



To: Mayor and Council  
From: Karl Grenke, Manager of Development Services  
Date: September 10, 2026  
Committee of the Whole Date: September 14, 2026  
Title: Adoption of a new Official Plan

☐ For Direction  
☐ For Information  
☒ For Adoption  
☒ Attachments: 17 Pages

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**Recommendation:** *THAT Council receives and considers modifications to the draft Official Plan based on feedback received at, before and since the public meeting August 25, 2026;  
AND THAT Council passes a by-law adopting the finalized new Official Plan;  
AND THAT Staff be directed to provide the adopted Official Plan and all required supporting material to the Ministry of Municipal Affairs and Housing for review and ultimate approval.*

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**Purpose:** To bring the new Official Plan forward for Council consideration and approval, following the completion of the statutory consultation process and resolution of remaining minor items.

**Background:** In 2023, Council directed staff to begin work on updating the Town's Official Plan, which was originally adopted by Council in 2014. An Official Plan is a foundational tool in Council's policy toolbox that carries forward the Town's blueprint for growth and expresses Council's vision for how the Town will grow and where. Official plans are adopted under the authority of the Planning Act and while they look at a longer growth horizon, they are generally comprehensively updated every 5 years or replaced every 10 years to ensure they remain current and reflective of community needs and provincial policy. In Smiths Falls, we also needed to plan for new development lands, given that the Town was close to achieving its 2034 growth projections less than 10 years after the Plan's adoption. Further, changes to provincial policy and completion of several master plans and studies gave Council the opportunity to ensure its land use planning policies align with and implement Council's vision regarding parks and recreation, active transportation, retail development and other things. The process of creating a new Official Plan is an iterative exercise that included several milestones:

- **June 2023:** Council approval of a Land Needs Study that comprised population, dwelling and employment projections, and forecasted land needs to accommodate this projected growth.
- **Summer 2023:** public consultation to identify the key values of the community that should be addressed in the Official Plan.

- **October 2023:** Council defined the scope of the official plan update, including defining four strategic opportunity areas to focus growth and confirming the five key themes that would guide the Plan.
- **May 2024:** Council awarded a contract to Dillon Consulting Limited to guide the development of the Town's new Official Plan, along with a Transportation Master Plan that would be developed concurrently, allowing the harmonization of the consultation exercise and policy development.
- **October 10, 2024:** Open House held at the Smiths Falls Youth Arena where approximately 30 residents provided their feedback and suggestions in a series of small, focused sessions, organized around the 5 key themes.
- **December 2024:** Commercial Market Assessment completed, which updated the findings of the 2021 Commercial Land Needs Assessment and proposed several policy and strategic recommendations that would be incorporated into the Official Plan.
- **February 2025:** Council received and supported a Housing Needs Analysis and Affordable and Inclusive Housing Plan. The report identified housing needs through an analysis of the Town's housing supply and demographic indicators. The Plan recommended a series of strategic, policy and operational actions to define and maximize the Town's role. Policy recommendations to be accommodated in Official Plan.
- **March 17, 2025:** Council approved the vision and strategic directions for the Plan, based on the five themes, as well as a high-level planning approach for the four strategic opportunity areas.
- **August 25, 2025:** First draft of the Official Plan released to the public, accompanied by an explanatory brochure.
- **September 10, 2025:** Statutory open house held to present and obtain feedback for the draft Official Plan and Transportation Master Plan, with a total of 18 people signed in to the meeting.
- **October 2025:** Online public engagement session held through the month. Discussion questions were posed to guide feedback as to whether the draft is on the right track, centered around the five key themes.
- **December 2025:** Town received consolidated "one window" set of comments on the first draft from the Ministry of Municipal Affairs and Housing and on behalf of partner agencies. One window review assessed for compliance with the Provincial Planning Statement and all provincial requirements.
- **February 9, 2026:** Official Plan Issues and Options Report (2026-021) presented to Council overviewing feedback received to date and exploring planning themes that arose. On March 23<sup>rd</sup>, Council considered a follow-up report that brought forward further discussion pertaining to the Ferguson and Ferrera strategic opportunity area and the boundaries between the Downtown Core and Downtown Fringe designations. Direction was given to staff to update the next draft of the OP accordingly.
- **March 19, 2026:** Update to Land Needs Assessment (Report 2026-044) presented to Council. The update extended the planning horizon to 30 years (to 2051) based

on feedback from MMAH and accordingly necessitated the designation of more greenfield lands to Residential and Employment to accommodate this projected growth. Council supported these changes and directed that they be reflected in the next draft of the OP.

- **August 4<sup>th</sup>, 2026:** Second public draft of the new Official Plan released to the public on the municipal website, along with an updated explanatory brochure. Notice of the Statutory Public Meeting was issued and circulated to prescribed agencies, governments and stakeholders and to those who have previously signed up for updates on the Official Plan.

### Public Meeting

Including PAC members, a total of seven attended the statutory public meeting that was held at Council Chambers on August 25<sup>th</sup> and chaired by Councillor Brennan. The Manager of Development Services introduced the project and the project consultants presented the draft Official Plan and Transportation Master Plan. At the meeting, verbal submissions were provided by four members of the public:

- Peter Sephton (Lorne Street) is in the area that is proposed to be designated as part of the new employment lands. He did not object in principle to the designation, however had questions regarding the location of the proposed collector road connecting 361 Queen and Lorne Street and regarding the development process.
- Karen Lavoie (Lorne Street) had questions regarding the continuation of her residential use, should the designation proceed and should her property sell. She had concerns regarding compatibility should industrial or commercial development happen near her home.
- Maddy Dever (McEwen Avenue) asked if an accessibility lens was applied in consideration of the active road network identified in the Transportation Master Plan, noting that many intersections in town are not safe or usable by persons in wheelchairs, as well as other accessibility challenges throughout the Town.
- Chris Canning (RR2, Lombardy) asked how the Plan addresses climate resilience as well as walkability downtown.

