



County of
Renfrew
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Algonquin Trail Update
United Townships of Head, Clara and Maria
January 23, 2018

Background

CP Rail Timeline

- Jan. 5th, 2010 – CP met with County to advise of Notice of Sale & Discontinuance.
- Feb. 1st, 2010 – CP advertised to obtain expressions of interest from other railroad operators.
- Apr. 5th, 2010 – Response was due by interested private sector parties (no interest received).
- Nov. 5th, 2010 – Government of Canada option to purchase deadline.
- Oct. 6th, 2010 – Deadline for negotiations if there was an offer to operate the line.
- Dec. 6th, 2010 – Minister of Transportation, Province of Ontario option to purchase deadline.

Federal Response:

- Federal Rail Freight Service Panel Review received many requests for a Moratorium on discontinuing Short Line Railways.
- Recommendations included expanding the Panel's mandate to evaluate ongoing discontinuations.
- Rail Panel's Final Report presented to Minister Merrifield - December 22nd, 2010.

Provincial Response:

- Not the mandate of the Province to operate railways as this is a Federal responsibility.

Background

Media Relations



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**MEDIA RELEASE
RELEASE**

FOR IMMEDIATE

March 12, 2010

KEEP THE RAILWAY OPEN!

Municipal Leaders and Business Leaders Gather To Find Ways To Keep Ottawa Valley Railway System Open For Business

Petawawa (ON): Keep the Railway Open! That was the message heard loud and clear in Petawawa this week when over 70 individuals representing Local and Upper Tier Governments, private business owners and local residents met to find solutions to the real scenario of railway lines being permanently removed from much of the Ottawa Valley. Mayors, Reeves and Municipal Councillors traveled from as far away as North Bay, Mattawa, Smith's Falls, Lanark and throughout the County of Renfrew to develop an action plan to deal with the impending removal of this vital transportation link.

Town of Petawawa Mayor Bob Sweet chaired the meeting and assisted in the development of a series of action items to be carried out. Among the items to be pursued are:

- Lobbying of the Interparliamentary Railway Committee that is comprised of Federal Members of Parliament from all Federal Parties

Background

LANARK
COUNTY



MEDIA RELEASE

For immediate release

December 13, 2010

Renfrew County and Lanark County Lobby For Long Term Railway System

Pembroke, (ON): Renfrew and Lanark counties jointly recently held a press conference on Parliament Hill to invite all stakeholders to the table in order to find a way to save the Ottawa Valley Railway and to urge the federal government to place a moratorium on rail line discontinuations. The counties announced a stakeholders meeting will be held early in the new year. They are inviting federal, provincial and municipal government representatives and hope to include private-sector participants as well.

“Part of the problem with this process is that with the municipal election in October, local councils are in transition and are not in a position yet to be able to make any decisions regarding the rail line,” said Greater Madawaska Reeve Peter Emon. Reeve Emon, and Town of Amprior Reeve Walter Stack represented the County of Renfrew at the event. Reeve Stack went on to say, “we want to bring all the players – federal, provincial, municipal and private sector – to the table so that we can come up with a plan. The legislation does not provide a adequate time for us to do so, and we’re calling on the federal government to stop the process. Once the track is gone, it’s gone forever. That is why all of us gathered on Parliament Hill to bring our concerns to the national stage. This goes beyond Renfrew and Lanark County. Our heritage and strength was built on the railways, and our economic future depends on the continued presence of a sustainable railway system, not just for Eastern Ontario, but all of Canada.”

The counties have been on alert since January, when stakeholders were notified about Canadian Pacific’s intent to discontinue and sell the Ottawa Valley Railway between Smiths Falls and Sudbury. After CP diverted traffic off the line, short-line operator RailAmerica terminated its lease with CP. This launched a process under the Canada Transportation Act that provides stipulated time periods for various stakeholders to express interest in purchasing it.

COUNTY OF RENFREW

ABANDONED RAILWAY RIGHTS-OF-WAY POLICY

August 27, 1997 County Council meeting

1. The County of Renfrew shall purchase future surplus abandoned railway rights-of-way as they become available, from time-to-time, for use as future transportation and utility corridors. In order to implement this policy, County Council shall seek to enter into an agreement with the owners of railway rights-of-way in Renfrew County to secure the opportunities to acquire surplus abandoned rights-of-way when such rights-of-way become available for acquisition by the County of Renfrew. Individual agreements will define in greater detail the location of lands to be made available for acquisition.

Corridor Facts

The abandoned rail corridor runs from Smiths Falls to Mattawa

2,447 ac

296 kms in length

+/- 90 feet width

37 bridges and underpasses

Lanark County

(4 local municipalities)

