding properties. The proposed lots have been supported by studies that have justified private water and septic systems in accordance with Section 6.10.2 of the Plan.

Subdivision development is also subject to the policies in Section 7.3 of the Plan. The lands are compatible with the scale of development in the area. They have appropriate lot area and frontages and have had a peer reviewed hydrogeological study submitted in support of the application. A satisfactory preliminary stormwater management plan has been prepared and the roads will be developed at a standard acceptable to the Township. Appropriate buffering has been secured for neighbours, floodplains, and environmental features. The developer will enter into a subdivision agreement to ensure conditions of approval are fulfilled. The proposed lots have been supported by studies that have justified private water and septic systems in accordance with Section 6.10.2 of the Plan.

Zoning By-law

The lands previously had a site-specific zone for the previous industrial and commercial developments. The lands were rezoned in July 2014 from the Special Urban Commercial Zone (UC-21) and Special Urban Industrial Zone (UI-5) to Urban Residential-First Density Zone (UR1) to allow for a model home to be constructed on the property. The final layout and site-specific zoning provisions will be confirmed through the subdivision agreement process and a further by-law amendment.

Servicing

The applicant is proposing private wells and septic systems to support the development. The supporting studies have been reviewed by the County's peer reviewer Malroz Engineering and the Health Unit. Draft conditions have been included to ensure their recommendations will be implemented. A number of lots proposed were under 0.8 hectares, which required additional justification under South Frontenac's Official Plan. Malroz has reviewed the justification and is satisfied with the information provided by the developer's hydrogeologist. Some water treatment for aesthetic parameters will be required to be implemented through the subdivision agreement.

Stormwater

A stormwater management report was submitted in support of the application. Generally runoff would be directed to the existing wetland and to ditches along the interior roadways and the Perth Road right-of-way. The preliminary stormwater plan has been reviewed by the Cataraqui Region Conservation Authority and Township, and conditions of draft approval will ensure the proper implementation of the detailed design of stormwater measures.

Natural Hazards

Part of the development is within the floodplain, although the majority of the floodplain lands are within the EP zone. In order to allow for more land to be developed, part of this floodplain is proposed to be filled, with another area re-graded as compensation for the displaced flood volume. A floodplain compensation plan is required as a draft subdivision condition. This will ensure the adjustments to the floodplain boundary

through the cut-and-fill process will still allow appropriate building envelopes and setbacks on the lots.

Environment
An environmental impact statement was submitted in support of the application and was reviewed by the CRCA. No significant natural heritage features were identified on the site. The conditions of draft approval will ensure that the major environmental feature of the property -- the wetland -- will be preserved.

Archaeology, Culture, and Heritage
The applicant provided Archaeological Assessments of the subject property. The reports indicate a small archaeological site was found on the property containing a pre-contact artifact (a pre-historic ground and pecked stone axe). The authors concluded no further archeological study was required and the property should be cleared for development. Standard archaeological conditions have been included in the recommended conditions. The reports were cleared by the Ministry of Tourism, Culture and Sport in October 2013.

Transportation
Residents would have access to Perth Road through an internal road. Walkway blocks and sidewalks have also been included in the plan to connect to the hamlet and the commercial development to the north. Originally a service road was proposed by the Township along Perth Road in order to eliminate the negative visual impact of the having backyards and the backs of houses as the entry point to Inverary. However after further discussion with Township Council and the applicant, it was determined that this could also be achieved through visual landscape screening and the requirement for additional architectural treatments of the dwellings facing Perth Road. Further details of this requirement will be determined by the Township through the subdivision agreement process.

Parkland
The applicant is required to dedicate parkland or provide up to 5% cash-in-lieu of parkland as part of the subdivision process in the Township of South Frontenac, which has been included as a condition of draft approval.

Other Issues/Agency Comments
Other commenting agencies such as Bell Canada, Hydro One, and the school boards provided either no concerns/comments or included a list of standard conditions.

Public Consultation:

A formal public meeting for the development was held on April 15, 2014. Several members of the public spoke and asked questions about the proposal, raising issues related to water quality and quality, privacy, septic systems, and potential negative impacts of access to the wetland. No formal written submissions were received. The proposed subdivision conditions include screening for a neighbour affected to the south. Additional testing and analysis was completed on the test wells and Malroz is now satisfied with the hydrogeological and terrain analysis studies. The wetland block will now be added to a neighbouring property through part lot control and will not have public access to the roadway.

Summary

The draft subdivision represents appropriate development in the settlement area, and the developer has addressed issues raised during the circulation process. Commenting agencies have reviewed the subdivision extensively and provided conditions of draft approval, and the plan has been endorsed by South Frontenac Township Council. Overall, the proposal is of a size and scale that is appropriate for the lands and will have a positive impact on the vitality of the Inverary settlement area.

Appendix B: Proposed Conditions to Approval
Appendix C: Maps of Subject Site
Appendix D: Minutes of Public Meeting

Applicant: McIntosh Perry Consulting Engineers Ltd	**Date of Decision: September 17, 2014**
File No.: 10T-2013/001	**Date of Notice:**
Subject Lands: Willowbrook Estates being Part of Lots 18 and 19, Concession 2 and Part of Road Allowance between Lot 18 and 19, former Township of Storrington, Township of South Frontenac, County of Frontenac	

CONDITIONS TO APPROVAL

The conditions of approval for the draft plan of subdivision are as follows:

1. **Approved Draft Plan:**
   That this conditional approval applies to the Draft Plan of Subdivision, dated August 13, 2014 prepared and certified by Hopkins, Cormier & Chitty, Surveying Consultants Inc. OLS, which shows the following:
   - 16 units for single detached dwellings (Units 1-16);
   - One (1) environmental protection block (Block 17)
   - One walkway block (Block 18)
   - Two streets

2. **Subdivision Agreement:**
   A. That the owners of the subject land enter into a subdivision agreement with the Township of South Frontenac, prepared to the satisfaction of the municipality, to be registered on title of the subject land.
   B. That the Subdivision Agreement and all Agreements of Purchase and Sale shall include provisions stipulating that any dwelling erected on Lots 8-16 shall be oriented such that the front façade of the dwelling (or architectural treatment simulating a front façade) faces Perth Road to the satisfaction of the Township. For clarity, it will be the decision of the Township as to what method of construction will satisfy this requirement.

3. **Financial Requirements:**
   A. That the owner agree in writing to satisfy all the requirements, financial and otherwise of the municipality concerning the provision/upgrading of roads, installation of services and drainage, in accordance with the municipality's standards and procedures.
   B. That the Owner shall reimburse the Township of South Frontenac and County of Frontenac for all legal, engineering, planning, administrative expenses and permit fees including the cost of any peer review that the Township of South Frontenac or County of Frontenac may require in relation to the subdivision.

4. **Access**
   A. That the two road allowances included in this draft plan shall be identified as Street 'A' and Street 'B' and shall be constructed to Township standards for

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new public roads with paved asphalt surfacing and that the road be dedicated as a public highway.

B. That the new internal roads identified as 'Street 'A' and Street 'B' shall each be named to the satisfaction of the municipality.

C. That Perth Road shall be upgraded at the entrance to the subdivision to the Township's satisfaction to facilitate ingress and egress including the construction of a southbound right taper.

D. That 0.3 metre reserves be identified by survey along Lots 9 and 10 and along Lots 11 to 16 where the lots abut the road allowance of Perth Road to be held in trust by the municipality for the purpose of denying additional access onto Perth Road.

E. That the Owner shall pay the total costs for the Township to install a 1.5 metre wide concrete sidewalk along the west side of the road allowance of Perth Road from the northern limit of Street 'B' (i.e., street providing access off Perth Road), to the northernmost limit of the subdivision which abuts Perth Road, just south of the two commercial lots (i.e., lands along Lots 11-16 inclusive).

F. That, prior to final approval, street signage shall be installed according to Township standards and to the satisfaction of the municipality.

5. On-Site Sewage Disposal and Water Systems:

A. That the recommendations outlined in the letter dated November 22, 2013 from KFL&A Public Health to the County of Frontenac, be addressed to the satisfaction of the municipality and KFL&A Public Health

B. That all requirements and recommendations specified in the Hydrogeology, Terrain Analysis and Soil Stockpile Sampling Report, dated October 10, 2013, from XCG Environmental Engineers and Scientists and all associated drawings and peer review recommendations be complied with including the following recommendations:

i. Each well should be assessed by a qualified hydrogeologist for water quantity and quality.

ii. Each well, including the existing five test wells, be properly developed and upgraded to include a vermin proof cap.

iii. The hydrogeologist should at a minimum provide an opinion on the suitability of the well to be used for domestic purposes and any compensatory water flow and/or any water treatment measures.

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iv. That the draft approval include the proponent's consultant recommendation for water treatment as outlined in XCG's letter dated July 23, 2014 including:
   1. Filtration,
   2. Disinfection (i.e., UV light)
   3. Potential for additional measures including, a hydrogen peroxide, air or sodium hypochlorite drip system.
   4. Potential for water softening
   5. Potential for reverse osmosis systems

C. That any existing wells and or septic systems that may be present on the site and are not to be used as part of the plan of subdivision be decommissioned as per applicable regulations.

6. Environment

A. That all conditions outlined in the letters dated July 21, 2014 from the Cataraqui Region Conservation Authority to the County of Frontenac, be addressed to the satisfaction of the municipality.

B. That the Owner shall deed the lands described as Block 17 (Environmental Protection Area) to an abutting property. The Owner agrees to ensure that title to Block 17 and the abutting lands are in the same names, with the intent that both parcels will be merged in title, on the understanding that the Municipality will pass a part lot control by-law to effect the merger of title.

C. That the lot grading and drainage plan submitted for approval shall provide for permanent markers and signage to be installed by the Owner along the rear lot lines at the rear lot corner of Lots 1 to 6, inclusive, to identify the boundary of the EPA block (Block 17)

7. Stormwater

A. That a lot grading and drainage plan and a sediment and erosion control plan be completed and approved to the satisfaction of the Township and the Cataraqui Region Conservation Authority ('CRCA'), and be included in the Subdivision Agreement between the Owner and the Township.

B. That a flood plain compensation plan be prepared by a qualified Professional Engineer and approved to the satisfaction of the Township and the CRCA, and that appropriate text to implement its findings be included in the Subdivision Agreement.

C. That a final stormwater management plan be prepared by a qualified Professional Engineer and approved to the satisfaction of the Township and

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the CRCA, and that appropriate text to implement its findings be included in the Subdivision Agreement.

D. That the Subdivision Agreement include text to the satisfaction of the Township and the CRCA notifying the Owner that permission will be required under Ontario Regulation 148/06: Development, Interference with Wetlands, and Alterations to Shorelines and Watercourses prior to commencing rough grading, stockpiling, road construction, etc. within 30 metres of the wetland, and within 15 m of the 100.00 m GSC flood elevation on the subject property.

E. That the Subdivision Agreement include text to the satisfaction of the Township and the CRCA to provide notice to purchasers of Lots 1 to 6 (inclusive) and Block 17 (based on June 19, 2014 Draft Plan) that site alteration and construction (including but not limited to buildings, structures, filling and grading) on these lots may require permission under Ontario Regulation 148/06: Development, Interference with Wetlands, and Alterations to Shorelines and Watercourses prior to commencing these activities. ('CRCA'), and be included in the Subdivision Agreement between the Owner and the Township.

F. That, prior to final approval, the Township shall be satisfied that all servicing issues are resolved such as road construction; stormwater drainage, design, and maintenance; and the construction and design of ditches and culverts.

8. Parkland Dedication:
That the owner convey up to five percent of the land included in the plan to the municipality for park purposes. Alternatively, the municipality may require cash-in-lieu for all or a portion of the conveyance.

9. Human Remains:
The subdivision agreement shall contain a clause providing that any Owner(s) be advised, and also that a notice be placed in the purchase and sale agreement alerting any prospective purchasers that in the event that human remains are discovered during construction or site development of a lot, that 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).

10. Archaeological Resources:

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A. That all recommendations of the Archaeological Assessment (Stage 1 & 2) Reports, dated January 2009 by the Cataraqui Archaeological Research Foundation be implemented to the satisfaction of the Township.

B. 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
email: algonquins@nrtco.net

11. Utilities and On-Site Works

A. That, in accordance with the letter dated January 21, 2014 from Canada Post, Centralized Community Mail Boxes shall be installed at a location on the road allowance of Street 'B' near the entrance to the development at Perth Road along the side yard of Lot 11 in the Plan or at an alternative location to the satisfaction of Canada Post the Township

B. That prior to final approval, the Owner satisfy the Township that public utilities, including without limitation Bell Canada, Hydro One, etc., are adequate to service the proposed development and that all servicing issues are resolved such as road and sidewalk construction

C. That all servicing including Bell, Hydro, etc. be installed underground.

D. That all entrances to the lots including entrance culverts be located and constructed to the satisfaction of the Township.

E. That, prior to final approval, street lighting shall be installed to the satisfaction of the municipality including lighting at the entrance to the development at Perth Road such lighting to also illuminate the mail box location

F. That prior to final plan approval, the Owner shall submit a Landscape Plan which provides for:

i. One tree to be planted by the Owner in the front yard of each of the lots (Lots 1-16)

ii. A planting area or screening buffer along the rear lot line for the residential lots abutting Perth Road (Lots 8-16) and the residential lot abutting the existing residential properties on Davidson Side Road (Lot 7). This planting area/buffer may include additional trees

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for each lot, berms, vegetation, and other measures to the satisfaction of the Township.

iii. All trees shall be all of a type, size and location as specified in the Township's Site plan Guidelines.

12. Revisions to Draft Plan:

A. That Prior to Final Subdivision Approval, the Owner shall submit a revised Block Plan, if required, to reflect any significant alterations caused from this Draft Plan Approval.

B. That where final engineering design(s) result in minor variations to the Plan (e.g., in the configuration of lots, etc.), these may be reflected in the Final Plan subject to the satisfaction of the Township of South Frontenac and the County of Frontenac.

13. General conditions:

A. 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 lots/blocks thereon conform to the frontage and area requirements of the Zoning By-Law.

B. That prior to final approval, the County of Frontenac is to be advised by the municipality that this proposed subdivision conforms to the Zoning By-law in effect of the Township of South Frontenac including that the zoning is satisfactory to the Cataraqui Region Conservation Authority.

14. Clearance Letters:

C. That Prior to Final Subdivision Approval, the County of Frontenac shall be advised that all Conditions of Draft Plan Approval have been satisfied; the clearance memorandum shall include a brief statement detailing how each Condition has been met.

D. That Prior to Final Subdivision Approval, the County is to be advised in writing by the Township of South Frontenac the method by which conditions 1 to 13 have been satisfied.

E. That Prior to Final Subdivision Approval, the County is to be advised in writing by KFL&A Public Health the method by which condition 5A has been satisfied.

Applicant: McIntosh Perry Consulting Engineers Ltd	Date of Decision: September 17, 2014
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F. That Prior to Final Subdivision Approval, the County is to be advised in writing by the Cataraqui Region Conservation Authority the method by which conditions 6 and 7 have been satisfied.

15. Lapsing Provisions:

A. That pursuant to Section 51(32) of the *Planning Act,* this Draft Plan Approval shall lapse at the expiration of three (3) years from the date of issuance of Draft Plan Approval if final approval has not been given, unless an extension is requested by the Owner and, subject to review, granted by the approval authority.

B. That pursuant to Section 51(33) of the *Planning Act*, the Owner may submit a request to the approval authority for an extension of the Draft Plan Approval. The extension period shall be for a maximum of three (3) years and must be submitted prior to the lapsing of Draft Plan Approval. Further extensions may be considered at the discretion of the Township and the County.

Applicant: McIntosh Perry Consulting Engineers Ltd	**Date of Decision: September 17, 2014**
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NOTES TO DRAFT APPROVAL

1. It is the applicant's responsibility to fulfill the foregoing Conditions of Draft Plan Approval and to ensure that the required clearance letters are forwarded by the appropriate agencies to the County of Frontenac.

2. When requesting Final Approval, the applicant will submit an account of how each Condition of Draft Approval has been satisfied along with the appropriate clearance letter from the Agency, Ministry or body requesting the condition.

3. Prior to Final Subdivision Approval, the applicant shall submit to the County of Frontenac for review draft digital copies of all applicable Reference Plans, Surveys and, the M-Plan.

4. When requesting final approval, such a request must be directed to the Clerk, and be accompanied with:

- Five (5) mylars and five (5) paper prints of the completed Final M-Plan;
- Four (4) copies of all Reference Plans and (4) copies of all Conveyance Documents for all easements and lands being conveyed to the Municipality;
- A copy of the subdivision agreement
- A Surveyor's Certificate to the effect that the lots and blocks on the Plan conform to the Zoning By-Law with respect to lot area and lot frontage;
- A digital file in AutoCad format; and,
- An application fee in accordance with the County's applicable fee by-law.

5. All measurements in final plans must be presented in metric units.

6. The Final Plan approved by the County of Frontenac must be registered within thirty (30) days or the County of Frontenac may, under Subsection 51(59) of the *Planning Act,* withdraw it approval.

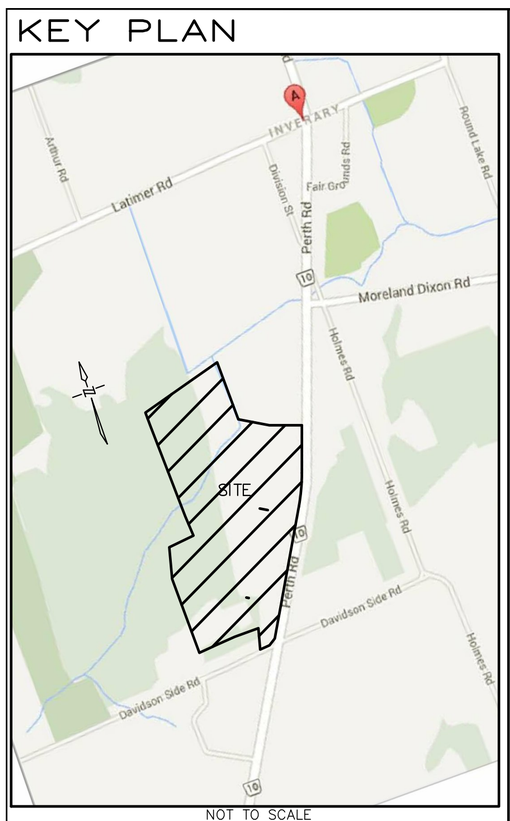
7. Clearances are required from the following agencies:

- Township of South Frontenac
- KFL&A Public Health
- Cataraqui Region Conservation Authority

WILLOWBROOK ESTATES

Data Source: OGDE, MPAC, ESRI & The County of Frontenac. Created: September 11th, 2014 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.

KEY PLAN



NOT TO SCALE

DRAFT PLAN OF SUBDIVISION

PART OF LOTS 18 AND 19
CONCESSION 2 AND PART OF
ROAD ALLOWANCE BETWEEN
LOTS 18 AND 19
FORMERLY MUNICIPAL TWP OF
STORRINGTON

TOWNSHIP OF SOUTH FRONTENAC

SCALE: 1 : 1500
DATE: JUNE 24 2014.

0m 10m 20m 40m 100m

SECTION 51(17)
PLANNING ACT– INFORMATION

A) BOUNDARY OF LANDS TO BE SUBDIVIDED AS SHOWN ON DRAFT PLAN
B) EXISTING AND PROPOSED ROADWAYS AS SHOWN ON DRAFT PLAN
C) RELATIONSHIP TO ADJACENT LANDS AS SHOWN ON DRAFT PLAN AND KEY PLAN
D) LANDS TO BE USED FOR RESIDENTIAL PURPOSES
E) EXISTING USES OF ADJACENT LANDS AS SHOWN ON DRAFT PLAN
F) APPROXIMATE DIMENSIONS AND LAYOUT OF LOTS AS SHOWN ON DRAFT PLAN
G) NATURAL AND ARTIFICIAL FEATURES AS SHOWN ON DRAFT PLAN
H) PRIVATE WATER WELLS TO BE PROVIDED
I) SOIL IS 0–2m OVERBURDEN OF CLAY, SAND, AND GRAVEL TILL OVER BEDROCK
J) CONTOURS FROM NOVEMBER 2008 TOPOGRAPHIC SURVEY BY JOSSELYN ENGINEERING SHOWN ON DRAFT PLAN
K) SERVICES AVAILABLE INCLUDE HYDRO AND BELL
L) RESTRICTIONS AFFECTING THE LAND ARE SHOWN ON THE DRAFT PLAN

SITE DATA

Land Use	Number of lots	Number of units	Length	Area (ha.)	Percent (%)
RESIDENTIAL LOTS (Lots 1 to 16	16			14.91	53.64%
EPA BLOCK (Block 17)	1			11.12	40.02%
BLOCK 18	1			0.02	0.07%
Road	1			1.76	6.34%
Total				27.79	100%

OWNER'S CERTIFICATE

I, Tony Matias, hereby authorize Josselyn Engineering to prepare and submit this plan to South Frontenac Township, for review and approval.

SIGNED:_____ DATE: _____
1059823 Ontario LTD.
O/A Tagus Landholdings & Development

LEGEND:

SSIB'S PLANTED DUE TO INSUFFICIENT OVERBURDEN

–□–	*denotes*	*Planted Survey Monument*
–■–	"	*Found Survey Monument*
SIB	"	*Standard Iron Bar*
SSIB	"	*Short Standard Iron Bar*
IB	"	*Iron Bar*
IBø	"	*Iron Bar (round)*
RB	"	*Rock Bar*
RP	"	*Rock Post*
RPL	"	*Rock Plug*
(WIT)	"	*Witness*
(M)	"	*Measured*
(R.P.)	"	*Registered Plan*
(HP)	"	*Hydro Pole*
(P1)	"	*Expropriation Plan No. 1401*
(P2)	"	*Plan 13R–8625*
(P3)	"	*Plan 13R–8035*
(1022)	"	*N.B. Campbell O.L.S.*
(1120)	"	*James A. Minnes O.L.S.*
(1407)	"	*M.P. Allen O.L.S.*
(1801)	"	*Hopkins, Cormier & Chitty O.L.S*

SURVEYOR'S CERTIFICATE:

I CERTIFY THAT:

The boundaries of the lands to be subdivided and their relationship to adjacent lands are correctly shown.

HCC SURVEYING CONSULTANTS Inc.

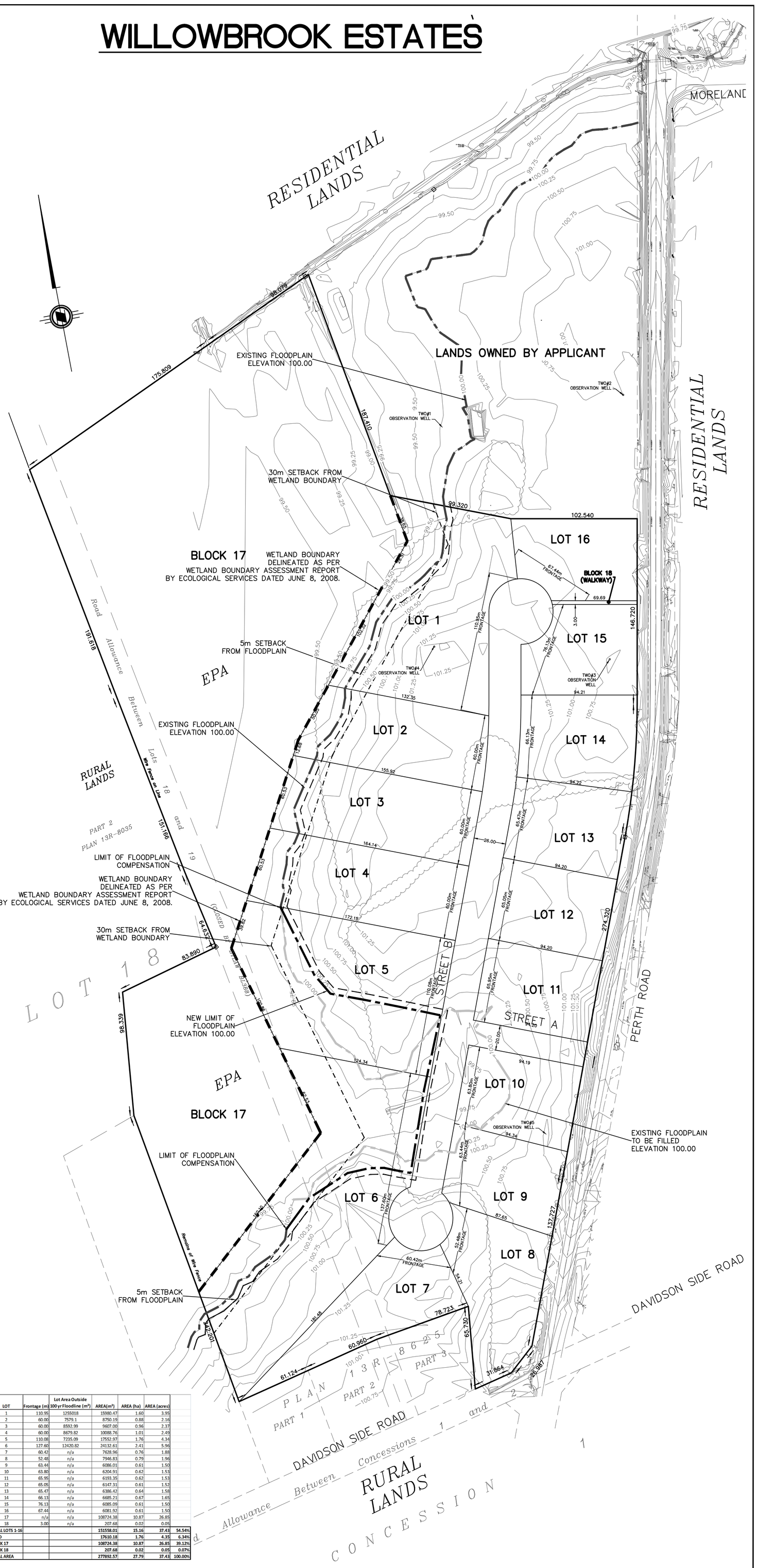
DATE: _____ _____
PHIL W. CHITTY – O.L.S.

HOPKINS, CORMIER & CHITTY
Surveying Consultants Inc.
Ontario & Canada Land Surveyors
www.hopkinscormier.com
634–636 NORRIS COURT
KINGSTON, ONTARIO K7P–2R9
Tel (613) 384–9266
Fax (613) 384–3513
PROJECT No. 2007–229
LOT 18 & 19, CONCESSION 2
Township of Storrington

Josselyn Engineering Inc.
1225 GARDINERS ROAD, #105
KINGSTON, ONTARIO K7P 0G3
TEL : 613-634-9278
FAX : 613-634-9138
E-MAIL : mjosselyn@josselyn.ca

No.	By	Date	Revision	Checked
1	NB	AUGUST 13, 2014	REVISED AS PER TOWNSHIP COMMENTS	MJ

WILLOWBROOK ESTATES



LOT	Frontage (m)	Lot Area Outside 100 yr Floodline (m²)	AREA(m²)	AREA (ha)	AREA (acres)	
1	110.95	1255018	15980.47	1.60	3.95	
2	60.00	7579.1	8750.19	0.88	2.16	
3	60.00	8592.99	9607.00	0.96	2.37	
4	60.00	8679.82	10088.76	1.01	2.49	
5	110.08	7235.09	17552.97	1.76	4.34	
6	127.60	12420.82	24132.61	2.41	5.96	
7	60.42	n/a	7628.96	0.76	1.88	
8	52.48	n/a	7946.83	0.79	1.96	
9	63.44	n/a	6086.01	0.61	1.50	
10	63.80	n/a	6204.91	0.62	1.53	
11	65.95	n/a	6193.35	0.62	1.53	
12	65.05	n/a	6147.31	0.61	1.52	
13	65.47	n/a	6386.42	0.64	1.58	
14	66.13	n/a	6685.21	0.67	1.65	
15	76.13	n/a	6085.09	0.61	1.50	
16	67.44	n/a	6081.92	0.61	1.50	
17	n/a	n/a	108724.38	10.87	26.85	
18	3.00	n/a	207.68	0.02	0.05	
TOTAL LOTS 1-16			151558.01	15.16	37.43	54.54%
ROAD			17610.18	1.76	4.35	6.34%
BLOCK 17			108724.38	10.87	26.85	39.12%
BLOCK 18			207.68	0.02	0.05	0.07%
TOTAL AREA			277892.57	27.79	37.43	100.00%

Time: 1:00 PM
Location: Council Chambers

Meeting # 14

Present: Mayor Gary Davison, Pat Barr, John McDougall, Cam Naish, Del Stowe, Ron Vandewal, Larry York

Staff: Wayne Orr, Chief Administrative Officer, Angela Maddocks, Executive Assistant.

1 Call to Order

2 Declaration of pecuniary interest and the general nature thereof - N/A

3 Public Meeting

a) Frontenac County Strategic Plan - Council and public feedback

Resolution No. 2014-14-2
Moved by Councillor McPhail

Seconded by Deputy Mayor Vandewal

THAT a public meeting be held to discuss the County of Frontenac's Strategic Plan.

Carried

b) County of Frontenac - Strategic Plan

Mayor Davison welcomed Marian VanBruinessen, Acting CAO and Dennis Doyle, Deputy Warden.

Deputy Warden Doyle provided an introduction on the draft County of Frontenac Strategic Plan, how they got to this point and where they are going. He noted that there were 30 recommendations from the recent service delivery review with 22 of those recommendations already dealt with. The need for long term strategic planning was identified in the review.

Marian VanBruinessen explained that the last formal strategic plan direction was from 2003. They are looking for input and an understanding of Council priorities.

Deputy Warden Doyle introduced Todd MacDonald and Rory Baksh from Performance Concepts. Todd MacDonald provided a powerpoint presentation on the strategic plan process with identified three "wildly important goals". Goal # 1 is to meet the aging tsunami challenge for Frontenac Seniors specifically to address the existing gap in transportation by ensuring 100% of Seniors receive a timely, affordable ride to scheduled medical appointments. The second goal is to meet the emerging "post landfill" Solid Waste Management challenge for Frontenac residents. This includes the establishment of a "Made in Frontenac" position and financial plan to be executed by the end of the current Council term. The third goal is to recognize that there is one rate payer and recognizing the burden of property taxes and also the importance of financial sustainability and the value of long term financial planning.

Councillor York indicated that he would like to see the facts and figures with respect to seniors transportation, how many people are in need, and what type of transportation is being looked at.

Dennis Doyle noted that the draft strategic plan is a high end approach and the

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THAT Council move out of "in-camera".

Carried

6 Public Meeting

a) Resolution

Resolution No. 2014-14-6
Moved by Councillor McPhail

Seconded by Councillor Barr
THAT a public meeting be held to discuss planning matters related to:

- Review of applications for Plan of Subdivision, Business Park and Associated Zoning By-law Amendments, Part of Lots 18 & 19, Concession II, Storrington

Carried

b) Plan of Subdivision and Zoning By-law Amendment - Concession II, Part Lots 18 & 19, Storrington

Lindsay Mills reminded Council of the previous plan of subdivision for an industrial/commercial development that was proposed in 2008 on this eighty acre parcel of land. The concept received draft plan approval and an approved zoning amendment however the owner ultimately withdrew the application citing the fact that he could not agree to terms with prospective tenants. The plan has now been revised and officially submitted to the County. He noted that the township planning staff are generally supportive of the proposal especially given that it is located entirely within the "settlement areas" designation where the Official Plan prefers this type of development to occur.He explained that the proposal is for sixteen residential lots to be accessed by a new interior road to be constructed and eventually dedicated to the township. The owner has concurrently submitted applications to the township to sever two lots at the north of the subdivision to be zoned and used for commercial development. These two lots would have their own mutual entrance from Perth Road while the new road for the subdivision would have a separate access from Perth Road further south.

Mr. Mills noted that controls can be put in place to limit post development stormwater run off to predevelopment levels which means the township would not be required to assume and maintain any stormwwater ponds. With respect to the building envelope, they are somewhat small but appear to meet all requirements however the environmental report that accompanied the submission had pages missing and it is unclear how the 30 metre setback line was determined. Access to the subdivision would be by way of a single road from Perth Road at a point that aligns wit the existing accessway for the commercial development across Perth Road (Mahon Equipment). Access to the two commercial lots would be through use of one mutual driveway thereby minimizing the number of access points onto the highly travelled Perth Road. Mr. Mills noted that the Roads Department is in favour of this access point based on the traffic study submitted with the applications that shows how these accessways would function using improvements to Perth Road including a slip lane for each location.

Lindsay Mills noted that the planning department is not in favour of the proposed lots 9 and 15 fronting on the new internal road with their back yards facing Perth Road as it would display potentially unsightly backyards to the main street in the village. He said that further options to mitigate this negative effect should be explored.

With respect to the commercial lot submission, the Planning Department was supportive of a public/self storage warehouse as long as proper screening and

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access is addressed in the site plan, however they are not supportive of an open storage stand alone use as identified in the proposed commercial uses. Clarification on a greenhouse as a permitted use will be required as it is unclear whether it is meant as an accessory use to a garden centre. Mr. Mills stated that generally he is supportive of the zoning scenario for this proposed development for the subdivision, he also supports the lot sizes and frontages as proposed except for the frontages of Lots 7 and 8 which should have 50 or 60 metres minimum.The main concern from the Planning Department is that lots 9 to 15 are oriented so that their back yards would face Perth Road as these back yards would have high exposure to the bulk of travellers through the village.

Councillor Stowe questioned the planner on his recommended changes and if that is what the developer wants and if the proposal as is meets the by-law.

Mr. Mills felt the proposed lot layout was not the way to go and he was providing other options for better planning.One option would be to use a service road parallel to Perth Road.

Councillor Naish disagreed with the suggestion of a service road and he felt the original plan from the developer was a better option.

Deputy Mayor Vandewal disagreed with service road and felt it wouldnt' be visually pleasing if you lived in the subdivision. He noted that some of the exisitng homes back onto Perth Road.

Councillor McPhail questioned the landlocked parcel and commented that the township wouldn't want that chunk of property as it is useless.

Mayor Davison referred to the environmental protected lands being required to be fenced. He was not supportive of a "dead end" in a residential area.

Councillor York was okay with the original plan from the developer as long as they stayed as close as possible to the plan.

Deputy Mayor Vandewal asked if the lots could extend into the EP area and if so shrubbery not fencing be required to define the area..

Lindsay Mills noted that it was the conservation authority that required fencing in the Sydenham subdivision. It was not the Planning Department that wanted it. The fence was not required in the Sands Road subdivision.

Councillor McDougall felt the conservation authority comments were unclear.He noted that McIntosh Perry had indicated a flood plain elevation. He questioned whether there was a suitable building envelope for a dwelling, well and septic system on Lot 6.

It was confirmed for Councillor Stowe that a preconsultation process did take place between the developer, consultant, public works department and the planning department.

Mike Love, 3886 Davidson Road was concerned about privacy issues as lots 6, 7 and 8 abut the back of his property.He noted that he had concerns with the previous proposal for a commercial development. He stated that seven wells were drilled originally and testing was done to surrounding wells, but only five of the wells were pump tested and this new proposal will increase the water usage in the area. Mr. Love was also concerned about adequate septic systems and their drainage. He wanted assurances that his water quantity and quality is protected and commented that other neighbours have the same concern. He felt the environmental protection zone was not useful and that kids

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use this area now and it is left with garbage. With respect to lots 6, 7 and 8 and emergency access, he felt these lots should be eliminated to solve the problem. He inquired about designated green space.

Mayor Davison explained that the township can require parkland or 5% in lieu of parkland noting that the township does not need any more parks.

Mr. Love felt it would have been nice to see businesses in this development and he was concerned about traffic flow and safety.

Kimberly Saley is planning on building in the proposed subdivision and noted that 16 lots would probably equal 32 cars in total for increased traffic. With respect to the back yards facing Perth Road she felt the planners comments were discriminatory and most homes would have playground equipment and pools on them. With respect to the access to the protected wetland, she commented that no one should be trespassing on private property and it is not intended as a playground. She was in support of the original layout and is not interested in narrow lots like the city. She didn't want to have stipulations put on the home she wants to build. She commended Matias Homes for constructing beautiful homes and the comparison between back yards in some areas of Kingston and this development is like comparing apples to oranges.

Dennis Pacheco, 3902 Davidson Road agreed with Mr. Love's comments and concerns. He was supportive of Matias development as they had built his own home. He noted the 7 drilled wells and only five being tested and was concerned about the water quantity and quality of exisitng homes.

Lindsay Mills explained that the hydrogeological study had to address what is being proposed for residential use.

Greg Newman from McIntosh Perry, explained that the number of test wells is dependent on the size of the development and this is the same number of wells that the Ministry of Environment requires and meets with the ministry standards.

Mr. Pacheco was supportive of the development but wanted to know who will be responsible for the quality and quantity of his water.

Mayor Davison asked why only 5 wells of the 7 were tested.

Tony Matias Jr. confirmed that only 5 wells were drilled and that was the requirement. He noted that the recent testing resulted in substantial yields and good quality. He notd that the wetland supports the acquifier.

Mayor Davison asked when the wells were tested.

Mr. Matias Jr. thought that it had been in the fall when the wells were tested. He noted that there are three lots in the back that will have a vegetative buffer with restrictions on cutting as part of the site plan agreement. He noted that in his experience in the country, people are typically builidng bungalows.

Resolution No. 2014-14-7
Moved by Councillor Barr

Seconded by Councillor McPhail

THAT Council receives the comments and attachments contained in the Planning Report dated April 9, 2014, defer any decision on the subdivision or rezoning of the property until the comments resulting from the public meeting be reviewed and forward the Planning Report dated April 9, 2014 including attachments and

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comments from the public meeting to the County of Frontenac as the Township's comments on the Willowbrook Estates Subdivision proposal County File 10T-2013/001.

Carried

Resolution No. 2014-14-8
Moved by Councillor McPhail

Seconded by Councillor Barr

THAT an opportunity having been provided the public meeting be closed.

Carried

7 Approval of Minutes

a) Minutes of the March 25, 2014 Committee of the Whole meeting

Resolution No. 2014-14-9
Moved by Councillor McPhail

Seconded by Councillor Barr

THAT the minutes of the March 25, 2014 Committee of the Whole meeting be approved.

Carried

b) Minutes of the April 1, 2014 Council Meeting

Resolution No. 2014-14-10
Moved by Councillor McPhail

Seconded by Councillor Barr

THAT the minutes of the April 1, 2014 Council meeting be approved.

Carried

8 Business Arising from the Minutes

a) Louise Fragnito, Treasurer, re: Tax Rate (see By-law 2014-24)

9 Reports Requiring Action

a) Accounts Payable and Payroll Listing

Resolution No. 2014-14-11
Moved by Councillor McDougall

Seconded by Councillor Naish

THAT Council receives for information the Accounts Payable and Payroll Listing dated April 15, 2014 in the amount of $542,927.92.

Carried

b) *Lindsay Mills, Planner/Deputy Clerk, re: Proposed New Radiocommunications Tower, Con VI, Part Lot 17*

Resolution No. 2014-14-12
Moved by Councillor Naish

Seconded by Councillor McDougall

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REPORT 2014-133

INFORMATION REPORT TO COUNCIL

To:	Deputy Warden and Council Members of the County of Frontenac
From:	Kelly J. Pender Chief Administrative Officer
Prepared by:	Anne Marie Young Manager of Economic Development
Date prepared:	September 4, 2014
Date of meeting:	September 17, 2014

Re: Corporate Services – Support for Smaller Scale Community Sustainability Initiatives Update

Recommendation

This report is for information purposes only.

Background

Support for Smaller Scale Community Sustainability Initiatives (SSS CSI) is an approved project in the County's Integrated Community Sustainability Plan (ICSP) that supports building community capacity and covers all four pillars of sustainability: social, cultural, economic and environmental. It is recognized that a number of community projects contribute towards sustainability. Each year new projects emerge which build community capacity and could benefit from funding. Small contributions, under the County's SSS CSI program, are offered to support those important projects that further the community's sustainable goals.

Comment

Eleven applications have been received for the 2014 Smaller Scale Community-Led Initiatives Sustainability Initiatives program including four that were carried forward from 2013. Eight have been approved having gone through the screening and evaluation criteria process and the remaining applications are pending the completion of the approval process.

The approved projects total $63,369 of investment from the County's Federal Gas Tax which contributes to a total project value to the community of $149,450.

The Township of Frontenac Islands has been approved for the amount of $15,000 for the refurbishing of the Tourist Information Centre in Marysville. All pillars of sustainability are addressed and once the project is completed six focus areas can be measured as follows:

Focus Area	Description	Measurement
Water	conservation	# of litres of water reduced
Energy	reduction of GHG	# of lbs of CO2/kwh
Infrastructure	using green solutions	# of solar lights, # of water saving toilets
Economic Development	retains the employment of students	# of FTE hours
Recreation and Leisure	better promotes recreational offerings of the Island (Big Sandy Bay, golf course)	# of inquiries (1st year is a baseline; years after a comparison)
Capacity Building	collaborative project	# of partnerships

The Multi-Use Centre Committee of Central Frontenac has been approved for $10,000 to improve a part of the K&P Trail bed owned by Central Frontenac and which has a direct relation to the Multi-Use Centre Concept Plan for Sharbot Lake that the County supported in 2011/12. This phase of the project is to develop part of the trail which will fulfill a phase identified in the concept plan and also alleviate unsafe traffic problems. All pillars of sustainability are addressed and once the project is completed six focus areas can be measured as follows:

Focus Area	Description	Measurement
Economic Development	Indirectly enhance tourism	# of users from 40 km and over distance
Energy	reduced GHG emissions	# of lbs of CO2/kwh
Transportation	encourages active transportation	# of users
Infrastructure	ensures a safer trail for public use Contribute to the Trail network (ICSP priority)	measured by zero accidents # of km maintained
Recreation and Leisure	Volunteers engaged in the project	# of volunteers

The Cataraqui Region Conservation Authority has been approved for the amount of $11,000 to erect fencing on and beside an old railway bridge that passes over Rutledge Road between Sydenham and Harrowsmith in South Frontenac. It is located .25 km from the joined K&P and Cataraqui trails. All pillars of sustainability are addressed, either directly or indirectly, and once the project is completed six focus areas can be measured as follows:

Focus Area	Description	Measurement
Economic Development	Indirectly enhance tourism	# of users from 40 km and over distance
Energy	reduced GHG emissions	# of lbs of CO2/kwh
Transportation	encourages active transportation	# of users
Infrastructure	ensures a safer structure for public use Contribute to the Trail network (ICSP priority)	measured by zero accidents # of bridges maintained
Recreation and Leisure	Volunteers engaged in the project	# of volunteers
Capacity Building	collaborative project	# of partnerships

New Leaf Link has been approved for $5,500 for the purchase of five (5) 4th or 5th generation i-pads, software, apps that are adapted to the needs of Nell students. (e.g. for the blind, and those with physical and cognitive impairments). The social and cultural pillars of sustainability are addressed and once the project is completed three focus areas can be measured as follows:

Focus Area	Description	Measurement
Health and Social Services	improved communication amongst people with disabilities and broader community	# of applications used
Economic	improved skills	# of volunteers engaged
Capacity Building	enabling disabled adults to experience a quality of life that many other enjoy in Frontenac	# of disabled adults trained

The Friends of Arden is approved for $9,400 to replace a foot bridge in the hamlet of Arden. The existing bridge has been removed due to safety regulations. This project will enhance the on-going plan of Arden revitalization. All pillars of sustainability are addressed and once the project is completed five focus areas can be measured as follows:

Focus Area	Description	Measurement
Economic Development	Indirectly enhance tourism	# of users from a distance 40 km and over
Energy	reduced GHG emissions	# of lbs of CO2/kwh
Transportation	encourages active transportation	# of users
Infrastructure	ensures a safer structure for public use	measured by zero accidents
Capacity Building	Volunteers engaged in the project	# of volunteers

The Verona Lions Club in South Frontenac has been approved for $4,239 to erect a sign on Highway 38. It will have solar lighting for illumination in darkness. The sign will

have multi-purpose uses: directional (to the location of the Lion's Hall) and information (the many events of the community). The Lions Hall is a facility that is centrally located in the Frontenacs and provides a meeting place for many organizations in the County. All pillars of sustainability are addressed and once the project is completed four focus areas can be measured as follows:

Focus Area	Description	Measurement
Economic Development	indirectly promotes tourism	# of attendees from a distance 40 km and over
Energy	Reduces energy consumption	# of kwh saved
Culture and Heritage	Enables better promotion of community events	# of events promoted
Capacity Building	Collaborative project; promotes a sustainable solution	# of volunteers

The Sharbot Lake Railway Museum has been approved for $3,230 to erect a signs on CF Road 38. The need for signage was identified in the Sharbot Lake CIP. The signs will be directional as the Railway Museum is located on Elizabeth Street and is not readily seen from 38. The Economic, Social and Cultural pillars of sustainability are addressed and once the project is completed three focus areas can be measured as follows:

Focus Area	Description	Measurement
Economic Development	promotes tourism	# of attendees from a distance 40 km and over
Culture and Heritage	Enables better promotion of the museum	# of visitors
Capacity Building	Collaborative project; promotes a sustainable solution	# of volunteers

The Township of North Frontenac has been approved for $5,000 for the installation of dry hydrants. North Frontenac has collaborated with the residents of three lake associations to pay a third of the cost. Fire fighters will receive training on site for the maintenance of the hydrants. These are located at more remote areas of the township and resident's homes and the surrounding natural environment will receive better protection. The Economic, Social and Cultural pillars of sustainability are addressed and once the project is completed three focus areas can be measured as follows:

Focus Area	Description	Measurement
Economic Development	preserves homes and investments	# of homes with increased protection
Protection of Natural Areas	improved fire protection	# hectares of land with increased protection
Infrastructure	Dry Hydrant	# of metres of pipe
Capacity Building	collaborative project	# of lake associations involved

Sustainability Implications

This program supports a number of focus areas adopted in *Directions for Our Future* and is directly identified under the Economic Pillar of Sustainability in *Sustainable Actions 2013* as recommended project contributing to strengthening community capacity.

Financial Implications

The budget for SSS CSI for 2014 is $50,000 plus an amount of $36,672 carry forward from 2013.

The approved projects total $63,369 of investment from the County's Federal Gas Tax which contributes to a total project value to the community of $149,450.

Organizations, Departments and Individuals Consulted and/or Affected

Township of Frontenac Islands
Township of North Frontenac
Township of Central Frontenac
Township of South Frontenac
Funding recipients named above

Report 2014-134

INFORMATION REPORT TO COUNCIL

To: Deputy Warden and Council Members of County of Frontenac

From: Kelly J. Pender
Chief Administrative Officer

Prepared By: Colleen Hickey
Manager of Human Resources
Susan Brant
Deputy Treasurer

Date prepared: September 5, 2014

Date of meeting: September 17, 2014

Re: **Corporate Services –**
Monthly Absenteeism Report Card - AUGUST

Recommendation

This report is for information only.

Background

For the purpose of this report Absenteeism is defined as sick time. All job protected leaves covered under the Employment Standards Act such as emergency, maternity, parental and compassionate leave are not recorded in this report.

Council directed that management provide a monthly report indicating the following information:

1. The efforts management staff is taking to ensure employee absenteeism due to illness is managed.
2. Hours of absenteeism due to illness for Emergency and Transportation Services, Fairmount Home and Corporate Services.
3. Cost of paid absenteeism for Emergency and Transportation Services, Fairmount Home and Corporate Services.

Comment

The report reflects the financial data to show the replacement cost when an employee is to be replaced albeit through collective agreement language or needs of the Corporation.

Management continues to monitor employee absenteeism on a daily basis and works within legislation, County policies, procedures and collective agreements.

1. **Total Hours of Absenteeism for 2012, 2013 & 2014. (100%, 75% and Unpaid Sick Time)**

A. Total Hours of Absenteeism for Fairmount Home

Month	2012	2013	2014
January	1620.50	1273.50	998.58
February	1599.83	772.02	832.00
March	1648.59	531.75	716.22
April	1396.47	358.25	859.20
May	1141.00	398.19	1035.34
June	1016.25	808.25	1956.25
July	847.50	1402.84	1925.50
August	677.25	1618.33	1543.00
September	1243.50	1266.75	
October	1488.42	1031.08	
November	1052.50	1079.90	
December	1068.33	978.40	
Annual Total	**14800.14**	**11519.26**	

B. Total Hours of Absenteeism for Emergency & Transportation Services

Month	2012	2013	2014
January	1253.50	1484.42	2150.50
February	1562.12	1168.11	1574.25
March	1378.83	1309.87	1207.41
April	923.00	1980.88	1432.59
May	1512.83	1754.05	1245.22
June	1848.67	1789.37	1433.25
July	1685.13	1607.87	1137.00
August	1489.00	1839.00	1467.4 3
September	1689.22	2019.85	
October	2167.25	2250.75	
Nov	2276.70	2485.85	
Dec	1866.28	2223.17	
Annual Total	**19652.53**	**21913.19**	

C. Total Hours of Absenteeism for Corporate Services

Month	2012	2013	2014
Jan	67.00	63.25	16.87
Feb	37.00	22.50	94.00
March	22.50	82.00	7.50
April	21.50	44.50	22.50
May	90.75	195.50	37.50
June	29.50	160.50	93.25
July	30.00	183.75	11.00
Aug	37.50	136.50	3.50
Sept	25.00	22.58	
Oct	59.50	21.50	
Nov	31.50	15.00	
Dec	29.50	29.50	
Annual Total	**481.25**	**977.08**	

2. Operational cost of paid sick leave for Emergency & Transportation Services, Fairmount Home and Corporate Services
A.

	Corporate Services	Emergency & Transportation Services	Fairmount
	$	$	$
2012	16,999.13	608,289.23	309,617.67
2013	23,142.00	654,142.96	203,232.24
2014 accumulated	**7,379.21**	**358,760.59**	**171,872.02**
January	503.70	66,818.75	13,919.04
February	2,782.45	42,704.38	12,410.92
March	228.23	26,556.51	12,645.12
April	490.89	44,460.64	16,575.55
May	793.15	40,097.99	24,250.93
June	2,064.59	48,701.82	40,281.72
July	447.56	38,037.14	36,825.26
August	68.64	51,383.36	27,899.63

Please note the amendment to Fairmount's operational cost of paid sick leave for June which was erroneously reported as $27,345.57 with the actual operational cost of paid sick leave in the amount of $40,281.72.

Replacement cost (for positions that require replacement) for Emergency & Transportation Services, Fairmount Home and Corporate Services

B.

2014	Corporate Services	Emergency & Transportation Services	Fairmount
	$	$	$
May	0	40,879.56	16,556.05
June	0	47,959.99	25,357.35
July	0	37,446.74	23,012.41
August	0	34,798.60	16,005.80

Sustainability Implications

Working together to identify and reduce absenteeism and maintain key policies and consistent practices will create a renewed awareness in the overall improvement required in this area.

Financial Implications

Using consistent policies and practices will assist to create awareness in the need to minimize the impact on high absenteeism and associated cost. Absenteeism is a significant cost to the Employer and must be managed to ensure fiscal responsibility.

Organizations, Departments and Individuals Consulted and/or Affected

Susan Brant, Deputy Treasurer

Report 2014-138

INFORMATION REPORT TO COUNCIL

To:	Deputy Warden and Council of the County of Frontenac
From:	Kelly J. Pender Chief Administrative Officer
Prepared By:	Paul J. Charbonneau Director of Emergency & Transportation Services/Chief of Paramedic Services
Date Prepared:	August 15, 2014
Date of Meeting:	September 17, 2014

Re: Emergency and Transportation Services – 2014 Legislated Response Time Standard Update

Recommendation

This report is for information only.

Background

At its meeting on September 18, 2013, County Council passed the following resolution:

Motion #: 346-13 *Moved By:* *Councillor Purdon*
Seconded By: *Councillor McDougall*

RESOLVED THAT the Council of the County of Frontenac accept this Emergency and Transportation Services – Legislated Response Time Performance Plan report;

AND FURTHER THAT Council direct the Clerk to introduce a by-law later in the meeting adopting the response time standards as outlined in this report.

CARRIED

The County of Frontenac set the following criteria under Regulation 257/00, as amended, for its response time targets for 2014:

For the calendar year of 2014, from January 1 to December 31,

i. Designated Delivery Agent (DDA) - SUDDEN CARDIAC ARREST
_48%_ percent of the time, within 6 minutes from the time ambulance dispatch conveys the call information to the paramedic, the County of Frontenac will endeavour to have a person equipped and ready to use an AED at the location of a patient determined to be in sudden cardiac arrest.

ii. EMS Designated Delivery Agent - CTAS 1
_68%_ percent of the time, within 8 minutes from the time ambulance dispatch conveys the call information to the paramedic, the County of Frontenac will endeavour to have a PARAMEDIC as defined by the *Ambulance Act* and duly equipped at the location of a patient determined to be CTAS 1.

iii. EMS Designated Delivery Agent - CTAS 2, 3, 4, 5
The County of Frontenac will endeavour to have a PARAMEDIC as defined by the *Ambulance Act* and duly equipped at the location of a patient determined to be CTAS 2, 3, 4, 5 within a period of time determined appropriate by the DDA and noted below in Table 1, or as resources permit (level of effort):

Table 1, CTAS 2, 3, 4, 5 EMS Delivery Agent Commitment

CTAS	Target Time from Paramedic Received Until on Scene	% Target
2	10 minutes	65%
3	10 minutes	65%
4	10 minutes	65%
5	10 minutes	65%

Comment

The County of Frontenac is meeting and in fact exceeding all of its **paramedic** response time standards for CTAS 1, 2, 3, 4, and 5 calls.

We are now meeting the stated response time standard for CTAS SCA (Sudden Cardiac Arrest. This standard is not a paramedic driven standard but a standard reflecting when any “person” with an Automatic External Defibrillator (AED) is at the patient’s side in less than six (6) minutes.

Sustainability Implications

Good stewardship of the County's financial resources allows for the most appropriate care of our residents and visitors when in need of paramedic services.

Financial Implications

None at this time.

Organizations, Departments and Individuals Consulted and/or Affected

REPORT 2014-139

INFORMATION REPORT TO COUNCIL

To: Deputy Warden and Council Members of the County of Frontenac

From: Kelly J. Pender
Chief Administrative Officer

Prepared by: Marian VanBruinessen
Director of Corporate Services/Treasurer

Date prepared: August 25, 2014

Date of meeting: September 17, 2014

Re: **Corporate Services – 2014 2nd Quarter Financial Summary**

Recommendation

For Information only.

Background

The County of Frontenac Financial Summary for the 2nd Quarter of 2014 is attached.

Comment

Most variances are primarily due to timing with additional comments provided below:

Revenue

Requisition on Municipalities: Amounts will be reconciled at year end.

Fees and Service Charges: Fairmount resident revenues are under budget, but are reconciled at year end against Provincial revenue so that the total amount received from the Province and the residents is within the prescribed Ministry of Health funding for Fairmount Home. Provincial Offences net revenue is higher than budget.

Other Income: TransCanada Trail funding and one-time funding for Fairmount staff training and development.

City of Kingston Contribution: City of Kingston contributions will be reconciled at year end.

Expenses

General Government: Utility cost increases have exceeded budget amounts to date.

Ambulance Services: Utility cost increases for the bases have exceeded budgeted amounts to date. Building maintenance expenses have exceeded budget amounts to date primarily due to snow removal, salting and sanding in the first quarter of 2014.

Fairmount Home: The Fairmount auditorium is anticipated to be completed by September 2014. Utility cost increases have exceeded budget amounts to date.

Social & Family Services: The City is invoiced based on its budget but amounts will be reconciled at year end.

Social Housing: The City is invoiced based on its budget but amounts will be reconciled at year end.

Other: Includes grants which have not yet been released.

Sustainability Implications

Within *Directions for Our Future*, the vision statement associated with Capacity Building and Governance states that "Government decision-making processes are clear, forward thinking and focused on the longer term". By reviewing quarterly financial statements, Council can assure itself that the direction given through the 2014 budget is being carried out. At the same time, this information is being shared publicly.

Organizations, Departments and Individuals Consulted and/or Affected

Senior Leadership Team

COUNTY OF FRONTENAC
2014 Variance to June 30, 2014
Summary of Revenue and Expenditure

	2014 Budget $	to date Budget $	to date Actual $	Variance $	% Total Annual Budget
REVENUE					
Requisition on Municipalities	8,401,929	4,135,458	4,135,458	0	49.22%
Federal and Provincial Transfers	14,331,600	7,143,387	6,907,585	-235,802	48.20%
Investment Income	140,000	70,000	94,907	24,907	67.79%
Fees and Service Charges	3,300,009	1,650,005	1,664,762	14,757	50.45%
Other Revenue	294,171	49,735	230,095	180,360	78.22%
City of Kingston Contribution	9,980,584	4,964,919	4,863,090	-101,829	48.73%
Recoveries	144,776	58,280	57,447	-833	39.68%
Subtotal Revenue before Requisition	28,191,140	13,936,326	13,817,886	-118,440	49.01%
Subtotal Revenue With Requisition	36,593,069	18,071,784	17,953,344	-118,440	49.06%
Transfer From Reserves/Reserve Funds	4,025,318	1,260,256	1,043,689	-216,567	25.93%
Total Revenue and Reserve Transfers	**40,618,387**	**19,332,040**	**18,997,033**	**-335,007**	**46.77%**
EXPENSE					
General Government	2,735,225	1,172,813	1,138,966	-33,847	41.64%
Less: Non-Cash Items	-267,070	-133,535	-124,721	8,814	46.70%
Net: General Government	2,468,155	1,039,278	1,014,245	-25,033	41.09%
Protection to Persons and Property	34,600	31,900	23,529	-8,371	68.00%
Transportation Services	934,112	463,006	450,874	-12,132	48.27%
Land Ambulance	17,031,405	8,516,220	8,289,641	-226,579	48.67%
Less: Non-Cash Items	-679,229	-339,614	-243,991	95,623	35.92%
Net: Land Ambulance	16,352,176	8,176,606	8,045,650	-130,956	49.20%
Health Services	703,517	351,759	351,758	-1	50.00%
Fairmount Home	13,648,404	6,690,224	6,463,745	-226,479	47.36%
Less: Non-Cash Items	-509,152	-254,576	-239,906	14,670	47.12%
Net: Fairmount Home	13,139,252	6,435,648	6,223,839	-211,809	47.37%
Fairmount Home Debenture	1,531,350	765,674	732,206	-33,468	47.81%
Social and Family Services	1,210,805	593,687	692,635	98,948	57.20%
Social Housing	851,086	413,043	473,907	60,864	55.68%
Recreation and Cultural Services	909,113	398,052	390,250	-7,802	42.93%
Less: Non-Cash Items	-42,716	-21,358	-22,852	-1,494	53.50%
Net: Recreation and Cultural Services	866,397	376,694	367,398	-9,296	42.41%
Planning and Development	1,612,938	434,205	307,959	-126,246	19.09%
Other Expenditures	913,999	150,300	400	-149,900	0.04%
Total Expense	**40,618,387**	**19,231,800**	**18,684,400**	**-547,400**	**46.00%**
Accumulated Net Revenue (Deficit)	**0**	**100,240**	**312,633**	**212,393**	**0.00%**

COUNTY OF FRONTENAC
2014 Variance to June 30, 2014
Summary Of Revenue and Expenditure

	2014 Budget $	to date Budget $	to date Actual $	Variance $	% Total Annual Budget
LAND AMBULANCE SERVICES					
Provincial Funding	7,750,633	3,875,316	3,839,964	-35,352	49.54%
Special Projects Revenue	0	0	0	0	0.00%
Sale of Vehicle & Equipment	0	0	0	0	0.00%
Recoveries	0	0	570	570	0.00%
Other	0	0	3,769	3,769	0.00%
Total Revenue	**7,750,633**	**3,875,316**	**3,844,303**	**-31,013**	**49.60%**
Salaries	9,327,028	4,663,515	4,631,645	-31,870	49.66%
Benefits	2,964,498	1,441,512	1,511,628	70,116	50.99%
Office Supplies and Repair	89,601	57,601	41,652	-15,949	46.49%
Medical Supplies and Repair	325,000	162,500	156,860	-5,640	48.26%
Equipment Supplies and Repair	85,675	44,087	29,859	-14,228	34.85%
Public Relations	8,750	4,375	2,606	-1,769	29.78%
Travel, Training, Conference fees	72,162	36,113	37,174	1,061	51.51%
Professional, Contracted Service, Insurance	203,243	178,743	172,754	-5,989	85.00%
Building Maintenance	159,251	79,375	95,914	16,539	60.23%
Communications Supplies, Service and Equipment	257,547	128,774	119,073	-9,701	46.23%
Vehicle Service and Supplies	524,214	262,551	239,557	-22,994	45.70%
Rentals, Leases, Penalties and Interest	221,786	110,893	101,713	-9,180	45.86%
Utility Costs	96,600	48,300	60,394	12,094	62.52%
External Transfers	233,854	116,927	97,425	-19,502	41.66%
Gain/Loss on Sale of Fixed Asset	**0**	**0**	**-67,382**	**-67,382**	**0.00%**
Other	**273,462**	**2,750**	**145**	**-2,605**	**0.05%**
Depreciation	**679,229**	**339,614**	**311,373**	**-28,241**	**45.84%**
Current Expenditures Subtotal	**15,521,900**	**7,677,630**	**7,542,390**	**-135,240**	**48.59%**
Less: Non Cash Items	**-679,229**	**-339,614**	**-243,991**	**95,623**	**35.92%**
Net: Service Delivery	**14,842,671**	**7,338,016**	**7,298,399**	**-39,617**	**49.17%**
Projects	0	0	0	0	0.00%
Reserve for Vehicle, Equip, Replacement & Other	628,668	0	0	0	0.00%
Total Direct Service Expense	**15,471,339**	**7,338,016**	**7,298,399**	**-39,617**	**47.17%**
Capital Revenue					
City of Kingston Contribution	0	0	0	0	0.00%
From Reserves	880,837	880,837	747,251	-133,586	84.83%
Total revenue and reserve transfers	**880,837**	**880,837**	**747,251**	**-133,586**	**84.83%**
Capital Expense					
Vehicle New	0	0	0	0	0.00%
Vehicle Replacement	369,000	369,000	427,705	58,705	115.91%
Equipment New	0	0	0	0	0.00%
Equipment Replacement	61,837	19,589	0	-19,589	0.00%
Prior Year Capital	0	0	0	0	0.00%
Building	450,000	450,000	319,546	-130,454	71.01%
Total Capital Expenditure	**880,837**	**838,589**	**747,251**	**-91,338**	**84.83%**
Total Ambulance Expenditure	**16,352,176**	**8,176,605**	**8,045,650**	**-130,955**	**49.20%**
Net Operating Expense	7,720,706	3,462,700	3,454,096	-8,604	44.74%
Net Capital Expense	0	-42,248	0	42,248	0.00%
Total Expense	**7,720,706**	**3,420,452**	**3,454,096**	**33,644**	**44.74%**
City of Kingston	6,107,935	2,705,957	2,732,573	26,616	44.74%
Frontenac	1,612,771	714,495	721,523	7,028	44.74%

COUNTY OF FRONTENAC
2014 Variance to June 30, 2014
Summary Of Revenue and Expenditure

	2014 Budget $	Budget $	Actual $	Variance $	Total Annual Budget %
FAIRMOUNT HOME FOR THE AGED					
Revenue					
Provincial/Federal Funding	5,180,084	2,598,342	2,672,383	74,041	51.59%
Residents - Accommodation Fees	2,907,324	1,453,662	1,418,106	-35,556	48.78%
Other Revenue	1,000	500	522	22	52.20%
Recoveries	99,768	46,184	34,687	-11,497	34.77%
Revenue Subtotal Before Municipal Contribution	8,188,176	4,098,688	4,125,698	27,010	50.39%
Transfers - Reserves/Reserve Funds	108,837	49,419	0	-49,419	0.00%
Total Revenue and Reserve Transfer	**8,297,013**	**4,148,107**	**4,125,698**	**-22,409**	**49.73%**
Salaries	6,460,817	3,255,656	3,333,229	77,573	51.59%
Benefits	1,985,037	992,518	955,752	-36,766	48.15%
Office Supplies and Repair	24,500	12,250	10,883	-1,367	44.42%
Supplies and Repair	661,338	330,819	308,628	-22,191	46.67%
Equipment Supplies and Repair	246,681	144,365	104,810	-39,555	42.49%
Public Relations	6,500	3,250	2,668	-582	41.05%
Travel, Training, Conference fees	47,020	24,610	24,621	11	52.36%
Professional, Contracted Service, Insurance	586,649	345,041	294,016	-51,025	50.12%
Building Maintenance	247,500	125,250	140,568	15,318	56.80%
Communications Supplies, Service and Equipment	68,339	62,271	29,850	-32,421	43.68%
Vehicle Service and Supplies	4,200	2,100	1,698	-402	40.43%
Rentals, Leases, Penalties and Interest	10,500	5,250	3,996	-1,254	38.06%
Utility Costs	240,292	120,146	135,775	15,629	56.50%
Internal Transfers	0	0	0	0	0.00%
Gain/Loss on Sale of Fixed Asset	0	0	0	0	0.00%
Other	174,442	20,258	1,763	-18,495	1.01%
Depreciation	509,152	254,576	239,906	-14,670	47.12%
Current Expenditures Subtotal	11,272,967	5,698,360	5,588,163	-110,197	49.57%
Less: Non Cash Items	-509,152	-254,576	-239,906	14,670	47.12%
Net: Service Delivery	10,763,815	5,443,784	5,348,257	-95,527	49.69%
Reserve transfer	39,000	0	0	0	0.00%
Operating Expense Subtotal	**10,802,815**	**5,443,784**	**5,348,257**	**-95,527**	**49.51%**
Fairmount Capital					
City Contribution to Capital	1,538,032	769,016	595,396	-173,620	38.71%
Capital Donations	200,000	0	0	0	0.00%
City Contributions to Capital - Prior Year	50,746	0	0	0	0.00%
Reserve transfer	542,776	270,000	265,909	-4,091	48.99%
Total revenue and reserve transfers	**2,331,554**	**1,039,016**	**861,305**	**-177,711**	**36.94%**
Total Capital Expenditure	**2,336,439**	**991,863**	**875,583**	**-116,280**	**37.48%**
Total Expense and Reserve transfer	**13,139,254**	**6,435,647**	**6,223,840**	**-211,807**	**47.37%**
Municipal Contribution	2,510,687	1,248,524	1,236,837	-11,687	49.26%
City of Kingston Share	1,680,747	848,996	841,049	-7,947	50.04%
County of Frontenac Share	829,940	399,528	395,788	-3,740	47.69%

Report 2014-140

INFORMATION REPORT TO COUNCIL

To:	Deputy Warden and Council Members of the County of Frontenac
From:	Kelly J. Pender Chief Administrative Officer
Date prepared:	August 29, 2014
Date of meeting:	September 17, 2014

Re: **Additions and Alterations to Fairmount Home Auditorium Construction Progress Report # 8**

Recommendation

This report is for information only.

