

Community Improvement Plan

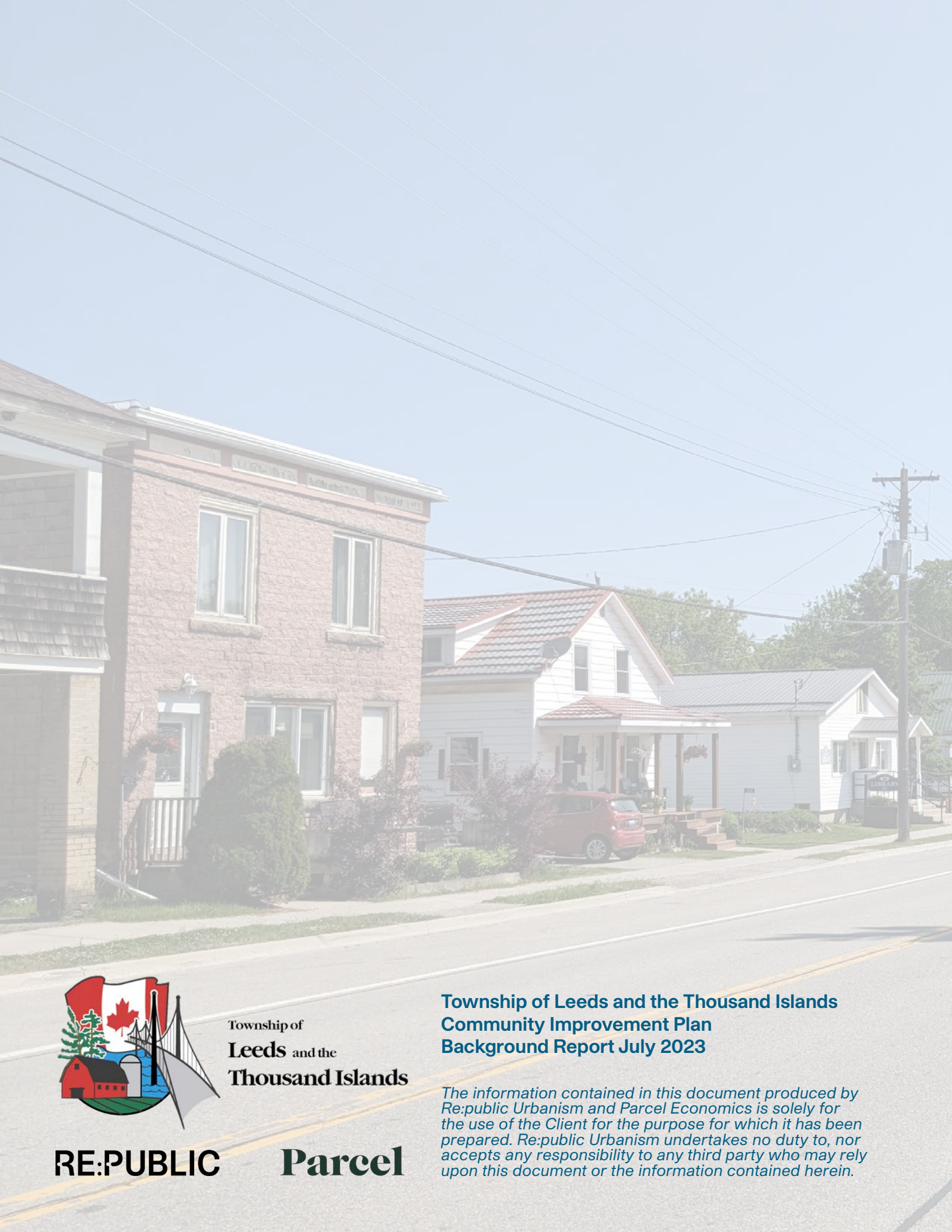
Background Report

July 2023



Township of
Leeds and the
Thousand Islands





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Thousand Islands

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Parcel

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Community Improvement Plan
Background Report July 2023**

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Introduction



1.1 Introduction

The Township of Leeds and the Thousand Islands is undertaking the development of a Community Improvement Plan (CIP) to guide and support investment, redevelopment, and revitalization activities in the municipality. Building on the success of the Township's existing community grant programs, and strong culture of grassroots community organization, the CIP will focus on physical improvement initiatives and investment in shared priorities. Once developed, this plan will contribute to the vision outlined in the 2021 Strategic Plan and work toward developing a Township that is a progressive and future-oriented community, true to its rural values where people, the economy, and nature flourish together.

This report has been prepared as a collaborative effort between Re:public Urbanism and Parcel Economics, who have been retained by the Township to assist in the development of the CIP.

1.2 Report Purpose & Structure

This report is the first major milestone in the development of the CIP and is intended to lay the analytical foundations on which the plan will be built and is designed to allow the project team, township staff, and public to develop a stronger understanding of the Township through a critical lens related to its assets, opportunities, needs, and challenges. Ultimately, the findings presented will allow for the project team to make informed recommendations, and Township Council to make informed decisions on what priorities the CIP will focus on. The content presented in this document is largely based on a combination of background research and analysis, in-person site visits, and community engagement, and is organized into the following sections:

- **1.0 Introduction** – presents an overview of the document and more details on the CIP project.
- **2.0 What is a CIP?** – provides a high level overview of what a community improvement plan is and what it can accomplish.
- **3.0 Policy Framework** – identifies the key pieces of legislation and policy at the provincial, regional, and local levels that make up the community improvement planning framework in Leeds and the Thousand Islands.

- **4.0 Economic Benchmarking & Market Analysis** – explores the various economic and real estate market indicators for the Township, based on available data, to help identify demand, needs, and early priorities.
- **5.0 Community Assessments** – presents assessments of each of the five community improvement focus areas (identified in Section 1.3.3), with details on land use, built form, public spaces, and businesses, presenting key takeaways for each.
- **6.0 Consultation Summary** – summary of engagement activities and findings to date, including a public open house and survey, and preconsultation with the County and Province.
- **7.0 Conclusions & Preliminary Recommendations** – through a synthesis of the background report's findings, key priorities and themes are identified for the CIP, as well as higher-level strategic directions that will ultimately help shape the vision for the plan. The section also presents considerations for identifying Community Improvement Project Areas (CIPAs).

Appendices A through E provide further supplemental information related to the primary discussions in the report.



1.3 Study Area Context

1.3.1 Historical Context

Located in the United Counties of Leeds and Grenville, along the St. Lawrence River in the area known as the “1000 Islands”, the municipality now known as the Township of Leeds and the Thousand Islands became a summer vacation destination in the late 19th and early 20th centuries. Prior to 2001, the Township was composed of three separate townships: Front of Leeds and Lansdowne, Rear of Leeds and Lansdowne, and Front of Escott. Within the primarily rural Township are several small villages and hamlets, including Lansdowne, Seeley’s Bay, Lyndhurst, Rockport, and Ivy Lea.

1.3.2 Demographic Highlights

Population¹

The population of the Township totaled approximately 9,800 residents as of 2021, representing a 6% increase since 2011. Overall, it grew faster than the United Counties of Leeds and Grenville (+5%), and only slightly slower than the province as a whole (+6%) over the same period. The Township’s growth, while comparable, has also outpaced other municipalities in the region, such as Gananoque (+4%) and Brockville (+1%). As a cottage and summer vacation destination, the seasonal population of the Township is at approximately 2,500 – this increase generates additional demand for goods and services during “on” seasons.

Income & Employment

The average household income in the Township (\$108,000) is slightly higher than that of the United Counties (\$98,000), although lower than household incomes in the Province overall (\$116,000). This income profile generally supports a variety of goods and services.

Health care and social assistance (12%), retail trade (12%), construction (11%), and public administration (11%) constitute the largest employment sectors in the Township.

Tenure

Increasingly unaffordable housing in neighbouring municipalities is likely increasing demand for the more affordable housing stock in the Township (see Section 5.2.3 for more detail), including rentals. With 91% of households being ‘home owner’ households.

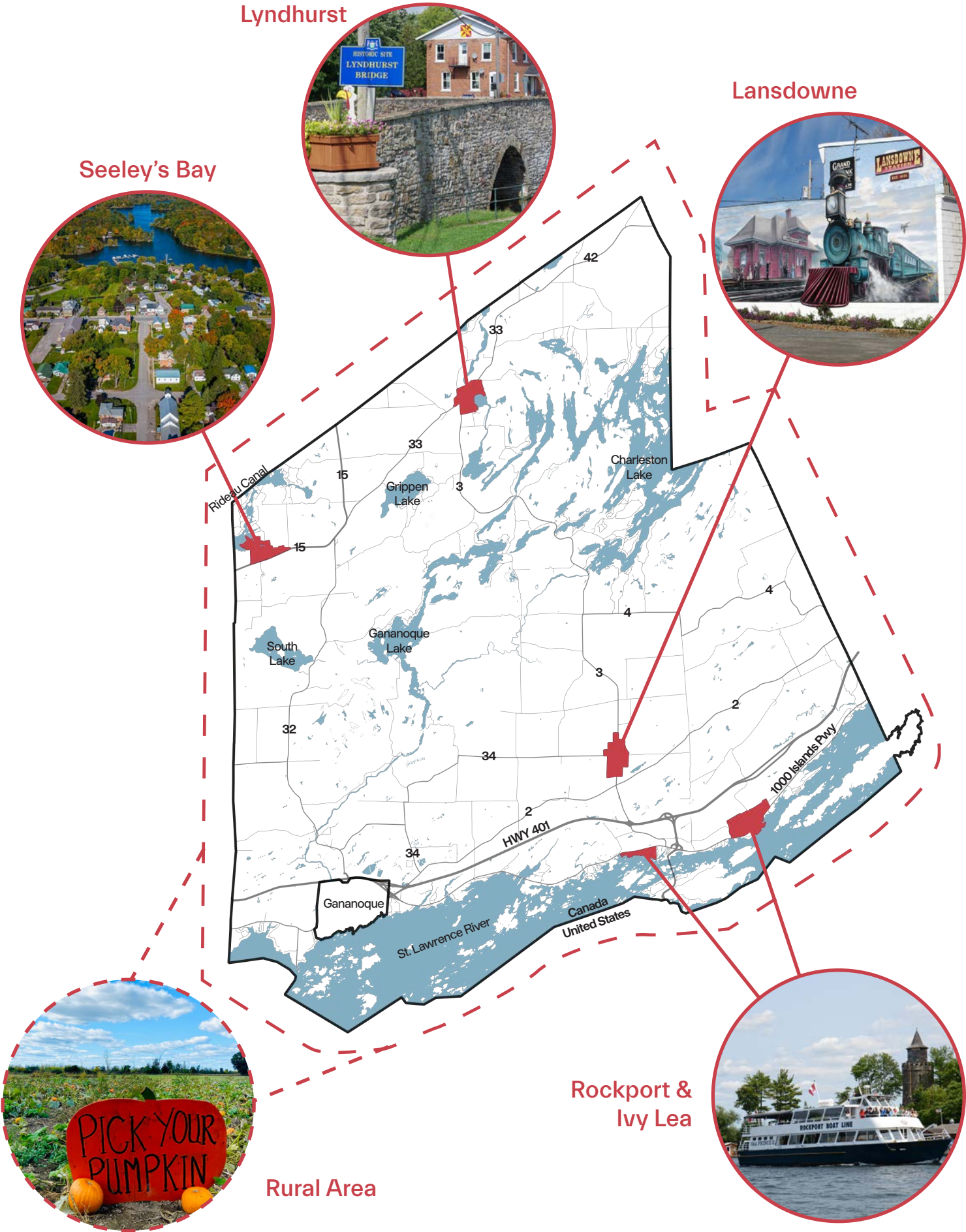
1.3.3 Focus Areas

The study area for this plan consists of the entirety of the Township of Leeds and the Thousand Islands. However, to assist in scoping the background review, and specifically the assessments in Section 5, five ‘focus areas’ have been identified by the Township, as shown on the on the following page, these are:

1. **Lansdowne**
2. **Lyndhurst**
3. **Seeley’s Bay**
4. **Rockport / Ivy Lea**
5. **Rural Area**

¹ Seasonal resident estimates estimated by taking the difference between the number of private dwellings (5,040) and the number of private dwellings occupied by usual residents (3,994), multiplied by the average household size (2.4 residents). All data as of 2021 Census.

Figure 1 - Township of Leeds and the Thousand Islands: CIP Study Focus Areas



1.4 Project Timeline

The development of the CIP will take place between May and December 2023, and will be carried out over four phases. This report is the culmination of Phase I of the project, which is associated with building a background and identifying priorities. Phase II, scheduled for the summer, will see the development of more specific recommendations for the CIP as well as the development of an overall vision for the document. In the fall, Phase III will see the CIP drafted and reviewed before being presented to the community and stakeholders for review at a public meeting. Once reviewed and revised, the CIP will be presented to Council for adoption toward the end of the year in Phase IV.