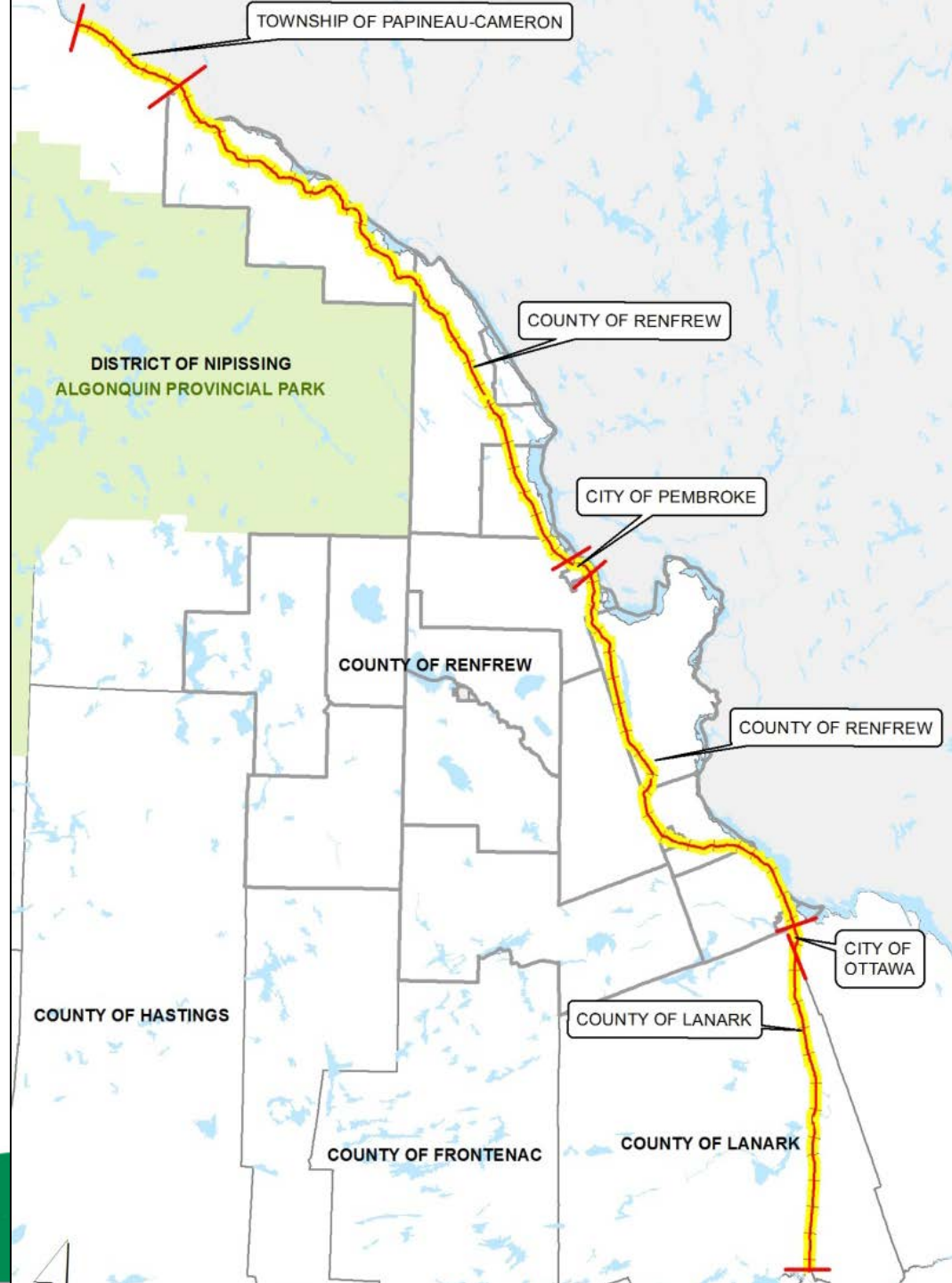
City of Ottawa

Renfrew County

(10 local municipalities)