Construction Update

The report prepared by our Project Manager, Patrick Thompson of TCMS, for the period is attached.

Change Orders – See Change Notice Summary Sheet attached.

Other Matters – See attached.

Organizations, Departments and Individuals Consulted and/or Affected

Patrick Thompson, Project Manager, TCMS
Marian VanBruinessen, Director of Corporate Services/Treasurer

Additions and Alterations
Fairmount Home Auditorium

PROGRESS REPORT # 8

Prepared by TCMS August 29, 2014

Additions and Alterations to Fairmount Home Auditorium
PROGRESS REPORT # 7

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CONTRACT CHANGE SUMMARY……..……9

PROPOSED AND ACTUAL CASHFLOW – CONSTRUCTION...….....10

Additions and Alterations to Fairmount Home Auditorium
PROGRESS REPORT # 8
PROGRESS SUMMARY

The following activities have been completed during the current report period.

- All new windows, including the new entrance vestibule glazing wall system have been installed.
- Exterior wall construction is nearing completion, including the fiberglass reinforced façade panels.
- All mechanical and electrical rough-in work is now complete. Finishing work including plumbing fixtures, HVAC louvers, system controls and light fixture installation is underway.
- Fire protection / sprinkler system is installed and tested.
- New roofing membrane system has been completed. Manufacturer's representative has been to the site several times to perform installation inspections. Minor deficiencies remain to be rectified.
- Several trades continue to complete their work in the new front entrance vestibule. The accessibility lift installation is complete. New porcelain stone tile flooring has started.
- The moveable wall system which allows the auditorium hall to be divided into three separate meeting areas is installed and operational.
- All new flooring materials including sheet vinyl, vinyl plank and porcelain stone tile are on site and existing floor surfaces are being prepared for the new installations.
- Drywall board installation as well as ceiling tile systems are now approximately 80 % complete.
- Painting is approximately 80 % complete.
- Aluminum entrance doors at the new front entrance vestibule have been installed.
- Drywall board installation as well as ceiling tile systems are now approximately 80 % complete.

Additional Notes

- The project is scheduled for completion at the end of September, 2014. The contractor is pushing hard to reach this milestone.

New front entrance vestibule under construction during the summer, 2014.	
Exterior wall sheathing is covered with an air/vapour barrier, at north side addition.	
Mechanical and electrical rough-in work in the ceiling - Summer, 2014.	

Roof installation work during the summer of 2014.	
Several trades continue to complete their work in the new front entrance vestibule during the summer of 2014.	
Framing support system for the new fibreglass reinforced exterior façade panels underway.	
New roofing membrane system has been completed and inspected. Minor deficiencies remain to be rectified.	

Insulation and trowel applied air/vapour barrier at exterior walls, east side of auditorium hall.	
Framing support system for the new fibreglass reinforced exterior façade panels continues.	
Drywall board installation as well as ceiling tile systems are now approximately 80 % complete.	
The moveable wall system which allows the auditorium hall to be divided into three separate meeting areas is installed and operational.	

Exterior façade panel installation continues at south wall elevation.	
Exterior façade panel installation complete at north west wall elevation.	
Architectural finishing including painting and ceiling tiles systems at new corridor area.	
The accessibility lift installation is complete.	

Mechanical finishing work including plumbing fixtures is underway. New sheet vinyl flooring installation.	

ADDITIONS AND ALTERATIONS TO FAIRMOUNT HOME AUDITORIUM

CHANGE NOTICE SUMMARY SHEET Revised 25-Aug-14

General Contractor Emmons & Mitchell

Original Contract Value =	$1,796,000.00
Change Orders to Date =	$52,369.44
Current Contract Value =	$1,848,369.44
Other Anticipated Changes =	$19,845.49
Expected Final Value =	$1,868,214.93
Current Funding (Original Contract Value + Contingency - 5%) =	$1,885,800.00
Remaining Contingency =	

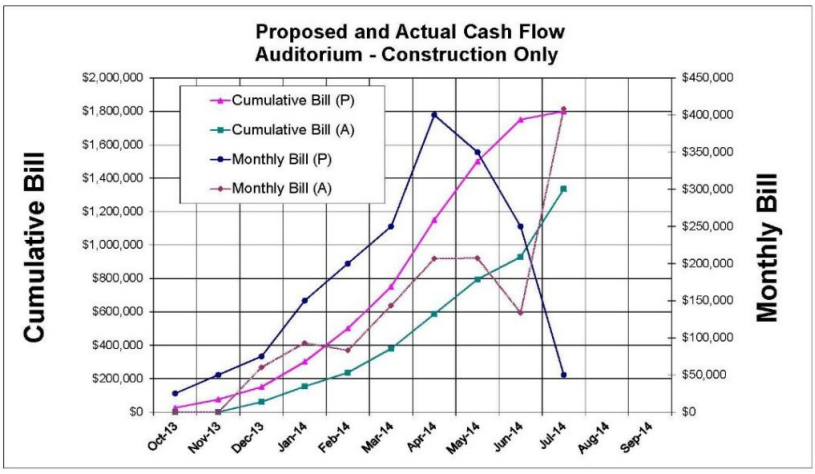
CHANGE ID #	DESCRIPTION OF CHANGE	DATE OF ISSUE	ESTIMATE/FINAL VALUE	CHANGE ORDER #	DATE OF ISSUE	CURRENT STATUS
1	CCN No. 1 - Add foundation dowels	07.01.14	$716.10	C.O. No. 1		Change Order has been signed by Owner
2	CCN No. 2 - Increase door widths/Corridor A-105	14.01.14	$2,858.35	C.O. No. 1		Change Order has been signed by Owner
3	CCN No. 3 - Modify steel at Entrance roof	20.01.14	$0.00	C.O. No. 1		Change Order has been signed by Owner
4	CCN No. 4 - Increase conductor size - 1N6201	23.01.14	$1,796.54	C.O. No. 1		Change Order has been signed by Owner
5	CCN No. 5 - Wall stabilization 11/E	05.02.14	$654.50	C.O. No. 1		Change Order has been signed by Owner
6	CCN No. 6 - Dwg S105 - Support Beams	10.02.14	$577.50	C.O. No. 1		Change Order has been signed by Owner
7	CCN No. 7 - Revised Details - Dwg S105	12.02.14	$2,722.50	C.O. No. 3		Change Order has been signed by Owner
8	CCN No. 8 - Greenhouse Dimensions	12.02.14	$0.00			Waiting for Contractor's quotation
9	CCN No. 9 - Miscellaneous Mechanical Items	12.02.14	$3,519.37	C.O. No. 2		Change Order has been signed by Owner
10	CCN No. 10 - Revisions to Entrance Canopy	28.02.14	$522.50	C.O. No. 2		Change Order has been signed by Owner
11	CCN No. 11 - Handrail Clarifications	28.02.14	$3,388.00	C.O. No. 4		Change Order has been signed by Owner
12	CCN No. 12 - Electrical Panel Relocation	28.02.14	$0.00	C.O. No. 2		Change Order has been signed by Owner
13	CCN No. 13 - Revise Kitchen Rolling Door		$0.00			CCN to be issued
14	CCN No. 14 - Remove Foundation for Greenhouse	28.02.14	$1,603.80	C.O. No. 2		Change Order has been signed by Owner
15	CCN No. 15 - Fire Rated Ceiling Repairs		$0.00			Contractor's quotation of $7,381.77 not accepted - CCN cancelled
16	CCN No. 16 - Greenhouse Door	21.04.14	-$680.00	C.O. No. 3		Change Order has been signed by Owner
17	CCN No. 17 - Miscellaneous Electrical Items	28.02.14	$2,957.89	C.O. No. 2		Change Order has been signed by Owner
18	CCN No. 18 - Structural - avoid sprinkler pipe	28.02.14	$1,000.00			Waiting for Contractor's quotation
19	CCN No. 19 - Furr out walls - Auditorium Hall	01.04.14	$836.24	C.O. No. 4		Change Order has been signed by Owner
20	CCN No. 20 - Finishes - Church Storage Room	02.04.14	$1,961.27	C.O. No. 4		Change Order has been signed by Owner
21	CCN No. 21 - Hardware changes - CCN No. 2	21.04.14	$4,201.45	C.O. No. 3		Change Order has been signed by Owner
22	CCN No. 22 - Foundation Repairs - lean concrete	21.04.14	$2,931.50	C.O. No. 3		Change Order has been signed by Owner
23	CCN No. 23 - Sanitary Line Routing	04.04.14	$0.00			Waiting for Contractor's quotation

CHANGE ID #	DESCRIPTION OF CHANGE	DATE OF ISSUE	ESTIMATE/FINAL VALUE	CHANGE ORDER #	DATE OF ISSUE	CURRENT STATUS
24	CCN No. 24 - Volunteer Storage - delete frame	21.04.14	-$381.00	C.O. No. 3		Change Order has been signed by Owner
25	CCN No. 25 - Change elevation of W200 beam	29.04.14	$6,718.91	C.O. No. 4		Change Order has been signed by Owner
26	CCN No. 26 - Add bracing - retractable partition	29.04.14	$1,815.00	C.O. No. 4		Change Order has been signed by Owner
27	CCN No. 27 - Sprinkler System revisions		$10,439.77	C.O. No. 4		Change Order has been signed by Owner
28	CCN No. 28 - Install 2" water valve		$1,410.48			Contractor's quotation under review
29	CCN No. 29 - Add power operator Door 108b	01.05.14	$3,209.25	C.O. No. 4		Change Order has been signed by Owner
30	CCN No. 30 - Modify slab on grade - Greenhouse	22.07.14	$896.50			Contractor's quotation under review
31	CCN No. 31 - Delete coat rack	18.07.14	-$340.00			Change Order No. 6 pending
32	CCN No. 32 - Domestic hot water connection	20.06.14	$1,166.00			Change Order No. 6 pending
33	CCN No. 33 - Add receptacle in lift pit	22.07.14	$379.37			Change Order No. 6 pending
34	CCN No. 34 - Vapour barrier at perimeter wall/roof	24.07.14	$3,481.17			Change Order No. 6 pending
35	CCN No. 35 - Reinforcing at entrance sidewalk	22.07.14	$1,545.50			Contractor's quotation under review
36	CCN No. 36 - Relocate barrier free paddle	25.07.14	$625.50			Change Order No. 6 pending
37	CCN No. 37 - Change breaker size 30A - 25A	30.07.14	$0.00			Waiting for Contractor's quotation
38	CCN No. 38 - Fire alarm modifications	06.08.14	$4,400.00			Waiting for Contractor's quotation
39	CCN No. 39 - Delete masonry demolition F/G	08.08.14	-$2,500.00			Waiting for Contractor's quotation
40	CCN No. ?? - Wall pack and 2 added drops		$1,469.13			Change Order No. 5 pending
41	CCN No. ?? - Gypsum ceilings at folding doors		$990.99			Change Order No. 5 pending
42	CCN No. ?? - Condensate pump for Entrance AC		$1,826.81			Change Order No. 5 pending
43	CCN No. ?? - Parapet wall detail at roof		$1,404.04			Change Order No. 5 pending
44	CCN No. ?? - Revised dimension @ folding door		$2,090.00			Change Order No. 6 pending
45	CCN No.					
46	CCN No.					
47	CCN No.					
48	CCN No.					
49	CCN No.					
50	CCN No.					

ADDITIONS AND ALTERATIONS TO FAIRMOUNT HOME AUDITORIUM
Proposed and Actual Cash Flow - Construction Only

Month	Proposed Monthly Bill (P)	Proposed Cumulative Bill (P)	Actual Monthly Bill (A)	Actual Cumulative Bill (A)
31-Oct-13	$25,000	$25,000	$0	$0
30-Nov-13	$50,000	$75,000	$0	$0
31-Dec-13	$75,000	$150,000	$60,271	$60,271
31-Jan-14	$150,000	$300,000	$93,025	$153,296
28-Feb-14	$200,000	$500,000	$82,982	$236,278
31-Mar-14	$250,000	$750,000	$143,586	$379,864
30-Apr-14	$400,000	$1,150,000	$206,606	$586,470
31-May-14	$350,000	$1,500,000	$207,318	$793,788
30-Jun-14	$250,000	$1,750,000	$133,831	$927,619
31-Jul-14	$50,000	$1,800,000	$408,517	$1,336,136
30-Aug-14				
30-Sep-14				

8/25/2014



8/25/2014

COMMITTEE OF THE WHOLE
REPORT TO COUNTY COUNCIL

To:	Deputy Warden and Council Members of the County of Frontenac
From:	Jannette Amini Manager of Legislative Services/Clerk
Date prepared:	September 10, 2014
Date of meeting:	September 17, 2014

Re: **Committee of the Whole Report to County Council**

The Committee of the Whole reports and recommends to County Council the following:

Recommendations:

1. **2014-132**
   Corporate Services
   Strategic Goal Implementation Plan

   WHEREAS in January 2014 County Council engaged Performance Concepts to assist with the process of developing goals for the balance of its term and for the 2015-18 term;

   WHEREAS on May 15, 2014 Council approved three goals resulting from this initiative;

   WHEREAS an implementation plan is deemed necessary to ensure that Council direction is carried out by County administration;

   NOW THEREFORE BE IT RESOLVED THAT the Strategic Goals – Implementation Plan presented by staff on September 3, 2014 be approved in principle;

   AND FURTHER THAT staff be directed to continue with the implementation plan as presented up to the Council decision points noted in the plan, including funding support as indicated.

2. **Re-naming of County Administrative Boardroom**
   THAT in honour of Warden Clayton, the County Boardroom be re-named the Bud Clayton Memorial Room

Rideau Corridor Landscape Strategy
Steering Committee Meeting of June 25, 2014
Communiqué

The eighteenth meeting of the Rideau Corridor Landscape Strategy (RCLS) Steering Committee was held on June 25, 2014 and hosted by the Township of Drummond-North Elmsley. A list of participants is attached.

Stemming from the recommendations contained within the Landscape Character Assessment and Planning and Management Recommendations Report, the Planners Technical Advisory Group provided an update on a variety of tools and activities currently under development, including: "10 Principles for Good Waterfront Development along the Rideau Canal," a land use planning and public education brochure; the completion of a "Who to Call" handout, which outlines who to contact when undertaking typical in-water and shoreline activities, such as docks and shoreline alterations; official plan policies; and a web-based GIS database to support land use planning and development along the waterway. The Planners Group will finalize these planning tools over the next few months.

Other presentations included an overview of the recently released Provincial Policy Statement 2014, including recognition of national historic sites and UNESCO world heritage sites; and updates on the World Heritage Periodic Report, the Visitor Experience Opportunities Concept project, Parks Canada's renovations to the lock office at the Ottawa Lockstation, and the upcoming presentation by Parks Canada and RCLS Steering Chair Doug Struthers at the World Canals Conference in Milan this fall.

The date of the next Steering Committee meeting is to be determined, pending the scheduling of the next Planners Technical Advisory Group meeting.

For further information on the Rideau Corridor Landscape Strategy, please contact:

Doug Struthers
Chair
mayor@merrickville-wolford.ca / 1-613-269-4791

Rideau Corridor Landscape Strategy Steering Committee Meeting Attendance
June 25, 2014

Organization	Name D=delegate, A=alternate	Attendance
Alderville First Nation	James Marsden (D)	
	Dave Mowat (D)	
Algonquins of Ontario	Doreen Davis (D)	
	Lynn Clouthier (D)	
	Randy Malcolm (D)	
	Cliff Meness (D)	
Cataraqui Region Conservation Authority	Steve Knechtel (D)	Present
	Jim Neill (A)	
Drummond North Elmsley, Township of	Aubrey Churchill (D)	Present
	Karl Grenke (A)	
Frontenac, County of	David Jones (D)	Present
	Elizabeth Savill (A)	
Kingston, City of	Mark Gerretson (D)	
	Jeff Scott (A)	
Lanark, County of	John Fenik (D)	
	Mary Kirkham (A)	
Leeds and Thousand Islands, Township of	Frank Kinsella (D)	
	Milena Avramovic (A)	
Merrickville-Wolford, Village of	Doug Struthers (D)	Present
Montague, Township of	Bill Dobson (D)	
National Capital Commission	François Lapointe (D)	
	Sandra Candow (A)	Present
North Grenville, Municipality of	Terry Butler (D)	
	Phil Gerrard (A)	Present
Ottawa, City of	Doug Thompson (Rural) (D)	Present
	David Chernushenko (Urban) (D)	
Parks Canada	Jewel Cunningham (D)	Present
Perth, Town of	Judy Brown (D)	Present
	Jim Graff (A)	
Prov. Of Ontario *(rep. by Min. of Municipal Affairs & Housing)*	Mike Elms (D)	
	Karen Currie (A)	Present
Rideau Lakes, Township of	Ron Holman (D)	
	Mike Dwyer (A)	Present
Rideau Valley Conservation Authority	Ed Hand (D)	
Smiths Falls, Town of	Dennis Staples (D)	Present
	Niki McKernan (A)	
South Frontenac, Township of	Gary Davison (D)	
	Larry York (A)	
Tay Valley, Township	Susan Freeman (D)	Present
	Noelle Reeve (A)	
United Counties of Leeds and Grenville	Dan Grunig (D)	Present
Westport, Village of	Scott Bryce (D)	
	Robin Jones (A)	Present
Parks Canada Secretary	Susan Millar	Present

Summary of the Rideau Corridor Landscape Strategy
July 2014

Background

- In 2007, upon bestowing UNESCO World Heritage Site designation to the Rideau, the World Heritage Committee recommended that consideration be given to strengthening the canal's visual protection outside the (30 metre) buffer zone in order to ensure the visual values of the setting are protected alongside environmental values.

- In response to the World Heritage Committee's recommendation, Parks Canada committed to undertaking an assessment of the visual character of the Canal Corridor; this commitment resulted in the formation of the Rideau Corridor Landscape Strategy (the Strategy), a collaborative working relationship comprising representatives from First Nations, federal and provincial agencies and municipalities working together for responsible planning and management along the Rideau Corridor.

- The Rideau Corridor Landscape Strategy comprises a Steering Committee, a Planners Technical Advisory Group and a Secretary, provided by Parks Canada.

- Since 2009, countless presentations have been given about the RCLS, including to Canadian Commission to UNESCO, 2010, 2012 and 2013 World Canals Conferences, Acadia University, Ontario Professional Planners Institute, Ontario Heritage Planners Forum, TSW Planners Forum, Heritage Ottawa, local and regional special interest groups and associations, such as the Rideau Heritage Route Tourism Association, Friends of the Rideau, Rideau Roundtable, and to provincial and municipal staff and councils.

Progress to Date

<u>2009 – Engaging Others</u>

- Multiple meetings and forums with federal, provincial and municipal governments, conservation authorities, Aboriginal communities and other partners, stakeholders and broad members of the public to discuss Rideau Corridor values, opportunities and challenges

<u>2010 – Rideau Corridor Landscape Strategy</u>

- Creation of Steering Committee in January 2010
- Seven meetings of the Steering Committee
- Creation of Planners Technical Advisory Group
- Review of existing planning policies, regulations that affect the Rideau Canal; identification of strengths, weaknesses, opportunities "Planners Checklist"
- Written submission to the Province on the Provincial Policy Statement review for greater recognition of cultural heritage resources
- City of Ottawa commences corridor wide Geo-data mapping project for the RCLS
- Creation of work plan for a Landscape Character Assessment of the corridor

2011 – Landscape Character Assessment develops

- Baseline mapping completed by the City of Ottawa Project Mapping Team
- Development of a Statement of Work and a Request for Proposals to hire a consultant to undertake a Landscape Character Assessment and provide planning and management recommendations
- November 2011 – December 2012: Dillon Consulting Ltd. undertakes Landscape Character Assessment of the Rideau Corridor on a regional scale

2012 - Landscape Character Assessment Project

- As part of its commitment to the Rideau Corridor Landscape Strategy, over the course of 2012, Parks Canada facilitated a Landscape Character Assessment to identify key features and values along the Rideau Corridor. The report also includes a variety of recommendations for future planning and actions to protect the visual setting of the Rideau Canal within its 13 municipalities, from Ottawa to Kingston.

- The report culminates a year of public consultations, research, mapping, as well as land and aquatic-based fieldwork. Members of the public contributed ideas, thoughts and local knowledge to the report through participation in eight public consultation sessions, a visual preference survey, and social media platforms such as Flickr and Twitter.
    - Two rounds of public consultation – 3 workshops in March 2012; 5 workshops in August 2012

- The report is available online at www.rcls-sacr.ca.

Current / Next Steps

- Members of the Rideau Corridor Landscape Strategy are using the report as a guide in the progressive development and implementation of tools and strategies for responsible planning and management along the Rideau Corridor. For example:

    - 2013 update to the 2010 Planners Checklist
    - Creation of a “Shoreline Property Owners Information” webpage on Parks Canada’s Rideau Canal website (http://www.pc.gc.ca/eng/lhn-nhs/on/rideau/visit/riversains-shoreline.aspx)
    - Who to Call document, outlining the organizations to contact when undertaking common shoreline and in-water works
    - 10 Principles for Good Waterfront Development pamphlet
    - Consistent official plan policies across municipalities
    - GIS database, accessible to the RCLS, containing data from the landscape character assessment project

- For more information about the Rideau Corridor Landscape Strategy, please visit Parks Canada’s Rideau Canal website at http://www.pc.gc.ca/rideau

Report on Protection of Frontenac County Watershed from Pipeline Spills
by the
Sustainability Advisory Committee

Preamble. This report, prepared by Dr. Barrie Gilbert, represents the consensus of the SAC and is consistent with similar assessments and conclusions of Lake Ontario Waterkeeper, the Council of the United Councils of Leeds and Grenville (20 Feb. 2014) and the Cataraqui Region Conservation Authority, whose report by Rob McRae (Watershed Planning Coordinator) stated:

> *"The CRCA has interests in the proposal as a landowner and watershed manager / regulatory agency. Of particular concern are the potential negative impacts of leaks and spills along the pipeline, which could measure in the millions of litres (according to calculations by Enbridge)."*

This document presents factual information and assessments prepared for the Frontenac County Sustainability Advisory Committee for recommendation to County Council regarding risks from toxic release to culinary wells and surface water downstream of pipeline Line 9B. This pipeline is a 38 years old, passing through the former Kingston Township and upstream of the Cataraqui River, St. Lawrence River and Lake Ontario. The line crosses Mac Johnson Wildlife Area, Millhaven Creek, Eden Gove, and Mable (CRCA Conservation areas).

The threats to water supplies and risks to Canadians may be categorized at three landscape scales and political boundaries: (a) local/municipal (b) regional/provincial and (c) national. This review and recommendations is restricted to the local/municipal level. It does not address issues of alternative modes of transporting diluted bitumen (dilbit) such as the TransCanada Energy East pipeline proposal, rail transport, lake shipping, all of which have important global climate implications for all Canadians but are outside the purview of this analysis.

The following facts are relevant to the potential risks surrounding the Enbridge Corp. proposal to reverse the direction and increase the temperature and pressure of flow of Line 9B to permit diluted bitumen (dilbit) from Alberta Tar Sands and the Bakken Shale deposits to flow east through southern Ontario. A break in this pipe in the Rideau River watershed crossing poses a threat to Wolfe Island and others of the Thousand Islands.

1. The limestone bedrock underlying Kingston and much of Frontenac County is fractured. Thus any substantial volume of liquid material spilled on the ground will seep broadly and deeply into the groundwater from which tens of thousands of people draw their water. Recently the municipal mayors listened to a presentation on the consequences for water supplies of a fully-fueled jet aircraft crashing in this region. The

disaster expert predicted that people in a 20 km. radius of the crash would be unable to drink water from their wells because of fuel contamination.

2. Enbridge Inc. has received permission from the NEB to reverse the flow of a 38-year-old pipeline, one designed for lighter petroleum products. The company has included in the request as well an increase the pressure and temperature of the new dilbit product to be pumped from Sarnia to Montreal. This old line crosses the Rideau River at Kingston Mills on the Rideau Canal. The section of pipe between Gananoque and Trenton is reported to have more pipe defects and subject to rupture than other sections of the line.
3. Enbridge Corp has a long history of ruptures, spills, leaks (Toronto Star: see Appendix 1) showing 34 in 2001 up to 103 in 2009, an increase that suggest little or no better capability of the company to prevent spills. Documentation of the most costly terrestrial spill in North America on the Kalamazoo River involved 9 million litres of heavy oil (dilbit). The U.S. National Transportation Safety Board reported: "Despite multiple alarms and a loss of pressure in the pipeline, for more than 17 hours and through three shifts they failed to follow their own shutdown procedures". It was not Enbridge employees that found the rupture and massive toxic spill but a local gas company investigating reports of suffocating fumes.
4. Enbridge Inc. was investigated by the NTSB and found to have “a culture of deviance” and “organizational failures” (Appendix II). The response capability of Enbridge has been reported as “totally inadequate” following the Kalamazoo spill, during which the responsible operators in Edmonton failed to interpret the warning signals received and continued to restart the pipeline flow causing additional flow of oil out of the 6-8 foot rupture.
5. In the event of a spill there is no response unit in this part of Ontario. Even if a swift detection and response to a rupture and spill were available the water supply is still at risk. Further there is little public recognition that a “clean-up” is not possible. Less than 8 % of the Exxon Valdez spill was collected: crude oil can still be detected on the Katmai coast of Alaska. A spill of dilbit in Frontenac County would sink in creeks, streams and rivers making it next to impossible to recover as this material sinks in fresh water.
6. Ontarians would be assuming most of the risk of a spill of dilbit going to Montreal and exported offshore. Some argue that there are no jobs for Ontarians with this reversal, only the damage is borne by citizens here.
7. Policy makers in Canada point out the Alberta bitumen has other methods of transport to ocean ports. These include the controversial Gateway Pipeline project to Kitimat BC, TransCanada’s Energy East proposal for a pipeline to the east coast. Current rail shipments are surpassing 500% of traditional volume to Montreal and USA. There is also the Keystone Pipeline project proposed to link pipelines to Gulf Coast ports.

Appendix I

A Decade of Enbridge Oil Pipeline Spills
by Joyce Nelson, part of a feature Pipeline Safety, Dilbit, Captive Regulators and Smart Pigs coming in the March-April Watershed Sentinel
2000: 7,513 barrels. Enbridge reported 48 pipeline spills and leaks, including a spill of 1,500 barrels at Innes, Sask.
2001: 25,980 barrels. Enbridge pipelines reported 34 spills and leaks, totalling 25,980 barrels of oil, including a January spill from Enbridge's Energy Transportation North Pipeline that leaked 23,900 barrels of crude oil into a slough near Hardisty, Alberta, and a September spill of 598 barrels in Binbrook, Ont.
2002: 14,683 barrels. Enbridge reported 48 oil spills and leaks, totalling 14,683 barrels, including a leak of 6,133 barrels in Kerrobert, Sask. in January; a seam failure in May that spilled 598 barrels in Glenboro, Man.; and a pipeline rupture into a marsh west of Cohasset, Minn. To prevent 6,000 barrels of crude oil from reaching the Mississippi River, Enbridge set the oil on fire.
2003: 6,410 barrels. Enbridge pipelines had 62 spills and leaks, totalling 6,410 barrels, including a January spill of 4,500 barrels of oil at the company's oil terminal near Superior, Wisc., and a June spill of 452 barrels of oil into Wisconsin's Nemadji River. In April, an Enbridge gas pipeline exploded, levelling a strip mall in Etobicoke, Ont. and killing seven people.
2004: 3,252 barrels. Enbridge pipelines had 69 reported spills, totalling 3,252 barrels of oil, including a February valve failure in Fort McMurray, Alta. that leaked 735 barrels of oil.
2005: 9,825 barrels. Enbridge had 70 reported spills, totalling 9,825 barrels of oil.
2006: 5,363 barrels. Enbridge had 61 reported spills, totalling 5,363 barrels of oil, including a March 613 barrel spill at its Willmar terminal in Saskatchewan and a December spill of 2,000 barrels at a pumping station in Montana.
2007: 13,777 barrels. Enbridge had 65 spills and leaks, totalling 13,777 barrels of oil, including a January pipeline break near Stanley, North Dakota, which spilled 215 barrels of oil; two pipeline incidents in January/February in Clark and Rusk Counties in Wisconsin which spilled 4,200 barrels of oil; and an April spill of approximately 6,227 barrels of oil into a field down-stream of an Enbridge pumping station at Glenavon, Sask. In November, an Enbridge pipeline carrying bitumen to U.S. Midwest markets exploded near Clearbrook, Minn., killing two workers.
2008: 2,682 barrels. Enbridge had 80 reported spills and leaks, totalling 2,682 barrels of oil, including a January incident at an Enbridge pumping station at the Cromer Terminal in Manitoba that leaked 629 barrels of crude; a February incident in Weyburn, Sask., which leaked 157 barrels; and a March spill of 252 barrels of oil in Fort McMurray, Alberta.
2009: 8,441 barrels. Enbridge had 103 reported oil spills and leaks, totalling 8,441 barrels, including a pipeline incident at the Enbridge Cheecham Terminal tank farm that spilled 5,749 barrels of oil near Anzac, Alberta; a spill of 704 barrels in Kisbey, Sask.; and a spill of 1,100 barrels at Odessa, Sask.
2010: 34,122 barrels. Enbridge had 80 reported pipeline spills, totalling 34,122 barrels, including a January Enbridge pipeline leak near Neche, North Dakota of 3,000 barrels of oil; an April incident near Virden, Man. that leaked 12 barrels of oil into Bosshill Creek; a July pipeline spill in Marshall, Michigan that dumped 20,000 barrels of tar sands crude into the Kalamazoo River, causing the biggest oil spill in U.S. Midwest history; and a September pipeline spill of 6,100 barrels in Romeoville, Ill.
Total: 132,715 barrels of oil, more than half the Exxon Valdez spill of 257,000 barrels
Sources: Prince George Citizen (March 12, 2010); The Polaris Institute (May 2010); The Tyee (31 July 2010); Reuters (Sept. 10, 2010); Enbridge.com 2010; Vancouver Sun (May 10, 2011); The Globe & Mail (June 17, 2011); Dogwood Initiative

Appenix II Press Release of National Transportation Safety Board.

Pipeline Rupture and Oil Spill Accident Caused by Organizational Failures and Weak Regulations

July 10, 2012

WASHINGTON - Pervasive organizational failures by a pipeline operator along with weak federal regulations led to a pipeline rupture and subsequent oil spill in 2010, the National Transportation Safety Board said today.

On Sunday, July 25, 2010, at about 5:58 p.m., a 30 inch-diameter pipeline (Line 6B) owned and operated by Enbridge Incorporated ruptured and spilled crude oil into an ecologically sensitive area near the Kalamazoo River in Marshall, Mich., for 17 hours until a local utility worker discovered the oil and contacted Enbridge to report the rupture.

The NTSB found that the material failure of the pipeline was the result of multiple small corrosion-fatigue cracks that over time grew in size and linked together, creating a gaping breach in the pipe measuring over 80 inches long.

"This investigation identified a complete breakdown of safety at Enbridge. Their employees performed like Keystone Kops and failed to recognize their pipeline had ruptured and continued to pump crude into the environment," said NTSB Chairman Deborah A.P. Hersman. "Despite multiple alarms and a loss of pressure in the pipeline, for more than 17 hours and through three shifts they failed to follow their own shutdown procedures."

Clean up costs are estimated by Enbridge and the EPA at $800 million and counting, making the Marshall rupture the single most expensive on-shore spill in US history.

Over 840,000 gallons of crude oil - enough to fill 120 tanker trucks - spilled into hundreds of acres of Michigan wetlands, fouling a creek and a river. A Michigan Department of Community Health study concluded that over 300 individuals suffered adverse health effects related to benzene exposure, a toxic component of crude oil.

Line 6B had been scheduled for a routine shutdown at the time of the rupture to accommodate changing delivery schedules. Following the shutdown, operators in the Enbridge control room in Edmonton, Alberta, received multiple alarms indicating a problem with low pressure in the pipeline, which were dismissed as being caused by factors other than a rupture. "Inadequate training of control center personnel" was cited as contributing to the accident.

The investigation found that Enbridge failed to accurately assess the structural integrity of the pipeline, including correctly analyzing cracks that required repair. The NTSB characterized Enbridge's control room operations, leak detection, and environmental response as deficient, and described the event as an "organizational accident."

Following the first alarm, Enbridge controllers restarted Line 6B twice, pumping an additional 683,000 gallons of crude oil, or 81 percent of the total amount spilled, through the ruptured pipeline. The NTSB determined that if Enbridge's own procedures had been followed during the initial phases of the accident, the magnitude of the spill would have been significantly reduced.

Further, the NTSB attributed systemic flaws in operational decision-making to a "culture of deviance," which concluded that personnel had a developed an operating culture in which not adhering to approved procedures and protocols was normalized.

The NTSB also cited the Pipeline and Hazardous Materials Safety Administration's weak regulations regarding pipeline assessment and repair criteria as well as a cursory review of Enbridge's oil spill response plan as contributing to the magnitude of the accident.

The investigation revealed that the cracks in Line 6B that ultimately ruptured were detected by Enbridge in 2005 but were not repaired. A further examination of records revealed that Enbridge's crack assessment process was inadequate, increasing the risk of a rupture.

"This accident is a wake-up call to the industry, the regulator, and the public. Enbridge knew for years that this section of the pipeline was vulnerable yet they didn't act on that information," said Chairman Hersman. "Likewise, for the regulator to delegate too much authority to the regulated to assess their own system risks and correct them is tantamount to the fox guarding the hen house. Regulators need regulations and practices with teeth, and the resources to enable them to take corrective action before a spill. Not just after."

As a result of the investigation, the NTSB reiterated one recommendation to PHMSA and issued 19 new safety recommendations to the Department of the Transportation, PHMSA, Enbridge Incorporated, the American Petroleum Institute, the International Association of Fire Chiefs, and the National Emergency Number Association.
A synopsis of the NTSB report, including the probable cause, findings, and a complete list of the safety recommendations, is available at http://go.usa.gov/wsO. The full report will be available on the website in several weeks.

COMMITTEE REPORT

To:	Deputy Warden and Council Members of the County of Frontenac
From:	Jannette Amini Manager of Legislative Services/Clerk
Date prepared:	August 11, 2014
Date of meeting:	September 17, 2014

Re: Sustainability Advisory Committee – Report to Council

The Sustainability Advisory Committee at its meeting held August 11, 2014 passed the following motion:

> **THAT** The SAC recommends the Council of the County of Frontenac send a letter – based on the report prepared by Dr. Gilbert and staff and vetted by the SAC – to the National Energy Board, Ministry of Environment, Ministry of Transportation, local MPs and MPPs regarding the County's concerns about the proposed Enbridge Line 9 Reversal.

As part of the discussion, staff were requested to work with Mr. Gilbert to prepare a draft letter for County Council's consideration at its September meeting. As a result, the following recommendation is being presented for Council's consideration:

Recommendation:

WHEREAS the County of Frontenac is in close proximity to a section of Enbridge Line 9B reported to have more defects and subject to rupture than other sections of pipe;

AND WHEREAS the proposed Enbridge Line 9B reversal includes not only reversing the flow of material through the pipeline, but also increasing the pressure, temperature and transporting different – and potentially more corrosive – materials through the pipeline;

AND WHEREAS fractured bedrock underlies much of the Frontenac region, which would cause a spill of any substantial volume of liquid material to permeate the groundwater and deprive tens of thousands of people of the fresh water they rely on every day;

AND WHEREAS Enbridge's long history of ruptures, spills, and leaks, which increased to 103 in 2009 from 34 in 2001, lead to an investigation by the National Transportation Safety Board which reported that "despite multiple alarms and a loss of pressure in the pipeline, for more than 17 hours and through three shifts they failed to follow their own shutdown procedure" and concluded that Enbridge has "a culture of deviance" and "organizational failures";

AND WHEREAS there is no response unit in this part of Ontario, and considering the fact that less than 8% of the Exxon Valdez spill was actually collected, and given that dilbit sinks in fresh water, the possibility that a leak or spill effectively being "cleaned up" in the Frontenacs is next to, if not altogether impossible;

AND WHEREAS a break in this pipe in the Rideau River watershed crossing poses a threat to portions of the Frontenacs and others of the Thousand Islands;

THEREFORE BE IT RESOLVED THAT the Council of the County of Frontenac send a letter to the National Energy Board; Ministry of the Environment; Ministry of Transportation; Sophie Kiwala, M.P.P. Kingston and the Islands; Randy Hillier, M.P.P. Lanark—Frontenac—Lennox and Addington; Ted Hsu, M.P. Kingston and the Islands; and Scott Ried, M.P. Lanark—Frontenac—Lennox and Addington regarding the County of Frontenac's concerns about the proposed Enbridge Line 9B Reversal.

A copy of the report prepared and presented by Mr. Gilbert regarding protection of Frontenac water sources from pipeline breaks and spills is attached to this report.

PK

COMMITTEE REPORT

To:	Deputy Warden and Council Members of the County of Frontenac
From:	Jannette Amini Manager of Legislative Services/Clerk
Date prepared:	September 10, 2014
Date of meeting:	September 17, 2014

Re: **Trails Advisory Committee – Recommendations to Council**

Development of the Trails Concept Plan

Recommendation:

THAT the County provide the required resources to proceed with further consultation in North Frontenac and the Frontenac Islands in regard to the Trails Concept Plan.

COUNTY of Frontenac

Trails Concept Plan

September 2014

D16-13-085

MMM GROUP

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Table 9: Proposed Routes Suitability Score

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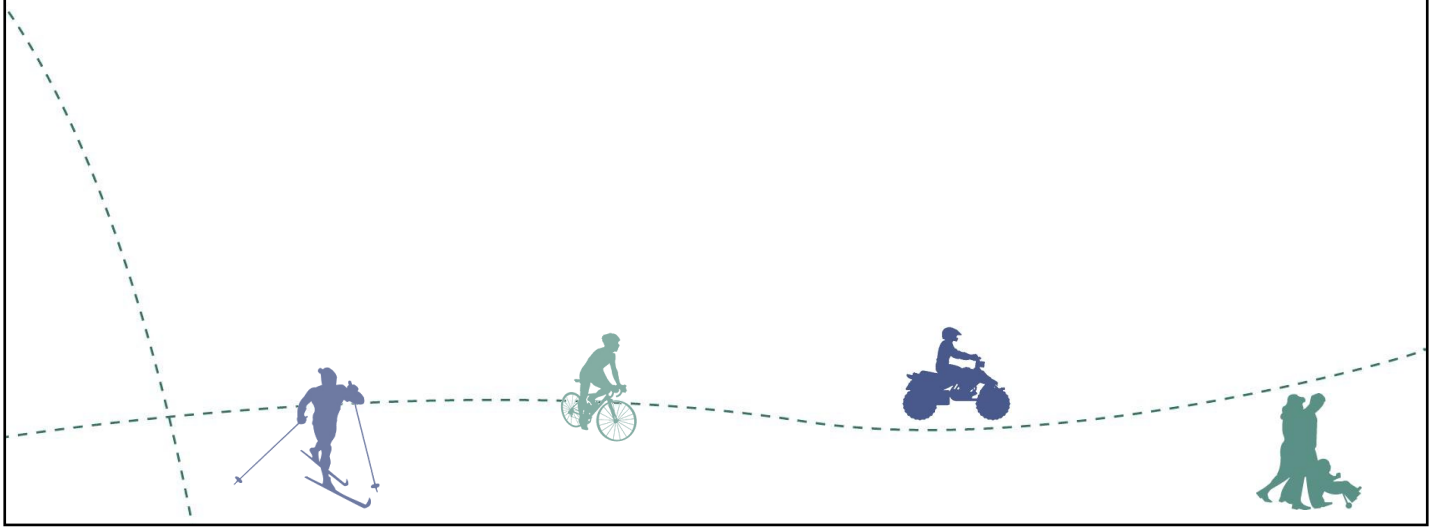
Table 12: Proposed Routes – Opinion of Probable Cost



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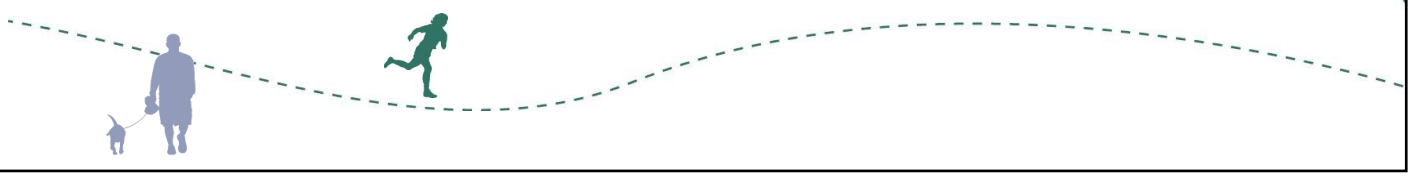
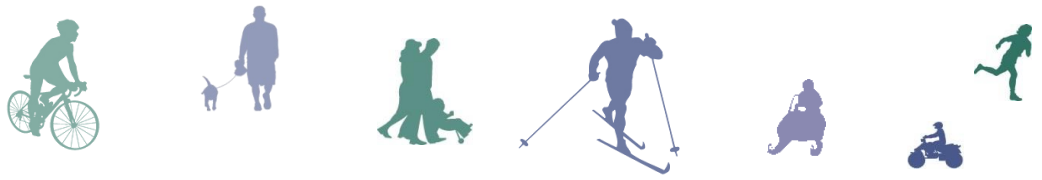
D – January 2014 Presentation to the Trails Advisory Committee
E – August 2014 Presentation to Trails Advisory Committee

Related Documents

County of Frontenac – Trails Master Plan (2009)
County of Frontenac – K&P Trail Implementation (2009)





County of Frontenac Trails Concept Plan

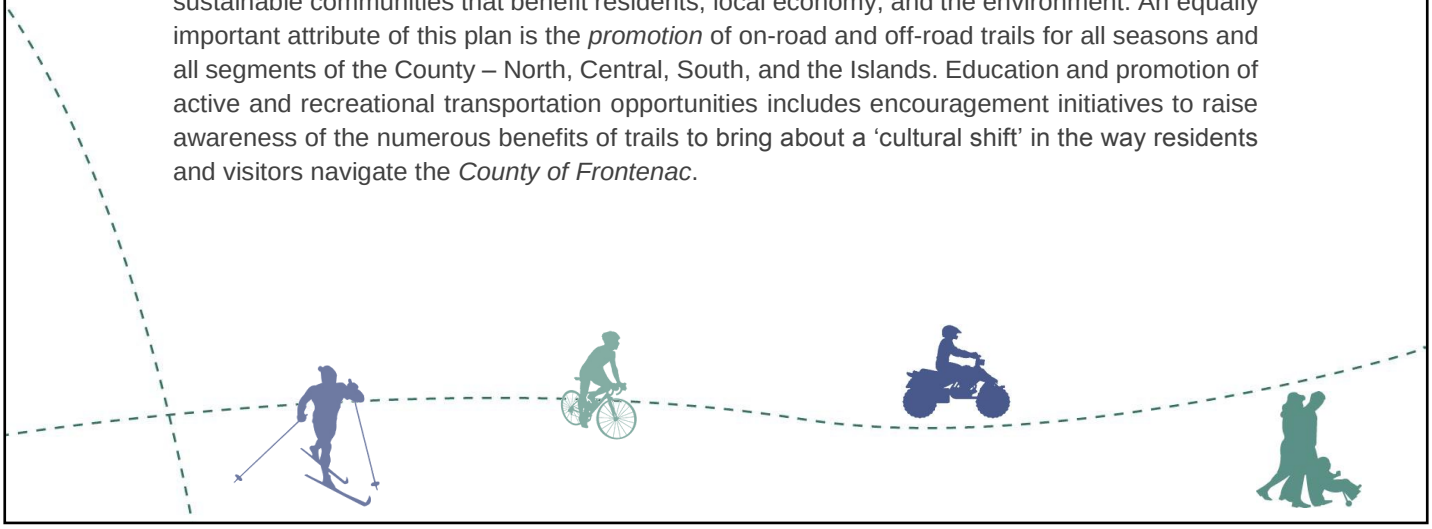
1.0 Introduction and Executive Summary

The County of Frontenac is committed to developing and implementing County-wide trails. This Trails Concept Plan sets out a short-term and long-term strategy to create a supportive pedestrian, cycling, and all-season environment that will encourage recreational and utilitarian travel by walking, cycling, and select motorized use that promotes the importance of active lifestyles for residents and tourists.

A system of integrated and connected on-road and off-road facilities can help define a county as a great place to live, work, and play – and that supports improvement to community health, safety, economy, transportation and tourism. In order to facilitate the further development and implementation of the Trails Concept Plan. Potential funding opportunities are highlighted with unit prices for the various facilities types. An estimated $9.2M in capital improvements are identified; $3.6M in off-road facilities and $5.6M in on-road facilities.

It is increasingly important that well-planned and well-designed trails and trail connections form part of a County and local municipal transportation strategy. This plan will assist the County and local municipalities in planning for, implementing, prioritizing, and financing trail related infrastructure improvements. The ongoing commitment of the County to the development of the *K+P Trail* as a major component of the County's off-road trail network is a key initiative and contributor to the core intent of this plan and its benefits.

This plan is important to County-wide and local strategic interests - to foster healthy and sustainable communities that benefit residents, local economy, and the environment. An equally important attribute of this plan is the *promotion* of on-road and off-road trails for all seasons and all segments of the County – North, Central, South, and the Islands. Education and promotion of active and recreational transportation opportunities includes encouragement initiatives to raise awareness of the numerous benefits of trails to bring about a 'cultural shift' in the way residents and visitors navigate the *County of Frontenac*.



2.0 Existing Context

2.1 Background Documents

The *2009 County of Frontenac Trails Master Plan* and the *2009 County of Frontenac K&P Trail Implementation Plan* are two (2) key background documents which establish the importance of a trail system and the appropriate steps to take through to implementation. These documents are used as a foundation to the *Trails Concept Plan*, summarized below.

2.1.1 County of Frontenac Trails Master Plan

The Frontenac Trails Master Plan summarizes the history and landscape of the County of Frontenac as well as the health, economic and environmental benefits associated with recreational trails. It provides context to the pursuit of trail development by highlighting similar **trends at the municipal, provincial and national levels** and by discussing the relationships between trails and the tenets of sustainability. It offers a resource inventory of existing trails in the County as well as trail **organizations and stakeholder groups**. It sets out recommendations for the management structure, policies of trail providers, and general guidelines for trail design and signage. Phasing strategies for trail development are laid out and maintenance guidelines established. Funding and promotional opportunities are offered with implementation strategies.

2.1.2 County of Frontenac K&P Trail Implementation Plan

The Frontenac K&P Trail Implementation Plan prioritizes projects into a phasing schedule - to identify capital costs associated with each phase, and to identify annual operating and maintenance costs of each respective plan. The trail is open for use upon completion of each phase once compliance to safety issues is satisfied.

The phasing place outlines a systematic and organized fashion as financial resources are available.

This plan aims to supplement the successful work completed to date and to guide future trail development initiatives for both on-road and off-road facilities county-wide.

2.2 Existing Trail Network

Before proposing new routes or connections to the network, an inventory of the existing network needs to be completed. This was a crucial first step of this plan in order to understand what types of facilities currently exist in the County, objectively and regardless of municipal or county jurisdiction.

County staff provided the study team with all available GIS information, including:

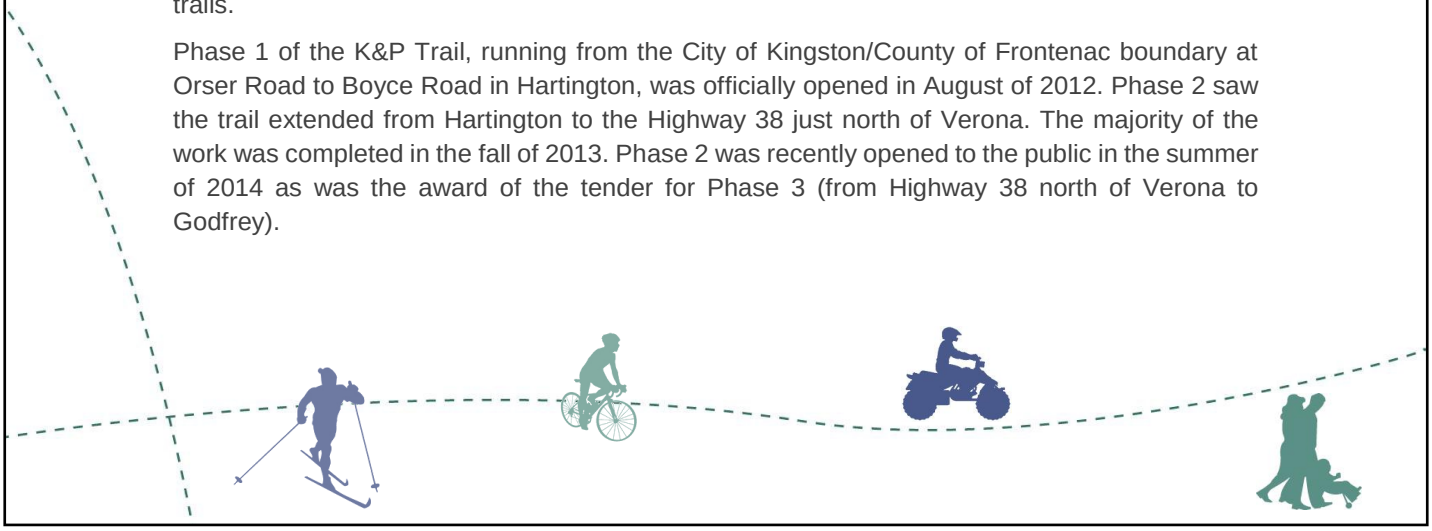
- Existing Road Network;
- Property Parcel information;
- Water bodies, Streams and Wetlands;
- Provincial Parks;
- Major Attractions;
- Hamlets; and
- Existing Trail information

Using this available digital information, and by combining it with other available maps and information, the study team developed a 'signal set' of existing network maps. A total of seven existing maps are included herein. Refer to 'Map' appendices. **Map 1** highlights the entire county, **Maps 2 - 5** highlight one of each of the four (4) townships (North, Central, South, the Islands). **Map 6** shows the existing hiking trails and **Map 7** shows the existing Snowmobile Trails in the County of Frontenac.

2.2.1 Trail Initiatives within Frontenac County

The Trails Advisory Committee (TAC) was established in 2011 to oversee the implementation of the Frontenac K&P Trails as well as to provide input and suggestions regarding other trail initiatives through the county. The leadership of this committee is recognized as critical to the on-going establishment and development of this plan and to an effective county-wide network of trails.

Phase 1 of the K&P Trail, running from the City of Kingston/County of Frontenac boundary at Orser Road to Boyce Road in Hartington, was officially opened in August of 2012. Phase 2 saw the trail extended from Hartington to the Highway 38 just north of Verona. The majority of the work was completed in the fall of 2013. Phase 2 was recently opened to the public in the summer of 2014 as was the award of the tender for Phase 3 (from Highway 38 north of Verona to Godfrey).



2.2.2 Trail Initiatives in Surrounding Counties

Understanding what the surrounding counties have in terms of existing trail network and initiatives is of key interest to the County of Frontenac. Trail connections can be made to these surrounding networks which serve to improve the connectivity of both networks and can have an impact on tourism in both counties. The study team has researched the surrounding communities in order to gain insight into their trail network and any initiative which would be beneficial to the County of Frontenac.

County of Lennox and Addington

The County of Lennox and Addington has a 600km trail network which consists of 12 looping routes. These paved roadway routes are designed so that you never have to retrace your path, yet are able to end where you began. The routes are found on well-maintained county and select local roadways. The trails vary in difficulty but all are well-marked, easily accessible, and promise to be exciting.

Lanark County

In Lanark County there are plenty of towns, villages, hamlets, parks and conservation areas to explore. Perth, Smith Falls and Mississippi Mills are just a few of the towns who have significantly invested in an extensive trail network with routes that are suitable for all skill levels. These trails range from short 15km loops to ones which are over 100km in length.

Leeds and Grenville County

Leeds Grenville has over 800km of well-maintained roads which offer some of the best scenery in Ontario. There are dozens of intricate off-road trails which are used by hikers, ATV enthusiasts, and cyclists alike.

2.2.3 Ontario Federation of Snowmobile Clubs (OFSC)

The OFSC is a volunteer led not-for-profit association. Through strong leadership, the OFSC provides a wide range of quality programs and services to and on behalf of its membership organizations. The OFSC is represented in eastern Ontario by the District 1 Snowmobile Association. Member Clubs in the County of Frontenac include the K&P Snow Trails Association, Sharbot Lake Snowriders Club and Lennox and Addington (L&A) Ridgerunners Snowmobile Club. The local OFSC clubs are active users of the trail system in Frontenac County and have established numerous other trails throughout the County as was seen in **Map 7**. The local snowmobile clubs are also responsible for performing winter maintenance on trails which are used in the winter months.

3.0 Consultation Strategy

3.1 Public Open House

On May 26, 2014, a Public Open House was held at the Lion's Club in Verona to display work to date and to receive critical input from the community. At this open house the consultants were present to provide an introduction to the project, make a formal presentation on the work completed to date and lead a workshop. Progress material was displayed on boards during the event and attendees were encouraged to provide their feedback on the boards. The event was attended by more than 25 people including representatives from the County of Frontenac and TAC.

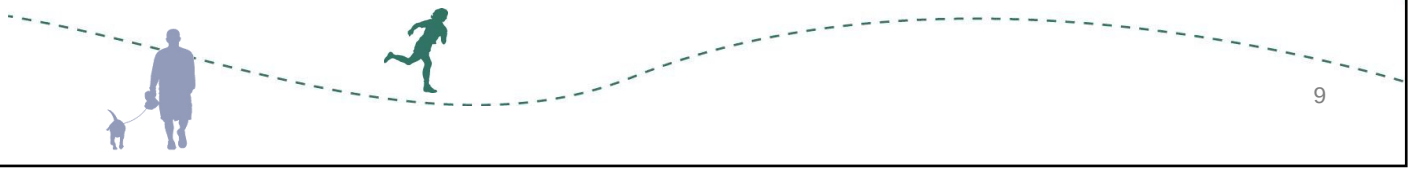
Figure 1: May 2014 Public Information Centre

3.2 Summary of Stakeholder Input

Attendees at the Open House were knowledgeable and provided the project team with a number of valuable and insightful comments regarding the current state of trails in Frontenac County, on their experiences using the trails in Frontenac County, and what they envision for trails in Frontenac County in the future. Below a few comments and themes are highlighted. A complete summary of stakeholder input and copy of presentation materials can be found in **Appendix A.**

- *It was noted that the progress made developing the K&P Trail to date, but stressed that they wanted to make sure that the completion of the trail with the potential to Calabogie was seen as a priority - This "rails to trails" opportunity is a 'once in a lifetime' opportunity that the county should not pass up.*

- *There was a noted perceived need for more local and accessible starting points (trailheads) including space for snowmobile trailers and parking. It was noted that many snowmobilers are leaving the area to ride elsewhere due to the local access restrictions.*
- *Some discussion was had about the definition of a trail. It was felt that there was the need for greater education of the various types of trails and the associated design standards.*
- *It was generally noted that a plan needs to be developed to ensure that once the K&P is complete the next group of trail projects has been determined at that the progress and momentum realized through the development of the K&P Trail can be carried over to this next group of projects.*



4.0 Development of the Network

4.1 Trail Types

There is a hierarchy of trail types for both on-road and off-road that should be considered when developing a trail network. Three potential off-road trial types have been identified in the **Tables** below. Two (2) potential on-road trail types are identified.

Table 1: Off-Road Trail Type - Primary Multi-Use Trail

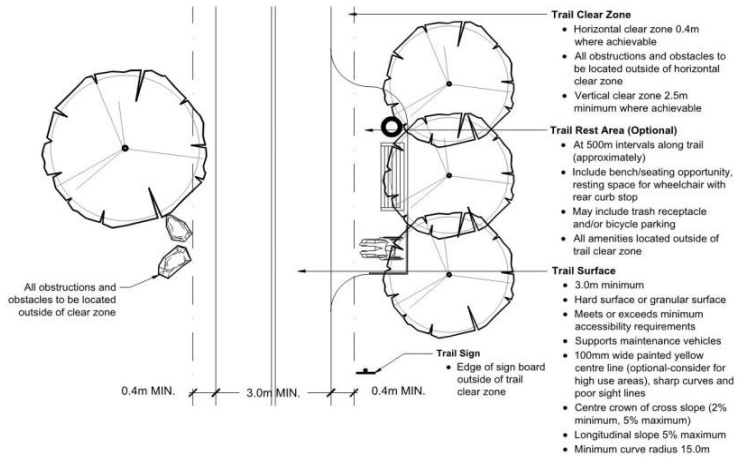
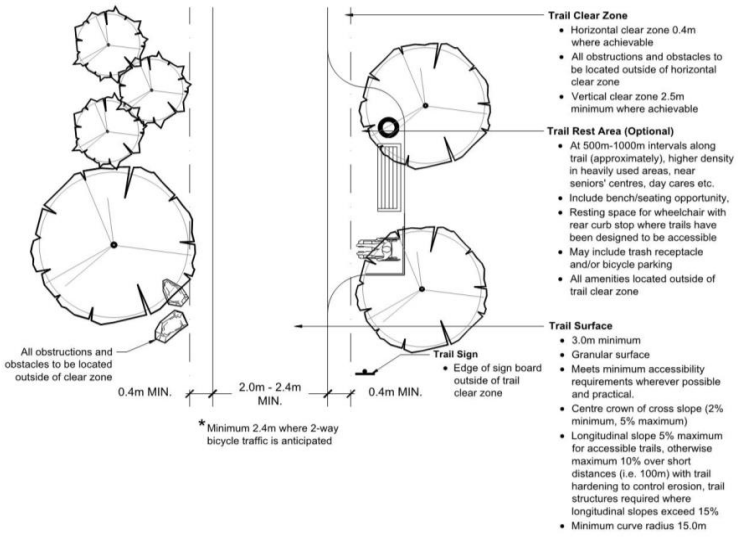
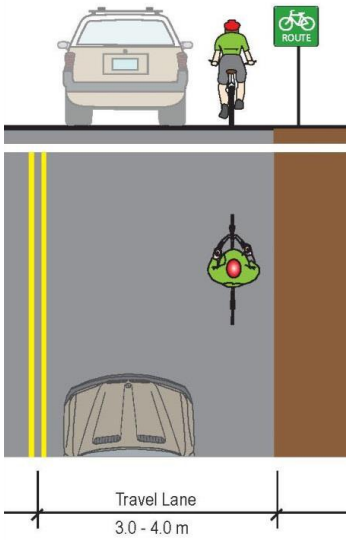
Primary Multi-Use Trail		
	**Surface Type** Hard surface (e.g. asphalt) or granular surface **Maintenance Requirements** Highest level of maintenance may be considered for 4-season maintenance, depending on location (e.g. primary school route)	
Description & Connectivity	**Location**	**Design Characteristics**
► Key connectors in the urban areas, important transportation / commuter routes connecting schools and key community destinations and employment areas	► Located within or outside of the road right-of-way in continuous linear corridors ► Linear utility corridors and off-road linear corridors outside of the road right-of-way can create ideal opportunities ► To maintain route continuity, crossings of barriers such as major roadways, railways and waterways shall be considered in the early planning stages ► In developed neighbourhoods it may be necessary to divert short segments of the Primary Multi-use Trail onto the road with other cycling facilities (i.e. a cycle-track or bike lane accompanied by a sidewalk)	► Minimum 3.0m in width ► Shall be designed to meet or exceed minimum accessibility requirements ► Potential candidates for year-round maintenance ► Typically designed to the highest standards to accommodate high volumes of use, destination oriented traffic, widest range of use abilities and important links to major community facilities ► Supports pedestrian convenience and walkability and a range of active transportation opportunities ► Lighting may be considered where use/demand is high

Table 2: Off-Road Trail Type - Secondary Multi-Use Trail

Secondary Multi-Use Trail	
	**Surface Type** Typically granular / gravel surface, may be hard surfaced in locations where erosion is a concern **Maintenance Requirements** 3-season maintenance

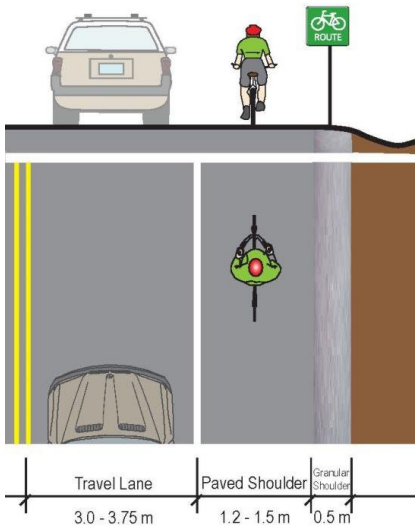
Description & Connectivity	Location	Design Characteristics
► Used to provide additional connections to local municipalities, neighbourhoods, parks, community facilities, natural areas, schools and conservation areas ► May be used as a transportation route during the spring, summer and fall seasons	► Located outside of the road right-of-way in continuous linear corridors ► Crossing of barriers such as roadways, railways and waterways considered in the early planning stages to identify locations where a minor realignment is necessary ► On lower volume roads such as residential streets these connections can be made with sidewalks from pedestrians and shared space for cyclists (i.e. signed route or signed route with Sharrow markings on the roadway)	► Minimum width of 2.0m to 2.4m (3.0 minimum if 2-way bicycle traffic is being considered) ► Compacted granular surface (e.g. stonedust) ► Potential candidates for year-round maintenance ► These facilities are designed to meet minimum accessibility requirements where practical and feasible. Where this is not possible they are appropriately designed for a moderate to high volume of use and wide range of users ► 3-season use for pedestrian and cycling uses. Typically not a candidate for winter maintenance, and other uses during winter months are encouraged (e.g. cross country skiing)

Table 3: On-Road Trail Type - Signed Route

Signed Route	
	**Surface Type** Hard surface (e.g. asphalt) **Maintenance Requirements** Highest level of maintenance (4-season maintenance)

Description & Connectivity	Location	Design Characteristics
► Signed Routes are typically implemented on low volume road. Generally there are no other provisions needed beyond signing. On wide signed routes, cyclists are expected to ride on the right of the shared travel lane in accordance with the Highway Traffic Act	► Often located on low volume local roads	► Wide Shared Roadway / Signed Bicycle Route - 4.0m to 4.5m , Narrow Shared Roadway / Signed Bicycle Route - 3.0m to 4.0m ► Prior to initiating design work on a given link, practitioners should refer to the Bicycle Facility Type Selection process found in Ontario Traffic Manual Book 18. This will confirm whether the signed bicycle route is the most suitable facility type and identify key design considerations

Table 4: On-Road Trail Type - Paved Shoulder

Paved Shoulder	
	**Surface Type** Hard surface (e.g. asphalt) **Maintenance Requirements** 3-season maintenance, may be considered for 4-season maintenance, depending on location (e.g. primary school route)

Description & Connectivity	Location	Design Characteristics
► A paved shoulder is a portion of a roadway which is contiguous with the travelled way and provides lateral support for the pavement structure ► Thea area can be used by cyclist and provides them with an area of riding that is separate from the motor vehicular travel portion of the roadway	► On paved the paved shoulders of municipal roads which permit cyclists ► *Where/if appropriate, in lieu of paved shoulder adjacent to the travel lane, network connection can also be achieved by a separated facility – i.e. with a 'Multi-Use Pathway' within available right-of-way where spatial provision and existing infrastructure geometry permits.*	► Signed bicycle routes with paved shoulders should typically have shoulders between 1.5 and 2.0m in width depending on the volume, speed and mix of vehicular traffic. ► As motor vehicle volumes increase, practitioners may consider wider paved shoulders or a buffered zone between the shoulder and travel lane.

Table 5: Off-Road Trail Type - Hiking / Foot Trail

Hiking / Foot Trail		
Description & Connectivity	**Surface Type, Location, Maintenance Requirements**	**Design Characteristics**
► Hiking / Foot Trails are located in sensitive natural areas or are the result of formalizing routes that were not plan or designed by the County. There often have evolved from use (i.e. a desire line between two locations) or have been created by a group such as a hiking club that has an established agreements with the land owner	► Natural or granular surface. ► Often located in natural areas such as woodlots, valley lands and wetlands. ► Seasonal maintenance only as required.	► Typically 0.75m to 1.5m in width with a natural earth surface. May include a granular surface or a boardwalk in areas where trail hardening is needed

4.2 Benefits of Trails

There is clear evidence of the growing demand for facilities that support active forms of transportation and recreations, including an overall increase in active and sustainable living. In order to live these lifestyles, facilities that support active and sustainable modes of transportation need to be integrated into a person's day to day activity for recreational and utilitarian purposes.

The demand to develop and adopt more sustainable land use and mobility strategies is increased. The development of infrastructure, policies and promotional strategies which respond to this growing demand for trail-related facilities can yield a number of benefits.

The benefits of active and sustainable transportation and recreation can include but are not limited to Environment, Health, Economy / Tourism, Housing, Education, Public Space, Community (Health & Safety) and Transportation. **Table 6** provides a summary of the benefits which are directly and indirectly impacted as a result of investment in active and sustainable transportation.

