



Dear Mayor Reid and Council,

On Wednesday, April 11th I will be attending the Community Health Partners Group meeting as a representative of Head Clara and Maria Council.

I have just been informed that they plan to change this meeting from its regular format and make it a strategic planning meeting to discuss the 3- 5 year plan for the DRDH, which includes the Hospital, Family Health Team and Four Seasons Lodge and the Deep River Physiotherapy Center .

To quote the organisers of this meeting

**"The aim of the strategic planning process is to identify future directions and initiatives to strengthen and enhance NRHC's ability to deliver services to its patients and community. The Strategic Plan, once developed, will guide how NRHC plans for and allocates resources to meet the current and future health care needs of the community"**

They plan to ask input on the bullet points listed below:

- The strengths and challenges associated with NRHC and within the broader health care system.
- The programs and services that the campus partners excels at and those that could be improved.
- Gaps in services in the local community that NRHC could fill.
- Opportunities for NRHC to enhance services by working with other providers (other hospitals, the community sector, primary care or social services) to improve accessibility of services.
- Your priorities for and expectations of the campus.
- Opportunities for innovation and improvement (delivery models, technology, and collaboration).

If any of my fellow Councillors, Mayor Reid or the staff have any questions/comments they would like me to present could you please send me an email by Tuesday, April 10th.

Thank you  
Councillor McKay

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**Melinda Reith, Head, Clara & Maria**

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**From:** AMO Communications <communicate@amo.on.ca>  
**Sent:** Monday, March 19, 2018 3:02 PM  
**To:** hcmclerkmreith@gmail.com  
**Subject:** AMO Policy Update - Speech from the Throne Delivered Today in the Legislature

March 19, 2018

## **Speech from the Throne Delivered Today in the Legislature**

Ontario Lieutenant Governor Elizabeth Dowdeswell delivered the Speech from the Throne laying out the government's future priorities.

Government priorities of importance to municipal governments are:

- Continuing to make significant capital investments across Ontario in public infrastructure – roads, bridges, transit systems, schools, and hospitals.
- Focusing on areas that are struggling to achieve economic growth by investing in workers and businesses and support for regional, rural, and remote economies.
- Reinforcing the importance of addressing climate change.
- Continuing its plan for 100,000 child care spaces.
- Maintaining commitment of 5,000 new beds in the next four years as part of a 10-year plan to create 30,000 new long-term care beds and, by 2022, LTC residents will have access to 15 million more hours of care from health care professions.

Other items of community interest include:

- Expanding home care to provide more services for seniors at home, and to provide financial relief for families who are caring for aging seniors.
- Making investments in mental health and addictions services.
- Ensuring more people without a drug and dental benefits plan will have access to more affordable prescription drugs and dental care.

AMO will be in the March 28<sup>th</sup> Budget lock-up. Watch that evening for our briefing and analysis.

**AMO Contact:** Monika Turner, AMO Director of Policy, [mturner@amo.on.ca](mailto:mturner@amo.on.ca), (416) 971-9856 ext. 318.

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**Melinda Reith, Head, Clara & Maria**

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**From:** Secretary Gibson <mlscsec@gmail.com>  
**Sent:** Saturday, March 17, 2018 7:55 AM  
**To:** Melinda Reith; ckelley@countyofrenfrew.on.ca; Terry Vaudry; Todd Dowser; Brent Allen; Doug Antler  
**Cc:** Crystal Fischer; chartrandc@hotmail.com; Cathy McKay; Ernie Villeneuve; robbie1\_400@hotmail.com; morefeet67@hotmail.com  
**Subject:** Algonquin Trail meeting with the Missing Link Snowmobile Club

Good morning Melinda

The Club and Snow Country would not be available to meet until after the results of the County's legal opinion have been made known.

At the Snow Country meeting on Tuesday March 13, 2018, the directors decided that due to dire fiscal restraints on our budget, in order for Terry to attend, the meeting would have to be held at the Snow Country Office 40481 Hwy 41, Pembroke.