*The Public Meeting presentation is appended to this report as Appendix “A”.* It is noted that the public meeting was also the statutory public meeting for the Transportation Master Plan, and the presentation reflects this. Work continues on the draft Transportation Master Plan, and a draft will be presented to Council in due course.

*The Public Meeting minutes are appended to this report as Appendix “B”*

As of the preparation of this report, additional written comments have been received from the Algonquins of Ontario and one member of the public outside of the public meeting.

*A comment and response matrix on the second draft is appended to this report as Appendix “C”.*

**Analysis and Options:** Feedback provided through consultation on the second draft has informed several suggested changes to the draft Plan. The draft Official Plan, with tracked changes can be found at: <https://media-003-ca.cdn.govstack.com/smithsfalls-ca/media/ljdiu4yh/smiths-falls-op-sept-2026-final.pdf> and saved on the Project page of the municipal website.

The approval of the Town's new Official Plan will support and provide a strategic focus for the next generation of growth and development in the Town. The process was guided by the five key themes and the outcome carries forward the strategic direction for each pillar:

***Downtown Revitalization:*** *The Town of Smiths Falls will keep advancing downtown towards a vibrant, inclusive centre that is powered by enhanced services, recognized heritage assets, additional residents, community partnerships, and strategic funding to develop a strong sense of place.*

***Housing:*** *The Town of Smiths Falls will create a diverse and inclusive community with sufficient supply where all residents have access to an adequate and affordable range of housing types.*

***Sustainability:*** *The Town of Smiths Falls will harness the four pillars of sustainability – economic vitality, social cohesion, environmental stewardship, and cultural vibrancy – to foster resiliency and create enduring positive outcomes for our community.*

***Transportation:*** *The Town of Smiths Falls will develop accessible and efficient travel options aligned to evolving transportation needs and shifting demographics, including linkages within the Town and regionally.*

***Community Spaces:*** *The Town of Smiths Falls will foster dynamic public and privately owned community spaces that reflect their diverse users, with upgraded parks, innovative redesigns, and citizen engagement to keep them accessible and vibrant for all.*

Staff are satisfied that the new Official Plan is consistent with the Provincial Planning Statement 2024, has regard for matters of Provincial interest, represents good planning and is in the public interest. As such, staff are recommending Council adoption of the Official Plan. Following adoption by Council, the draft Official Plan along with the complete record of statutory submission materials, as required under the Planning Act, will be submitted to the Province for approval by the Minister of Municipal Affairs and Housing. Provincial staff will review the document, including making it available for public comment on the Environmental Registry of Ontario. Once approved by the Minister, the new Official Plan will take effect, thereby repealing the existing 2014 Plan.

**Budget/Financial Implications:** The development of the Official Plan was supported through the Town's Capital Budget. Upon approval and implementation, the new Official Plan will support and inform long-range financial planning by aligning growth with municipal servicing, transportation and capital planning objectives. The Plan will support Council in making development and policy decisions that have regard for the long-term financial capacity of the Town.

Implementation of the new Plan may give rise to future operating and capital cost pressures associated with future background studies, master plans, zoning by-law updates and infrastructure. Each such cost will be considered through capital forecasting and annual budget processes.

**Link to Strategic Plan:** The Town's Official Plan is relevant to all six strategic priorities identified in the 2023-26 Strategic Plan.

**Existing Policy:** Official Plan 2034; Ontario Heritage Act

**Consultations:** Project Consultants (Dillon); Official Plan Steering Committee; public consultation through the Planning Act.

**Attachments:** **Appendix A – Public Meeting Presentation (Dillon)**  
**Appendix B – Public Meeting Minutes**  
**Appendix C – Summary of Written Feedback and Suggested Changes**  
**Appendix D – Draft Official Plan**

**Notes/Action (space for Council Member's notes):**

Respectfully Submitted:

*Original Signed By:*

Karl Grenke RPP, MCIP  
Manager of Development Services

Approved for agenda by CAO:

*Original Signed By:*

Malcolm Morris, CMO  
Chief Administrative Officer

# NEW OFFICIAL PLAN STATUTORY PUBLIC MEETING + TRANSPORTATION MASTER PLAN PUBLIC MEETING

## Town of Smiths Falls

Tuesday, August 25, 2026

5:00 – 7:00 PM

Council Chambers, Town Hall

77 Beckwith Street North



## OP and TMP Integration

- Had the opportunity to take advantage of synergies between the Official Plan and Transportation Master Plan processes
- Enabled “2 for 1” feedback at Open House
- Transportation insights gained through technical analysis for the TMP fed into OP transportation policies
- Some design recommendations that would typically be in a TMP were integrated directly into the transportation section of the OP