City of Pembroke

Papineau-Cameron Township



Corridor Facts

Renfrew County

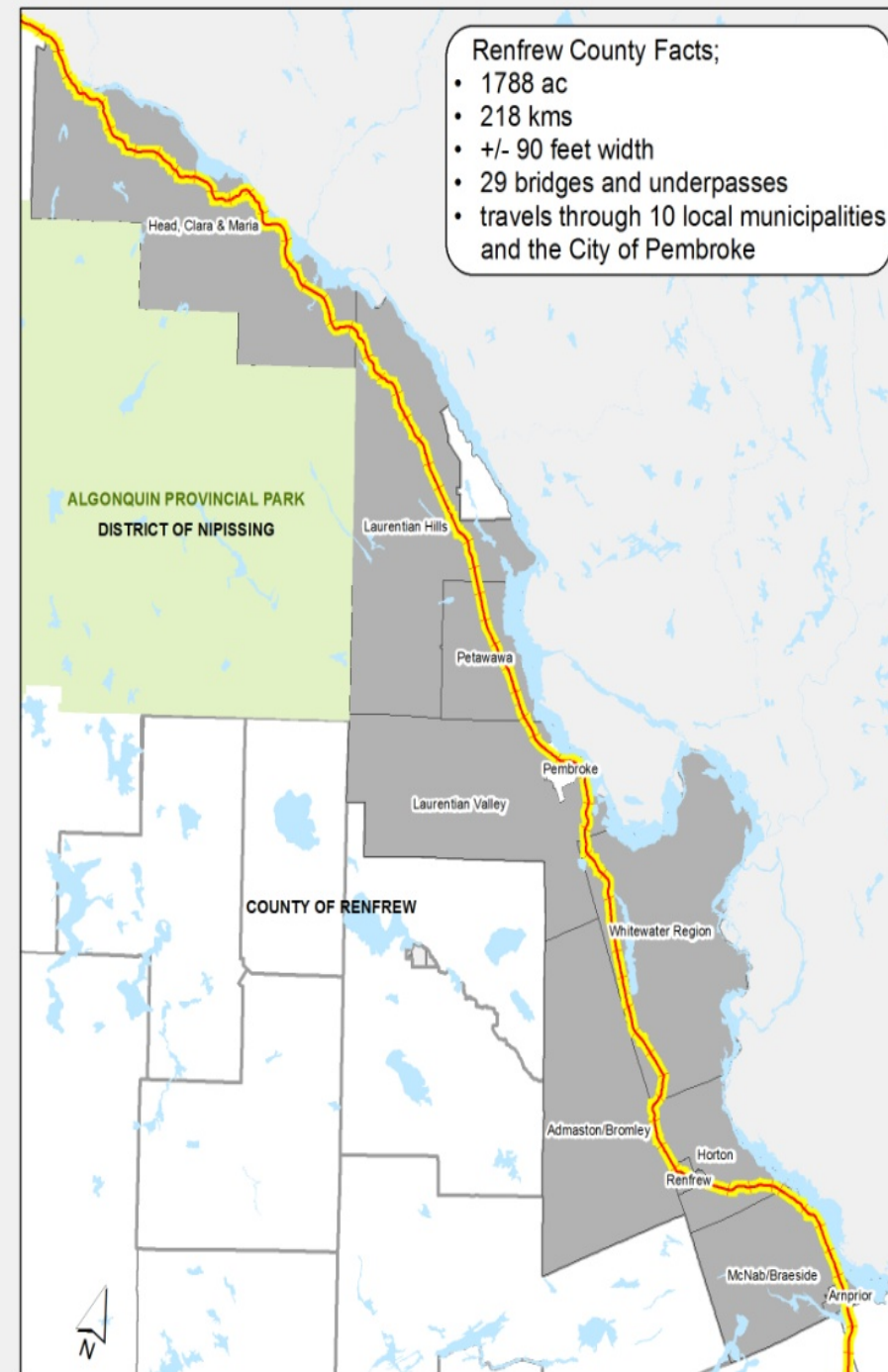
1,788 ac

219 kms in length

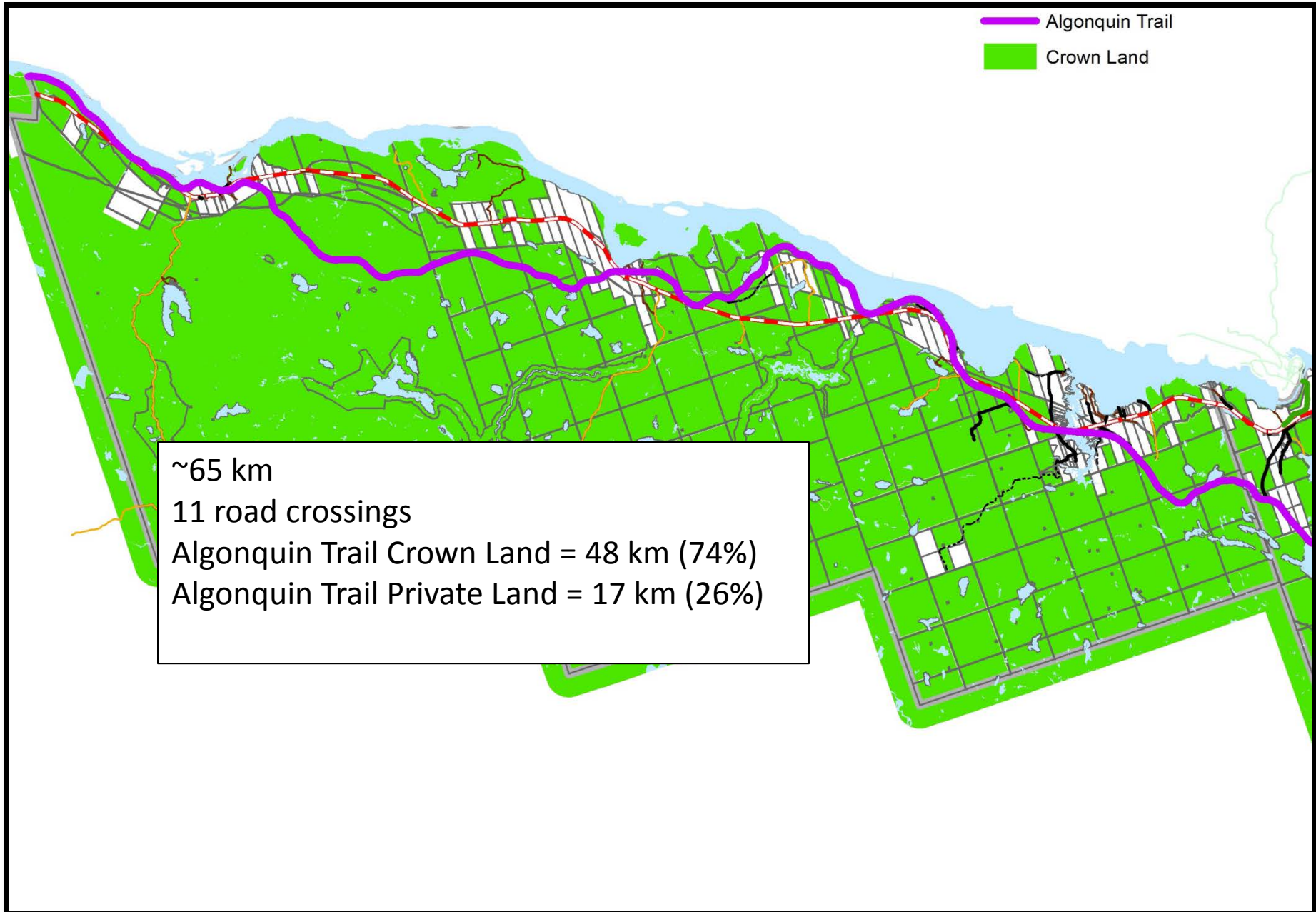
+/- 90 feet width

29 bridges and underpasses

travels through 10 local municipalities
and the City of Pembroke



Corridor Facts – Head, Clara & Maria



Partnership

By-law 64-13

A BY-LAW AUTHORIZING THE COUNTY OF RENFREW TO ENTER INTO A MEMORANDUM OF UNDERSTANDING WITH THE COUNTY OF LANARK AND THE TOWNSHIP OF PAPINEAU-CAMERON (2013)

CP Rail Corridor Memorandum of Understanding Stage 1

June 26, 2013

Purpose:

Acquire the abandoned CP Rail right-of-way when it becomes available for acquisition in one contiguous piece by the County of Renfrew, Lanark County and Township of Papineau-Cameron (hereinafter called the Partnership).

Partnerships:

- The Partnership will consist of the County of Renfrew, Lanark County and the Township of Papineau-Cameron.
- The CP Corridor will be managed by the Partnership.
- The Partnership will agree to the Terms of Reference/Memorandum of Understanding.
- The Partnership will develop a governance model.

Cost Sharing

The Partners have agreed to use the averaging of appraisal value percentage, length percentage & area percentage of corridor in each jurisdiction for the percentage of cost sharing for each Partner.

