



AGENDA

ECONOMIC DEVELOPMENT COMMITTEE MEETING
April 3, 2025 9:00 a.m.

Council Chambers
Municipal Office
7 Third Avenue
Whitney, Ontario

And ZOOM and livestreamed to You Tube Channel: South Algonquin Council

1. Open Meeting/Call to order
2. Roll Call
3. Land Acknowledgement
 We acknowledge that we are gathered on the unceded Traditional Territory of the Algonquin Anishinaabeg people, specifically the Matouweskarini (people of the Madawaska River). We further acknowledge that the Algonquin People have been stewards of this land since time immemorial and we strive to treat the land along with the flora and fauna it supports, the people, their customs and traditions, with honour and respect. Today, this area is home to people of all walks of life, and we acknowledge the shared opportunities and responsibilities to live, work and survive within this beautiful territory. Chi-miigwetch, All my relations
4. Additions/Amendments to the Agenda
5. Adoption of the Agenda
6. Disclosure of Pecuniary Interest or a General Nature Thereof
7. Unfinished Business
 - Request for Consideration-Opeongo Snowbirds, Green Bridge
 - South Algonquin Business Alliance (SABA) RE: Tourism & Economic Development Master Plan Feedback
8. New Business
 - South Algonquin Business Alliance (SABA) RE: Madawaska Bridge Reconstruction
 - Structure of Committee
9. Adjournment

From: Bryan Martin
To: Tracy Cannon
Subject: Fw: Request for Consideration- Green Bridge
Date: Thursday, February 13, 2025 7:53:21 AM
Attachments: [clrf_h35e5hcl0.png](#)
[Green Bridge- Map 3 \(RCATV Map\).PNG](#)
[clrf_h35e5hcl0.png](#)
[Green Bridge- Map 3 \(RCATV Map\).PNG](#)

Get [Outlook for iOS](#)

From: Leah Geddes [redacted]
Sent: Thursday, February 13, 2025 7:50:25 AM
To: Bryan Martin <clerk@southalgonquin.ca>
Cc: Opeongo Snowbirds <opeongosnowbirdsexecs@gmail.com>
Subject: Request for Consideration- Green Bridge

Good Morning

I am writing you on behalf of the Opeongo Snowbirds. As you know this past fall we had multiple organizations come together to repair the Whitney Rapid Lake Trestle Bridge after it was burned. The MNRF was gracious enough to issue us an emergency permit. If you were not aware we had submitted for a permit to the MNRF to repair parts of the structure and the decking back in June- this is partially why they were able to issue it so quickly as they already had information on it. We managed to get the emergency permit without having to sign an MOU due to the consequences of the situation.

So why am I writing you? We currently have a permit application out for what we call the "green bridge"- this permit has been being reviewed since June as well with multiple calls to our MPP to help move it along. We have just received a response stating that they will require us to sign an MOU for this bridge. This means we would be responsible for the repair, maintenance and the insurance on the bridge. We currently have an MOU for the Madawaska Bridge- this is costing the club \$3800 a year for insurance which is a 3rd of our annual budget. We cannot afford to take on another bridge as it means it would leave almost nothing left for maintenance on our 180km worth of trails. We are asking if the township would be willing to sign the MOU and be responsible for the insurance of the bridge.

This bridge like the other bridge is a main artery into Whitney and is part of the Rap Tour, Loggers Loop and access to the little Niagara. It is an integral part to our community's economic well being and cannot afford to lose it. I have attached some pictures of the bridge and its location for your reference. Please also consider that if repairs are not completed on this bridge this year we risk losing it due to safety concerns.

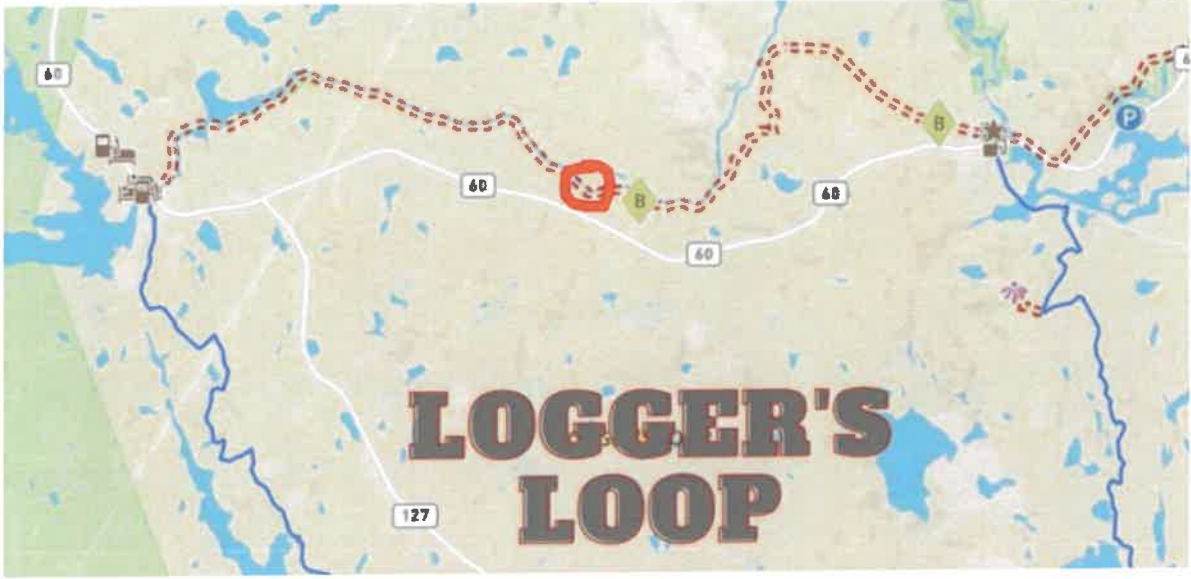
Thank you so much for your time and consideration.

Leah Geddes

Caution: This is an external email and may be malicious. Please take care when clicking links or opening attachments. Do not enter your password into web pages you are not familiar with.







> On Feb 19, 2025, at 8:48 AM, Bryan Martin <clerk@southalgonquin.ca> wrote:

>

> Leah,

>

> I will have this put on a committee meeting of council for consideration.

>

> Bryan Martin, CMMIII

> CAO/Clerk-Treasurer

> Township of South Algonquin

> 7 Third Avenue

> PO Box 217, Whitney ON, K0J 2M0

> Cell: 613-334-5923

>

>

> Notice of Collection/Use/Disclosure: All information about municipal services is collected in accordance with the Municipal Act, 2001, under s.8 and for Council's purposes under s.239(1) and may be used in Council deliberations, and disclosed in full, including email, names, opinions and addresses to other persons requesting access to records, or as part of a public agenda. All information submitted to the municipality is subject to the Municipal Freedom of Information Act (MFIPPA). Questions about this notice of collection should be directed to the Clerk 613-637-2650 extension 202.