# Planning Basis for the Official Plan

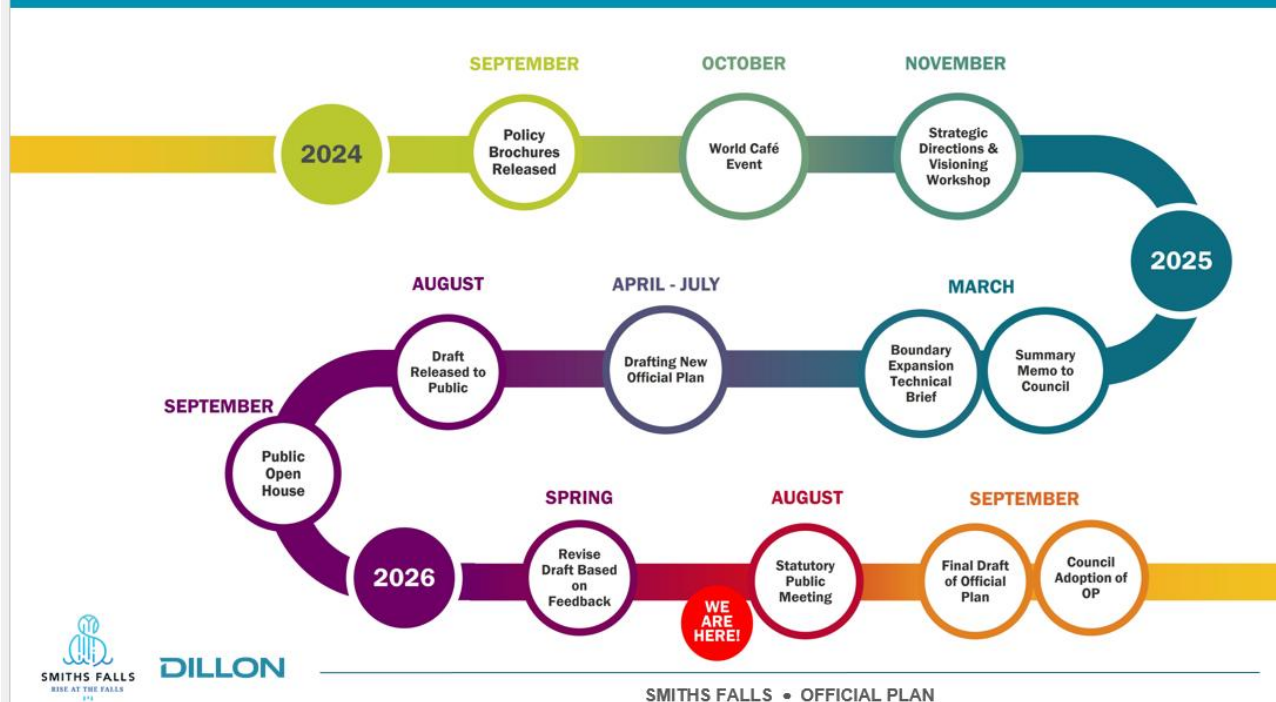
Why are we undertaking this project now?



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## Official Plan Process and Timeline



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## OP – Key Elements (1/2)

Updates to Official Plan policy take place across several key themes, including housing, transportation, sustainability, downtown revitalization, and community spaces.



**Housing** – Supporting a wider range of housing options in more locations around Smiths Falls, including new housing opportunities in the Downtown Fringe, Lombard Street, and Mazie/Cornelia areas. The updated policies also encourage a mix of housing forms to support affordability and gentle growth. Residential area intensification is encouraged through infill development, vacant lot development, and additional residential units, to add homes while maintaining neighbourhood character.



**Transportation** – Facilitating easier and safer movement around Smiths Falls, regardless of the mode of transportation, while strengthening the active transportation network. The OP policies support a larger network of cycling infrastructure, sidewalks, and trails. More details about transportation in the TMP section to follow, which informed the transportation policies in the OP.



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## OP – Key Elements (2/2)



**Sustainability** – Promoting responsible development by protecting natural resources, supporting the Town's Climate Action Plan, and encouraging greener practices related to areas such as stormwater management and renewable energy.



**Downtown Revitalization** – Strengthening the role of the downtown as the cultural, economic, and social heart of Smiths Falls through investment, housing, and public space. The OP policies support more residential development and mixed-use in the Downtown Core and Downtown Fringe designations, which will allow residents to live within walking distance of shops and services they need. The OP also looks to reconnect the downtown with the Canal District.



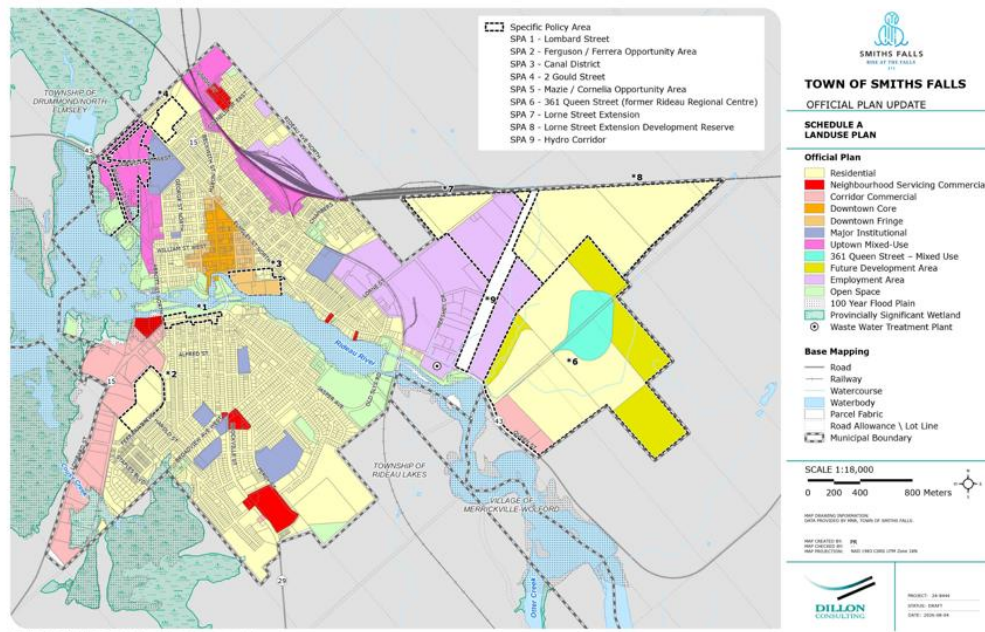
**Community Spaces** – Providing residents with high-quality public space and parks is central to the OP. The policies support the enhancement of an interconnected park system that provides green space access across town. The preservation of cultural heritage is also emphasized through adaptive reuse of historic buildings.