I have not included Graham Pitt because I do not know who he is.

*Marlene Gibson*  
*Secretary*  
*Missing Link Snowmobile Club*  
613-586-2761



## The Missing Link Snowmobile Club Inc.

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K0J2K0

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To: HCM Council & Staff

March 12, 2018

**RE: MLSC Contact**

The Missing Link Snowmobile Club would like to ensure continuity among discussions between all interested parties in regards to potential snowmobile trail use of the rail bed in the future. As such, and further to the previous correspondence of May 15th, 2017, Todd Dowser will continue to act as the point person and spokesperson for the club and that all correspondence should go to the club through the club secretary, Marlene Gibson .

On another note, there appears some confusion in regards to Jim Gibson's involvement with the snowmobile club. It should be noted Mr. Gibson has not been an active member of the snowmobile club since stepping down as president April 30 2012. Any reference to Mr. Gibson playing a defined role within the snowmobile club since that time is incorrect.

Respectfully,

Brent Allen  
President, The Missing Link Snowmobile Club



## The Missing Link Snowmobile Club Inc.

Ont. BBN#119314078  
270 Loon Valley Lane  
Stoney Creek, ON  
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To: HCM Council & Staff

March 7, 2018

**RE: HCM Communications**

To date, the Missing Link Snowmobile Club has been reluctant to insert itself into the ongoing debate between the municipality and county regarding legal ownership and use of the Algonquin Trail. However, the ongoing written communications containing half-truths and complete falsehoods leaves the club no other position but to speak up and defend its reputation.

A letter from the HCM Clerk to County Council Members dated January 24th, stated:

"For those of you who may not understand where HCM council is coming from should know that in the fall of 2016 the County granted permission to the local OFSC club to travel through a residential area of our community; without any consultation with Council, staff or the ratepayers. Being blindsided by the appearance of snow machines speeding past their doors and disrespecting municipal roads and private property, residents were understandably upset."

The snowmobile club would like to remind council that although county may have not consulted with the municipality to the clerk's satisfaction regarding use of the rail bed, the snowmobile club did. The snowmobile sought and obtained permission from the municipality regarding this trail reroute. Specifically, the snowmobile club was completely upfront about using the rail bed as well as grooming the ditches along Pine Valley Rd and Yates Rd. In a letter to the clerk dated November 2nd, 2016, the snowmobile club wrote:

"As you are aware, our A trail has been granted approval to run the rail line for this year. With that being said, we are planning on using the ditch along Pine Valley Road and Yates road to continue accessing the old A trail... Of course the main focus is not to deposit any snow on to the municipal road but there might be some that will be left by snowmobilers. We as a club would like to maintain a great working relationship with the township and would like to make you aware of the possibility of this happening. Do we need municipal approval for using the ditch as well?"

And in response, a letter from the clerk dated November 4th, 2016 stated:

"Thanks for your email. Terry is off this week and I will consult with him when he's back next however; I see no major challenges with this change. As you know, we have an obligation under the Highway Traffic Act to ensure that roads are free from obstructions and safe to the travelling public. Our concerns are with windrows or banks of snow which may freeze and pose hazards to vehicles travelling, especially during dark hours when obstructions are more difficult to see. So long as the groomer operators do their best to ensure that no such banks or windrows are created; normal use as occurred along Logger's Road in the past should not raise challenges. If Terry has additional concerns, I will get back to you next week."

In addition, the snowmobile club met with local resident Bob Elder on October 15th 2016 to review our plans and discuss potential concerns, after which additional 'No Trespassing - Private Property' signs were erected at the MNR land entrance to the Elder property and the land adjacent to the rail bed was brushed to improve line of sight and safety. The snowmobile club did not meet directly with Jim & Gayle Watters because as long time serving members of the snowmobile club, they were already privy to this information as it was contained in club meeting minutes.

Upon the club learning there were young children in the new residence on Yates Road (owned by a municipal employee), the club proactively installed 'Children Playing' signs in an effort to curb potential speeding and safety concerns.