>

> -----Original Message-----

>

> Sent: February 19, 2025 8:38 AM

> To: Bryan Martin <clerk@southalgonquin.ca>

> Subject: Re: Request for Consideration- Green Bridge

>

> Good morning Bryan

>

> I am sure a council members may have a couple questions about this bridge and do have the following for clarification if required

>

> 1. The bridge is owned by the ministry of natural resources.

>

> 2. We do have potential funding to repair this bridge, but we require the MOU to be signed in order to even apply for the funding through the OFSC internal Grant program. We would have received the funding last year if we had had the permit.

>

> 3. The MNRF is not interested in repairing any of these structures hence the MOU.

>

> 4. The snowmobile club does annual inspections of these bridges to ensure that they meet certain criteria.

>

> 5. The MNRF requires permits for any work that is done on bridges so we can't just go and replace any decking or railings without a permit.

>

> 6. We have two other organizations in the area that are committed to ensuring that our trail systems are the best that they can be so we are trying to share the load as best as possible.

>

> 7. I am making an assumption here and please feel free to clarify, but since bridges are not a common thing for our club to insure the cost is much higher than it would be if the township took on the insurance.

>

> I'm hoping that maybe these points answer some potential questions council members may have again thank you for your time and consideration

>

>

> Leah Geddes

From: [REDACTED]
To: [Bryan Martin](#)
Cc: [Tracy Cannon](#)
Subject: Re: Request for Consideration- Green Bridge
Date: Wednesday, February 19, 2025 12:21:10 PM

Hello Bryan

I just finished listening to the meeting about our request for a consideration and just wanted to follow up with a couple questions that council had:

- Madawaska Valley Township does own the rail bed from Aylen Lake Road to Wilno I believe, and they pay for the upgrading of the trails as required. We request if something can be upgraded, and we can also apply for grants to help pay for upgrading those sections of the trail. The RCA TV club did have an MOU signed with Madawaska Valley Township but I believe it was two years ago they terminated the agreement because people didn't want to buy permits for trails that are also owned by the MNRF and can be ridden for free without trail permits (ie south algonquin) and cannot enforce a trail pass. The OFSC is different but I would have to have our president speak on that.

- We do not necessarily have to repair the bridge but we do it to ensure it is safe to run the groomer over it. We did not have to take on repairing the rapid lake trestle bridge but we did to ensure that our community stayed open and felt obligated to help our community. We also do inspections to ensure that the bridge is safe to travel over, it's a requirement of the OFSC for the insurance on the groomer itself.

- We thought it would be beneficial for the organizations and township to help share the load of the expense of these insurances, it's not fair that one organization has to shoulder that cost. It's not the OFSC that holds the insurance it's the clubs. People of the community and visitors still use these trails outside of snowmobile season. The RCATV hasn't done much for trail repairs aside from assisting with the bridge as far as I am aware. Again the cost of insuring another bridge for us would eat 2/3 of our budget which takes away from other trail maintenance- which by the way we are trying to replace 3 culverts this year which are quite costly. It's a bridge that serves our community, so I personally think that the township or as a tax payer should have to help carry that load. Based on the census from 2021 there are 800+ residences- that's \$1.90 per household/ year in tax dollars to ensure our community stays open for business. That doesn't seem like much in dollar value, but is huge for the economic development of our communities.

- If this bridge is deemed unsafe it closes off Whitney as the trail systems run through it and can be bypassed by just going to Madawaska and across to Barry's bay. The MNRF would be the ones holding the liability and the insurance on the bridge. Technically if they deem it unsafe it could be shut down just as they did to the Whitney trestle bridge when it started on fire. The only reason they knew about that is because I had to update them on the status of the permit.

- The repairs to the "green bridge" are approximately \$75,000 which includes repairs to the main support structure, decking and new railings.

- permit dollars go towards repairs to structures like these repairs to groomers and other trail maintenance.

- there are 3 bridges in our territory. Whitney trestle, Lamble Creek (green bridge), and Madawaskas

I think I touched on most of the comments. Sorry for rambling.

Leah Geddes

> On Feb 19, 2025, at 8:48 AM, Bryan Martin <clerk@southalgonquin.ca> wrote:

>

> Leah,

From: [REDACTED]
To: [Bryan Martin](#)
Cc: [Tracy Cannon](#)
Subject: Re: Request for Consideration- Green Bridge
Date: Wednesday, March 5, 2025 10:54:53 AM

Hello Bryan

I just wanted to follow up with this as I didn't hear anything back. Was I able to cover all the questions that council had? I also was curious, I know people are busy and things do take time but I heard this meeting was pushed back until April- it concerns me a little just because I do have time crunches on my end to submit for permits/grants.

I just finished listening to the meeting about our request for a consideration and just wanted to follow up with a couple questions that council had:

- Madawaska Valley Township does own the rail bed from Aylen Lake Road to Wilno I believe, and they pay for the upgrading of the trails as required. We request if something can be upgraded, and we can also apply for grants to help pay for upgrading those sections of the trail. The RCA TV club did have an MOU signed with Madawaska Valley Township but I believe it was two years ago they terminated the agreement because people didn't want to buy permits for trails that are also owned by the MNRF and can be ridden for free without trail permits (ie south algonquin) and cannot enforce a trail pass. The OFSC is different but I would have to have our president speak on that.

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- We thought it would be beneficial for the organizations and township to help share the load of the expense of these insurances, it's not fair that one organization has to shoulder that cost. It's not the OFSC that holds the insurance it's the clubs. People of the community and visitors still use these trails outside of snowmobile season. The RCATV hasn't done much for trail repairs aside from assisting with the bridge as far as I am aware. Again the cost of insuring another bridge for us would eat 2/3 of our budget which takes away from other trail maintenance- which by the way we are trying to replace 3 culverts this year which are quite costly. It's a bridge that serves our community, so I personally think that the township or as a tax payer should have to help carry that load. Based on the census from 2021 there are 800+ residences- that's \$1.90 per household/ year in tax dollars to ensure our community stays open for business. That doesn't seem like much in dollar value, but is huge for the economic development of our communities.

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I think I touched on most of the comments. Sorry for rambling.