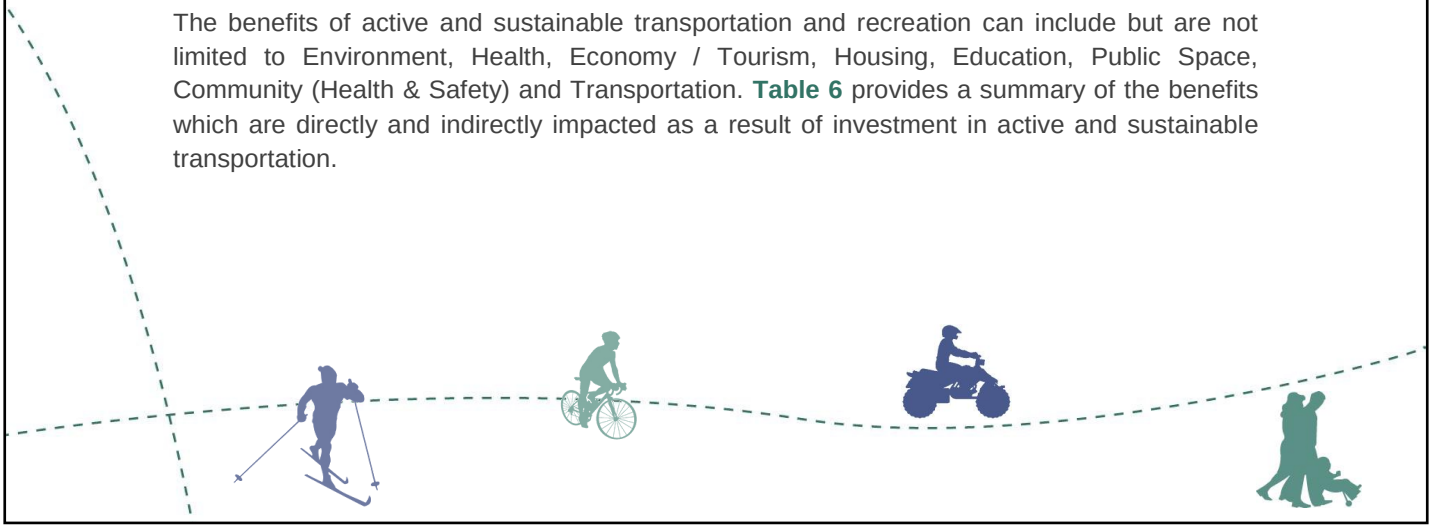


Table 6: Active and Sustainable Transportation Benefits

Benefits	Key Highlights
Environment	• Active forms of transportation are both energy efficient and non-polluting. • When used, active modes of transportation conserve natural resources and provide large energy savings for the user as well as the community.
Community Health & Safety	• By investing in active transportation or trail development, a community provides its residents with more opportunities for physical activity and improved air quality through reduced emissions. • With more opportunities to be physically active, people are more likely to improve their quality of life by lead healthy and active lifestyles and reduce their risk of chronic diseases such as heart disease, stroke and diabetes.
Transportation	• By increasing investment in trail and active transportation facilities, residents and visitors are provided with more mode choices. • With an increase in the number of modal choices residents and visitors may feel less dependent on their single occupant vehicles.
Asset Management	• Increased investment and use of AT infrastructure can provide a means of appreciating and assisting in the protection of natural and cultural heritage resources. • Similar to the transportation benefits, by decreasing the number of people on the road, communities may be able to increase the lifespan of their community assets.
Community Building	• By engaging members of the community in the design and development of AT related infrastructure (including trails), it can bring together community residents. • When residents become passionate and committed to an initiative there can be an increase in community spirit. • When the design standard increases for community facilities it can, in some cases, spur on stewardship from local groups or engaged individuals.
Economic & Tourism	• Increased investment in cycling and trail infrastructure can increase local tourism and investment. Cyclists are more willing to spend time and money in communities which clearly support cycling. • As routes and infrastructure are developed there is also an increasing demand for supportive amenities. Communities may wish to invest in a local bike shop or tourism booth to promote cycling routes. In these cases, there are job opportunities and increased local investment which may occur.

4.3 Trails Standards

4.3.1 Universal Trail Design

The Accessibility for Ontarions with Disabilities (AODA) Act administers accessibility policies, standards and guidelines relevant to trails and recreational facilities. Approximately one in eight Canadians suffer from some type of physical disability, however this increases with age.

The Accessibility for Ontarians with Disabilities Act (AODA) states that “The people of Ontario support the right of persons of all ages with disabilities to enjoy equal opportunity and to participate fully in the life of the province”. Within the AODA, Bills 118 and proposed Bill 125 recognize the need to provide for accessibility standards, improve opportunities and facilitate the removal of barriers in order to enable persons with disabilities to fully participate in the life of the Province *(Canada. Province of Ontario. Ministry of Community and Social Services. Accessibility for Ontarians with Disabilities Act. By Ministry of Community and Social Services. Spring 2010.)*

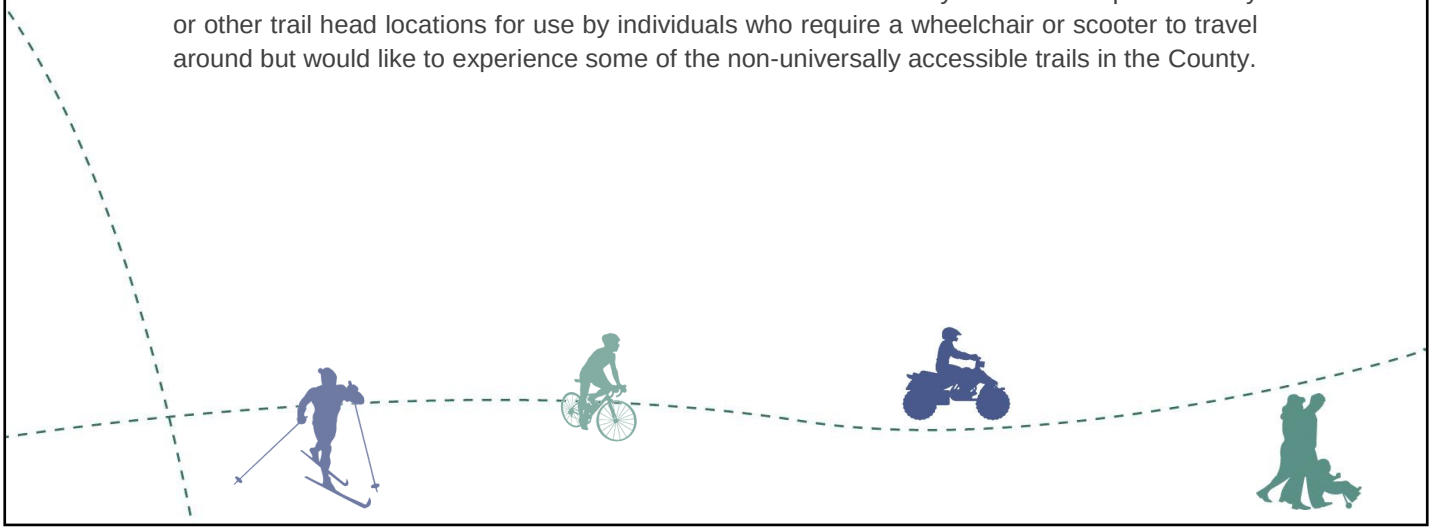
Universal Trail Design is a concept that takes into consideration the abilities, needs, and interests of the widest range of possible users. In regards to trail design, it means planning and developing a range of facilities that can be experienced by a variety of users of all abilities. The County should consider the latest standards outlined in the AODA for all relevant trail developments.

4.3.2 Wheelchair and Electric Scooter Users

Trail users who rely upon wheelchairs (both motorized and non-motorized) and electric scooters have varying levels of mobility. Some use wheelchairs occasionally due to injury, however, others due to permanent paralysis and other medical conditions require the use of these devices on a full time basis.

The ability of a wheelchair or scooter user to negotiate a trail will depend upon the type of trail and the type of wheelchair or scooter. Where trails are developed to be accessible to all users, there will be a need to obtain input from these users to determine the type of trail surface and width required.

‘All-terrain’ wheelchairs exist to promote potential use of non-universally accessible (hiking) trails. Such wheelchairs could be made available at a central County of Frontenac public facility or other trail head locations for use by individuals who require a wheelchair or scooter to travel around but would like to experience some of the non-universally accessible trails in the County.



The **principles of universal trail design** can be summarized as follows:

- **Equitable use**: provide opportunity for trail users to access, share and experience the same sections of trail rather than providing separate facilities;
- **Flexibility in use**: provide different options for trail users in order to accommodate a variety of experiences and allow choice;
- **Simple, intuitive and perceptible information:** whether conveying trail information through signage, maps or a web site, communicate using simple, straightforward forms and formats with easy to understand graphics and/or text;
- **Tolerance for error:** design trails and information systems so as to minimize exposure to hazards, and indicate to users any potential risks or challenges that may be encountered;
- **Low physical effort:** trails may provide for challenge but should not exceed the abilities of the intended users; where appropriate, rest areas should be provided; and
- **Size and space for approach and use**: trails and amenities should provide for easy access, comfort and ease in their usage.

Where possible and practical, trails should be designed to be accessible to a wide range of users at all levels of ability. It must be recognized, however, that not all trails throughout the system can be fully accessible, though the use of all-terrain wheelchairs may increase accessibility to the trail network. Designing trails to be within the threshold (5%) for universal access will not only overcome this significant barrier but it will help to reduce the potential for erosion of the trail surface. The following are some additional considerations for making existing and new trails accessible:

- Designers should consult the most current standards available;
- Where the trail requires an accessibility solution that is above and beyond what is normally encountered, a representative of the County of Frontenac Trails Advisory Committee (TAC) and relevant Accessibility Advisory/Committee should be consulted early on in the process to determine if it is practical and desirable to design the specific trail to be fully accessible;
- Where it has been determined that full accessibility is appropriate, the accessibility representative should be consulted during the detailed design process to ensure that the design is appropriate; and
- Work collaboratively with the County of Frontenac Trails Advisory Committee (TAC) and relevant Accessibility Advisory/Committee to consider developing signage/content to clearly indicate trail accessibility conditions, which allow users with mobility-assisted devices to make an informed decision about using a particular trail prior to travelling on it.

4.3.3 Personal Security and Crime Prevention through Environmental Design (CPTED)

To the extent possible, trails should be designed to allow users to feel comfortable, safe, and secure. Although personal safety can be an issue for all, women, the elderly and children, are among the most vulnerable groups. Principles of Crime Prevention Through Environmental Design (CPTED) should be considered and applied to help address security issues concerning trail use, particularly in locations where trails are infrequently used, isolated or in areas where security problems have occurred in the past.

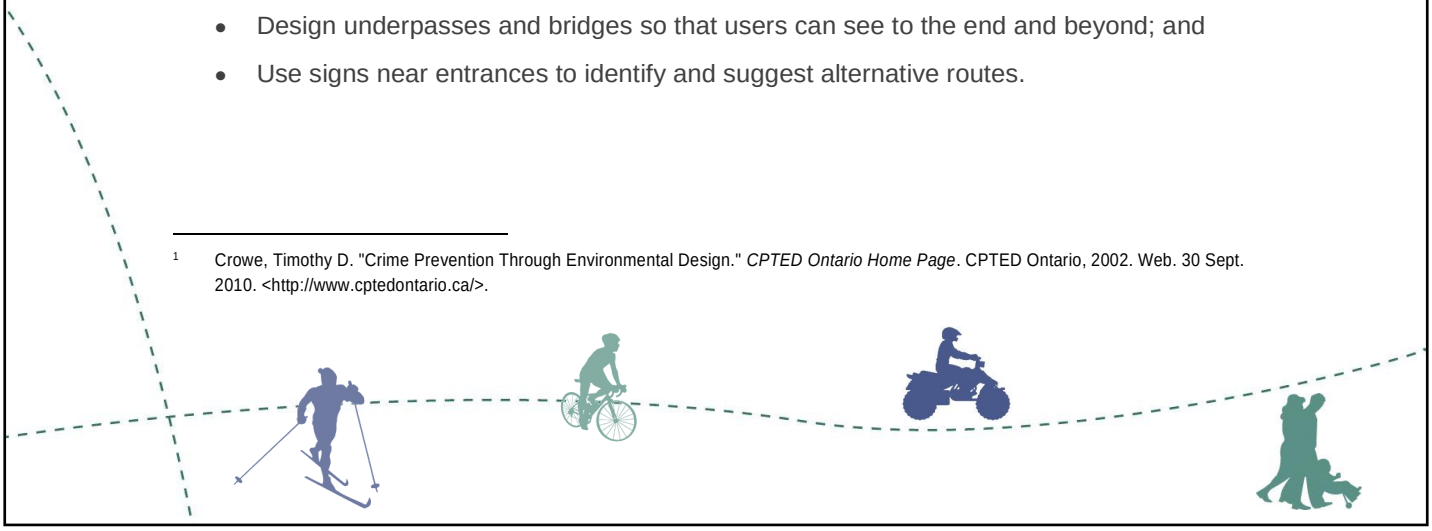
The **four main underlying principles of CPTED** are:

- **Natural Access Control:** deters access to a target and creates a perception of risk to the offender;
- **Natural Surveillance:** the placement of physical features and/or activities that provides for natural visibility or observation;
- **Territorial Reinforcement:** defines clear borders of controlled space from public to semi-private to private, so that users of an area develop a sense of proprietorship over it; and
- **Maintenance:** allows for the continued use of space for its intended purpose[1].

Specifically related to trails, the following CPTED-related design criteria include:

- Good visibility by having routes pass through well-used public spaces;
- Have good signage that tells users where they are along the trail system, in order to obtain help;
- Provide “escape” routes from isolated areas at regular intervals;
- Maintain sight lines and sight distances that are appropriately open to allow good visibility by users;
- Provide trailhead parking in highly visible areas;
- Minimize routing close to features that create hiding places such as stairwells, and dense shrubs;
- Design underpasses and bridges so that users can see to the end and beyond; and
- Use signs near entrances to identify and suggest alternative routes.

[1] Crowe, Timothy D. "Crime Prevention Through Environmental Design." *CPTED Ontario Home Page*. CPTED Ontario, 2002. Web. 30 Sept. 2010. <http://www.cptedontario.ca/>.



4.3.4 Trail Maintenance and Operations

Operations costs include on-going funding related to implementing the Trails Concept Plan, preparing the annual progress report, delivering safety, educational outreach and promotional programs, and performing network and infrastructure maintenance to achieve a state of good repair and to ensure all season use. This also includes staff resources, as well as management and administration.

The incremental cost to maintain trails is relatively low. Generally speaking, most municipal agencies/Counties adjust maintenance budgets based on the number of kilometres of each facility and increase maintenance budgets relative to the length of new infrastructure added on an annual basis. Maintenance of mature off-road multi-use trails, particularly in greenways and parks can cost from $4,000 to $6,000 per linear kilometre of trail (3.5 m wide), depending on the level of service standard of a municipality. Annual maintenance can include drainage and storm channel maintenance, sweeping, clearing of debris, trash removal, weed control and vegetation management, mowing of grass along shoulders, minor surface repairs, repairs to trail fixtures (benches, signs) and other general repairs. Costs also can vary depending on whether the trail is in a road boulevard or in a linear greenway or park and whether it is paved or has a granular surface. New asphalt off-road trails also typically have lower maintenance costs in the first 10 years.

An absolute dollar value for maintenance costs is not calculated for the concept trails network as the budget for maintenance will need to grow in an incremental fashion along with the incremental growth of the trails network. As each new network segment is added (either in boulevard on-road or off-road), the impact to the operations budget should be calculated by the County in working with Municipal staff so that it can be added into the annual maintenance budget request.

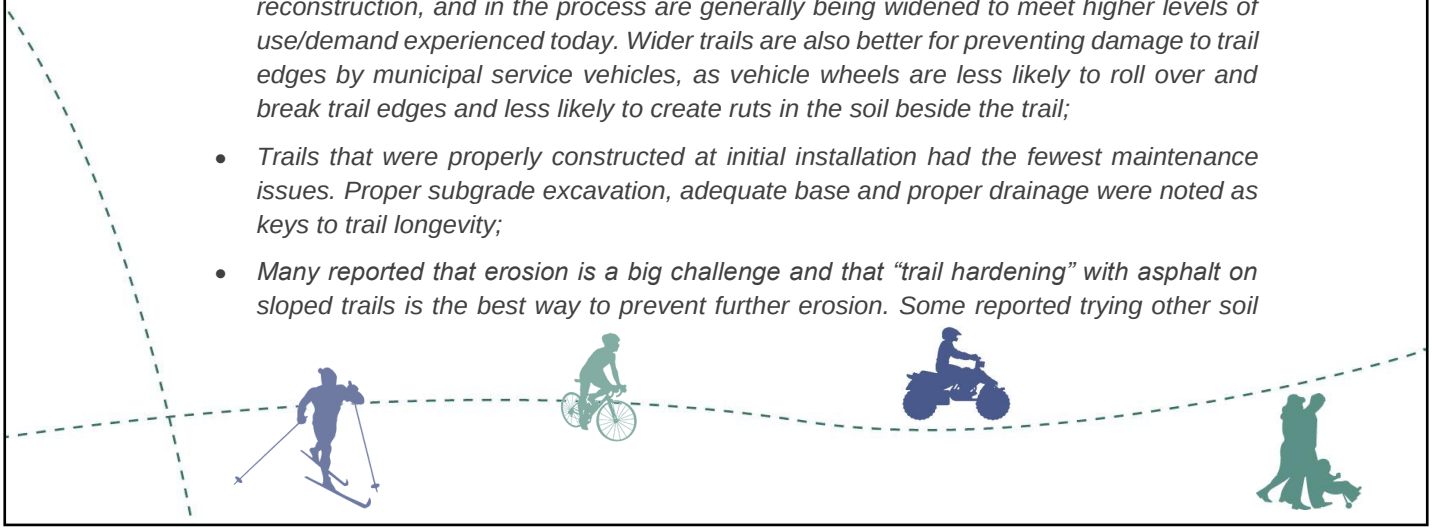
Many jurisdictions have formalized programs to plan and construct trail systems, however the number that have formal programs for trail maintenance is lower. Telephone interviews conducted in 2004 with approximately a dozen southern Ontario municipalities highlight some overall scope of trail maintenance considerations and significant issues raised by municipalities/counties across Ontario:

- *Very few maintain their trails in winter. Of those that do, none reported maintaining all of their trails in winter. Generally winter maintained trails included only asphalt trails and those that are heavily used, or are main connections serving utilitarian purposes such as connections to schools and main bicycle/pedestrian commuter routes;*
- *Several reported having defined maintenance standards for trails, based on trail-type. Many of those that did not currently have standards reported that they were working towards them;*
- *Most have a call in/hot line for areas requiring emergency repairs, or areas where garbage containers are heavily used. None of the hot lines were trail specific, most often they were included with a parks or even municipal-wide hotline for parks, roads, infrastructure etc.;*

- *In most cases, respondents felt that they could do a better job at trail maintenance, but were limited by resources (staff resources/budget and time);*
- *Most reported conducting an annual safety audit, in most cases this was included as part of their annual safety and security audit for parks, playgrounds and recreation facilities;*
- *Many noted that proactive or preventative maintenance, especially with regard to trail surface condition, signing, trash and vandalism was a key success factor;*
- *Most use trail patrols or supervisors to conduct a regular (i.e., as often as weekly) review to assess conditions, prioritize maintenance tasks and monitor known problem areas;*

Some use maintenance logbooks to set out a schedule of tasks, priorities, standards to be achieved and method of tracking that the work has been completed. This method of tracking was also noted as useful for being able to predict which locations would require the highest level of maintenance;

- *In most cases, parks crews performed trail maintenance as part of their regular park maintenance role. Where extensive maintenance programs were reported, additional seasonal labour was added to the workforce (often summer students). Volunteer "adopt-a-trail" programs were also identified as useful for basic trail cleanup and monitoring;*
- *Trail maintenance is generally handled under Parks Operations budgets, sometimes tracked as a separate trail maintenance budget, but most often grouped in with other parks maintenance budgets;*
- *Trail maintenance costs range depending on the type of trail and location. Costs to maintain highly urbanized trails ranged from $4000-$6000/km per year, whereas costs to maintain rural trails (including rail trails) were significantly lower, ranging from less than $100/km year to $350/km per year. Tasks covered as part of these estimates included maintenance of trail drainage, storm channel and culvert maintenance, grading and minor topping up of trail surfaces, minor pothole repair, sweeping and clearing of debris, trash removal, mowing of clear zones, minor surface repairs and repairs to trail fixtures/furnishings;*
- *Many respondents reported that asphalt surfaces on trails have a life span of approximately 15-20 years, and trails that were installed in 1980's and earlier now require reconstruction, and in the process are generally being widened to meet higher levels of use/demand experienced today. Wider trails are also better for preventing damage to trail edges by municipal service vehicles, as vehicle wheels are less likely to roll over and break trail edges and less likely to create ruts in the soil beside the trail;*
- *Trails that were properly constructed at initial installation had the fewest maintenance issues. Proper subgrade excavation, adequate base and proper drainage were noted as keys to trail longevity;*
- *Many reported that erosion is a big challenge and that "trail hardening" with asphalt on sloped trails is the best way to prevent further erosion. Some reported trying other soil*



binding compounds for trails on slopes and reported only moderate success with these alternative materials;

- *Mowing grass along edges of trails is performed on a regular basis. Depending on trail location this may be weekly, biweekly, monthly or infrequently throughout the growing season. The width of the mown swath generally varies from 0.5m to 2.0m depending on the municipality and location. Mowing helps to keep clear zone open and can also help with the invasion of weeds into granular trail surfaces;*
- *Several have trained their mower operators to be more observant while mowing and to take note of problem areas along the trails;*
- *Garbage pickup is performed on a regular basis (i.e., 10 day cycle), with receptacles located at the ends of trail segments where they can be easily accessed by service vehicles;*
- *Tasks performed on a seasonal basis include culvert cleanout and pruning to maintain trail clear zones;*
- *Grading/grooming the surface of granular trails is generally performed once per year or as required after heavy storm events in areas prone to erosion;*
- *Tasks performed every 3 to 5 years cycle include refurbishment of signs, cleaning and refurbishment site furnishings;*
- *Tasks performed on an as-required basis include moving or marking obvious hazards within 24 hours of their identification, inspection/monitoring of trail areas prone to damage following heavy storms, repairs to vandalized items, minor repairs to structural elements such as bridges, trail surfaces, railings, benches, gates and signs; and*
- *Major renovation or replacement of large items such as bridges, kiosks, gates, parking lots, and asphalt trail surfaces was generally described as a 10-20 year replacement item.*
- *Maintenance programming should consider where/if equestrian uses are proposed and plan for maintenance accordingly, including program of grooming and education and design to accommodate equestrian use.*

4.3.5 Winter Maintenance of Off-Road Trails

Few counties/municipalities in Ontario maintain their off-road trails during winter months. For those municipalities that do offer winter maintenance services on trails, only certain routes are maintained and these tend to be primary routes that serve a commuter function to key destinations such as schools and community centers. The following are some general initiatives that are being used in other jurisdictions to identify candidates for winter trail maintenance and to develop priorities among those candidate routes.

a) Trail Function and Location

- The trail's role in the overall transportation network and community connectivity (primary vs. secondary function);
- The trail does not provide an alternate route to a nearby sidewalk or trail that is already being maintained in winter;
- Determine if the trail is integral to the overall network such that it provides a primary route to schools, public facilities such as recreational centers and to other pedestrian generators such as senior's homes, shopping and commercial establishments;
- The trail is not merely a convenient short cut. If the trail is not available for winter use, the length of the detour required should be explored further. Although these should be explored further on a case-by-case individual basis, 500m could be used as a threshold guideline;
- The trail connects dead end streets or cul-de-sacs where alternative routes do not exist;
- Consideration is given to neighbouring land use(s) and how this relates to pedestrian origins, destinations and pedestrian generators; and
- Consideration is given to trails that have historically received winter maintenance, but winter maintenance has not been formally adopted.

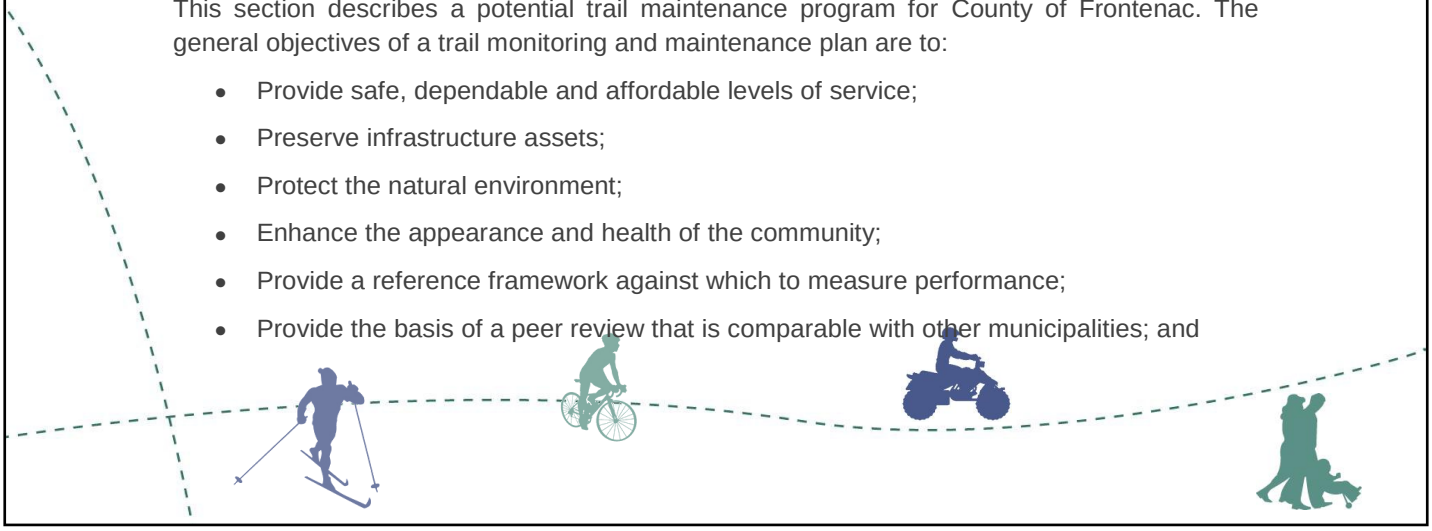
b) A Trail Design and Condition

- The trail should be constructed to a minimum standard including:
  - Adequate surface drainage to prevent ponding of water on the trail surface;
  - Minimum width (e.g., no less than 3.0m) and there is adequate access for maintenance equipment;
  - The trail has an asphalt surface (this factor may not apply if a snowblower is used instead of a plow); and
  - There should be no danger adjacent to the trail, such as a steep drop off that could be a hazard for equipment operators.

4.3.6 Trail Maintenance Planning

This section describes a potential trail maintenance program for County of Frontenac. The general objectives of a trail monitoring and maintenance plan are to:

- Provide safe, dependable and affordable levels of service;
- Preserve infrastructure assets;
- Protect the natural environment;
- Enhance the appearance and health of the community;
- Provide a reference framework against which to measure performance;
- Provide the basis of a peer review that is comparable with other municipalities; and



- Provide citizens and Council with a reference for expectations.

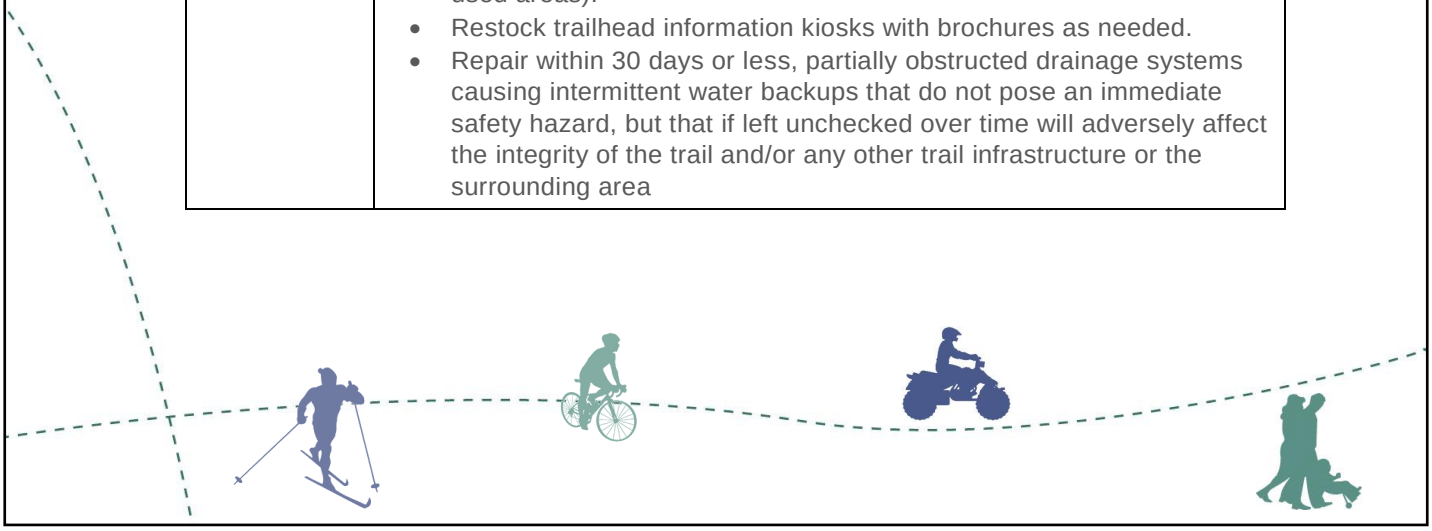
The first step in implementing a maintenance and management program is to determine its scope. Trail plans, maps, inventories, trail logs, traffic count information and condition surveys are all valuable sources of information for developing maintenance management systems.

Table 7 outlines typical trail maintenance activities that the County should include as part of the development of a trail maintenance program that is tailored to suit the County's needs. The maintenance plan below applies to trail corridors that are under the jurisdiction of the municipality. The trails that are owned or operated by other agencies or private interests are not required to adhere to this plan, but could take these guidelines under advisement. Tasks have been grouped according to the frequency with which they would typically be performed:

- Immediately (within 24 to 48 hours);
- Regularly (weekly/biweekly/monthly);
- Seasonally;
- Annually;
- Every 3 to 5 years; and
- Every 10 to 20 years.

Table 7: Trail Maintenance Planning

Frequency	Maintenance Opportunities for Off-Road Trails
Immediate (within 24 hours of becoming aware of the situation through a "hotline", email, other notification or observation)	• As a minimum, mark, barricade and sign the subject area to warn trail users, or close the trail completely until the problem can be corrected. • Remove vegetation and/or windfalls, downed branches, etc., where traffic flow on the trail is being impaired or the obstruction is resulting in a sight line issue. Remove hazard trees that have been identified. • Repair or replace items that have been vandalized or stolen/removed. This is especially important for regulatory signs that provide important information about trail hazards such as road crossings, steep grades, and sharp curves. • Removal of trash in overflowing containers or material that has been illegally dumped. • Repair of obstructed drainage systems causing flooding that poses a hazard to trail users or that is resulting in deterioration that poses an immediate safety hazard. • Monitor trail areas and structures that are prone to erosion after severe summer storms and repair as required. • Repairs to structural elements on bridges such as beams, railings, access barriers and signs.
Regularly (weekly/biweekly/ monthly)	• Trail patrols/inspections should review the trail conditions (as often as weekly in high-use areas), to assess conditions and prioritize maintenance tasks and monitor known problem areas. • Mow grass along edges of trails (in open settings only). Depending on trial location this may be done weekly, biweekly, or monthly and the width can vary according to the location (typically 0.5 to 1.0m). This helps to keep the clear zone open and can slow the invasion of weeds into granular trail surfaces. Not all trails will have mown edges. In woodland and wetland areas, pruning and brushing is typically the only vegetation maintenance to be undertaken. • Regular garbage pickup (10 day cycle or more frequent for heavily used areas). • Restock trailhead information kiosks with brochures as needed. • Repair within 30 days or less, partially obstructed drainage systems causing intermittent water backups that do not pose an immediate safety hazard, but that if left unchecked over time will adversely affect the integrity of the trail and/or any other trail infrastructure or the surrounding area



Frequency	Maintenance Opportunities for Off-Road Trails
Seasonally	• Patching/minor repair of trail surfaces and removal of loose rocks from the trail bed. • Culvert cleanout where required. • Top up approaches to bridges. • Planting, landscape rehabilitation, pruning/beautification. • Installation/removal of seasonal signage.
Annually	• Conduct an annual safety audit. This task is not necessarily specific to trails and may be included with general annual safety audits for parks, playgrounds and recreation facilities. • Evaluate support facilities/trailside amenities to determine repair and/or replacement needs. • Examine trail surface to determine the need for patching and grading. • Grading/grooming the surface of granular trails, and topping up of wood chip trails. • Pruning/vegetation management for straight sections of trail and areas where branches may be encroaching into the clear zone. This task is more of a preventative maintenance procedure. Cuttings may be chipped on site and placed appropriately or used as mulch for new plantings. Remove branches from the site unless they can be used for habitat (i.e. brush piles in a woodlot setting), or used as part of the rehabilitation of closed trails. Where invasive species are being pruned and/or removed, branches and cuttings should be disposed of in an appropriate manner. • Inspect and secure all lose side rails, bridge supports decking (ensure any structural repairs meet the original structural design criteria). • Aerate soils in severely compacted areas.
Every 3 to 5 years	• Cleaning and refurbishment of signs, benches and other trailside amenities.
Every 10 to 20 years	• Resurface asphalt trails (assume approximately every 15 years). • Replace or reconstruct granular trails (assume approximately every 15 years, but this may not be necessary if adjustments/repairs are made on an annual basis). • Major renovation or replacement of large items such as bridges, kiosks, gates, parking lots, benches, etc.

4.3.7 Trip End Facilities and Staging Areas

Network continuity, connectivity and feasibility are enhanced through the implementation of end-of-trip facilities and staging areas. In some cases, amenities can be a factor which enacts an individual to decide whether or not to make a trip using an active mode of transportation.

Staging areas can be appropriately designed to reinforce commitment to promoting trails and that may include lighting, sitting / rest areas, parking areas, signage, bicycle parking, loading / unloading areas, garbage receptacles, washroom and amenity buildings and gates / access barriers.

In rural areas, staging areas may play a key role in the marketing package for trail use and tourism. If properly implemented and promoted, it may help to reduce the tendency for trail users to park on rural roadsides to access trails. As a guide for future staging area development the County should consider a standardized approach. **Figure 2** illustrates a staging area hierarchy and **Table 8** provides additional details regarding the amenities which could be included in each of the designs. **Maps** enclosed depict potential staging (parking/trailhead locations).

Figure 2: Staging Area Hierarchy

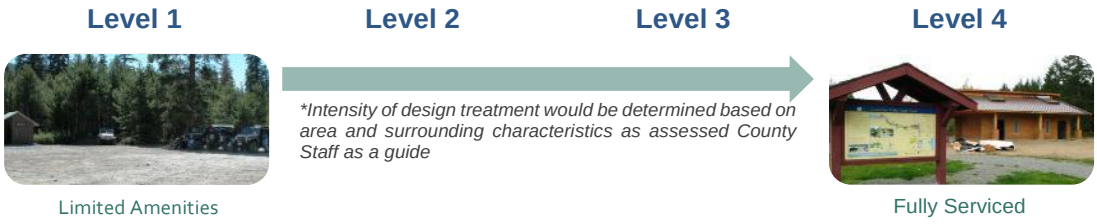


Table 8: Network Amenities in Staging Areas Hierarchy

Amenities	Level 1		Level 2		Level 3		Level 4		Additional Considerations
	Y	N	Y	N	Y	N	Y	N	
Parking	✓		✓		✓		✓		
Rest Areas		✓	✓		✓		✓		
Lighting		✓		✓	✓		✓		
Signage	✓		✓		✓		✓		
Drop Off Areas		✓		✓		✓	✓		
Garbage	✓		✓		✓		✓		
Washrooms		✓	✓		✓		✓		Portable washrooms to be implemented (Level 3) May - October
Gates / Barriers		✓		✓	✓		✓		
Loading Zone		✓		✓		✓	✓		
Shelter		✓		✓		✓	✓		
Portable Water		✓		✓		✓	✓		
Shade	✓		✓		✓		✓		
Green Infrastructure	✓		✓		✓		✓		

4.4 Trail Opportunities

The input received over the course of the study from the public, steering committee and staff members has led to the development of **four (4) strategic trail opportunities** in the County. This section provides a description of these opportunities.

4.4.1 Completing and Providing Connection to the "Spine" of Network Trails

The K&P Trails forms a "spine" which runs generally north-south. The Cataraqui Trail and the Trans Canada Trail form east-west "spines" through the County. These are critical and major existing components of the County's trail network – stitching together both on-road an off-road facilities. New trails should provide connection(s) to these spines. Priority should be given to completing the K&P Trail and other Trail initiatives with connections to the "spine" Trails.

4.4.2 Connecting Towns and Villages to Natural Areas

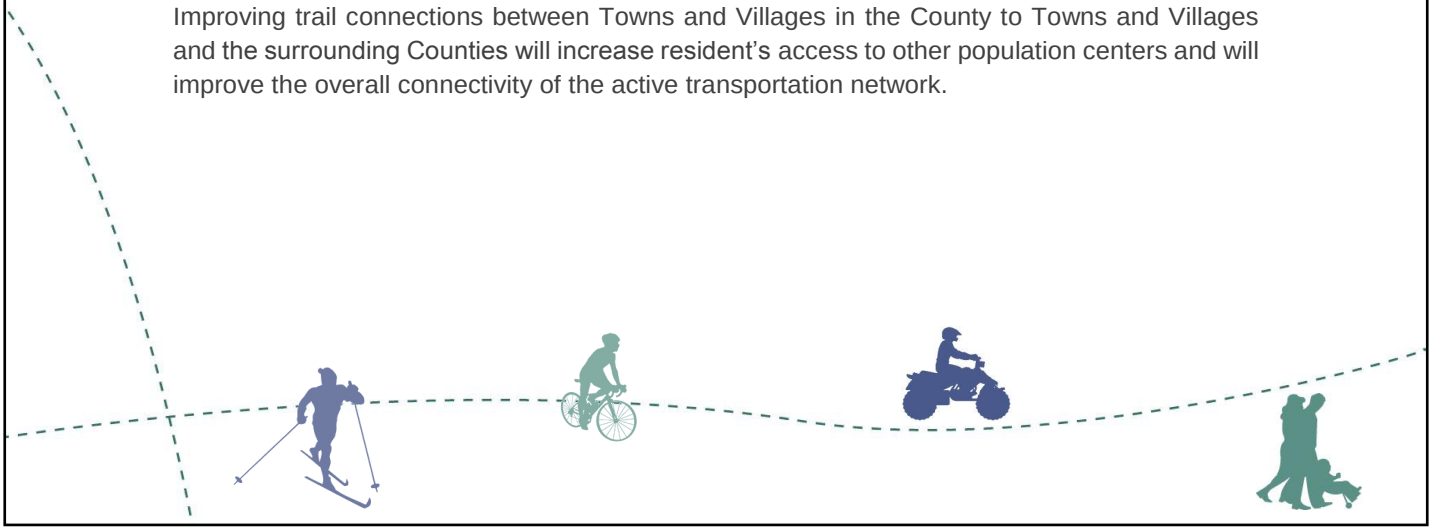
Improving trail connections from towns and villages in the County to the Provincial Parks, management areas and other community parks represents a major opportunity for the County. This will increase resident's access to trails and recreation opportunities.

4.4.3 Connecting to Natural Areas

Connecting natural areas to each other within the County and also providing connections to significant natural areas outside the County, such as Algonquin Provincial Park, provide opportunities to boost tourism and allow trail users to experience the many natural amenities in Frontenac County.

4.4.4 Connecting to Towns and Villages

Improving trail connections between Towns and Villages in the County to Towns and Villages and the surrounding Counties will increase resident's access to other population centers and will improve the overall connectivity of the active transportation network.



4.5 Proposed Trail Concept Plan

Following the review of background documentation, inventory of the existing active transportation network and gathering of public input through consultation, the project team undertook the exercise, recognizing the above trail opportunities, to identify potential routes which could be added to the existing network.

The identified routes include:

- ***K&P Trail:*** Complete the K&P Trail to Wilbur in Frontenac County, in collaboration with Lanark County and Renfrew County. The trail should ultimately be connected all the way to Calabogie in the future.
- ***Verona - Frontenac Provincial Park:*** Connect Verona to Frontenac Provincial Park with a signed route along Desert Lake Road and Bedford Road.
- ***Sharbot Lake - Sharbot Lake Provincial Park:*** Connect Sharbot Lake to Sharbot Lake Provincial Park via the K&P Trail with a paved shoulder facility on Highway 7.
- ***Tichborne - Mountain Grove:*** Connect Tichborne to Mountain Grove in relationship to the development of a new route connecting the K&P Trail and the central spine of Frontenac County to Bon Echo Provincial Park with a paved shoulder facility on Highway 38 from Tichborne to Parham. From Parham, a signed route should be implemented along Long Lake Road to Mountain Grove.
- ***Arden - Myers Cave:*** Connect the K&P Trail from Arden to Myers Cave with signed routes along Henderson Road, Harlow Road and Myers Cave Road.
- ***K&P Trail - Ompah - Plevna:*** Implemented a signed route along South Lavant Road and County Road 509 from the K&P Trail to Ompah and to Plevna. Part of this route is already in place around Ompah.
- ***Verona - Bellrock:*** Connect Verona to Bellrock via Bellrock Road with a new paved shoulder and signage. A portion of this segment is already paved with shoulder. The extension of the facility westward into the County of Lennox and Addington should be considered.
- ***Verona - Tichborne - Parham - Bellrock Loop:*** Use the K&P Trail from Verona to Tichborne as a 'loop'. The new route from Tichborne to Parham along Highway 38 and the proposed route along Bellrock Road - from the K&P Trail in Verona. Complete the loop along with the development of a signed route from Parham to Bellrock along Raymo Road, Echo Lake Road, Oak Flats Roads, 2 Lake Road, Snider Road and 1 Lake Road. This new route should also provide an on-road connection to the Second Depot Lake conservation area.
- ***Godfrey - Westport:*** Connect the K&P Trail in Godfrey to Westport via Westport Road with a paved shoulder facility type. The County of Frontenac should consider working with Leeds and Grenville County to ensure the portion of this connection in Leeds and Grenville County is completed.

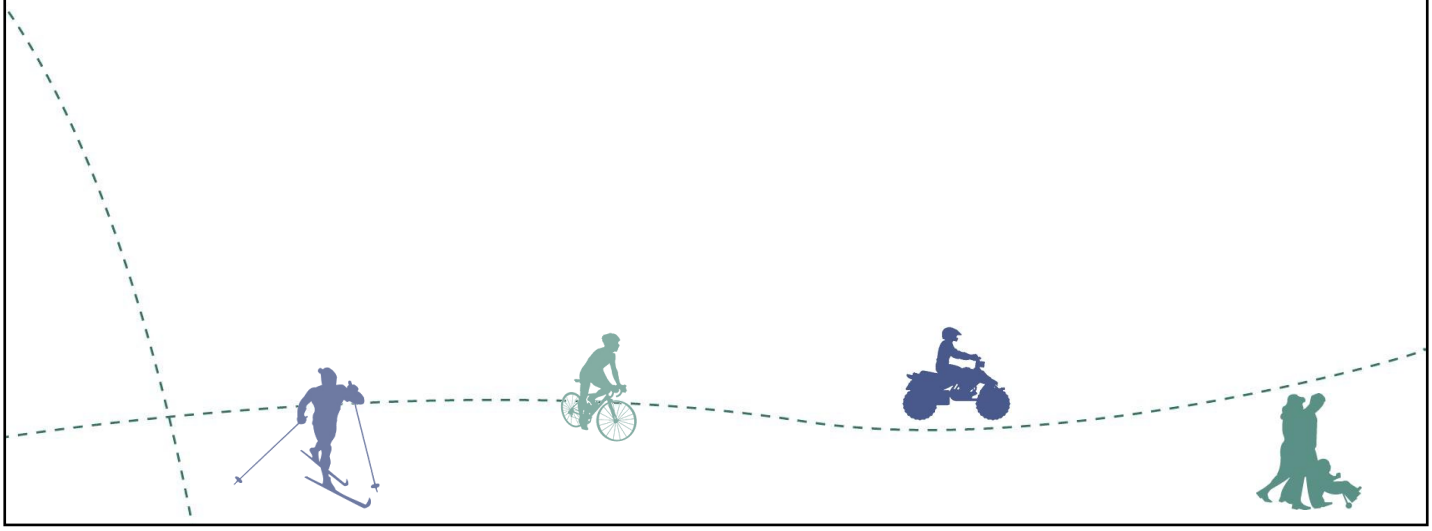
- ***Westport - Kingston:*** The County of Frontenac should work with Leeds and Grenville County and the City of Kingston to complete a paved shoulder facility along Perth Road between Westport and Kingston through Perth Road and Inverary in the County of Frontenac. Due to space limitations through the community of Inverary a signed route is proposed through the village.

- ***Battersea - Kingston:*** The County of Frontenac should work with the City of Kingston to extend the existing paved should facility on Battersea Road north into the County travelling though Sunbury and Battersea. Due to space limitations through the community of Battersea, a signed route is proposed through the village.

- ***Inverary - Sunbury***: A signed route should be installed Moreland Dixon Road to connect the communities of Inverary and Sunbury as well as to provide a connection between the paved shoulder facilities on Perth Road and Battersea Road.

- ***Frontenac Islands - Winter Dock***: A paved shoulder with signed route facility should be installed along Road 7051 to 96 - to provide a connection from the Frontenac Islands winter dock and to enhance perceived safety for pedestrians and cyclists.

These routes combined with the existing active transportation network were combined to form the trail concept plan. The enclosed appendix **Maps** highlights the trail opportunity identified for each proposed route and the facility type of each proposed route.



4.6 Prioritization / Ranking Tool

The following tool was originally developed by the Ministry of Transportation Sustainable Transportation Office for use as a preliminary cycle tourism route selection process and tool for the Province and its partners to consider in the development of a potential provincial-scale cycle touring network. It has been adapted for use as a priority route selection tool in Frontenac County. The tool includes three key parts which form a process to identify the suitability and feasibility of candidate routes.

Part i: Identifies criteria and illustrates a process through which a candidate cycling route is identified for inclusion in a province-wide cycling network.

Part ii: Provides a description and considerations for scoring each route by individual route selection criteria and is intended to be used as a resource for conducting the route evaluation.

Part iii: Is a worksheet which can be used to conduct the route evaluation.

4.6.1 Using the Tool

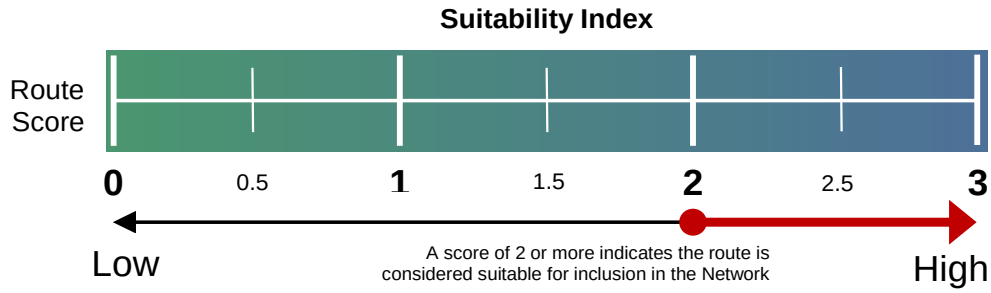
The first step is to use the worksheet (Part iii) to apply the High-level Route Selection Criteria (Criteria A, B & C in flow chart) to identify and score potential candidate routes. The three High-Level Route Selection Criteria are meant to identify routes which are appropriate for further investigation. The criteria should be assessed based on a 3-point scoring system:

3	The route categorically meets/fulfills the criterion (i.e. all descriptions / consideration items are met / fulfilled)
2	The route generally meets / fulfils the criterion (i.e. most of the descriptions / considerations are met / fulfilled)
1	The route generally does not meet / fulfill the criterion (i.e. less than half of the descriptions / considerations are met / fulfilled)
0	The route does not meet / fulfill the criterion at all (i.e. none of the descriptions / considerations are met / fulfilled)
N/A	This criterion is not applicable to the route being evaluated

In order for a route to proceed to Steps 2 and 3 in the worksheet, it should achieve a score of 6 or more in this first step. Routes identified through Step 1, are then assessed in more detail by applying a set of “Experiential” (Step 2) and “Safety and Feasibility” (Step 3) criteria. Each of these criteria is scored based on the 3-point scoring system noted above.

Assessing the suitability of a candidate route involves adding the individual scores and then dividing that number by the number of scored criteria (criteria which are N/A will not be considered part of the evaluation of this particular route). By way of example, given that there are 24 criteria in steps 2 and 3, if each is scored 2 the total would be 48 (i.e. 24 x 2 = 48). You then divide the resulting value (e.g. 48) by the number of criteria scored (i.e. 48/24 = 2) which gives a final score of 2. The final score for each route will range between 0 (low suitability) and 3 (high suitability) as a priority route for Frontenac County. Please refer to the Suitability Index (**Figure 2**) to compare a route's score to the level of suitability.

Figure 2: Suitability Index



4.6.2 Applying the Route Selection Criteria

The above route selection criteria were used to undertake a more detailed feasibility assessment of the eleven potential routes identified above in Section 4.5. **Table 9** highlights the final suitability score for each route. The complete assessment of each route can be found in **Appendix B.**

Table 9: Proposed Routes Suitability Score

Proposed Route	Suitability Score
K&P Trail (completion)	2.5
Verona - Frontenac Provincial Park	2.1
Sharbot Lake - Sharbot Lake Provincial Park	2.0
Tichborne - Mountain Grove	2.1
Arden - Myers Cave	2.1
K&P Trail - Ompah - Plevna	2.1
Verona - Bellrock	2.3
Verona - Tichborne - Parham - Bellrock Loop	2.4
Godfrey - Westport	2.3
Westport Road - Kingston	2.2
Battersea - Kingston	2.2
Inverary - Battersea	2.2
Frontenac Islands - Winter Dock	2.1

5.0 Implementation and Phasing Plan

The County of Frontenac Trails Concept plan is meant to guide the future decision making when developing, designing and constructing facilities. The above trail types, standards and opportunities are intended to provide the necessary foundation for the County of Frontenac.

5.1 Funding Opportunities

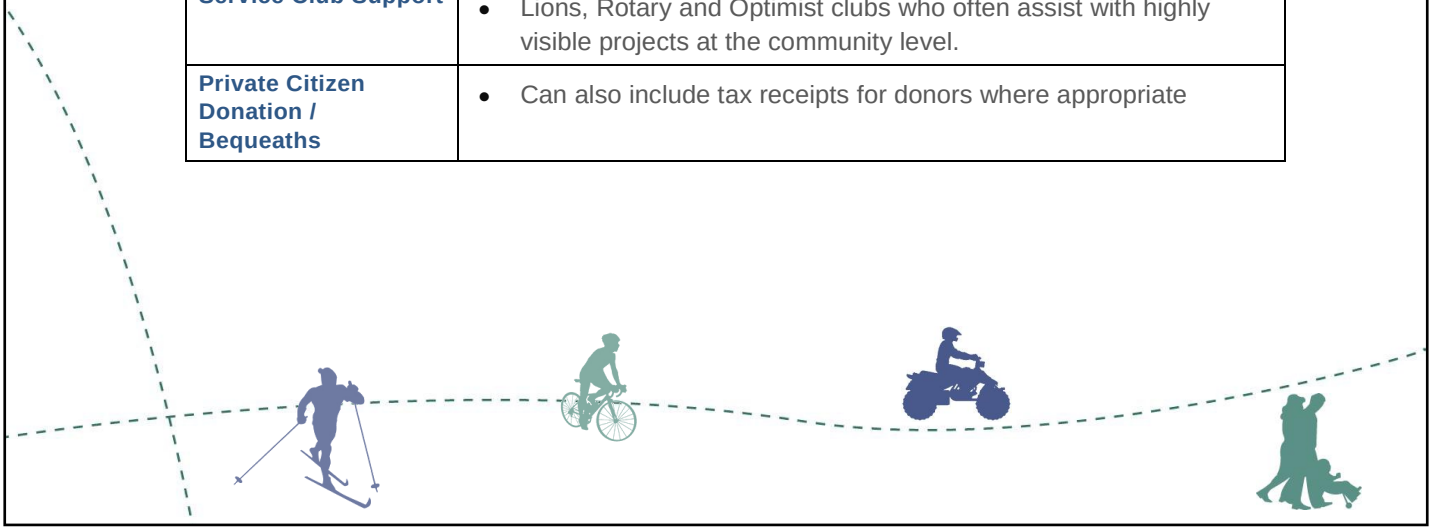
The costs of implementing the trails concept plan should not be the sole responsibility of the County. The implementation of the plan including budgeting for and paying for the design, implementation and maintenance of the facilities should be a collaborative effort based on the pursuit of external funding sources and partnership opportunities.

The County should regularly explore additional partnership and funding opportunities from all levels of government and pursue all available sources of funding for facility development as well as programming. **Table 11 below** highlights some potential funding sources which could be explored at the federal and provincial levels.

Table 11: Funding Opportunities for Trail/Cycling Infrastructure

Funding Opportunities	Additional Details
Federal / Provincial Gas Tax	• For the federal program please refer to: http://www.infrastructure.gc.ca/plan/gtf-fte-eng.html • For the provincial program please refer to: http://www.mto.gov.on.ca/english/service-commitment/gas-tax-program.shtml
Transport Canada's MOST (Moving on Sustainable Transportation)	• For details on the MOST program and the projects that fall in-line with their funding alternatives please refer to: http://data.tc.gc.ca/archive/eng/programs/environment-most-aboutmost-685.htm
ecoMobility (TDM) Grant Program	• For details on the ecoMobility Grant Program please refer to: http://data.tc.gc.ca/archive/eng/programs/environment-ecomobility-menu-eng-144.htm
Federation of Canadian Municipalities Green Municipal Fund	• For additional details regarding the Green Municipal Fund and potential funding alternatives please refer to: http://www.fcm.ca/home/programs/green-municipal-fund.htm
Healthy Communities Fund	• For additional details regarding the Healthy Communities Fund please refer to: http://www.mhp.gov.on.ca/en/healthy-communities/hcf/default.asp

Funding Opportunities	Additional Details
Trans Canada Trail Funding and Federal Fund Matching	• For additional information regarding trail funding alternatives please refer to: http://old1.tctrail.ca/trail_funding.php
Federal and Provincial Infrastructure / Stimulus Programs	• For Federal Government infrastructure stimulus fund details please refer to: http://www.bcfontario.ca/english/isf/guide.html • For Provincial Government infrastructure stimulus fund details please refer to: http://www.moi.gov.on.ca/en/infrastructure/stimulus.asp
Ontario Trillium Foundation	• For details regarding potential funding alternatives please refer to: http://grant.otf.ca/
Corporate Environmental Funds (Shell and MEC)	• For additional details regarding MEC's fund to preserve recreationally significant landscapes please refer to: http://www.mec.ca/AST/ContentPrimary/Community/CommunityContributions/LandAcquisition.jsp
Corporate Donations	• Money or service in kind and have been contributed by a number of large and small corporations over the years
Ontario Trails Strategy Funding	• As part of the Ontario Sport and Recreation Communities Fund: http://www.grants.gov.on.ca/GrantsPortal/en/OntarioGrants/GrantOpportunities/PRDR006918
Ontario Cycling Strategy Funding	• For additional details regarding the #CycleON strategy please refer to: http://www.mto.gov.on.ca/english/pubs/cycling/index.shtml
Tourism Development Fund	• For additional details regarding the Tourism Development fund please refer to: http://www.grants.gov.on.ca/GrantsPortal/en/OntarioGrants/GrantOpportunities/OSAPQA005130
Service Club Support	• Lions, Rotary and Optimist clubs who often assist with highly visible projects at the community level.
Private Citizen Donation / Bequeaths	• Can also include tax receipts for donors where appropriate



5.2 Unit Costs

An important part of implementation is the costing of a proposed route. Being able to accurately estimate the costs associated with the implementation of a specific route is very important especially when it comes to setting aside the appropriate funds in an annual budget or when pursuing potential funding opportunities or partnerships. **Appendix C** provides a number of typical unit prices for projects in Ontario.

5.3 Opinion of Probable Cost for Proposed Routes

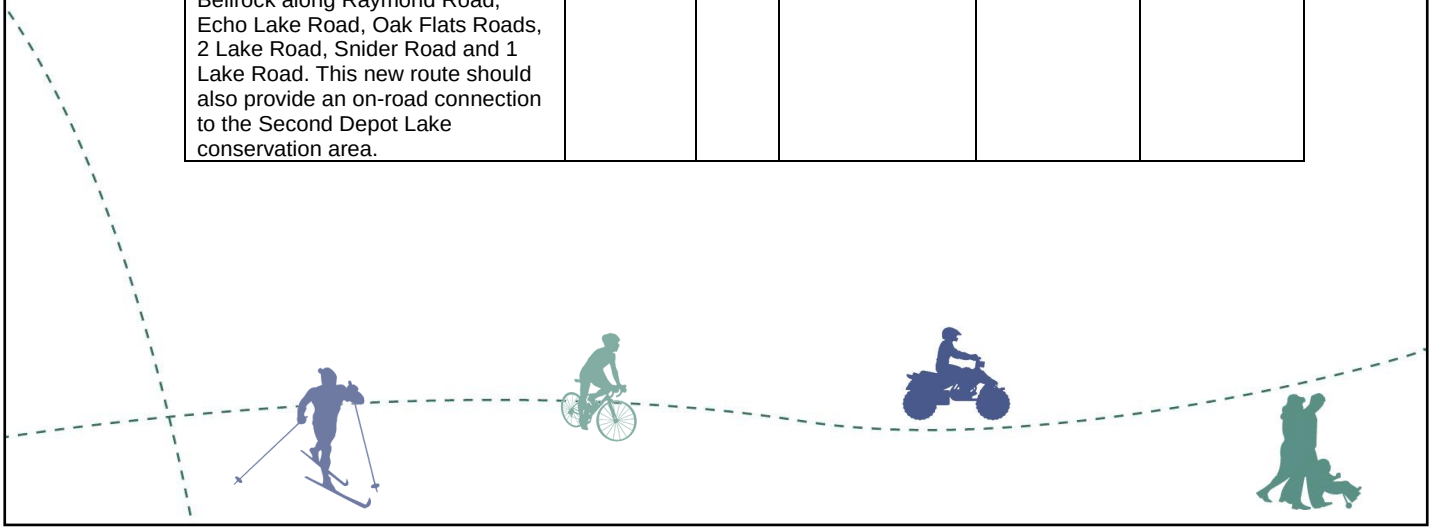
The following section will provide a high level cost estimate for the proposed routes from **section 4.5**

Table 12 provides a summary of the cost estimates

Table 12: Proposed Routes – Opinion of Probable Cost

ROUTE	FACILITY TYPE	DISTANCE	UNIT	VALUE (CAD)	ESTIMATED COST (CAD)
K&P Trail: Complete the K&P Trail to Wilbur in Frontenac County, in collaboration with Lanark County and Renfrew County the trail should ultimately be connected all the way to Calabogie in the future	multi-use trail	67.5	linear KM	$45,830.00	$3,091,692
2014 *To White Lake Road*	*multi-use trail*	*9.7*	*linear KM*	*$45,000.00*	*$438,300*
2015 *To Tichborne*	*multi-use trail*	*9.9*	*linear KM*	*$75,000.00*	*$743,250*
2016 *To Crow Lake Road*	*multi-use trail*	*7.0*	*linear KM*	*$40,000.00*	*$279,600*
2017 *To Sharbot Lake*	*multi-use trail*	*5.8*	*linear KM*	*$40,000.00*	*$232,800*
Post 2017 *To County Boundary (Wilbur)*	*multi-use trail*	*35.0*	*linear KM*	*$40,000.00*	*$1,399,600*
Verona - Frontenac Provincial Park: Connect the Verona to Frontenac Provincial Park with a signed route along Desert Lake Road and Bedford Road.	signed route	15.9	linear KM	$1,000.00	$15,900
Sharbot Lake - Sharbot Lake Provincial Park: Connect Sharbot Lake to Sharbot Lake Provincial Park via the K&P Trail with a paved shoulder facility on Highway 7.	paved shoulder	3.5	linear KM	$55,000.00	$192,500

Tichborne - Mountain Grove: Connecting Tichborne to Mountain Grove would service as the first part in the development of a new route connecting the K&P Trail and the central spine of Frontenac County to Bon Echo Provincial Park. A paved shoulder facility is proposed on Highway 38 from Tichborne to Parham. From Parham, a signed route should be implemented along Long Lake Road to Mountain Grove.	signed route	17.4	linear KM	$1,000.00	$17,400
	paved shoulder	3.5	linear KM	$55,000.00	$192,500
Arden - Myers Cave: The second part of a new route connecting the K&P Trail would be to connect Arden to Myers Cave with signed routes along Henderson Road, Harlow Road and Myers Cave Road.	signed route	31.6	linear KM	$1,000.00	$31,600
K&P Trail - Ompah - Plevna: A signed route should be implemented along South Lavant Road and County Road 509 from the K&P Trail to Ompah and then to Plevna. Part of this route is already in place around Ompah.	signed route	21.9	linear KM	$1,000.00	$21,900
Verona - Bellrock: A new paved shoulder facility would connect Verona to Bellrock via Bellrock Road. The extension of the facility westward into the County of Lennox and Addington should be considered.	paved shoulder	10.7	linear KM	$55,000.00	$588,500
Verona - Tichborne - Parham - Bellrock Loop: A loop can be created that would use the K&P Trail from Verona to Tichborne, the new route from Tichborne to Parham along Highway 38 and the new route along Bellrock Road from the K&P Trail in Verona. The loop is completed with the development of a signed route from Parham to Bellrock along Raymond Road, Echo Lake Road, Oak Flats Roads, 2 Lake Road, Snider Road and 1 Lake Road. This new route should also provide an on-road connection to the Second Depot Lake conservation area.	signed route	28.2	linear KM	$1,000.00	$28,200



Godfrey - Westport: A new paved shoulder facility would connect the K&P Trail in Godfrey to Westport via Westport Road. The County of Frontenac should work with Leeds and Grenville County to ensure the portion of this connection in Leeds and Grenville County is completed.	paved shoulder	25.2	linear KM	$55,000.00	$1,386,000
Westport - Kingston: The County of Frontenac should work with Leeds and Grenville County and the City of Kingston to complete a paved shoulder facility along Perth Road between Westport and Kingston through Perth Road and Inverary in the County of Frontenac. Due to space limitations through the community of Inverary a signed route is proposed through the village.	signed route	0.6	linear KM	$1,000.00	$600
	paved shoulder	32.3	linear KM	$55,000.00	$1,776,500
Battersea - Kingston: The County of Frontenac should work with the City of Kingston to extend the existing paved should facility on Battersea road north into the County travelling though Sunbury and Battersea. Due to space limitations through the community of Battersea a signed route is proposed through the village.	signed route	2.0	linear KM	$1,000.00	$2,000
	paved shoulder	23.1	linear KM	$55,000.00	$1,270,500
Inverary - Sunbury: A signed route should be installed Moreland Dixon Road to connect the communities of Inverary and Sunbury as well as provide a connection between the paved shoulder facilities on Perth Road and Battersea Road.	signed route	4.2	linear KM	$1,000.00	$4,200
Frontenac Islands - Winter Dock: A paved shoulder with signed route should be installed to provide a connection from the Frontenac Islands winter doc along route along Road 7051 to Road 96.	signed route	2.1	linear KM	$1,000.00	$2,100
	paved shoulder	2.1	linear KM	$55,000.00	$115,500

Off-Road **K&P Trail**	67.5	linear KM	$45,830.00	$3,091,691
Off-Road **Civil and Structural Works**	Lump Sum	Allow	Allow	$500,000
On-Road **Paved Shoulder**	100.4	linear KM	$55,000.00	$5,522,000
On-Road **Signed Route**	123.9	linear KM	$1,000.00	$123,900
Total				$9,237,591

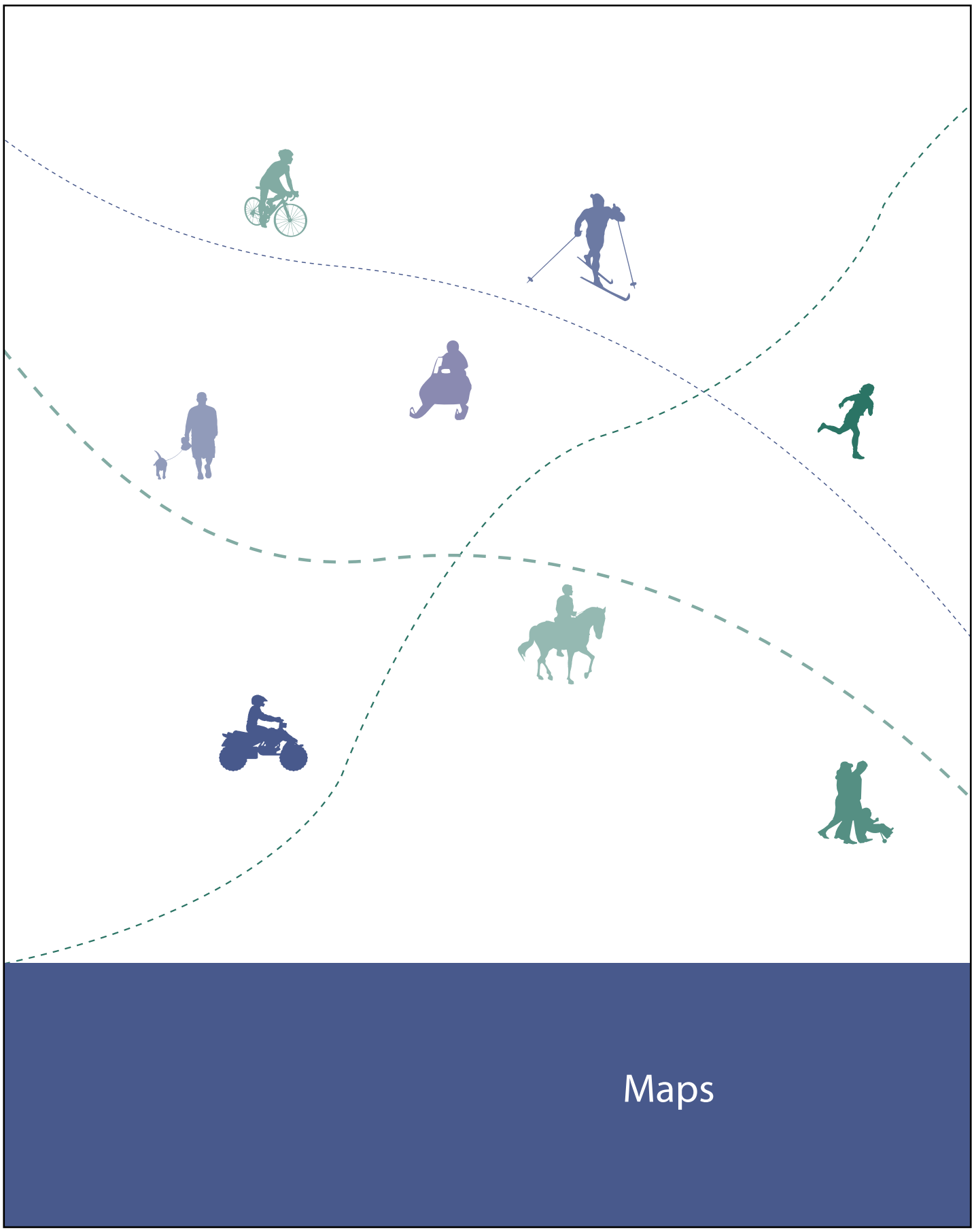
6.0 Conclusion

This proposed Trails Concept Plan - for on-road and off-road facilities - represents a significant County-wide investment in trails, recreation, and active transportation opportunity in the County of Frontenac. The Plan has been developed to support the strategic and long-term development of its network and is submitted as a final draft document to the County. This document should be considered a 'living document' and evolved as County needs and opportunities present themselves. The County and its partners are encouraged to use this document to guide the development of priority projects and to maintain the development of both the County's on- and off-road trails network.