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# OP – Land Use Mapping



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## Next Steps

### Following this Public Meeting, we will:

- Compile and document input and feedback received and make any necessary OP revisions
- Present the OP to Council for adoption
- Submit OP to MMAH for review and decision

### Stay connected with our team:

Visit [www.smithsfalls.ca/en/town-hall/opupdate.aspx](http://www.smithsfalls.ca/en/town-hall/opupdate.aspx) to receive study updates.

### OP Project Leads

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**Rory Baksh**  
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# TRANSPORTATION MASTER PLAN



## TMP – Study Process

### The Municipal Class EA Process

The Transportation Master Plan is following the Municipal Class Environmental Assessment Process for Master Plans for Phases 1 and 2:

**Phase 1:** Identify and describe the problems or opportunities



**Phase 2A:** Identify alternative solutions



**Phase 2B:** Evaluate alternative solutions



**Phase 2C:** Select preferred alternatives



We are here



## TMP – Problem Identification

The future road network for Smiths Falls has been reviewed to identify potential problems and opportunities. The identified problems and opportunities were compiled and arranged into four categories:

### Localized Improvements

Intersections of small sections of road that may benefit from improvements to traffic operations, safety, connectivity, surface treatments, etc. Individual improvements may together improve the transportation network overall.

### Connectivity

Network gaps that if filled may reduce traffic volumes on other corridors, reduce out of way travel, and/or increase accessibility to areas of the Municipality.

### Strategic Capacity

Sections of road where projected traffic volumes are expected to exceed the maximum through lane capacity.

### Active Transportation

Areas where planned transportation facilities will not fit within the right-of-way unless the cross section is adjusted to create space for all modes.

# TMP – 2046 Problems & Opportunities

## Road Operations



- 1 Elmsley St from Cornelia St to Beckwith St
- 2 Lombard St from the Town boundary to Beckwith St
- 3 Beckwith St from Chambers St to Lombard St

## Intersection Level of Service



- 4 Union St & Cornelia St: SB approach - LOS F
- 5 Elmsley St & Lansdowne St: EB approach - LOS D
- 6 William St & Beckwith St: EB approach - LOS D
- 7 Elmsley St & Cornelia St: WB left - LOS E
- 8 Lombard St & Abbott St: WB approach - LOS D

## Active Transportation

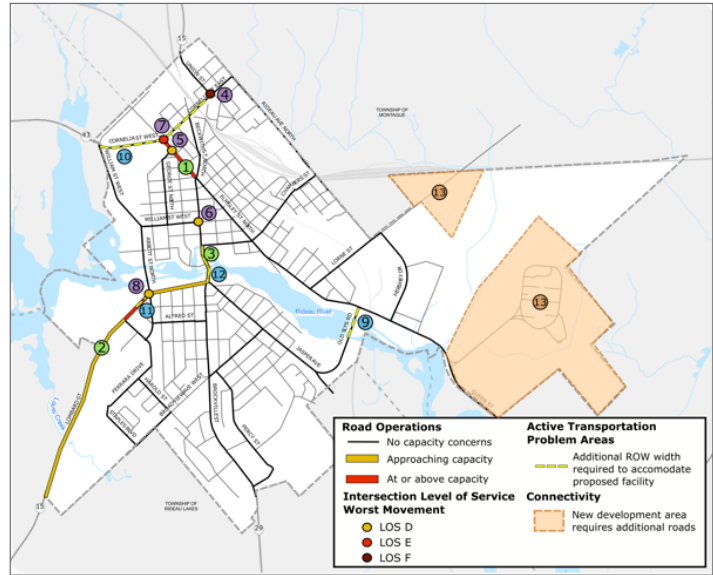


- 9 Old Slys Rd over bridge
- 10 Cornelia St from William St to Union St
- 11 Lombard St from Alfred St to Abbott St
- 12 Beckwith St from Lombard St to Chambers St

## Connectivity



- 13 Boundary Expansion Area: New collector roads



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# TMP –Alternative Solutions

Various “**Problems**” have been identified with Smiths Falls’ future mobility networks. For each problem, various “**Alternative Solutions**” have been identified to address the issue. These alternatives generally fall into one of the following categories:



**“Do Nothing”** - This is the baseline. This scenario quantifies the comparison of potential solutions to forecasted conditions if no change were to be implemented by the 2046 horizon year.



**Transportation Demand Management (TDM)** - These are infrastructure (i.e., active transportation hubs, bicycle parking, signage and/or wayfinding, placemaking, etc.), policies, programs and partnerships designed to change how, when, and where people travel to reduce overall traffic. In simple terms, it is about making alternative modes of travel (transit, active transportation, etc.) more convenient, affordable, and attractive so fewer people rely on personal vehicles.



**Transportation System Management (TSM)** - These are operational upgrades designed to increase the capacity / improve the performance of a piece of transportation infrastructure, while maximizing the safety and mobility of people and goods *without* increasing its physical size.



**Infrastructure Enhancements** - These are major construction projects designed to physically increase the capacity or connectivity of the network. Examples include widening the road from two lanes to four lanes, building an active transportation facility, or building a brand-new road or bridge.

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# TMP – Evaluation Criteria

Each **alternative solution** was evaluated against a set of **evaluation criteria** that were defined for the TMP. Their purpose is to determine which **alternative solution(s)** should proceed, i.e., those that provide the greatest benefits while minimizing negative impacts:



## Nature & Climate

How the proposed alternative will impact the woodlands, wetlands, aquatic features, heritage lands, and noise.