	<u>Averaging the percentage of length, appraisal & area</u>
Papineau-Cameron	8.73%
Lanark	19.21%
Renfrew	72.06%

*City of Ottawa percentages with Lanark & City of Pembroke percentages with Renfrew

Appraisal

Antec Appraisal Group appraised the abandoned rail corridor with a value of **\$77,692,039** which is being used by the Partners for the official tax receipt portion of purchase.

As a result of our investigations and analysis, it is our opinion that the current market value of the subject property "as if vacant" as of the effective date, February 24, 2014 is:

FINAL MARKET VALUE ESTIMATE	
100% ATF Value (Rounded)	\$77,700,000

Appraisal was presented to the Partners in 2014 and County Council in September 2015.

Asset Donation Agreement

Cash

On August 25, 2015 CP provided the Partners with a draft Agreement of Purchase and Sale for review and acceptance of the abandoned rail corridor. The cash portion of the purchase is **\$500,000**. Partners have agreed to the cash portion of \$500,000 plus a tax receipt of **\$77,192,039** totalling the appraised value of **\$77,692,039** (price paid via cash and tax receipt cannot be more than appraisal value).

	<u>Averaging the percentage of length, appraisal & area</u>	Purchase Price \$500,000
Papineau-Cameron	8.73%	\$43,650
Lanark	19.21%	\$96,050
Renfrew	72.06%	\$360,300