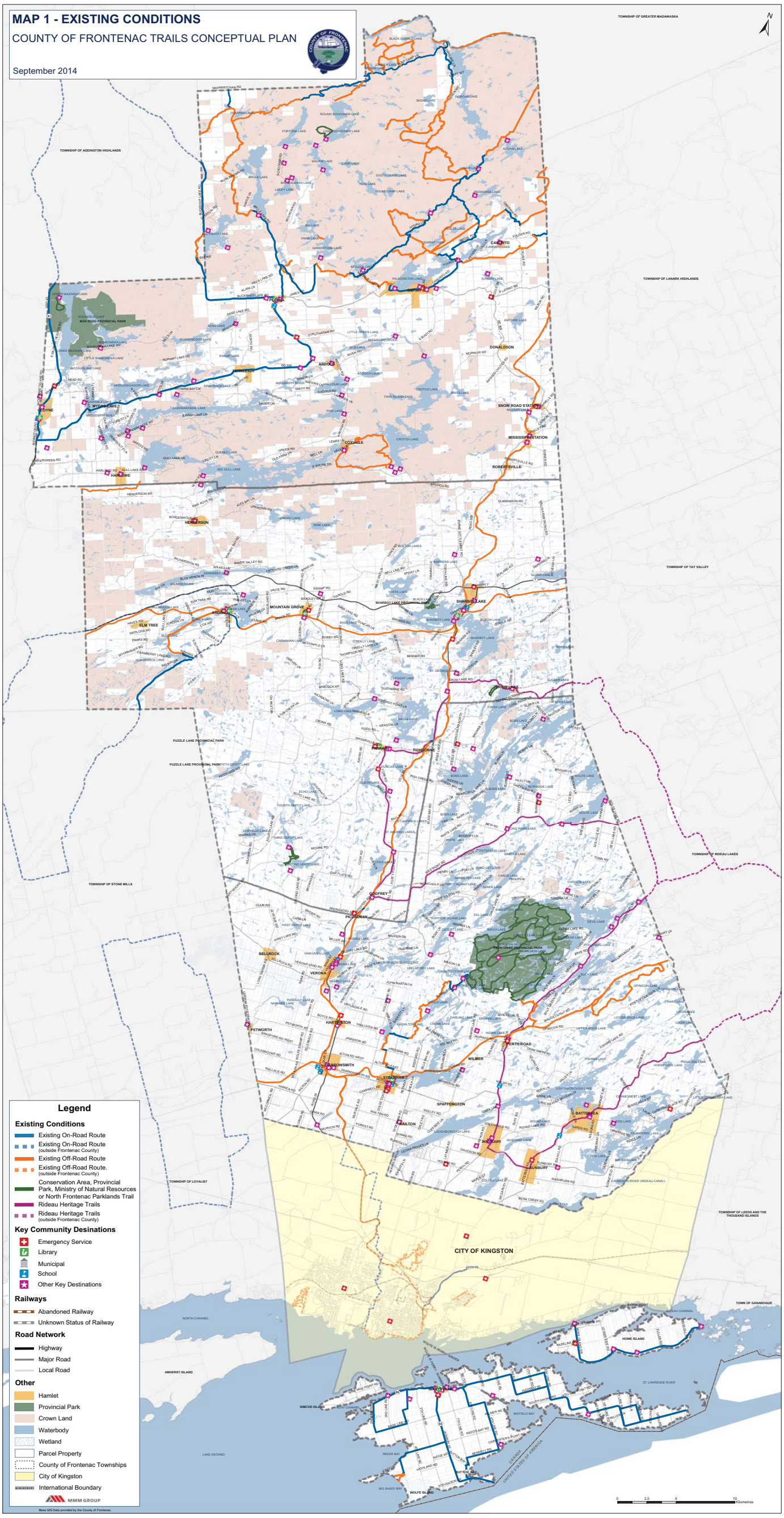
The County of Frontenac should maintain the active engagement of the Trails Advisory Committee and consider the establishment of an Annual Stakeholder Meeting with all related stakeholders including local municipalities - to oversee the implementation, management and promotion of trails in the County of Frontenac. The stakeholder group could include representatives from the County of Frontenac, the Trails Advisory Committee (TAC), Municipal representatives including the Departments of Public Works, the KFL&A Public Health, and organizations such as the Heart and Stroke Foundation, etc.

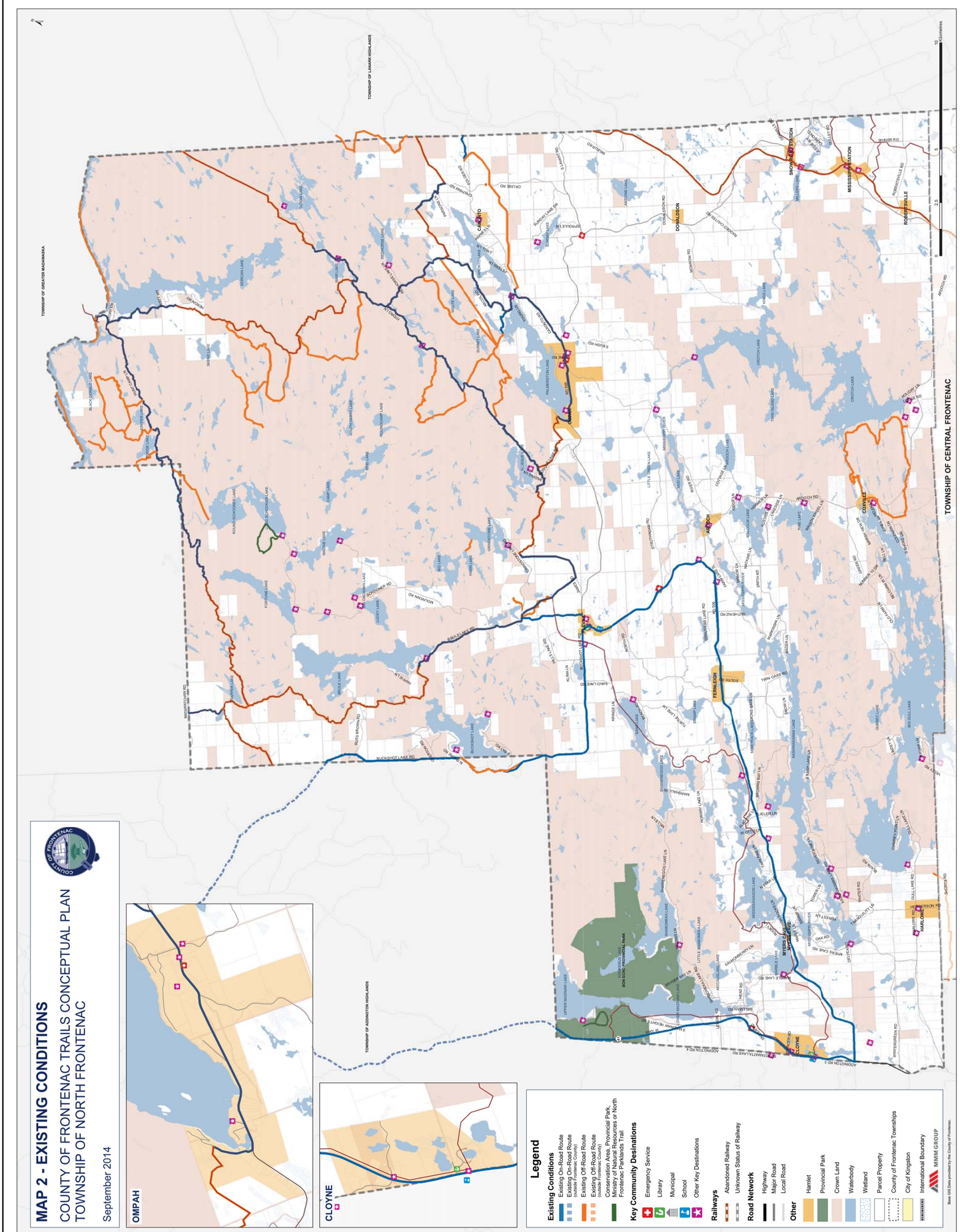
Within ten (10) years the County of Frontenac should consider revisiting the Trails Concept Plan to revise and update it - and track and update progress to Council on an annual basis. The update should evaluate the progress made and develop a new set of priorities for the County for the next ten (10) years.

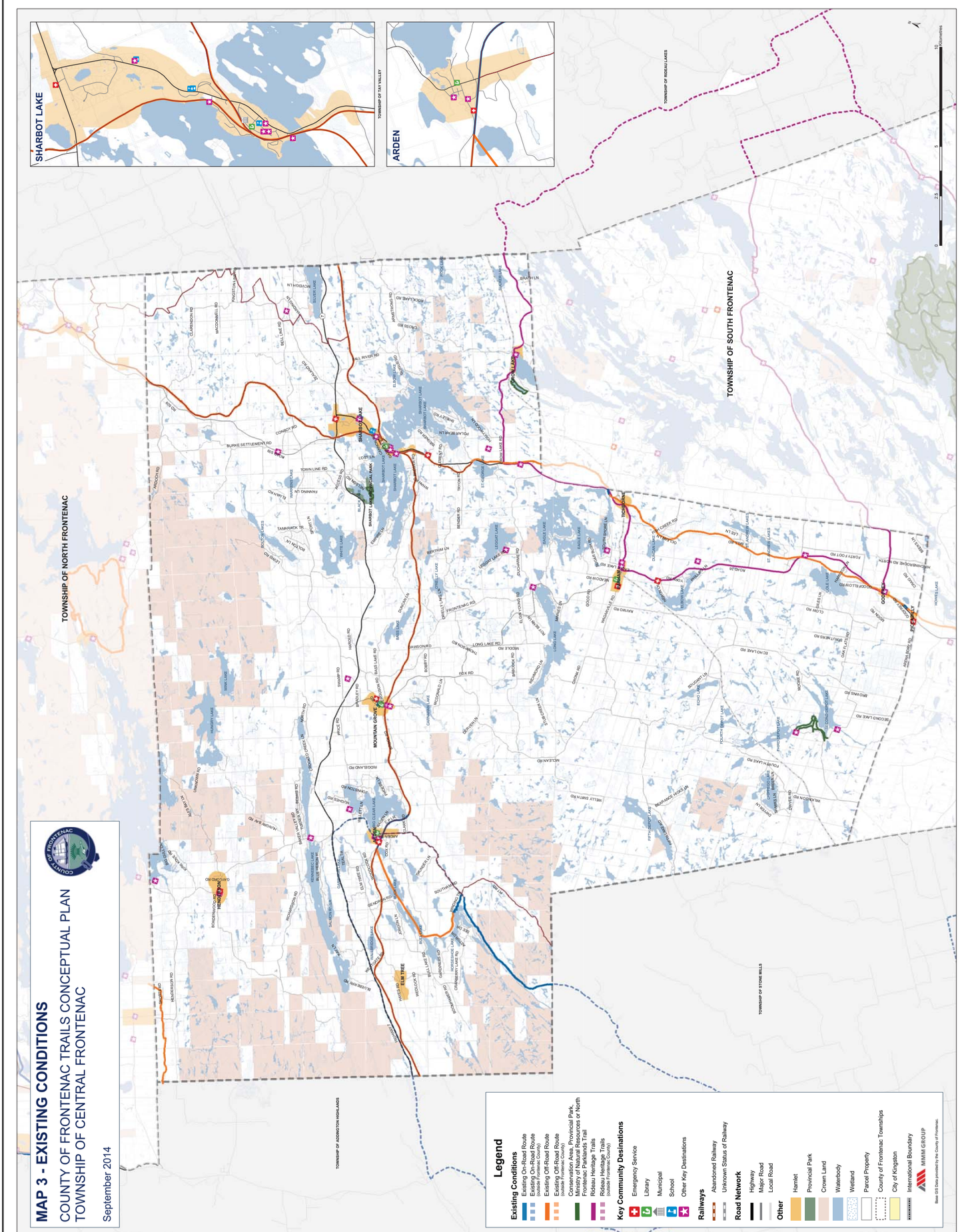
The study team at MMM Group, thanks the staff, members of the public, local stakeholders and members of the Trails Advisory Committee who gave their time and input in the develop of this Plan – and especially those who actively participated in the public open house and project meetings along with those who provided their written or verbal input to the study team.

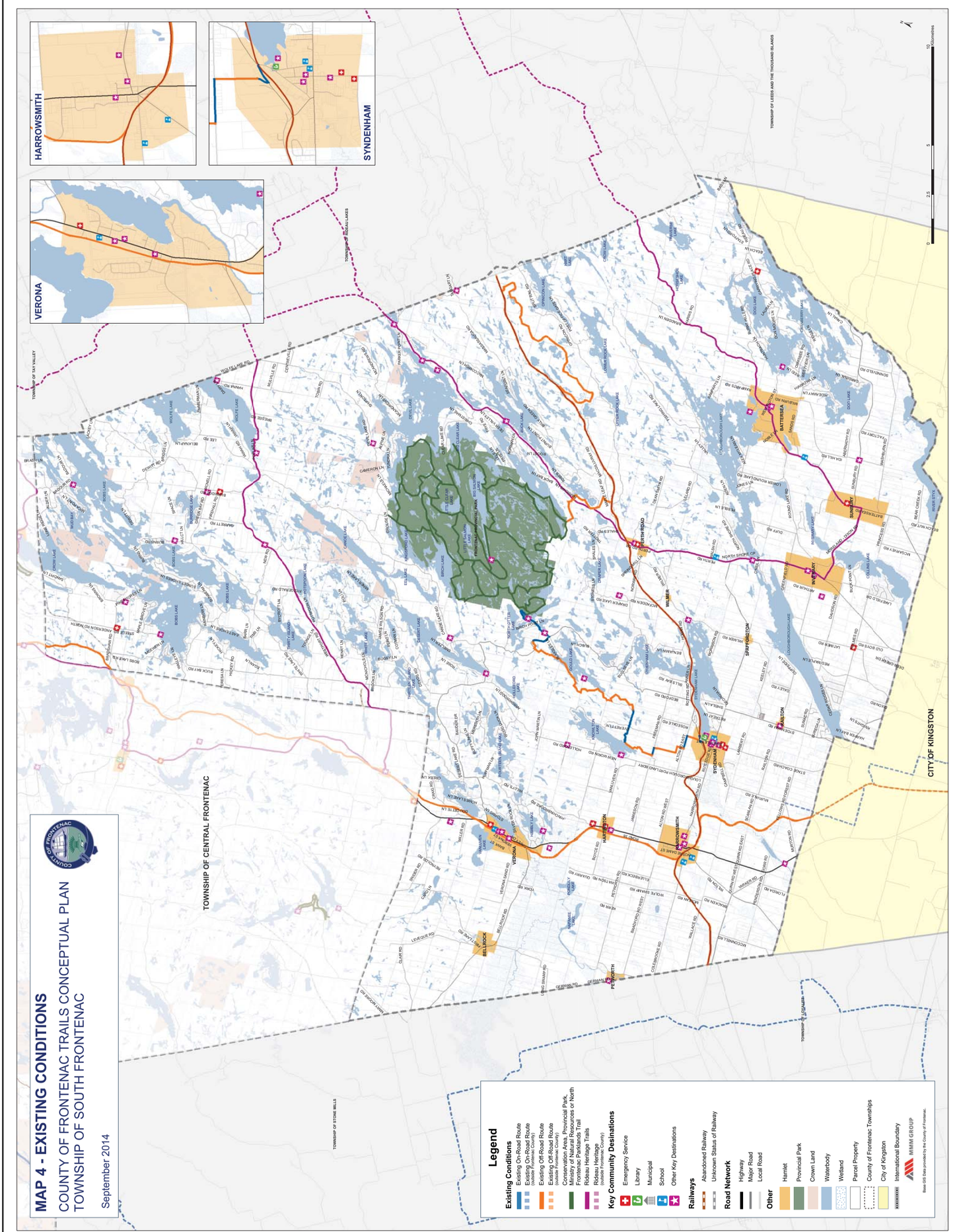


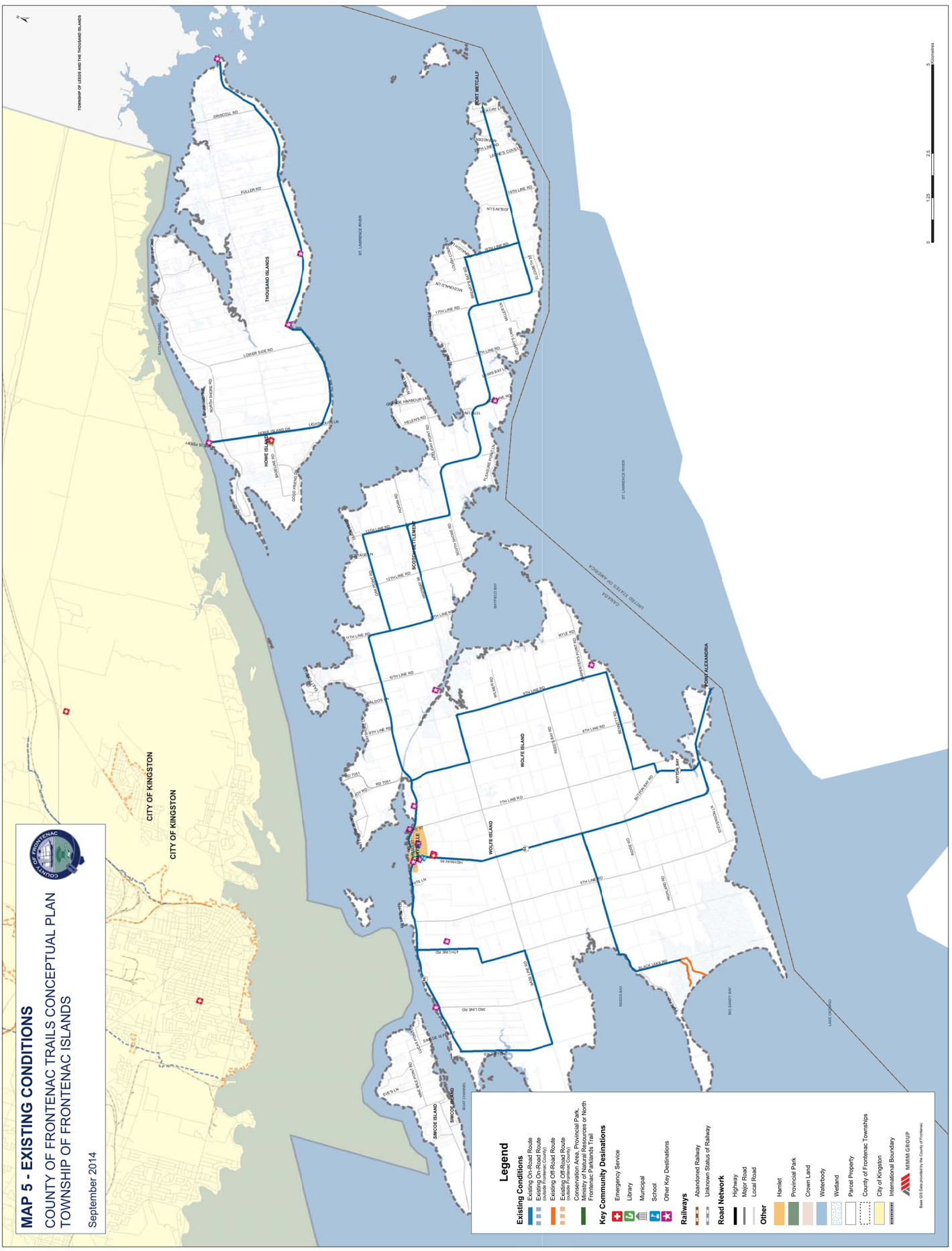
Maps

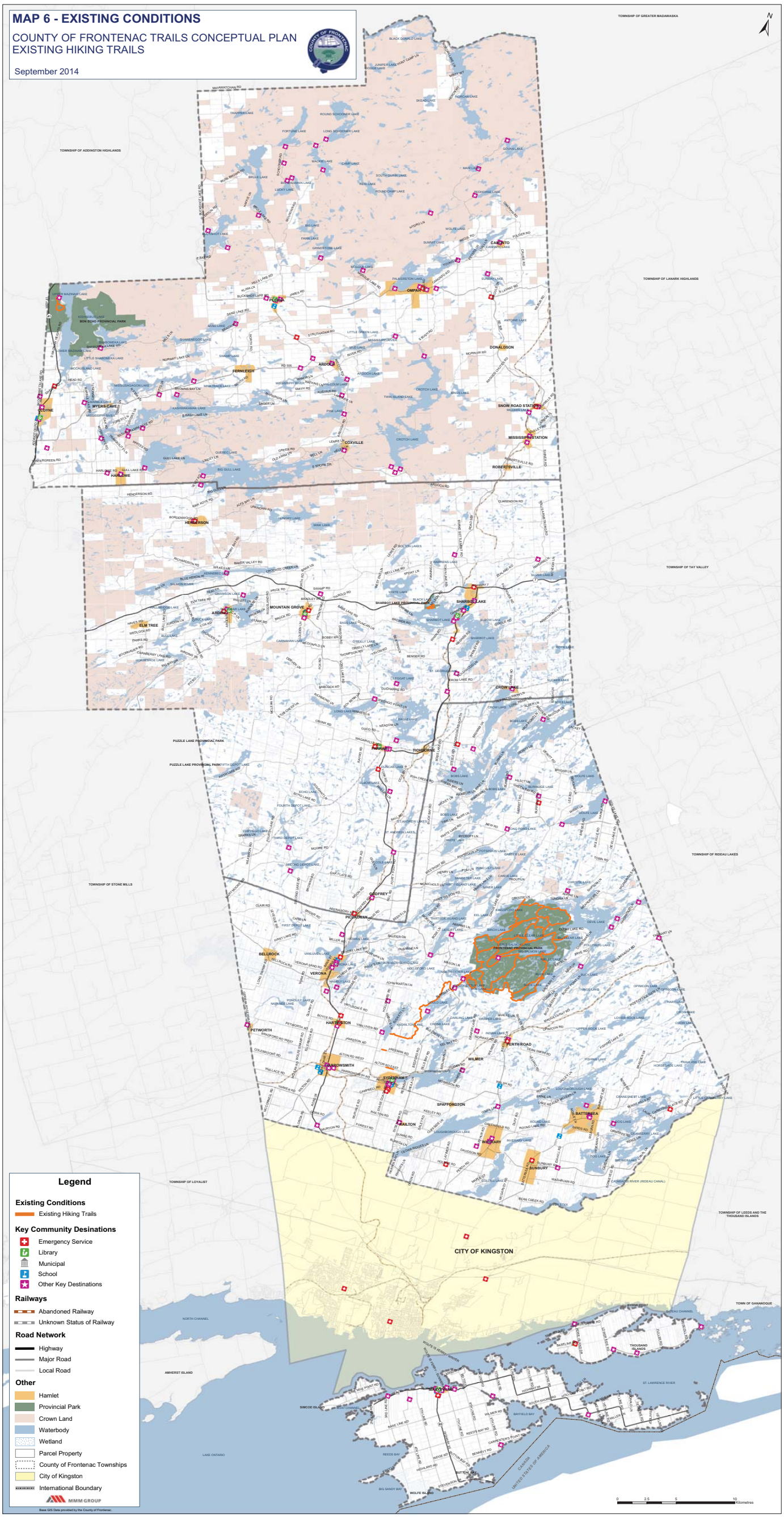

MAP 1 - EXISTING CONDITIONS
COUNTY OF FRONTENAC TRAILS CONCEPTUAL PLAN
September 2014
Legend
Existing Conditions
Existing On-Road Route
Existing On-Road Route (outside Frontenac County)
Existing Off-Road Route
Existing Off-Road Route. (outside Frontenac County)
Conservation Area, Provincial Park, Ministry of Natural Resources or North Frontenac Parklands Trail
Rideau Heritage Trails
Rideau Heritage Trails (outside Frontenac County)
Key Community Desinations
Emergency Service
Library
Municipal
School
Other Key Destinations
Railways
Abandoned Railway
Unknown Status of Railway
Road Network
Highway
Major Road
Local Road
Other
Hamlet
Provincial Park
Crown Land
Waterbody
Wetland
Parcel Property
County of Frontenac Townships
City of Kingston
International Boundary
MMM GROUP
Base GIS Data provided by the County of Frontenac.
TOWNSHIP OF GREATER MADAWASKA
TOWNSHIP OF ADDINGTON HIGHLANDS
TOWNSHIP OF LANARK HIGHLANDS
TOWNSHIP OF TAY VALLEY
TOWNSHIP OF RIDEAU LAKES
TOWNSHIP OF STONE MILLS
TOWNSHIP OF LOYALIST
TOWNSHIP OF LEEDS AND THE THOUSAND ISLANDS
TOWN OF GANANOQUE
CITY OF KINGSTON
CALABOGIE
FLINTON
OMPAH
CARLSBAD SPRINGS
TICHBORNE
HARROWSMITH
SYDENHAM
SHARBOT LAKE
ARDOCH
MOUNTAIN GROVE
ELM TREE
HARLOWE
HENDERSON
PUZZLE LAKE PROVINCIAL PARK
BON ECHO PROVINCIAL PARK
MYERS CAVE
CLARENDON RD
MILLSTREAM RD
BATTERSEA
INVERARY
SUNBURY
PERTH ROAD
WILMER
SPAFFORDTON
GAILTON
PETWORTH
HARTINGTON
BELLROCK
VERONA
GODFREY
PICKERING
DONALDSON
SNOW ROAD STATION
MISSISSIPPI STATION
ROBERTSVILLE
COXVILLE
CROWE LAKE
HOWE ISLAND
AMHERST ISLAND
SIMCOE ISLAND
WOLFE ISLAND
NORTH CHANNEL
LAKE ONTARIO
ST. LAWRENCE RIVER
BAYFIELD BAY
CANADA
UNITED STATES OF AMERICA
0 2.5 5 10 Kilometres

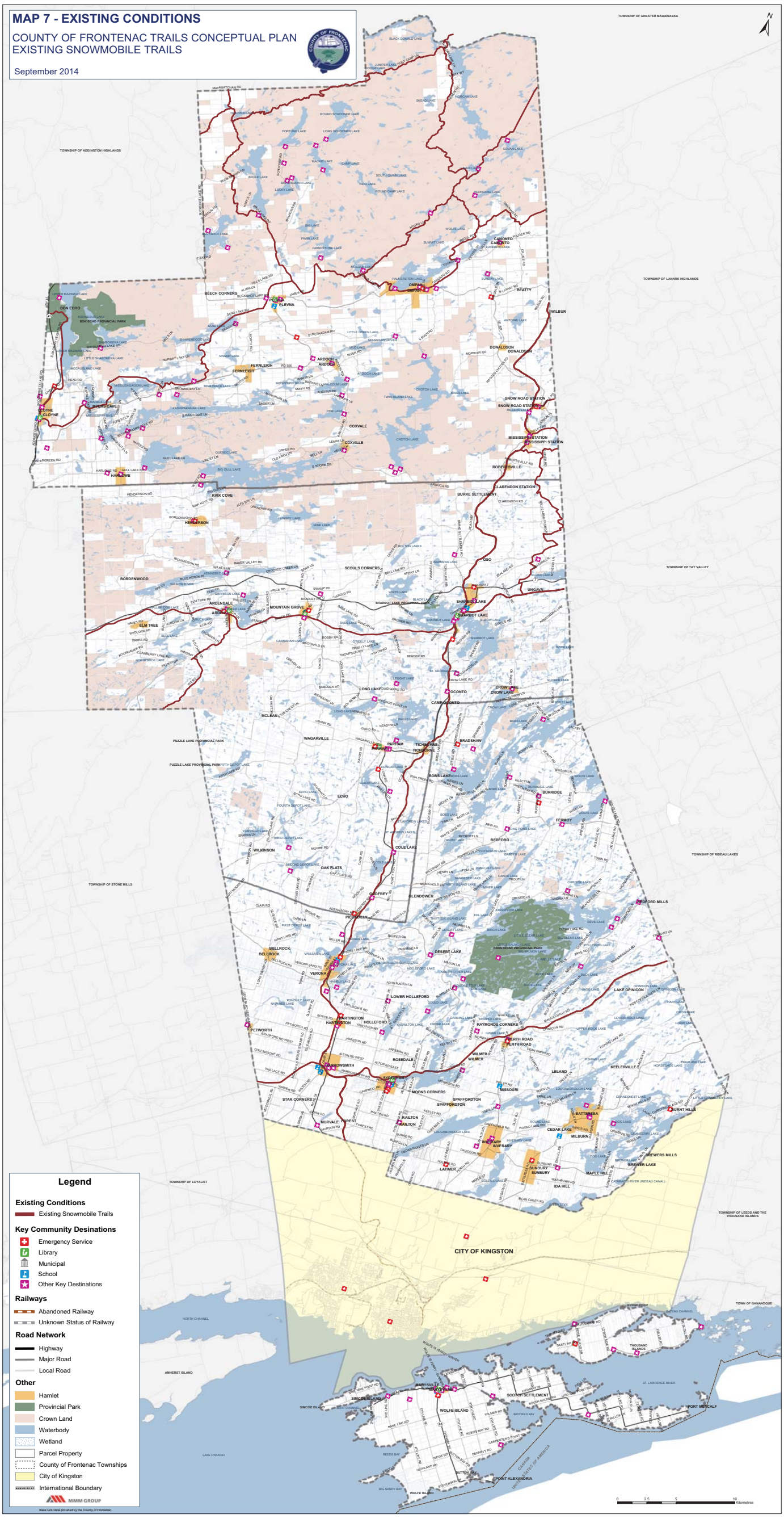

MAP 2 - EXISTING CONDITIONS
COUNTY OF FRONTENAC TRAILS CONCEPTUAL PLAN
TOWNSHIP OF NORTH FRONTENAC
September 2014
OMPAH
CLOYNE
Legend
Existing Conditions
Existing On-Road Route
Existing Off-Road Route
Existing Off-Road Route
Conservation Area, Provincial Park, Ministry of Natural Resources or North Frontenac Parklands Trail
Key Community Desinations
Emergency Service
Library
Municipal
School
Other Key Destinations
Railways
Abandoned Railway
Unknown Status of Railway
Road Network
Highway
Major Road
Local Road
Other
Hamlet
Provincial Park
Crown Land
Waterbody
Wetland
Parcel Property
County of Frontenac Townships
City of Kingston
International Boundary
TOWNSHIP OF CENTRAL FRONTENAC
TOWNSHIP OF ONTARIO HIGHLANDS
TOWNSHIP OF GREATER MADAWASKA
TOWNSHIP OF LANARK HIGHLANDS

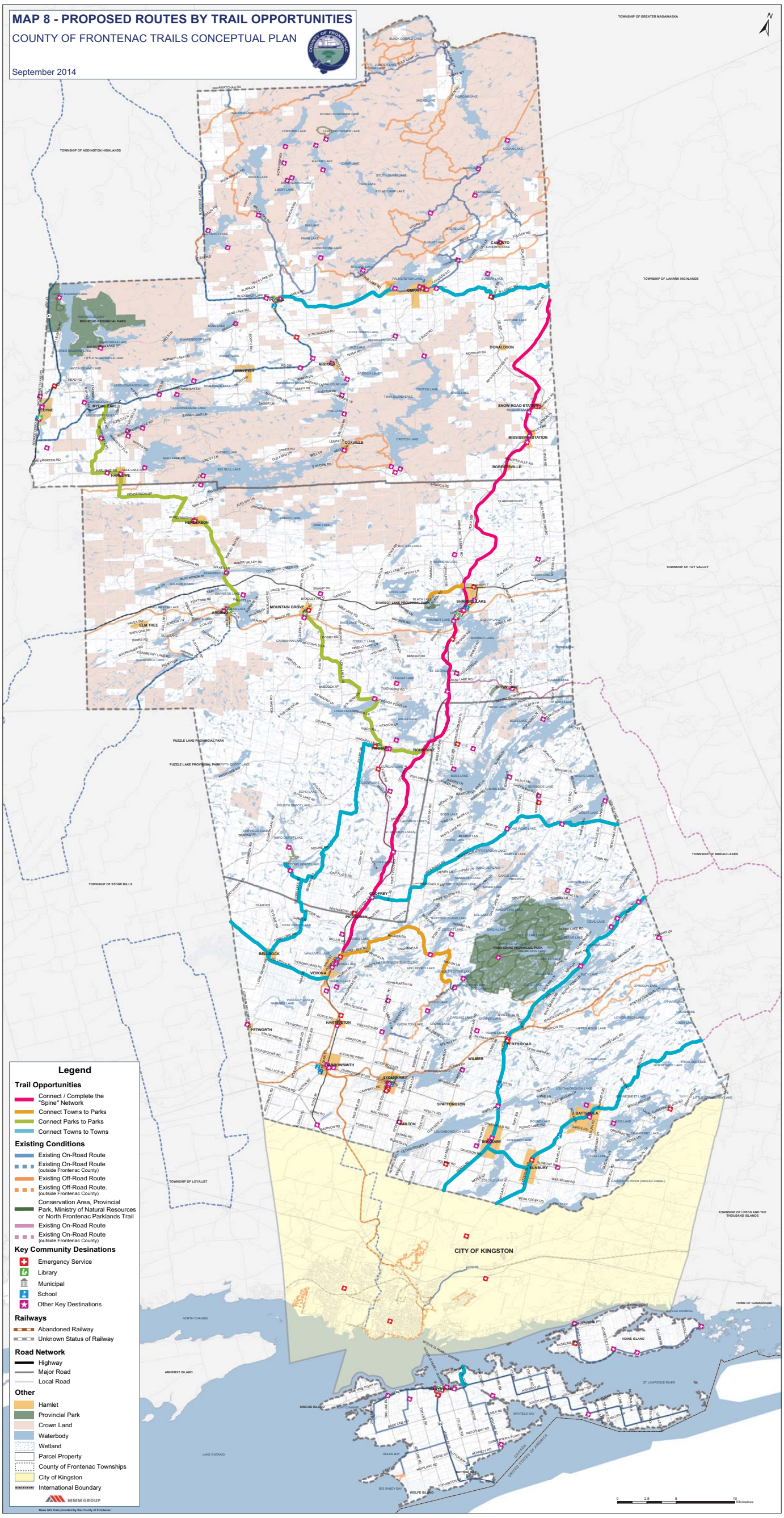

MAP 3 - EXISTING CONDITIONS
COUNTY OF FRONTENAC TRAILS CONCEPTUAL PLAN
TOWNSHIP OF CENTRAL FRONTENAC
September 2014
SHARBOT LAKE
ARDEN
TOWNSHIP OF NORTH FRONTENAC
TOWNSHIP OF SOUTH FRONTENAC
TOWNSHIP OF ADDINGTON HIGHLANDS
TOWNSHIP OF STONE MILLS
TOWNSHIP OF RIDEAU LAKES
TOWNSHIP OF TAY VALLEY
Legend
Existing Conditions
Existing On-Road Route
Existing On-Road Route (Shared Roadway)
Existing Off-Road Route
Existing Off-Road Route (outside Frontenac County)
Cataraqui Trail, Provincial Park, Ministry of Natural Resources or North Frontenac Parklands Trail
Rideau Heritage Trails
Rideau Heritage Trails (Waterway)
Key Community Desinations
Emergency Service
Library
Municipal
School
Other Key Destinations
Railways
Abandoned Railway
Unknown Status of Railway
Road Network
Highway
Major Road
Local Road
Other
Hamlet
Provincial Park
Crown Land
Waterbody
Wetland
Parcel Property
County of Frontenac Townships
City of Kingston
International Boundary
MMM GROUP
Base GIS Data provided by the County of Frontenac.

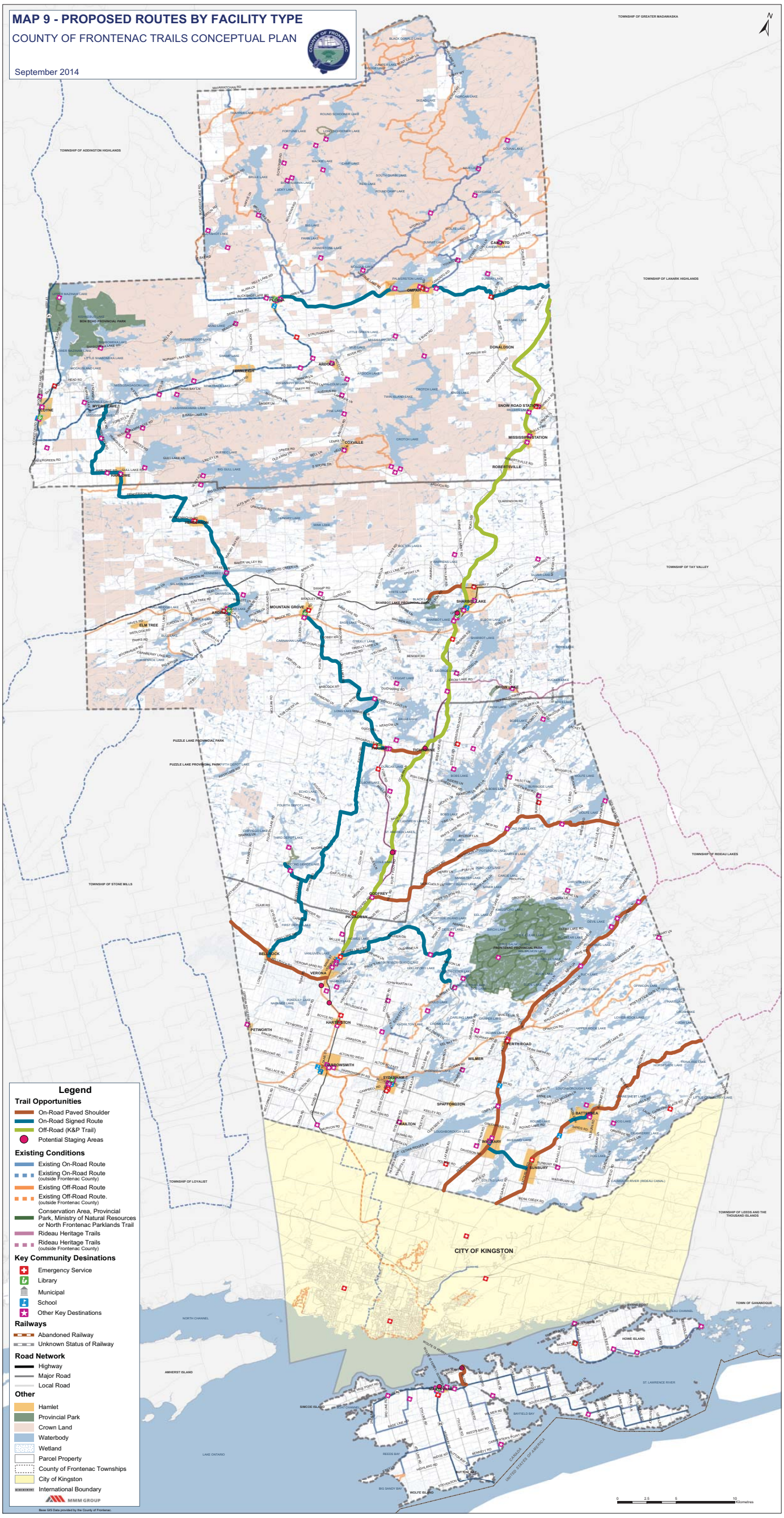

MAP 4 - EXISTING CONDITIONS
COUNTY OF FRONTENAC TRAILS CONCEPTUAL PLAN
TOWNSHIP OF SOUTH FRONTENAC
September 2014
HARROWSMITH
SYNDENHAM
VERONA
TOWNSHIP OF CENTRAL FRONTENAC
CITY OF KINGSTON
Legend
Existing Conditions
Existing On-Road Route
Existing On-Road Route (Shoulder Improvements)
Existing Off-Road Route
Existing Off-Road Route (outside Frontenac County)
Cataraqui Trail, Provincial Park, Ministry of Natural Resources or North Frontenac Parklands Trail
Rideau Heritage Trails
Rideau Heritage (outside Frontenac County)
Key Community Desinations
Emergency Service
Library
Municipal
School
Other Key Destinations
Railways
Abandoned Railway
Unknown Status of Railway
Road Network
Highway
Major Road
Local Road
Other
Hamlet
Provincial Park
Crown Land
Waterbody
Wetland
Parcel Property
County of Frontenac Townships
City of Kingston
International Boundary
MMM GROUP
Base GIS Data provided by the County of Frontenac

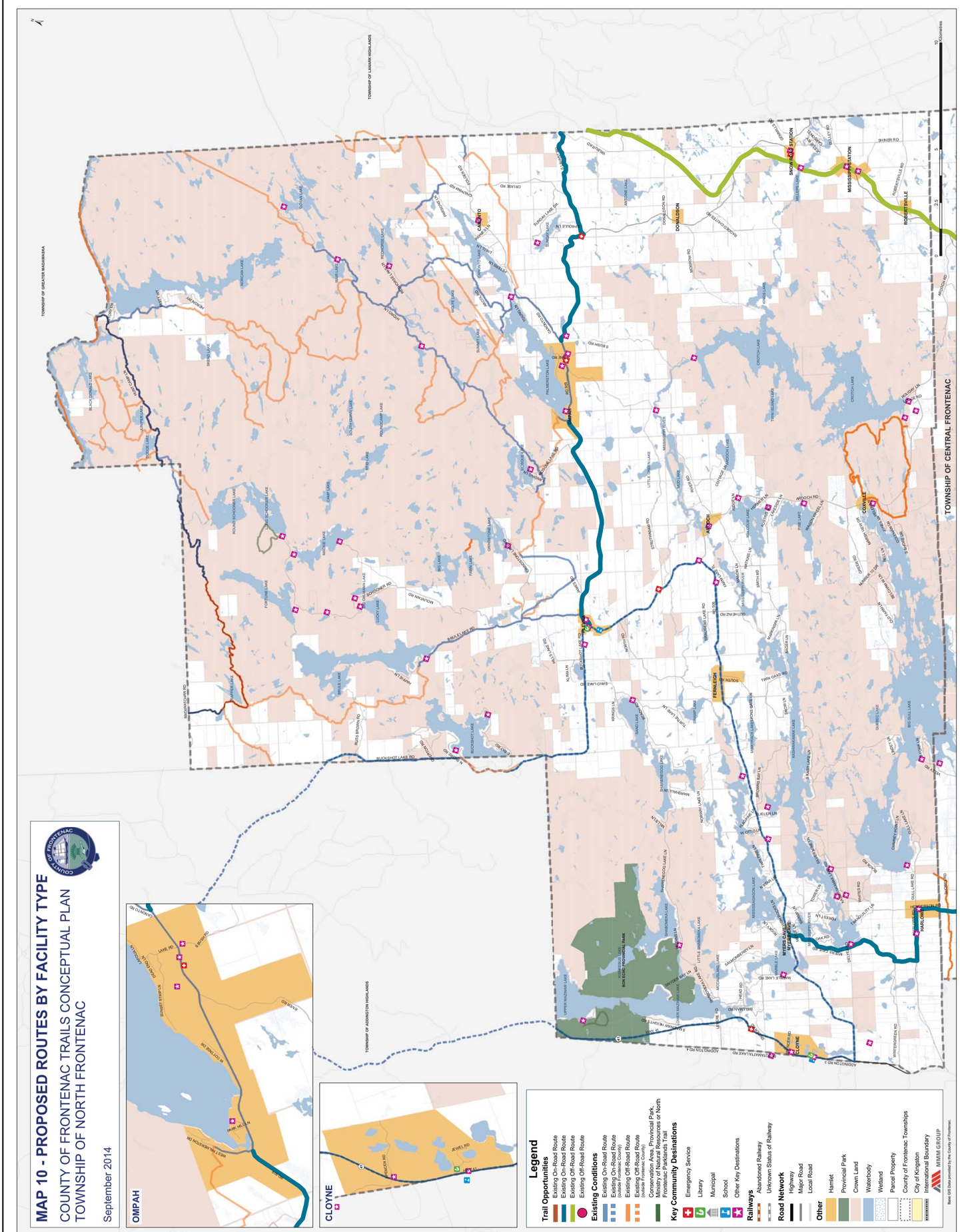

MAP 5 - EXISTING CONDITIONS
COUNTY OF FRONTENAC TRAILS CONCEPTUAL PLAN
TOWNSHIP OF FRONTENAC ISLANDS
September 2014
CITY OF KINGSTON
CITY OF KINGSTON
Legend
Existing Conditions
Existing On-Road Route
Existing Off-Road Route
Existing Off-Road Route
Conservation Area, Provincial Park, Ministry of Natural Resources or North Frontenac Parklands Trail
Key Community Desinations
Emergency Service
Library
Municipal
School
Other Key Destinations
Railways
Abandoned Railway
Unknown Status of Railway
Road Network
Highway
Major Road
Local Road
Other
Hamlet
Provincial Park
Crown Land
Waterbody
Wetland
Parcel Property
County of Frontenac Townships
City of Kingston
International Boundary
MMM GROUP
THOUSAND ISLANDS
HOWE ISLAND
WOLFE ISLAND
SCOTCH LINE
POINT ALEXANDRIA
POINT METCALF
SIMCOE ISLAND
ST. LAWRENCE RIVER
CANADA
UNITED STATES OF AMERICA
0
1.25
2.5
5 Kilometres


MAP 6 - EXISTING CONDITIONS
COUNTY OF FRONTENAC TRAILS CONCEPTUAL PLAN
EXISTING HIKING TRAILS
September 2014
Legend
Existing Conditions
Existing Hiking Trails
Key Community Desinations
Emergency Service
Library
Municipal
School
Other Key Destinations
Railways
Abandoned Railway
Unknown Status of Railway
Road Network
Highway
Major Road
Local Road
Other
Hamlet
Provincial Park
Crown Land
Waterbody
Wetland
Parcel Property
County of Frontenac Townships
City of Kingston
International Boundary
MMM GROUP
Base GIS Data provided by the County of Frontenac.
TOWNSHIP OF GREATER MADAWASKA
TOWNSHIP OF ADDINGTON HIGHLANDS
TOWNSHIP OF LANARK HIGHLANDS
TOWNSHIP OF TAY VALLEY
TOWNSHIP OF RIDEAU LAKES
TOWNSHIP OF STONE MILLS
TOWNSHIP OF LOYALIST
TOWNSHIP OF LEEDS AND THE THOUSAND ISLANDS
TOWN OF GANANOQUE
CITY OF KINGSTON
FRONTENAC PROVINCIAL PARK
BON ECHO PROVINCIAL PARK
PUZZLE LAKE PROVINCIAL PARK
SHARBOT LAKE PROVINCIAL PARK
CALABOGIE
OMPAH
CANONTO
DONALDSON
SNOW ROAD STATION
MISSISSIPPI STATION
ROBERTSVILLE
FERNLEIGH
ARDOCH
MYERS CAVE
REDDYNE
HARLOWE
HENDERSON
COVILLE
ARDEN
MOUNTAIN GROVE
ELM TREE
SHARBOT LAKE
CROW LAKE
TICHBORNE
HARROWSMITH
SYDENHAM
ODESSA
PERTH ROAD
WILMER
SPAFFORDTON
BATTERSEA
SUNBURY
CATARAQUI RIVER (RIDEAU CANAL)
GODFREY
PICKERDELL
VERONA
BELLROCK
HARTINGTON
PETWORTH
ENTERPRISE
ALTON
CLARENDON RD
BAKER VALLEY RD
CROOKED CREEK LN
SALMON RIVER
ARDEN RD
MOUNTAIN GROVE RD
ELM TREE RD
HARLOWE RD
GULL LAKE RD
HENDERSON RD
BIG GULL LAKE
GULL LAKE LN
MYERS CAVE RD
REDDYNE RD
MISSISSIPPI RIVER
BON ECHO PROVINCIAL PARK
SHABOMEKA LAKE RD
LITTLE SHABOMEKA LAKE
UPPER MAZINAW LAKE
LOWER MAZINAW LAKE
MAZINAW LAKE
NORWAY LAKE LN
SAND LAKE RD
SHAWENEGOG LAKE
MISSISAGAGON LAKE
KASHWAKAMAK LAKE
S KASH LAKE LN
BROWNS BAY LN
FERNLEIGH RD
HEAD RD
MCCAUS LAND LAKE
MINKTRACK LAKE
MANORS LN
SAGER LN
AUSTRUS RD
SMITH RD
RD 506
ARDOCH RD
ARDOCH LAKE
MISSISSIPPI RIVER
MUD LAKE
MUD LAKE RD
S STRUTHDAM RD
LITTLE GREEN LAKE
S BOLSTO RD
MORROW RD
RANGE CHANTRY RD
ANTOINE LAKE
WILSON RD
ST HUBERT RD
SUNDAY LAKE
PALMERSTON LAKE RD
CANONTO RD
OMPAH RD
YOUNG RD
MEDGE RD
FORGER RD
CANONTO LAKE
SUMMIT LAKE
WOLFE LAKE
HYDRO LN
REDHORSE LAKE
MAIR LAKE
GOVAN LAKE
SOUTH QUINN LAKE
RED LAKE
ROUND CAMP LAKE
CAMP LAKE
MACKIE LAKE
BIG LAKE
FAWN LAKE
GRINDSTONE LAKE
MOSQUE LAKE
MOSQUE LAKE RD
BUCKSHOT LAKE
BUCKSHOT LAKE RD
KLIMA LN
HILLS LAKE RD
HAMES RD
SAND LAKE
SHAWENEGOG LAKE
NORTH RD
SOUTH RD
MILL LN
SWAMP LAKE
LITTLE GREEN LAKE
MUD LAKE
RIVER RD
MISSISSIPPI RIVER
ROUND SCHOONER LAKE
LONG SCHOONER LAKE
FORTUNE LAKE
TRAPPER LAKE
MASWATCHAN RD
SCHOONER RD
BRULE LAKE
BENJAMAIN LAKE
LUCKY LAKE
BRULE LAKE RD
MOUNTAINAIR
HORNE LN
BUCKSHOT LAKE RD
ROSE BROWN RD
BLACK DONALD LAKE
JUNIPER LAKE
BOGGIE LAKE
HUNT CAMP LN
TRUCK LAKE LN
MISTY WY
HIGHWAY
NORCAN LAKE
SKEAD LAKE
GRANDMOTHER LAKE
GRANDMOTHER RD
FORGER RD
MEDGE RD
WOLFE LAKE
HYDRO LN
SUMMIT LAKE
CANONTO LAKE
CANONTO RD
PALMERSTON LAKE RD
OMPAH RD
YOUNG RD
SUNDAY LAKE
ST HUBERT RD
WILSON RD
ANTOINE LAKE
MORROW RD
RANGE CHANTRY RD
DONALDSON
MISSISSIPPI RIVER
MUD LAKE
RIVER RD
S BOLSTO RD
S STRUTHDAM RD
LITTLE GREEN LAKE
ARDOCH
ARDOCH LAKE
ARDOCH RD
MANORS LN
MALCOLM LAKE
AUSTRUS RD
SMITH RD
RD 506
SOUTH RD
FERNLEIGH
MANORS LN
SAGER LN
MINKTRACK LAKE
BROWNS BAY LN
MISSISAGAGON LAKE
HEAD RD
MCCAUS LAND LAKE
NORWAY LAKE LN
SWAMP LAKE
SHAWENEGOG LAKE
SAND LAKE
SAND LAKE RD
MILL LN
NORTH RD
LITTLE SHABOMEKA LAKE
LOWER MAZINAW LAKE
SHABOMEKA LAKE RD
8 MAZINAW LAKE RD
MAZINAW LAKE
UPPER MAZINAW LAKE
BON ECHO PROVINCIAL PARK
KISHEBEUTO LAKE
MAYLL LN
41
MYERS CAVE
REDDYNE
MISSISSIPPI RIVER
MISSISSAGAGON LAKE
TOWNSHIP LINE
KASHWAKAMAK LAKE
S KASH LAKE LN
TOWNSHIP LINE RD
HARLOWE RD
GULL LAKE RD
GULL LAKE LN
BIG GULL LAKE
HARLOWE
HENDERSON RD
WINTERGREEN RD
QUESEC LAKE
LINDY LN
GREER RD
OLD HWY 7
BELL LN
HELEN LN
5 SKOPE DR
COVILLE
LEMKE LN
PINE LAKE
PINE LAKE RD
LAKE LN
TWIN ISLAND LAKE
CROTCH LAKE
KINGS LAKE
SNOW ROAD STATION
MULLERS LAKE
MULLERS LAKE RD
MISSISSIPPI STATION
ROBERTSVILLE
ROBERTSVILLE RD
D R SHORE
ARDOCH RD
CLARENDON RD
WILLIAMSBURG RD
TOWNSHIP OF TAY VALLEY
HENRYS LAKE RD
BOLTON LAKES
HENRYS LAKE
MINK LAKE
BAKER VALLEY RD
CROOKED CREEK LN
WILKIE LN
BLUE HERON RD
SALMON RIVER
ASH LN
KENNEDEC LN
SEARTS
GARRISON LAKE
WILLIAMS LN
ELM TREE RD
BRUCE RD
BRUCE LAKE
BRUCE LAKE RD
BRUCE LAKE
BRUCE RD
ARDEN RD
ARDEN
MOUNTAIN GROVE
MOUNTAIN GROVE RD
BRADLEY RD
SWAMP RD
PRICE RD
HAROLD RD
WHITE LAKE
BLACK LAKE
BLACK LAKE RD
HAWKINS LAKE
HAWKINS LAKE RD
SHARBOT LAKE
SHARBOT LAKE PROVINCIAL PARK
SHARBOT LAKE RD
ELBOW LAKE
ELBOW LAKE RD
BROWN RD
BASS LAKE
BASS LAKE RD
DUNCAN LN
BOBBY RD
O'REILLY LAKE
O'REILLY LAKE LN
THOMPSON RD
BENDER RD
ST GEORGE ST
CROW LAKE RD
CROW LAKE
SUCKER LAKE
BOSS LAKE
BOSS LAKE RD
BOSS LAKE LN
BOSS LAKE LOOP
BOSS LAKE CROSS RD
BOSS LAKE CROSS
BOSS LAKE CROSS LN


MAP 7 - EXISTING CONDITIONS
COUNTY OF FRONTENAC TRAILS CONCEPTUAL PLAN
EXISTING SNOWMOBILE TRAILS
September 2014
Legend
Existing Conditions
Existing Snowmobile Trails
Key Community Desinations
Emergency Service
Library
Municipal
School
Other Key Destinations
Railways
Abandoned Railway
Unknown Status of Railway
Road Network
Highway
Major Road
Local Road
Other
Hamlet
Provincial Park
Crown Land
Waterbody
Wetland
Parcel Property
County of Frontenac Townships
City of Kingston
International Boundary
MMM GROUP
Base GIS Data provided by the County of Frontenac.
TOWNSHIP OF GREATER MADAWASKA
TOWNSHIP OF ADDINGTON HIGHLANDS
TOWNSHIP OF LANARK HIGHLANDS
TOWNSHIP OF TAY VALLEY
TOWNSHIP OF RIDEAU LAKES
TOWNSHIP OF STONE MILLS
TOWNSHIP OF LOYALIST
TOWNSHIP OF LEEDS AND THE THOUSAND ISLANDS
CITY OF KINGSTON
TOWN OF GANANOQUE
BON ECHO
BON ECHO PROVINCIAL PARK
BEECH CORNERS
PLEVNA
CANONTO
OMPAH
BEATTY
WILBUR
DONALDSON
FERNLEIGH
ARDOCH
CLOYNE
MUDS CAVE
SNOW ROAD STATION
COXVALE
COXVILLE
MISSISSIPPI STATION
ROBERTSVILLE
CLARENDON STATION
BURKE SETTLEMENT
HARLOWE
KIRK COVE
HERSEY
BORDENWOOD
SEOULS CORNERS
OSO
UNGAVA
ARDENDALE
MOUNTAIN GROVE
SHARBOT LAKE
ELM TREE
LONG LAKE
OCONTO
CROW LAKE
CAMP OCONTO
MCLEAN
WAGARVILLE
PARHAM
TICHBORNE
BRADSHAW
BOBS LAKE
BURRIDGE
FERMOY
BEDFORD
WILKINSON
COLE LAKE
OAK FLATS
GODFREY
BLENDOWER
BEDFORD MILLS
PICKERELL
BELLROCK
VERONA
DESERT LAKE
LOWER HOLLEFORD
HARTINGTON
HOLLEFORD
PETWORTH
RAYMONDS CORNERS
PERTH ROAD
WILMER
ROSEDALE
GLENBROWSMITH
LELAND
KEELERVILLE
STAR CORNERS
SPAFFORDTON
MOONS CORNERS
MISSOURI
RAILTON
MURVALE
FOREST
BATTERSEA
BURNT HILLS
CEDAR LAKE
MILBURN
INVERARY
SUNBURY
LATHER
BREWERS MILLS
BREWER LAKE
MAPLE HILL
IDA HILL
PUZZLE LAKE PROVINCIAL PARK
AMHERST ISLAND
SIMCOE ISLAND
MARYSVILLE
WOLFE ISLAND
SCOTCH SETTLEMENT
PORT METCALF
POINT ALEXANDRIA
THOUSAND ISLANDS
LAKE ONTARIO
NORTH CHANNEL
ST. LAWRENCE RIVER
CANADA
UNITED STATES OF AMERICA
0 2.5 5 10 Kilometres


MAP 8 - PROPOSED ROUTES BY TRAIL OPPORTUNITIES
COUNTY OF FRONTENAC TRAILS CONCEPTUAL PLAN
September 2014
Legend
Trail Opportunities
Connect / Complete the "Spine" Network
Connect Towns to Parks
Connect Parks to Parks
Connect Towns to Towns
Existing Conditions
Existing On-Road Route
Existing On-Road Route (outside Frontenac County)
Existing Off-Road Route
Existing Off-Road Route. (outside Frontenac County)
Conservation Area, Provincial Park, Ministry of Natural Resources or North Frontenac Parklands Trail
Existing On-Road Route
Existing On-Road Route (outside Frontenac County)
Key Community Desinations
Emergency Service
Library
Municipal
School
Other Key Destinations
Railways
Abandoned Railway
Unknown Status of Railway
Road Network
Highway
Major Road
Local Road
Other
Hamlet
Provincial Park
Crown Land
Waterbody
Wetland
Parcel Property
County of Frontenac Townships
City of Kingston
International Boundary
MMM GROUP
Base GIS Data provided by the County of Frontenac.
TOWNSHIP OF GREATER MADAWASKA
TOWNSHIP OF ADDINGTON HIGHLANDS
TOWNSHIP OF LANARK HIGHLANDS
TOWNSHIP OF TAY VALLEY
TOWNSHIP OF RIDEAU LAKES
TOWNSHIP OF STONE MILLS
TOWNSHIP OF LOYALIST
TOWNSHIP OF LEEDS AND THE THOUSAND ISLANDS
TOWN OF GANANOQUE
CITY OF KINGSTON
PUZZLE LAKE PROVINCIAL PARK
FRONTENAC PROVINCIAL PARK
SHARBOT LAKE PROVINCIAL PARK
BON ECHO PROVINCIAL PARK
CALABOGIE
OMPAH
PLEVNA
FERMOY DR
ARDOCH
DONALDSON
SNOW ROAD STATION
MISSISSIPPI STATION
ROBERTSVILLE
COXVILLE
MYERS CAVE
REDDYNE
HARLOWE
HENDERSON
ELM TREE
ARDEN
MOUNTAIN GROVE
SHARBOT LAKE
CROW LAKE
TICHBORNE
GODFREY
PARHAM
PICTON
BELLROCK
VERONA
HARROWSMITH
PETWORTH
PERTH ROAD
WILMER
SYDENHAM
SPAFFORDTON
BATTERSEA
SUNBURY
INVERARY
CLOYNE
NORTH CHANNEL
AMHERST ISLAND
SIMCOE ISLAND
HOWE ISLAND
WOLFE ISLAND
LAKE ONTARIO
ST. LAWRENCE RIVER
CANADA
UNITED STATES OF AMERICA
Kilometres


MAP 9 - PROPOSED ROUTES BY FACILITY TYPE
COUNTY OF FRONTENAC TRAILS CONCEPTUAL PLAN
September 2014
Legend
Trail Opportunities
On-Road Paved Shoulder
On-Road Signed Route
Off-Road (K&P Trail)
Potential Staging Areas
Existing Conditions
Existing On-Road Route
Existing On-Road Route (outside Frontenac County)
Existing Off-Road Route
Existing Off-Road Route. (outside Frontenac County)
Conservation Area, Provincial Park, Ministry of Natural Resources or North Frontenac Parklands Trail
Rideau Heritage Trails
Rideau Heritage Trails (outside Frontenac County)
Key Community Desinations
Emergency Service
Library
Municipal
School
Other Key Destinations
Railways
Abandoned Railway
Unknown Status of Railway
Road Network
Highway
Major Road
Local Road
Other
Hamlet
Provincial Park
Crown Land
Waterbody
Wetland
Parcel Property
County of Frontenac Townships
City of Kingston
International Boundary
MMM GROUP
Base GIS Data provided by the County of Frontenac.
TOWNSHIP OF GREATER MADAWASKA
TOWNSHIP OF ADDINGTON HIGHLANDS
TOWNSHIP OF LANARK HIGHLANDS
TOWNSHIP OF TAY VALLEY
TOWNSHIP OF RIDEAU LAKES
TOWNSHIP OF STONE MILLS
TOWNSHIP OF LOYALIST
TOWNSHIP OF LEEDS AND THE THOUSAND ISLANDS
TOWN OF GANANOQUE
CITY OF KINGSTON
PUZZLE LAKE PROVINCIAL PARK
SHARBOT LAKE PROVINCIAL PARK
FRONTENAC PROVINCIAL PARK
BON ECHO PROVINCIAL PARK
OMPAH
CALABOGIE
DONALDSON
ARDOCH
FERMOY
MYERS CAVE
CLYDE
HARLOWE
COXVILLE
SNOW ROAD STATION
MISSISSIPPI STATION
ROBERTSVILLE
MOUNTAIN GROVE
ELM TREE
ARDEN
SHARBOT LAKE
CROW LAKE
TICHBORNE
GODFREY
PICKLE DESK
BELLROCK
VERONA
HARROWSMITH
PETWORTH
SYDENHAM
PERTH ROAD
WILMER
SPAFFORDTON
BATTERSEA
SUNBURY
HARLETON
HOWE ISLAND
WOLFE ISLAND
SIMCOE ISLAND
AMHERST ISLAND
NORTH CHANNEL
LAKE ONTARIO
ST. LAWRENCE RIVER
0 2.5 5 10 Kilometres


MAP 10 - PROPOSED ROUTES BY FACILITY TYPE
COUNTY OF FRONTENAC TRAILS CONCEPTUAL PLAN
TOWNSHIP OF NORTH FRONTENAC
September 2014
OMPAH
CLOYNE
TOWNSHIP OF CENTRAL FRONTENAC
TOWNSHIP OF ADDINGTON HIGHLANDS
TOWNSHIP OF LANARK HIGHLANDS
TOWNSHIP OF GREATER MADAWASKA
Legend
Trail Opportunities
Existing On-Road Route
Existing On-Road Route
Existing Off-Road Route
Existing Off-Road Route
Existing Conditions
Existing On-Road Route
Existing On-Road Route
Existing Off-Road Route
Existing Off-Road Route
(outside Frontenac County)
Crown Land, Provincial Park, Ministry of Natural Resources or North Frontenac Parklands Trail
Key Community Desinations
Emergency Service
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School
Other Key Destinations
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Abandoned Railway
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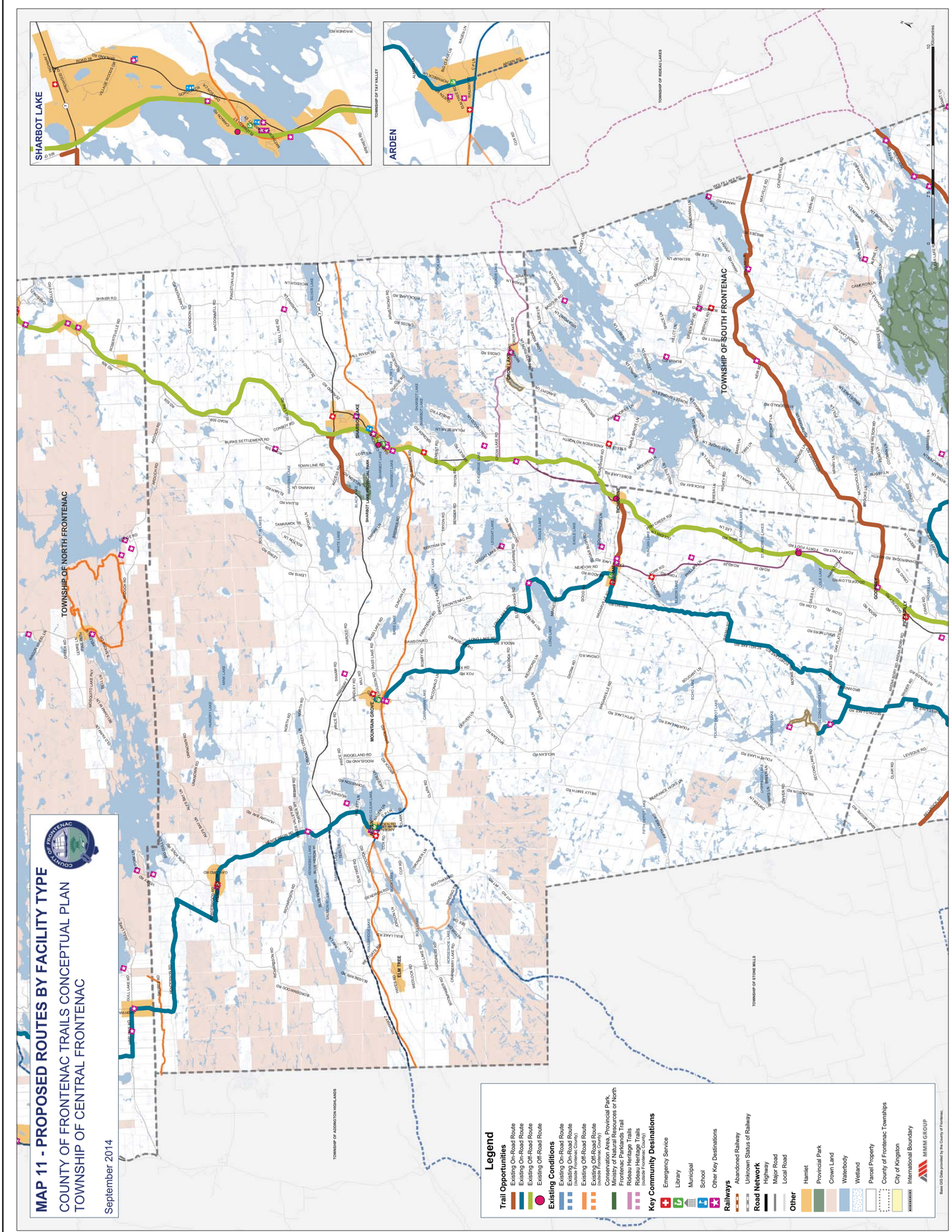
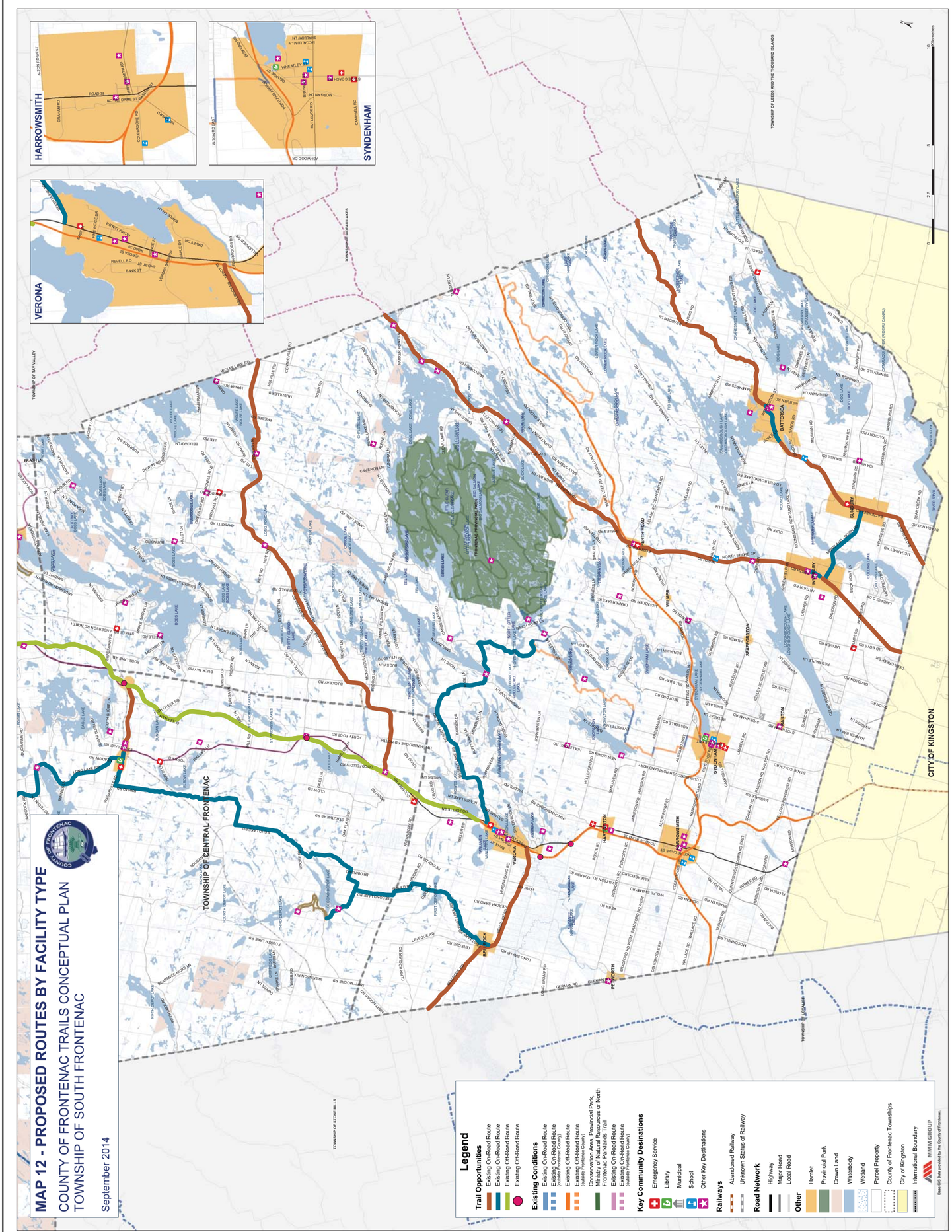
Highway
Major Road
Local Road
Other
Hamlet
Provincial Park
Crown Land
Waterbody
Wetland
Parcel Property
County of Frontenac Townships
City of Kingston
International Boundary
WMM GROUP
Base GIS Data provided by the County of Frontenac
0 2.5 5 10 Kilometres