## Transportation Environment

How the proposed alternative will impact the transportation level of service, safety, connectivity, and support active modes.



## Cost

The financial impact of the proposed alternative.



## Social Environment

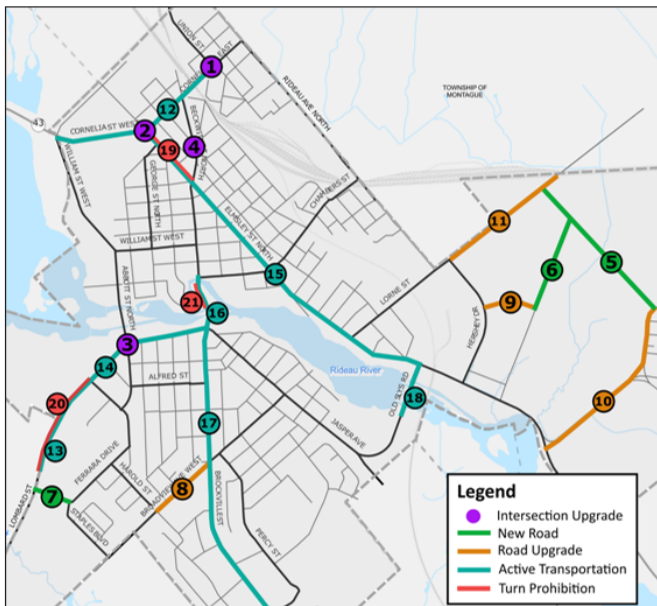
How the proposed alternative will impact the residents, local businesses and community character.

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# TMP – Preferred Alternatives



## Intersection Upgrades

- ① Union St & Cornelia St. - Upgrade to traffic signal
- ② Elmsley St & Cornelia St. - Modify signal timing
- ③ Lombard St. & Abbot St. - Prohibit westbound lefts
- ④ Beckwith St. & Montague St. - Intersection control study.

## New Roads

- ⑤ New Collector
- ⑥ Air Care Dr. extension
- ⑦ Ferrara Dr. extension

## Road Upgrades

- ⑧ Broadview Ave.
- ⑨ Air Care Dr.
- ⑩ Rideau Regional Rd.
- ⑪ Lorne St.

## Active Transportation

- ⑫ Cornelia St. - Multi-use path
- ⑬ Lombard St. - Cycle tracks
- ⑭ Lombard St. - Bike lanes
- ⑮ Elmsley St./ Queen St. - Buffered bike lanes
- ⑯ Beckwith St. - Bike lanes
- ⑰ Brockville St. - Multi-use path
- ⑱ Old Slys Rd. - Bike Lanes

## Prohibit Turns Where Storage is not Provided

- ⑲ Elmsley St.
- ⑳ Lombard St.
- ㉑ Beckwith St.

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# Next Steps

## Following this round of consultation, we will:

- Compile and document your input and feedback received through this round of public engagement.
- Develop an implementation plan that will include a TMP projects capital plan and a Monitoring Plan.
- Prepare the Transportation Master Plan draft report.
- Release the draft TMP for a 30-day public review period.

## Stay connected with our team:

Visit [www.smithsfalls.ca/en/town-hall/opupdate.aspx](http://www.smithsfalls.ca/en/town-hall/opupdate.aspx) to receive study updates.

## TMP Project Leads

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# Thank you!

Please feel free to ask any questions

## Appendix B – Public Meeting Minutes

### NEW OFFICIAL PLAN AND TRANSPORTATION MASTER PLAN PUBLIC MEETING

#### MINUTES

Tuesday, August 25, 2026 – 5:00 p.m.  
Council Chambers – 77 Beckwith Street North, Smiths Falls

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#### ATTENDANCE:

**Chair:** Councillor Jay Brennan

**Staff Present:** Richard Grant, Planner I  
Marie Elmsley, Planning Clerk  
Karl Grenke, Manager of Development Services  
Paul McMunn, Director of Public Works and Utilities  
Ingrid Bron, Manager of Economic Development and Tourism

**Dillon Consulting:** Rory Baksh, Partner, Dillon Consulting  
Kadence Bunke, Dillon Consulting  
Andrea Piitz, Dillon Consulting (remote)

**Guests:** Peter Sephton, Jacalyn Grimes, Yvonne Robert, Councillor Peter McKenna,  
Chris Canning, Karen Lavoie, Maddy Dever

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#### 1. WELCOME & LAND ACKNOWLEDGMENT

The meeting was called to order at 5:00 p.m.

#### 2. INTRODUCTION OF THE DRAFT NEW OFFICIAL PLAN AND TRANSPORTATION MASTER PLAN

J. Brennan thanked staff for moving this project along and introduced Karl Grenke, Manager of Development Services. K. Grenke gave a brief overview of how and why the project was started noting that this is the first Transportation Master Plan that the town has had. This project is the community's opportunity to plan where and how Smiths Falls will grow and develop over the next 30 years.

K. Grenke introduced the team from Dillon Consulting who were retained by the Town to develop the projects.

K. Bunke, Dillon Consulting, reviewed the project to date.

A. Piitz of Dillon Consulting reviewed the work done on the Transportation Master Plan.

#### 3. COMMENTS FROM THE PUBLIC

J. Brennan reviewed the procedure for giving comments and asking questions. He read the following two statements:

**IF A PERSON OR PUBLIC BODY** would otherwise have an ability to appeal the decision of the Council of the Town of Smiths Falls, to the Ontario Land Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the Town of Smiths Falls before the proposed official plan is adopted, the person or public body is not entitled to appeal the decision.