Leah Geddes

From: [Bryan Martin](#)
To: [Tracy Cannon](#)
Subject: FW: Whitewater Region/Renfrew County
Date: Thursday, March 6, 2025 1:50:26 PM
Attachments: [image001.png](#)

Bryan Martin, CMMIII
CAO/Clerk-Treasurer
Township of South Algonquin
7 Third Avenue
PO Box 217, Whitney ON, K0J 2M0
Cell: 613-334-5923



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From: Leah Geddes [REDACTED]
Sent: March 5, 2025 8:51 PM
To: Bryan Martin <clerk@southalgonquin.ca>
Subject: Whitewater Region/Renfrew County

Hey Bryan

Sorry for multiple emails, I was doing some research and I found out that Whitewater Region acquired the CN rail a few years ago and Ivan Burton was/is the CAO at the time of the acquisition. I have been searching for groups that have been in our position and think I finally stumbled on one.

I also found the below excerpt from Renfrew County's Official Plan.

The County of Renfrew created and adopted a Trail Strategy (2016). County Council recognizes that trails can provide significant health, transportation, environmental, and economic benefits. The County will continue to work on developing of a regional trail network to help create a recreational use that will travel through the County of Renfrew

and act as a regional tourist destination. The goal is to establish a well-connected system of trails throughout the County that will provide residents and visitors the opportunity to engage in active healthy lifestyles, to travel to key destinations, and experience the vistas provided by the County's natural features and cultural resources. As per Council resolution in 1998, the County will make every effort to acquire abandoned rail corridors such as the CP (from Arnprior to Head, Clara and Maria) and CN (Quebec to Algonquin Park) for multi-use trail purposes. County-managed trails on discontinued rail corridors are intended to form an uninterrupted backbone of a linked regional system of trails. County-managed trails are to be operated as multi-use corridors in accordance with a trail management plan that will identify permitted users (i.e., hikers, cyclists, ATVs, snowmobiles, skiers, dogsleds...). Lower-tier municipalities, private trail operators and other trail groups are encouraged to connect with County-managed trails to establish linkages between trail systems, hamlets/villages, and tourism destinations, with the goal of developing a user-friendly network.

Hoping this might help my case. Either way I appreciate even being considered.

Thank you for your time

Leah Geddes

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From: [Bryan Martin](#)
To: [Tracy Cannon](#)
Subject: FW: Draft MOU for Bridge
Date: Monday, March 10, 2025 9:39:55 AM
Attachments: [Bridge-Agreement-Template-for-Non-Forestry-Roads-2023 \(6\).docx](#)
[image001.png](#)

Bryan Martin, CMMIII
 CAO/Clerk-Treasurer
 Township of South Algonquin
 7 Third Avenue
 PO Box 217, Whitney ON, K0J 2M0
 Cell: 613-334-5923



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From: Leah Geddes [REDACTED]
Sent: March 9, 2025 9:46 AM
To: Bryan Martin <clerk@southalgonquin.ca>
Subject: Draft MOU for Bridge

Hi Bryan

I have a copy of the draft MOU that the MNR would expect to be signed for the Township to review. Please be advised that this is a DRAFT and should be considered as such.

I have been talking to a few other organizations and wonder if the Township would be willing to CO insure the bridge- ie the OFSC insures the trail from Dec 1-April 30 if the Township signs the MOU, or the EOTA is also willing to partner with the Township as well when it comes to these trail systems. I am doing as much leg work as possible for information purposes.

Sorry I hope this isn't "too much"- just trying to give as much background as possible. I

am also open to a chat on the phone as well [REDACTED]

Hope you had a good weekend

Cheers

Leah Geddes

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DELETE: Please Remove LSB Comments Prior to Sending Agreement to Client

Agreement for Bridges on Public Land (Non-Forestry Roads)

Made this ____ day of _____, 202X (the "Effective Date")

Between:

XXXXXXXXXXXXXXXXXXXX
hereafter referred to as the "Bridge Owner"

and

His Majesty the King in right of Ontario
as represented by the Minister of Natural Resources and Forestry
hereafter referred to as the "Crown"

Whereas the Bridge Owner intends to erect and install certain bridges (the "Bridges") on certain public lands managed by the Crown (the "Public Lands") under the *Public Lands Act*, R.S.O. 1990, c. P.43 (the "Act"), in the locations set out in Schedule "A";

Whereas the Crown and the Bridge Owner are entering into this Agreement for Bridges on Public Land (Non-Forestry Roads) (the "Agreement"), as per O. Reg 161/17, s. 17(3) as both wish to ensure that the subject bridge(s) is/are maintained in a manner so as to not pose a threat to public safety and the environment;

And Whereas the term of the Agreement shall begin on the Effective Date and be continuously in effect until **DATE** (the "Expiry Date").

In consideration of the exchange of the mutual promises described herein, the parties hereby agree as follows:

- 1) (a) The Crown agrees that the Bridges may be erected, installed and otherwise remain on the Public Lands until the Expiry Date or until the Agreement is terminated, subject to the terms and conditions set forth in this Agreement.
- (b) The Bridge Owner may request that one or more additional bridges be added to this agreement. If the Crown agrees in writing, at its sole discretion, to accept such request, each such additional bridge shall be added to Schedule "A" in the manner contemplated in section 15 of this Agreement.
 - i. The effective commencement date of the Agreement granted herein for any new Bridge added to this Agreement following the Effective Date shall be the day both parties agree in writing to the addition of a Bridge to Schedule "A".
 - ii. For greater certainty, as bridges are duly added to Schedule "A" they are immediately deemed to be "Bridges" as defined in this Agreement.
- 2) The Bridge Owner is and shall be the owner of the Bridges, notwithstanding the degree of affixation to the Public Lands, or any principle of law or equity to the contrary. Notwithstanding the foregoing and for greater clarity, the Public Lands occupied by the Bridges and the underlying water bed shall remain the property of the Crown.
- 3) (a) The Bridge Owner will be fully responsible for installing proper signs and will inspect and maintain the Bridges and keep the Bridges in a proper and safe condition for the term of this Agreement, as per the

Ministry of Natural Resources and Forestry – Crown Land Bridge Management Guidelines, a copy of which has been attached to this Agreement as Schedule “B”. The Crown Land Bridge Management Guidelines may be updated from time to time by the Crown upon notice to the Bridge Owner. The Bridge Owner will maintain records of inspections and maintenance, and such records will be made available to the Crown upon request.

(b) The Bridge Owner acknowledges that the Bridge(s) is/are subject to the approved Use Management Strategy (attached as Schedule “C”) for the road(s) on which they are located.

Commented [S1]: If the District does not have a Use Management Strategy, please remove this section and make necessary changes to the Agreement (reference to 3(c) and 3(d) will need to be changed).