MAP 11 - PROPOSED ROUTES BY FACILITY TYPE
COUNTY OF FRONTENAC TRAILS CONCEPTUAL PLAN
TOWNSHIP OF CENTRAL FRONTENAC
September 2014
SHARBOT LAKE
ARDEN
TOWNSHIP OF NORTH FRONTENAC
TOWNSHIP OF SOUTH FRONTENAC
Legend
Trail Opportunities
Existing On-Road Route
Existing On-Road Route
Existing Off-Road Route
Existing Off-Road Route
Existing Conditions
Existing On-Road Route
Existing On-Road Route
Existing Off-Road Route
Existing Off-Road Route
Conservation Area, Provincial Park, Historic Attraction (Township of North Frontenac Parklands Trail
Rideau Heritage Trails
Rideau Heritage Trails
Key Community Desinations
Emergency Service
Library
Municipal
School
Other Key Destinations
Railways
Abandoned Railway
Unknown Status of Railway
Road Network
Highway
Major Road
Local Road
Other
Hamlet
Provincial Park
Crown Land
Waterbody
Wetland
Parcel Property
County of Frontenac Townships
City of Kingston
International Boundary
MMM GROUP


MAP 12 - PROPOSED ROUTES BY FACILITY TYPE
COUNTY OF FRONTENAC TRAILS CONCEPTUAL PLAN
TOWNSHIP OF SOUTH FRONTENAC
September 2014
HARROWSMITH
SYNDENHAM
VERONA
TOWNSHIP OF CENTRAL FRONTENAC
CITY OF KINGSTON
Legend
Trail Opportunities
Existing On-Road Route
Existing On-Road Route
Existing Off-Road Route
Existing Off-Road Route
Existing Conditions
Existing On-Road Route
Existing On-Road Route (outside Frontenac County)
Existing Off-Road Route
Existing Off-Road Route
Conservation Area, Provincial Park, Ministry of Natural Resources or North Frontenac Trail
Existing On-Road Route
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Abandoned Railway
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Road Network
Highway
Major Road
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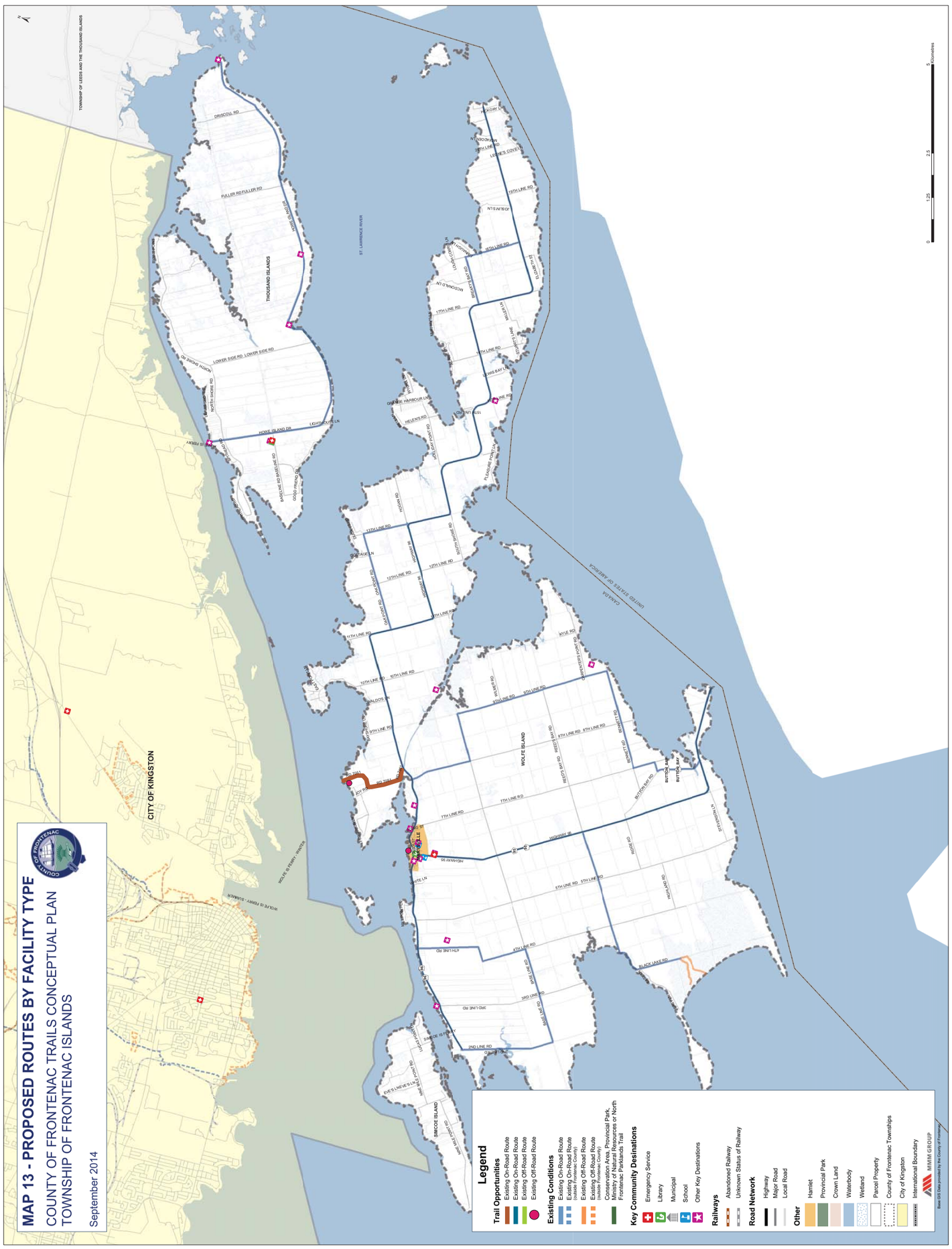
Other
Hamlet
Provincial Park
Crown Land
Waterbody
Wetland
Parcel Property
County of Frontenac Townships
City of Kingston
International Boundary
MMM GROUP


MAP 13 - PROPOSED ROUTES BY FACILITY TYPE
COUNTY OF FRONTENAC TRAILS CONCEPTUAL PLAN
TOWNSHIP OF FRONTENAC ISLANDS
September 2014
CITY OF KINGSTON
THOUSAND ISLANDS
WOLFE ISLAND
ST. LAWRENCE RIVER
CANADA
UNITED STATES OF AMERICA
Legend
Trail Opportunities
Existing On-Road Route
Existing On-Road Route
Existing Off-Road Route
Existing Off-Road Route
Existing Conditions
Existing On-Road Route
Existing On-Road Route
Existing Off-Road Route
Existing Off-Road Route
Conservation Area, Provincial Park, Ministry of Natural Resources or North Frontenac Parklands Trail
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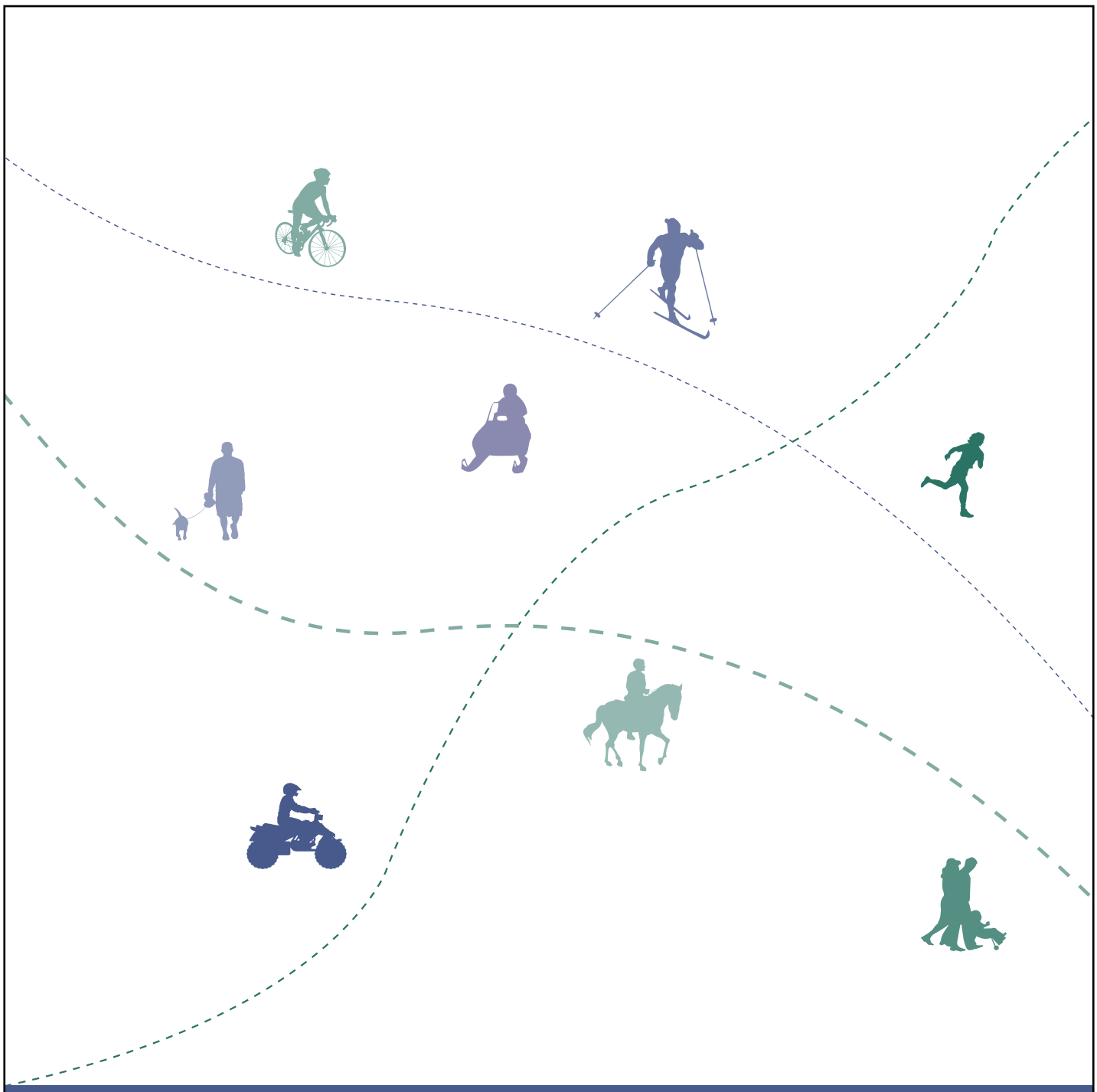
Waterbody
Wetland
Parcel Property
County of Frontenac Townships
City of Kingston
International Boundary
MMM GROUP



Appendix A
PIC Summary Notes

MMM GROUP

County of Frontenac – Trails Concept Plan
May 26 Public Open House Summary
Draft

To:	Anne Marie Young	Date:	June 04, 2014
From:	Jonathan Loschmann, MMM Group	Job No.:	1613108-001-T01
Subject:	County of Frontenac – Trial Concept Plan Summary of Public Open House	CC:	Peter Young Kevin Farrell Dave McLaughlin John Grieve TAC Members

Presenters:

Frontenac/TAC Team:
Anne Marie Young, County of Frontenac (AY)
Allan McPhail (AM)
-

MMM Group Study Team:
Jonathan Loschmann (JL)
John Grieve (JRG)

On May 26, 2014, a Public Open House was held at the Lion's Club in Verona to display work to date and to receive critical input from the community. The table below summarizes questions and comments made by members of the public and various stakeholders present. The event was attended by more than 25 people. Representatives from the County of Frontenac, TAC, as well as MMM Group were present to provide introduction, discussion, formal presentation, and a 1-hour workshop. Anne-Marie Young introduced the project and provided overview of the project, followed by remarks by Allan McPhail on behalf of the Trails Advisory Committee (TAC). Jonathan Loschmann of MMM delivered a presentation detailing the project overview followed by a moderated workshop (see also PDF of presentation attached).

The event was held between 6:30PM-9:30PM. Progress materials presented to TAC in the proceeding Information Centre packet were displayed on foam boards and easels for review and 'redline' by members of the public and to capture comments of various discussions.

Summary Item	Discussion from the Floor WORKSHOP
1. Heart and Stroke Foundation	The Heart and Stroke Foundation was mentioned by a member of the public as a relevant organization to the Trails Concept Plan – and should consider as the plan evolves – re: the promotion of active transportation and healthy lifestyles.
2. Equestrian Use	Mention was provided regarding the prospect of Equestrian use as a consideration for future trail use and to strengthen a broader range of multi-use trail users. Concerns regarding Operations and Maintenance were raised.
3. 'Trails' – definition	It was noted that 'trail' may be misleading if/when discussion of-road facilities. Discussion regarding the semantics was raised for consideration in future naming of documents and routes. 'Trails' for the purposes of this study include 'all' facility types including opportunity for on-road and off-road facilities, active and motorized uses. Consider 'routes'.
4. Context of Trail Network	It was noted that the project must not look at County trails 'in a bubble', but that the context and surrounding/neighbouring trails initiatives must be considered and elaborated on in future Trail Concept plan works – and to look at surrounding Counties.
5. Economic Drivers	The economic drivers of trails must be considered for the Concept Plan.

6. Mapping - GIS	Consider use of GIS to aid in the development of village walking tour routes.
7. Elbow Lake	Elbow Lake, K+P, and Grenville/Leeds were mentioned as key components/connections.
8. Paddling	Consider connections to 'water sports' and related trail opportunities and tourism opportunities. Notably Gananoque to Algonquin.
9. Infrastructure to enable trail strategy.	Bruce Peninsula - Mentioned as a notable 'tourism' precedent v. trails, notably the promotion and relationship of B&B's and 'tours', including shuttle drop-offs and pick-ups from trail/water/tourism destinations. Infrastructure in support of trails should be considered.
10. 'Rails to Trails'	Important to continue (K+P) up to Calabogie. The opportunities of 'rails to trails' is a 'once in a lifetime' opportunity and should not be 'missed'. Make a statement – don't lose the opportunity.
11. Quebec	Noted as having spectacular trails – and should be looked at as a desirable precedent, including for 4x4s and snowmobiles. A major tourism draw.
12. Snowmobiling – OFSC	OFSC a positive influence and organization. Locally has seen a 20%++ revenue stream over past year.
13. Variety	Trails should have a variety of options. Concern is raised that some are losing out because of OFSC enhancements to trails in their community.
14. Trailheads	The perceived need for more local and accessible starting points (trailheads), including space for snowmobile trailers and parking is discussed. It is noted that snowmobiler's are 'leaving' the county to ride trails elsewhere due to access restrictions locally. This item also is raised as a matter of high importance and need at various other points of the workshop.
15. ATVs	More trails for ATVs is a good thing. Questions and discussion regarding access restrictions due to ownership considerations is discussed. Opportunity for ATVs north of Verona is discussed later in the meeting as a specific opportunity.
16. Operations and Maintenance	O+M of the K+P north of Sharbot Lake outside of the villages is noted as requiring work. North of Snow Road and Cottage Road is discussed.
17. 'A to A Trail'	Algonquin to Adirondacks trail is discussed and put into context relative to initiatives of the Trans Canada Trail. Rideau Trail has been involved in this in the past. The 'A-to-A' is used as a notional trail by paddling and hiking groups. 1,000 Islands National Park is mentioned.
18. Spirit of Trails	It is noted that it is the County's duty to 'sell the spirit of trails'
19. K+P 'Gap'	Gap' in trail network existing is noted Harrowsmith to Sharbot Lake in the K+P.
20. KFL+A	It is noted that the KFL+A is working to enhance community health and the benefits of trails including building new connections and bridges. New staff hires for the next three (3) years are active and will aid in bringing these initiatives to fruition. Walkable connections to schools are a discussed immediate priority.
21. Lake Ontario Trail	Loyalist City and Kingston, and Lake Ontario Trails initiatives should be considered.
22. NORTH-SOUTH	It is noted that the County should get the N/S (K+P) completed as high immediate priority. Then 'do the others'.
23. K+P	To Hwy 38 is discussed. Schedule of 38 works is this summer.
24. Eastern Ontario Trails Alliance (EOTA)	Is noted as a relevant contributor to near-by trails initiatives and development. The K+P – 8KM+/- from Harrowsmith to Orso is noted to be out for tender in the next three (3) weeks. And bridge contract at the end of July.
25. Cole Creek	White Creek. Areas discussed as areas that should be looked at in more detail.
26. OFSC	K+P is noted that it is officially a recognized OFSC trail (the new opened pieces of K+P). OFSC will undertake grooming and maintenance related. Intent to continue to

	Sharbot Lake. And in area of Verona with ATVs is discussed.
27. Tri-Athlete Events	Training in Sharbot Lake area of tri-athletes is noted. KIDS TO STEEL July 27th is noted. 900-1100 people are anticipated with 130 children. This type of event should be considered and promoted as part of the Trails Plan. Tri-athletes 'now an issue'. Road 38 will serve a function in servicing this event. What future trail opportunities off-road could serve an event like this is asked. Simon Whitfield may be involved in a promotional capacity.
28. White Lake Road	Area is discussed generally and v. trails opportunities.
29. Volksmarching	Is mentioned as a notable/valuable community activity that should be promoted.
30. Land Use Permissions	ATV and land/trial use discussions is noted. Allan details some examples of varying land-use agreements and reasoning for some current restrictions in access. E.g. K+P v. Cataraqui Trail, Rideau Trail township liabilities, and Operations and Maintenance.
31. N. Frontenac	Going 'all the way up' is discussed as important feature to the trails concept plan.
32. K+P – 'not a trail'	Is mentioned as 'not a trail'. Discussion regarding the 'level of disturbance' proceeds. It is suggested that 'less is more' for some trail types and that this notion should be considered for the overall plan. The question is raised as to whether or not a standard 3M wide trail should be applied in all cases. Relatively untouched areas are noted as desirable in many circumstances.
33. Trail Standards	In light on comments regarding the K+P as not 'a trail', the reasoning and need for standards and accessibility is noted and discussed in general terms.
34. Winter	Plough and grooming is discussed – relative to OFSC activity and potential for ploughing in other areas for pedestrian access all-seasons. The extents of OFSC maintenance activity v' ploughing' is discussed.
35. Gates	The design and geometry of gates is noted – that should be able to accommodate wheel chairs.
36. Rideau Trail	To downtown Kingston and related information (not) available at City Hall should be considered as an opportunity to promote trail use in the County. And to promote the visibility and use of Frontenac trails.
37. Local Businesses	Spin-off benefits of trails - for commercial and retail vendors - are raised as a major opportunity.
38. Bell abandoned trail	Is noted as an opportunity for consideration since property hand-off.
39. Poison Ivy	Is discussed as a vegetation management consideration.
40. Maintenance Height	The height of vegetation pruning (e.g. by OFSC) should consider heights up to 10-ft to allow for clear and comfortable pedestrian access in summer.
41. Trailhead at Verona/#38	Noted as a major opportunity.
42. Stone dust	Is noted as a highly desirable surface treatment.
43. Pay Per Use	The notion of user-pay trails is mentioned and discussed as a prospective future mechanism to aid in trail management and maintenance.
44. Community Pride	Trails are mentioned as a key component to community pride and ownership. Community engagement in their construction and maintenance is seen as a positive notion.
45. CPTED	Crime Prevention Through Environmental Design is mentioned as a notable design consideration of trails and to enhance perceived and real safety for trail users.
46. Schools	Public Health notes the importance of trail and walking facilities that promote access for children to schools. Including access to Healthy Foods, Schools, Medical Centres, and Daily Services. Trail network should consider access to these points.

End.

COUNTY of Frontenac

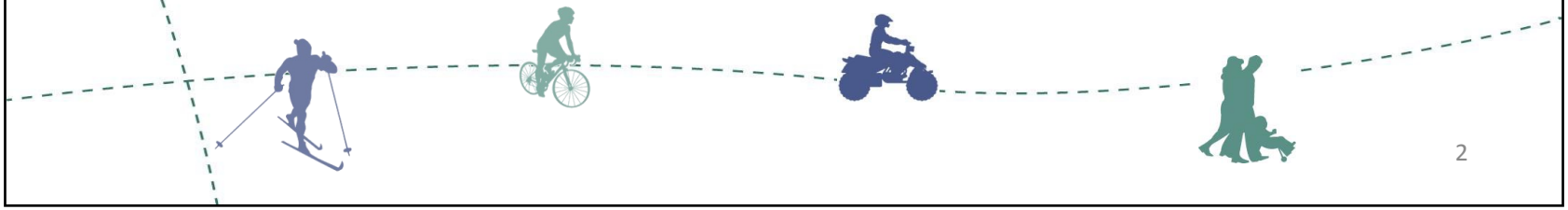
Public Information Center/Open House

Trails Concept Plan

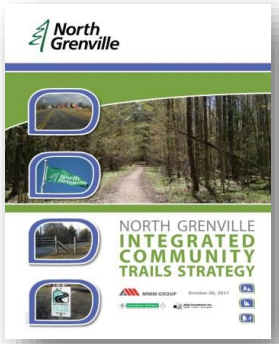
May 26, 2014

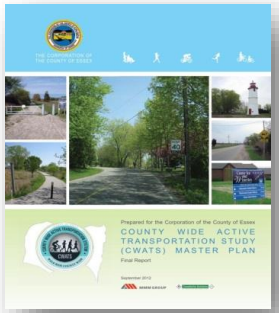
MMM GROUP

How do you **envision the future** benefits **of trails** in the County of **Frontenac?**



Team Expertise and Introductions





Project Manager– Jonathan Loschmann OALA, CSLA, LEED® AP

- **12 years** of experience with trails
- Technical and project management - trail design and construction
- Recently involved in the **North Grenville Integrated** Community Trails Study and the **K&P Trail Urban Link** projects, **City of Ottawa** trails

Planner – John Grieve B.ES, MCIP

- Experience on a **wide range** of projects including transportation master plans, traffic impact studies, corridor and active transportation studies
- Recently involved in the **Williamsville Main Street Study** and **Bicycle Lane Feasibility** studies in Kingston

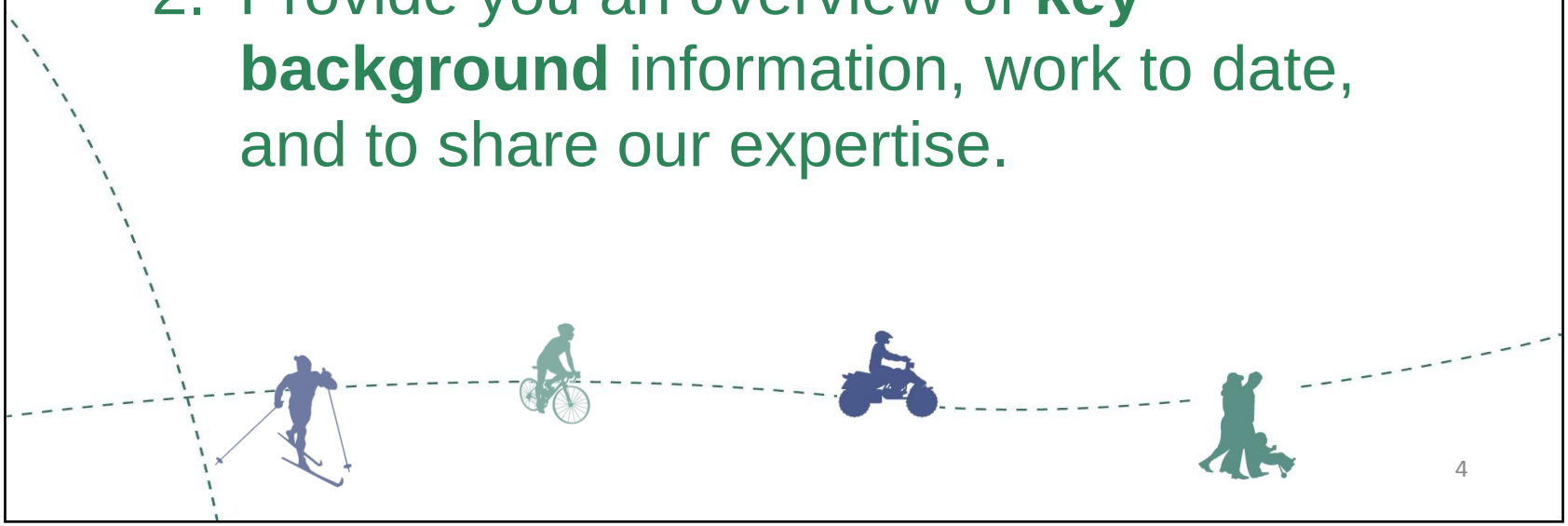
Expert Team: Principle in Charge – Dave McLaughlin MES, MCIP, RPP

- **20 + years** of experience in the transportation and land use planning fields
- A **leading specialist** in active and sustainable transportation
- Active in the **promotion of Active Transportation and TDM** strategies

Purpose of Today's Meeting

1. To gather **your input** to assist in developing the **County-wide** Frontenac Trails Concept Plan

2. Provide you an overview of **key background** information, work to date, and to share our expertise.



Agenda Outline

6:30 – 7:00 pm

1. **Welcome** and **chance to view** story boards and maps

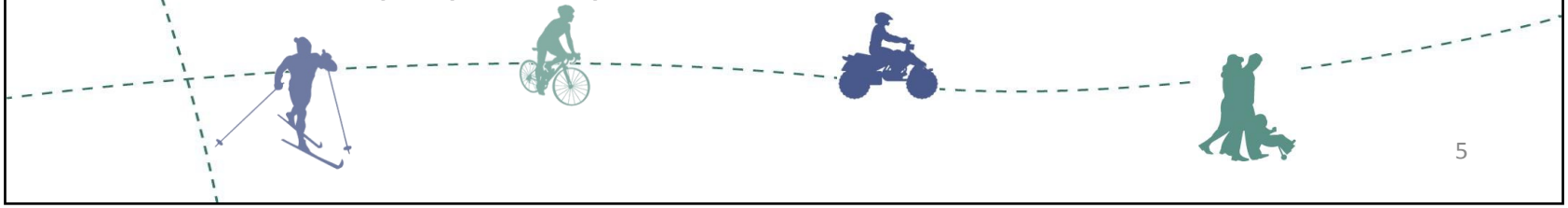
7:00 – 7:20 pm

2. **Short presentation**
   - ✓ **Principles, Purpose, Benefits**
   - ✓ **Opportunities, Work to Date, Methodology**
   - ✓ **Route Selection Principles & Next Steps**

7:20 pm –8:30 pm

3. **Question & Answer Period**

Workshop & public input

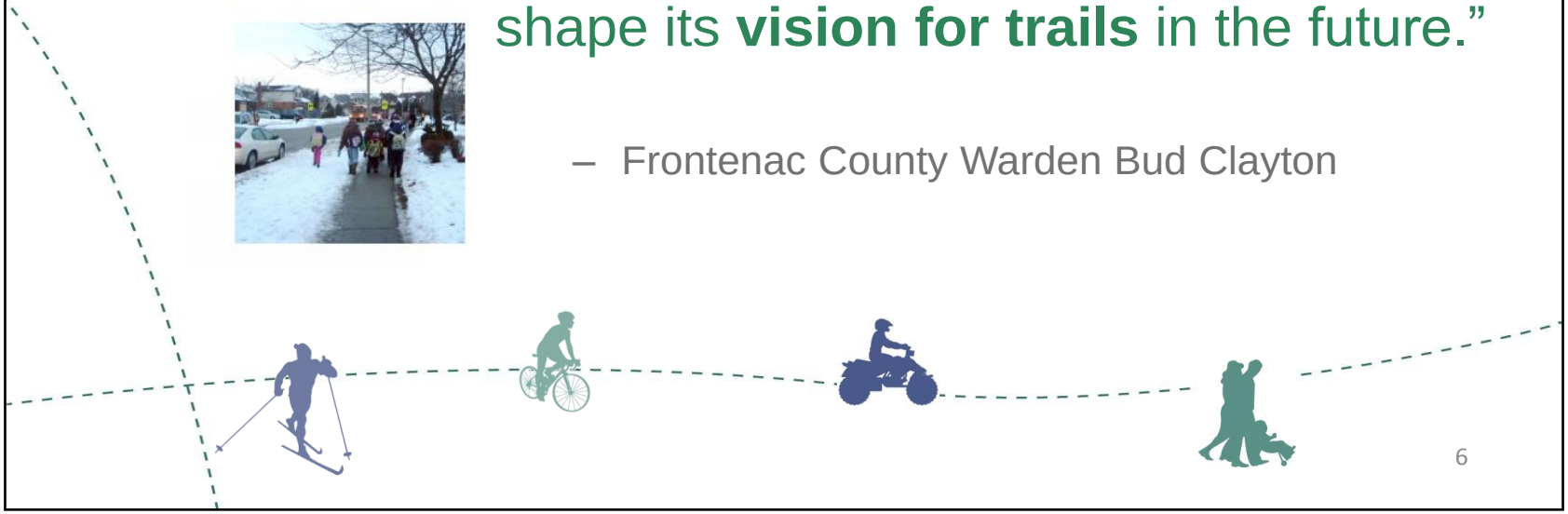


Guiding Principles

- "Trails provide **safe recreational space** for **residents and visitors** to get **active** and to appreciate our **unique natural** environment.

This concept plan will help the County shape its **vision for trails** in the future."

– Frontenac County Warden Bud Clayton



Benefits of Trails

Community *Health*

Provide opportunity for physical **activity**

Promote healthy active **lifestyles** and make communities more **live-able**

Community **Building**

Trails bring communities **together, inspire** community spirit and volunteerism

Transportation

A real transportation alternative

Asset Management

Protect **natural** and cultural **heritage** resources

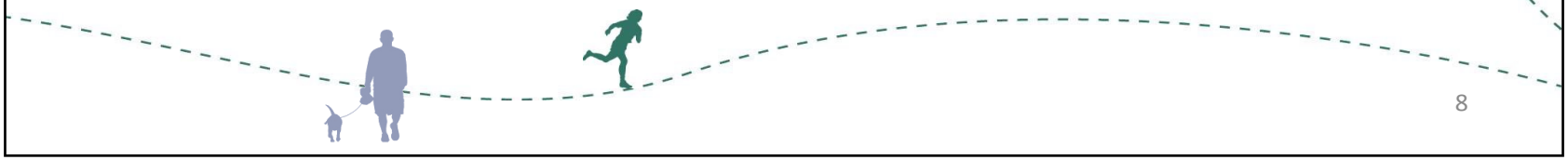
- *Multi-Use*
- *Active*
- *Passive*
- *Motorized*
- *Non-Motorized*
- *Four Seasons*
- *Hiking*
- *Accessibility*

Methodology and Work Plan

1. Investigate initiatives that facilitate the development of existing trails

2. Goal of the project is to develop a Trails Concept Plan that will:
   - **Verify the existing trail inventory**
   - **Update trail standards**
   - **Guide development of priority trails, trail upgrades and new connections over the next 10 years**

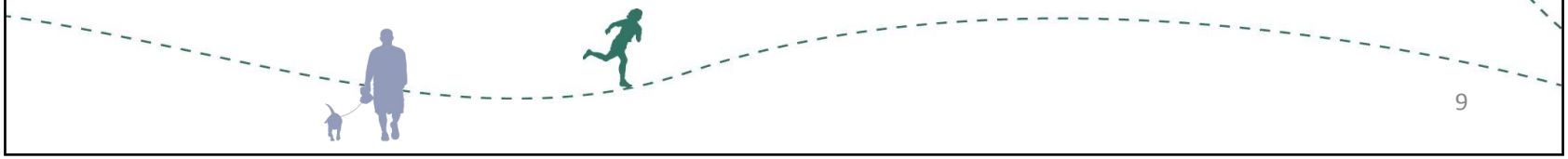
3. Schedule
   - **January 2014 Kick-off Meeting with County and Trails A. Comm.**
   - **May 2014 - Public Information Centre**
   - **August 2014 – Final Draft Plan to County of Frontenac**



‘The Plan’ - Deliverables

1. **Comprehensive inventory**
2. **Proposed connections and linkages**
3. **Recommended upgrades**
4. **Trails concept plan** map(s) (GIS)
5. **Prioritization / ranking** list of potential
6. **Implementation and phasing** plan

   – For next **10 years**



Study Context

Study Purpose

"The County of Frontenac is committed to the development of a Trails Concept Plan in order to investigate other initiatives and opportunities – to further the development of the existing trail network in the County."

Study Objectives

- Review and verify the current inventory of existing trails
- Identify key priorities for Trails in Frontenac County
- Update trail standards
- Identify potential future trail routes, loops and connections
- Recommend upgrades and/or user group changes
- Provide a 10 year capital master plan, ranking trail options based on key priorities

Project Schedule

Phase 1
(Dec 2013 – Mar 2014)

- Project Initiation
- Review and Verify Current Inventory:
- Prepare Existing Mapping

Phase 2
(Apr 2014 – May 2014)

- Develop Route Selection Process
- Prepare for and hold Public Meeting
- Prepare Draft Trails Concept Plan

Phase 3
(June 2014 – Aug 2014)

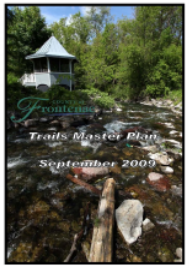
- Update Trail Standards
- Finalize Route Selection and Mapping
- Finalize and Deliver Trails Concept Plan

Background Documents

The ongoing **Draft County of Frontenac Trails Concept Plan** will form the basis for implementation of new trails in the County over the next decade. The preceding foundation plans are noted below.

County of Frontenac Trails Master Plan

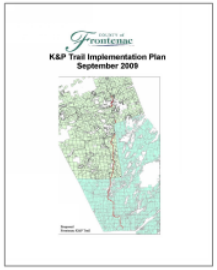
The Frontenac Trails Master Plan summarizes the history and landscape of Frontenac County as well as the health, economic and environmental benefits associated with recreational **trails**. It provides context to the County of Frontenac's pursuit of trail development by highlighting similar **trends at the municipal, provincial and national levels** and discussing the relationship between trails and the tenets of sustainability. It offers a resource inventory of existing trails in the County as well as trail **organizations and stakeholder** groups. It sets out recommendations for the management structure policies of trail providers and general guidelines for trail design and signage. Phasing strategies for trail development are laid out and maintenance guidelines established. Funding and promotional opportunities are offered and with implementation strategies.



County of Frontenac K&P Trail Implementation Plan

The purpose of the Frontenac K&P Trail Implementation Plan is to prioritize projects into a phasing schedule, to identify capital costs associated with each phase, and to identify annual operating and maintenance costs of respective plans. The trail is open for use upon completion of each phase and compliance to safety issues are satisfied.

The phasing plan outlined a systematic and organized fashion as financial resources are available.



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- Update trail standards
- Identify potential future trail routes, loops and connections
- Recommend upgrades and/or user group changes
- Provide a 10 year capital master plan, ranking trail options based on key priorities

Project Schedule

Phase 1 (Dec 2013 – Mar 2014)
- Project Initiation
- Review and Verify Current Inventory:
- Prepare Existing Mapping

Phase 2 (Apr 2014 – May 2014)
- Develop Route Selection Process
- Prepare for and hold Public Meeting
- Prepare Draft Trails Concept Plan

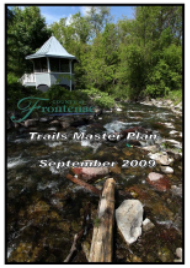
Phase 3 (June 2014 – Aug 2014)
- Update Trail Standards
- Finalize Route Selection and Mapping
- Finalize and Deliver Trails Concept Plan

Background Documents

The ongoing **Draft County of Frontenac Trails Concept Plan** will form the basis for implementation of new trails in the County over the next decade. The preceding foundation plans are noted below.

County of Frontenac Trails Master Plan

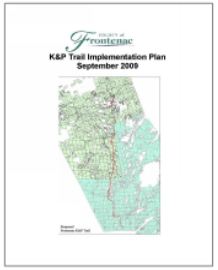
The Frontenac Trails Master Plan summarizes the history and landscape of Frontenac County as well as the health, economic and environmental benefits associated with recreational **trails**. It provides context to the County of Frontenac's pursuit of trail development by highlighting similar **trends at the municipal, provincial and national levels** and discussing the relationship between trails and the tenets of sustainability. It offers a resource inventory of existing trails in the County as well as trail **organizations and stakeholder** groups. It sets out recommendations for the management structure policies of trail providers and general guidelines for trail design and signage. Phasing strategies for trail development are laid out and maintenance guidelines established. Funding and promotional opportunities are offered and with implementation strategies.



County of Frontenac K&P Trail Implementation Plan

The purpose of the Frontenac K&P Trail Implementation Plan is to prioritize projects into a phasing schedule, to identify capital costs associated with each phase, and to identify annual operating and maintenance costs of respective plans. The trail is open for use upon completion of each phase and compliance to safety issues are satisfied.

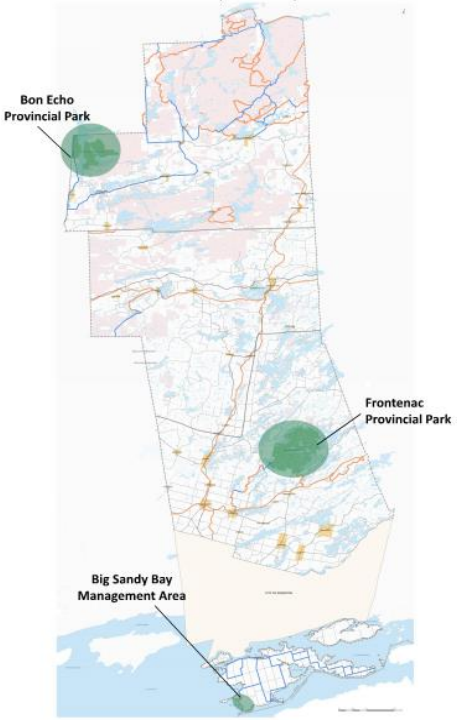
The phasing plan outlined a systematic and organized fashion as financial resources are available.



Potential Trail Opportunities

Connections to Natural Areas

Improved connections to the provincial parks and management areas will provide opportunities to boost tourism in Frontenac County and allow trail users to experience many amenities found in the provincial parks.

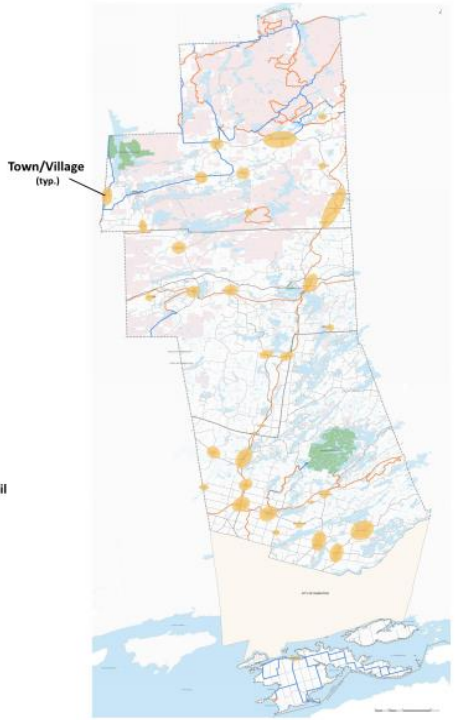


Connection to "spine" network trails

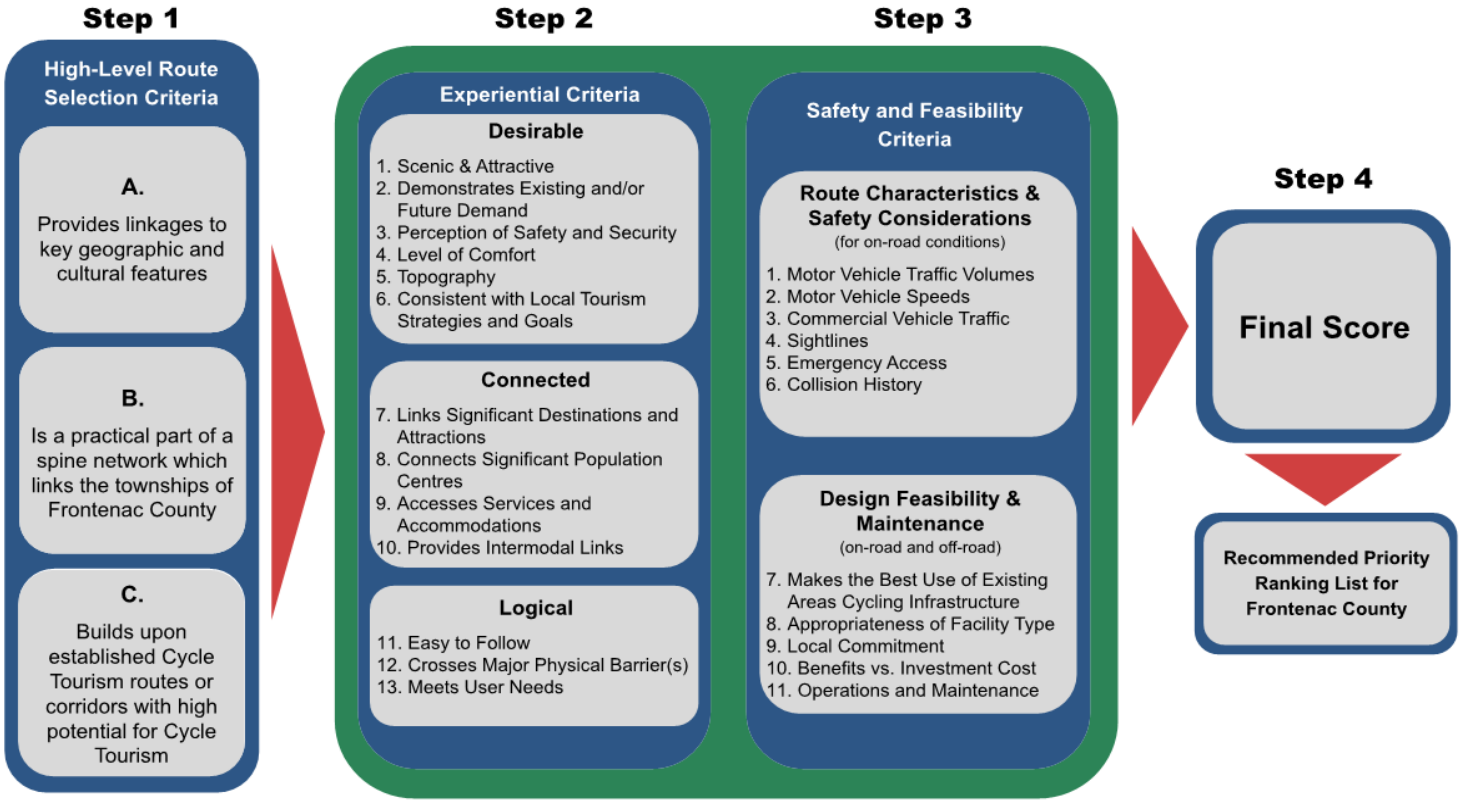
The **K&P Trail** forms a "spine" which runs generally north-south. The **Catarqui Trail** and the **Trans Canada Trail** form east-west "spines" through the County.

Connection to Towns and Villages

By improving trails to and from the towns and villages in Frontenac County, a connected trail network will increase residents access to trails and recreation opportunities.



Route Selection Process



Summary & Next Steps

1. **Welcome** and **chance to view** story boards and maps

2. **Short presentation**

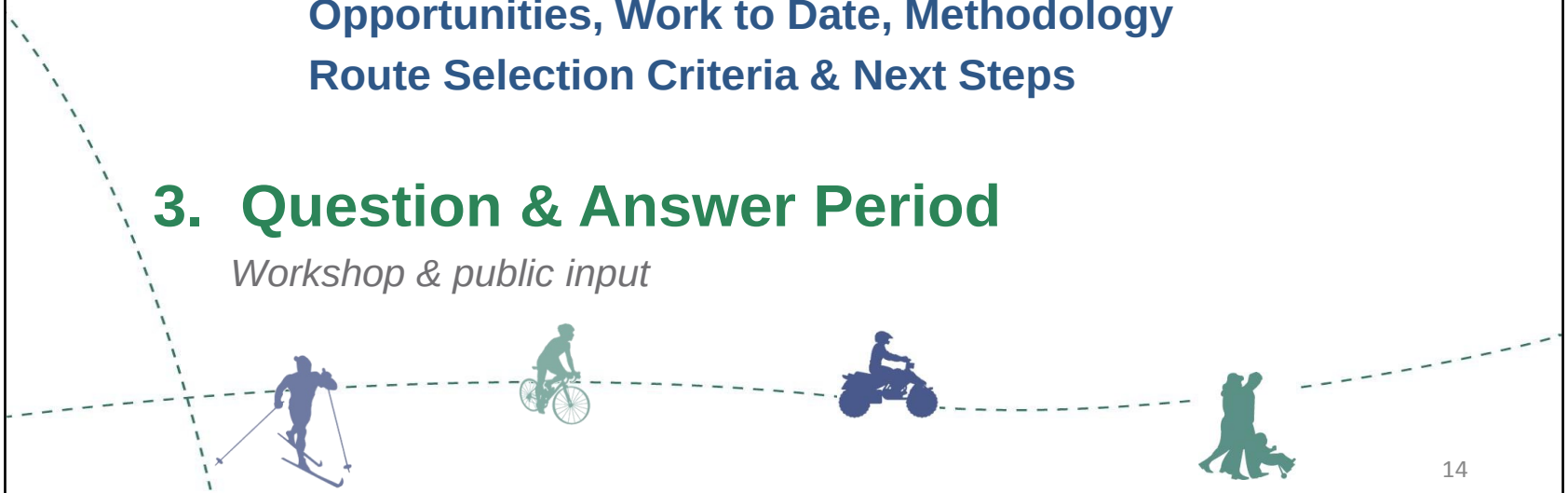
   Principles, Purpose, Benefits of Trails

   Opportunities, Work to Date, Methodology

   Route Selection Criteria & Next Steps

3. **Question & Answer Period**

   Workshop & public input



Next Steps

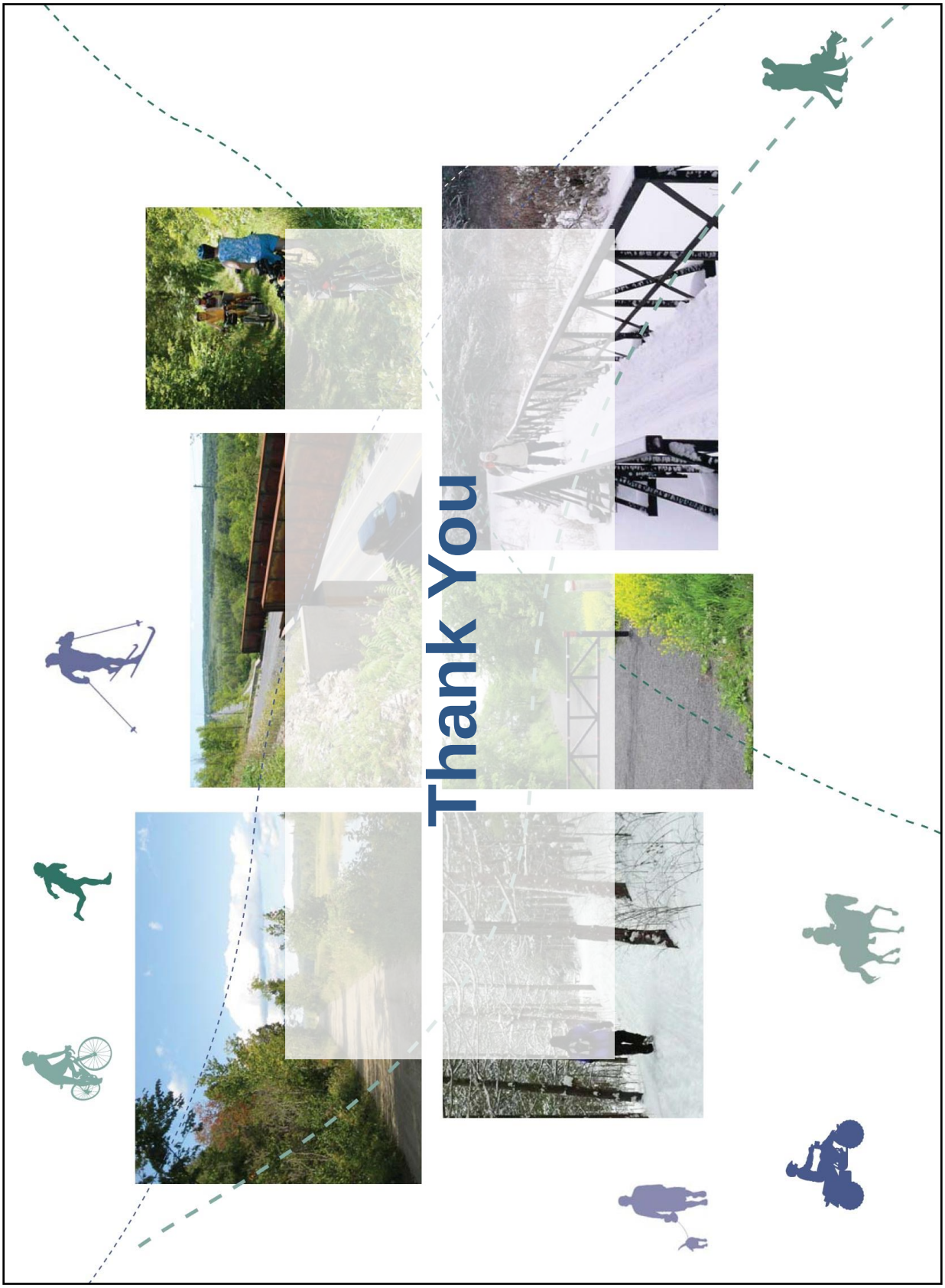
Receive your input and summary of Q+A Workshop

1. **Finalize existing trail inventory**

2. **Update County trail standards**

3. **Outline recommendations for the development of priority trails** including standards and network using criteria identified and public input received.

4. **Final Draft Plan to County of Frontenac – August 2014**


Thank You

Q&A - Workshop

1. Do you use or know of **trails in the County not currently shown?**

2. What **key connection and linkage priorities do you recommend**?

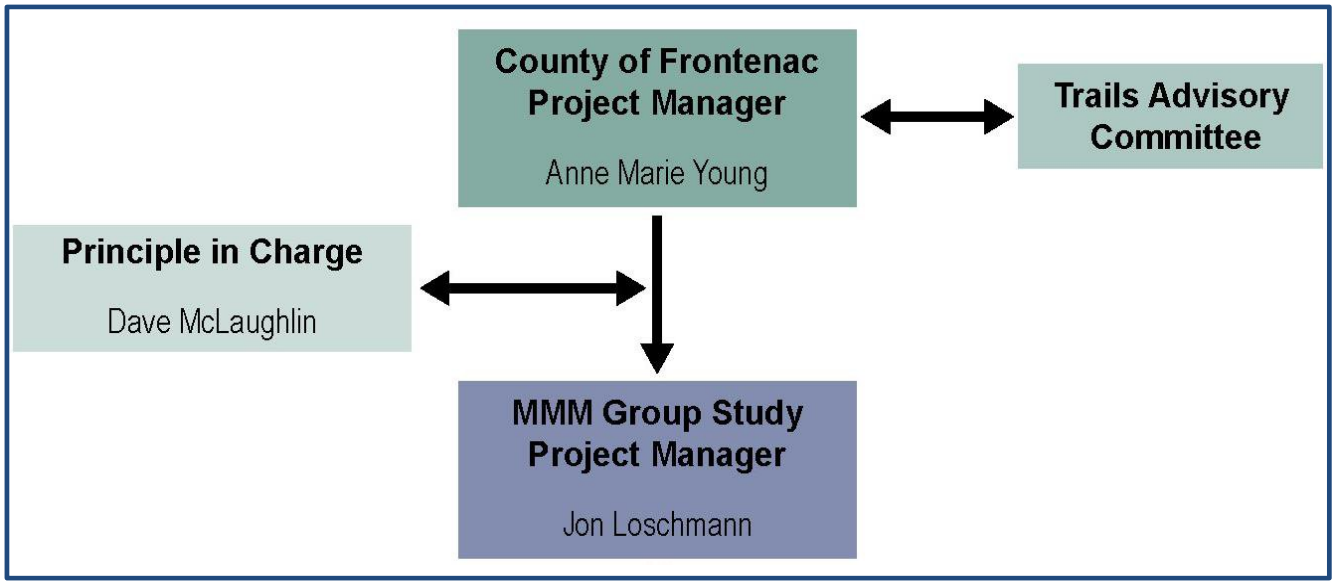
3. Do you have any specific **upgrades and/or user group change** recommendations?

Please share any **other/general recommendations**/ comments to inform the plan

.

- *Trails **concept plan** map using **GIS** software*
- *Develop a **prioritization / ranking list** of potential future trails*
- *Develop a trail **implementation and phasing** plan*

Expertise and Resources

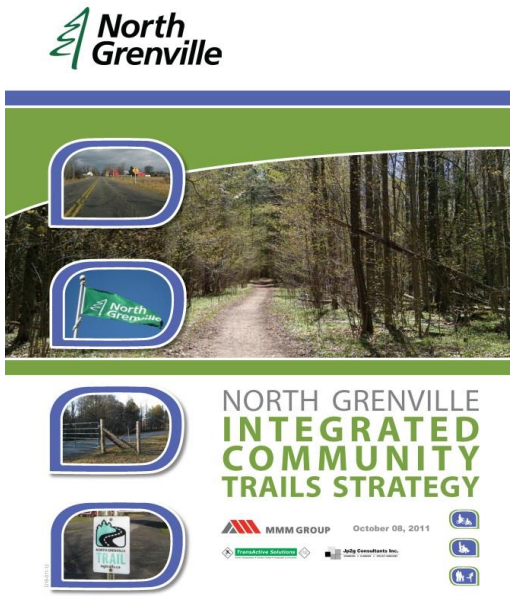


Rewards of Trails

Experience and References

North Grenville Integrated Community Trails Study (2011)

- North Grenville was committed to developing and implementing integrated and network trails
- The health and fitness benefits of the trails were the cornerstone piece for North Grenville
- The trails strategy proposed polices and a network which promoted health and fitness, integrated tourism potential and increased trail connectivity



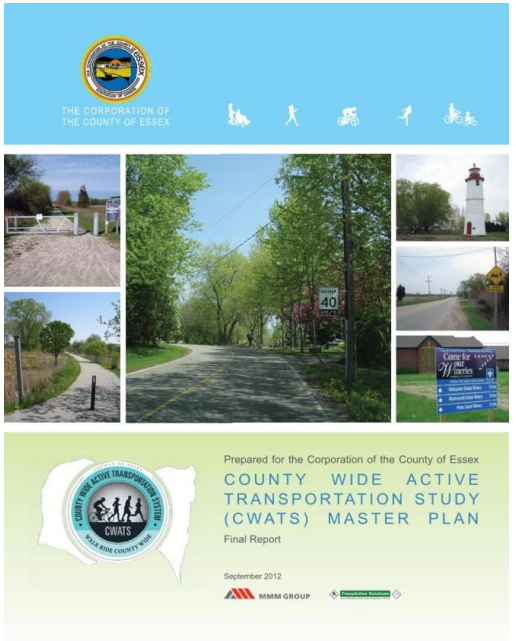
Reference

Mr. Forbes Symon
Director of Planning and Development
Municipality of North Grenville

Experience and References cont'd

County of Essex County-Wide Active Transportation Master Plan (2011)

- Developed a plan to guide the County and local municipalities in the implementation of cycling and pedestrian facilities over a 20 year horizon
- The health and fitness benefits of the trails were the cornerstone piece for the County
- The trails strategy proposed policies and a network which promotes health and fitness, integrated tourism potential and increased trail connectivity



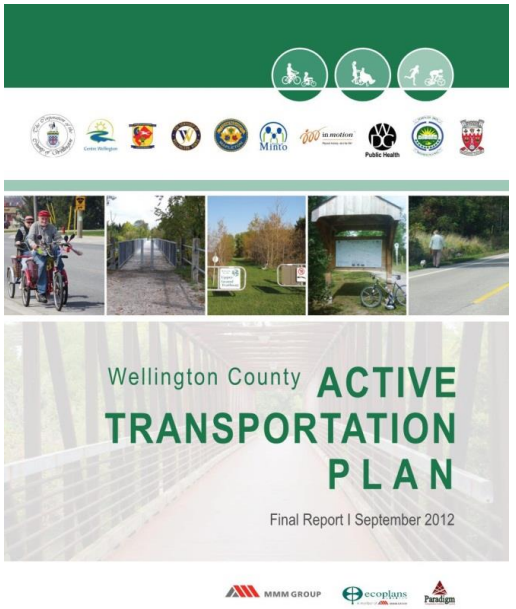
Reference

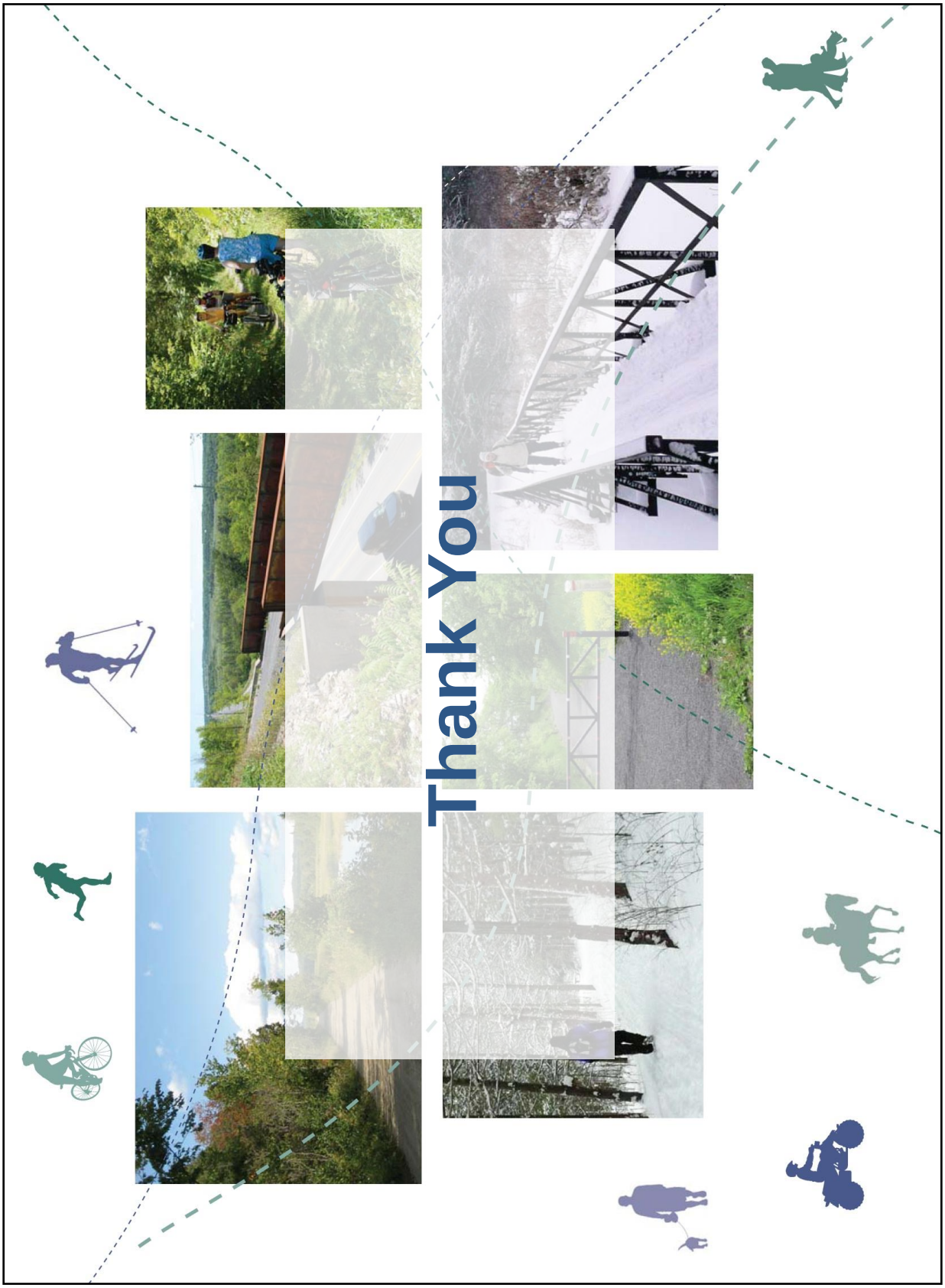
Jane Mustac, P.Eng
Manager of Transportation Planning
County of Essex

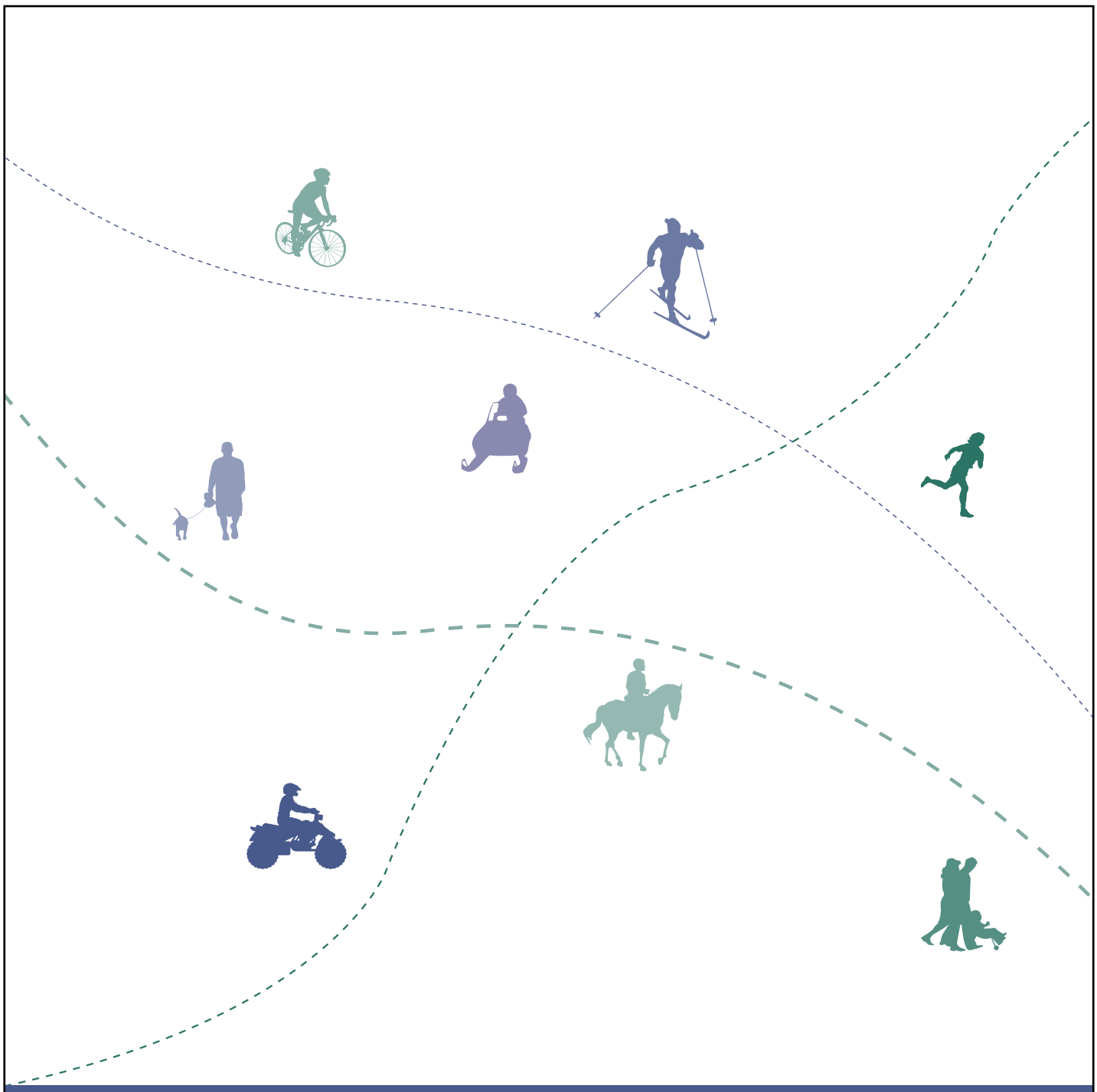
Experience and References cont'd

County of Wellington Active Transportation Master Plan (2012)