**IF A PERSON OR PUBLIC BODY** does not make oral submissions at a public meeting or make written submissions to the Town of Smiths Falls before the proposed official plan is adopted, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to add the person or public body as a party.

**P. Sephton** of 119 Lorne Street inquired about road capacity in the boundary area with Montague; has anyone looked at the end of Lorne Street being used as expansion into Montague. R. Baksh advised that the traffic counts used are mostly from Smiths Falls but did get some of the flow through data. He recognizes that the data set is somewhat imperfect. P. Sephton said that 50% of the people leave town to go to work and outlined the three routes used to get out of town in the north. With the storms we are having lately we only have two routes that are useable because the Matheson Street subway becomes impassable. The Plan identifies Lorne Street as a collector road. If the Matheson Street subway is improved, it may avoid the need for long detours to Highway 43. A. Piitz advised that although this is a Smiths Falls study, Lanark County is also updating their Transportation Master Plan so any regional roads that are bottleneck areas are a county-wide issue that is likely being addressed. P. Sephton then asked if the project team is considering the expropriation of lands or is the intention of the master plan to work with residents involved to come to a collective agreement. R. Baksh clarified the process that follows, and the tools under the Planning Act by which the municipality acquires road allowances through a subdivision process. P. Sephton then asked if the existing uses will be grandfathered under the new plan if the designation changes. R. Baksh advised two answers: first example: if municipality needs to acquire a strip of your front yard to widen a road, the property's setback is no longer in compliance with the zoning. Now that property is considered legal non-conforming and is grandfathered and there are provisions for this in the plan. Example two: a property's existing use can continue and is grandfathered until the property owner wants to change it. A property where the use is legal non-conforming can be sold and continue as such – this is how planning works in Ontario.

**K. Lavoie** of 115 Lorne Street inquired about what the size of her property according to her deed and the value of her property in the example given where a strip of her property is taken for road widening. She notes the proposed Employment designation that applies to her property, and that it might deter a future sale. She further inquired that if someone is going to buy her out, she would rather that happen sooner than later. R. Baksh clarified that the property can continue as a residential use if the ownership has changed and not the use. If an owner wants to change the use, then zoning is consulted. K. Lavoie stated that the neighbouring properties around hers could become businesses, which may pose compatibility concerns and R. Baksh indicated that it was a fair comment. K. Grenke, in response to an inquiry regarding the location of the proposed collector road linking 361 Queen to Lorne, added that the locations of the roads in the draft plan are not precise – the plan is meant simply to identify that new roads will likely be needed to accommodate the development forecast by this Plan. K. Lavoie later inquired about a temporary water line put down on part of the street (Lorne). Will residents on wells in that area be made to use town water? P. McMunn advised that this new line that is a part of the new water tower project and outlined why that route and location were identified and are now being completed. He advised it is not being plumbed in yet at the residential areas, but when it does go past this area, residents will have an option of using town water and sewer pipes.

**M. Dever** of 2 McEwen Ave asked if an accessibility lens or if residents with mobility issues were consulted when looking at the active road network in the plan. M. Dever noted that many intersections in town are not safe or useable by a person in a wheelchair, traffic lights are not set up to be pedestrian friendly, and you cannot get to the train station in winter by sidewalk. Many intersections do not have or cannot support curb cuts, so people do not use the sidewalks much in the wintertime. A. Piitz advised that the design of multi-use paths includes safety standards and minimums and that they try to separate active transportation from vehicular corridors as much as possible using buffered bike lanes or curb separation to make it safer for the most vulnerable users. R. Baksh advised that the benefit of doing the two plans together is that much stronger direction has been given to incorporate accessibility on trails, sidewalks, and roads for everybody. The new provincial AODA requirements now in place for new construction will also improve accessibility. P. McMunn advised that over the last several years the Public Works Department has made changes in many residential areas of town as projects are done that improve accessibility. This includes the installation of many AODA compliant curb cuts with tactile walking surface indicators. He noted that this year a sidewalk will go in on the west side of Union from Cornelia Street and connecting with the asphalt sidewalk meaning that there will be access all the way to the VIA station. Under Council's direction, accessibility improvements will continue going forward. He noted priority to areas where there were no sidewalks. M. Dever asked if there is a list of where improvements are made annually and P. McMunn advised that the locations are outlined at Council at time of award of contract. J. Brennan advised that there have been many new accessible works put in over his time on Council and identified several streets. He estimates that there are 60 km of roads in town and Council is committed to making improvements as quickly as possible.

**C. Canning** of RR2 Lombardy asked how the Official Plan update addresses climate resiliency and walkability in the downtown. K. Grenke confirmed that the town adopted a Climate Action Plan that includes dozens of actionable recommendations. K. Bunke said the OP will support those recommendations being implemented. Improved storm water management, green roofs, run off, supporting different housing types allowing higher density and increased active transportation networks are also ways in which climate is addressed. Several transportation improvements were also noted, including changes to the Lombard and Abbott intersection, changes to Brockville Street and the intersection of Lombard and Ferrara. K. Grenke added that storm water management for new development through the planning process is looking at low impact developments and other retention practises on site will increase resiliency and put less demand on municipal infrastructure.

**4. CLOSING REMARKS**

J. Brennan thanked everyone for attending and participating in the process and outlined the next steps.

**5. ADJOURNMENT**

The meeting was adjourned at 6:10 p.m.