(c) Where the Bridge Owner proposes to discontinue use of the Bridge(s), or any of them, the Bridge Owner shall give the District Manager for the Crown, at least 6 months’ prior written notice of the date upon which use shall be discontinued. Within 30 days of receipt of such notice, the District Manager shall give written notice to the Bridge Owner as to whether the Crown requires the Bridge(s), or any of them, to be removed.

(d) The Bridge Owner shall have the right to transfer their interest in the Bridge(s) to any successor provided the successor signs an Agreement with the Crown, the content of which shall be the same or substantially the same as the content of this Agreement. Upon the signing of such Agreement, the Bridge Owner’s responsibilities with respect to the Bridge(s) shall be deemed to have been transferred to the successor.

4) The Crown may terminate this Agreement upon 6 months’ notice to the Bridge Owner where the Bridge Owner has failed to comply with any of the terms of this Agreement or any applicable work permit issued to the Bridge Owner by the Crown, or the Crown considers it to be in the public interest to do so. Such notice shall be accompanied by written notice as to whether the Crown requires the Bridge(s), or any of them, to be removed.

5) (a) No later than 6 months prior to the Expiry Date, the Crown shall give written notice to the Bridge Owner indicating whether the Crown wishes to enter into a new agreement with respect to the Bridge(s).

(b) In the event that the parties do not enter into a new agreement at least 3 months prior to the Expiry Date, the Crown may provide written notice at least 2 months prior to the Expiry Date as to whether the Crown requires the Bridge(s), or any of them, to be removed.

6) (a) Where the District Manager gives notice that the Bridge(s) is or are to be removed, the Bridge Owner shall as soon as practicable prior to the date specified in the notice under Section 3(c), 4, or 5(b), as the case may be, remove the Bridge(s), including the bridge support structures, and restore the applicable Bridge location to a safe and stable condition in compliance with all applicable laws, regulations, by-laws and rules and any other reasonable conditions imposed by the Crown. This obligation shall survive the termination or expiry of this Agreement.

(b) Where the District Manager gives notice that the Bridge(s) is or are not to be removed, the Bridge(s) in question shall upon the date specified as per clause 3(c), 4, or 5(b), as the case may be, become the property of the Crown. The Bridge Owner shall thereupon be relieved of all further responsibility and liability in respect to the Bridge(s) in question, subject to the obligations under sections 7 to 9 of this Agreement.

7) Without limiting the Crown’s rights under this Agreement, in the event the Bridge Owner fails to perform its obligations under this Agreement, the Crown may on notice to the Bridge Owner perform such obligations, and the Bridge Owner agrees to reimburse the Crown the cost or expense incurred in so doing, which amount is a debt due to the Crown recoverable in a court of competent jurisdiction. This obligation shall survive the termination or expiry of this Agreement.

- 8) The Bridge Owner agrees to hereby release and forever discharge and covenant not to sue the Crown and His Majesty the King in right of Ontario and His Majesty's officers, servants, agents or employees from any and all actions, causes of action, claims, demands and remedies for any and all damages, losses or injuries howsoever arising or caused which may heretofore or hereafter be sustained as a result of the use of the Bridges. The foregoing release and covenant not to sue shall apply to all claims at law or in equity, including, but not limited to, claims or causes of action for personal injury or death, property damage, statutory claims under applicable environmental laws and claims for contribution.

The Bridge Owner further agrees not to make any claim or to take any proceedings against any other person or corporation who might claim contribution or indemnity under the provisions of the *Negligence Act*, R.S.O. 1990, c. N.1, from the Crown and His Majesty the King in right of Ontario and His Majesty's officers, servants, agents and employees or from any one or more of them.

- 9) The Bridge Owner, and its successors and assigns, shall be responsible for, and hereby agrees to indemnify, defend and hold harmless the Crown, and His Majesty the King in right of Ontario and His Majesty's officers, servants, agents and employees from and against any causes of action, liability, expenses (including legal, expert and consultant fees), claims, losses, costs or actions for personal injury, death and/or property damage, by whomsoever made and which may be caused by or suffered by any person as a result of or in any manner associated with: (a) the exercise of any right or privilege granted to the Bridge Owner by this Agreement or any applicable work permit; and (b) any act or omission of the Bridge Owner and those for whom the Bridge Owner is responsible in law while on the Public Lands or the Bridge(s).

- 10) The Bridge Owner shall, during the entire period this Agreement is in effect, obtain and maintain at its expense all the necessary and appropriate insurance that a prudent person in the business of the Bridge Owner would maintain, including but not limited to a commercial general liability insurance policy of no less than two million dollars (\$2,000,000) per occurrence that shall cover the full range of its activities on the Bridge(s) and that shall name the Crown as an additional insured and contain a cross liability endorsement. In addition, the Bridge Owner shall provide 30 days written notice to the Crown of any cancellation, termination, or material change in insurance policy.

Commented [S(2)]: Depending on the purpose/uses of the Bridge, the amount of insurance may need to be changed. Consult with RMIS about insurance clauses.

- 11) Where the Bridge Owner is not in compliance with any of the terms and conditions of this Agreement, the Bridge Owner may be subject to prosecution pursuant to s. 69.1 of the Act.
- 12) This Agreement and all rights of the Bridge Owner shall automatically terminate on bankruptcy, insolvency, winding up or dissolution of the Bridge Owner.
- 13) Any notice required to be given under this Agreement shall be sufficiently given if delivered personally or mailed postage prepaid or by email to the addresses below:
- (a) For the Crown: [address to be inserted]
 - (b) For the Bridge Owner: [address to be inserted]