April 2017 the Partners signed the Asset Donation Agreement

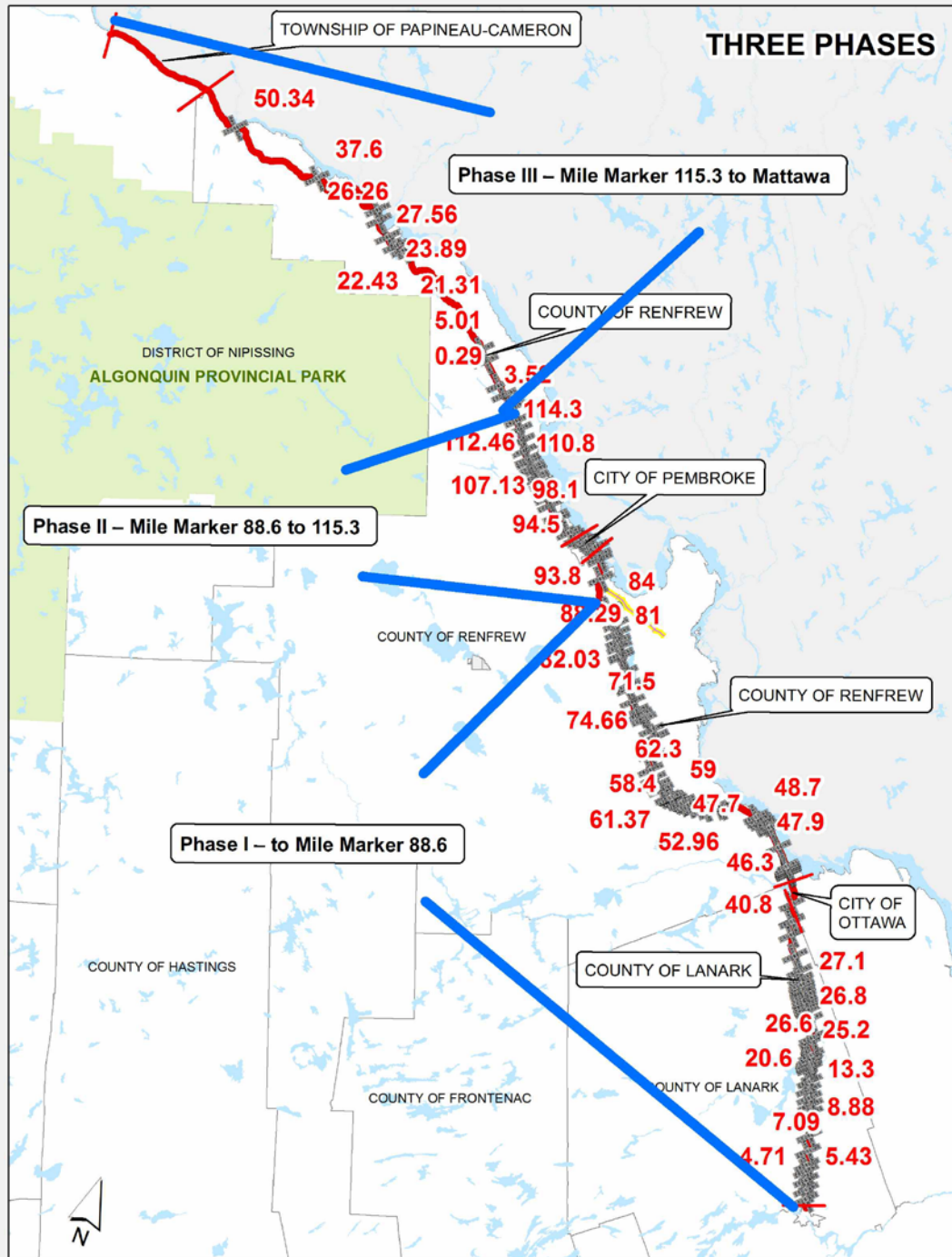
Asset Donation Agreement

Phases

CP proposed the corridor be split into three closings based on ability to produce transferable descriptions starting with the most easterly section. At the same time it is agreed that the Partners will **lease** the lands while the transfers are proceeding. Lease cost is \$10.00 per year and the corresponding municipal taxes pending the completion of the phases.

	<i>Phase 1</i>	<i>Phase II</i>	<i>Phase III</i>	<i>Total</i>
	\$250,000	\$200,000	\$50,000	\$500,000
<i>Papineau-Cameron</i>	\$0	\$0	\$43,650	\$43,650
<i>Lanark</i>	\$96,050	\$0	\$0	\$96,050
<i>Renfrew County</i>	\$153,950 (82km) <i>Closing Date Oct 05, 2016</i>	\$200,000 (43 km) <i>Closing Date April 01, 2017</i>	\$6,350 (93 km) <i>Closing Date April 01, 2018</i>	\$360,300

THREE PHASES



Guiding Principles

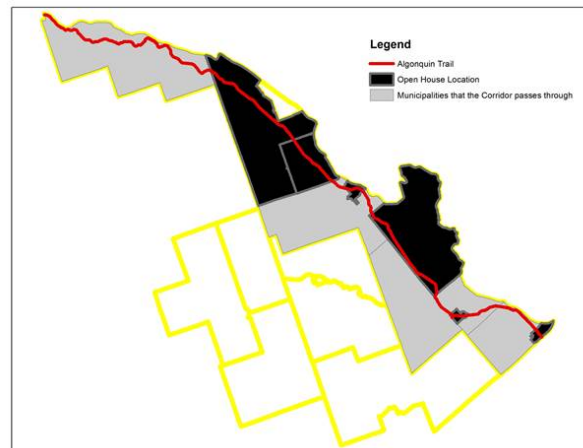
Asset Donation Agreement

- Cash
- Tax Receipt
- **Environmental**
 - CP indemnifies the County of any pre-existing conditions
- Surveying
 - Phase 1, the lesser of 50% of the total surveying cost and \$70,000
 - Phase 2, the lesser of 50% of the total surveying cost and \$50,000
 - Phase 3, the lesser of 50% of the total surveying cost and \$10,000
- Continuous Corridor
- Infrastructure
 - Partners have agreed to the “as is” condition of all structures along the corridor