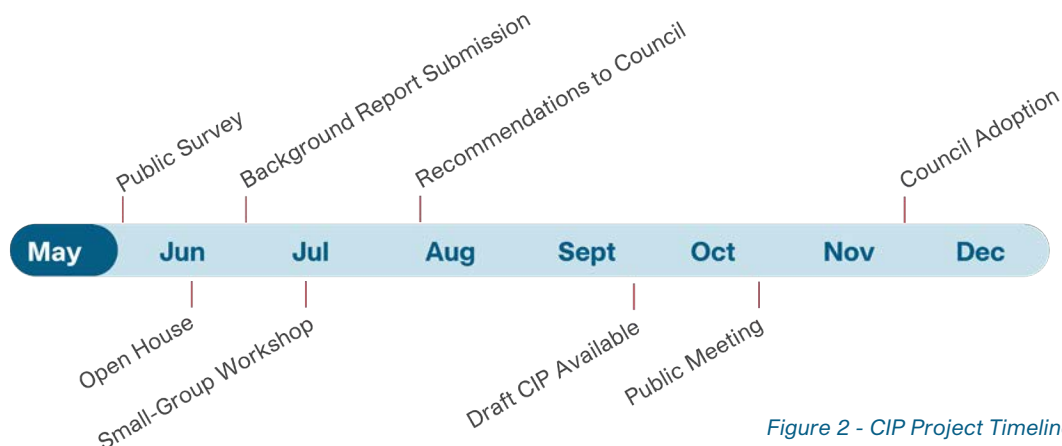


Figure 2 - CIP Project Timeline

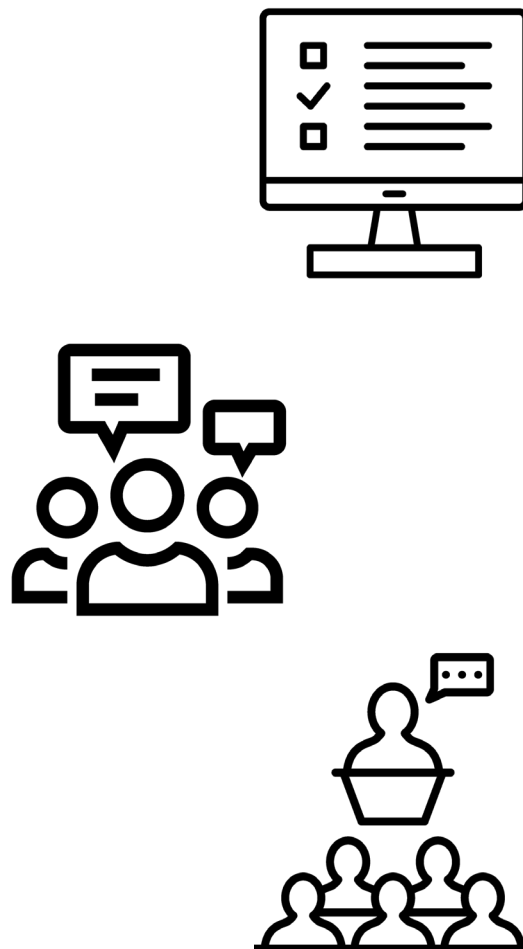
1.5 Engagement

As part of the project kick-off, a consultation strategy was developed to guide how the project team would gather input from community stakeholders. The document details a mix of methods for consulting with, and providing information to, the community, and will continue to act as an action plan for communication and engagement as the CIP is developed. As part of this engagement program a number of engagement initiatives are planned, some of which have already taken place, these include(d):

- Pre-consultation meeting with United Counties of Leeds and Grenville and the Ministry of Municipal Affairs and Housing*
- Community Survey (published from May 22 to June 16 2023)*
- CIP Open House (held May 31, 2023)*
- Stakeholder Workshop (July 2023)
- Public Comment Period on Recommendations (Summer 2023)
- Public Meeting (Fall 2023)

* *Completed*

A more detailed summary of the community engagement activities carried out to date, as well as findings, are detailed in Section 6 and Appendix E of this report.



What is a CIP?



2

2.1 What is a CIP?

A Community Improvement Plan or “CIP” is a planning and economic development tool used by municipalities in Ontario to guide strategic investment, development, and revitalization initiatives that support the physical improvement of a municipality or areas within a municipality. The authority to prepare and adopt these plans is found under Section 28 of the *Planning Act*, along with enabling policy in the county and local official plans. A CIP seeks to coordinate improvement efforts between the public sector (Township) and private sector (businesses, community organizations, developers, and landowners), largely through the administration of incentive programs and municipal initiatives.

One of the primary steps in the development of a CIP is the identification of one or more Community Improvement Project Areas or “CIPAs”. These are areas where the CIP and its programming will apply. CIPAs are typically identified due to the observed state of repair of buildings, facilities, or infrastructure, and the need for general economic support. It is important to work collaboratively with community stakeholders in the identification of a CIPA to ensure the plan’s vision reflects community values and priorities as this ensures that the programming developed in the CIP is relevant to the needs of the community.

The two primary components of a CIP are incentive programs and municipal leadership initiatives – these are specifically tailored to encourage or action specific improvement projects aligned with the CIP’s vision. Incentive programs typically offer financial grants to assist businesses and property owners with eligible projects such as façade improvement, signage, landscaping, or even professional studies or costs of making development applications. Without a CIP, municipalities are generally prohibited from offering financial assistance to the private sector in any way. Municipal leadership initiatives are generally actions or initiatives financed and lead by the Township itself. These typically involve improvements to public lands, infrastructure, facilities, and/or the development of strategies to facilitate such improvements in the future (in the case of larger projects). Municipal initiatives could involve streetscaping, improving public water access, or improving pedestrian facilities on main streets, for example. The figure below illustrates how the Township and private sector can work together to achieve the vision of a CIP through financial incentives and municipal leadership.

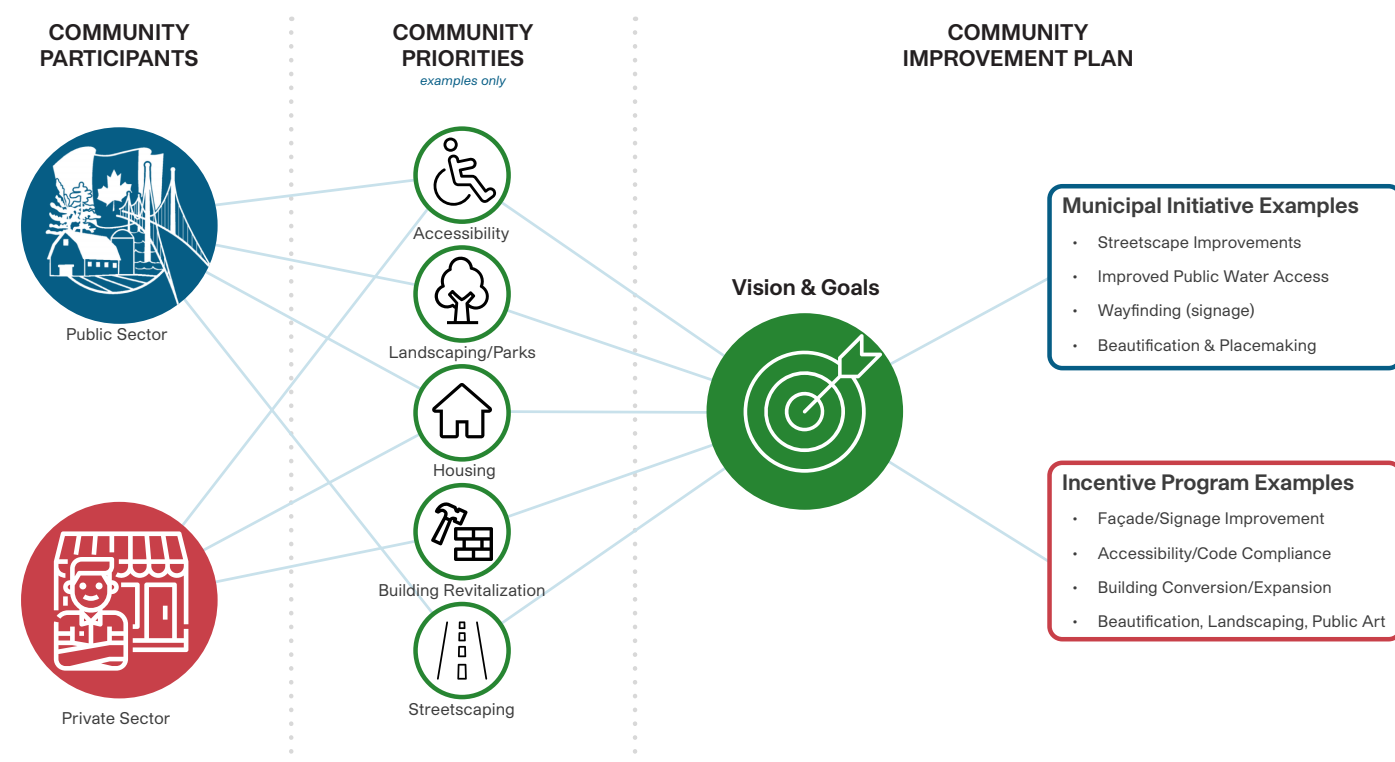
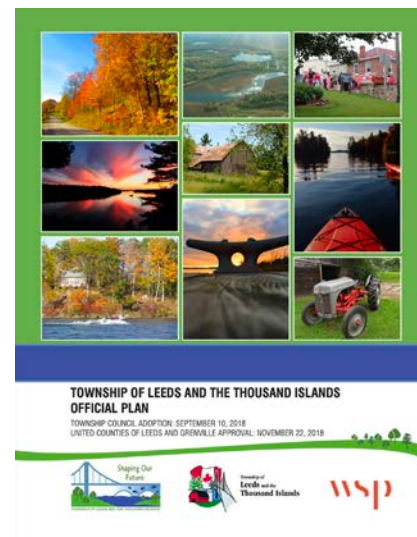
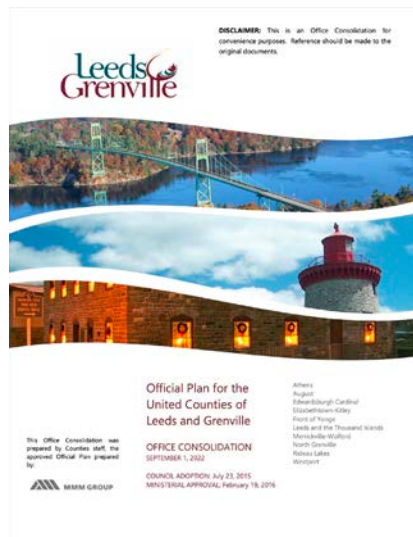
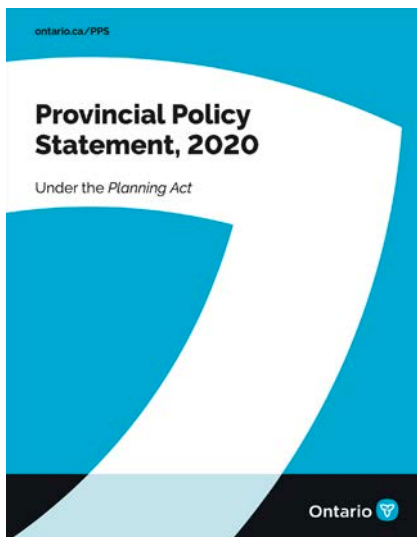


Figure 3 - CIP Overview

Policy Framework





3.1 PROVINCIAL LEGISLATION

Municipal Act, S.O. 2001, c.25

Under Section 106 of the Municipal Act, a municipality in Ontario cannot provide direct or indirect assistance to any manufacturing business or other industrial or commercial enterprise through the granting of “bonuses”. Assistance in the form of a “bonus” includes:

- giving or loaning any municipal property or money;
- guaranteeing the borrowing, leasing or selling of any municipal property below fair market value; and/or,
- giving partial or full exemption from any levy, charge, or fee (i.e. development charges, building permit fees).

Notwithstanding this, Section 106 (3) states that municipalities can provide assistance in the carrying out of a CIP adopted under Section 28 of the *Planning Act*.

Planning Act, R.S.O. 1990, c. P.13

Section 28 of the *Planning Act* outlines the authority and means by which community improvement planning can be undertaken by Ontario municipalities. This section states that where there is an official plan in effect that contains provisions respecting community improvement, a municipal council may designate all or part of the area covered by the official plan as a Community Improvement Project Area or “CIPA”. Council may then prepare and adopt

a CIP to help facilitate the improvement goals of the municipality. The Township’s OP has previously identified CIPAs for the municipality, and has outlined guidelines for the identification of other CIPA.

Section 28 also outlines the actions that a municipality may undertake for the purposes of carrying out a CIP, which include:

- constructing, repairing, rehabilitating or improving buildings on land owned by the municipality;
- selling, leasing or disposing of any buildings or land owned by the municipality;
- creating and issuing grants, loans, or other incentive programs to owners and tenants of buildings and lands within the CIPA, to assist with eligible improvements covered under the CIP.

While the Act provides considerable flexibility in how municipalities can structure and administer CIP incentive programs, it does outline general criteria for what constitutes an “eligible cost” for funding under a CIP, which municipalities must adhere to. These “eligible costs” include:

- environmental site assessment or remediation;
- development/redevelopment;
- construction and reconstruction of lands and buildings for rehabilitation purposes; and,
- provision of energy efficient uses, building, structures, works, improvements, or facilities.

Ontario Heritage Act, R.S.O 1990, c. O.18

Under Section 39 of the *Ontario Heritage Act* (OHA), a municipal council may pass by-laws providing for grants and/or loans to the owner of a heritage property designated under Part IV of the Act for the purpose of paying for all or part of the costs associated with altering the property. CIPs commonly contain goals and incentive programming related to the preservation or enhancement of heritage buildings and properties within a municipality. The Township's 'Heritage Conservation and Celebration Grant Policy' is an existing program developed under the authority of the OHA – given the relationship this program has to community improvement planning and prevalence of heritage in the Township, this grant program could be subsumed into the overall CIP.

Development Charges Act, S.O. 1997, c.27

Under Section 5 of the *Development Charges Act*, when preparing a development charges by-law, a municipal council may opt to include provisions for full or partial exemptions for certain types of development and/or for the phasing-in of development charges. At the time of writing, the Township does not currently employ development charges. Should a development charge by-law be adopted in the future, the Township may consider reviewing the CIP to identify potential opportunities for development charge-related incentives to be incorporated, or certain exemptions to be granted.

Provincial Policy Statement (PPS) 2020

The PPS is the Province's statement of land use policy providing policy direction to municipalities and other planning authorities. The PPS issued under Section 3 of the *Planning Act*, which states that decisions affecting all planning matters must be consistent with the PPS. Further to this, the PPS contains a number of policy directions related to community improvement planning:

- Section 1.1.3, which states that planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where it can be accommodated, taking into account matters such as existing building stock, public facilities/infrastructure, and contaminated sites (sometimes 'brownfield sites');
- Section 1.3.1, which promotes economic development and competitiveness by encouraging compact, mixed-use development that incorporates compatible employment uses to support livable and resilient communities;
- Section 1.5.1, which states that healthy, active communities should be promoted by planning public streets, spaces, and facilities to be safe, meet the needs of pedestrians, foster social interaction, and facilitate community connectivity; and,
- Section 1.7.1, which states that long-term economic prosperity should be supported by promoting opportunities for economic development and community investment-readiness, maintaining and enhancing the vitality and viability of downtowns and main streets, encouraging a sense of place, and promoting the redevelopment of brownfield sites.