- Worked with County of Wellington and local municipalities to develop Master Plan
- Developed to create and improve opportunities throughout the County for active forms of transportation
- The plan built on work that had already be completed and input gathered from the AT Sub-Committee




Thank You



Appendix B
Route Evaluation Worksheets

County of Frontenac – Trails Concept Plan

Trails Priority Tool – September 2014

Part iii: Route Evaluation Worksheet

Chart 1: Route Description	
Route Name:	K&P Trail
Location (Municipality):	County of Frontenac
Route Start Point (nearest roadway, intersection, GPS coordinates etc.):	Highway 38, North of Verona
Route End Point (nearest roadway, intersection, GPS coordinates etc.):	Wilbur
Evaluation Completed by (name and position / title):	John Grieve, MMM Group
Date of Evaluation:	Sep-14

Chart 2: Route Evaluation				
Criteria		**Score** (0-3), or N/A	**Rationale for Score Entered**	**Responsibility** (Ministry / Division / Branch / Office/ etc.)
Step 1: High-Level Route Selection Criteria				
A. Provides linkages to key geographic and cultural features		3		
B. Is a practical part of a spine network which links the townships of Frontenac County		3		
C. Builds upon established cycle tourism routes or corridors with high potential for cycle tourism.		3		
Sub-Total for High-Level Provincial Route Selection Criteria (must have a score of 6 or more to move to Step 2):		9	*If the route scores 6 or greater please proceed to Step 2. If the route scores less than 6 please select an alternative route for consideration / assessment.	
Step 2: Experiential Criteria				
Desirable	1. Scenic & Attractive	2		
	2. Demonstrates Existing and / or Future Demand	3		
	3. Perception of Safety and Security	2		
	4. Level of Comfort	3		
	5. Topography	2		
	6. Consistent with Local Tourism Strategies & Goals	N/A		
Connected	7. Links Significant Destinations and Attractions	2		
	8. Connects Significant Population Centres	3		
	9. Access to Services and Accommodations	3		
	10. Provides Intermodal Links	1		
Logical	11. Easy to Follow	3		
	12. Crosses Major Physical Barrier(s)	3		
	13. Meets User Needs	2		

Chart 2: Route Evaluation (cont'd)				
Criteria		**Score** (0-3), or N/A	**Rationale for Score Entered**	**Responsibility** (Ministry / Division / Branch / Office/ etc.)
Step 3: Safety and Feasibility Criteria				
Route Characteristics & Safety Considerations	1. Motor Vehicle Traffic Volumes	N/A		
	2. Motor Vehicle Operating Speeds	N/A		
	3. Truck and Commercial Vehicle Traffic	N/A		
	4. Sightlines	3		
	5. Emergency Access	2		
	6. Collision History	N/A		
Design Feasibility and Maintenance	7. Makes the Best Use of Existing Area Cycling Infrastructure	N/A		
	8. Appropriateness of Facility Types	N/A		
	9. Local Commitment	N/A		
	10. Benefits vs. Investment Cost	N/A		
	11. Operational / Maintenance	N/A		

Step 4: Final Score	
A. Subtotal (sum of all scores in Step 2 and 3)	43
B. Number of Rows / Criteria receiving N/A Reponses	10
C. Number of Rows where score of 0-3 was entered	17
D. Overall score (Row A / Row C)	2.5

Part iii: Route Evaluation Worksheet

Chart 1: Route Description	
Route Name:	Verona - Frontenac Provincial Park
Location (Municipality):	County of Frontenac
Route Start Point (nearest roadway, intersection, GPS coordinates etc.):	Highway 38 and Desert Lake Road
Route End Point (nearest roadway, intersection, GPS coordinates etc.):	Frontenac Provincial Park
Evaluation Completed by (name and position / title):	John Grieve, MMM Group
Date of Evaluation:	Sep-14

Chart 2: Route Evaluation			
Criteria	**Score** (0-3), or N/A	**Rationale for Score Entered**	**Responsibility** (Ministry / Division / Branch / Office/ etc.)
Step 1: High-Level Route Selection Criteria			
A. Provides linkages to key geographic and cultural features	3		
B. Is a practical part of a spine network which links the townships of Frontenac County	1		
C. Builds upon established cycle tourism routes or corridors with high potential for cycle tourism.	3		
Sub-Total for High-Level Provincial Route Selection Criteria (must have a score of 6 or more to move to Step 2):	7	*If the route scores 6 or greater please proceed to Step 2. If the route scores less than 6 please select an alternative route for consideration / assessment.	
Step 2: Experiential Criteria			
Desirable 1. Scenic & Attractive	3		
2. Demonstrates Existing and / or Future Demand	2		
3. Perception of Safety and Security	1		
4. Level of Comfort	1		
5. Topography	1		
6. Consistent with Local Tourism Strategies & Goals	N/A		
Connected 7. Links Significant Destinations and Attractions	3		
8. Connects Significant Population Centres	2		
9. Access to Services and Accommodations	2		
10. Provides Intermodal Links	1		
Logical 11. Easy to Follow	3		
12. Crosses Major Physical Barrier(s)	N/A		
13. Meets User Needs	2		

Chart 2: Route Evaluation (cont'd)				
Criteria		**Score** (0-3), or N/A	**Rationale for Score Entered**	**Responsibility** (Ministry / Division / Branch / Office/ etc.)
Step 3: Safety and Feasibility Criteria				
Route Characteristics & Safety Considerations	1. Motor Vehicle Traffic Volumes	2		
	2. Motor Vehicle Operating Speeds	2		
	3. Truck and Commercial Vehicle Traffic	3		
	4. Sightlines	2		
	5. Emergency Access	2		
	6. Collision History	N/A		
Design Feasibility and Maintenance	7. Makes the Best Use of Existing Area Cycling Infrastructure	N/A		
	8. Appropriateness of Facility Types	N/A		
	9. Local Commitment	N/A		
	10. Benefits vs. Investment Cost	N/A		
	11. Operational / Maintenance	N/A		

Step 4: Final Score	
A. Subtotal (sum of all scores in Step 2 and 3)	39
B. Number of Rows / Criteria receiving N/A Reponses	8
C. Number of Rows where score of 0-3 was entered	19
D. Overall score (Row A / Row C)	2.1

Part iii: Route Evaluation Worksheet

Chart 1: Route Description	
Route Name:	Sharbot Lake - Sharbot Lake Provincial Park
Location (Municipality):	County of Frontenac
Route Start Point (nearest roadway, intersection, GPS coordinates etc.):	K&P Trail, Sharbot Lake
Route End Point (nearest roadway, intersection, GPS coordinates etc.):	Sharbot Lake Provincial Park
Evaluation Completed by (name and position / title):	John Grieve, MMM Group
Date of Evaluation:	Sep-14

Chart 2: Route Evaluation				
Criteria		**Score** (0-3), or N/A	**Rationale for Score Entered**	**Responsibility** (Ministry / Division / Branch / Office/ etc.)
Step 1: High-Level Route Selection Criteria				
A. Provides linkages to key geographic and cultural features		3		
B. Is a practical part of a spine network which links the townships of Frontenac County		1		
C. Builds upon established cycle tourism routes or corridors with high potential for cycle tourism.		2		
Sub-Total for High-Level Provincial Route Selection Criteria (must have a score of 6 or more to move to Step 2):		6	*If the route scores 6 or greater please proceed to Step 2. If the route scores less than 6 please select an alternative route for consideration / assessment.	
Step 2: Experiential Criteria				
Desirable	1. Scenic & Attractive	2		
	2. Demonstrates Existing and / or Future Demand	3		
	3. Perception of Safety and Security	1		
	4. Level of Comfort	1		
	5. Topography	3		
	6. Consistent with Local Tourism Strategies & Goals	N/A		
Connected	7. Links Significant Destinations and Attractions	3		
	8. Connects Significant Population Centres	2		
	9. Access to Services and Accommodations	2		
	10. Provides Intermodal Links	1		
Logical	11. Easy to Follow	3		
	12. Crosses Major Physical Barrier(s)	N/A		
	13. Meets User Needs	2		

Chart 2: Route Evaluation (cont'd)				
Criteria		**Score** (0-3), or N/A	**Rationale for Score Entered**	**Responsibility** (Ministry / Division / Branch / Office/ etc.)
Step 3: Safety and Feasibility Criteria				
Route Characteristics & Safety Considerations	1. Motor Vehicle Traffic Volumes	1		
	2. Motor Vehicle Operating Speeds	1		
	3. Truck and Commercial Vehicle Traffic	1		
	4. Sightlines	3		
	5. Emergency Access	3		
	6. Collision History	N/A		
Design Feasibility and Maintenance	7. Makes the Best Use of Existing Area Cycling Infrastructure	N/A		
	8. Appropriateness of Facility Types	N/A		
	9. Local Commitment	N/A		
	10. Benefits vs. Investment Cost	N/A		
	11. Operational / Maintenance	N/A		

Step 4: Final Score	
A. Subtotal (sum of all scores in Step 2 and 3)	38
B. Number of Rows / Criteria receiving N/A Reponses	8
C. Number of Rows where score of 0-3 was entered	19
D. Overall score (Row A / Row C)	2.0

Part iii: Route Evaluation Worksheet

Chart 1: Route Description	
Route Name:	Tichborne - Mountain Grove
Location (Municipality):	County of Frontenac
Route Start Point (nearest roadway, intersection, GPS coordinates etc.):	K&P Trail, Tichborne
Route End Point (nearest roadway, intersection, GPS coordinates etc.):	Trans Canada Trail, Mountain Grove
Evaluation Completed by (name and position / title):	John Grieve, MMM Group
Date of Evaluation:	Sep-14

Chart 2: Route Evaluation				
Criteria		**Score** (0-3), or N/A	**Rationale for Score Entered**	**Responsibility** (Ministry / Division / Branch / Office/ etc.)
Step 1: High-Level Route Selection Criteria				
A. Provides linkages to key geographic and cultural features		2		
B. Is a practical part of a spine network which links the townships of Frontenac County		2		
C. Builds upon established cycle tourism routes or corridors with high potential for cycle tourism.		3		
Sub-Total for High-Level Provincial Route Selection Criteria (must have a score of 6 or more to move to Step 2):		7	*If the route scores 6 or greater please proceed to Step 2. If the route scores less than 6 please select an alternative route for consideration / assessment.	
Step 2: Experiential Criteria				
Desirable	1. Scenic & Attractive	2		
	2. Demonstrates Existing and / or Future Demand	2		
	3. Perception of Safety and Security	2		
	4. Level of Comfort	2		
	5. Topography	2		
	6. Consistent with Local Tourism Strategies & Goals	N/A		
Connected	7. Links Significant Destinations and Attractions	2		
	8. Connects Significant Population Centres	2		
	9. Access to Services and Accommodations	2		
	10. Provides Intermodal Links	1		
Logical	11. Easy to Follow	3		
	12. Crosses Major Physical Barrier(s)	N/A		
	13. Meets User Needs	2		

Chart 2: Route Evaluation (cont'd)				
Criteria		**Score** (0-3), or N/A	**Rationale for Score Entered**	**Responsibility** (Ministry / Division / Branch / Office/ etc.)
Step 3: Safety and Feasibility Criteria				
Route Characteristics & Safety Considerations	1. Motor Vehicle Traffic Volumes	2		
	2. Motor Vehicle Operating Speeds	2		
	3. Truck and Commercial Vehicle Traffic	1		
	4. Sightlines	3		
	5. Emergency Access	3		
	6. Collision History	N/A		
Design Feasibility and Maintenance	7. Makes the Best Use of Existing Area Cycling Infrastructure	N/A		
	8. Appropriateness of Facility Types	N/A		
	9. Local Commitment	N/A		
	10. Benefits vs. Investment Cost	N/A		
	11. Operational / Maintenance	N/A		

Step 4: Final Score	
A. Subtotal (sum of all scores in Step 2 and 3)	40
B. Number of Rows / Criteria receiving N/A Reponses	8
C. Number of Rows where score of 0-3 was entered	19
D. Overall score (Row A / Row C)	2.1

Part iii: Route Evaluation Worksheet

Chart 1: Route Description	
Route Name:	Arden - Myers Cave
Location (Municipality):	County of Frontenac
Route Start Point (nearest roadway, intersection, GPS coordinates etc.):	Trans Canada Trail, Arden
Route End Point (nearest roadway, intersection, GPS coordinates etc.):	Myers Cave
Evaluation Completed by (name and position / title):	John Grieve, MMM Group
Date of Evaluation:	Sep-14

Chart 2: Route Evaluation			
Criteria	**Score** (0-3), or N/A	**Rationale for Score Entered**	**Responsibility** (Ministry / Division / Branch / Office/ etc.)
Step 1: High-Level Route Selection Criteria			
A. Provides linkages to key geographic and cultural features	2		
B. Is a practical part of a spine network which links the townships of Frontenac County	2		
C. Builds upon established cycle tourism routes or corridors with high potential for cycle tourism.	3		
Sub-Total for High-Level Provincial Route Selection Criteria (must have a score of 6 or more to move to Step 2):	7	*If the route scores 6 or greater please proceed to Step 2. If the route scores less than 6 please select an alternative route for consideration / assessment.	
Step 2: Experiential Criteria			
Desirable 1. Scenic & Attractive	2		
2. Demonstrates Existing and / or Future Demand	2		
3. Perception of Safety and Security	2		
4. Level of Comfort	2		
5. Topography	2		
6. Consistent with Local Tourism Strategies & Goals	N/A		
Connected 7. Links Significant Destinations and Attractions	2		
8. Connects Significant Population Centres	2		
9. Access to Services and Accommodations	2		
10. Provides Intermodal Links	1		
Logical 11. Easy to Follow	3		
12. Crosses Major Physical Barrier(s)	N/A		
13. Meets User Needs	2		

Chart 2: Route Evaluation (cont'd)				
Criteria		**Score** (0-3), or N/A	**Rationale for Score Entered**	**Responsibility** (Ministry / Division / Branch / Office/ etc.)
Step 3: Safety and Feasibility Criteria				
Route Characteristics & Safety Considerations	1. Motor Vehicle Traffic Volumes	2		
	2. Motor Vehicle Operating Speeds	2		
	3. Truck and Commercial Vehicle Traffic	1		
	4. Sightlines	3		
	5. Emergency Access	3		
	6. Collision History	N/A		
Design Feasibility and Maintenance	7. Makes the Best Use of Existing Area Cycling Infrastructure	N/A		
	8. Appropriateness of Facility Types	N/A		
	9. Local Commitment	N/A		
	10. Benefits vs. Investment Cost	N/A		
	11. Operational / Maintenance	N/A		

Step 4: Final Score	
A. Subtotal (sum of all scores in Step 2 and 3)	40
B. Number of Rows / Criteria receiving N/A Reponses	8
C. Number of Rows where score of 0-3 was entered	19
D. Overall score (Row A / Row C)	2.1

Part iii: Route Evaluation Worksheet

Chart 1: Route Description	
Route Name:	K&P Trail - Ompah - Plevna
Location (Municipality):	County of Frontenac
Route Start Point (nearest roadway, intersection, GPS coordinates etc.):	K&P Trail
Route End Point (nearest roadway, intersection, GPS coordinates etc.):	Plevna
Evaluation Completed by (name and position / title):	John Grieve, MMM Group
Date of Evaluation:	Sep-14

Chart 2: Route Evaluation				
Criteria		**Score** (0-3), or N/A	**Rationale for Score Entered**	**Responsibility** (Ministry / Division / Branch / Office/ etc.)
Step 1: High-Level Route Selection Criteria				
A. Provides linkages to key geographic and cultural features		2		
B. Is a practical part of a spine network which links the townships of Frontenac County		2		
C. Builds upon established cycle tourism routes or corridors with high potential for cycle tourism.		2		
Sub-Total for High-Level Provincial Route Selection Criteria (must have a score of 6 or more to move to Step 2):		6	*If the route scores 6 or greater please proceed to Step 2. If the route scores less than 6 please select an alternative route for consideration / assessment.	
Step 2: Experiential Criteria				
Desirable	1. Scenic & Attractive	2		
	2. Demonstrates Existing and / or Future Demand	2		
	3. Perception of Safety and Security	2		
	4. Level of Comfort	2		
	5. Topography	2		
	6. Consistent with Local Tourism Strategies & Goals	N/A		
Connected	7. Links Significant Destinations and Attractions	2		
	8. Connects Significant Population Centres	2		
	9. Access to Services and Accommodations	2		
	10. Provides Intermodal Links	1		
Logical	11. Easy to Follow	3		
	12. Crosses Major Physical Barrier(s)	N/A		
	13. Meets User Needs	2		

Chart 2: Route Evaluation (cont'd)				
Criteria		**Score** (0-3), or N/A	**Rationale for Score Entered**	**Responsibility** (Ministry / Division / Branch / Office/ etc.)
Step 3: Safety and Feasibility Criteria				
Route Characteristics & Safety Considerations	1. Motor Vehicle Traffic Volumes	2		
	2. Motor Vehicle Operating Speeds	2		
	3. Truck and Commercial Vehicle Traffic	1		
	4. Sightlines	3		
	5. Emergency Access	3		
	6. Collision History	N/A		
Design Feasibility and Maintenance	7. Makes the Best Use of Existing Area Cycling Infrastructure	N/A		
	8. Appropriateness of Facility Types	N/A		
	9. Local Commitment	N/A		
	10. Benefits vs. Investment Cost	N/A		
	11. Operational / Maintenance	N/A		

Step 4: Final Score	
A. Subtotal (sum of all scores in Step 2 and 3)	39
B. Number of Rows / Criteria receiving N/A Reponses	8
C. Number of Rows where score of 0-3 was entered	19
D. Overall score (Row A / Row C)	2.1

Part iii: Route Evaluation Worksheet

Chart 1: Route Description	
Route Name:	Verona - Bellrock
Location (Municipality):	County of Frontenac
Route Start Point (nearest roadway, intersection, GPS coordinates etc.):	K&P Trail, Verona
Route End Point (nearest roadway, intersection, GPS coordinates etc.):	Bellrock
Evaluation Completed by (name and position / title):	John Grieve, MMM Group
Date of Evaluation:	Sep-14

Chart 2: Route Evaluation			
Criteria	**Score** (0-3), or N/A	**Rationale for Score Entered**	**Responsibility** (Ministry / Division / Branch / Office/ etc.)
Step 1: High-Level Route Selection Criteria			
A. Provides linkages to key geographic and cultural features	3		
B. Is a practical part of a spine network which links the townships of Frontenac County	2		
C. Builds upon established cycle tourism routes or corridors with high potential for cycle tourism.	2		
Sub-Total for High-Level Provincial Route Selection Criteria (must have a score of 6 or more to move to Step 2):	7	*If the route scores 6 or greater please proceed to Step 2. If the route scores less than 6 please select an alternative route for consideration / assessment.	
Step 2: Experiential Criteria			
Desirable — 1. Scenic & Attractive	2		
2. Demonstrates Existing and / or Future Demand	2		
3. Perception of Safety and Security	2		
4. Level of Comfort	2		
5. Topography	2		
6. Consistent with Local Tourism Strategies & Goals	N/A		
Connected — 7. Links Significant Destinations and Attractions	3		
8. Connects Significant Population Centres	3		
9. Access to Services and Accommodations	3		
10. Provides Intermodal Links	1		
Logical — 11. Easy to Follow	3		
12. Crosses Major Physical Barrier(s)	N/A		
13. Meets User Needs	2		

Chart 2: Route Evaluation (cont'd)				
Criteria		**Score** (0-3), or N/A	**Rationale for Score Entered**	**Responsibility** (Ministry / Division / Branch / Office/ etc.)
Step 3: Safety and Feasibility Criteria				
Route Characteristics & Safety Considerations	1. Motor Vehicle Traffic Volumes	2		
	2. Motor Vehicle Operating Speeds	2		
	3. Truck and Commercial Vehicle Traffic	1		
	4. Sightlines	3		
	5. Emergency Access	3		
	6. Collision History	N/A		
Design Feasibility and Maintenance	7. Makes the Best Use of Existing Area Cycling Infrastructure	N/A		
	8. Appropriateness of Facility Types	N/A		
	9. Local Commitment	N/A		
	10. Benefits vs. Investment Cost	N/A		
	11. Operational / Maintenance	N/A		

Step 4: Final Score	
A. Subtotal (sum of all scores in Step 2 and 3)	43
B. Number of Rows / Criteria receiving N/A Reponses	8
C. Number of Rows where score of 0-3 was entered	19
D. Overall score (Row A / Row C)	2.3

Part iii: Route Evaluation Worksheet

Chart 1: Route Description	
Route Name:	Verona - Tichborne - Parham - Bellrock Loop
Location (Municipality):	County of Frontenac
Route Start Point (nearest roadway, intersection, GPS coordinates etc.):	Parham,
Route End Point (nearest roadway, intersection, GPS coordinates etc.):	Bellorock Road, Bellrock
Evaluation Completed by (name and position / title):	John Grieve, MMM Group
Date of Evaluation:	Sep-14

Chart 2: Route Evaluation			
Criteria	**Score** (0-3), or N/A	**Rationale for Score Entered**	**Responsibility** (Ministry / Division / Branch / Office/ etc.)
Step 1: High-Level Route Selection Criteria			
A. Provides linkages to key geographic and cultural features	3		
B. Is a practical part of a spine network which links the townships of Frontenac County	2		
C. Builds upon established cycle tourism routes or corridors with high potential for cycle tourism.	2		
Sub-Total for High-Level Provincial Route Selection Criteria (must have a score of 6 or more to move to Step 2):	7	*If the route scores 6 or greater please proceed to Step 2. If the route scores less than 6 please select an alternative route for consideration / assessment.	
Step 2: Experiential Criteria			
Desirable — 1. Scenic & Attractive	2		
2. Demonstrates Existing and / or Future Demand	3		
3. Perception of Safety and Security	2		
4. Level of Comfort	2		
5. Topography	2		
6. Consistent with Local Tourism Strategies & Goals	N/A		
Connected — 7. Links Significant Destinations and Attractions	3		
8. Connects Significant Population Centres	3		
9. Access to Services and Accommodations	3		
10. Provides Intermodal Links	1		
Logical — 11. Easy to Follow	3		
12. Crosses Major Physical Barrier(s)	N/A		
13. Meets User Needs	2		

Chart 2: Route Evaluation (cont'd)				
Criteria		**Score** (0-3), or N/A	**Rationale for Score Entered**	**Responsibility** (Ministry / Division / Branch / Office/ etc.)
Step 3: Safety and Feasibility Criteria				
Route Characteristics & Safety Considerations	1. Motor Vehicle Traffic Volumes	2		
	2. Motor Vehicle Operating Speeds	2		
	3. Truck and Commercial Vehicle Traffic	2		
	4. Sightlines	3		
	5. Emergency Access	3		
	6. Collision History	N/A		
Design Feasibility and Maintenance	7. Makes the Best Use of Existing Area Cycling Infrastructure	N/A		
	8. Appropriateness of Facility Types	N/A		
	9. Local Commitment	N/A		
	10. Benefits vs. Investment Cost	N/A		
	11. Operational / Maintenance	N/A		

Step 4: Final Score	
A. Subtotal (sum of all scores in Step 2 and 3)	45
B. Number of Rows / Criteria receiving N/A Reponses	8
C. Number of Rows where score of 0-3 was entered	19
D. Overall score (Row A / Row C)	2.4

Part iii: Route Evaluation Worksheet

Chart 1: Route Description	
Route Name:	Godfrey - Westport
Location (Municipality):	County of Frontenac
Route Start Point (nearest roadway, intersection, GPS coordinates etc.):	K&P Trail, Godfrey
Route End Point (nearest roadway, intersection, GPS coordinates etc.):	Westport Road, County of Frontenac/Leeds and Grenville Boundary
Evaluation Completed by (name and position / title):	John Grieve, MMM Group
Date of Evaluation:	Sep-14

Chart 2: Route Evaluation			
Criteria	**Score** (0-3), or N/A	**Rationale for Score Entered**	**Responsibility** (Ministry / Division / Branch / Office/ etc.)
Step 1: High-Level Route Selection Criteria			
A. Provides linkages to key geographic and cultural features	3		
B. Is a practical part of a spine network which links the townships of Frontenac County	2		
C. Builds upon established cycle tourism routes or corridors with high potential for cycle tourism.	2		
Sub-Total for High-Level Provincial Route Selection Criteria (must have a score of 6 or more to move to Step 2):	7	*If the route scores 6 or greater please proceed to Step 2. If the route scores less than 6 please select an alternative route for consideration / assessment.	
Step 2: Experiential Criteria			
Desirable — 1. Scenic & Attractive	2		
2. Demonstrates Existing and / or Future Demand	3		
3. Perception of Safety and Security	2		
4. Level of Comfort	2		
5. Topography	2		
6. Consistent with Local Tourism Strategies & Goals	N/A		
Connected — 7. Links Significant Destinations and Attractions	3		
8. Connects Significant Population Centres	3		
9. Access to Services and Accommodations	3		
10. Provides Intermodal Links	1		
Logical — 11. Easy to Follow	3		
12. Crosses Major Physical Barrier(s)	N/A		
13. Meets User Needs	2		

Chart 2: Route Evaluation (cont'd)				
Criteria		**Score** (0-3), or N/A	**Rationale for Score Entered**	**Responsibility** (Ministry / Division / Branch / Office/ etc.)
Step 3: Safety and Feasibility Criteria				
Route Characteristics & Safety Considerations	1. Motor Vehicle Traffic Volumes	2		
	2. Motor Vehicle Operating Speeds	2		
	3. Truck and Commercial Vehicle Traffic	1		
	4. Sightlines	3		
	5. Emergency Access	3		
	6. Collision History	N/A		
Design Feasibility and Maintenance	7. Makes the Best Use of Existing Area Cycling Infrastructure	N/A		
	8. Appropriateness of Facility Types	N/A		
	9. Local Commitment	N/A		
	10. Benefits vs. Investment Cost	N/A		
	11. Operational / Maintenance	N/A		

Step 4: Final Score	
A. Subtotal (sum of all scores in Step 2 and 3)	44
B. Number of Rows / Criteria receiving N/A Reponses	8
C. Number of Rows where score of 0-3 was entered	19
D. Overall score (Row A / Row C)	2.3

Part iii: Route Evaluation Worksheet

Chart 1: Route Description	
Route Name:	Westport - Kingston
Location (Municipality):	County of Frontenac
Route Start Point (nearest roadway, intersection, GPS coordinates etc.):	Perth Road, Frontenac County/Leeds and Grenville Boundary
Route End Point (nearest roadway, intersection, GPS coordinates etc.):	Perth Road, Frontenac County/City of Kingston Boundary
Evaluation Completed by (name and position / title):	John Grieve, MMM Group
Date of Evaluation:	Sep-14

Chart 2: Route Evaluation			
Criteria	**Score** (0-3), or N/A	**Rationale for Score Entered**	**Responsibility** (Ministry / Division / Branch / Office/ etc.)
Step 1: High-Level Route Selection Criteria			
A. Provides linkages to key geographic and cultural features	3		
B. Is a practical part of a spine network which links the townships of Frontenac County	2		
C. Builds upon established cycle tourism routes or corridors with high potential for cycle tourism.	2		
Sub-Total for High-Level Provincial Route Selection Criteria (must have a score of 6 or more to move to Step 2):	7	*If the route scores 6 or greater please proceed to Step 2. If the route scores less than 6 please select an alternative route for consideration / assessment.	
Step 2: Experiential Criteria			
Desirable — 1. Scenic & Attractive	2		
2. Demonstrates Existing and / or Future Demand	2		
3. Perception of Safety and Security	2		
4. Level of Comfort	2		
5. Topography	2		
6. Consistent with Local Tourism Strategies & Goals	N/A		
Connected — 7. Links Significant Destinations and Attractions	3		
8. Connects Significant Population Centres	3		
9. Access to Services and Accommodations	2		
10. Provides Intermodal Links	1		
Logical — 11. Easy to Follow	3		
12. Crosses Major Physical Barrier(s)	N/A		
13. Meets User Needs	2		

Chart 2: Route Evaluation (cont'd)				
Criteria		**Score** (0-3), or N/A	**Rationale for Score Entered**	**Responsibility** (Ministry / Division / Branch / Office/ etc.)
Step 3: Safety and Feasibility Criteria				
Route Characteristics & Safety Considerations	1. Motor Vehicle Traffic Volumes	2		
	2. Motor Vehicle Operating Speeds	2		
	3. Truck and Commercial Vehicle Traffic	1		
	4. Sightlines	3		
	5. Emergency Access	3		
	6. Collision History	N/A		
Design Feasibility and Maintenance	7. Makes the Best Use of Existing Area Cycling Infrastructure	N/A		
	8. Appropriateness of Facility Types	N/A		
	9. Local Commitment	N/A		
	10. Benefits vs. Investment Cost	N/A		
	11. Operational / Maintenance	N/A		

Step 4: Final Score	
A. Subtotal (sum of all scores in Step 2 and 3)	42
B. Number of Rows / Criteria receiving N/A Reponses	8
C. Number of Rows where score of 0-3 was entered	19
D. Overall score (Row A / Row C)	2.2

Part iii: Route Evaluation Worksheet

Chart 1: Route Description	
Route Name:	Battersea - Kingston
Location (Municipality):	County of Frontenac
Route Start Point (nearest roadway, intersection, GPS coordinates etc.):	Battersea Road, Battersea
Route End Point (nearest roadway, intersection, GPS coordinates etc.):	Battersea Road, Frontenac County/City of Kingston Boundary
Evaluation Completed by (name and position / title):	John Grieve, MMM Group
Date of Evaluation:	Sep-14

Chart 2: Route Evaluation				
Criteria		**Score** (0-3), or N/A	**Rationale for Score Entered**	**Responsibility** (Ministry / Division / Branch / Office/ etc.)
Step 1: High-Level Route Selection Criteria				
A. Provides linkages to key geographic and cultural features		3		
B. Is a practical part of a spine network which links the townships of Frontenac County		2		
C. Builds upon established cycle tourism routes or corridors with high potential for cycle tourism.		2		
Sub-Total for High-Level Provincial Route Selection Criteria (must have a score of 6 or more to move to Step 2):		7	*If the route scores 6 or greater please proceed to Step 2. If the route scores less than 6 please select an alternative route for consideration / assessment.	
Step 2: Experiential Criteria				
Desirable	1. Scenic & Attractive	2		
	2. Demonstrates Existing and / or Future Demand	2		
	3. Perception of Safety and Security	2		
	4. Level of Comfort	2		
	5. Topography	2		
	6. Consistent with Local Tourism Strategies & Goals	N/A		
Connected	7. Links Significant Destinations and Attractions	3		
	8. Connects Significant Population Centres	3		
	9. Access to Services and Accommodations	2		
	10. Provides Intermodal Links	1		
Logical	11. Easy to Follow	3		
	12. Crosses Major Physical Barrier(s)	N/A		
	13. Meets User Needs	2		

Chart 2: Route Evaluation (cont'd)				
Criteria		**Score** (0-3), or N/A	**Rationale for Score Entered**	**Responsibility** (Ministry / Division / Branch / Office/ etc.)
Step 3: Safety and Feasibility Criteria				
Route Characteristics & Safety Considerations	1. Motor Vehicle Traffic Volumes	2		
	2. Motor Vehicle Operating Speeds	2		
	3. Truck and Commercial Vehicle Traffic	1		
	4. Sightlines	3		
	5. Emergency Access	3		
	6. Collision History	N/A		
Design Feasibility and Maintenance	7. Makes the Best Use of Existing Area Cycling Infrastructure	N/A		
	8. Appropriateness of Facility Types	N/A		
	9. Local Commitment	N/A		
	10. Benefits vs. Investment Cost	N/A		
	11. Operational / Maintenance	N/A		

Step 4: Final Score	
A. Subtotal (sum of all scores in Step 2 and 3)	42
B. Number of Rows / Criteria receiving N/A Reponses	8
C. Number of Rows where score of 0-3 was entered	19
D. Overall score (Row A / Row C)	2.2

Part iii: Route Evaluation Worksheet

Chart 1: Route Description	
Route Name:	Inverary - Sunbury
Location (Municipality):	County of Frontenac
Route Start Point (nearest roadway, intersection, GPS coordinates etc.):	Parth Road, Inverary
Route End Point (nearest roadway, intersection, GPS coordinates etc.):	Battersea Road, Battersea
Evaluation Completed by (name and position / title):	John Grieve, MMM Group
Date of Evaluation:	Sep-14

Chart 2: Route Evaluation			
Criteria	**Score** (0-3), or N/A	**Rationale for Score Entered**	**Responsibility** (Ministry / Division / Branch / Office/ etc.)
Step 1: High-Level Route Selection Criteria			
A. Provides linkages to key geographic and cultural features	3		
B. Is a practical part of a spine network which links the townships of Frontenac County	2		
C. Builds upon established cycle tourism routes or corridors with high potential for cycle tourism.	2		
Sub-Total for High-Level Provincial Route Selection Criteria (must have a score of 6 or more to move to Step 2):	7	*If the route scores 6 or greater please proceed to Step 2. If the route scores less than 6 please select an alternative route for consideration / assessment.	
Step 2: Experiential Criteria			
Desirable 1. Scenic & Attractive	2		
2. Demonstrates Existing and / or Future Demand	2		
3. Perception of Safety and Security	2		
4. Level of Comfort	2		
5. Topography	2		
6. Consistent with Local Tourism Strategies & Goals	N/A		
Connected 7. Links Significant Destinations and Attractions	3		
8. Connects Significant Population Centres	3		
9. Access to Services and Accommodations	2		
10. Provides Intermodal Links	1		
Logical 11. Easy to Follow	3		
12. Crosses Major Physical Barrier(s)	N/A		
13. Meets User Needs	2		

Chart 2: Route Evaluation (cont'd)				
Criteria		**Score** (0-3), or N/A	**Rationale for Score Entered**	**Responsibility** (Ministry / Division / Branch / Office/ etc.)
Step 3: Safety and Feasibility Criteria				
Route Characteristics & Safety Considerations	1. Motor Vehicle Traffic Volumes	2		
	2. Motor Vehicle Operating Speeds	2		
	3. Truck and Commercial Vehicle Traffic	1		
	4. Sightlines	3		
	5. Emergency Access	3		
	6. Collision History	N/A		
Design Feasibility and Maintenance	7. Makes the Best Use of Existing Area Cycling Infrastructure	N/A		
	8. Appropriateness of Facility Types	N/A		
	9. Local Commitment	N/A		
	10. Benefits vs. Investment Cost	N/A		
	11. Operational / Maintenance	N/A		

Step 4: Final Score	
A. Subtotal (sum of all scores in Step 2 and 3)	42
B. Number of Rows / Criteria receiving N/A Reponses	8
C. Number of Rows where score of 0-3 was entered	19
D. Overall score (Row A / Row C)	2.2

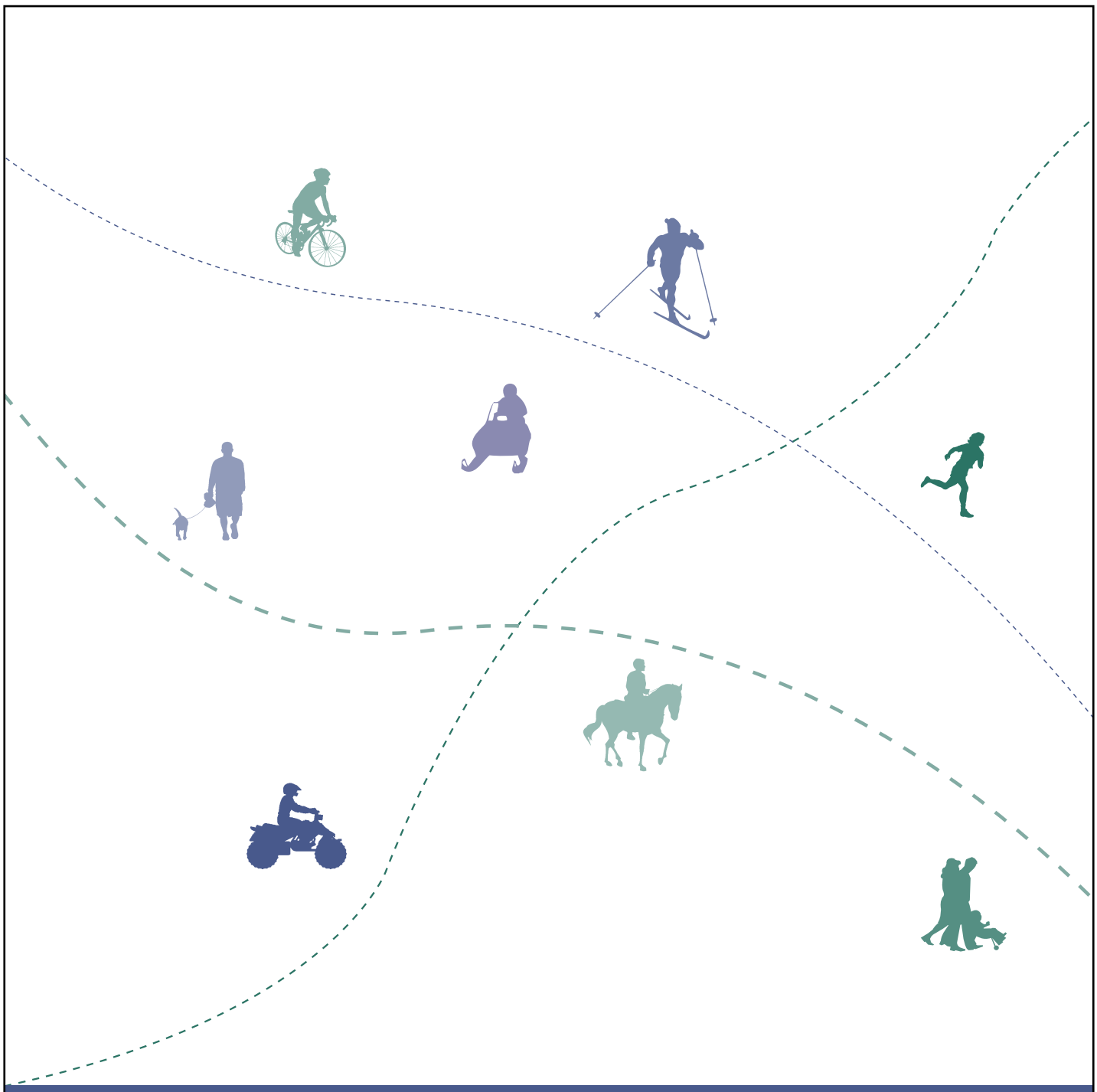
Part iii: Route Evaluation Worksheet

Chart 1: Route Description	
Route Name:	Frontenac Islands - Winter Dock
Location (Municipality):	County of Frontenac
Route Start Point (nearest roadway, intersection, GPS coordinates etc.):	Dawson Point Road Ferry Ramp
Route End Point (nearest roadway, intersection, GPS coordinates etc.):	Joy Road and County Road 96
Evaluation Completed by (name and position / title):	John Grieve, MMM Group
Date of Evaluation:	Sep-14

Chart 2: Route Evaluation			
Criteria	**Score** (0-3), or N/A	**Rationale for Score Entered**	**Responsibility** (Ministry / Division / Branch / Office/ etc.)
Step 1: High-Level Route Selection Criteria			
A. Provides linkages to key geographic and cultural features	3		
B. Is a practical part of a spine network which links the townships of Frontenac County	0		
C. Builds upon established cycle tourism routes or corridors with high potential for cycle tourism.	3		
Sub-Total for High-Level Provincial Route Selection Criteria (must have a score of 6 or more to move to Step 2):	6	*If the route scores 6 or greater please proceed to Step 2. If the route scores less than 6 please select an alternative route for consideration / assessment.	
Step 2: Experiential Criteria			
Desirable — 1. Scenic & Attractive	3		
2. Demonstrates Existing and / or Future Demand	2		
3. Perception of Safety and Security	2		
4. Level of Comfort	2		
5. Topography	3		
6. Consistent with Local Tourism Strategies & Goals	N/A		
Connected — 7. Links Significant Destinations and Attractions	2		
8. Connects Significant Population Centres	2		
9. Access to Services and Accommodations	2		
10. Provides Intermodal Links	1		
Logical — 11. Easy to Follow	3		
12. Crosses Major Physical Barrier(s)	N/A		
13. Meets User Needs	2		

Chart 2: Route Evaluation (cont'd)				
Criteria		**Score** (0-3), or N/A	**Rationale for Score Entered**	**Responsibility** (Ministry / Division / Branch / Office/ etc.)
Step 3: Safety and Feasibility Criteria				
Route Characteristics & Safety Considerations	1. Motor Vehicle Traffic Volumes	1		
	2. Motor Vehicle Operating Speeds	2		
	3. Truck and Commercial Vehicle Traffic	1		
	4. Sightlines	3		
	5. Emergency Access	2		
	6. Collision History	N/A		
Design Feasibility and Maintenance	7. Makes the Best Use of Existing Area Cycling Infrastructure	N/A		
	8. Appropriateness of Facility Types	N/A		
	9. Local Commitment	N/A		
	10. Benefits vs. Investment Cost	N/A		
	11. Operational / Maintenance	N/A		

Step 4: Final Score	
A. Subtotal (sum of all scores in Step 2 and 3)	39
B. Number of Rows / Criteria receiving N/A Reponses	8
C. Number of Rows where score of 0-3 was entered	19
D. Overall score (Row A / Row C)	2.1



Appendix C
Sample Unit Prices

SAMPLE - Unit Prices

County of Frontenac - Trails Concept Plan

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ITEM	DESCRIPTION	UNIT	VALUE	COMMENTS/ASSUMPTIONS
				1.0 GENERAL ACTIVE TRANSPORTATION FACILITIES
	Shared Lanes / Paved Shoulders			
1	Signed Bike Route in Urban Area	linear KM	$1,500.00	Price for both sides of the road, assumes one sign a minimum of every 330m / direction of travel (e.g. 6 signs / km).
2	Signed Bike Route in Rural Area	linear KM	$1,000.00	Price for both sides of the road, assumes one sign a minimum of every 600m / direction of travel (e.g. 4 signs / km)
3	Signed Bike Route with Sharrow Lane Markings	linear KM	$3,500.00	Price for both sides of the road, includes route signs every 330m ($1,500/km both sides), and sharrow stencil every 75m as per Ministry Guidelines (Painted $75 each x 26/km = $1,950 in table) If thermoplastic type product is used assume $250 / each x 26 = $6,500 source Flint Trading Inc.
4	Signed Bike Route with Wide Curb Lane with Construction of a New Road	linear KM	$60,000.00	Price for both sides of the road, assumes 0.5m to 1.0m widening on both sides of the road (3.5m to 4.0m)
5	Signed Bike Route with Wide Curb Lane with Road Reconstruction Project	linear KM	$240,000.00	Price for both sides of the road, includes curb replacement, catch basin adjustments, lead extensions and driveway ramps
6	Signed Bike Route with Paved Shoulder in conjunction with existing road reconstruction / resurfacing	linear KM	$55,000.00	Price for both sides of the road, 1.5m paved shoulder, assumes cycling project pays for additional granular base, asphalt and edge line (assume $110,000 per kilometre if additional widening of granular base required)
7	Signed Bike Route with Buffered Paved Shoulder in conjunction with existing road reconstruction / resurfacing project	linear KM	$150,000.00	Price for both sides of the road, 1.5m paved shoulder + 0.5 to 1.0m paved buffer, assumes cycling project pays for additional granular base, asphalt, edge lines and signs (buffer zone framed by white edge lines)
8	Addition of Rumble Strip to Existing Buffered Paved Shoulder (rural)	linear KM	$3,000.00	Price for both sides
9	Granular Shoulder Sealing	linear KM	$3,000.00	Both sides spray emulsion applied to harden the granular shoulder. This will reduce gravel on the paved portion of the shoulder and significantly reduce shoulder maintenance.
	Active Transportation Paths and Multi-Use Trails			
1	Two Way Active Transportation Multi-use path within road right-of-way	linear KM	$275,000.00	3.0m wide hard surface pathway (asphalt) within road right of way (no utility relocations). Does not include trail lighting.
2	Two Way Active Transportation Multi-use path within road right-of-way on one side with removal of existing sidewalk	linear KM	$320,000.00	3.0m wide hard surface pathway (asphalt) within road right of way on one side of road in place of 1.5m concrete sidewalk (includes crushing of existing sidewalk and compacting for trail base). Does not include trail lighting.
3	Concrete Splash Strip placed within road right-of-way between Active Transportation Multi-Use Path and Roadway	m²	$150.00	Colour Stamped Concrete
4	Hard Surfaced Off-Road Multi-Use Trail Outside of Road Right-of-Way in an Urban Setting (New)	linear KM	$250,000.00	3.0m wide hard surface pathway (asphalt) within park setting (normal conditions) 90mm asphalt depth
5	Hard Surfaced Off-Road Multi-Use Trail Outside of Road Right-of-Way in an Urban Setting (Upgrade existing granular surface)	linear KM	$100,000.00	Includes some new base work (25% approx.), half of the material excavated is removed from site. Add trail marker signs
6	Granular Surfaced Off-Road Multi-Use Trail Outside of Road Right-of-Way in an Urban Setting	linear KM	$140,000.00	3.0m wide, compacted stone dust surface normal site conditions
7	Granular Surfaced Off-Road Multi-Use Trail Outside of Road Right-of-Way in an Rural Setting (New)	linear KM	$200,000.00	3.0m wide, compacted stone dust surface in complex site conditions (includes cost of clearing and grubbing)
8	Upgrade existing granular surface trail to meet 3.0m wide compacted granular trail standard	linear KM	$50,000.00	Includes some new base work (25% approx.) and an average of 20 regulatory signs per kilometre
9	Off-Road Multi-Use Trail Outside of Road Right-of-Way on Abandoned Rail Bed in a Rural Setting	linear KM	$130,000.00	3.0m wide, compacted stone dust surface, includes signage along trail and gates at road crossings
10	Granular Surfaced Multi-use Trail in a Woodland Setting	linear KM	$120,000.00	2.4m wide, compacted stone dust surface
				2.0 STRUCTURES AND CROSSINGS
2.1	Pedestrian Boardwalk (Light-Duty)	linear KM	$1,500,000.00	Structure on footings, 3.0m wide with railings
2.2	Self weathering steel truss bridge	m²	$2,500.00	Price varies from $2,000 - $2,500. Footings/ abutments additional, assume $30,000 per side for spread footings; $50,000 - $90,000 per side for piles
2.3	Retrofit / Widen Existing Pedestrian / Trail Bridge (29m long, 3m clear width)	m²	$2,500.00	Price assumes modifications to existing abutments
2.4	Grade separated cycling/overpass of major arterial/highway	each	$500,000.00	Price varies from $1,000,000 - $8,000,000. Requirements and design vary widely, use price as general guideline only
2.5	Metal stairs with hand railing and gutter to roll bicycle	vertical M	$3,000.00	1.8m wide, galvanized steel
2.6	Pathway Crossing of Private Entrance	each	$2,000.00	Price varies from $1,500 - $2,000. Adjustment of existing curb cuts to accommodate 3.0m multi-use pathway
2.7	Pathway / Road transition at unsignalized intersection(crossride)	each	$5,000.00	Typically includes warning signs, curb cuts and minimal restoration (3.0m pathway)
2.8	Pathway / Road transition at existing signalized intersection (crossride)	each	$25,000.00	Typically includes installation of 4 signal heads, 2 poles, 2 foundations, 2 controller connector and 2 arms.
2.9	At grade mid-block crossing	each	$5,000.00	Typically includes pavement markings on pathway, warning signs, curb cuts and minimal restoration. Does not include median refuge island.
2.1	Median Refuge	each	$20,000.00	Average price for basic refuge with curbs, no pedestrian signals
2.11	Mid-block Pedestrian Signal	each	$100,000.00	Prices varies from $75,000 - $100,000. Varies depending on number of signal heads required
2.12	At grade railway crossing	each	$120,000.00	Flashing lights, motion sensing switch (C.N. estimate)
2.13	At grade railway crossing with gate	each	$300,000.00	Flashing lights, motion sensing switch and automatic gate (C.N. estimate)
2.14	Below grade railway crossing	each	$750,000.00	Price varies from $500,000 to $750,000. 3.0m wide, unlit culvert style approx. 10 m long for single elevated railway track
2.15	Multi use subway under 4 lane road	each	$1,200,000.00	Price varies from $1,000,0000 - $3,000,000. Guideline price only for basic 3.3 m wide, lit.
2.16	Retaining Wall	m²	$600.00	Face metre squared

SAMPLE - Unit Prices

County of Frontenac - Trails Concept Plan

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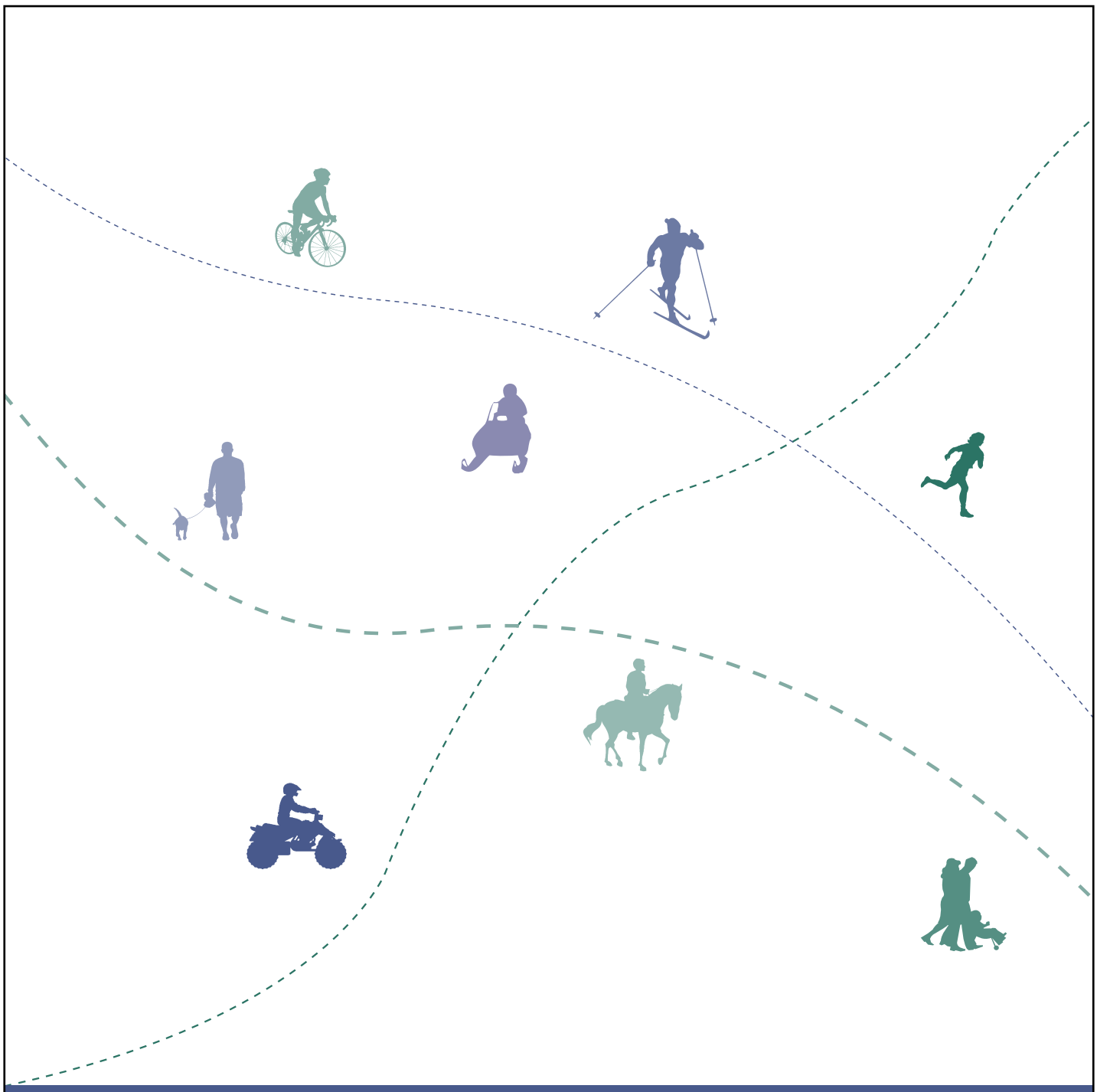
3.0 BARRIERS AND ACCESS CONTROL FOR MULTI-USE TRAILS OUTSIDE OF THE ROAD RIGHT-OF-WAY				
3.1	Lockable gate (2 per road crossing)	each	$5,000.00	Heavy duty gates, price for one side of road (2 required per road crossing). Typically only required in rural settings or city boundary areas
3.2	Metal offset gates	each	$1,200.00	"P"-style park gate
3.3	Removable Bollard	each	$500-$750	Price varies from $500 - $700. Basic style (e.g. 75mm diameter galvanized), with footing. Increase budget for decorative style bollards
3.4	Berming/boulders at road crossing	each	$600.00	Price for one side of road (2 required per road crossing)
3.5	Granular parking lot at staging area (15 car capacity-gravel)	each	$35,000.00	Basic granular surfaced parking area (i.e. 300mm granular B sub-base with 150mm granular A surface), with precast bumper curbs. Includes minor landscaping and site furnashings, such as garbage receptacles and bike racks.
3.6	Page wire fencing	linear M	$20.00	1.5m height with peeled wood posts
3.7	Chain link fencing	linear M	$100.00	Galvanized, 1.5m height
4.0 SIGNAGE				
4.1	Regulatory and caution Signage (off-road pathway) on new metal post	each	$250.00	Price varies from $150 - $250. 300mm x 300mm metal signboard c/w metal "u" channel post
4.2	Signboards for interpretive sign	each	$800.00	Price varies from $500 - $800. Does not include graphic design. Based on a 600mm x 900mm typical size and embedded polymer material, up to 40% less for aluminum or aluminum composite panel
4.3	Staging area kiosk	each	$5,000.00	Price varies from $2,000 - $10,000. Price depends on design and materials selected. Does not include design and supply of signboards
4.4	Signboards for staging area kiosk sign	each	$2,000.00	Price varies from $1,500 - $2,000. Typical production cost, does not include graphic design (based on a 900mm x 1500mm typical size and embedded polymer material). Up to 40% less for aluminum or aluminum composite panel
4.5	Pathway directional sign	each	$750.00	Price varies from $500 - $750. Bollard / post (100mm x100mm marker), with graphics on all 4 sides
4.6	Pathway marker sign	each	$250.00	Bollard / post (100mm x100mm marker), graphics on one side only
4.7	Pathway marker sign	linear KM	$1,500.00	Price for both sides of the path, assumes one sign on average, per direction of travel every 0.5 km
4.8	Pathway marker sign (Double sided sign on existing post or previously proposed post)	each	$200.00	Double sided sign on existing post (includes installation of signs)
4.9	Pathway marker sign (Single sign on existing post or previously proposed post)	each	$125.00	Single sign on existing post (includes installation of sign)
4.10	Pathway marker sign (Double sided sign on new post)	each	$300.00	Double sided sign on new post (includes installation of post and signs)
5.0 OTHER				
5.1	Major rough grading (for multi-use pathway)	m^3	$25.00	Price varies from $10 - $25. Varies depending on a number of factors including site access, disposal location etc.
5.2	Clearing and Grubbing	m^2	$2.00	
5.3	Bicycle rack (Post and Ring style)	each	$250.00	Price varies from $150 - $250. Holds 2 bicycles , price varies depending on manufacturer (includes installation)
5.4	Bicycle rack	each	$1,200.00	Price varies from $1,000 - $1,200. Holds 6 bicycles, price varies depending on manufacturer (includes installation)
5.5	Bicycle Locker	each	$3,000.00	Price varies depending on style and size. Does not include concrete mounting pad
5.6	Bench	each	$2,000.00	Price varies from $1,000 - $2,000. Price varies depending on style and size. Does not include footing/concrete mounting pad
5.7	Safety Railings/Rubrail	linear M	$120.00	Price varies from $100 - $120. 1.4m height basic post and rail style
5.8	Small diameter culvert	linear M	$200.00	Price varies from $150 - $250. Price range applies to 400mm to 600mm diameter PVC or CSP culverts for drainage below trail
5.9	Pathway Lighting	linear M	$130-$160	Includes cabling, connection to power supply, transformers and fixtures
5.10	Relocation of Light / Support Pole	each	$4,000.00	Adjustment of pole offset (distance between pole and roadway)
5.11	Relocation of Signal Pole / Utility Box	each	$8,000.00	Adjustment of pole offset (distance between pole and roadway)
5.12	Flexible Bollards	each	$100.00	Should be placed at 10m intervals where required
5.13	Pavement Markings	linear M	$1.00	
5.14	Unit Pavers	m^2	$80-$120	Includes base. Price range reflects different paver styles.
5.15	Bike Box (Green Paint)	m^2	$30.00	Price includes green paint, signs and markings. Assumes green paint is 3 times more expensive than white paint. Based on $10 / m^2 ($1 per linear metre) for white paint. Price of thermoplastic is estimated at $55 / m^2 ($5.5 per linear metre) for lane line.

NOTES:

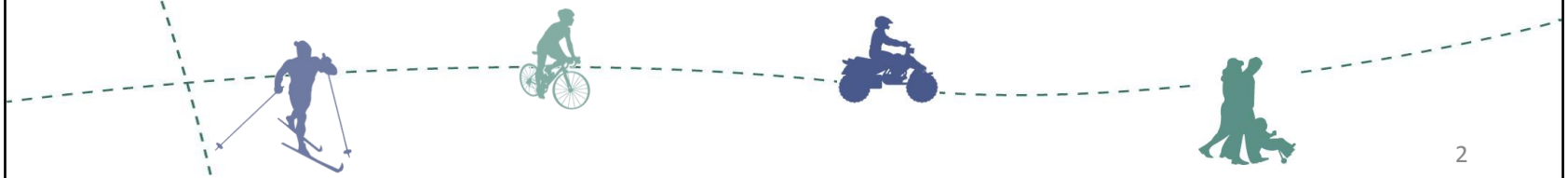
1. Unit Prices are for functional design purposes only, include installation but exclude contingency, design and approvals costs (unless noted) and reflect 2013 dollars, based on projects in southern Ontario
2. Estimates do not include the cost of property acquisitions, signal modifications, utility relocations, major roadside drainage works or costs associated with site-specific projects such as bridges, railway crossings, retaining walls, and stairways, unless otherwise noted
3. Assumes typical environmental conditions and topography
4. Applicable taxes and permit fees are additional



Appendix D
December 2013
Presentation to TAC

Outline

- Introductions
- GIS Data Mapping
- Notice of Study Commencement
- Consultation Strategy
- Trails Priority Tool
- Project Schedule / Key Milestones
- Next Steps / Other Business / General Q&A



Project Team

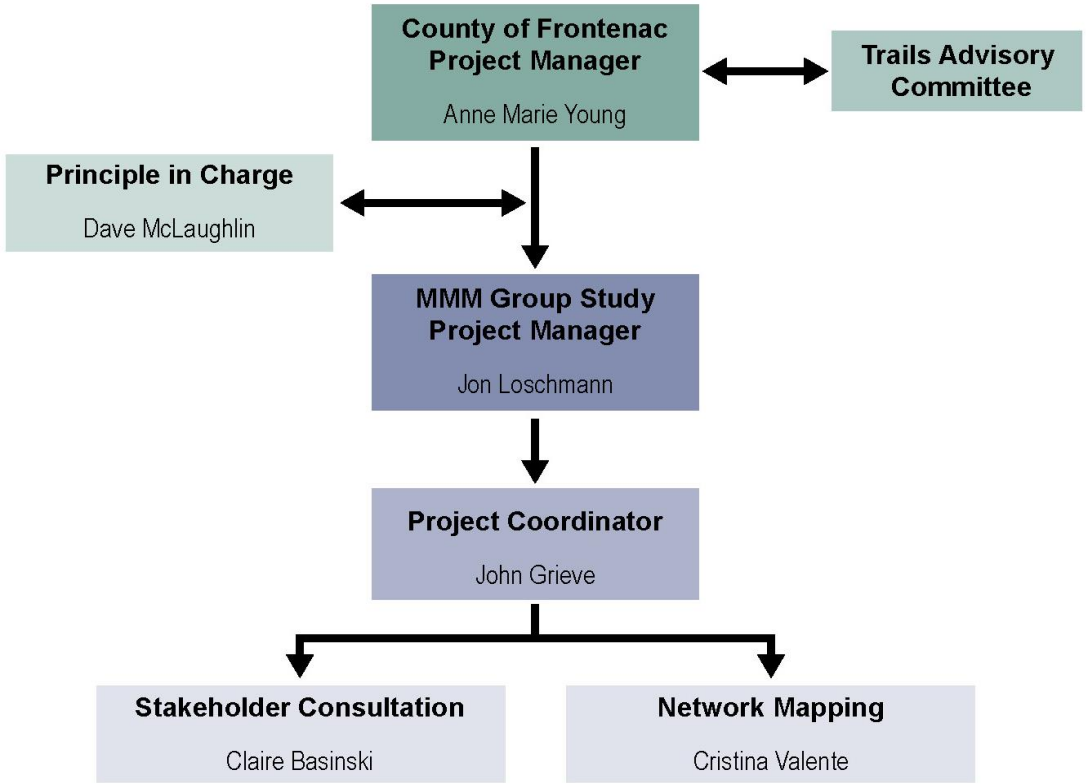
MMM Group

- Incorporated in 1957 as Marshall Macklin Monaghan Limited and renamed MMM Group in 2007
- Offices in seven provinces as well as in the USA and UK
- More than 2000 employees with approximately one third of them licenced professionals
- Recognized as an industry leader in the provision of quality, cost-effective and technically excellent multidisciplinary solutions

Active Transportation Services

- Industry leader in the development and delivery of trails and active transportation related planning, facility design, policy development and implementation
- Work experience spans Ontario and Canada and is used by our clients and partners to guide the design and development of trail and AT networks
- Our trail and active transportation experience is complemented by work and expertise in the fields of transportation planning and engineering, civil and bridge design, landscape architecture, land use planning and public/stakeholder engagement and consultation

Team Delivery



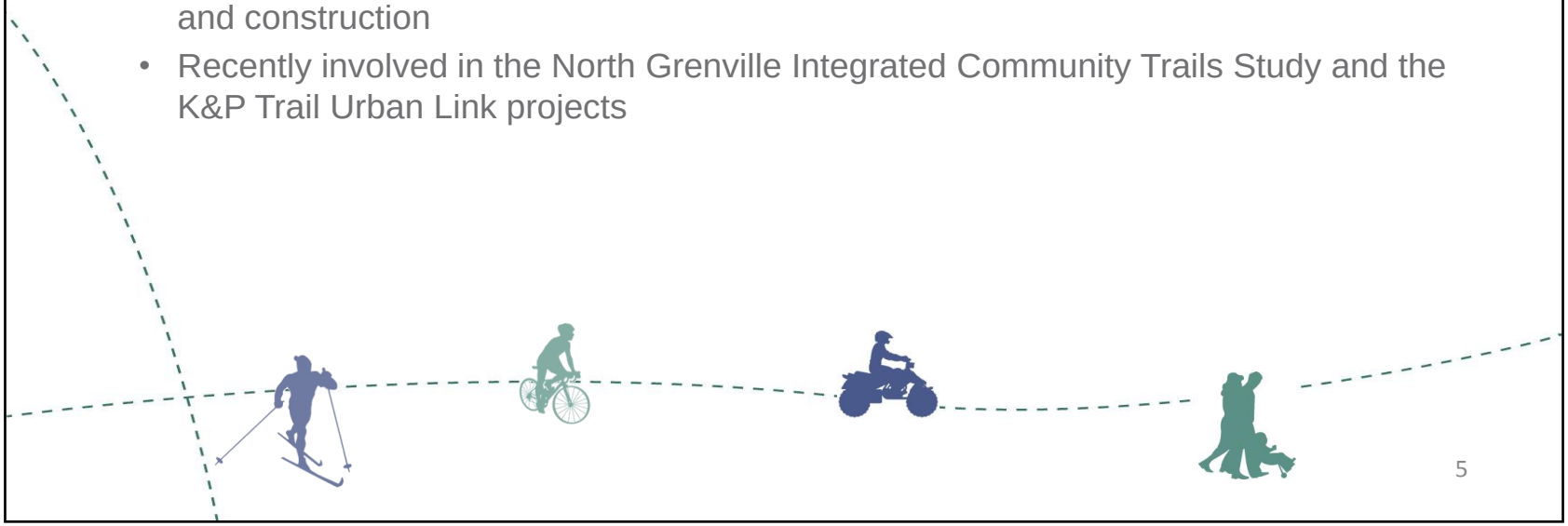
Project Team cont'd

Principle in Charge – Dave McLaughlin MES, MCIP, RPP

- 20 + years of experience in the transportation and land use planning fields
- A leading specialist in active and sustainable transportation
- Active in the promotion of Active Transportation and TDM strategies

Project Manager– Jonathan Loschmann OALA, CSLA, LEED® AP

- 12 years of experience with trails and ecologically sensitive site design
- Technical and project management skills in concept and detail design, trail design and construction
- Recently involved in the North Grenville Integrated Community Trails Study and the K&P Trail Urban Link projects



Project Team cont'd

Project Coordinator – John Grieve B.ES, MCIP

- Experience on a wide range of projects including transportation master plans, traffic impact studies, corridor and active transportation studies
- Recently involved in the Williamsville Main Street Study and Bicycle Lane Feasibility studies in Kingston

Stakeholder Consultation – Claire Basinski, B.ES, MCIP, RPP

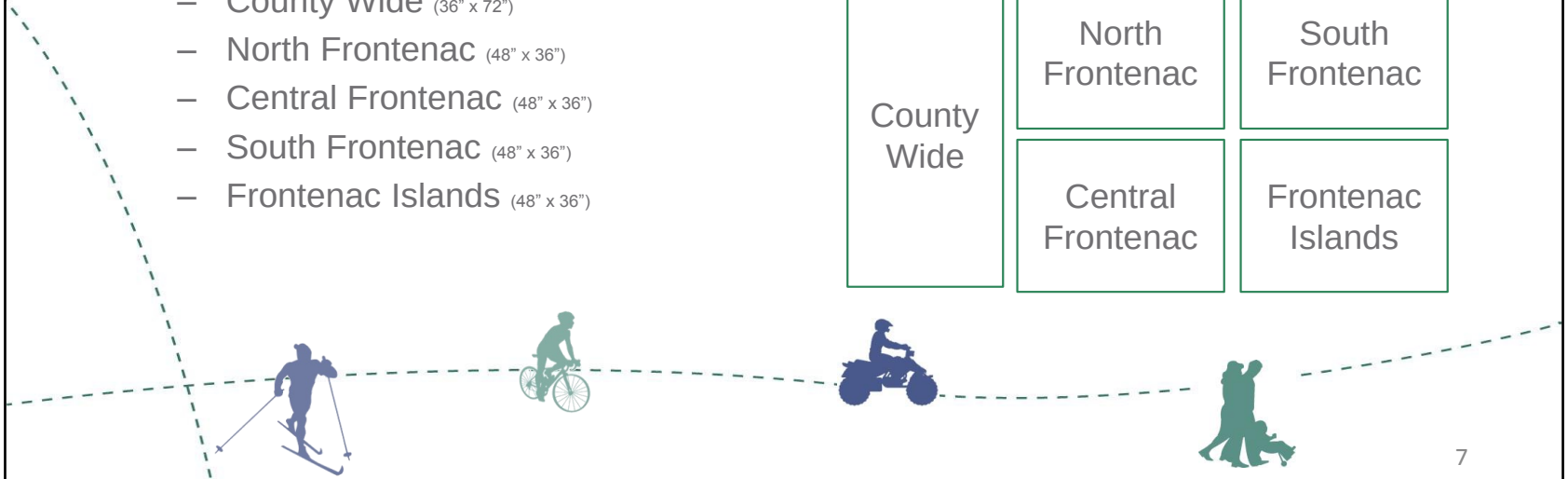
- Has led many transportation and active transportation master plan public and stakeholder consultation and engagement activities
- Typically responsible for the development of consultation strategies, innovative materials and engagement tools

Network Mapping and GIS Data Management – Cristina Valente, B.A.