The term 'blindsided' leaves the impression that malice was intended by the county and/or the snowmobile club, and this was clearly not the case.

In addition, the club would also like to bring to council's attention the following statement included in an email to Mr. Terry Vaudry dated February 15th 2018:

"Specifically to the local snowmobile club are challenges with council asking for suggestions and assistance to alleviate concerns such as at road crossings and speed and being told that there was nothing more the club could do but put up the small trail signs."

This statement is completely false and suggests the snowmobile club was not responsive to the concerns of local ratepayers or council. Although the club originally believed it was bound by the official sign guide, the club was later informed through ongoing consultation with our district counterparts that there was a procedure available to deviate from this sign guide. We would like to remind council of the following suggestions put forward at the deputation of September 15th, 2017:

- Installing oversized STOP signs
- Welcome to Stonecliffe – Residential QUIET Zone
- Community Safety Corridor - Speed Limit Radar Enforced
- Police Ahead – You've Been Warned!
- Reduce Speed or Lose the Trail!
- Increased trail patrol presence
- Working with affected landowners, the snowmobile club would be proactive in making sure the intersections are cleared for best line of sight possible.
- Install trail crossing signs on Boat Launch Road or should we consider 4-way stop signs at all intersections?
- Can we build a fence at the end of Yates Road to prevent traffic exiting the trail at that point?
- The snowmobile club would make better use of social media to inform riders of the Community Safety Corridor
- Potential for additional media coverage to showcase innovative steps taken to address speed/noise issues

The snowmobile club has made it very clear that we want to work with both the municipality and residents to address local concerns, and is open to suggestions on how to effectively control the speed while at the same time maintain a safe riding environment.

In open session of council on January 23rd, some councilors and the clerk stated they did not know where the rail bed was being used in the area around Deux Rivieres. The snowmobile club would like to remind council and staff that the club has been completely upfront

regarding its intentions and a detailed map including GPS coordinates of the Deux Rivières section of the rail bed under consideration was presented at that same deputation of council on September 15th. If the clerk is wondering why the snowmobile club did not enter into a land use agreement with the municipality regarding this section, then please consider the following facts:

1. the municipality does not own the land in question, and therefore the land use agreement does not apply nor is it appropriate
2. this section of rail bed does not cross any municipal roads or road allowances

If council and the clerk believe the municipality has liability exposure on land they do not own simply because the trail utilizes land zoned as residential, then this applies to all private land use agreements in the municipality, and across the province as well. This notion is ridiculous.

If council and municipal staff sincerely want to put the past behind and move forward in a respectful and mutually beneficial manner, then the club requests council to direct the clerk to demonstrate leadership and stop defaming the snowmobile club and its volunteers, largely as a result of a difference of opinion.

As recently as February 8th, the clerk felt the need to disseminate 'her' version of events of the last twelve months, and this is simply 'her opinion'. Putting personal opinions down on paper doesn't necessarily make them true. The dissention across this community is a direct result of differing opinions on this matter. Ongoing defamation of the club and its volunteers does not demonstrate a willingness to put this in the past and move forward. Actions speak louder than words!

As was stated in the club's written request to the municipality (quoted earlier in this letter), the club clearly requested permission to groom the ditches alongside the road. Bringing up the notion once again (from twelve months ago) that the club deliberately ignored municipal staff direction to stop grooming the 'road' is not helpful nor productive.

The snowmobile club has been forthright in its opinion there is tremendous value in having a snowmobile trail pass through the village of Stonecliffe - for local residents, local businesses, and visiting riders combined. As a result of this stance, the club has been accused by staff of being oblivious to the concerns of some local residents. This is blatantly not true. It is time we work together to find a route that allows a trail to pass through Stonecliffe in close proximity to Yates General Store and also acknowledge the challenges associated with grooming safety, private landowner concerns, land use permissions, and highway crossing safety standards. The club has always maintained the best trail possible is one that travels right through Yates parking lot. So how do we get there?

Respectfully,

The Missing Link Snowmobile Club