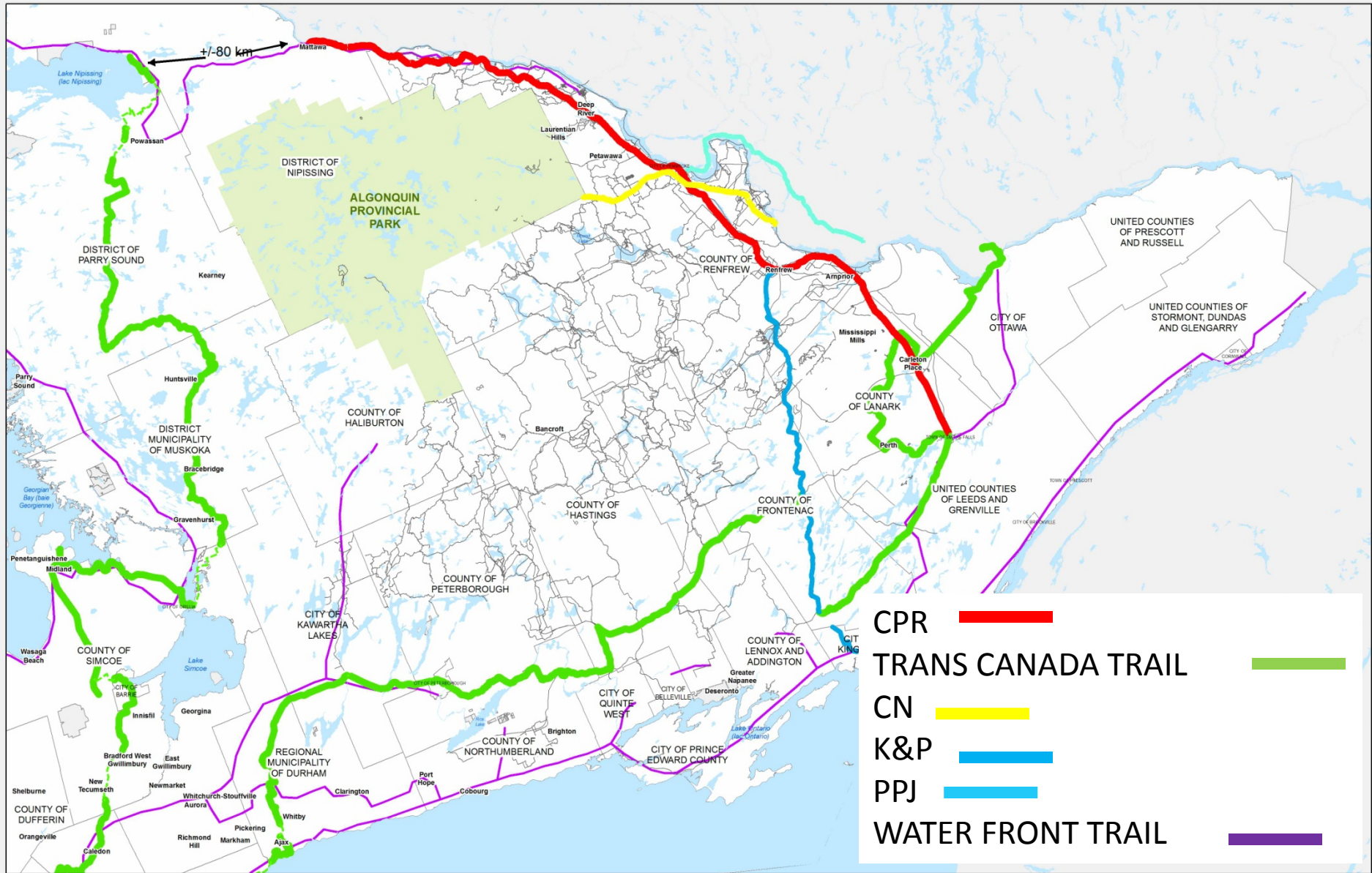
Open Houses

County staff held 6 open houses for public and municipal comments.

- The number of open houses and the locations were determined to maximize cost effectiveness, staff resources and overall County coverage. All events were well attended by the public and municipal elected.
- In September 2016 staff issued a letter to municipalities advising of the upcoming open houses and requested that the dates and locations be posted on their websites.



- County staff created a direct email account for all public email correspondence.
- Staff issued letters to all abutting landowners providing an update on the corridor purchase.





THE COUNTY OF RENFREW K & P TRAIL



Kingston & Pembroke Railway 'the Old K & P' 'The Kick and Push'

Beginning around 1870 the idea of a railway from Kingston to Pembroke was first discussed. This was the era of railroads in Canada and the dream of accessing the mineral and forest wealth of eastern Ontario fueled the desires of business people in Kingston, Pembroke, Montreal and New York to build a railroad to tap these natural resources. Fine lumber especially was in demand across Canada and the United States and the entire region north of Kingston and into Renfrew County and the Ottawa Valley was rich in pine.



April 14, 1871, the Kingston and Pembroke Railroad (K & P) was chartered. Management difficulties, financing challenges and the rugged, rocky terrain created hurdles for the K & P. The Calabogie section, which required a massive rock cut, was especially challenging where men and horses were maimed and killed as crews worked day and night to carve a route through the hard rock of the Canadian Shield.

It was not until 1884 that a train finally reached Renfrew, where it connected with the Canadian Pacific Railroad. The K & P never did reach Pembroke; construction ceased at Renfrew after 12 years and 112 miles (180 km) of railroad was built. On January 1, 1913, the K & P Railroad officially became part of the Canadian Pacific Railway (CPR).

Special Acknowledgment to Carol Bennett (M.A. Degree) and Dr. W. McCreary, the authors of the book *The K & P: A Remarkable Journey from the K & P Railway*.

THE ONTARIO TRAILLUM FOUNDATION



IN PARTNERSHIP WITH
GREATER MADAWASKA

K & P Trail



K & P CORRIDOR Management Plan CALABOGIE TO RENFREW



RAIL To TRAIL



Prepared for:
K & P Management Advisory Committee
and the County of Renfrew Development &
Property Committee

County Council August 27, 2003



Economic Importance

- X-country skiing: 43,648
- Snowmobiling: 18,801
- ATVing: 41,404
- Cycling: 7,562
- Hiking: 118,057
- Wildlife/Birdwatching: 83,163

* 2015 Renfrew County tourism profile from the research division at MTCS

Economic Importance

- \$773 million – Cycling Economic Benefit
- \$36 million – Equestrian Economic Benefit
- \$720 million – Mountain Biking Economic Benefit
- \$70 million – Off-Road Motorcycling Economic Benefit

* MTCS presentation at the national trail event in Ottawa 2017 – 2014 data

6.9 Billion spent (2015)

Directly involving both ATV and OHV type Vehicles

55,000 Employed

Direct, indirect & induced activities

1.9 Billion Taxes

Direct & indirect taxes on goods & services

Economic Importance



Home Tour Articles ▾ Tour Lodgings ▾ Tour Itineraries ▾ Tips ▾ Product Reviews ▾

Ontario Snowmobile Tour Destinations Top 5

by Craig Nicholson | Jan 4, 2018 | Ontario Rides, Tour Articles |

Riders' Rank Best Ontario Snowmobile Tour Destinations...