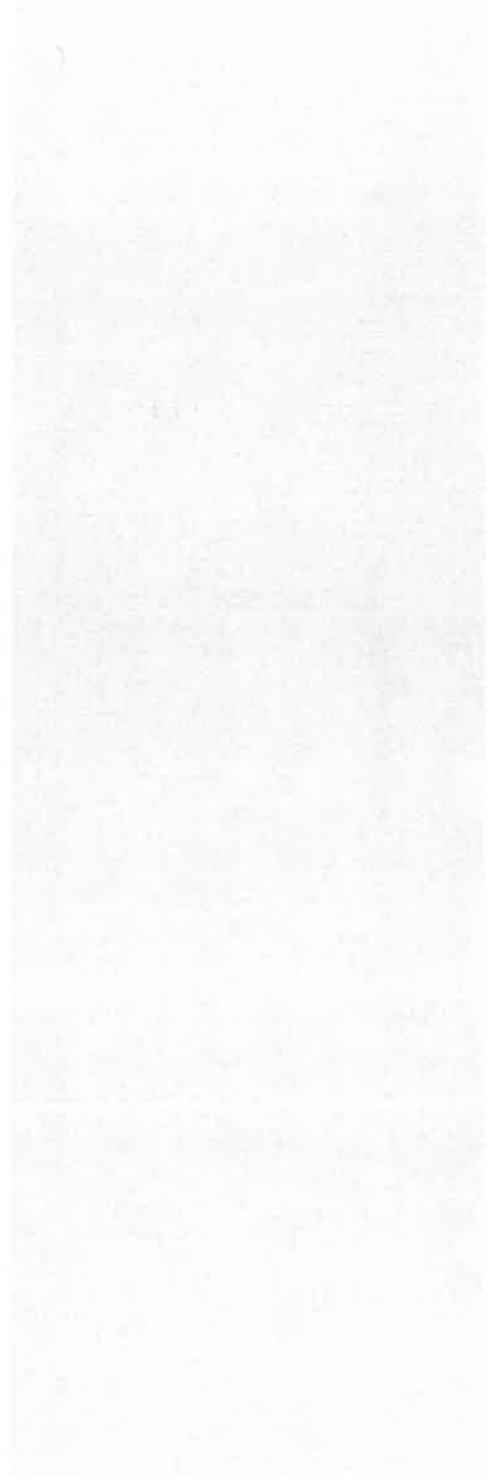
Either party may change their contact information on written notice to the other. Notices shall be deemed to have been delivered on the date of its delivery in the event of delivery by hand or courier or if sent by email, or in the case of mailing, three (3) business days after such notice was delivered to the post office (unless there is then a postal disruption).

- 14) This Agreement may not be assigned or transferred, mortgaged or pledged by the Bridge Owner except in accordance with section 3(d), nor may the Bridge Owner undergo a change of control, save and except

where such change of control results from the transfer of shares of the Bridge Owner that are listed on a recognized stock exchange in Canada.

- 15) This Agreement may be amended only by an agreement in writing signed by both parties, except in respect of the addition of a Bridge. The addition of a Bridge from this Agreement shall be evidenced by an addition to Schedule "A" upon mutual agreement of the parties, without the need for a formal amendment signed by both parties.
- 16) This Agreement shall be construed and enforced in accordance with, and the rights of the parties shall be governed by, the laws of the Province of Ontario and the laws of Canada applicable therein.
- 17) This Agreement constitutes the entire agreement between the parties and there is no representation, warranty, collateral agreement or condition affecting this Agreement, except as specifically set forth in this Agreement. Any schedule referred to herein is incorporated by reference and forms part of this Agreement.
- 18) Time shall in all respects be of the essence in this Agreement, provided that the time for doing or completing any matter provided for in this Agreement may be extended or abridged by an agreement in writing, signed by both of the parties. If anything in this Agreement is to be done on a day which is not a business day, the same shall be done on the next succeeding business day.
- 19) Whenever the singular is used in this Agreement, it shall mean and include the plural and whenever a gender is used in this Agreement it shall mean and include all genders if the context so requires.
- 20) All references to a statute or regulation include all amendments, re-enactments or replacements of the statute or regulation. All references to a government ministry, minister, board or tribunal shall be interpreted to include its predecessor or successor, where applicable as determined by the Crown.
- 21) Failure by the Crown to enforce, either in part or in whole, the rights and remedies available to the Crown under this Agreement, or to delay doing so, shall not be deemed to be a waiver or acquiescence of same on the part of the Crown. Any such failure or delay shall not preclude the Crown from enforcing such rights and remedies against the Bridge Owner for any subsequent breach. Any waiver of any of the Crown's rights or remedies shall not be valid unless made in writing.
- 22) If any provision of this Agreement or part thereof or the application thereof to any person or circumstance, to any extent, shall be determined to be invalid or unenforceable, the remainder of this Agreement or the application of such provisions or part thereof to any person, party or circumstance other than those to which it is held invalid or unenforceable shall not be affected. Each covenant, obligation and agreement in this Agreement shall be separately valid and enforceable to the fullest extent permitted by law.
- 23) This Agreement shall enure to the benefit of and be binding upon the parties hereto; the successors and assigns of the Crown; and the permitted successors and assigns of the Bridge Owner.
- 24) This Agreement may be executed in any number of counterparts, each of which when signed and delivered is an original, but all of which taken together constitute one and the same instrument. This Agreement and any amendment, supplement, restatement or termination of this Agreement in whole or in part may be delivered via e-mail in portable document format (PDF).

Please Note: the Whereas recitals, clauses 3d, 8 and 9 are to be removed from this Agreement when it is to be attached to a Land Use Permit. These clauses are included in the Terms and conditions. Please remove this note prior to printing.



The parties have executed this Agreement on the dates set out below.

Date: _____

**HIS MAJESTY THE KING IN RIGHT OF
ONTARIO, as represented by the Minister of
Natural Resources and Forestry**

Per: _____

Name:

Title: District Manager, XXXX District

Under delegated authority.

Date: _____

[INSERT CORPORATION NAME]

Per: _____

Name:

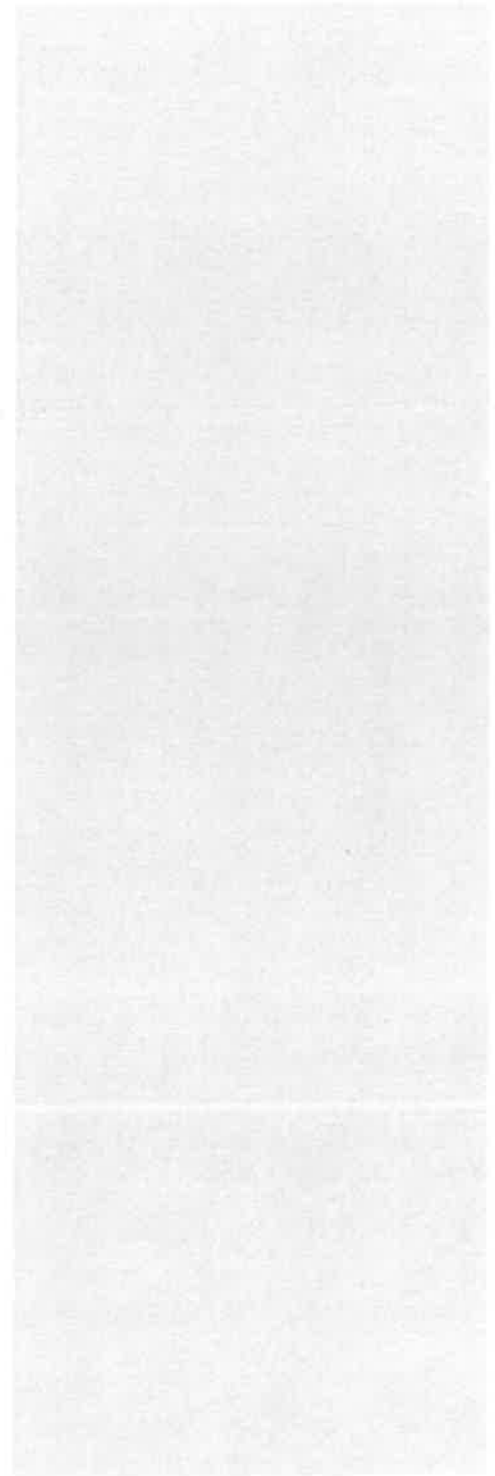
Title:

I have authority to bind the corporation.