## Appendix C – Summary of Written Feedback and Suggested Changes

| Name/Organization     | Comment/Concern                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Response/Action                                                                                                                                                                                                        |
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| Algonquins of Ontario | <p>Dear Mr. Grenke</p> <p>Thank you for providing the Algonquins of Ontario (AOO) with notice of the Town of Smiths Falls Draft Official Plan and the upcoming public meeting. (AOO File # 2026-0380)</p> <p>AOO has reviewed the Draft Official Plan and is generally supportive of its direction. In particular, we appreciate the Plan's recognition of Smiths Falls as being located on traditional Algonquin territory, as well as the policies respecting Indigenous relationships and engagement, archaeological and cultural heritage resources, natural heritage, and water resources.</p> <p>We note, however, that AOO appears to have received notice of the Official Plan process through the Town's general public engagement process. The notice provided is an invitation to a public meeting and does not appear to distinguish engagement with Indigenous rights holders from participation by members of the general public. This is somewhat inconsistent with the direction of the Draft Official Plan itself, which contemplates early and meaningful engagement with Indigenous rights holders on matters that may affect their rights and interests.</p> <p>AOO also notes the wording in the Draft Official Plan that refers to engagement where "areas of Algonquin interest have been identified." In the context of Smiths Falls, this may be unnecessarily restrictive. The Town has a relatively small geographic footprint and is closely connected to the Rideau River, Canal, and associated waterways and natural heritage features. Schedule C illustrates the extent to which watercourses, wetlands, floodplain, significant woodlands, and other natural heritage features are distributed throughout the municipality. From AOO's perspective, it would be more appropriate to recognize that the municipality as a whole is an area of Algonquin interest for screening purposes, with the nature and extent of engagement then determined based on the specific proposal and its potential effects. This would avoid a situation where engagement only occurs after an area of Algonquin interest has already been identified, despite AOO not having been engaged in the process that would inform that determination. Other than the comment noted above regarding the identification of areas of Algonquin interest, AOO does not have substantive concerns with the Draft Official Plan at this time. Overall, AOO is supportive of the direction of the Plan and encourages the Town to carry forward the positive Indigenous engagement principles contained within it. We also encourage the Town to ensure that future engagement with AOO is undertaken directly and distinctly from opportunities provided for general public participation.</p> <p>Miigwetch,</p> <p>Sjoerd van der Wielen<br/>Lands and Resources Management Advisor</p> <hr/> <p>Algonquins of Ontario Consultation Office<br/>Phone: 613-585-1893<br/>Email: svanderwielen@tanakiwin.com<br/>General Inquiries: algonquins@tanakiwin.com<br/>Website: www.tanakiwin.com</p> | <p>Thank you for your comment. The language will be modified to recognize that all of Smiths Falls is an area of Algonquin interest and that level of engagement will be determined on a project-by-project basis.</p> |

| Name/Organization | Comment/Concern                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Response/Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Maureen Page      | I wanted to bring to your attention an incident that I witnessed on the fixed bridge in Smiths Falls; it has made me concerned about the future of pedestrian movement in our lovely town. The incident was on the sidewalk over the bridge; there was a motorised wheelchair heading in one direction and two motorised wheelchairs single file, heading in the opposite direction. Neither side could see the oncoming wheelchair until they had reached a spot close to the middle of the bridge. There is not enough room for the chairs to pass each other on the sidewalk and the curb is much too high to allow for leaving the sidewalk .I am sure you have heard many stories about this sort of issue and I wanted to add my voice to any others to bring attention to the problem. Hopefully there is something in the Official Plan which will allow for solutions to be found to address this issue.                                                                                                                                                                                                        | Thank you; acknowledging receipt. Comment shared with TMP team.                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Peter Sephton     | <p>P. Sephton of 119 Lorne Street inquired about road capacity in the boundary area with Montague; has anyone looked at the end of Lorne Street being used as expansion into Montague.</p> <p>P. Sephton said that 50% of the people leave town to go to work and outlined the three routes used to get out of town in the north. With the storms we are having lately we only have two routes that are useable because the Matheson Street subway becomes unpassable. The Plan looks to turn Lorne Street into a collector road. If the Matheson Street subway is improved, it would save people from having to go out (highway) 43 and around. He recognizes that the study is for Smiths Falls noting the tracks form half our boundary and appear to be the bottleneck areas.</p> <p>Sephton then asked if the group is working with Bill C15 that covers the expropriation of lands or is the intention of the master plan to work with residents involved to come to a collective agreement.</p> <p>P. Sephton then asked if the existing uses will be grandfathered under the new plan if the zoning changes.</p> | <p>Acknowledging receipt; no action needed (question addressed at Statutory Public Meeting). Comment shared with TMP team.</p> <p>Acknowledging receipt; no action needed (question addressed at Statutory Public Meeting). Comment shared with TMP team.</p> <p>Acknowledging receipt; no action needed (question addressed at Statutory Public Meeting). Comment shared with TMP team.</p> <p>Acknowledging receipt; no action needed (question addressed at Statutory Public Meeting).</p> |
| Karen Lavoie      | <p>K. Lavoie of 115 Lorne Street inquired about what the size of her property according to her deed and the value of her property in the example given where a strip of her property is taken for road widening. She is concerned that with the proposed new zoning for the area, if she tries to sell in the next couple of years, it will be a deterrent to the sale. She further inquired that if someone is going to buy her out, she would rather that happen sooner than later.</p> <p>K. Lavoie later inquired about a temporary water line put down on part of the street (Lorne). Will residents on wells in that area be made to use town water?</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>Acknowledging receipt; no action needed (question addressed at Statutory Public Meeting).</p> <p>Acknowledging receipt; no action needed (question addressed at Statutory Public Meeting).</p>                                                                                                                                                                                                                                                                                             |