3.2 OFFICIAL PLAN FOR THE UNITED COUNTIES OF LEEDS AND GRENVILLE 2015

The United Counties of Leeds and Grenville Official Plan (COP) establishes a 20-year planning horizon and growth management framework to ensure local municipalities are prepared to accommodate anticipated population and employment growth to 2031. While the Township of Leeds and the Thousand Islands has their own official plan, it must conform with the COP, which provides overarching policy guidance on matters such as community improvement and economic development.

Section 2.4.3 of the COP recognizes community improvement and revitalization as a key facet of settlement area development and outlines the following policies:

- Local municipalities are encouraged to include community improvement policies in their official plans to enable the preparation of community improvement plans.
- Local municipalities are encouraged to prepare community improvement plans to proactively stimulate community improvement, rehabilitation,

and revitalization.

- The Counties may use the community improvement provisions of the *Planning Act* to participate in a community improvement plan of a local municipality, or to enable the creation of an upper-tier counties-wide community improvement plan.
- The Counties and local municipalities will be satisfied that their participation in community improvement activities will be within their respective individual financial capabilities.

Section 2.6 of the COP outlines the policies related to economic development, and aims to respond to changing economic conditions. Subsection 2.6(l) specifically encourages the use of a CIP to proactively stimulate community improvement, rehabilitation, and revitalization of areas in need of improvement. More broadly, the COP supports community improvement throughout settlement areas as well as the rural area, as noted in Section 3.1 (f) of the plan. Section 7.6.6 explicitly outlines how local municipalities can deploy CIPs to implement the strategic visions stated above.

3.3 TOWNSHIP OF LEEDS AND THOUSAND ISLANDS OFFICIAL PLAN 2018

The Township's OP serves as a guiding document that sets out goals, objectives, and policies to manage growth and development and provide direction for the use of land in the Township. The OP recognizes that Leeds and Thousand Islands is an established tourist destination and provides direction to support the township's economic viability through this sector. To that end, Section 4.9.2 of the OP supports tourism, recreation, heritage, community improvement and economic development studies and programs, and promotes public-private partnerships to develop tourism-oriented projects where feasible. Additionally, Section 4.12.2 outlines how council can encourage affordable housing through innovative methods. This includes incentives and grants through a CIP, as 'affordable housing' is considered community improvement.

Section 9.5 of the OP outlines the policies related to

community improvement, including goals, objectives, the identification of community improvement areas, and implementation of CIPs. Some of these objectives include:

- Promoting the revitalization of downtown commercial areas;
- Providing for the rehabilitation of "brownfield" sites for reuse as viable development sites for various land use activities;
- Improving energy efficiency and promoting innovative or alternative sources of energy;
- Encouraging and incentivizing the construction of affordable housing through intensification, and housing forms that allow residents to age in place, and other housing needs of local residents, and of potential investors.

This section also identifies the settlement areas of Lansdowne, Lyndhurst, Rockport, and Seeley's Bay as Community Improvement Areas (CIA). These settlement areas were identified as CIAs through visioning exercises undertaken in 2017 as part of the Official Plan review.

Subsection 9.5.4 details the selection criteria to be considered for the designation of one or more CIPAs:

- There are a significant number of buildings in need of repairs;
- There is evidence of a need to improve municipal services, such as roads, active transportation facilities, sidewalks, drainage facilities, bicycle and vehicle parking, and street lighting, especially where pedestrian, cyclist, and traffic safety is concerned;
- There are parks, recreation, and community facilities in need of repairs, improvements and additions;
- The general visual appearance and aesthetics of the community require upgrading;
- Improvements will have a significant impact on strengthening the economic base of the community; and
- The phasing of improvements corresponds to the timing of improvement by the County and/or senior governments and is within the financial capability of the Township.

Based on the policy review conducted, minor amendments to the text of the Township's OP may be required to facilitate the designation of CIPAs, not identified as "Community Improvement Areas" in the OP. More specifically, there are policy supports for the identification of CIPAs within settlement areas; however, there does not appear to be any authority to identify a CIPA outside of settlement areas (i.e. within the rural area). Further details on recommended CIPA identification is provided in Section 8.

3.4 TOWNSHIP OF LEEDS AND THE THOUSAND ISLANDS: ROCKPORT STRATEGIC PLAN UPDATE AND COMMUNITY TRANSPORTATION STRATEGY (2020)

Together, the Rockport Strategic Plan and Community Transportation Strategy are intended to guide land use and development in accordance with the community's vision for the future of the village. This document builds on the 2005 Strategic Plan for Rockport and establishes a vision to create an enhanced public realm that maintains and enhances the Village's relationship to the water and its peaceful, historic character. As part of the development of the document, the project team explored the challenges and opportunities in the community alongside stakeholders in the Village. The resulting implementation plan and recommendations provide further guidance for priorities in the community – most involving shorter-term and lower-cost interventions that may be well suited for support under the CIP.

3.5 EXISTING TOWNSHIP

GRANTS/POLICIES

Heritage Conservation and Celebration Grant Policy

This program is intended to provide financial support for the revitalization and conservation of heritage properties in the Township, which are a significant source of pride for the community. This grant program was developed under the authority of Section 39 of the *Ontario Heritage Act*, and is administered in a very similar fashion to a typical CIP financial incentive. Eligibility for the grant is largely dependent on the heritage status of the property (at least listed on the Township's Heritage Register), and applicants are required to submit a detailed application and supplemental information (cost estimates, designs, photos). The grant is issued on a cost matching basis retroactively upon project completion, up to 50% of the eligible costs to a maximum of \$2,500. Funding under this program is subject to allocated budget.

As mentioned, this program is very similar to what would be observed in a CIP incentive program. As detailed in Section 9, due to the overlap of what a CIP scope can address, it may be most efficient to subsume the Heritage Conservation and Celebration Grant Policy into the new CIP, particularly as heritage conservation and preservation is a priority identified in both the Counties' OP and Township OP.

Community Grant Policy 2015 (2020 Revision)

This program is intended to provide more general financial support to community not-for-profit and/or charitable organizations throughout the Township as they administer programs, pursue projects, and/or host events. Businesses and individuals are explicitly ineligible under most circumstances of the program and eligible projects under this program include:

- events, projects, or programs that support, sustain, promote, inform, educate, celebrate, preserve and/or provide access to the arts, culture, environment, heritage, economic development, recreation, and/or health activities or such other initiatives;
- capital projects and associated expenses;
- operating expenses;

- facility rental cost offset.

This program contains some considerable overlaps with what a CIP may address through incentive programming or municipal leadership initiatives. Following a further review, this program may be best suited as a distinct community improvement initiative from the CIP, as the broader not-for-profit scope will allow for continuation of dedicated support for community organizations. Notwithstanding this, the CIP should consider how to incorporate and work with this program.

Private Road Grant Policy – Capital Improvements

The purpose of this policy is to establish a grant program to assist eligible private road associations within the Township with capital improvement costs to increase access for emergency vehicles. The policy applies to all private roads in the Township, except those comprising a common element of a plan of condominium. The policy is primarily intended to support capital improvement projects which receive priority over general maintenance projects for funding. Funding amounts are determined in accordance with allocated operating budget and predetermined criteria established by the Township.

In reviewing the intended scope of CIPs against the purpose and scope of the Private Road Grant Policy, it is likely that this program will remain as a standalone. Notwithstanding this, the grant does contribute to some of the objectives of community improvement.

Cemetery Grant Policy (By-law No. 23-023)

This policy establishes a fair and consistent process for awarding grant fundings to non-municipally owned cemeteries undertaking capital improvements and maintenance within the Township. Once per year, the Township opens an intake period from January 1 to March 31, wherein applicants may apply for

funding support. Funding amounts may be a base allocation of \$300 per eligible application and an approved amount determined by the Township, based on allocated budget and distributed based on the size of each cemetery.

In reviewing the intended scope of CIPs against the purpose and scope of the cemetery grant policy, it is likely that this program will remain as a standalone. Notwithstanding this, the grant does contribute to some of the objectives of community improvement.

3.6 TOWNSHIP OF LEEDS AND THE THOUSAND ISLANDS ZONING BY-LAW NO. 07-079

The Township of Leeds and the Thousand Islands Zoning By-law regulates the development and use of lands within the municipality and contains a range of different land use zones and provisions. As the primary regulatory tool for land use, this document will play an important role in the implementation of a Community Improvement Plan and related projects (largely as part of the eligibility review process associated with incentive applications). It will be important to ensure that the CIP and associated programming does not encourage or support projects or initiatives which contravene the provisions or regulations of the zoning by-law.

Economic Benchmarking & Market Analysis

4

An analysis of local economic and market indicators was carried out to complement the physical assessments (Section 5 of this report) of the various focus areas in the Township. This work will help to build a more holistic understanding of the needs, challenges, and opportunities that should be considered as the community improvement plan is developed.

4.1 GEOGRAPHIC CONSIDERATIONS

The settlement areas that comprise the Township function as highly dispersed clusters of commercial activity. This presents challenges to establishing the critical mass necessary to improve attraction (or “draw”).

- There is no distinct commercial “centre” in the Township as businesses are distributed throughout the Township due to the low residential density. Accordingly, most of the existing commercial activity in the Township tends to be more local serving in nature.
- Larger format retail and other regional-serving commercial uses (e.g., grocery stores, drugstores, hardware stores, etc.) are primarily concentrated in nearby Gananoque, which is accessible from all settlement areas and likely satisfies a significant portion of commercial demand generated by residents of the Township.
- This locational dynamic presents one of two possible future outcomes:
 - » a status quo scenario, which is most likely and would further reinforce the geographic allocation of commercial / economic activity in the area; or,
 - » a possible, albeit less likely, opportunity for “recapture” of commercial activity—and associated expenditure potential—currently exiting the Township.
- Unlike other population centres positioned immediately along the Highway 401 corridor, the Township faces a more unique challenge to attract visitation to points further north without

an additional sense of “destination” and/or other reason(s) to pass through.

4.2 REAL ESTATE MARKET INDICATORS

Note About Local Market Statistics

As relatively limited market information is available for the Township, a number of proxy communities have been identified (e.g., Gananoque, Perth, and Brockville) to estimate key real estate performance measures for this part of the Province. These communities have been selected based on their proximity and comparable population to the Township, in addition to benchmarking to larger population centres such as Kingston, as well as the County.

The data presented for these proxy communities have been included as a point of reference only, and more specifically as a key input to potential future phases of work contemplated under this CIP (e.g., financial considerations, etc.). Overall, it is likely that pricing in the Township is generally lower than presented for these proxy communities, across all asset classes and particularly for non-residential real estate (i.e., retail, office, industrial).

4.2.2 Non-Residential

Despite below-average vacancies—a common indicator of demand—local base rents are relatively low across all non-residential asset classes and potentially insufficient to substantiate any significant attraction of external investment activity without additional incentivization.

4.2.2.1 Retail

- Retail rents per square foot (psf) range from \$12 psf in Brockville to \$24 psf in Perth. The most recent rent data available for Gananoque was \$7.50 psf (2021). Rents have remained mostly stable over the past year.
- Vacancy rates range from 0.5% in Perth to 1.9% in Brockville. The most recent vacancy data

available for Gananoque was 0.3% (2020). Even considering the fact that this source data tends to under-state actual vacancies, this is well below “healthy” rates in most communities and is likely a function of the relatively small-scale of local inventories.

4.2.2.2 Office

- Office rents per square foot are similar across the three proxy communities and range between \$9 and \$11 psf.
- Vacancy rates have been declining in both Brockville (4.8%) and Perth (0.6%). The most recent vacancy rate data for Gananoque was 10.5% (2018).

4.2.2.3 Industrial

- There is limited data for industrial asset classes in proxy geographies. Current Brockville industrial rents have increased to \$7.45 psf with a decline in vacancy rates to 1.9%.

4.2.3 Residential

Housing in the Township appears to be stable, with recent price increases and visible reinvestment in the local housing stock consistent with housing trends elsewhere in the Province.

- There are a total of 3,875 housing units in the Township, the overwhelming majority of which (97%) are single-detached dwellings. Apartments constitute 2% of the housing stock. On average, housing units in the Township grew by 0.5% (20 units) annually between 2011 and 2021, which is slightly less than growth of housing units in the County (0.8% annually).
- Average housing prices in the Township grew significantly between 2016 and 2021, albeit slower than the broader growth trajectory of the County and Province.
- In addition to broader macroeconomic conditions contributing to this increase in residential property values, reinvestment in the local housing stock was also observed through multiple active renovations of existing dwellings. This is a potential indicator of demand and a sign of the overall “desirability” of the community.

	Gananoque	Brockville	Perth
Net Rents (\$PSF)			
Retail	\$7.50	\$12.00	\$24.00
Office	\$9.00	\$13.00	\$8.00
Industrial	-	\$7.45	-
Vacancy Rate (%)			
Retail	0.3%	1.9%	0.5%
Office	10.5%	4.8%	0.6%
Industrial	-	1.9%	-

Table 1 - Lease (\$/square foot) and Vacancy Rates for Proxy Communities

	AVG Dwelling Price (2016)	AVG Dwelling Price (2021)	AVG Price Change (2016 to 2021)	AVG Yearly Change (2016 to 2021)
Leeds & Thousand Islands	\$359,319	\$486,000	+35%	+7.1%
Leeds & Grenville	\$300,250	\$434,800	+45%	+9.0%
Gananoque	\$266,361	\$398,400	+50%	+9.9%
Kingston	\$357,365	\$533,500	+49%	+9.9%
Ontario	\$506,409	\$807,000	+59%	+11.9%

Table 2 - Dwelling Cost Comparison

4.3 COMMERCIAL ASSESSMENT

Note About Commercial Assessment

In addition to maintaining appropriate service levels within the community from the perspective of meeting the basic day-to-day shopping needs of local residents, tourism, recreation, and entertainment activities can represent another key source of demand and consideration for planning for retail/service commercial uses.

In light of this dynamic, and consistent with the Township's economic development priorities (which identify opportunities to leverage tourism as a key community asset), a more focused assessment as to the community's retail/service commercial environment has been prepared.