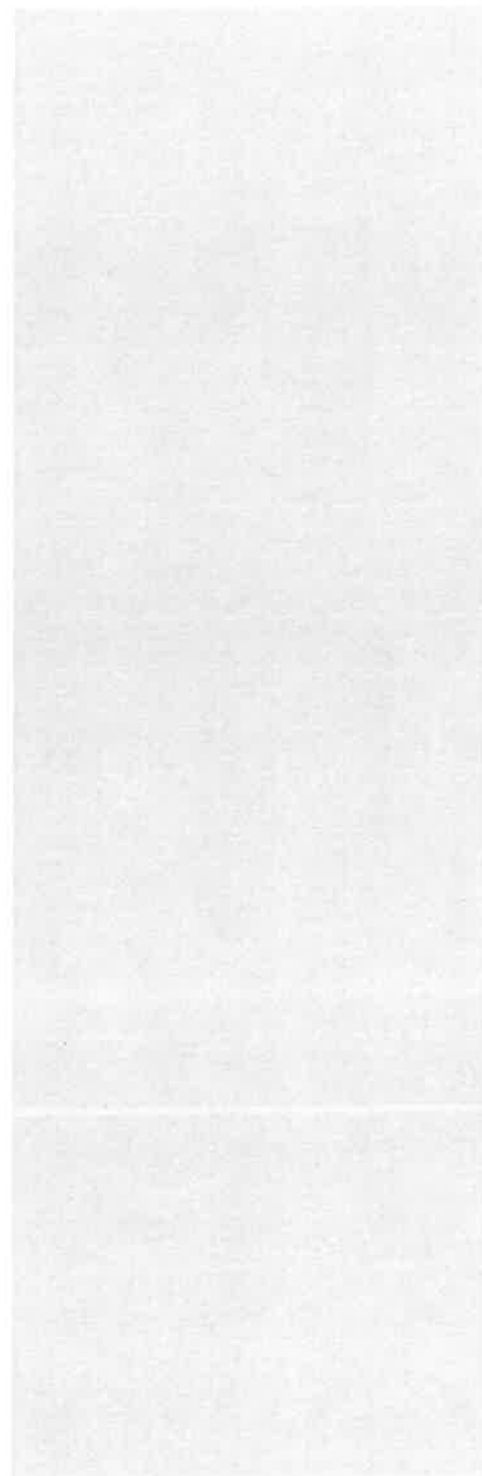
SCHEDULE A
BRIDGE LOCATION(S)

Bridge ID	Location (UTM)



SCHEDULE B
MINISTRY OF NATURAL RESOURCES AND FORESTRY – CROWN LAND BRIDGE
MANAGEMENT GUIDELINES

[attached]



SCHEDULE C

USE MANAGEMENT STRATEGY

[attached]

Commented [SB3]: NTD: Delete if not applicable.



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Ethel LaValley
Mayor
Township of South Algonquin
7 Third Avenue
Whitney, ON, K0J 2M0
mayor@southalgonquin.ca

Bryan Martin
CAO/Clerk
Township of South Algonquin
7 Third Avenue
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clerk@southalgonquin.ca

February 24, 2025

Dear Ms. LaValley and Mr. Martin,

We are writing to share ongoing concerns regarding the Township's approach to community engagement and consultation, particularly regarding the Tourism and Economic Development Master Plan.

Our summary list of concerns is as follows, with our full explanation below this summary and our general feedback.

- Engagement process was exclusionary, lacked transparency, and concluded with unreasonably short timelines for feedback
- No cost/feasibility considerations for implementing the plan

General Feedback on Strengths

Before we explain our concerns, we would like to recognize that we do appreciate that the Tourism and Economic Development Master Plan process did appear to consider both established and emerging industries and described tourism as a valued economic sector in our community. We also appreciate that the Plan establishes that the Township



does carry some responsibility for economic development, including facilitating improvements to the unique conditions faced by the tourism industry. Finally, while we have significant concerns and reservations about the specific content and process undertaken for this plan, we are broadly supportive of the need to establish a Tourism and Economic Development Master Plan and applaud the Township for making initial steps in this direction. We are hopeful that this is the start of additional investments in supporting the long-term sustainability and vitality of South Algonquin

In the following sections, we will explain our core areas of concern with how the Tourism and Economic Development Plan was developed and the content it contains. Detailed feedback on a ‘page by page’ basis is also attached at the end of this letter. We end the letter with suggestions of opportunities for additional consideration by Township staff and Council.

Concerns with Process

At the Tourism and Economic Development Workshop #2, Councilor Pigeon stated “the businesses and the ratepayers of South Algonquin will be fully advised of what the Economic Development and Tourism, or Tourism and Economic Development Committee is doing. So there’s going to be complete transparency.”

Unfortunately, our observations are that there has not been complete transparency in this process.

The plan’s approval and development process bypassed the Economic Development Committee, and as a result, SABA’s representative was not permitted to discuss or ask questions about the RFP, quotation or ultimately the accepted proposal. At the Economic Development Committee meeting where the Plan was presented, our representative was not part of the roll call and was seated in the gallery. While he was asked a trivial question at the end of the meeting, he was generally treated as an observing member of the public rather than a full participant of the Committee. This exclusionary approach seems counterproductive.

The Plan identifies “people” as a “Strategic Focus Area” - however, both the process and the Plan itself excluded tourism operators, small home-based businesses, local residents, and other stakeholders. Developing appropriate, supportive policies or programs for all



stakeholders in our community requires that **all** stakeholders be invited to participate and be considered; an open call to participate should have been issued and people supported to participate. Instead, who could participate in the development Tourism and Economic Development Master Plan initiative and in what way, appears to have been closely monitored, selective, exclusive, and biased from start to finish.