#2 Ottawa Valley



The Ottawa Valley extends along e
On its southwest side, it abuts the
destinations. In actuality, many rid
of the towns they typically stage fr

- **Location:** Ontario's Highlands R
- **Trailing Distance:** Toronto to
- **Riding Days:** 3 to 5 (day rides or
- **Trails:** over 1,000 km in Ottawa
- **Loops:** The Voyageur Route (350
- **Named Towns in Ranked Order:**
- **My Fav Lodgings:** [Best Western](#)
- **My Tour Articles:** [Ottawa Valley](#)
- **Contact Info:** [Ontario's Highlan](#)
- **Adjacent Regions:** [Madawaska](#)

#3 Madawaska Highlands



Madawaska Highlands Photo © by Craig Nicholson

The Madawaska Highlands are immediately adjacent to, and for most of us inseparable from the Ottawa Valley, which riders ranked as #2 (see above). Together they comprise a huge swath of terrain that is ranked here as the premier Southern Ontario riding area among Ontario snowmobile tour destinations. But because the two are distinct areas at least in regional name and because snowmobilers answering my Have Your Say Mondays poll specifically named their favourite towns, I've listed them individually.

- **Location:** Ontario's Highlands Region
- **Trailing Distance:** Toronto to Bancroft - 241.3 km, Toronto to Barry's Bay - 306.5 km.
- **Riding Days:** 3 to 5 (day rides or saddle bagging)
- **Trails:** over 1,000 km
- **Loops:** Madawaska Highlands Loop 180 km), Round Bonnechere Loop (230 km), RAP Tour (south-eastern section)
- **Named Towns in Ranked Order:** Barry's Bay, [Bancroft](#), Whitney
- **My Fav Lodgings:** [Ashgrove Inn](#) (Barry's Bay), [Bancroft Inn & Suites](#)
- **My Tour Articles:** [Discover Barry's Bay](#), [Big Time in Bancroft](#)
- **Contact Info:** [Ontario's Highland Tourism](#), [Snow Country Snowmobile Region](#)
- **Adjacent Regions:** [Haliburton Highlands](#) (west), [Ottawa Valley](#) (north & east)

Operating Budget

2017 operating budget - \$140,000.

Costs will be offset with revenues from existing leases and partnerships with different trail organizations and stakeholders. Current annual lease revenues from existing leases are \$64,368.04 of which **\$53,499.04** are in the County of Renfrew. Will also receive revenues from grant applications.

- Brushing
- Fencing
- Mowing
- Signage
- Inspection
- Garbage
- Bridge repairs
- Gates



County Council Resolutions

Asset Donation

April 28, 2017 DP-CC-16-04-26 THAT County Council pass a By-law to enter into an Asset Donation Agreement with the Canadian Pacific Railway Company for lands located between Smiths Falls, Ontario and Mattawa, Ontario.

County of Renfrew Trails Strategy

May 25, 2016 DP-CC-16-05-34

THAT County Council approves the County of Renfrew Trails Strategy as amended to include ATVs.

Ottawa Valley Recreation Trail Name

August 31, 2016 DP-CC-16-08-52

THAT County Council approves the official name for the 296 km Canadian Pacific (CP) corridor which runs from Lanark County through Renfrew County to the Township of Papineau-Cameron as the Ottawa Valley Recreation Trail; AND FURTHER THAT the individual Partners retain the right to name their separate sections of the trail.

Algonquin Trail Name

October 26, 2016 DP-CC-16-10-73

THAT County Council approves that the name of the Renfrew County section of the Ottawa Valley Recreation Trail be the 'Algonquin Trail'.

Algonquin Trail Revenues

February 22, 2017 DP-CC-17-02-12

THAT County Council proceed with receipt of all lease revenues for the Algonquin Trail, including the lease revenues with the municipalities.

Multi-use Trail

June 28, 2017 DP-CC-17-06-52

THAT the County of Renfrew portion of the Ottawa Valley Recreation Trail, the Algonquin Trail, be designated as multi-use; AND FURTHER THAT the definition of multi-use include all methods of self-propelled transportation, as well as horseback riding, snowmobiles, and off-road vehicles as defined by the *Off-Road Vehicles Act, O. Reg 316/03, s. 1*, as amended which are commonly referred to as all-terrain vehicles (ATVs) and side-by-sides; AND FURTHER THAT if a local municipality comes forward with bypass and/or twinning solutions for motorized and non-motorized vehicles that they are prepared to support and fund, that County Council would consider such alternatives.

Planning

- Provincial Policy Statement
- Official Plan
- Zoning By-law

Municipal Act

SPHERES OF JURISDICTION

Broad authority, lower-tier and upper-tier municipalities

11 (1) A lower-tier municipality and an upper-tier municipality may provide any service or thing that the municipality considers necessary or desirable for the public, subject to the rules set out in subsection (4). 2006, c. 32, Sched. A, s. 8.

GENERAL RESTRICTIONS

Conflict between certain by-laws

13 (1) If there is conflict between a by-law passed by a lower-tier municipality under subsection 11 (3) and a by-law passed by its upper-tier municipality under subsection 11 (3), the by-law of the upper-tier municipality prevails to the extent of the conflict. 2006, c. 32, Sched. A, s. 9.