4.3.1 Existing Inventory

An inventory of existing retail and service commercial space in the Township was conducted in May 2023. All other businesses were excluded and isolated from this inventory². Focusing on key settlement areas in the Township, the local commercial landscape is predominantly characterized by:

- small-scale “main street” type retail made up of independent businesses typical of rural communities in Ontario;
- several buildings that appear to have previously

been used for commercial uses and are now vacant or have been converted to residential uses;

- a single strip-mall style commercial plaza in Seeley's Bay; and,
- a lack of larger tenants and major “chain” retailers, apart from the Home Building Centre in Lyndhurst.

Overall, the Township is estimated to contain some 147,000 square feet of existing retail and service-based commercial space, including:

- 83,800 sf of retail uses;
- 49,200 sf of services; and,
- 14,000 sf of vacant space.

Based on the foregoing, it is estimated that commercial vacancy in the Township is approximately 9%. Whereas this would be considered a relatively high vacancy rate for mid-sized and larger population centres, it is not unexpected—nor cause for concern—for a community of this size. This vacancy rate is also a strong indicator that rents will be lower in the Township than the benchmark—or “proxy”—communities identified earlier. Similar to other CIPs across the Province, there may be opportunities to target/incentivize the renovation and occupation of vacant storefronts.

² Inventory deliberately excludes businesses operating out of a residential home, hospitality, industrial, agricultural, and all other business. Based on a review of the Online Business Directory, these businesses represent approximately 79% of all businesses in the Township.

Table 3 below provides a summary of estimated commercial floor space in the Township.

Population	9,804		
	Sq. Ft.	%	Sq. Ft. Per Capita
RETAIL			
Grocery Stores	11,100	8%	1.1
Specialty Food Stores	6,300	4%	0.6
Beer, Wine & Liquor Stores	7,000	5%	0.7
Health & Personal Care Stores	3,500	2%	0.4
All Other Retail Stores	55,900	38%	5.7
RETAIL TOTAL	83,800	57%	8.5
SERVICE			
Finance, Insurance, Real Estate (F.I.R.E)	2,700	2%	0.3
Professional, Administrative, & Educational Support Services	8,900	6%	0.9
Health Care & Social Assistance	6,900	5%	0.7
Food Services	29,100	20%	3.0
Personal Care, Goods Repair & Maintenance	1,600	1%	0.2
SERVICE TOTAL	49,200	33%	5.0
VACANT	14,000	10%	1.4
GRAND TOTAL	147,000	100%	15.0

Table 3 - Commercial Floor Space Estimates for Township of Leeds and the Thousand Islands

4.3.2 Current Service Levels

Based on the 2021 Census population of approximately 9,800 residents, the existing commercial inventory results in an estimated 15.0 sf of retail/service space per capita. In aggregate, this amount is below what is typically required to serve the daily shopping needs of residents. This per capita amount is also significantly lower than equivalent calculations for comparable geographies. Table 4 below provides a comparison.

Retail / Service Space per Capita	
Leeds & Thousand Islands	15.0 sf
Gananoque	36.8 sf
Perth	117.6 sf
Brockville	97.4 sf

Table 4 - Commercial Floor Space Comparison

4.3.3 Market Opportunity (Demand)

To further refine these baseline market observations, a high-level per capita market demand assessment was undertaken to assess whether there is a pre-existing surplus or shortage of commercial space in the Township³. The findings of which are presented below and shown in Table 5.

- At an aggregate level, there could be a need for some 17,500 square feet of net new commercial space across the Township⁴. This includes a deficit/undersupply of 62,200 square feet across several specific commercial space categories and a surplus/oversupply of 44,700 square feet in other categories.
- Key “store” categories identified as having demand for additional space include the following, which are unsurprising given the local supply of these types of commercial facilities relative to other nearby communities:
 - Grocery stores (+19,400 sf)
 - Health and personal care stores (+10,400 sf)
 - Finance, insurance, and real estate (+11,500 sf)
 - Health care and social assistance (+13,500 sf)
- The majority of the oversupply is from other retail stores (non-food, liquor, professional services).

As shown in Table 5, there is a general over supply of retail stores and undersupply of services in the Township. While it may be possible that this will re-balance naturally over time, the Township should focus on attracting the right quality (type, location, etc.) of commercial businesses, rather than necessarily expanding the total quantity (total supply).

	Typical Space per Capita		Space Supported by Residents		Target Capture		Space Supported in Trade Area		Inflow		Warranted Space		Less: Existing Space		Net New Space		
2021 Population	9,804	x	A	=	B	x	C	=	D	x	E	=	F	=	G	=	H
Food Retail																	
Grocery Stores	3.5 sf		34,314 sf		80%		27,451 sf		10%		30,500 sf		11,100 sf			19,400 sf	
Specialty Food Stores	1.5 sf		14,706 sf		50%		7,353 sf		10%		8,200 sf		6,300 sf			1,900 sf	
Beer, Wine & Liquor Stores			0.5 sf	4,902 sf	70%	3,431 sf	10%	3,800 sf	8,200 sf	(4,400) sf							
Non-Food Retail																	
Health & Personal Care Stores	1.5 sf		14,706 sf		85%		12,500 sf		10%		13,900 sf		3,500 sf			10,400 sf	
All Other Retail Stores	18.0 sf		176,472 sf		10%		17,647 sf		10%		19,600 sf		55,900 sf			(36,300) sf	
Services ¹																	
Finance, Insurance, Real Estate (F.I.RE)	2.0 sf		19,608 sf		65%		12,745 sf		10%		14,200 sf		2,700 sf			11,500 sf	
Professional, Administrative & Educational Support Services	2.0 sf		19,608 sf		25%		4,902 sf		10%		5,400 sf		8,900 sf			(3,500) sf	
Health Care & Social Assistance	2.5 sf		24,510 sf		75%		18,383 sf		10%		20,400 sf		6,900 sf			13,500 sf	
Food & Drinking Establishments	3.5 sf		34,314 sf		75%		25,736 sf		10%		28,600 sf		29,100 sf			(500) sf	
Personal Care, Goods Repair & Maintenance	1.0 sf		9,804 sf		65%		6,373 sf		10%		7,100 sf		1,600 sf			5,500 sf	
TOTAL	36.0 sf		352,944 sf		39%		136,521 sf		10%		151,700 sf		134,200 sf			17,500 sf	

Table 5 - Per-Capita Market Demand Assessment for Township of Leeds and the Thousand Islands

¹ Excludes Arts, Entertainment & Recreation, as well as Civic & Social Organizations.

³ A per capita analysis assigns a target square footage per resident to different commercial uses (e.g., grocery, liquor, services). These targets are then multiplied by the total population to calculate the total area demanded for each commercial use. Space surpluses or shortfalls are calculated by comparing the existing square footage of commercial uses to the square footage demand generated by the population.

⁴ For additional accuracy and specificity, the results of this high-level assessment should be validated through a more comprehensive and focused retail market demand analysis, as applicable.

4.3.4 Additional Factors Influencing Commercial Demand

Seasonal Resident “Skew”

Notwithstanding the results in Section 5.3.3, this analysis has not directly considered the impact of seasonal residents and other tourist activities (beyond basic “inflow” sales assumptions), which could explain in part the oversupply of retail in certain store categories.

Vacant Space Uptake (or Conversion)

The per capita analysis and “warranted space” estimates above do not consider the approximately 14,000 sf of vacant space identified in the inventory, nor any of the former commercial buildings that have long since been converted to residential and/or other uses. As such, depending on the nature of the commercial required (or desired) in the community into the future, at least a portion of the existing deficit could be accommodated in this existing space without the need for new construction.

Future of the Retail Industry

The retail sector continues to face a range of unique pressures and challenges that began well before the onset of COVID-19, but have perhaps most acutely manifested themselves throughout and beyond the pandemic (e.g., online retailing/e-commerce; consolidation/blurring of traditionally distinct store categories and the growing prominence of “one-stop shop” retailers, the shift to service-based and experiential retail offerings, the introduction of alternative and often smaller-footprint retail spaces for cost-effectiveness, etc.). These factors continue to result in less overall space required to satisfy the same—or similar—retail functions as in previous periods of commercial activity.

5.4 Key Takeaways

Based on the analysis carried out and summarized in this section, the following key take-aways have been identified.

- **Relationship with Neighbours** – The current economic and commercial profile of the Township is largely defined by its location and relationship with other nearby communities. The proximity, convenience, established critical mass, and other travel patterns associated with nearby Gananoque and other larger centres further afield are likely to continue to reinforce current dynamics. Rather than work against this condition, the Township has an opportunity to leverage the identity and notoriety of these other areas, as well as to benefit indirectly from continued growth elsewhere in the Province.
- **Prospects for Independent Development Interest** – Rents for non-residential real estate are likely not high enough to substantiate significant capital investment, nor offset the significant construction costs associated with new development. As an alternative, there may be opportunities to focus both public and private financial resources on fine-tuning existing retail/service commercial offerings, attracting additional seasonal residential interest, as well as capturing / leveraging the benefits associated with nearby tourist-based activities.
- **Focus & Scale of Retail** – Retail in the Township is likely to remain predominantly local serving and small scale. The Township is unlikely to attract large-scale retailers which will prefer to cluster in more centralized population centres (Gananoque, Perth, Brockville). There is, however, some opportunity to improve upon and fine-tune local commercial offerings for permanent residents, seasonal residents and tourists alike.
- **Limited Office Opportunities** – Office uses are unlikely to locate in the Township, favouring more central locations, major population centres and/or communities where higher rental “premiums” can be achieved.
- **Industrial and other Employment Uses will not be central to the CIP** – As the Township does not currently represent a significant node for this type of activity, future opportunities for growth would more likely be focused on “build-to-suit” type responses and/or general business readiness, rather than serving as a core focus of the CIP.

Further to the above, the following areas of opportunity have been identified for consideration in the development of the CIP.

- **Improved Small-Scale Retail Presence** (e.g., building improvements, etc.)
- **Encouraging Commercial Vacant Space Uptake/Remerchandising** (vs. “new-builds”)
- **Supports for Improved Housing Diversity** (i.e., in response to the predominance of ownership housing and increasing residential property values, as well as to mitigate against potential negative market dynamics into the future).
- **Improved Wayfinding / Unification & Place Identity** (e.g., leverage nearby + local tourism activities, improve “cross-shopping” activities among/between settlement areas, establish more of a cohesive sense of “destination”)

Community Assessments

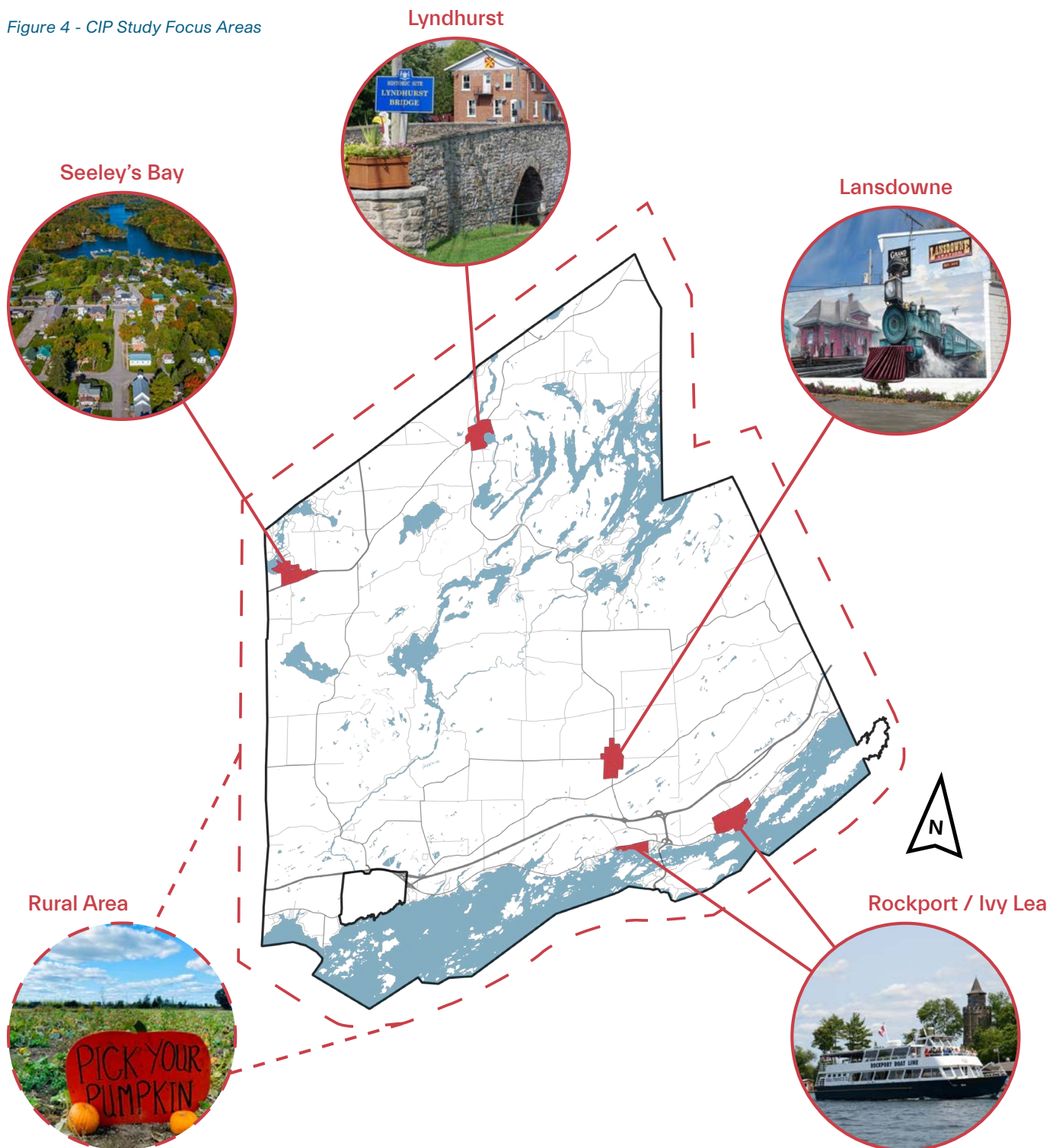
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5.0 Community Assessments

In order to satisfy the requirements of the *Planning Act*, County Official Plan, and Township Official Plan to refine the plan's Community Improvement Project Area (CIPA), community assessments were carried out for each of the Focus Areas identified in Section 1.3. In addition to satisfying legislative requirements, this exercise allows the project team and Township to gain a better understanding of the baseline conditions, issues, and opportunities within each Focus Area before developing the CIP.