Further, despite there being an alternative, voluntary, collaborative community assessment option available through the Province of Ontario ([First Impressions Community Exchange](#)) - which has a starting cost of only \$500 – Council authorized a surprise and non-consensual surveillance of businesses for an unknown cost due to “an aggressive timeline” of unknown origin. Information gathered by consultants through this process was collected without the knowledge, consent, or full participation of the businesses they were reviewing.

In January 2025, the public was advised to engage at the Committee level regarding by-laws and other initiatives. The Plan process highlights how difficult this is in the allotted times. The draft Plan became available on or about February 10th and submissions for feedback for considerations by the Economic Development Committee were required to be submitted by February 13th in order to be included in the Committee Package. This left approximately 48 hours for the public to review the document and provide feedback – if they were even aware of the Plan being made available in the first place. On February 19th, the Economic Development Committee met to hear the presentation of the Plan and to discuss its content. The Committee elected that the Plan come to a vote at the regular March meeting of Council, on March 5th – leaving just 7 days for the public to provide feedback in time for release of the Council Package before Council votes on the Plan. The total time from tabling the Plan at Committee to tabling it for Council vote (and presumably passing) will be just 23 days. We question whether there was enough time to provide comments to the committee, and whether any comments received between the Committee meeting and Council vote would be given fair consideration.

Concerningly, Freedom of Information requests to learn more about the process than could be gleaned from the exceptionally short discussion of the Plan have been met with the charge of exorbitant fees, totaling thousands of dollars and necessitating lengthy appeals.



Further, we note that after having consulted our website during data collection, language used in the Plan comes very close to language SABA has adopted for our work, and which we have been using locally since 2018. We acknowledge that a thriving community where everyone can work, live and play is a shared goal and we would appreciate acknowledgement in the plan for this unattributed contribution.

The weight of these combined experiences and observations raises an important question: is this what South Algonquin Council and/or Township staff believe represents transparent governance?

Concerns with Implementation

To date, not one question was asked about the cost or feasibility of implementing the Plan. We have concerns that achieving the short-term goals exceeds any amount Council could put toward it in the short term. A “Master Plan” with no budget seems to be of questionable utility to the community, as it will only be as good as its implementation – and implementation requires resources. If a budget has been proposed or pre-allocated by Council or Staff, or there are plans for how to mobilize funding or how much to mobilize, we would be pleased to have the opportunity to review it.

Further, given the lack of public engagement in the development of the Plan, we are unclear about how Council plans to develop the community enthusiasm and buy-in required to turn the Plan from a piece of paper into something that lives and works for community benefit. Alternatively, if Council feels that community buy-in is not required to deploy the plan, we would appreciate knowing that also so we can turn our attention elsewhere.

Opportunities for Additional Consideration

- **Consider policy-supported opportunities**

We encourage the Township to consider tools not identified in the Plan, including for example,

- following, reviewing and engaging existing policies first where they support the Plan



- adopting people-centred and place-based approaches to future planning, policies and programs.
 - considering other mechanisms that facilitate stakeholder conversations and build capacity. For example, an educational approach to teaching residents when, how and where to find communications from the township or to submit communications to the township would be helpful. Mechanisms that support meaningful, formal, and sustained opportunities for consultation of the business community by the Township are also welcome, for example exploring suitability of the BIA model.
- **Invite participation from diverse voices**
 - We encourage the Township to place an open call for the Economic Development Committee to fill **all** of its four open seats and to seek and prioritize diverse representation from community stakeholders as soon as possible. We encourage the Township to consider using this process to include voices and perspectives that may have been excluded from the development of the Tourism and Economic Development Master Plan.
 - We encourage the Township to create opportunities to engage and support residents who are the primary source of micro, budding, and home-based businesses in the community.
- **Accessibility**
 - Accessibility continues to be an important social goal and significant economic opportunity for our community. We encourage the Township to pay greater attention to accessibility in both the Tourism and Economic Development Plan and in its general operations and policies.
 - We encourage the Township to ensure equitable access to information, accessible communication practices, and accessible infrastructure, which are core components of all Township policies and programs.
- **Youth Engagement, Education and Retention**



Creating opportunities for youth to stay or return to our community should be a critical priority for the Township.

- We encourage the Township to explore opportunities for building capacity in the Tourism industry by supporting connections between local operators and formal highschool tourism credits, of which there were none at our feeder high schools in 2024.
 - Creating opportunities to connect local youth to hands-on training opportunities, experiential learning, co-operative education or other job-related training in the tourism and hospitality sector can create pathways for students to stay in our community.
- **Pet-Friendly Spaces**
 - We encourage the Township to consider the need for access to pet-friendly spaces in the community as part of the Plan.

Rethinking Community Engagement Processes

As the Township continues its work towards supporting modern governance and meaningful collaboration across the communities, organizations, and individuals that call South Algonquin home, we believe that it is time for the Township to review its approach to community engagement and consultation in general, and to consider specifically how current practices may have contributed to gaps and missed opportunities in the current iteration of the Tourism and Economic Development Master Plan.

It is not too late to correct course on both the Tourism and Economic Development Master Plan specifically, and on its approach to community engagement generally. We are concerned that both Council and Staff have adopted a defensive position to engaging with legitimate and respectful questions from the public. We believe that public questions should be welcomed as a tangible act of civic engagement and a genuine effort by the public to support good outcomes from the decisions that affect their lives.

Part of this process should include sharing information about what the Township considers respectful engagement processes, and engaging with and integrating feedback from the community on how they would like to participate in Township decision-making.



Hearing public experiences of challenges and concerns, and exploring opportunities to facilitate relationship building between the Township and the broader community also supports good public policy.

We believe that civic engagement goes beyond the ballot box. In pragmatic terms, when there are limited means for providing feedback or engaging with the actions of local government, community members may stop seeing the value of participating in any of the processes that remain, including participating in both voluntary and mandatory community consultation processes.

Reconsidering and improving the Township's approach to community engagement will not only support more productive and collegial relationships and greater democratic participation, but it will also, assuredly, lead to better decisions and better outcomes for everyone.

We would welcome any opportunity to work with and support the Township in its efforts to support meaningful engagement and collaboration across the entire South Algonquin Community.

Thank you, in advance, for your time and consideration.