CULTURE, PARKS, RECREATION AND HERITAGE

Power exercised outside municipality re culture, parks, etc.

94 Despite section 19, a municipality may, if one of the purposes for so acting is for its own purposes, exercise its powers under subsection 10 (1) or 11 (1), paragraph 7 of subsection 10 (2), paragraph 7 of subsection 11 (2) or paragraph 5 of subsection 11 (3) in relation to culture, parks, recreation and heritage in the municipality, in another municipality or in unorganized territory. 2006, c. 32, Sched. A, s. 36.

Support

To date the County of Renfrew has been successful in its application for grant dollars through a variety of funding streams. Below is a summary of grants received to date and used to offset expenditures.

Grants/Funding Received to Date

Ontario Highlands Tourism Organization \$17,500

TransCanada Pipeline Grant \$20,000

Renfrew County Community Futures Development Corporation \$35,000

2017 Pembroke Zombie Thrill Run \$35,000



Ontario Municipal Commuter Cycling (OMCC) Program

Applications were prepared for the following municipalities for \$25,000 each and all applications were successful.

- Town of Arnprior, Town of Laurentian Hills, Town of Renfrew, Township of Horton, Township of Laurentian Valley, Township of Whitewater Region, Township of Greater Madawaska, Township of Admaston/Bromley and the City of Pembroke. **\$225,000**

The County also applied for trail improvements and hardened shoulders on County Roads. **\$372,360**

The County invited all municipalities along the Algonquin Trail and the City of Pembroke to a staff to staff meeting on January 18, 2018 to discuss and receive input on the OMCC program.

Ministry of Transportation

- Structures
- Hardened Shoulders

Discovery Routes



About Us

Discovery Routes Trails Organization was established in 1992. As a not-for-profit organization as well as a registered charity, Discovery Routes' main responsibilities are to create, maintain, and promote multi-seasonal



Snowmobile Clubs

The snowmobile clubs have been successful in obtaining \$360,050 in funding to improve the Algonquin Trail with decking and improvement to structures, control gating, brushing, grading and signage and have requested permission to access a number of sections of the Algonquin Trail.

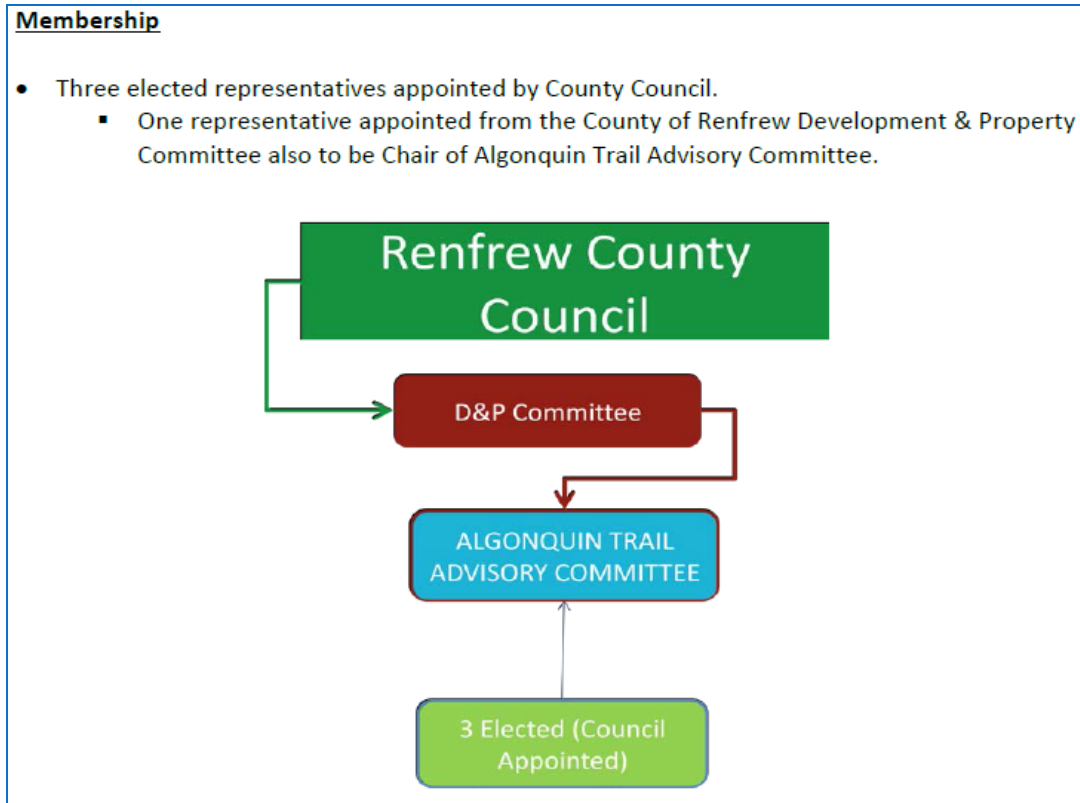


Snowmobile & RCATV Clubs



Next Steps

- Management Plan (based on the K&P Management Plan)
- Terms of Reference for the Algonquin Trail Advisory Committee – Nov 2017
- All requests for use will be sent to the Director of Development & Property for review and if necessary forwarded to Algonquin Trail Advisory Committee, Development & Property Committee and County Council.



Questions?