Each community assessment is organized into discussions around: Land Use; Built Form; Heritage; Public Realm; Businesses; and, Key Takeaways.

Figure 4 - CIP Study Focus Areas



5.1 LANSDOWNNE

Lansdownne is the administrative centre of the Township – home to the Township municipal offices. The community covers an area of approximately 147 hectares. Historically located along Highway 2, in the mid-1800's, with the arrival of the railway, the town was relocated north to its present location, building out from the then new Lansdownne Railway station. Today, the town is anchored around the intersection of King Street (County Road 34) and Prince Street (County Road 3), and flanked in the south by the railway. The Town of just over 1,000 people is built on a rich agricultural history, acting as a service centre for area farmers and related industries, as well as a link to the broader region through the railway and Highway 401 access to the south. Lansdownne is also the only settlement area in the Township serviced via municipal piped water and sewer, making it increasingly attractive and well-suited for growth.



bank ATM and the Church of the Covenant, which at the time of writing this report, had recently been sold.

5.1.1 Land Use

Designation	Area (ha)	% Land Use
Residential	72.7	49.5%
Institutional	20.1	13.7%
Light Industrial	18.1	12.3%
Roads/non-designated	14.9	10.1%
Open Space	5.9	4.0%
Highway Commercial	5.1	3.5%
Mixed Use	4.4	3.0%
Rural	4.3	2.9%
Multi Residential	1.5	1.0%
Commercial	0.06	<0.1%

Table 6 - Official Plan Land Use Breakdown: Lansdownne

- The predominant land use within Lansdownne is low-density residential with sporadic multi-residential locations such as the Woodside Apartments located on Centre St.
- The Village centre is a mixed-use area made up largely of low-density residential properties with a range of retail uses (Lucky Dollar Store, Gramma Had That!, Sara's Boho Vintage, Topsy Goat Shop, Lansdownne Freshmart grocery store, the Hilltop Coffee Stop, etc.), and some former institutional uses located within the Village centre, such as a
- A concentration of Highway Commercial uses are located at the south end of the Village, south of the railway. This includes a variety of businesses such as Newell's Garage, BMD Transportation, Robert Nash Excavation, Barclay Funeral Home and an LCBO outlet.
- Institutional uses are concentrated at the north end of the Village with The Township of Leeds and the Thousand Islands Municipal Office and Fire Department, the Lansdownne Fairgrounds, which hosts the annual fair, the Lansdownne Branch of the Leeds and 1000 Islands Public Library and the Thousand Islands elementary School. Beyond those institutions, the Lansdownne United Church and Post Office are centrally located with the St. Lawrence Medical Centre and Pharmasave being located south of the railway along Prince Street.
- There is a Light Industrial district designated in the southwest corner of the Village but these lands remain largely vacant. Though undeveloped at this time, maintaining an inventory of industrial lands and the capacity for employment uses, is advantageous for the future of the Village.
- A large open space area, Jerry Park, is identified in the northwest corner of the Village. Other than offering recreational space, the land is currently occupied by the Frontenac Arch Biosphere Reserve Network, the community centre, and

Figure 5 - Lansdowne Land Use & Assets



5.1 LANSDOWNNE

library.

- The Township should explore opportunities to increase the density and diversity of non-residential uses within the mixed-use centre.
- There are large areas of undeveloped Residential lands at the outskirts of the Village. It is understood that there has been some interest in developing some of these lands, however servicing constraints are likely to limit the ability to absorb new residential dwellings. Opportunities to add housing diversity in the community should be explored to attract new families and help residents to age in place.
- Based on a desktop analysis of the parcel fabric and most recent aerial imagery, there are approximately 60.5 hectares of vacant land in Lansdownne, distributed amongst 13 distinct parcels.



buildings are a mix of residential, commercial and institutional buildings such as local churches and the former fire hall located at 11 King Street.

- Many of the commercial buildings in Lansdownne are converted residential dwellings with some purpose-built single storey commercial buildings (Village Bud, Gramma Had That!, a portion of the Freshmart). The Topsy Goat Shop occupies a well-maintained 3 storey mansard style heritage building, which acts as a local landmark owing to



5.1.2 Built Form

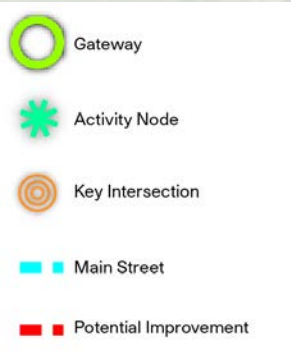
- The majority of buildings in Lansdownne are single-detached dwellings, mostly 1-2.5 storey clapboard style homes. A number of older stone and brick homes are also scattered through the community.
- Lansdownne contains a number of heritage buildings throughout the community, largely concentrated along, or very near, the King Street and Prince Street corridors. The heritage

its aesthetic and location on the southeast corner of the intersection of King and Prince Streets.

5.1.3 Heritage

- According to the Township's heritage register, there are 16 properties identified in Lansdownne, most of which are concentrated along or near the King Street and Prince Street corridors. These properties include:

Figure 6 - Lansdowne Feature Assessment



5.1 LANSDOWNNE

- » Anglican Church, 1 Church Street
- » Lansdowne Hardware Store, 1113 Prince Street
- » Darling House, 10 Grand Trunk Avenue
- » W.P. Earl General Store, 1084 Prince Street
- » Merchant's Bank, 1104 Prince Street
- » Chalmers Presbyterian Masonic Lodge, 1143 Prince Street
- » Firehall, 11 King Street
- » The Old Fodey House, 1149 Prince Street
- » William Beatty House, 1215 Prince Street
- » Truesdell's Hotel, McFadden Livery (burned 1913), 14 Grand Trunk Avenue
- » United Church, Grove Methodist, 25 Miller Street
- » J.D.W. Darling Office, 8 Grand Truck Avenue
- At the time of writing, only the former W.P. Earl General Store and former Merchant's Bank are designated under Part IV of the *Ontario Heritage Act*, with the rest being listed as a Property of Cultural Heritage Value. The Township could consider incorporating protections for these sites and support for their improvement/revitalization



through the CIP to recognize their heritage value.

5.1.4 Public Realm

- Prince Street and King Street West are county roads that present a very clear difference in service level than King Street East, which has a narrower right-of-way. Given the town core is structured along County Roads, coordination and collaboration between the Township and Counties will be an important component of successfully implementing CIP initiatives along the corridors.
- Generally, there is a lack of street furniture and/or public amenities (benches, water fountains, public washrooms) throughout the town and in particular on the main streets. There is an opportunity for establishing a unifying brand through public realm and private realm improvements. This is particularly the case at the intersection of Prince and King Streets where the irregular intersection presents a challenge but also an opportunity to use excess space for improvements. Programming for additional landscaping, street furniture, and unified signage should be considered here.
- Hydro poles may present an issue for pedestrian improvements along King Street. Opportunities to improve this situation should be explored with the County and Hydro One – it is understood at the time of writing that the County is in the process of exploring improvements to County Road 3 in the future.
- Generally speaking, properties are well maintained

5.1 LANSDOWNE



across the town, however in certain cases there are a handful of instances where property standards are a concern. The CIP should consider opportunities to support ongoing property maintenance and cleanup of lots with chronic property standards issues.

5.1.5 Businesses

- The commercial makeup of Lansdowne is composed of three small concentrations of retail/commercial uses mainly located along the King Street and Prince Street roadways. The main commercial concentration is located at the intersection of King and Prince Streets, where the town's grocery store is located.
- Another concentration of businesses is located along Prince Street, immediately north of the

railway. Here, a more retail oriented concentration of two vintage shops and a convenience store are in close proximity to the Town's Post office. A seasonal chip truck also sets up in this area offering another retail food option.

- The third concentration of businesses are located along Prince Street, south of the railway with businesses oriented more toward regional uses including a medical centre and pharmacy, a funeral home, an LCBO outlet, a transportation services business, and an automotive garage.
- Lansdowne is challenged by the regional presence of Gananoque which as a large commercial competitor for the Village. Opportunities should be explored to encourage additional restaurant/retail uses within Lansdowne, perhaps establishing a unique character, distinct from Gananoque which can draw visitors to the Village.

5.1 LANSDOWNE

5.1.6 Key Takeaways

- Lansdowne is the administrative centre of the Township, and this role should be reinforced as such through improvements and municipal initiatives.
- There is a limited variety of commercial/retail uses in the town
- The County Road corridors present an opportunity to establish a unique main street experience anchored around the intersection of King and Prince Streets. However, the existing intersection configuration presents a unique challenge.
- Low density residential land uses dominate the settlement area along with a strong institutional presence and lands reserved for future employment development. The existing single detached dwelling building stock may present good opportunities for supporting the establishment of secondary/additional residential units to increase the number of rental properties available. It should be noted that there are potential servicing constraints regarding infill developments and other intensification within Lansdowne.
- A number of properties are listed for heritage value but only two are actually designated under Part IV of the OHA. While the Township has recently updated its Heritage Grant Policy to provide a one time grant of up to \$5,000 for newly designated heritage properties, the CIP should consider how incentives can be leveraged to further encourage more properties to be improved and designated.
- The existing community and recreational facilities would benefit from improvements and stronger connections to the community core.
- Based on the community assessment, the entire settlement area is recommended as a Community Improvement Project Area to allow for maximum flexibility. Specific incentive programming, initiatives, and eligibility criteria can be developed to address specific areas, activities, and uses.

5.2 LYNDHURST



The Village of Lyndhurst is located in the northern-central part of the Township, covering an area of around 125 hectares, along County Road 33 (Lyndhurst Road). Lyndhurst's roots date back to 1801 with the founding of Lansdowne Iron Works by Wallis Sunderlin on the west bank of what are now known as the Upper and Lower Mill Ponds. While the Iron Works only survived until being destroyed by fire in 1811, a grist mill was established in the late 1820s, along with the planning of a Village that would be named "Furnace Falls." Shortly thereafter in 1846, the community was renamed "Lyndhurst". Today the community maintains a humble main street but boasts excellent opportunities for recreation and outdoor activities. Along with the highly regarded Lyndhurst Bridge – the oldest bridge in Ontario, Furnace Falls Park just north of the bridge, provides a central public gathering space and waterfront trail connecting Jonas Street to Water Street. Additionally, Lyndhurst Lake offers quieter opportunities for water recreation. Lyndhurst is not serviced by municipal water or sewer, and all development is on private services.

5.2.1 Land Use

Designation	Area (ha)	% Land Use
Residential	81.8	65.3%
Road/non-designated	19.3	15.4%
Tourist Commercial	12.8	10.2%
Institutional	5.8	4.6%
Highway Commercial	1.8	1.4%
Open Space	1.7	1.4%
Mixed Use	1.6	1.3%
Commercial	0.5	0.4%

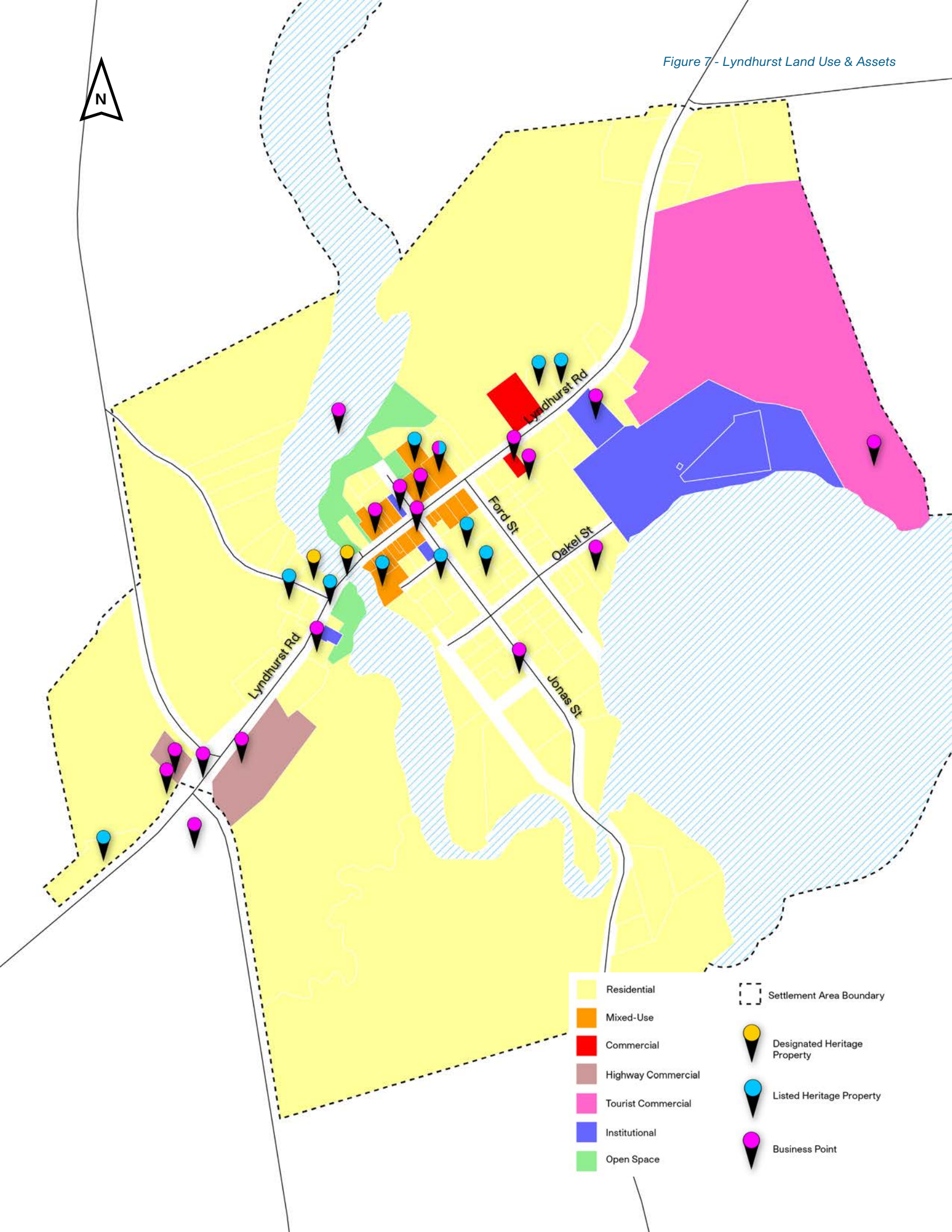
Table 7 - Official Plan Land Use Breakdown: Lyndhurst

- The majority of land use in the community is residential, but there is a concentration of mixed commercial, institutional, and residential uses along its main street and around the core. A highway commercial node exists at the west gateway to the community at the County Road 3 / County Road 33 intersection.
- Significant areas of residential land are undeveloped along the southwest, north west, and northern parts of the settlement area; however, the lack of public servicing will likely limit the rate of growth the community experiences.
- Lyndhurst Road is home to a handful of niche retail, food, and limited commercial uses, but is otherwise dominated by residential development.
- The former Anglican Church Camp in the east end of the Village is a larger institutional property that may present additional opportunities to bolster outdoor recreation/tourism on Lyndhurst Lake, depending on what the current/future owners pursue.
- Based on a desktop analysis of the parcel fabric, and most recent aerial imagery, there are approximately 32 hectares of vacant land in Lyndhurst, distributed amongst 19 distinct parcels.