Sincerely,

Angela Pollak, PhD
Chair, South Algonquin Business Alliance
Attachment



Detailed Feedback/Page-by-Page

	Reference	Consideration
1	Page 2, statistics regarding Recreational dwellings and STRS	Question: Do the Recreational Dwelling counts include only seasonal housing stock, or also residences that have become STRs? If this statistic is based solely on zoning, is it possible this is an under-representation?
2	Page 2, statistics regarding Recreational dwellings and STRS	Question: Some of our commercial operators use these platforms for marketing purposes. Can you confirm that commercial STRs are not double counted as residential STRs?
3	Page 4, “Non-Timber Forest Products	Edit Suggestion: Consider removing Tourism from the heading, and eliminate the sentence starting “The stunning landscapes...” (We are unsure why Tourism is covered under the Forestry section when it has its own complete category.)
4	Page 5, “The lack of restaurants and limited options on where to get groceries is the biggest gap in tourism-readiness in the township.”	Please consider revising this list to include more of the challenges. For example, we struggle deeply with capacity for tourism-product development (time, knowledge, interest of operators). Contributing factors here are housing, age of our operators, and the length of time we have been operating in extremely difficult markets.
5	page 5-6, item 2.4.2.1 Economic Contribution, Jobs and Employment	It’s important to note the characteristics of the jobs in the tourism industry, which are largely occupied by women, work is part time, seasonal, precarious, and largely minimum wage. We need more jobs yes, but operators need economic stability to create high quality jobs with the ability to career path.
6	page 6 top – employment	We are unsure of what the jobs and employment implications are of discussing STRs under this heading. Can you clarify?
7	Page 6 – retail services (local)	This section could benefit from discussion of online retail options (for examples, locals rely a lot on Amazon and other online retail for supplies). Opportunities exist also for tourism operators with products to sell in online markets. Please consider adding commentary on these items.
8	Page 6, item 2.4.2.2	This section does not mention the impact of Employment Insurance benefits on tourism operators



		<p>which is significant. South Algonquin is no longer part of a “seasonal” district, which means tourism employees who are laid off in the fall run out of income in February, and their jobs aren’t recalled until spring. They go for several months each year without access to income. The Township could work with federal and provincial partners to advocate for our region to be included in the seasonal areas list again. Individual operators cannot do this on our own.</p>
9	<p>Page 6 - “Further, municipal recreation facilities intended for use by local residents are being used by non-paying visitors”</p>	<p>Can you clarify what the implication of this is? Are you suggesting a 2-tier system pay per use system for public parks or beaches or trails? Also, it is important to note, we only have one winter product, which is the trails. Diversification is important in order to shore up the shoulder and winter seasons.</p>
10	<p>Page 11, 4 strategic focus, bullet 3rd from end,</p>	<p>Consider adding references to protected classes under the Charter of Rights and Freedoms, in addition to the list of considerations for UDL</p>
11	<p>Page 13, item 10, support for community organizations</p>	<p>A practical and easy way to action this in the short term would be to fund the existing Municipal Grant program which makes funds available to community organizations.</p>
12	<p>Page 16 , Retiree’s Labour Force Solution</p>	<p>We are unsure of what this section means. Can you define the terms? We are unclear if you are referring to retired persons looking to volunteer, or perhaps retired people who might be looking for paid work that’s part time, low impact, accessible etc.</p>
13	<p>Page 16, Home based businesses</p>	<p>Can you clarify if you’re talking about supporting home based operators, or recruiting home-based operators? We’re unsure how this fits with the housing solution?</p>
14	<p>Page 18 - Leadership is required to position South Algonquin for success</p>	<p>Actionable items toward this goal might include capacity building for leadership and nurturing community champions</p>
15	<p>Page 18 – 2 EcDev Committee</p>	<p>Can you specify or recommend how often this committee should meet</p>
16	<p>Page 20 – Accommodator’s network</p>	<p>Please consider adding language that supports a network that is both inclusive and optional.</p>



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17	Page 21, item 5	There may be a typo here – should “conversation” be “conversion”?
18	Page 22 item 10	The fundamental principal of a Tourism Pledge program is reciprocal respect. Please consider rewording “disrespectful tourists, or lack of partnership by operators” to “to create common awareness among tourists who come from many cultural backgrounds and to support operators to provide consistent customer service”



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March 26, 2025

Dear Mayor LaValley and the Economic Development Committee,

Please accept the following letter for consideration at the April Economic Development Committee meeting regarding the upcoming bridge reconstruction in Madawaska.

SABA would like very much to provide a letter of support for bridge reconstruction decisions that improve community wellbeing, including a pedestrian bridge, a southern re-routing of the highway, and economic development. We believe we are aligned on this wish and that this is an excellent opportunity for community support for Council's work.

At this time, however, there are gaps in the available data that would allow us to provide you with such support. We rely on Council not just to make decisions, but to make good decisions based on high quality data that prioritizes best possible outcomes. We hope council will consider filling the following information gaps

for South Algonquin residents with regard to the Madawaska Bridge reconstruction project.

- *JR Booth Park Usage Statistics:* Knowing how usage changes across seasons, days/times of the week and by different stakeholder groups makes it easier to defend and support Council decisions. Have there been any accidents or fatalities at this location previously? How do we quantify the increased risk? We would like to see a thorough staff report that describes usage patterns and safety risks at this important community gathering place and how they align with Council decisions and requests.
- *Connections to the Official Plan, Strategic Plan, and Tourism & Economic Development Plan:* We rely on these documents to understand Council priorities. The most convincing arguments for construction requests connect all of these dots for local and government stakeholders. If Council wants us to understand that a pedestrian bridge is a priority, then it would be helpful to see how it is referenced in these documents.
- *Costs of Safety:* Many of the safety issues Council cited are pre-existing conditions due to the size and location of the park, and we have no data to describe the scope of the current problem or outline responsibilities. A robust analysis of available safety options and costs that fall within the Township responsibility, MTO responsibility or shared responsibility would be helpful.
- *Economic Development Impacts:* The staff report and discussion overlooked all economic benefits of this construction project. We know that local businesses are still suffering enormously in the wake of the COVID pandemic. What is the potential benefit to our local economy of this four-year+ project? It would be helpful if the Township used its unique position to negotiate with the province for contractual concessions that would see the winning contractor hire and purchase services locally. There is no community group who has the means to request or require this of the MTO, save and except the Corporation for the Township of South Algonquin.

The good news is there is still time for Council to move to a collaborative method of negotiation with all parties involved, and provide data and information that can improve community outcomes for all stakeholders. A data-driven and science-backed approach to assessing the impact of the project on our community from recreation, cost, safety, engineering, economic development and other

perspectives is likely to result in better outcomes and gain important community support, including from the South Algonquin Business Alliance.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink that reads "Angela Pollak". The script is cursive and fluid.

Angela Pollak, PhD

Chair, South Algonquin Business Alliance