| Name/Organization | Comment/Concern                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Response/Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| Maddy Dever       | <p>M. Dever of 2 McEwan Ave asked if an accessibility lens or if residents with mobility issues were consulted when looking at the active road network in the plan. It was noted that many intersections in town are not safe or useable by a person in a wheelchair, traffic lights are not set up to be pedestrian friendly, and you cannot get to the train station in winter by sidewalk. Many intersections do not have or cannot support curb cuts, so people do not use the sidewalks much in the wintertime. A. Piitz advised that the design of multi-use paths includes safety standards and minimums and that they try to separate active transportation from vehicular corridors as much as possible using buffered bike lanes or curb separation to make it safer for the most vulnerable users</p> | <p>Thank you for your feedback. An additional policy will be added to Section 7.9.1.2 as follows: "Ensure that traffic signal operations and timing are designed and maintained to support the safe, efficient and accessible movement of all road users. Signal timing shall provide adequate crossing time for pedestrians, including consideration of persons with disabilities, older adults and other pedestrians who may require additional time to cross. Where appropriate, consider pedestrian countdown signals, accessible pedestrian signals, leading pedestrian intervals and other signal treatments to improve pedestrian safety, accessibility and comfort."</p> |
|                   | <p>M. Dever asked if there is a list of where improvements are made annually</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>Acknowledging receipt; no action needed (question addressed at Statutory Public Meeting).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                   | <p>C. Canning of RR2 Lombardy asked how the Official Plan update addresses climate resiliency and walkability in the downtown.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>Thank you, we appreciate the feedback. The Official Plan already addresses these topics so it is helpful to know that the plan is aligned to your interests.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

| Name/Organization | Comment/Concern                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Response/Action                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| MMAH              | <p>1. Comment #4 of MMAH’s One-Window comment letter recommended that the population, employment and housing forecasts in Section 3.1 of the draft Official Plan be updated to reflect Ministry of Finance projections, as required by PPS 2.1.1 which states: “As informed by provincial guidance, planning authorities shall base population and employment growth forecasts on Ontario Population Projections published by the Ministry of Finance and may modify, as appropriate. While it is recognized that this policy section has been updated to reflect Ministry of Finance projections, the first paragraph of this section only acknowledges that the projections were derived from the “Land Needs Analysis (June 2023) and Land Needs Analysis Addendum (March 2026).” To ensure consistency with Section 2.1.1 of the PPS, 2024, it is recommended for the first sentence of the 1st paragraph of Section 3.1- Population, Employment, and Growth to be revised to read as follows: “The Population, Housing and Employment Projections – Land Needs Analysis (June 2023) and Lands Needs Analysis Addendum (March 2026) projected a population of 13,767 in 2051, which was also informed by Ministry of Finance projections.”</p> | The recommended change to the first sentence in Section 3.1 shall be made.                                                                                                                                                                                                                                                                                                                                                                                                     |
|                   | <p>2. It is noted that the portion of MMAH’s Comment #4 applying to consistency with PPS 2.1.4(a) and 2.1.4(b) was not addressed. MSOE staff recommend that a new paragraph be inserted at the end of Section 3.1- Population, Employment and Growth which reads as follows: “To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents, the Town shall maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development. The Town shall also maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.”</p>                                                                                                                                                                                                                                                                                                                               | The recommended new paragraph in Section 3.1 shall be added.                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                   | <p>3. Comment #33 of MMAH’s One-Window comment letter recommended that the Town revise the draft Official Plan to include an affordable housing target to be consistent with PPS 2.2.1(a) which states: “Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing units.”</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | The following additional policy will be added to the OP: The Town will aim to achieve an overall minimum target of 30% for all new housing units to be affordable to low- and moderate-income households. Note that the average is 25% however, Smiths Falls has a higher percentage of low-income households as in the 2026 Affordable and Inclusive Housing Plan. We note that this target is aspirational as the municipality has limited enforcement and regulatory tools. |
|                   | <p>It is noted that policy LU-1.23 in the Policies-Affordable Housing section states that a minimum of 30% of new residential units shall be planned for housing forms other than single detached and semi-detached dwellings, for development on sites greater than 2 hectares. Although this policy addresses increasing the variety of housing options, it does not specifically address an “affordable housing target” in accordance with section 2.2.1(a) of the PPS, 2024, and the PPS 2024 definition of affordable housing. It is recommended that a policy be inserted in the Policies-Affordable Housing section of the Official Plan (Page 85) that specifies an affordable housing target that the Town will seek to implement over the horizon of the Official Plan. For consideration, the Town may</p>                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

wish to review similar-sized municipalities, such as the Town of Prescott Official Plan and Municipality of Brighton Official Plan which each contain an affordable housing target of 25%, where it is specified that its affordable housing as defined by the PPS.

4. Further to the comments we shared last week (e-mail of September 4th), upon further review of Draft 2 of the proposed new Official Plan for the Town of Smiths Falls, we have one additional comment for your consideration. The suggested edits are represented with deletions in strikethrough and insertions in bold text.

The recommended sentence shall be replaced in Section 7.7.1.

Comment #42 of MMAH's One-Window comment letter requested that either Section 7.7.1 of the Official Plan be deleted until such time that discussion involving the Ontario Heritage Trust (OHT) conservation easement applying to the property is resolved; or that additional policies be incorporated in this section of the Official Plan to reflect the property's heritage status. The Town has made revisions to the draft Official Plan to incorporate policies reflecting the property's heritage status. MSOE staff reviewed the proposed policies and would like to offer the following.

It is recommended the second sentence of the 3rd paragraph of Section 7.7.1 of the Official Plan be deleted and replaced as follows:

The Town has sought to develop these lands for some time but has been restricted due to the heritage conservation easement on the lands. It is recognized that this property is a protected heritage property subject to an easement by the Ontario Heritage Trust, where any potential re-development of the site shall be subject to the applicable policies of this Official Plan, Ontario Heritage Trust processes, and applicable legislation and regulations.