5.2.2 Built Form

- The majority of buildings in the community are one or two storey, and construction is split between wood and brick. The majority of the older building

Figure 7- Lyndhurst Land Use & Assets



5.2 LYNDHURST



stock appears to be located along County Road 33 (Lyndhurst Road).

- Building setbacks along County Road 33 are minimal, which provides for a pleasant framing of the streetscape and opportunities for creating more intimate spaces for visitors and residents along this main corridor. Streetscaping improvements have been completed over the years due to an active community association and support from the Township.
- Many of the buildings along County Road 33 were observed to be quite weathered and in varying states of repair. A façade improvement program would likely result in some successful revitalization of the building stock along this corridor.
- There are some sites in the community where property standards issues have been observed, which can potentially take away from the overall impression or experience of the community for residents and visitors. The CIP may wish to consider how it can support high standards of property maintenance through collaboration with the community.
- There are a handful of 'landmark' sites and buildings in the community including the Lyndhurst Bridge, Furnace Falls Park, former Lansdowne Iron Works site. Further to this, there are a number of buildings with very prominent façades that may lend themselves well to the introduction of murals or other public art installations to improve the

visual aesthetic of the core area and strengthen the character of the community.

- Some of the older buildings and public spaces would benefit from improvements targeting universal accessibility (i.e. ramps, pedestrian access points).

5.2.3 Heritage

- According to the Township's heritage register, there are thirteen buildings and/or properties identified in Lyndhurst, most of which are located along Lyndhurst Street (County Road 33) or Jonas Street. These include:
 - » Love Blacksmith Shop, 101 Cook Street
 - » Lyndhurst Bridge, located along Lyndhurst Road dividing Upper and Lower Mill Ponds
 - » Harvey House, 105 Ormond Street
 - » William Cook House, 102 Cook Street
 - » Jones Roddick Stone House, 169 Jonas Street
 - » Wellington Johnson House 167 Jonas Street
 - » Bresee House (H.T. Webster's), 376 Lyndhurst Road
 - » Henry Green Store (Jim Wing's), 413 Lyndhurst Road
 - » Edgar's (Temperance) Hotel, 432 Lyndhurst Road
 - » Putnam House (Green Gecko), 436 Lyndhurst Road

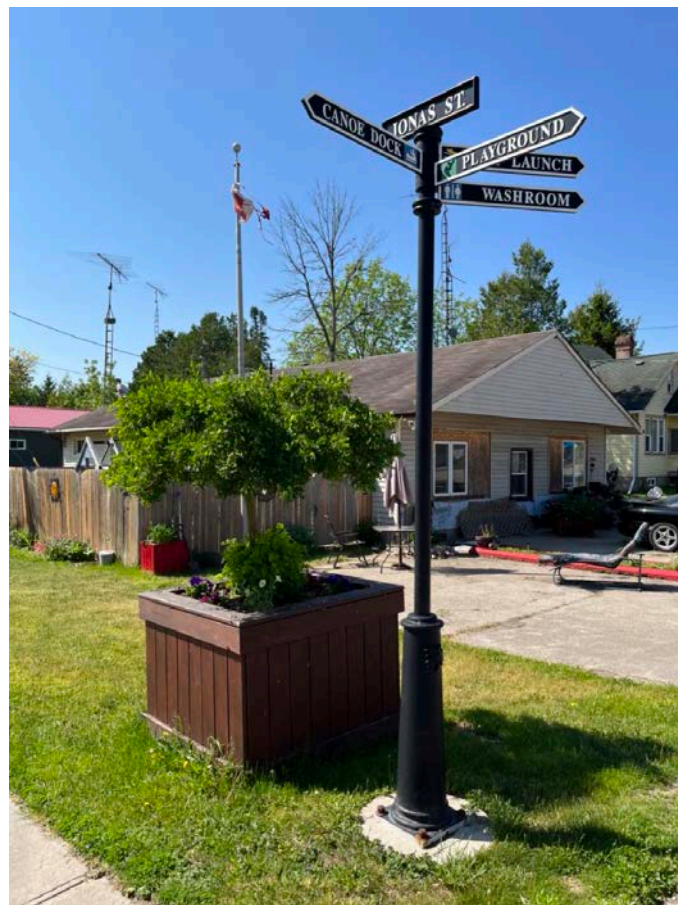


5.2 LYNDHURST

- » Lyndhurst Public School, 452 Lyndhurst Road
- » Dugal Blacksmith Shop, 442 Lyndhurst Road
- » Lansdowne Iron Works Site, North West Corner of Lyndhurst Road and Cook Street
- At the time of writing, only the Love Blacksmith Shop and Lyndhurst Bridge are designated under Part IV of the *Ontario Heritage Act*, with the rest being listed as a Property of Cultural Heritage Value. The Township should consider incorporating protections for these sites and support for their improvement/revitalization through the CIP to recognize their heritage value.

5.2.4 Public Realm

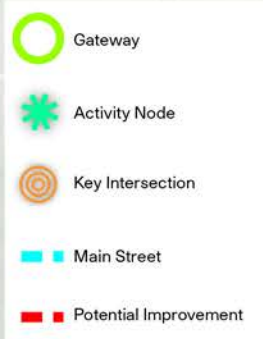
- The two primary gateways to the community are found along County Road 33 (Lyndhurst Road) at the east and west ends of the Village, respectively. This corridor anchors much of the non-residential uses and commercial activities in the community. A secondary gateway can also be found along



Jonas Street, coming into the Village from the south.

- County Road 33, as the main street of Lyndhurst, is not wide by typical ROW standards, however, the cross sectional makeup of the street makes it appear wider. This is largely due to the significant amount of ROW dedicated to driving lanes and on street parking. The fact that the street is a County Road may present challenges in terms of balancing traffic flow/capacity with pedestrian amenities and traffic calming/streetscaping.
- Sidewalks are provided on both sides of the main street from Water Street to Ford Street, where one sidewalk is only provided on the south side of the street from Ford Street to the former Anglican Church site at 459 Lyndhurst Road. The only other street with sidewalks on both sides of the ROW is Jonas Street, south of Lyndhurst Road. The remainder of the local streets do have some sidewalk amenities but only on one side.
- Bulb out curbs have been constructed on all four corners of the Lyndhurst Road/Jonas Street intersection to reduce pedestrian crossing distances and better delineate street parking.

Figure 8 - Lyndhurst Feature Assessment



5.2 LYNDHURST

- The main street could benefit from the introduction of further streetscaping elements such as planters, street trees and further pedestrian-friendly improvements to better delineate the separation between vehicular and pedestrian spaces. Vehicles were observed parked on the bulb-outs, presumably due to a lack of legibility or physical delineation.
- One of the primary challenges observed for pedestrian safety and movement was associated with how narrow Lyndhurst Bridge is. There is no dedicated pedestrian path, markings on the pavement, or traffic calming measures to create safer interaction between vehicles and pedestrians/cyclists. While there may be challenges in altering the bridge from a heritage perspective, the area warrants further study to assess potential opportunities to improve the crossing and interface between vehicles/non-vehicles.
- Furnace Falls Park, 108 Water Street, is the primary public amenity in the community (in addition to Lyndhurst Lake). The park is easily identifiable alongside the Lyndhurst Bridge, and contains picnic tables, washroom facilities, a public dock, bike service station, and wrap-around shoreline trail that connects Water Street to Jonas Street. The trail portion of the park traverses the rear of three private properties with very little to delineate property boundaries. As a result, and based on improvements to the shoreline observed here, this current arrangement has led to ambiguity around ownership and use.
- There is a boat launch at the southern end of Ford Street that, at the time of observation was quite hidden due to a lack of formalization or overgrown vegetation. Even if the Township is intent on maintaining this water access point for non-motorised watercraft/more passive lake access, it could benefit from additional amenities such as a more organized parking and day use area. This may require a reorganization of the site.
- There is a portion of an unopened road allowance that may have some potential as a linear park and connection between the south end of the community and Lyndhurst Road. It runs parallel with Jonas Street and spans south from Oakel Street before reconnecting with Jonas Street. However, there may be challenges with adjacent land ownership and the feasibility of connecting this strip of land to Ormond Street. Another option could be disposal to an adjacent landowner(s).
- There is a publicly-owned parcel of land (405 Lyndhurst Road) on the west side of the Lyndhurst Bridge that has potential for creating further public park and/or amenity space. The lands are flanked by Lower Mill Pond to the east, which may offer a great opportunity for a lookout or other feature to complement the shoreline.
- The Township should explore opportunities to complement and connect Furnace Falls Park and the associated trail with the rest of the community through wayfinding.



5.2.5 Businesses

- Most of the businesses in the community are concentrated around Lyndhurst Road (County Road 33). More of the highway commercial uses are found at the intersection of County Roads 3 and 33, west of the core area, with a more neighbourhood-scale mix of retail and commercial services being located near the core.
- Incentives targeting mixed residential/commercial uses may benefit some of the properties here, along with a more traditional façade improvement programs. This may include programming to encourage adaptive re-use, conversion, or renovation of the existing building stock to accommodate new business space.

5.2 LYNDHURST

5.2.6 Key Takeaways

- Furnace Falls Park should be supported and complemented with improvement projects to solidify this amenity as a cornerstone community destination.
- The Township should work with the community to explore ways to better connect the east and west ends of the Lyndhurst bridge through improvements to the crossing to make it safer and/or improvements to Township lands on the west side of Lower Mill Pond. Further, the Township lands on the west of Lower Mill Pond present an excellent opportunity to create a new park space and amenities for the public.
- The Township should be seeking to support and complement existing and future recreational tourism opportunities in the community. Focus should be placed on creating a more 'accessible' Lyndhurst Lake and public spaces.
- The core strip along Lyndhurst Road would benefit from further streetscaping improvements such as landscaping to 'green' up the street. Further, façade improvement programming and heritage preservation programming will benefit this corridor as well.
- A stronger connection from Lyndhurst Road to Jonas Street Park and the Furnace Falls trail head should be pursued by the Township through the introduction of pedestrian infrastructure. This could look at creating a more defined 'loop' in this area.
- There are a handful of other opportunities for infill within the core area along the main street, though private servicing may be a limiting factor as to what can be established.
- Main Street would benefit from additional landscaping and physical improvements to better balance the priority of spaces between vehicles and pedestrians – this may be a challenge as Main Street is a County Road and further coordination with UCLG will be necessary.
- Further improvements to the gateway signage along County Road 33 and Jonas Street should be a priority.
- Based on the community assessment, the entire settlement area is recommended as a Community Improvement Project Area to allow for maximum flexibility. Specific incentive programming, initiatives, and eligibility criteria can be developed to address specific areas, activities, and uses.

5.3 SEELEY'S BAY

Seeley's Bay is located in the northwest corner of the Township, comprising a 125-hectare area directly south of the Rideau Canal. The actual Bay was created during the time of the construction of the Rideau Canal in the 1830s as a result of new dams being constructed and subsequent controlled flooding. With the construction of the canal and establishment of the Seeley's Bay trading post by the Haskins family, the community has grown into a known destination for water-based recreation and community activities. Both the Seeley's Bay Boat Ramp/Harbour and Haskin's Point are popular amenities for visitors and residents to take in the sights of the Rideau Canal and enjoy access to the water. There are two primary gateways to the community from Provincial Highway 15 via Main Street (County Road 47) at the east and west ends of the community. A secondary gateway also exists from Highway 15 via Bay Street. The community is largely based around Main Street (County Road 47) which bisects the community generally into north and south halves. Seeley's Bay does not contain municipal water or sewer, and all development is on private services.