- Experience in the development of the network and mapping of active transportation and trails networks
- Often responsible for mapping and GIS data management on trail, cycling and AT Plans

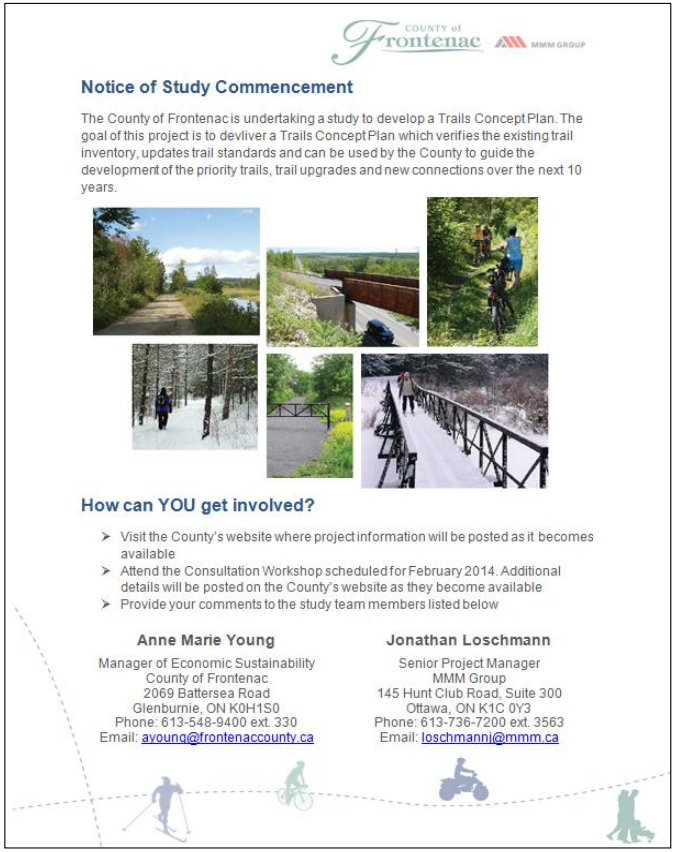
GIS Data and Mapping

- Received November 26th
- Will be used in conjunction with Aerial Imagery to review and verify current inventory (ongoing)
- Develop new map(s) based on the updated inventory
- Envision a total of five maps
  - County Wide (36" x 72")
  - North Frontenac (48" x 36")
  - Central Frontenac (48" x 36")
  - South Frontenac (48" x 36")
  - Frontenac Islands (48" x 36")



Notice of Study Commencement

- To be issued online – Frontenac County **Website.**
- Consider **newspaper** posting.
- Available in **PDF for email** from Stakeholders and Trails Committee / County Staff.
- Recommended to be posted immediately.



County of Frontenac

Notice of Study Commencement

The County of Frontenac is undertaking a study to develop a Trails Concept Plan. The goal of this project is to devliver a Trails Concept Plan which verifies the existing trail inventory, updates trail standards and can be used by the County to guide the development of the priority trails, trail upgrades and new connections over the next 10 years.

How can YOU get involved?

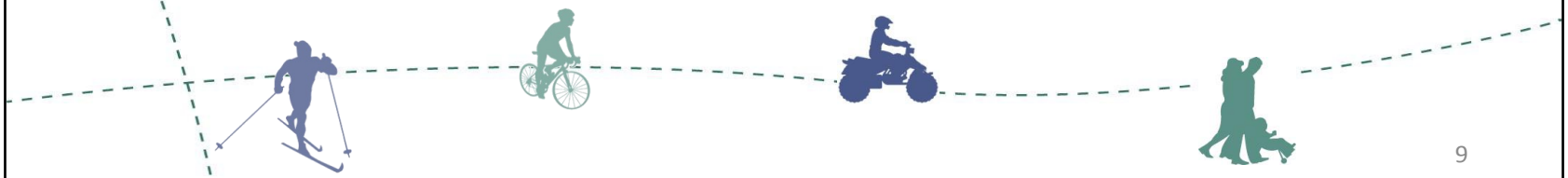
- Visit the County's website where project information will be posted as it becomes available
- Attend the Consultation Workshop scheduled for February 2014. Additional details will be posted on the County's website as they become available
- Provide your comments to the study team members listed below

Anne Marie Young
Manager of Economic Sustainability
County of Frontenac
2069 Battersea Road
Glenburnie, ON K0H1S0
Phone: 613-548-9400 ext. 330
Email: ayoung@frontenaccounty.ca

Jonathan Loschmann
Senior Project Manager
MMM Group
145 Hunt Club Road, Suite 300
Ottawa, ON K1C 0Y3
Phone: 613-736-7200 ext. 3563
Email: loschmanni@mmm.ca

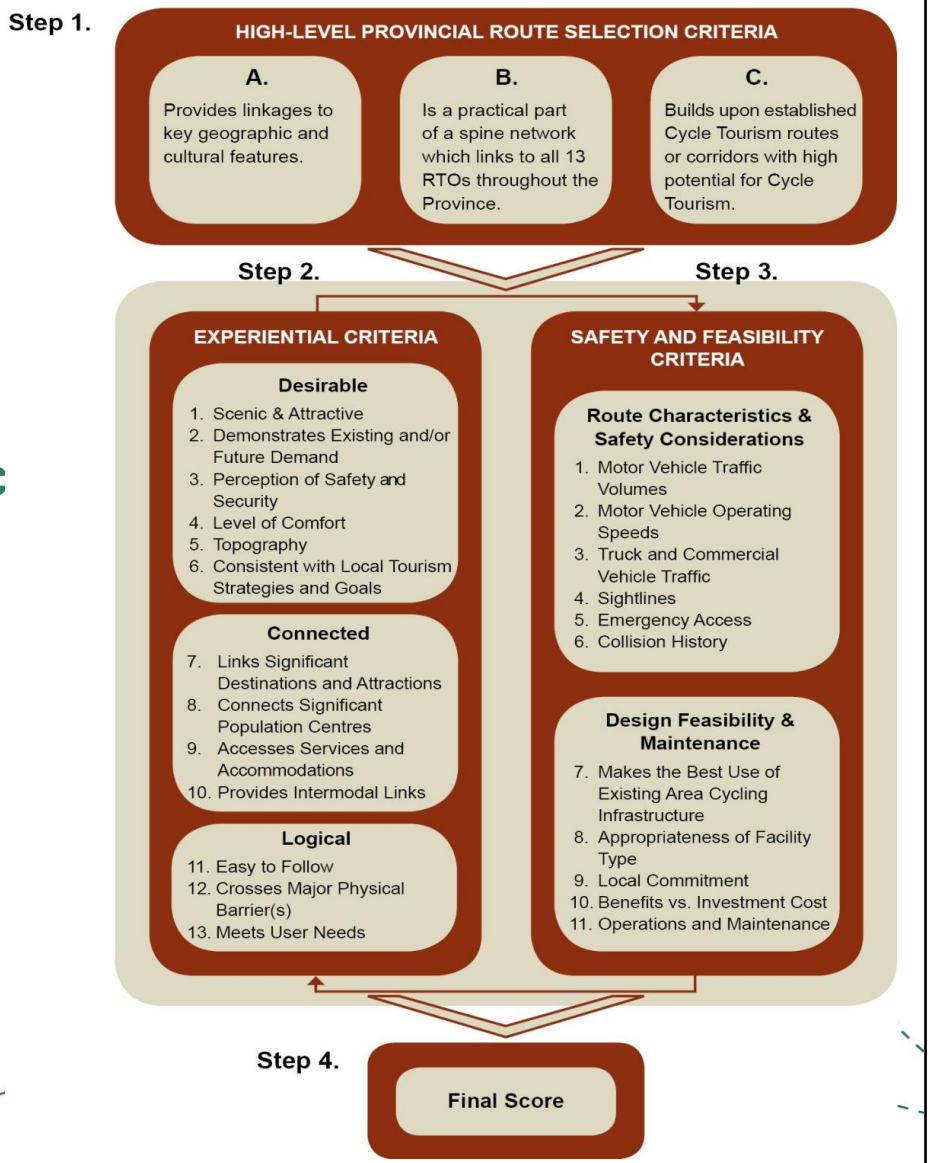
Consultation Strategy

- Hold **workshop** with Trails Committee (TAC) and select key stakeholders.
- Provide opportunity to come together and discuss and comment on Draft **elements**.
  - Draft Trails Concept Plan
  - Draft Prioritization / Ranking List of Projects
  - Updated Trail Standards
- *Held as separate workshops or combined workshops.*
- Scheduled in conjunction with **February 2014 TAC** meeting.
- Opportunity to attendees to suggestion potential additional trail **opportunities, needs, linkages**.



Trails Priority Tool

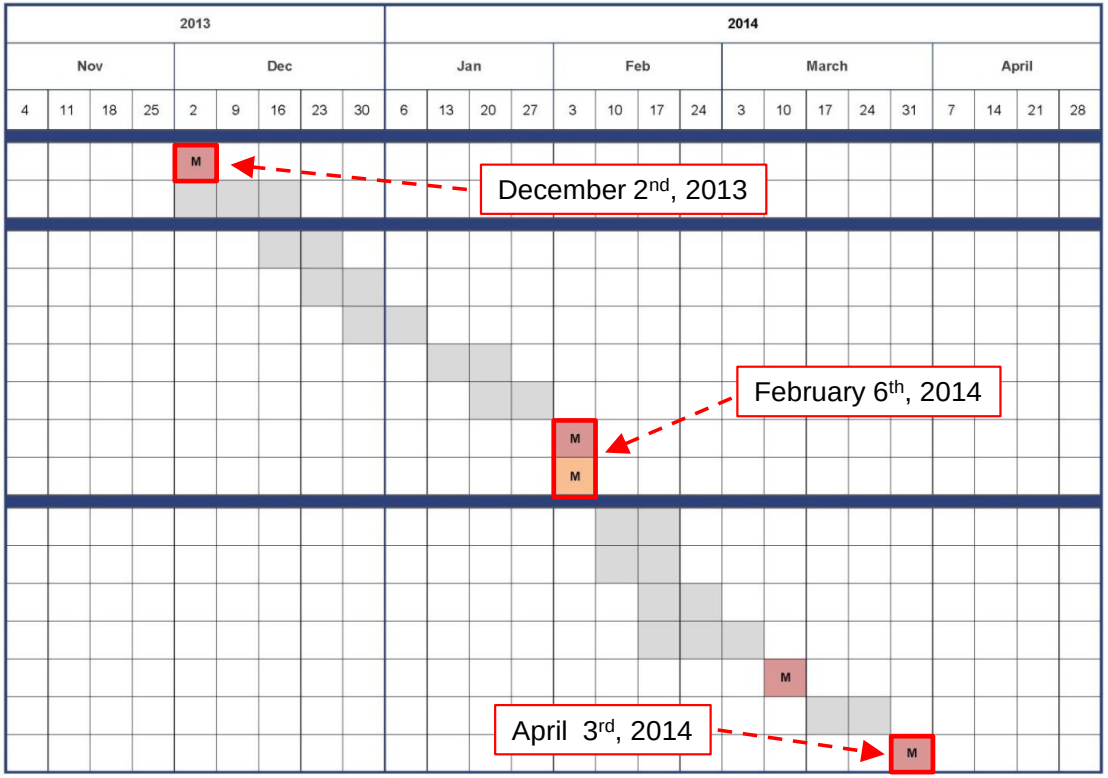
- **Suitability** Index
- Effective **Tool**
- Guide **County-wide and Township specific** initiatives
- Establish priorities as a main **product** of this project
- Assign **budgets** to priorities

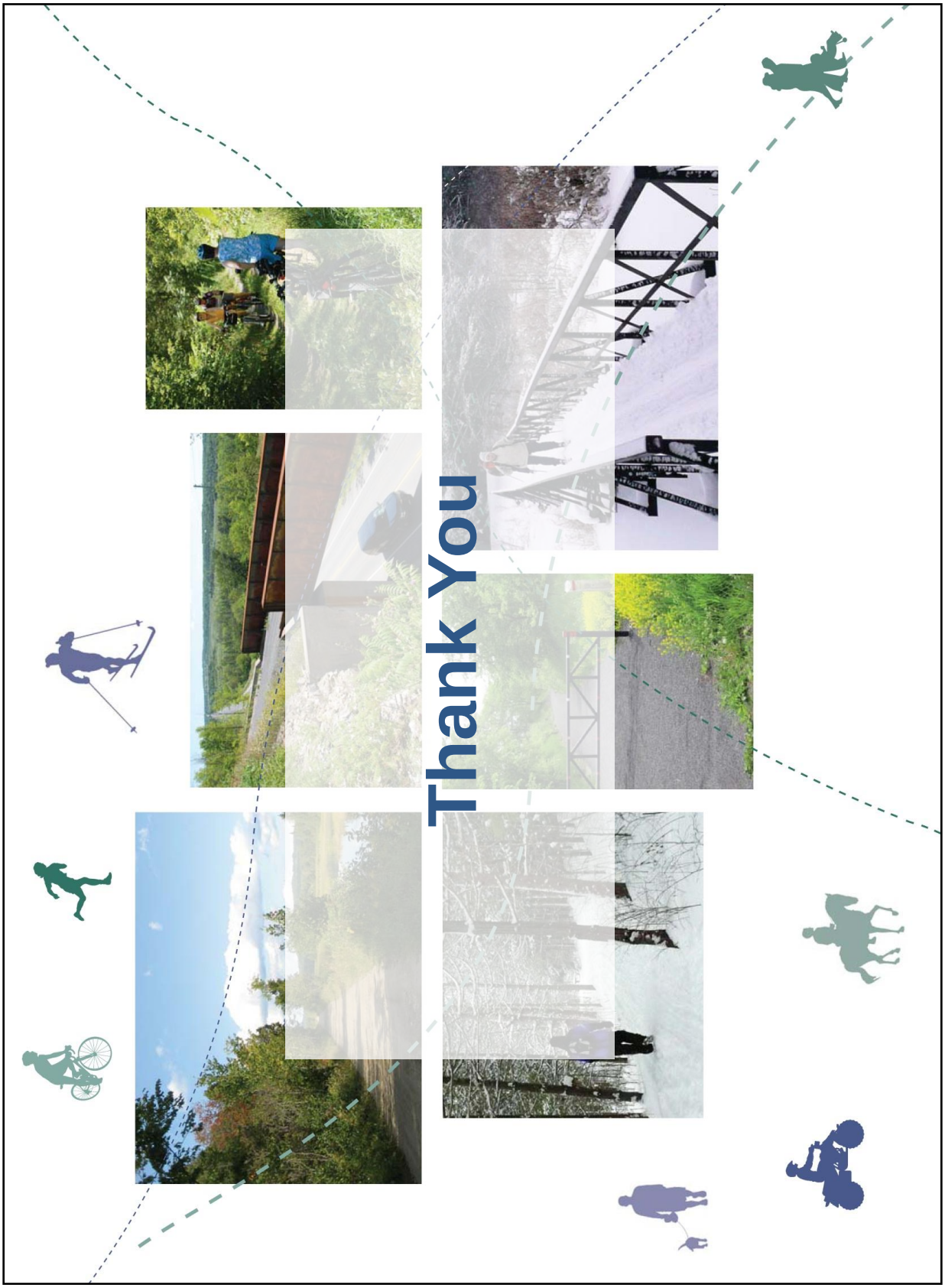


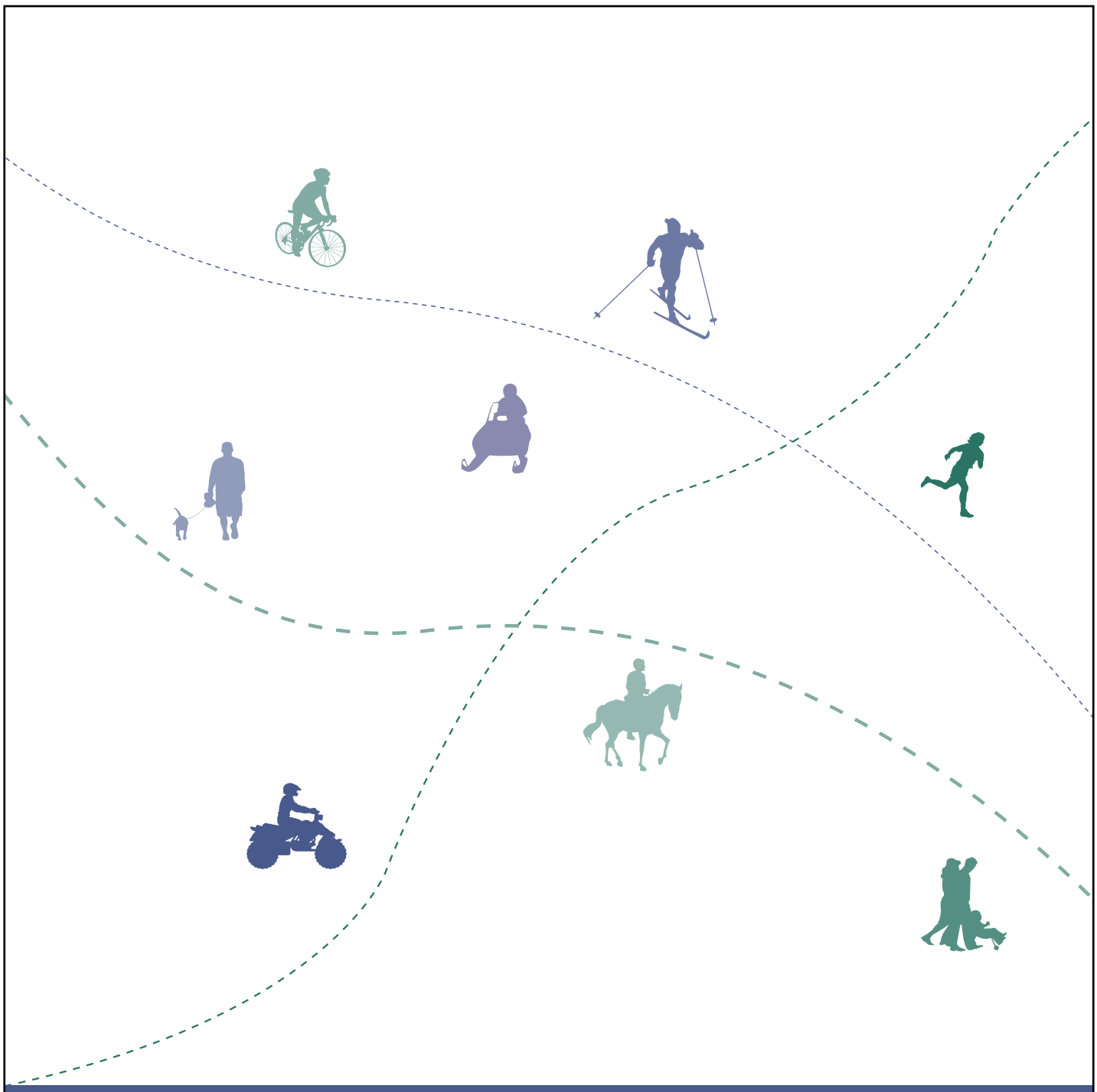
Project Schedule / Key Milestones

County of Frontenac - Trails Concept Plan Schedule

TASKS	WORK PROGRAM
1	Project Initiation Meeting (Project Meeting #1)
2	Review and Verify Current Inventory of Existing Trails
3	Identify Key Connection and Linkage Priorities
4	Provide Upgrade and/of User Group Changes Recommendations
5	Develop DRAFT Trails Concept Plan Map
6	Develop DRAFT Prioritization/Ranking List
7	Update Trail Standards
8	Project Meeting #2
9	Prepare and Hold Consultation Session
10	Finalize Prioritization/Rank List
11	Refine the Trails Concept Plan Map
10	Develop Trail Implementation and Phasing Plan
11	Prepare and Submit a DRAFT Trails Concept Plan
12	Project Team Meeting # 3
13	Finalize and Deliver Trails Concept Plan
14	Present Trails Concept Plan to Trails Advisory Committee




Thank You



Appendix E
August 2014
Presentation to TAC

Outline

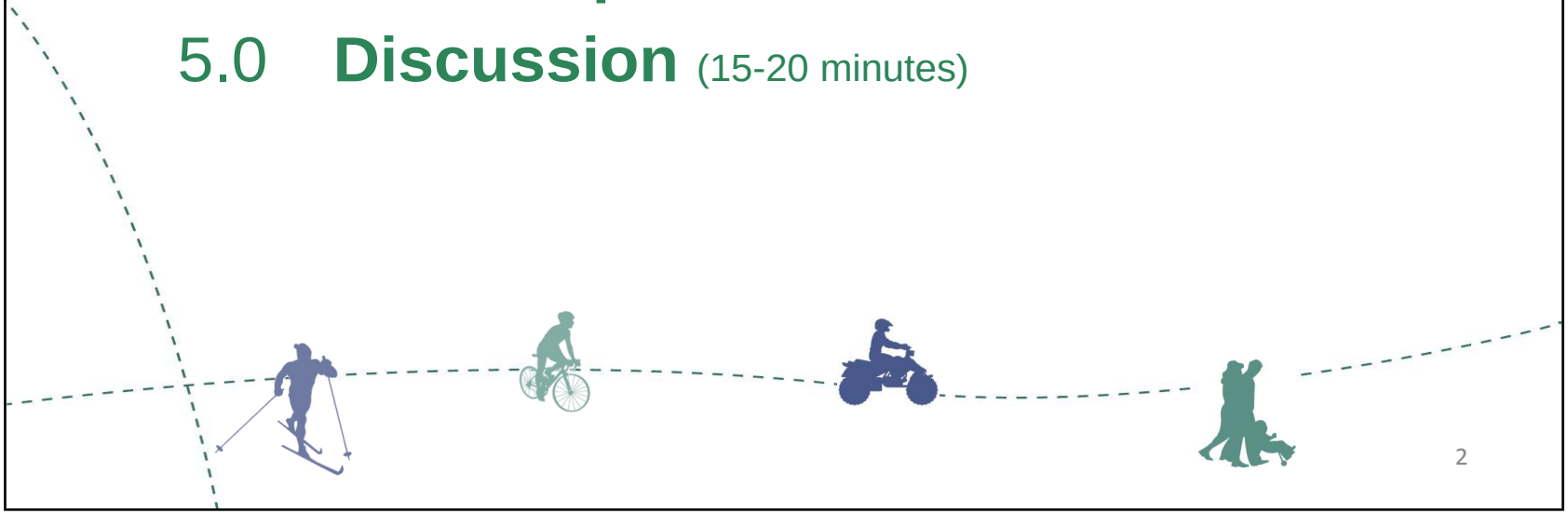
1.0 **Summary of Work** (1 minute)

2.0 **Consultation** (2 minute)

3.0 **Recommendations & Report** (10 minutes)

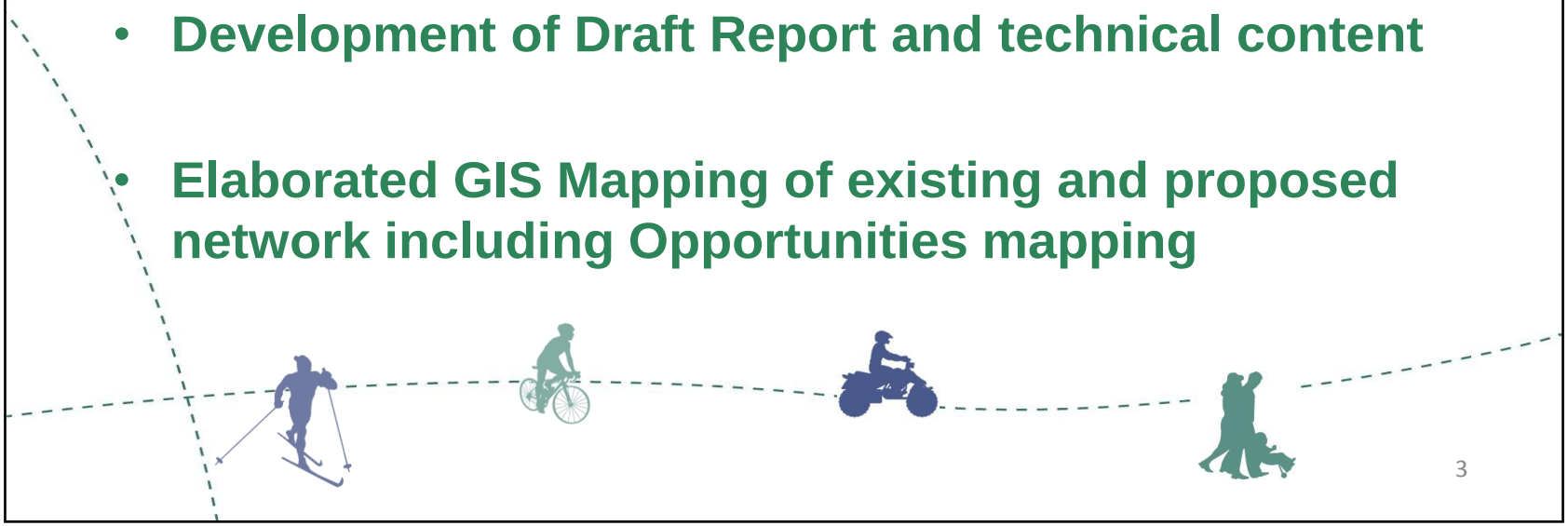
4.0 **Next Steps** (2 minutes)

5.0 **Discussion** (15-20 minutes)



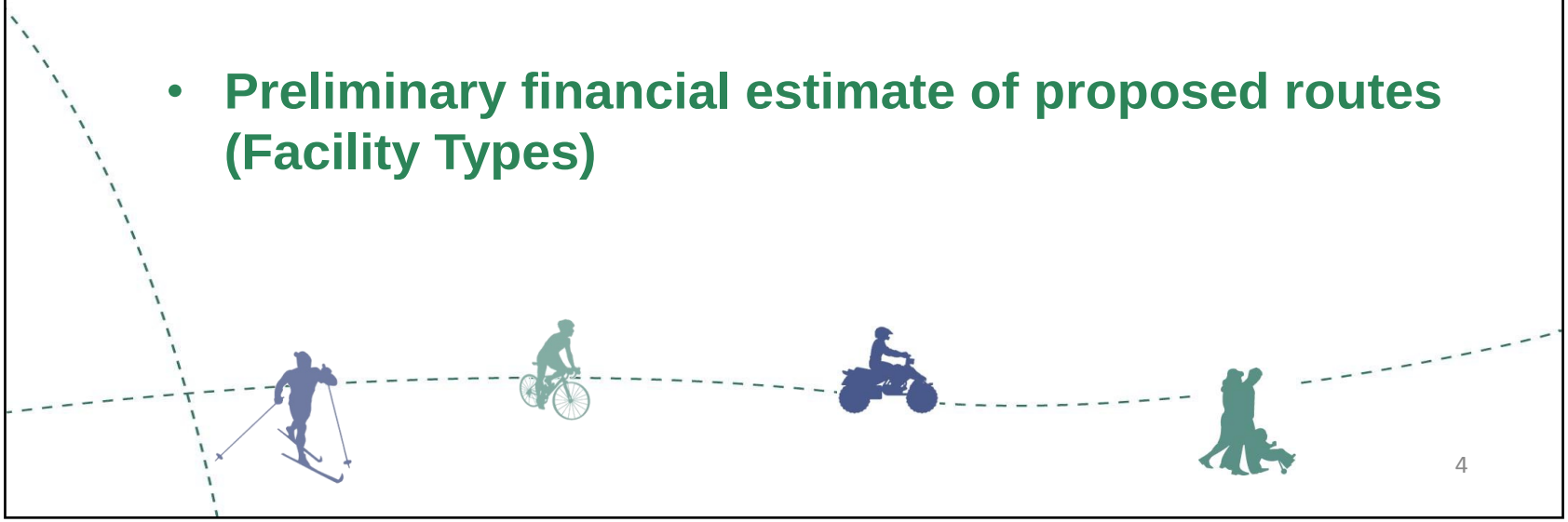
1.0 Summary of Work

- **Extensive table-top research into Existing Context**
- **County consultation with Departments of Public Works**
- **Development of Draft Report and technical content**
- **Elaborated GIS Mapping of existing and proposed network including Opportunities mapping**



1.0 Summary of Work

- **Public input - Recommendations in address of comment and in address of technical needs**
- **Mapping of proposed trail routes (on-road and off-road)**
- **Preliminary financial estimate of proposed routes (Facility Types)**



2.0 Consultation

- **Information Centre/Workshop** - May 2014.
- Provided a critical opportunity to assemble and discuss comment on Draft **elements**.
  - Draft Trails Opportunity Plan
  - Draft Prioritization / Ranking List of Projects
  - Trail Standards
- Opportunity for attendees to suggest potential additional trail **opportunities, needs, linkages**.

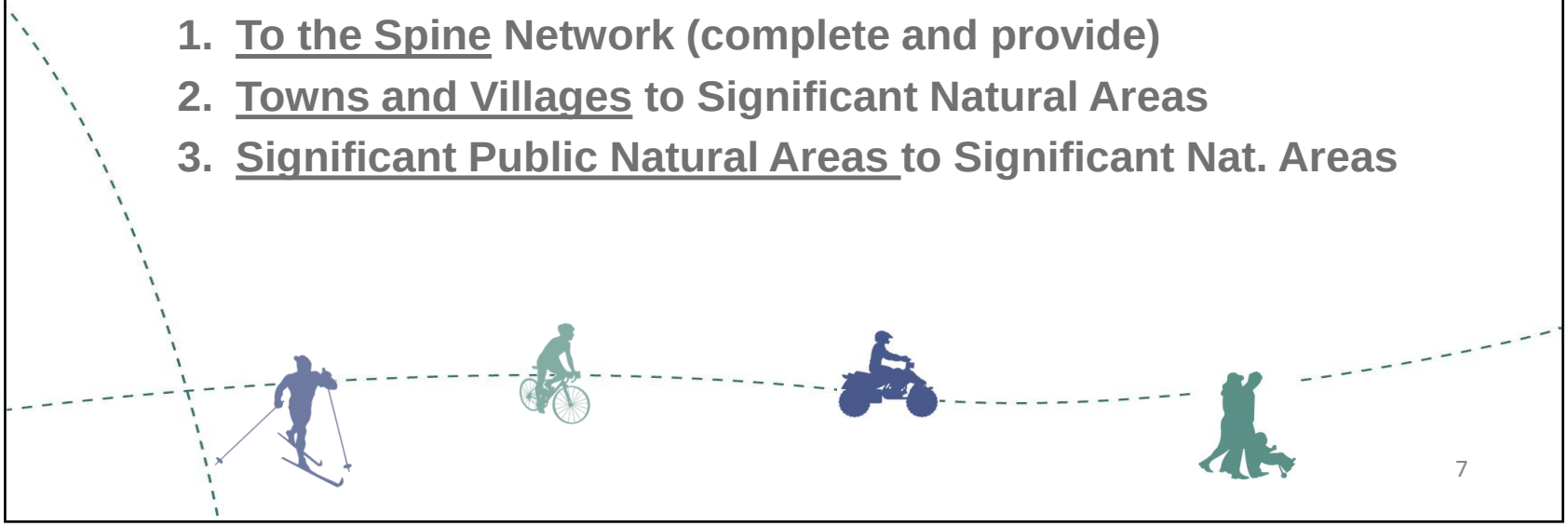
2.0 Consultation

- **Healthy Living** and promotion of active life styles
- **'Definition'** of Trails
- **County 'responsibility'** - '*Spirit* of trails'
- **Economic Drivers & Tourism** Potential
- **Context** of Existing Trails and Surroundings
- **K+P a** ***unique*** opportunity to seize
- **Trailheads**
- **Snowmobiling**

3.0 Recommendations

- **Two (2) principle *physical* recommendations**
  - **Develop Off-Road Trail/Routes**
  - **Develop On-Road Routes**

- **Connect**
  1. **To the Spine Network (complete and provide)**
  2. **Towns and Villages to Significant Natural Areas**
  3. **Significant Public Natural Areas to Significant Nat. Areas**



3.0 Recommendations

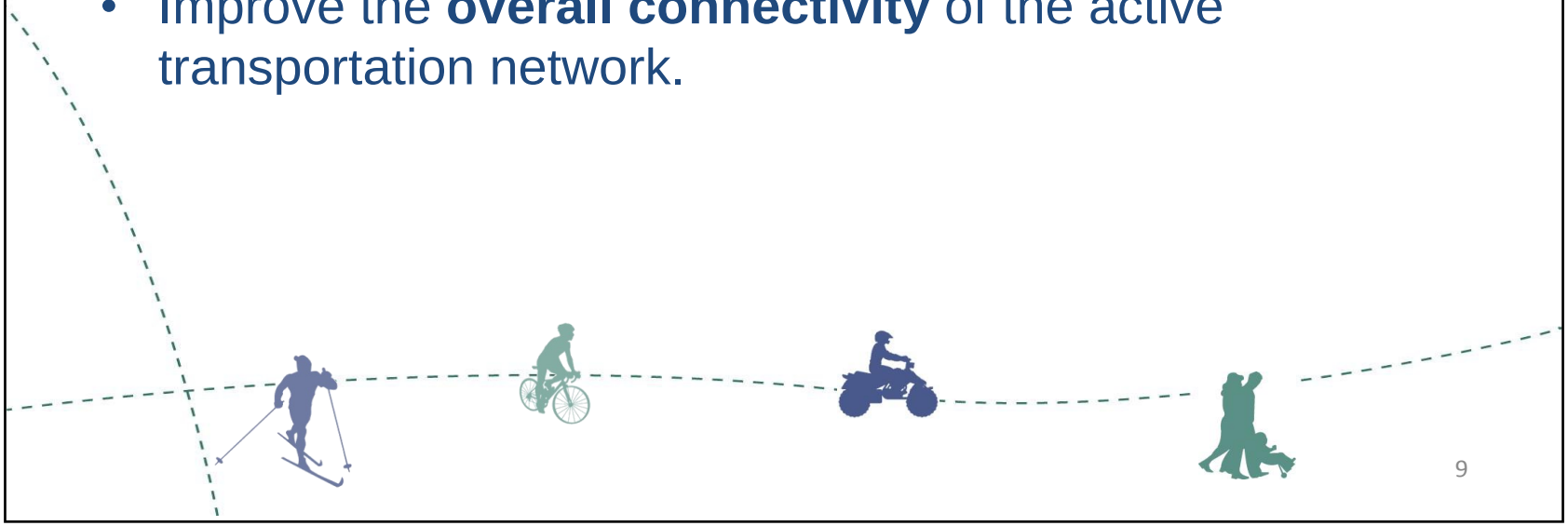
Complete and Provide Connections to “spine” Network Trails

- The K&P Trails forms a “spine” which runs generally **north-south**. The **Cataraqui** Trail and the **Trans Canada** Trail form **east-west** “spines” through the County. New trails should provide a connection to these spines. Priority should be given to completing the **Trail initiatives with connections** to “spine” trails.

3.0 Recommendations

Connecting Towns and Villages

- Improving trail **connections within and between** Towns and Villages
- **Increase access** to population centers
- Improve the **overall connectivity** of the active transportation network.



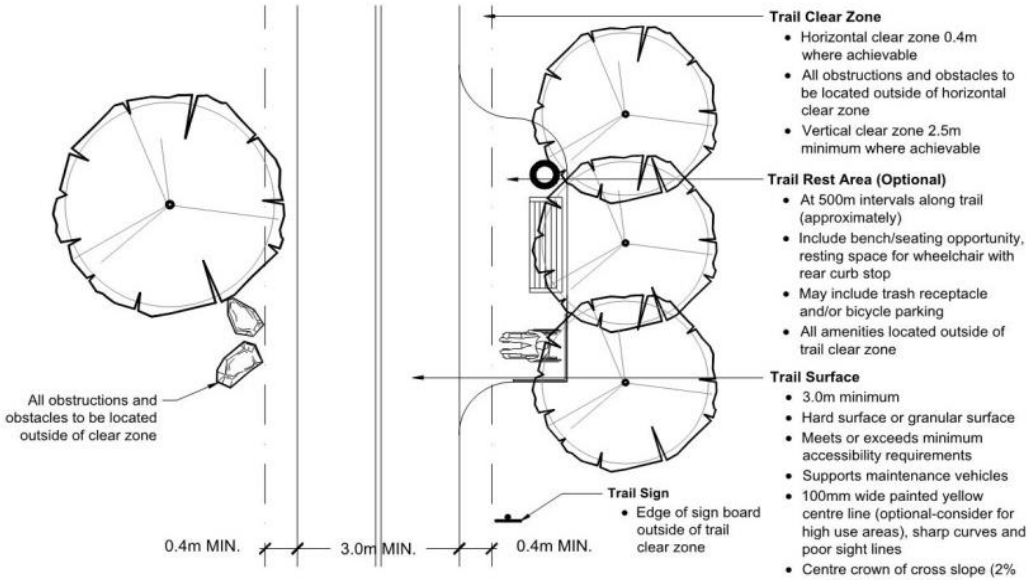
3.0 Recommendations

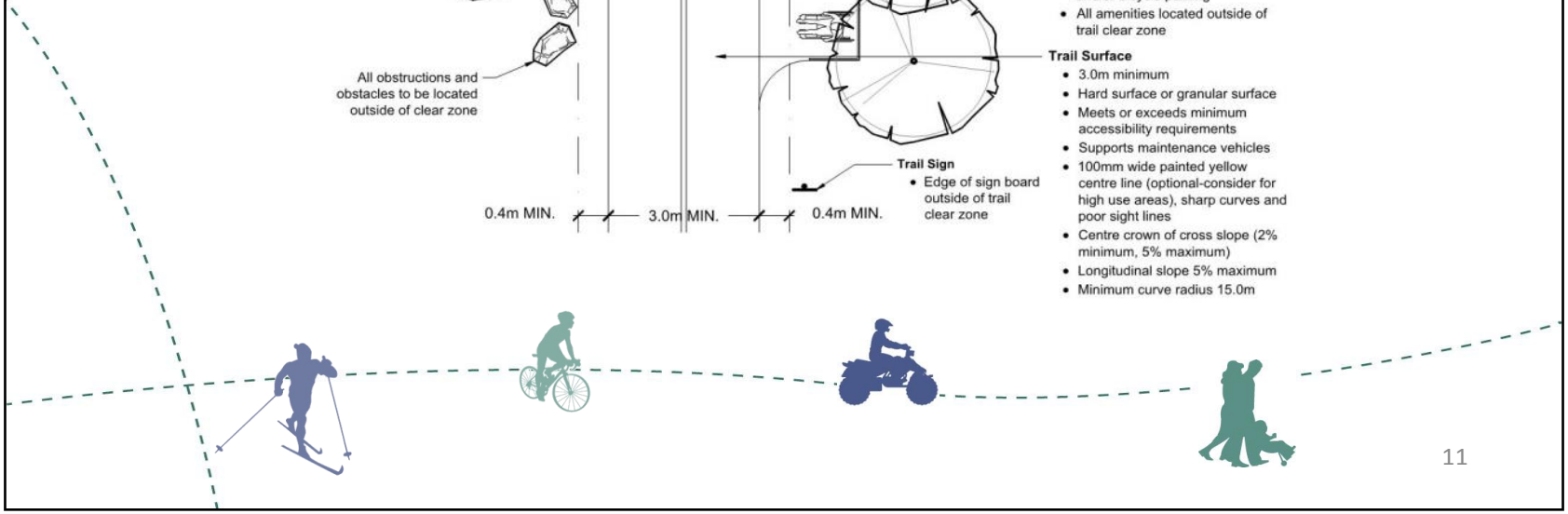
Connecting to Towns and Villages to Public Natural Areas

- Improving trail connections **to and from the towns and villages** to the provincial parks, management areas and community parks.
- Increase resident's access to trails and recreation opportunities.
- Connecting **natural areas to each other**
- Provide opportunities to **boost tourism**

3.0 Recommendations

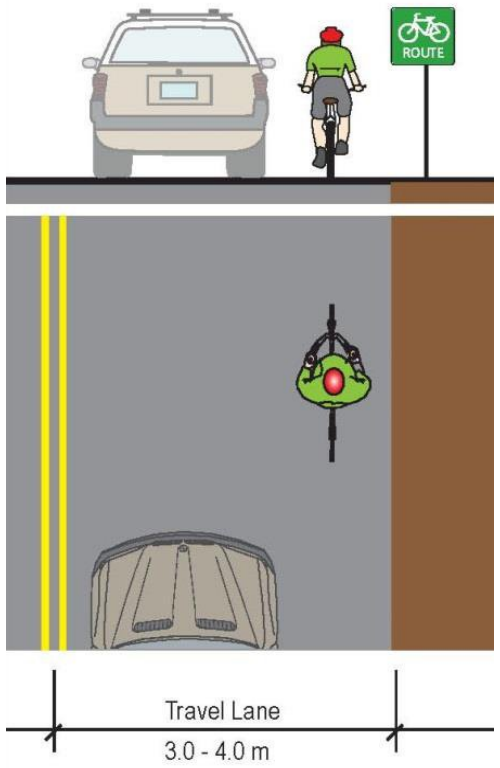
- **Facility Type - Off-Road Trail**
  - **Primary 3.0M, Secondary 2.0-2.4M, 'Foot' trail 0.75-1.5M width**





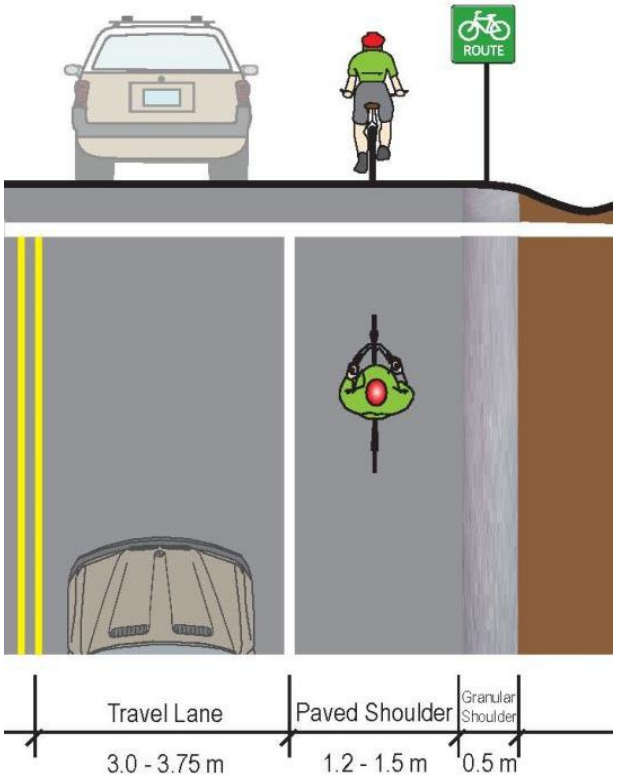
3.0 Recommendations

- **Facility Type - On-Road Trail/Route 'A'**
  - **Signed Route**
  - **Wide Shared Roadway – 4.0-4.5m; narrow 3.0m-4.0m**
  - **MTO Book 18 – Bicycle Facility Type Selection**
  - **Typically low-volume road**



3.0 Recommendations

- **Facility Type - On-Road Trail/Route 'B'**
  - **Paved Shoulder**
  - **Typically 1.5-2.0m width**
  - **Potential buffer zone depending on vehicle speeds and volumes**



3.0 Recommendations

Identified routes include:

- ***K&P Trail:*** Complete the K&P Trail to Wilbur in Frontenac County. In collaboration with Lanark County and Renfrew County the trail could ultimately be connected all the way to Calabogie in the future.

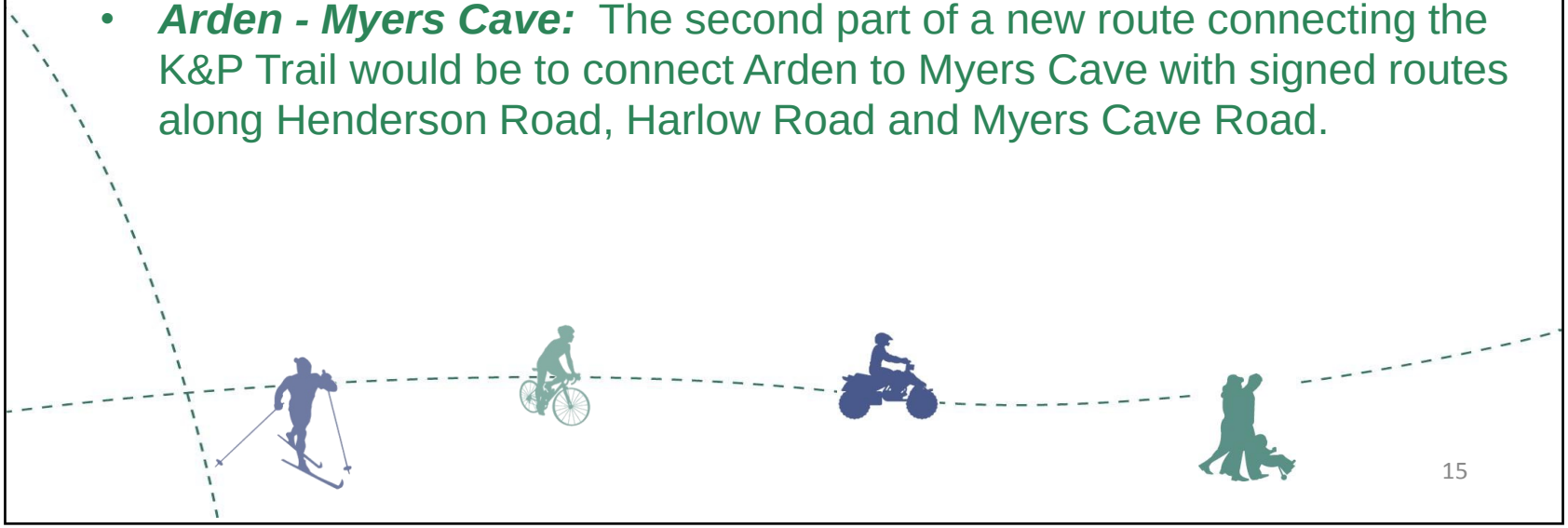
- ***Verona - Frontenac Provincial Park:*** Connect Verona to Frontenac Provincial Park with a signed route along Desert Lake Road and Bedford Road.

- ***Sharbot Lake - Sharbot Lake Provincial Park:*** Connect Sharbot Lake to Sharbot Lake Provincial Park via the K&P Trail with a paved shoulder facility (Highway 7).

3.0 Recommendations

- ***Tichborne - Mountain Grove:*** Connecting Tichborne to Mountain Grove would service as the first part in the development of a new route connecting the K&P Trail and the central spine of Frontenac County to Bon Echo Provincial Park. A paved shoulder facility is proposed on Highway 38 from Tichborne to Parham. From Parham, a signed route should be implemented along Long Lake Road to Mountain Grove.

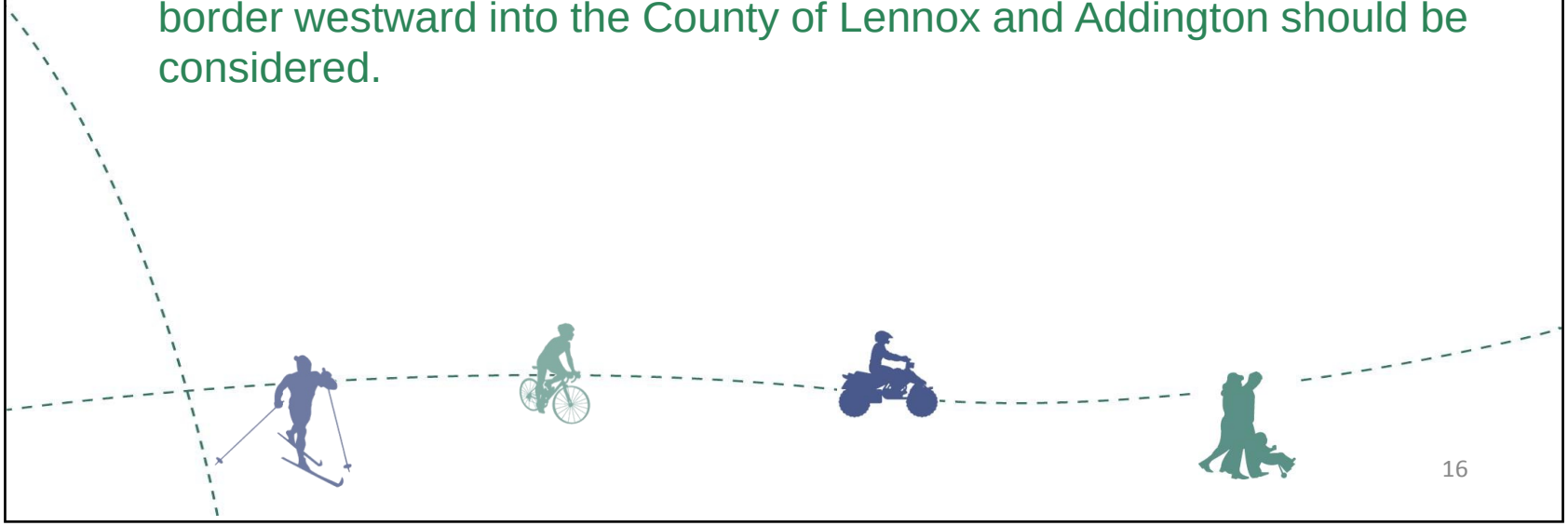
- ***Arden - Myers Cave:*** The second part of a new route connecting the K&P Trail would be to connect Arden to Myers Cave with signed routes along Henderson Road, Harlow Road and Myers Cave Road.



3.0 Recommendations

- ***K&P Trail - Ompah - Plevna:*** A signed route should be implemented along South Lavant Road and County Road 509 from the K&P Trail to Ompah and then to Plevna. Part of this route is already in place around Ompah.

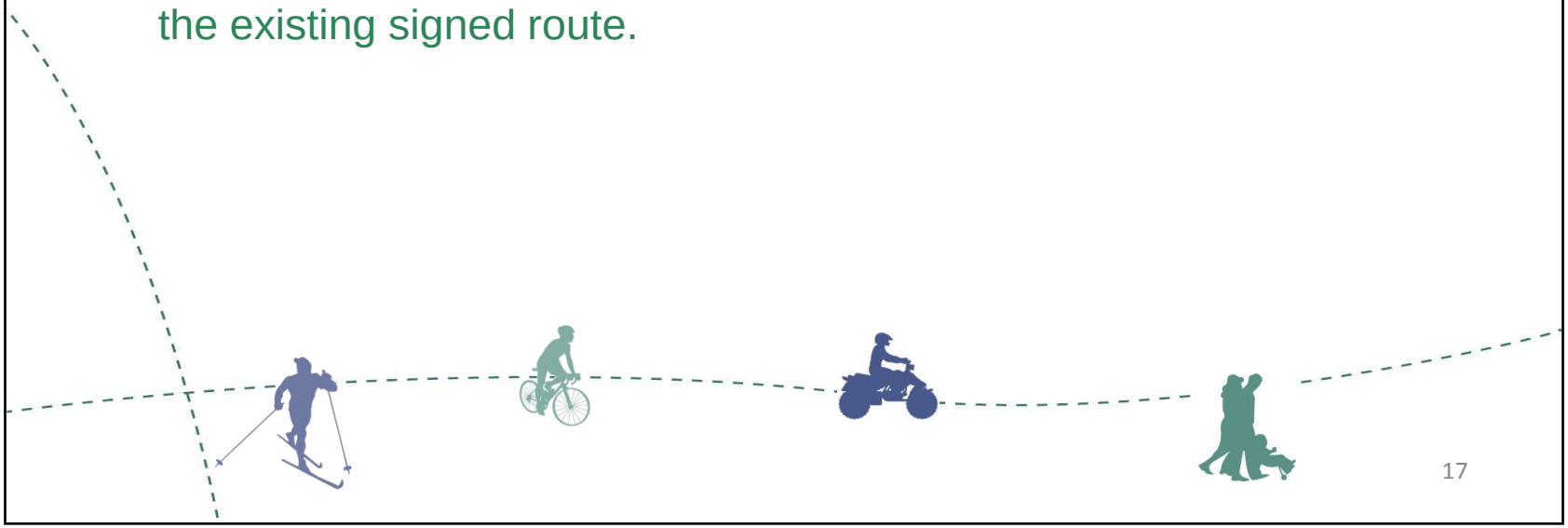
- ***Verona - Bellrock:*** The new paved shoulder facility connects Verona to Bellrock via Bellrock Road. Sign the route. Paved shoulder to the County border westward into the County of Lennox and Addington should be considered.



3.0 Recommendations

- ***Inverary - Sunbury***: A signed route should be installed at Moreland Dixon Road to connect the communities of Inverary and Sunbury as well as to provide a connection between the paved shoulder facilities on Perth Road and Battersea Road.

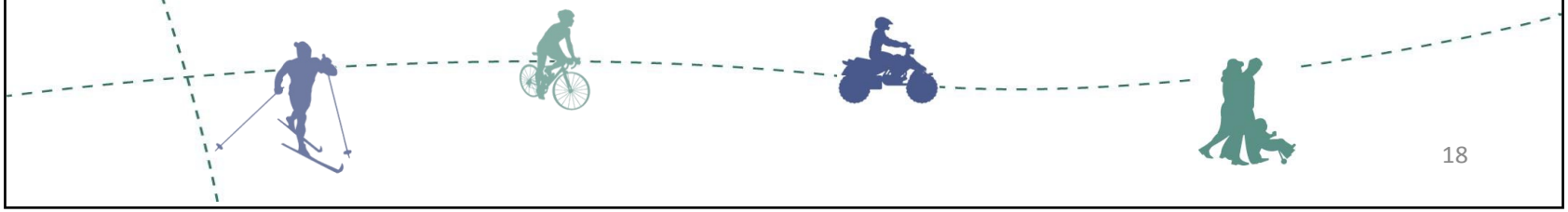
- ***Frontenac Islands - Winter Dock***: A signed route should be installed to provide a connection from the Frontenac Islands winter dock along to the existing signed route.



3.0 Recommendations

- ***Verona - Tichborne - Parham - Bellrock Loop:*** A loop can be created using the K&P Trail from Verona to Tichborne, the new route from Tichborne to Parham along Highway 38 and the new route along Bellrock Road from the K&P Trail in Verona. The loop is completed with the development of a signed route from Parham to Bellrock along Raymo Road, Echo Lake Road, Oak Flats Roads, 2 Lake Road, Snider Road and 1 Lake Road. This new route should also provide an on-road connection to the Second Depot Lake conservation area.

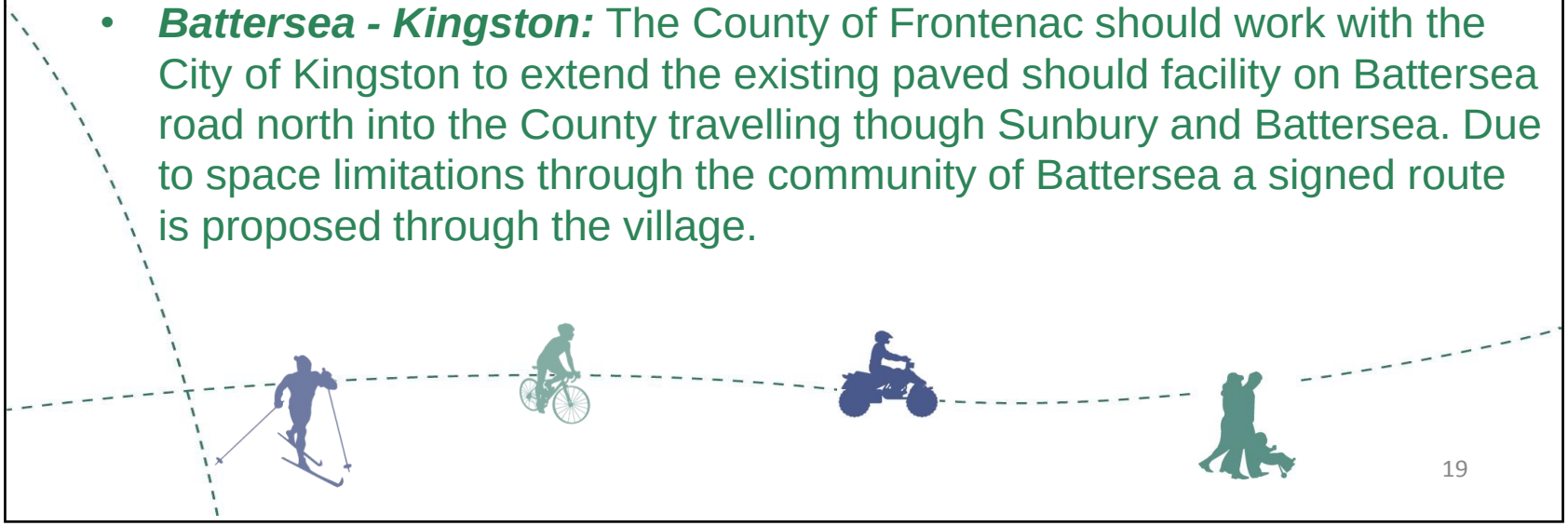
- ***Godfrey - Westport:*** A new paved shoulder facility would connect the K&P Trail in Godfrey to Westport via Westport Road. The County of Frontenac should work with Leeds and Grenville County to ensure the portion of this connection in Leeds and Grenville County is completed.



3.0 Recommendations

- ***Westport - Kingston:*** The County of Frontenac should work with Leeds and Grenville County and the City of Kingston to complete a paved shoulder facility along Perth Road between Westport and Kingston through Perth Road and Inverary in the County of Frontenac. Due to space limitations through the community of Inverary a signed route is proposed through the village.

- ***Battersea - Kingston:*** The County of Frontenac should work with the City of Kingston to extend the existing paved should facility on Battersea road north into the County travelling though Sunbury and Battersea. Due to space limitations through the community of Battersea a signed route is proposed through the village.

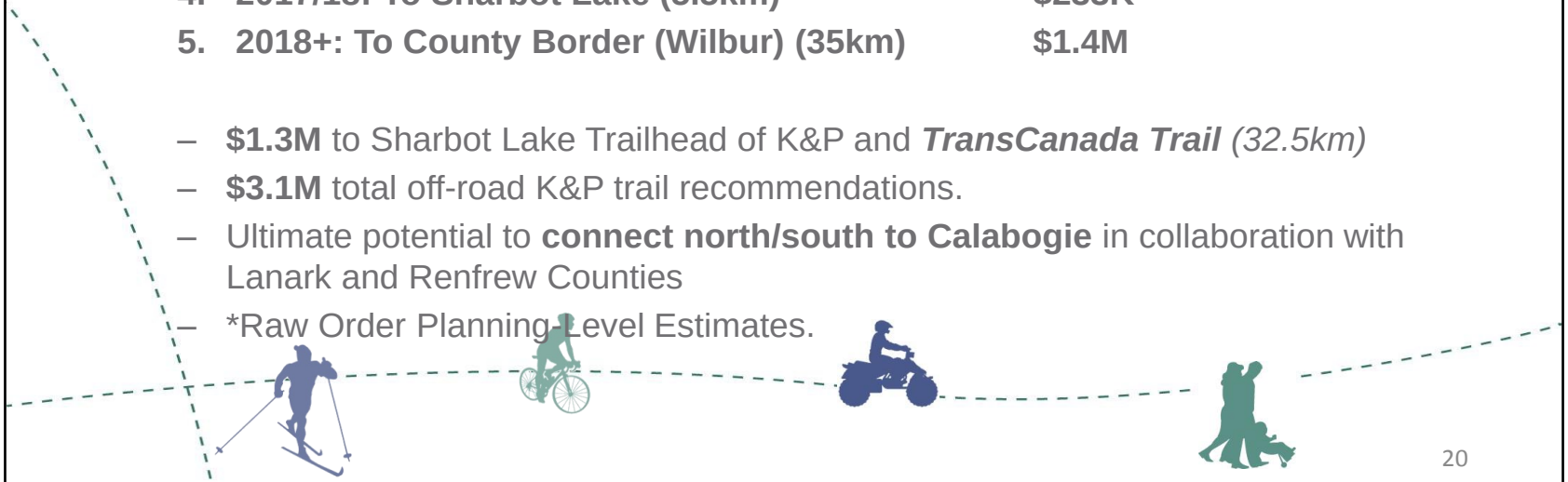


3.0 Recommendations

- **Projected Costs of Off-Road** K&P Trail
  (67.5 km to complete to County border)

1.	**2014/15: To White Lake Road (9.7km)**	**$439K**
2.	**2015/16: To Tichborne (9.9km)**	**$745K**
3.	**2016/17: To Crow Lake Road (7.0km)**	**$280K**
4.	**2017/18: To Sharbot Lake (5.5km)**	**$233K**
5.	**2018+: To County Border (Wilbur) (35km)**	**$1.4M**

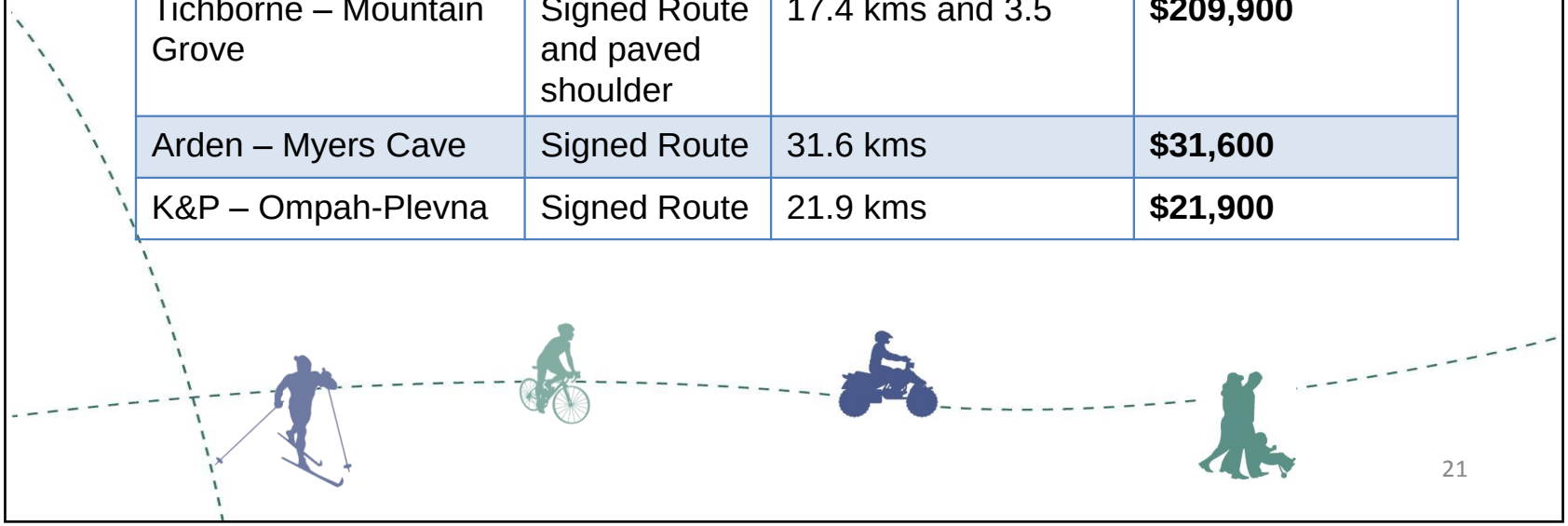
- **$1.3M** to Sharbot Lake Trailhead of K&P and ***TransCanada Trail*** *(32.5km)*
- **$3.1M** total off-road K&P trail recommendations.
- Ultimate potential to **connect north/south to Calabogie** in collaboration with Lanark and Renfrew Counties
- *Raw Order Planning-Level Estimates.