5.3.1 Land Use

Designation	Area (ha)	% Land Use
Residential	89.1	78.3%
Road/non-designated	11.6	10.2%
Commercial	3.3	2.9%
Tourist Commercial	3.1	2.7%
Open Space	2.6	2.3%
Mixed Use	2.3	2.0%
Institutional	1.9	1.7%

Table 8 - Official Plan Land Use Breakdown: Seeley's Bay

- The majority of land use in the community is residential, but there is a concentration of mixed commercial, institutional, and residential uses along Main Street and around the core.
- A handful of institutional uses are also spread throughout the centre of the community such as the fire hall, post office, and library.
- In terms of designation vs. actual use, the primary use of land is residential throughout; however,

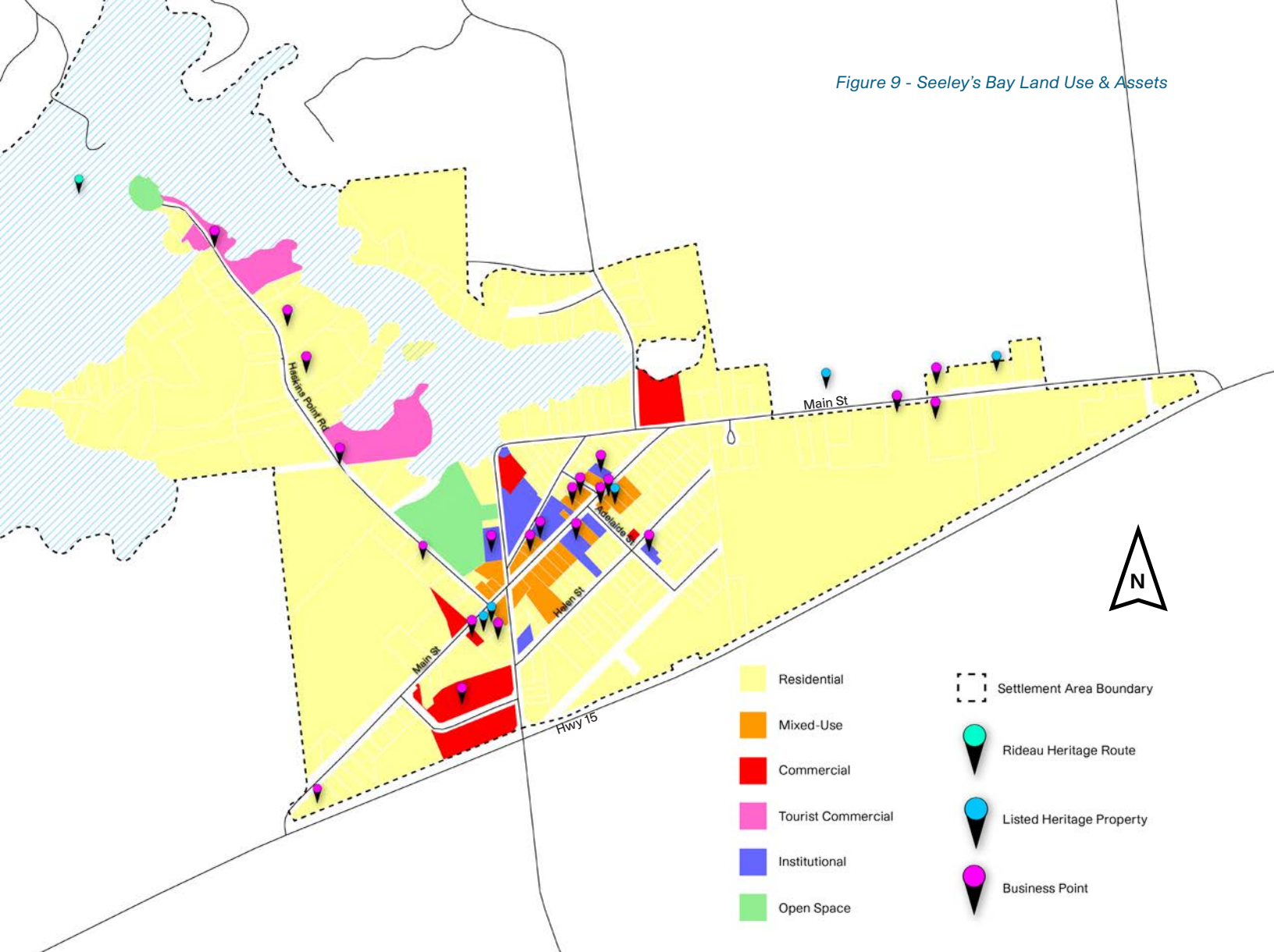


there are a range of home-based businesses.

- Centennial Park sits on one of the larger central lots in the community and offers a range of recreational opportunities and facilities. This site, along with the Township lands east of the property (currently used for seasonal boat/trailer parking) has fostered somewhat of an institutional/community recreation hub.
- The current site of the Township's Fire and Community Hall will be undergoing transformations soon with the relocation of fire services outside of the settlement area. This presents an interesting opportunity to leverage the fact that the site is a large through lot with a unique building available for adaptive re-use and/or infill.
- Based on a desktop analysis of the parcel



Figure 9 - Seeley's Bay Land Use & Assets



fabric and most recent aerial imagery, there are approximately 31.2 hectares of vacant land in Seeley's Bay, distributed amongst 29 distinct parcels. In addition to vacant lands, some of the larger lots within the core could likely accommodate some infill (hardware store lot, community/fire hall lot).

5.3.2 Built Form

- The majority of buildings in the community are one or two storey, with a few exceptions found along Main Street such as St. Peter's Church and the retirement home. Construction is a mix of wood and brick, and periods of construction are varied throughout the community.
- Non-residential uses along the main street were observed to have a lesser setback than residential, providing a stronger framing of the streetscape.
- While most of the buildings in the community are relatively well-maintained, there are some buildings in more prominent locations along Main Street that are in varied states of repair. There would be some potential benefits to having support for façade improvement and supportive programming to strengthen the main street.
- There are some sites in the community wherein property standards issues have been observed, which can potentially take away from the overall impression or experience of the community for residents and visitors. The CIP may wish to consider implementing programming to support implementation of property standards 'buy-in' (or enforcement) in the community.
- There are a handful of 'landmark' sites and buildings in the community, including St. Peter's Church, the community/fire hall – the fire hall in particular presenting a unique opportunity

5.3 SEELEY'S BAY



in the near future for transformation due to the relocation of fire services.

5.3.3 Heritage

- According to the Township's heritage register, there are five buildings and/or properties identified in Seeley's Bay, all of which are located along Main Street. These include:
 - » Gilbert Carriage Factory, 129 Main Street Seeley's Bay
 - » Gilbert Brick House, 131 Main Street Seeley's Bay
 - » Dr. Gardiner House, 159 Main Street, Seeley's Bay
 - » Richardson House, 172 Main Street, Seeley's Bay
 - » Chapman/Hotchkiss House, 186 Main Street, Seeley's Bay
- At the time of writing, the subject properties above have not been designated under Part IV of the *Ontario Heritage Act* but listed as Properties of Cultural Heritage Value. The Township should consider incorporating protections for these sites and support for their improvement/revitalization through the CIP to recognize their heritage value.
- Seeley's Bay sits adjacent to the southern leg of

the Rideau Canal that traverses Little Cranberry Lake. The canal is a UNESCO World Heritage Site and can be accessed from Seeley's Bay and Haskin's Point Park. The Township should explore opportunities to provide interpretive signage or educational features to celebrate the canal, as well as physical connectivity improvements between Haskin's Point and the community core.

5.3.4 Public Realm

- Main Street is not wide by typical ROW standards, however, the cross sectional makeup of the street does make it appear wider. This is largely due to the significant amount of ROW dedicated to traveling lanes and on street



Figure 10 - Seeley's Bay Feature Assessment



parking. Sidewalk is provided on both sides of the street from Haskin's Point Road to Mill Street on Main Street. Sidewalks are provided elsewhere along main routes in the community, but typically on one side of the street.

- Bulb out curbs have been constructed along Main Street at the Bay Street and Adelaide Street/Bracken Street intersections to reduce pedestrian crossing distances. Main Street could benefit from the introduction of further streetscaping elements such as planters, street trees and further pedestrian-friendly improvements further to the bulb-outs.
- The area around Centennial Park is arguably the primary community space and public hub in Seeley's Bay, offering sports courts, a playground, ball diamond, pavilions and public

washrooms. Much of the facilities appear to be in good states of repair.

- East of Centennial Park there is a boat and trail parking area identified by the Township for public use. This site, though well-used during boating season, has a lot of potential for year-round uses that could be considered to help strengthen activity in the community – even if the site is simply improved to create a more formal parking area.
- Notwithstanding the relatively small size of the community and proximity of the Centennial Park area to the Main Street, stronger physical connections could be fostered between these two areas through wayfinding, streetscaping, and introduction of more pedestrian amenities.
- Haskin's Point is an important public amenity for

5.3 SEELEY'S BAY



the community, as it offers waterfront day-use opportunities along the Rideau Canal. There are improvements that have been made over the years to this area; however, the connection to the core area of Seeley's Bay could be strengthened through wayfinding and physical improvements to the roadway. One of the challenges with Haskin's Point is the narrow right-of-way and lack of much space for parking/access. This could be potentially alleviated by improving non-vehicle access to the site, encouraging visitors to park in the core and bike or walk to the Point.

- The area around Seeley's Bay Harbour is another public focal point for the community – the harbour itself has been beautified largely through the actions of the local community association, and it is understood that the Township is seeking to further upgrade this area to provide a more welcoming space. The Township owns a smaller parcel of land directly adjacent to the Harbour that has potential for recreation/tourism opportunities or new amenities to be created that complement the harbour facilities. Similar to Centennial Park, connections between Main Street to the Harbour could be better strengthened through streetscaping and pedestrian-focused improvements to tie these areas together.
- With the relocation of fire services from

the existing hall, the Township has a great opportunity for a range of uses on these lands. This could include commercial or institutional uses to benefit the community hall, and even a more central and formal parking area to alleviate some of the capacity on Main Street (which could then be freed up for streetscaping.)

5.3.5 Businesses

- Most of the businesses in the community are concentrated around Main Street (County Road 47) and Haskin's Point Road. Businesses in the community include a grocery store, restaurant, hardware store, and a handful of home-based businesses and smaller offices, with a number of tourist commercial uses being found around the bay/water areas near Haskin's Point Road. One of the primary challenges for business attraction in the area likely has to do with the proximity of the community to other centres like Gananoque (20 min drive) – although this may leave more opportunities for home based and smaller businesses to succeed, along with service-oriented uses.
- The Seeley's Bay centre contains a mix of commercial businesses and will likely continue to support the economic base in the area, although it is somewhat detached from the primary core of the community.



5.3 SEELEY'S BAY

5.3.6 Key Takeaways

- The Township should be seeking to support and complement existing and future recreational tourism opportunities in the community.
- Key focal areas of the community are somewhat physically disconnected – improvements to non-vehicular connectivity and amenities should be prioritised, focusing on branching out from Main Street. Better connectivity to Haskin's point should also be prioritised.
- The community/fire hall building and site present an excellent opportunity for infill and adaptive re-use of the building for mixed uses. The Township should further explore the potential of this site with the relocation of the fire hall, in collaboration with the community.
- There are a handful of other opportunities for infill within the core area along the main street, though private servicing may be a limiting factor as to what can be established.
- Main Street would benefit from additional landscaping and physical improvements to better balance the priority of spaces between vehicles and pedestrians – this may be a challenge as Main Street is a County Road and further coordination with the UCLG will be necessary.
- Further improvements to the gateway signage at both intersections with Highway 15 should be supported.
- The community would likely see considerable benefits from a façade improvement program or incentives targeting adaptive re-use of existing building stock.
- Based on the community assessment, the entire settlement area is recommended as a Community Improvement Project Area to allow for maximum flexibility. Specific incentive programming, initiatives, and eligibility criteria can be developed to address specific areas, activities, and uses.

5.4 ROCKPORT / IVY LEA

The villages of Rockport and Ivy Lea are both commercial and residential nodes located along the 1000 Islands Parkway and St Lawrence River. As rural settlement areas, these villages are designated for residential and commercial densification. Both villages are similar in their built form, land uses, and economic landscape, with commercial tourist cores along the waterfront and a linear main street that exits off of the 1000 Islands Parkway. This results in similar issues across the villages, such as surging seasonal vehicular traffic, high demand for parking, lack of public amenities, and lack of public access to the waterfront.



5.4.1a Rockport Land Use

Designation	Area (ha)	% Land Use
Residential	148.4	83.5%
Road/non-designated	16.9	9.5%
Tourist Commercial	9.1	5.1%
Institutional	3.3	1.9%

Table 9 - Official Plan Land Use Breakdown: Rockport

- The Rockport settlement area is the largest in the Township, containing significant amounts of residential lands north of the 1000 Islands Parkway. Notwithstanding this, a vast majority of the lands are undeveloped, and the centre of the community is largely focused around the Front Street area on the shoreline of the St. Lawrence River. This area contains a mix of residential,

tourist commercial, and institutional lands that see a vast majority of the activity in the community.

- The tourist commercial lands around the west end of Front Street are largely maintained as quasi-public spaces, as they see a high volume of seasonal visitors throughout the peak season months. In the west, private marinas make up the majority of the waterfront area.
- Based on a desktop analysis of the parcel fabric and most recent aerial imagery, there are approximately 67.8 hectares of vacant land in Rockport, distributed amongst 18 distinct parcels.