3.0 Recommendations

- **Projected Costs of On-Road** Trail/Routes

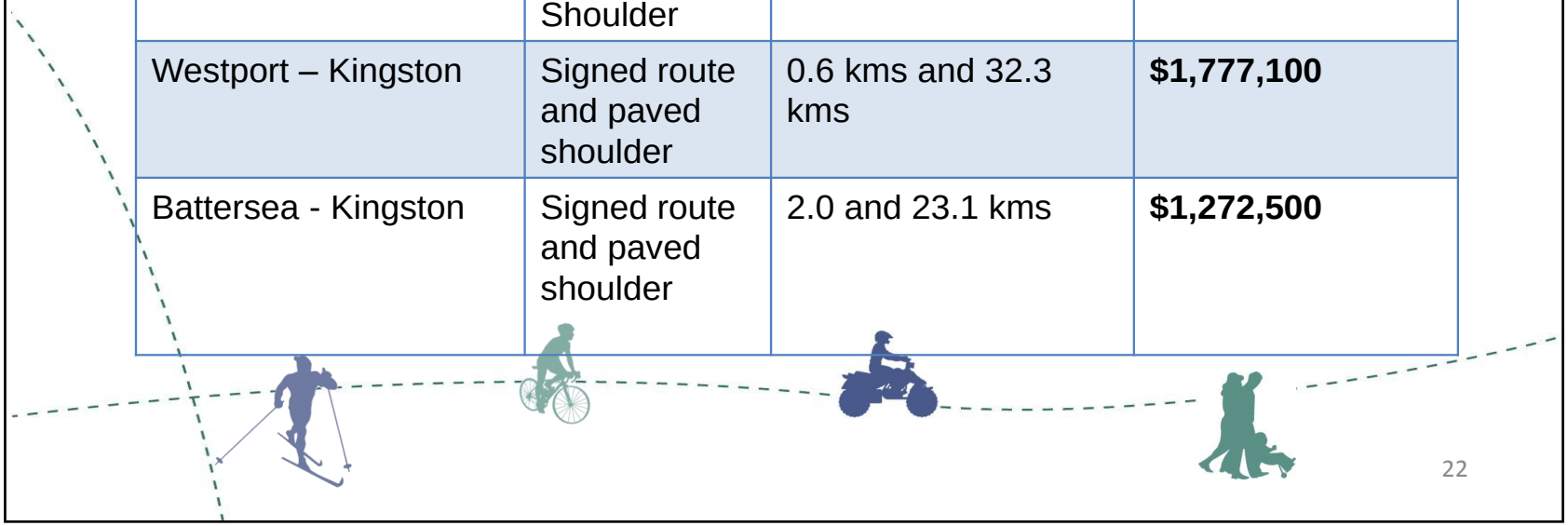
Verona – Frontenac Provincial Park	Signed Route	15.9kms	**$15,900**
Sharbot Lake – Sharbot Lake Provincial Park	Paved Shoulder	3.5 kms	**$192,500**
Tichborne – Mountain Grove	Signed Route and paved shoulder	17.4 kms and 3.5	**$209,900**
Arden – Myers Cave	Signed Route	31.6 kms	**$31,600**
K&P – Ompah-Plevna	Signed Route	21.9 kms	**$21,900**



3.0 Recommendations

- **Projected Costs of On-Road** Trail/Routes

Verona – Bellrock	Signed Route	10.7 kms	**$10,700**
Verona – Tichborne – Parham – Bellrock Loop	Signed Route	28.2 kms	**$28,200**
Godfrey – Westport	Paved Shoulder	25.2 kms	**$1,386,000**
Westport – Kingston	Signed route and paved shoulder	0.6 kms and 32.3 kms	**$1,777,100**
Battersea - Kingston	Signed route and paved shoulder	2.0 and 23.1 kms	**$1,272,500**



3.0 Recommendations

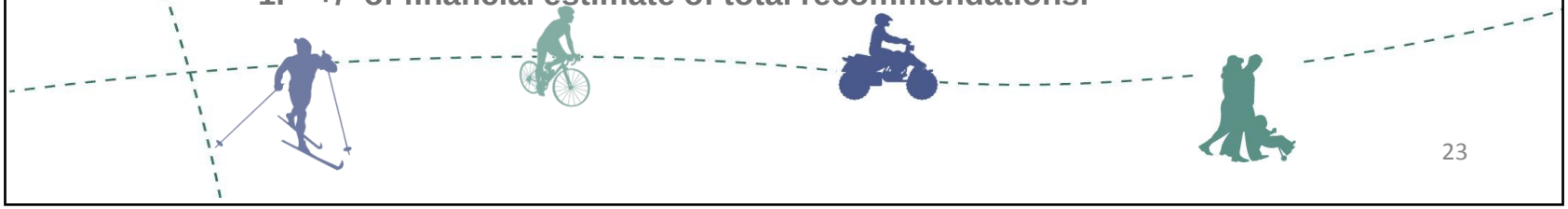
- **Projected Costs of On-Road** Trail/Routes

Inverary - Sunbury	Signed Route	4.2 kms	**$4,200**
Frontenac Islands – Winter Dock	Signed Route	2.1 kms	**$2,100**

Total On-Road Paved-Shoulder Recommendations: $5.4M
Total Signed Route recommendations: $125K

- **40% Off-Road**[1]
- **60% On-Road**[1]

1. +/- of financial estimate of total recommendations.

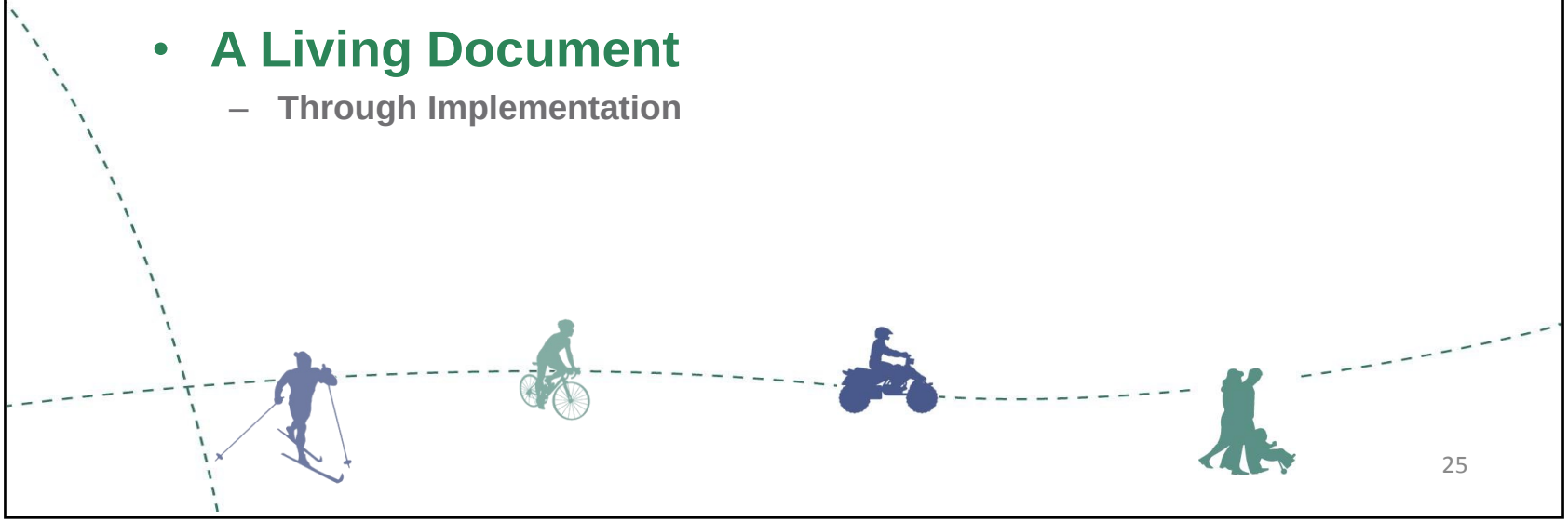


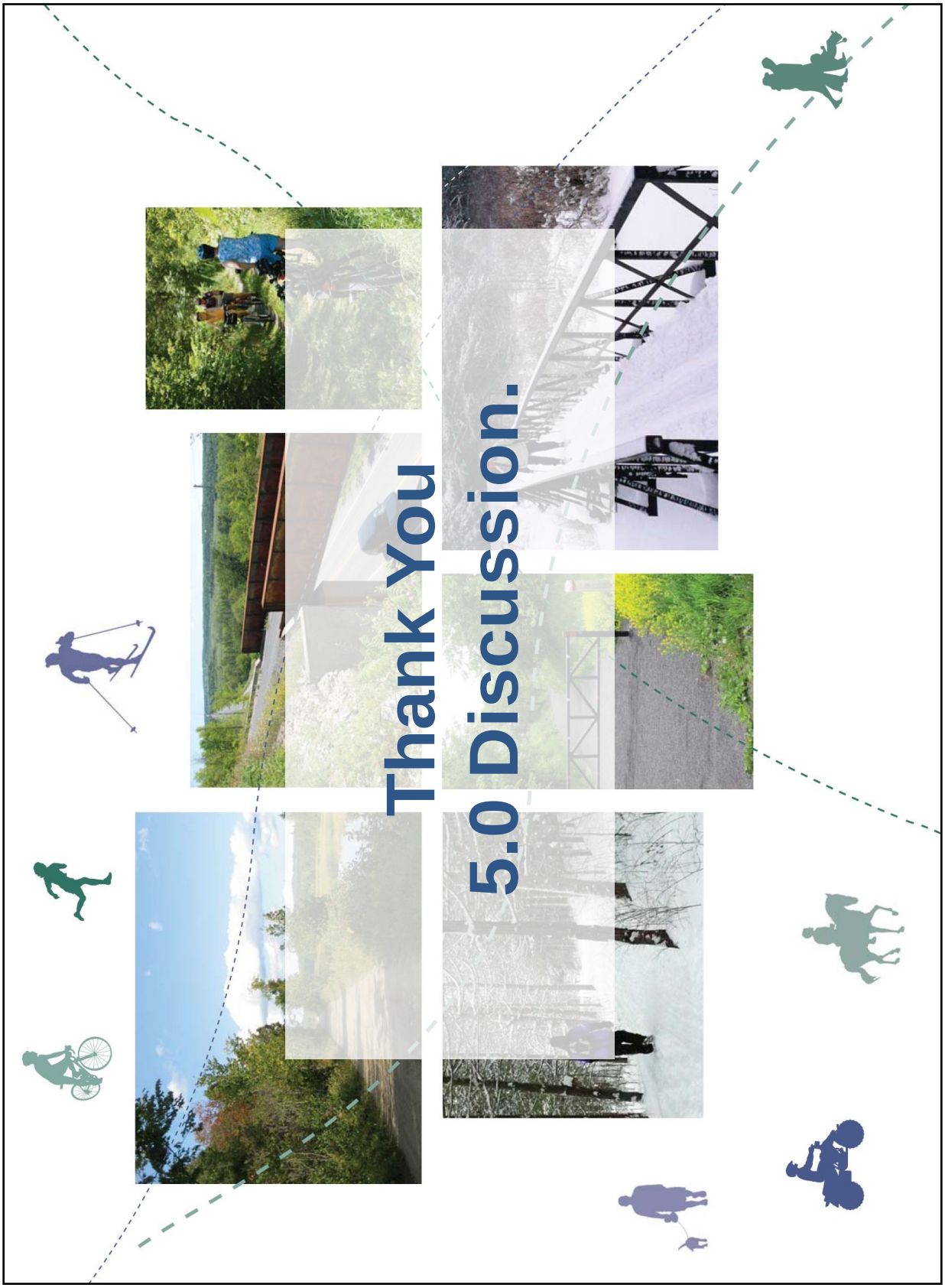
3.0 Recommendations

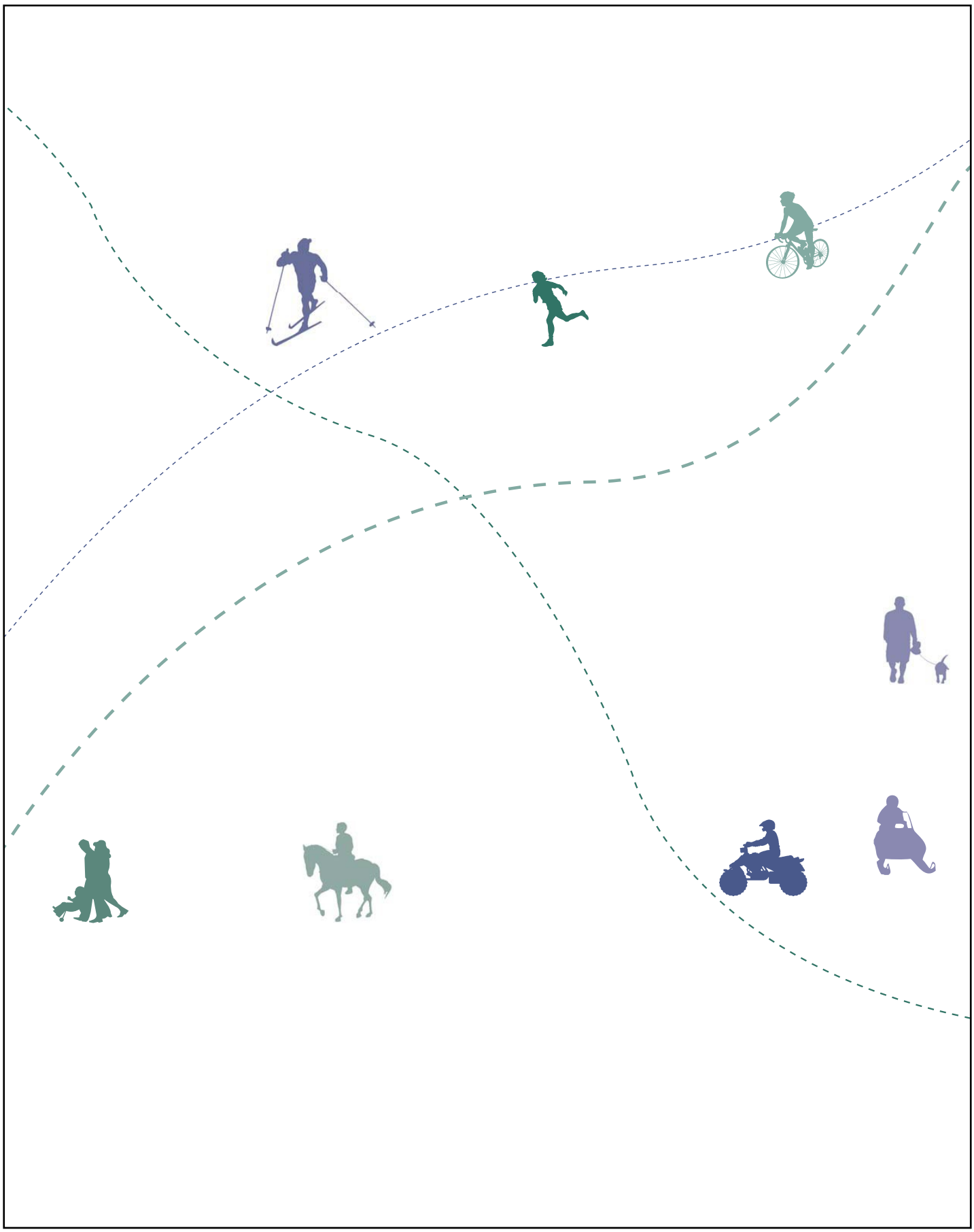
- **Additional Report Contents**
  - **Benefits of Trails** – Recreation, Economy & Tourism, Active Living, Environment, Asset Management.
  - **Trail Design** Standards – Universal Design, Wheelchairs, Crime Prevention Through Environmental Design (CPTED)
  - **Trail Maintenance** and Operation Considerations – including Maintenance Planning
  - **Trailheads** and Staging Areas – Hierarchy and design considerations

4.0 Next Steps

- **Finalization of Mapping & Report**
  - August 2014
- **Sharing of GIS information**
  - August 2014
- **A Living Document**
  - Through Implementation




Thank You
5.0 Discussion.



COUNTY of Frontenac

POSTED CHEQUE LISTING **PAYROLL**

FOR THE PERIOD OF: July 10, 2014 - September 11, 2014 (inclusive)

PAYROLL DATE

PP#14	June 23, 2014 - July 6, 2014	Canadian Payroll	$	175,540.64
PP#15	June 30, 2014 - July 13, 2014	Canadian Payroll	$	291,658.77
PP#15	July 7, 2014 - July 20, 2014	Canadian Payroll	$	179,743.13
PP#16	July 14, 2014 - July 27, 2014	Canadian Payroll	$	284,783.79
PP#16	July 21, 2014 - August 3, 2014	Canadian Payroll	$	183,166.79
PP#17	July 28, 2014 - August 10, 2014	Canadian Payroll	$	290,601.47
SP	Special Pay August 20, 2014	Canadian Payroll	$	414.60
PP#17	August 4, 2014 - August 17, 2014	Canadian Payroll	$	191,867.98
PP#18	August 11, 2014 - August 24, 2014	Canadian Payroll	$	305,221.71
PP#18	August 18, 2014 - August 31, 2014	Canadian Payroll	$	178,624.13
PP#19	August 25, 2014 - September 7, 2014	Canadian Payroll	$	295,972.80

PAYROLL TOTAL: $ 2,377,595.81

TOTAL: $ 2,377,595.81

System: 9/11/2014 8:50:18 AM County of Frontenac Page: 1
User Date: 9/11/2014 DETAIL INQUIRY REPORT FOR 2014 User ID: nelliott
General Ledger

* Voided Journal Entry

Account: 10-10-00000-10200 Bank Account - General

Ranges:	From:	To:
Date	7/10/2014	9/11/2014
Source Document	CPY	CPY
Currency ID	First	Last

Sorted By: Transaction Date Account Balance: 8,997,040.94

Trx Date	Jrnl No.	Source Doc	Audit Code	Reference	Currency ID	Debit	Credit
7/10/2014	123,849	CPY	GLTRX00019994	Canadian Payroll Summary Batc			175,540.64
7/17/2014	124,146	CPY	GLTRX00020029	Canadian Payroll Summary Batc			291,658.77
7/24/2014	124,375	CPY	GLTRX00020075	Canadian Payroll Summary Batc			179,743.13
7/31/2014	124,656	CPY	GLTRX00020095	Canadian Payroll Summary Batc			284,783.79
8/7/2014	124,951	CPY	GLTRX00020157	Canadian Payroll Summary Batc			183,166.79
8/14/2014	125,352	CPY	GLTRX00020190	Canadian Payroll Summary Batc			290,601.47
8/20/2014	125,446	CPY	GLTRX00020223	Canadian Payroll Summary Batc			414.60
8/21/2014	125,452	CPY	GLTRX00020229	Canadian Payroll Summary Batc			191,867.98
8/28/2014	125,736	CPY	GLTRX00020262	Canadian Payroll Summary Batc			305,221.71
9/4/2014	126,054	CPY	GLTRX00020322	Canadian Payroll Summary Batc			178,624.13
9/11/2014	126,346	CPY	GLTRX00020342	Canadian Payroll Summary Batc			295,972.80
					Totals:	0.00	2,377,595.81

Total Transactions: 11

COUNTY of Frontenac

POSTED CHEQUE LISTING **COUNTY OF FRONTENAC**
(Great Plains)
FOR THE PERIOD OF: July 10, 2014 - September 11, 2014 (inclusive)

CHEQUE TOTAL:	3,398,474.54
TOTAL:	$3,398,474.54

County of Frontenac
Transaction Register Report
July 10, 2014 - September 11, 2014

Cheque Number	Vendor Cheque Name	Cheque Date	Amount
114	TAMBLYN, ANGELIQUE IN TRUST (R	9/9/2014	255.00
7102014	TD FUTURE BUILDER	7/10/2014	275.00
7152014	PARAMEDIC ASSOCIATION	7/15/2014	145.00
7152014	TD FUTURE BUILDER	7/17/2014	1,050.00
7222014	TD FUTURE BUILDER	7/24/2014	275.00
113	TAMBLYN, ANGELIQUE IN TRUST (R	8/26/2014	668.80
2488	ROCHON, SUE	7/10/2014	977.55
34994	RECEIVER GENERAL	7/17/2014	49,418.51
3586329	RECEIVER GENERAL	7/24/2014	111,789.02
3587183	RECEIVER GENERAL	7/24/2014	24,103.19
38342	CANADIAN TIRE STORE 195	7/22/2014	1,111.79
38343	CRINTEC LTD.	7/22/2014	1,080.28
38344	ENVIRO-GUARD	7/22/2014	63.28
38345	GLENBURNIE GROCERY	7/22/2014	142.91
38346	HEARTHMAKERS ENERGY COOPERATIV	7/22/2014	4,576.50
38347	INSPEC-SOL INC.	7/22/2014	220.35
38348	LAND O' LAKES TOURIST ASSOCIAT	7/22/2014	2,000.00
38349	MAGENTA WATERFRONT DEVELOPMEN	7/22/2014	1,400.00
38350	RECEIVER GENERAL	7/22/2014	94.20
38351	REINHART, RACHELLE	7/22/2014	440.00
38352	STERICYCLE INC.	7/22/2014	107.53
38353	SUNHARVEST GREENHOUSES	7/22/2014	514.00
38354	THE INFORMATION PROFESSIONALS	7/22/2014	339.00
38355	TROPHY HOUSE	7/22/2014	90.40
38356	FAIRMOUNT	7/22/2014	15,000.00
38357	TAMBLYN, ANGELIQUE IN TRUST	7/22/2014	463.85
38358	VERONA LIONS CLUB	7/22/2014	125.00
38359	HYDRO ONE	7/22/2014	57,569.16
38360	JODY CAMPBELL'S SEPTIC SERVICE	7/30/2014	248.60
38361	CDW CANADA	7/30/2014	76.96
38362	CROWN COLLISION SERVICE LTD.	7/30/2014	1,631.99
38364	FRONTENAC AUTO BODY SERVICE	7/30/2014	2,899.49
38365	J. WATKINS AND ASSOCIATES (INC	7/30/2014	3,022.75
38366	KINGSTON POLICE	7/30/2014	2,900.00
38367	LOUISA DAVIE ARBITRATIONS	7/30/2014	2,714.57
38368	QUEEN'S UNIVERSITY	7/30/2014	75.00
38369	RACKAIR INC.	7/30/2014	126.56
38370	REVELL FORD LINCOLN	7/30/2014	50.85
38371	SILKWOOD LAWN AND GARDEN	7/30/2014	676.87
38372	TROPHY HOUSE	7/30/2014	45.20
38373	TAMBLYN, ANGELIQUE IN TRUST	7/30/2014	117.00
38374	WORKPLACE SAFETY & PREVENTION	7/30/2014	791.00
38375	YOUNG SIGNS	7/30/2014	918.13
38376	WORKPLACE SAFETY AND INSURANCE	7/30/2014	531.92
38377	JODY CAMPBELL'S SEPTIC SERVICE	8/26/2014	124.30

County of Frontenac
Transaction Register Report
July 10, 2014 - September 11, 2014

Cheque Number	Vendor Cheque Name	Cheque Date	Amount
38378	CDW CANADA	8/26/2014	22,949.35
38379	CORNERSTONE MEDICAL	8/26/2014	225.00
38380	CROWN COLLISION SERVICE LTD.	8/26/2014	1,367.30
38381	JOHN CURTIS LAWYER, MEDIATOR,	8/26/2014	3,322.20
38382	DELTA PRINTING	8/26/2014	394.14
38383	DUCTWORX	8/26/2014	3,299.60
38384	ENVIRO-GUARD	8/26/2014	63.28
38385	GLENBURNIE GROCERY	8/26/2014	40.63
38386	HUNDEVAD, ELIZABETH	8/26/2014	785.00
38387	INSPEC-SOL INC.	8/26/2014	372.90
38388	JOHN, TRACY	8/26/2014	48.00
38389	LANCASTER HOUSE	8/26/2014	28.25
38391	MEDICAL ARTS PHARMACY	8/26/2014	20.00
38392	PAM VANCOUGHNETT	8/26/2014	100.00
38393	PREMERGENCY INC.	8/26/2014	904.00
38394	RECEIVER GENERAL	8/26/2014	976.40
38395	REINHART, RACHELLE	8/26/2014	440.00
38396	ROSS, DON	8/26/2014	50.88
38397	SAFE STEP BUILDING TREATMENTS	8/26/2014	2,147.00
38398	SILKWOOD LAWN AND GARDEN	8/26/2014	676.87
38399	S. INGO MPC	8/26/2014	50.00
38401	TROPHY HOUSE	8/26/2014	171.76
38402	TAMBLYN, ANGELIQUE IN TRUST	8/26/2014	241.80
38403	VANZUYLEN ALIGNMENT SERVICE LT	8/26/2014	32.41
38404	LINDA SILVER	8/26/2014	185.00
38405	AABEN WINDOWS AND DOORS LTD.	8/26/2014	229.52
38406	CULLIGAN WATER CONDITIONING	8/26/2014	23.55
38407	HYDRO ONE	8/26/2014	21,007.69
38408	RECEIVER GENERAL	8/26/2014	103.10
38409	TD VISA - (1306) KATHRYN ALDRI	8/26/2014	126.47
38410	MCNEIL, BILLIE	8/28/2014	150.00
38411	CDW CANADA	9/9/2014	2,188.69
38412	DELTA PRINTING	9/9/2014	197.07
38413	DIETER EBERHARDT	9/9/2014	64.32
38414	ENVIRO-GUARD	9/9/2014	70.47
38415	FIRETECH MANUFACTURING LTD.	9/9/2014	1,218.16
38416	107985 CANADA INC. (GAZDA, HOU	9/9/2014	5,424.00
38417	GLENBURNIE GROCERY	9/9/2014	60.79
38418	HOLIDAY INN	9/9/2014	2,307.50
38419	HOLWAY & HUTCHINSON	9/9/2014	62.64
38420	INSPEC-SOL INC.	9/9/2014	621.50
38421	KGH- ACCOUNTING SERVICES	9/9/2014	20.00
38422	MCNEIL, BILLIE	9/9/2014	75.00
38423	REINHART, RACHELLE	9/9/2014	440.00
38424	REVELL FORD LINCOLN	9/9/2014	16.95

County of Frontenac
Transaction Register Report
July 10, 2014 - September 11, 2014

Cheque Number	Vendor Cheque Name	Cheque Date	Amount
38425	SIEMENS BUILDING TECHNOLOGIES	9/9/2014	4,516.61
38426	SPACE AGE SHELVING	9/9/2014	323.12
38427	STERICYCLE INC.	9/9/2014	871.22
38428	SUNHARVEST GREENHOUSES	9/9/2014	33.90
38429	TROPHY HOUSE	9/9/2014	33.90
38430	TAMBLYN, ANGELIQUE IN TRUST	9/9/2014	377.60
38431	VANZUYLEN ALIGNMENT SERVICE LT	9/9/2014	22.25
38432	AIRTRON CANADA	9/9/2014	1,148.08
38433	EMMONS & MITCHELL CONSTRUCTION	9/9/2014	415,462.48
6725173	RECEIVER GENERAL	7/17/2014	19,703.64
6725612	RECEIVER GENERAL	7/10/2014	72.50
6996558	MINISTER OF FINANCE	7/15/2014	26,148.73
9199672	RECEIVER GENERAL	7/10/2014	112,662.39
9199950	RECEIVER GENERAL	7/10/2014	16,740.44
A5H3Z5	INFOSAT TELECOMMUNICATIONS	7/23/2014	142.12
A5H3Z6	BELL CANADA	7/28/2014	413.84
A5H3Z7	BELL CANADA	7/23/2014	441.50
A5H3Z8	BELL CANADA	7/23/2014	239.51
A5H3Z9	SHAW DIRECT	7/23/2014	312.11
A5H4A2	NORTH FRONTENAC TELEPHONE CO.	7/23/2014	188.00
A5H4A3	KINGSTON ONLINE SERVICES	7/23/2014	98.25
A5H4A4	WTC COMMUNICATIONS	7/23/2014	363.00
A5H4A5	WTC COMMUNICATIONS	7/23/2014	779.70
A7Z7Y7	WORKPLACE SAFETY AND INSURANCE	7/24/2014	64,511.97
A8A6Q4	CULLIGAN WATER CONDITIONING	7/24/2014	98.25
A8A6Q5	CULLIGAN WATER CONDITIONING	7/24/2014	142.00
A8A6Q6	CULLIGAN WATER CONDITIONING	7/24/2014	79.25
A8A6Q7	CULLIGAN WATER CONDITIONING	7/24/2014	27.25
A8A6Q8	CULLIGAN WATER CONDITIONING	7/24/2014	32.00
A8A6Q9	CULLIGAN WATER CONDITIONING	7/24/2014	55.32
A8A6R2	CULLIGAN WATER CONDITIONING	7/24/2014	38.25
A8A6R6	BELL CANADA	7/24/2014	24.74
A8A6R7	CULLIGAN WATER CONDITIONING	7/24/2014	14.75
AR1083	SODEXO SERVICES CANADA	7/24/2014	73,713.22
AR1231	COUNTY OF FRONTENAC	7/15/2014	522.00
AR1388	REVEREND LEWIS BRYANT	7/31/2014	929.83
AR73	ROCHON, SUE	7/24/2014	887.30
EFT0004375	ACKLANDS GRAINGER INC.	7/14/2014	2,621.67
EFT0004376	ACTIVE HEALTH SERVICES LTD.	7/14/2014	19,163.80
EFT0004377	KYLE ANDREWS	7/14/2014	587.60
EFT0004378	BARDON SUPPLIES LTD	7/14/2014	15.58
EFT0004379	BENSON COMMERCIAL TIRE	7/14/2014	686.43
EFT0004380	LINDE CANADA	7/14/2014	1,922.70
EFT0004381	CADUCEON ENVIRONMENTAL LABORAT	7/14/2014	107.80
EFT0004382	CANADIAN TIRE	7/14/2014	613.86

County of Frontenac
Transaction Register Report
July 10, 2014 - September 11, 2014

Cheque Number	Vendor Cheque Name	Cheque Date	Amount
EFT0004383	CANADIAN SMALL ENGINES	7/14/2014	74.59
EFT0004384	CARLETON UNIFORMS INC.	7/14/2014	27.24
EFT0004385	COLLINS	7/14/2014	249.54
EFT0004386	CONSTRUCT IT LTD.	7/14/2014	2,511.43
EFT0004387	CRESTLINE COACH LTD.	7/14/2014	3,629.48
EFT0004388	CUNNINGHAM SWAN CARTY LITTLE &	7/14/2014	3,820.73
EFT0004389	DIGITAL OFFICE SYSTEMS	7/14/2014	399.58
EFT0004390	DIGITAL OFFICE	7/14/2014	311.46
EFT0004391	DRAPER DOORS	7/14/2014	968.98
EFT0004392	FERNO	7/14/2014	1,491.60
EFT0004393	FRONTENAC CFDC	7/14/2014	1,017.00
EFT0004394	OFFICE MAX GRAND & TOY LTD	7/14/2014	244.13
EFT0004395	HOTEL DIEU HOSPITAL	7/14/2014	595.00
EFT0004396	1517823 ONTARIO INC. O/A INDEP	7/14/2014	308.50
EFT0004397	KINGSTON REGIONAL HOSPITAL LA	7/14/2014	553.94
EFT0004398	L.A. BOB'S CARRY OUT AND CATER	7/14/2014	342.36
EFT0004399	LAERDAL MEDICAL CANADA LTD.	7/14/2014	1,601.21
EFT0004400	LEN'S CONTROLS LTD	7/14/2014	135.60
EFT0004401	MALLORY'S FIRE SYSTEMS LTD	7/14/2014	644.95
EFT0004402	MARILYN'S CLEANING SERVICES	7/14/2014	175.00
EFT0004403	CASTLE & COOPER INC.	7/14/2014	347.04
EFT0004404	MICROAGE KINGSTON	7/14/2014	289.00
EFT0004405	MODERN TAXI CAB LTD	7/14/2014	38.95
EFT0004406	MOTION SPECIALTIES	7/14/2014	4,446.56
EFT0004407	NEDCO-DIVISION OF REXEL CANADA	7/14/2014	207.36
EFT0004408	ORMSBEE'S MERCANTILE	7/14/2014	560.49
EFT0004409	PERFORMANCE CONCEPTS CONSULTIN	7/14/2014	11,300.00
EFT0004410	PHYSIO-CONTROL CANADA SALES L	7/14/2014	1,936.37
EFT0004411	PUROLATOR COURIER LTD.	7/14/2014	118.41
EFT0004412	WIRELESS RNA TECHNOLOGY INC.	7/14/2014	400.02
EFT0004413	SANDS CANADA INC/ANGUS	7/14/2014	1,225.49
EFT0004414	SCOTT'S SNOW REMOVAL AND LAWN	7/14/2014	587.60
EFT0004415	SHOPPERS HOME HEALTH CARE	7/14/2014	384.36
EFT0004416	SHOPPERS DRUG MART	7/14/2014	4,127.71
EFT0004417	SPROULE, BARBARA	7/14/2014	115.20
EFT0004418	TAYLOR CHEVROLET CADILLAC	7/14/2014	441.32
EFT0004419	GREER GALLOWAY CONSULTING ENGI	7/14/2014	2,507.65
EFT0004420	THE KINGSTON WHIG STANDARD	7/14/2014	287.27
EFT0004421	THOMAS TOWING & RECOVERY	7/14/2014	406.80
EFT0004422	THYESSEN KRUPP ELEVATOR	7/14/2014	6,702.26
EFT0004423	TROUSDALE HOME HARDWARE	7/14/2014	1,071.24
EFT0004424	WESTBURNE/RUDDY ELECTRIC	7/14/2014	123.40
EFT0004425	EMMONS & MITCHELL CONSTRUCTION	7/14/2014	210,842.30
EFT0004426	E.S.FOX LIMITED	7/14/2014	2,885.68
EFT0004427	ARGUE CONSTRUCTION LTD.	7/28/2014	59,255.61

County of Frontenac
Transaction Register Report
July 10, 2014 - September 11, 2014

Cheque Number	Vendor Cheque Name	Cheque Date	Amount
EFT0004428	BLUE CROSS	7/28/2014	63,618.90
EFT0004429	EMMONS & MITCHELL CONSTRUCTION	7/28/2014	136,106.56
EFT0004430	SUN LIFE ASSURANCE COMPANY OF	7/28/2014	51,646.79
EFT0004431	KINGSTOWN INVESTMENTS INC	8/1/2014	4,421.13
EFT0004432	GEMMILL,DAVE	8/1/2014	2,636.66
EFT0004433	HOTEL DIEU HOSPITAL	8/1/2014	2,519.54
EFT0004434	QUINTE CRANE RENTALS INCORPORA	8/1/2014	4,972.00
EFT0004435	4 OFFICE AUTOMATION LIMITED	8/11/2014	718.93
EFT0004436	ACKLANDS GRAINGER INC.	8/11/2014	716.71
EFT0004437	AIG INSURANCE COMPANY OF CANAD	8/11/2014	864.31
EFT0004438	AIR LIQUIDE CANADA INC.	8/11/2014	41.36
EFT0004440	ALEX MCCOY PLUMBING AND HEATIN	8/11/2014	133.34
EFT0004441	ALLIED MEDICAL	8/11/2014	12,137.30
EFT0004442	KYLE ANDREWS	8/11/2014	587.60
EFT0004443	ARJO HUNTLEIGH CANADA	8/11/2014	1,260.29
EFT0004444	BARDON SUPPLIES LTD	8/11/2014	55.31
EFT0004445	BEEHLER BROS. ELECTRICAL	8/11/2014	393.81
EFT0004446	BENSON TRUCK & TRAILER	8/11/2014	11,944.09
EFT0004447	BENSON COMMERCIAL TIRE	8/11/2014	370.00
EFT0004448	LINDE CANADA	8/11/2014	3,462.48
EFT0004449	BUBBLES CLEANING SERVICES	8/11/2014	791.00
EFT0004450	CANADIAN TIRE	8/11/2014	281.42
EFT0004451	CANADIAN CLEANING SERVICES & S	8/11/2014	960.50
EFT0004452	WASTE MANAGEMENT	8/11/2014	2,913.77
EFT0004453	CANADIAN LINEN AND UNIFORM SER	8/11/2014	1,181.01
EFT0004454	CARLETON UNIFORMS INC.	8/11/2014	1,435.33
EFT0004455	COLLINS	8/11/2014	893.06
EFT0004456	COUNTY OF RENFREW	8/11/2014	338.37
EFT0004457	CRESTLINE COACH LTD.	8/11/2014	1,759.37
EFT0004458	CUNNINGHAM SWAN CARTY LITTLE &	8/11/2014	2,364.95
EFT0004459	CUPE LOCAL 109	8/11/2014	675.95
EFT0004460	DIAMOND MUNICIPAL SOLUTIONS IN	8/11/2014	21,525.88
EFT0004461	DIGITAL OFFICE SYSTEMS	8/11/2014	388.99
EFT0004462	DIGITAL OFFICE	8/11/2014	554.22
EFT0004463	DRAPER DOORS	8/11/2014	1,093.28
EFT0004464	ECOLAB	8/11/2014	550.23
EFT0004465	E.S.FOX LIMITED	8/11/2014	2,024.20
EFT0004466	K3C COMMUNITY COUNSELLING CENT	8/11/2014	2,236.72
EFT0004467	CARDINAL HEALTH CANADA INC.	8/11/2014	6,162.63
EFT0004469	OFFICE MAX GRAND & TOY	8/11/2014	2,452.84
EFT0004470	OFFICE MAX GRAND & TOY (CTY)	8/11/2014	184.90
EFT0004471	OFFICE MAX GRAND & TOY LTD	8/11/2014	186.55
EFT0004472	HAMILTON SMITH LTD	8/11/2014	809.65
EFT0004473	HEALTH SUPPORTS & FITTING SERV	8/11/2014	348.00
EFT0004474	HICKS MORLEY HAMILTON STEWART	8/11/2014	3,334.64

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Cheque Number	Vendor Cheque Name	Cheque Date	Amount
EFT0004475	HOLLINGSWORTH SUPPLY SERVICES	8/11/2014	2,892.98
EFT0004476	HOTEL DIEU HOSPITAL	8/11/2014	340.00
EFT0004477	SERVE PRO - KINGSTON	8/11/2014	1,869.20
EFT0004478	ICOMPASSS TECHNOLOGIES INC.	8/11/2014	10,825.40
EFT0004479	INTERDEV TECHNOLOGIES INC.	8/11/2014	6,192.00
EFT0004480	JJ EXPRESS	8/11/2014	24.70
EFT0004481	1557145 ONTARIO LTD.	8/11/2014	271.20
EFT0004482	KINGSTON GENERAL HOSPITAL	8/11/2014	42,808.89
EFT0004483	KINGSTON REGIONAL HOSPITAL LA	8/11/2014	653.28
EFT0004484	KINGSTON OXYGEN	8/11/2014	20.00
EFT0004485	KINGSTON INJURY MANAGEMENT CEN	8/11/2014	1,543.00
EFT0004486	LEN'S CONTROLS LTD	8/11/2014	135.60
EFT0004487	LEVAC PROPANE INC.	8/11/2014	239.86
EFT0004488	MALLORY'S FIRE SYSTEMS LTD	8/11/2014	814.00
EFT0004489	M.C. HEALTHCARE PRODUCTS	8/11/2014	38.19
EFT0004490	LIFELABS LP	8/11/2014	1,142.50
EFT0004491	MEDICAL MART	8/11/2014	267.95
EFT0004492	MEDIGAS - DIV OF PRAXAIR CANAD	8/11/2014	58.99
EFT0004493	MICROAGE KINGSTON	8/11/2014	780.83
EFT0004494	MOTION SPECIALTIES	8/11/2014	3,903.84
EFT0004495	OPSEU LOCAL 462	8/11/2014	7,679.19
EFT0004496	ORMSBEE'S MERCANTILE	8/11/2014	109.61
EFT0004497	PRINCESS AUTO	8/11/2014	1,400.00
EFT0004498	PUROLATOR COURIER LTD.	8/11/2014	229.70
EFT0004499	RENTOKIL PEST CONTROL CANADA L	8/11/2014	318.66
EFT0004500	CUPE NATIONAL	8/11/2014	10,714.63
EFT0004501	SHARBOT LAKE LAWN SERVICE	8/11/2014	1,723.25
EFT0004502	SILVERT'S STORE	8/11/2014	789.47
EFT0004503	SWISH MAINTENANCE LTD	8/11/2014	1,084.92
EFT0004504	TAYLOR CHEVROLET CADILLAC	8/11/2014	3,008.08
EFT0004505	THOMPSON ELECTRIC	8/11/2014	514.83
EFT0004506	THYESSEN KRUPP ELEVATOR	8/11/2014	1,368.97
EFT0004507	TIMBER TREES O/C 901641 ONTAR	8/11/2014	1,463.35
EFT0004508	TOWNSHIP OF CENTRAL FRONTENAC	8/11/2014	1,350.00
EFT0004509	TOWNSHIP OF SOUTH FRONTENAC	8/11/2014	225.51
EFT0004510	TRIM-LINE OF SOUTH EASTERN ONT	8/11/2014	237.30
EFT0004511	VERATHON MEDICAL	8/11/2014	847.50
EFT0004512	VERSUS BUSINESS FORMS AND LABE	8/11/2014	507.41
EFT0004513	WESTBURNE/RUDDY ELECTRIC	8/11/2014	452.90
EFT0004514	W.R. BRIGHTMAN & SON LTD	8/11/2014	478.84
EFT0004515	XPLORNET COMMUNICATIONS INC.	8/11/2014	85.19
EFT0004516	KINGSTON FRONTENAC PUBLIC LIBR	8/11/2014	73,129.35
EFT0004517	MARCHANT MARKING DEVICES	8/11/2014	108.37
EFT0004518	THE CORPORATION OF THE CITY OF	8/1/2014	152,384.71
EFT0004519	MUNICIPAL PROPERTY ASSESSMENT	8/1/2014	187,128.31

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EFT0004520	4 OFFICE AUTOMATION LIMITED	8/18/2014	379.89
EFT0004521	ACCARA INC.	8/18/2014	10,222.89
EFT0004522	ACKLANDS GRAINGER INC.	8/18/2014	866.93
EFT0004523	ACTIVE HEALTH SERVICES LTD.	8/18/2014	10,412.88
EFT0004524	AIG INSURANCE COMPANY OF CANAD	8/18/2014	859.58
EFT0004525	ALEX MCCOY PLUMBING AND HEATIN	8/18/2014	1,157.69
EFT0004526	ALLIED MEDICAL	8/18/2014	3,967.69
EFT0004527	AMBERGER, HERMAN	8/18/2014	75.00
EFT0004528	KYLE ANDREWS	8/18/2014	847.50
EFT0004529	ANYTHING ELECTRIC	8/18/2014	483.22
EFT0004530	ARGUE CONSTRUCTION LTD.	8/18/2014	50,450.36
EFT0004531	ARJO HUNTLEIGH CANADA	8/18/2014	774.53
EFT0004532	BARDON SUPPLIES LTD	8/18/2014	361.60
EFT0004533	LINDE CANADA	8/18/2014	1,869.32
EFT0004534	CADUCEON ENVIRONMENTAL LABORAT	8/18/2014	433.33
EFT0004535	CANADIAN TIRE	8/18/2014	1,601.44
EFT0004536	WASTE MANAGEMENT	8/18/2014	2,378.71
EFT0004537	CHOQUETTE CKS	8/18/2014	2,186.49
EFT0004538	COLLINS	8/18/2014	228.64
EFT0004539	CRESTLINE COACH LTD.	8/18/2014	174.05
EFT0004540	DALTCO ELECTRIC AND SUPPLY LTD	8/18/2014	1,049.18
EFT0004541	DEACON, JIM	8/18/2014	40.00
EFT0004542	DIAMOND SOFTWARE INC.	8/18/2014	429.40
EFT0004543	DIGITAL OFFICE SYSTEMS	8/18/2014	101.60
EFT0004544	DRAPER DOORS	8/18/2014	121.48
EFT0004545	E.S.FOX LIMITED	8/18/2014	610.20
EFT0004546	CARDINAL HEALTH CANADA INC.	8/18/2014	6,939.14
EFT0004548	GEORGE COUREY INC	8/18/2014	1,833.94
EFT0004549	OFFICE MAX GRAND & TOY (CTY)	8/18/2014	124.87
EFT0004550	OFFICE MAX GRAND & TOY LTD	8/18/2014	1,126.08
EFT0004551	HAMILTON SMITH LTD	8/18/2014	1,134.01
EFT0004552	HOME CARDIOGRAPIC INC	8/18/2014	15.00
EFT0004553	JJ EXPRESS	8/18/2014	140.40
EFT0004554	J.L. RICHARDS & ASSOCIATES LIM	8/18/2014	2,367.32
EFT0004555	K3C COMMUNITY COUNSELLING CENT	8/18/2014	620.00
EFT0004556	KFL&A HEALTH UNIT	8/18/2014	58,626.41
EFT0004557	KINGSTON GENERAL HOSPITAL	8/18/2014	25,684.45
EFT0004558	KINGSTON REGIONAL HOSPITAL LA	8/18/2014	778.04
EFT0004559	KINGSTON AND AMHERST TAXI	8/18/2014	60.95
EFT0004560	KINGSTON ACCESS BUS	8/18/2014	71.00
EFT0004561	KINGSTON OXYGEN	8/18/2014	353.28
EFT0004562	LEVAC PROPANE	8/18/2014	931.25
EFT0004563	AQUALIBRIUM WATER TECHNOLOGIES	8/18/2014	437.51
EFT0004564	MARILYN'S CLEANING SERVICES	8/18/2014	600.00
EFT0004565	MCKEOWN & WOOD FUELS	8/18/2014	353.17

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Cheque Number	Vendor Cheque Name	Cheque Date	Amount
EFT0004566	MEDICAL MART	8/18/2014	147.69
EFT0004567	MOTION SPECIALTIES	8/18/2014	10,236.50
EFT0004568	DON NORMAN	8/18/2014	75.00
EFT0004569	ONTARIO LAUNDRY SYSTEMS INC.	8/18/2014	19,672.17
EFT0004570	PUROLATOR COURIER LTD.	8/18/2014	25.78
EFT0004571	METROLAND MEDIA GROUP	8/18/2014	261.46
EFT0004572	SAINT ELIZABETH HEALTHCARE	8/18/2014	1,292.50
EFT0004573	SAM CHEMICAL SPECIALITIES	8/18/2014	873.27
EFT0004574	SHOPPERS DRUG MART	8/18/2014	4,325.90
EFT0004575	SOUTH FRONTENAC COMMUNITY SERV	8/18/2014	290.66
EFT0004576	SWISH MAINTENANCE LTD	8/18/2014	3,135.80
EFT0004577	THE KINGSTON WHIG STANDARD	8/18/2014	279.39
EFT0004578	THYESSEN KRUPP ELEVATOR	8/18/2014	4,399.95
EFT0004579	TOWNSHIP OF CENTRAL FRONTENAC	8/18/2014	8,295.00
EFT0004580	TOWNSHIP OF SOUTH FRONTENAC	8/18/2014	1,411.00
EFT0004581	TRIM-LINE OF SOUTH EASTERN ONT	8/18/2014	62.15
EFT0004582	UPPER CANADA OFFICE SYSTEMS	8/18/2014	940.16
EFT0004583	VERSUS BUSINESS FORMS AND LABE	8/18/2014	467.85
EFT0004584	WESTBURNE/RUDDY ELECTRIC	8/18/2014	141.02
EFT0004585	BEEHLER BROS. ELECTRICAL	8/18/2014	2,237.41
EFT0004586	CARSWELL	8/18/2014	177.45
EFT0004587	SUN LIFE ASSURANCE COMPANY OF	8/18/2014	50,802.17
EFT0004588	ARGUE CONSTRUCTION LTD.	8/18/2014	8,090.62
EFT0004589	GASKIN, DR. ANNE	8/19/2014	4,880.80
EFT0004590	BLUE CROSS	8/25/2014	75,339.52
EFT0004591	THE CORPORATION OF THE CITY OF	8/25/2014	152,384.71
EFT0004592	KFL&A HEALTH UNIT	8/25/2014	58,626.41
EFT0004593	KINGSTON FRONTENAC PUBLIC LIBR	8/25/2014	61,233.00
EFT0004594	KINGSTOWN INVESTMENTS INC	9/2/2014	4,421.13
EFT0004595	GEMMILL,DAVE	9/2/2014	2,636.66
EFT0004596	HOTEL DIEU HOSPITAL	9/2/2014	2,519.54
EFT0004597	QUINTE CRANE RENTALS INCORPORA	9/2/2014	4,972.00
EFT0004598	4 OFFICE AUTOMATION LIMITED	9/8/2014	943.78
EFT0004599	AGC FLAT GLASS NORTH AMERICA L	9/8/2014	14.24
EFT0004600	AIR LIQUIDE CANADA INC.	9/8/2014	23.12
EFT0004601	ALEX MCCOY PLUMBING AND HEATIN	9/8/2014	1,038.36
EFT0004602	ALLIED MEDICAL	9/8/2014	6,697.88
EFT0004603	KYLE ANDREWS	9/8/2014	452.00
EFT0004604	BEEHLER BROS. ELECTRICAL	9/8/2014	1,114.97
EFT0004605	BELL CONFERENCING INC.	9/8/2014	148.21
EFT0004606	BENSON TRUCK & TRAILER	9/8/2014	10,964.52
EFT0004607	LINDE CANADA	9/8/2014	3,357.00
EFT0004608	CADUCEON ENVIRONMENTAL LABORAT	9/8/2014	320.92
EFT0004609	CANADIAN TIRE	9/8/2014	453.71
EFT0004610	CANADIAN BEARINGS LTD	9/8/2014	59.26

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Cheque Number	Vendor Cheque Name	Cheque Date	Amount
EFT0004611	CANADIAN CLEANING SERVICES & S	9/8/2014	621.50
EFT0004612	WASTE MANAGEMENT	9/8/2014	637.37
EFT0004613	CANADIAN LINEN AND UNIFORM SER	9/8/2014	170.73
EFT0004614	CARLETON UNIFORMS INC.	9/8/2014	455.96
EFT0004615	CHOQUETTE CKS	9/8/2014	291.54
EFT0004616	THE CORPORATION OF THE CITY OF	9/8/2014	152,384.71
EFT0004617	CRESTLINE COACH LTD.	9/8/2014	1,587.97
EFT0004618	CUPE LOCAL 109	9/8/2014	1,021.94
EFT0004619	DIGITAL OFFICE SYSTEMS	9/8/2014	475.93
EFT0004620	DRAPER DOORS	9/8/2014	203.40
EFT0004621	E.S.FOX LIMITED	9/8/2014	2,216.62
EFT0004622	GEORGE COUREY INC	9/8/2014	36.73
EFT0004623	GILBERT, BARRIE	9/8/2014	38.40
EFT0004624	OFFICE MAX GRAND & TOY LTD	9/8/2014	468.27
EFT0004625	PRINTFUSION INC.	9/8/2014	2,949.41
EFT0004626	HICKS MORLEY HAMILTON STEWART	9/8/2014	2,011.40
EFT0004627	HOLLINGSWORTH SUPPLY SERVICES	9/8/2014	901.18
EFT0004628	HOTEL DIEU HOSPITAL	9/8/2014	255.00
EFT0004629	HOME CARDIOGRAPIC INC	9/8/2014	150.00
EFT0004630	INTERDEV TECHNOLOGIES INC.	9/8/2014	8,914.17
EFT0004631	JJ EXPRESS	9/8/2014	175.44
EFT0004632	J.L. RICHARDS & ASSOCIATES LIM	9/8/2014	2,367.32
EFT0004633	K3C COMMUNITY COUNSELLING CENT	9/8/2014	620.00
EFT0004634	KINGSTON REGIONAL HOSPITAL LA	9/8/2014	259.96
EFT0004635	KINGSTON OXYGEN	9/8/2014	695.44
EFT0004636	SUN MEDIA CORPORATION	9/8/2014	3,730.92
EFT0004637	ECOLAB	9/8/2014	527.99
EFT0004638	K3C COMMUNITY COUNSELLING CENT	9/8/2014	490.88
EFT0004639	AIG INSURANCE COMPANY OF CANAD	9/8/2014	854.69
EFT0004640	KINGSTON INJURY MANAGEMENT CEN	9/8/2014	2,050.00
EFT0004641	L.A. BOB'S SMOKEHOUSE RESTAURA	9/8/2014	491.55
EFT0004642	LAERDAL MEDICAL CANADA LTD.	9/8/2014	1,821.00
EFT0004643	LEN'S CONTROLS LTD	9/8/2014	135.60
EFT0004644	LIFELABS LP	9/8/2014	910.00
EFT0004645	MEDICAL MART	9/8/2014	1,206.65
EFT0004646	MEDIGAS - DIV OF PRAXAIR CANAD	9/8/2014	60.00
EFT0004647	NEOPOST CANADA	9/8/2014	271.03
EFT0004648	NORTHERN FRONTENAC COMMUNITY S	9/8/2014	96,000.00
EFT0004649	OPSEU LOCAL 462	9/8/2014	11,797.29
EFT0004650	PAT ROGERS TOWING SERVICE	9/8/2014	457.65
EFT0004651	PUROLATOR COURIER LTD.	9/8/2014	138.17
EFT0004652	QUALITY LIFE SERVICES INC.	9/8/2014	39.98
EFT0004653	RAVENHILL GROUP INC.	9/8/2014	282.50
EFT0004654	METROLAND MEDIA GROUP	9/8/2014	269.85
EFT0004655	SAINT ELIZABETH HEALTHCARE	9/8/2014	1,595.00

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Cheque Number	Vendor Cheque Name	Cheque Date	Amount
EFT0004656	SANDS CANADA INC/ANGUS	9/8/2014	354.17
EFT0004657	GEOFF SANDIFORD	9/8/2014	26.88
EFT0004658	SCOTT INDUSTRIAL SERVICES	9/8/2014	4,819.88
EFT0004659	CUPE NATIONAL	9/8/2014	7,809.24
EFT0004660	SERVE PRO - KINGSTON	9/8/2014	1,869.20
EFT0004661	SHARBOT LAKE LAWN SERVICE	9/8/2014	1,615.90
EFT0004662	SHOPPERS DRUG MART	9/8/2014	3,804.08
EFT0004663	GREER GALLOWAY CONSULTING ENGI	9/8/2014	5,276.90
EFT0004664	THERMOPATCH (CANADA) INC.	9/8/2014	67.31
EFT0004665	THE SCOTT WENTWORTH LANDSCAPE	9/8/2014	2,366.22
EFT0004666	TRIM-LINE OF SOUTH EASTERN ONT	9/8/2014	33.90
EFT0004667	WESTBURNE/RUDDY ELECTRIC	9/8/2014	44.26
EFT0004668	MOTION SPECIALTIES	9/8/2014	5,921.58
EFT0004669	UNITED WAY KFLA	9/8/2014	3,165.00
J9J4X8	BELL MOBILITY	7/31/2014	3,287.96
PAP07142014	UTILITIES KINGSTON	7/14/2014	615.16
PAP07162014	HYDRO ONE	7/16/2014	387.77
PAP07182014	RELIANCE HOME COMFORT	7/18/2014	20.23
PAP07192014	HYDRO ONE	7/19/2014	498.96
PAP07252014	NORTH FRONTENAC TELEPHONE CO.	7/25/2014	12.91
PAP07262014	HYDRO ONE	7/26/2014	76.79
PAP07262014	BELL CANADA	7/26/2014	191.01
PAP07282014	TD VISA (6040) MARIAN VABRUINE	7/28/2014	2,564.51
PAP07282014	UTILITIES KINGSTON	7/28/2014	222.11
PAP07282014	TD VISA (3154) DAVID MILLARD	7/28/2014	2,521.24
PAP07282014	TD VISA (3238) MARY LAKE	7/28/2014	1,203.11
PAP07282014	BELL CANADA	7/28/2014	246.36
PAP07312014	UTILITIES KINGSTON	7/31/2014	153.98
PAP07312014	UTILITIES KINGSTON	7/31/2014	139.17
W5K4K5	BELL CANADA	7/16/2014	873.49
Y6K4H8	MINISTRY OF THE ATTORNEY GENER	7/17/2014	505.50
Y6K4H9	MINISTRY OF THE ATTORNEY GENER	7/17/2014	374.50
Z7K6Q7	RONA HOME & GARDEN	7/25/2014	167.99
Total Transactions: 442			**3,398,474.54**

Void Transactions: Cheque 38363, 38390, 38400, EFT0004439, 0004468, 0004547

BY-LAW NO. 2014-0037

OF

THE CORPORATION OF THE COUNTY OF FRONTENAC

being a by-law to amend By-law No. 2013-0020 (to govern the proceedings of the Council and its Committees, the Conduct of Members and the Calling of Meetings) (Schedule C 5 Youth Justice Advisory Committee)

WHEREAS Section 238(2) of the *Municipal Act, 2001, S.O. 2001, c.25, as amend*ed (the Act) provides that Council shall pass a procedure by-law for governing the calling, place and proceedings of meetings;

AND WHEREAS By-law No. 2013-0020, being a bylaw to provide for governing the proceedings of the Council and its committees, the conduct of members and the calling of meetings, was adopted by the Council of the Corporation of the County of Frontenac on May 15, 2013;

AND WHEREAS The Corporation of County of Frontenac deems it expedient to amend By-law No. 2013-0020;

NOW THEREFORE BE IT RESOLVED THAT the Council for The Corporation of the County of Frontenac hereby enacts as follows:

THAT Procedural By-law 2013-0020, as amended, be further amended as follows:

> **THAT** Schedule C – External Boards and Committees with County Council Appointees, section 5 be deleted in its entirety and replaced with:
>
> The **Frontenac County Youth Justice Advisory Committee** – one member of County Council appointed for the term of Council. The purpose of the Youth Justice Advisory Committee is to support the objectives of ensuring there is effective communication and collaboration among key partners working within Youth Justice Services, both informally and at regular meetings held quarterly; sharing youth justice information regarding programs and services, trends and issues with intent to provide creative solutions to address service system gaps; developing Youth Justice protocols, practices and guidelines to ensure optimal navigation through the system, and to promote the provision of effective services for young persons in conflict with the law; and increasing capacity through educational opportunities, training events and professional development through localized community events.

THAT this amending by-law shall come into force and take effect on the date of final passing.

Read a First and Second Time this 17th day of September, 2014.

Read a Third Time, Signed, Sealed and Finally Passed this 17th day of September, 2014.

The Corporation of the County of Frontenac

Denis Doyle, Deputy Warden

Jannette Amini, Clerk

BY-LAW NO. 2014-0038

OF

THE CORPORATION OF THE COUNTY OF FRONTENAC

being a by-law to adopt a 2015 Legislated Land Ambulance Response Time Performance Plan

WHEREAS Section 5 of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, gives Council the authority to exercise the powers of the municipal corporation and requires that the powers of every Council are to be exercised by by-law;

AND WHEREAS on July 31, 2008 changes were made to the *Ambulance Act, Ontario Regulation 267/08, amending O. Reg. 257/00* with the heading "Section 22: Part VIII, Response Time Performance Plans, Sections 22 and 23";

AND WHEREAS the County is to submit its Response Time Performance Plan to the Ministry of Health and Long-Term Care (MOHLTC), Emergency Health Services Branch Director no later than October 1 of each year (Section 23 (5)) including performance targets for sudden cardiac arrest, CTAS 1, 2, 3, 4, 5, where CTAS is the Canadian Triage and Acuity Scale, a priority setting scale to describe the severity of a patient's condition;

AND WHEREAS by March 31 of each year the same table with the actual times achieved in the year previous will be reported to the MOHLTC;

NOW THEREFORE the Council of the County of Frontenac hereby adopts the following land ambulance response time performance plan for the calendar year of 2015, from January 1 to December 31:

1. **THAT** the County of Frontenac set the following criteria under Regulation 257/00, as amended, for its response time targets for 2014:

    i. Designated Delivery Agent (DDA) - SUDDEN CARDIAC ARREST
    48% percent of the time, within 6 minutes from the time ambulance dispatch conveys the call information to the paramedic, the County of Frontenac will endeavour to have a person equipped and ready to use an AED at the location of a patient determined to be in sudden cardiac arrest.

    ii. EMS Designated Delivery Agent - CTAS 1
    68% percent of the time, within 8 minutes from the time ambulance dispatch conveys the call information to the paramedic, the County of Frontenac will endeavour to have a PARAMEDIC as defined by the *Ambulance Act* and duly equipped at the location of a patient determined to be CTAS 1.

iii. EMS Designated Delivery Agent - CTAS 2, 3, 4, 5
The County of Frontenac will endeavour to have a PARAMEDIC as defined by the *Ambulance Act* and duly equipped at the location of a patient determined to be CTAS 2, 3, 4, 5 within a period of time determined appropriate by the DDA and noted below in Table 1, or as resources permit (level of effort):

Table 1, CTAS 2, 3, 4, 5 EMS Delivery Agent Commitment

CTAS	Target Time from Paramedic Received Until on Scene	% Target
2	10 minutes	65%
3	10 minutes	65%
4	10 minutes	65%
5	10 minutes	65%

2. **THAT** this by-law shall take effect on the date of its final passing.

Read a first and second time this 17th day of September, 2014.

Read a third time, finally passed, signed and sealed the 17th day of September, 2014.

The Corporation of the County of Frontenac

Denis Doyle, Deputy Warden

Jannette Amini, Clerk

BY-LAW NO. 2014-0039

Of

THE CORPORATION OF THE COUNTY OF FRONTENAC

being a by-law to establish the percentages by which tax decreases are limited for the year 2014 in respect of properties in the commercial, industrial and multi-residential classes

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WHEREAS Section 330(1) of the *Municipal Act* states that the council of a municipality other than a lower tier municipality may pass a by-law to establish the percentages by which tax decreases are limited for 2014 in respect of properties in the commercial, industrial and multi-residential classes in order to recover all or part of the revenues foregone as a result of the application of Section 329(1) of the *Municipal Act*;

AND WHEREAS the claw back percentage is calculated as the total amount of tax in excess of the 5% cap as a percentage of the total of all reductions in a particular class*;*

AND WHEREAS the claw back percentages under Section 330(1) have been calculated as follows:

Capping Claw Back and Retained Percentages			
	Multi-residential	**Commercial**	**Industrial**
Claw Back Percentage	0.0000%	90.1399%	32.8479%
Retained Percentage	100.0000%	9.8601%	67.1521%
Total	100%	100%	100%

NOW THEREFORE the Council of the County of Frontenac hereby implements the following adjustments between the lower tier municipalities and the County as a result of the capping and claw back process for 2014:

1.

Municipality	**Multi-Residential Class**	**Commercial Class**	**Industrial Class**
Frontenac Islands	$0	$0	$0
South Frontenac	$0	$-1,016	$-395
Central Frontenac	$0	$1,016	$0

North Frontenac	$0	$0	$395
County of Frontenac	$0	$0	$0

2. **THAT** this by-law shall come into force and take effect as of the date of final passing.

Read a First and Second Time this 17th day of September, 2014.

Read a Third Time and Finally Passed this 17th day of September, 2014.

The Corporation of the County of Frontenac

_____
Denis Doyle, Deputy Warden

_____
Jannette Amini, Clerk

BY-LAW NO. 2014-0040

OF

THE CORPORATION OF THE COUNTY OF FRONTENAC

being a by-law to amend By-law 2010-0036, To appoint Members of Council and Members of the Community to External Boards and Committees for the Term of Council as it relates to the KFL&A Board of Health and RULAC

WHEREAS Section 5 of the *Municipal Act* provides that a municipal power, including a municipality's capacity, rights, powers and privileges, shall be exercised by its council and by by-law, unless the municipality is specifically authorized to do otherwise;

AND WHEREAS the Council of the Corporation of the County of Frontenac passed by-law 2010-0036, being a by-law to appoint Members of Council and Members of the Community to External Boards and Committees for the Term of Council;

AND WHEREAS the Council of the Corporation of the County of Frontenac deems it expedient to amend By-law 2010-0036 as it relates to the appointment of Members of Council to the Kingston, Frontenac and Lennox and Addington Board of Health and the Rural Urban Liaison Advisory Committee with City of Kingston;

THEREFORE BE IT RESOLVED THAT, the Council of the Corporation of the County of Frontenac hereby enacts as follows:

1. **THAT** By-law 2010-0036 be amended to delete Bud Clayton as an appointee to the Kingston, Frontenac and Lennox and Addington Board of Health and the Rural Urban Liaison Advisory Committee; and

2. **THAT** By-law 2010-0036 be further amended to add _____ as an appointee to the Kingston, Frontenac and Lennox and Addington Board of Health; and

3. **THAT** By-law 2010-0036 be further amended to add _____ as an appointee to the Rural Urban Liaison Advisory Committee; and

4. **THAT** this by-law shall take effect on the date of its final passing.

Read a first and second time this 17th day of September, 2014.

Read a third time and finally passed this 17th day of September, 2014.

The Corporation of the County of Frontenac

Denis Doyle, Deputy Warden

Jannette Amini, Clerk

BY-LAW NO. 2014-0041

OF

THE CORPORATION OF THE COUNTY OF FRONTENAC

being a by-law to confirm all actions and proceedings of County Council
on September 17, 2014

WHEREAS Section 8 of the *Municipal Act, S.O. 2001, c.25* and amendments thereto provides that a municipality has the capacity, rights, powers and privileges of a natural person for the purpose of exercising its authority under the *Municipal Act* or any other *Act*; and;

WHEREAS Subsection 2 of Section 11 of the *Municipal Act, S.O. 2001, c.25* and amendments thereto provides that a lower-tier municipality and an upper-tier municipality may pass by-laws respecting matters within the spheres of jurisdiction described in the Table to Subsection 2 subject to certain provisions, and;

WHEREAS Section 5 of the *Municipal Act, S.O. 2001, c. 25* and amendments thereto provides that a municipal power, including a municipality's capacity, rights, powers and privileges under Section 8 shall be exercised by its council and by by-law unless the municipality is specifically authorized to do otherwise; and;

WHEREAS the Council of the County of Frontenac deems it expedient to confirm its actions and proceedings;

NOW THEREFORE BE IT RESOLVED THAT the Council of the Corporation of the County of Frontenac hereby enacts as follows:

1. **THAT** all actions and proceedings of the Council of the County of Frontenac taken at its regular meeting held on September 17, 2014 be confirmed as actions for which the municipality has the capacity, rights, powers and privileges of a natural person.

2. **THAT** all actions and proceedings of the Council of the County of Frontenac taken at its regular meeting held on September 17, 2014 be confirmed as being matters within the spheres of jurisdiction described in Subsection 2 of Section 11 of the *Municipal Act, S.O. 2001, c.25* and amendments thereto.

3. **THAT** all actions and proceedings of the Council of the Corporation of the County of Frontenac taken at its regular meeting held on September 17, 2014 except those taken by by-law and those required by by-law to be done by resolution are hereby sanctioned, ratified and confirmed as though set out within and forming part of this by-law.

4. **THAT** this by-law shall come into force and take effect as of the final passing thereof.

Read a First and Second Time this 17th day of September 2014.

Read a Third Time and Finally Passed, Signed and Sealed this 17th day of September 2014.

The Corporation of the County of Frontenac

Denis Doyle, Deputy Warden

Jannette Amini, Clerk