5.4.1b Ivy Lea Land Use

Designation	Area (ha)	% Land Use
Residential	30.1	75.4%
Tourist Commercial	4.4	11.0%
Open Space	3	7.5%
Road/non-designated	2.4	6.0%

Table 10 - Official Plan Land Use Breakdown: Ivy Lea

- Ivy Lea predominantly consists of residential uses in the form of waterfront/cottage development, with some tourist commercial uses scattered around the 1000 Islands Tours site. There are some open space Crown Lands towards the peripheries of the settlement area; however, these have not been improved for use and have been largely left in their natural state.
- The primary public space in the community is the Ivy Lea Wharf, located east of the 1000 Islands



Figure 11 - Rockport Land Use & Assets

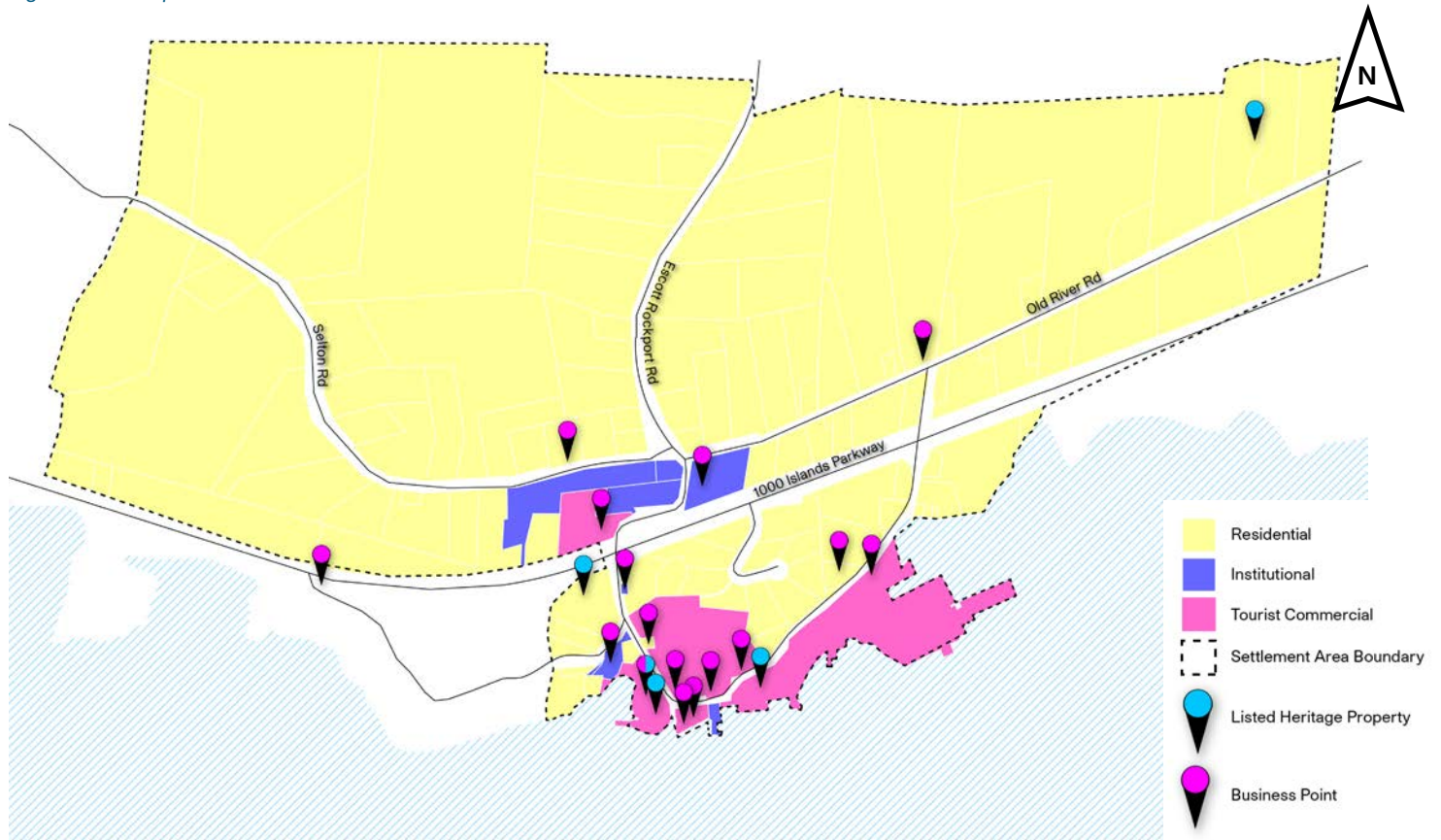
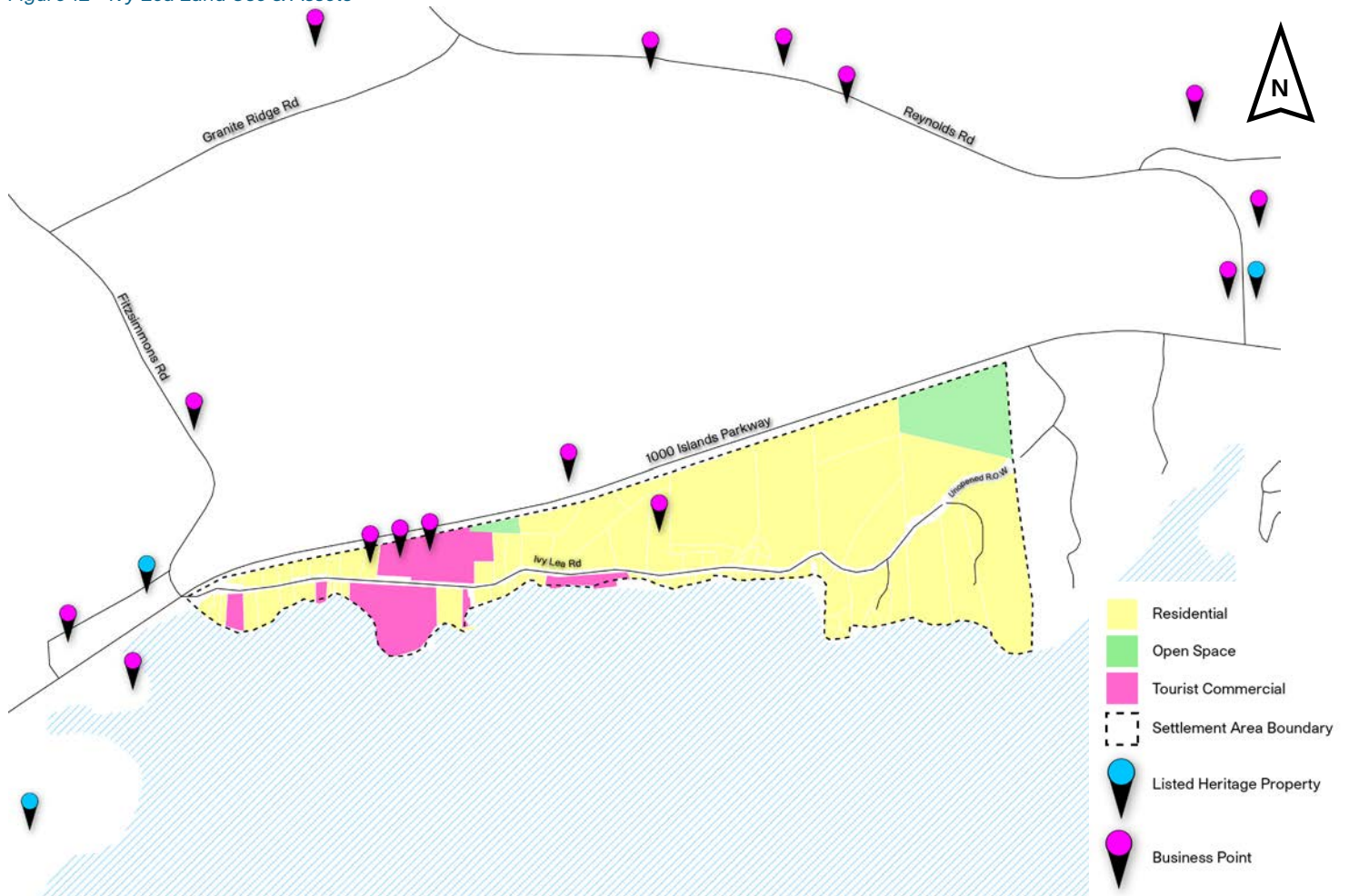


Figure 12 - Ivy Lea Land Use & Assets



5.4 ROCKPORT / IVY LEA



Tour site. At the time of writing, improvements to the wharf are proposed with construction to occur in Fall 2023. The CIP may wish to consider how it can complement the improvements here with programming.

- Based on a desktop analysis of the parcel fabric and most recent aerial imagery, there are approximately 7.8 hectares of vacant land in Ivy Lea, distributed amongst 7 distinct parcels.

5.4.2 Built Form

- In both Ivy Lea and Rockport, almost all buildings are single detached, low-rise residential buildings. These low-density buildings often have private docks along the waterfront. There are also some larger institutional and commercial buildings scattered throughout – primarily in Rockport.
- Parking facilities comprise a significant amount of land within the Tourist Commercial lands in each of the settlement areas, and most prominently in Rockport. This is unsurprising, given the tourism pull of the River tours. However, the higher volumes of traffic and parking is a detriment to the character and small village feel of the communities.

5.4.3 Heritage

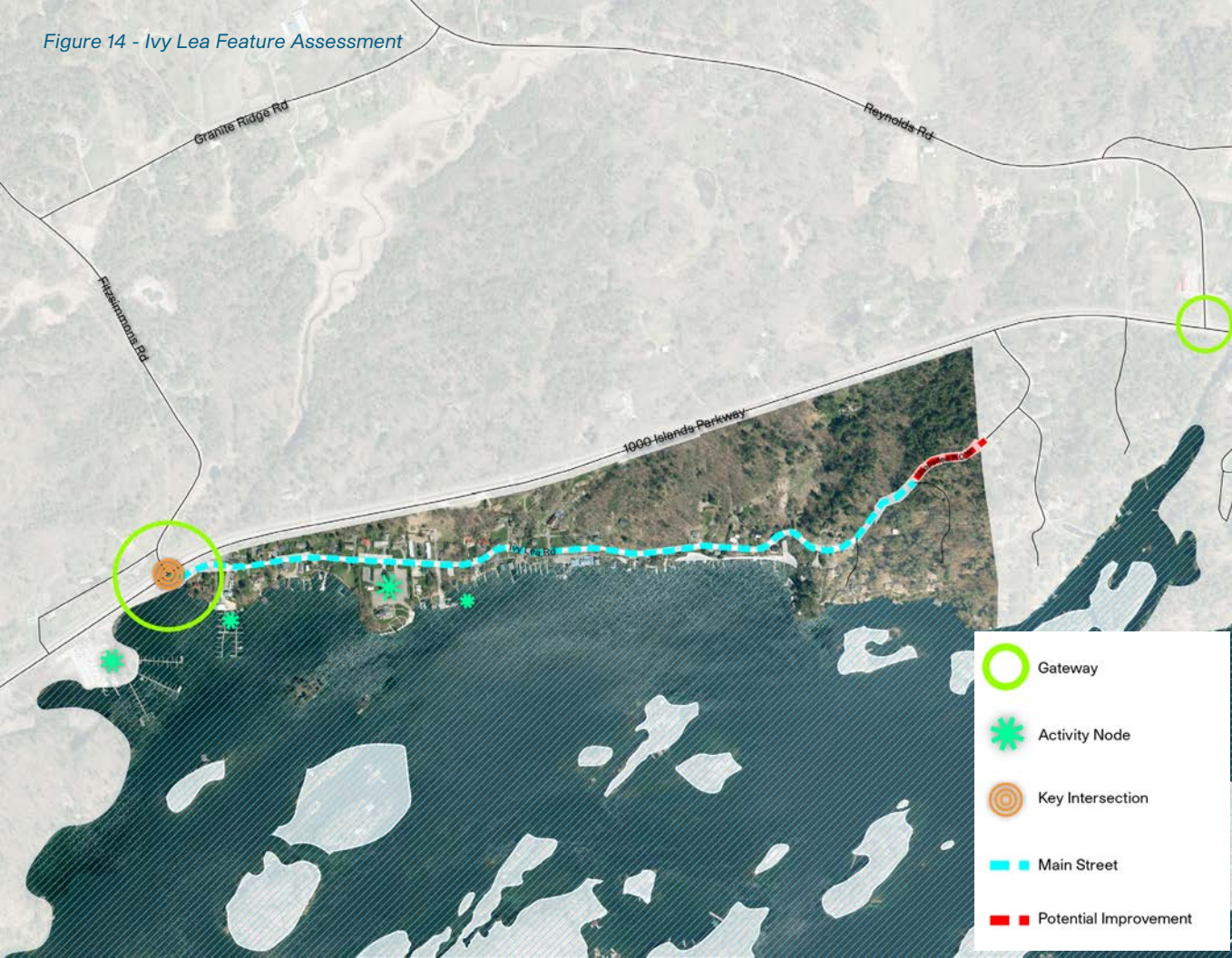
- According to the Township's heritage register, there are two buildings and/or properties identified in the vicinity of Ivy Lea, but outside of the settlement area, which include:
 - » Ivey Family House, 14 Ivey Drive
 - » Frontenac Arch Biosphere Reserve Headquarters (FABR HQ), 19 Reynolds Road
 - » Weston Hotel, 533 Thousand Islands Parkway (Weston Island)
- There are five buildings and/or properties identified within the Rockport settlement area, including:
 - » Fitzsimmons House, 3 Front Street
 - » Cornwall Store, 17 Front Street
 - » Cornwall Tavern, 19 Front Street
 - » Carnegie Address House and Sheds, 33 Front Street
 - » (no description), 54 Old River Road
- At the time of writing, the subject properties above have not been designated under Part IV of the *Ontario Heritage Act* but listed as Properties of Cultural Heritage Value. The Township should consider incorporating protections for these sites





Figure 13 - Rockport Feature Assessment

Figure 14 - Ivy Lea Feature Assessment



5.4 ROCKPORT / IVY LEA

and support for their improvement/revitalization through the CIP to recognize their heritage value.

5.4.4 Businesses

- Businesses in Ivy Lea are almost exclusively tourist lodgings, including a motel and cottages. There are also a handful of home-based businesses.
- Just outside of Ivy Lea, along Reynolds Road, there are many businesses that are less tourist oriented such as professional contracting, architectural, and engineering services. There are also more tourist-oriented businesses outside of the settlement area such as a campground, BnB, and gift shop.
- Rockport also has some tourist lodgings, but these are complemented by boat repairs, cruise rentals, restaurants, and a general store. There are also art studios located to the edges of the village core on residential parcels.
- Due to the focus on the tourism industry, with both villages offering boat tours of the 1000 Islands, much of the village core's commercial activity is seasonal. This presents both a unique challenge and opportunity to consider whether the Township would like to explore support for off-season commercial enterprises/uses.

5.4.5 Public Realm

- The Rockport Strategic Plan and Transportation Plan have identified the following concerns and opportunities for public realm improvement:
 - » Due to excessive vehicular traffic during peak seasons, interactions between cars, coaches and pedestrians become dangerous. This can be mitigated by relocating the coach entrance, developing a public parking lot outside of the village core, and adding sidewalks, fencing, and signage along Front Street.
 - » Tourists encroach on private property due to lack of clear delineation and lack of actual public spaces to enjoy the waterfront. This can be mitigated by installing landscaping, planters, and signage. The Township may also consider developing the Customs Dock into a parkette and launching a pilot project to use it as a public space. This would require approvals from multiple jurisdictions due to the location of the site.
 - » There is a lack of regard for pedestrian safety or road rules by vehicles. This can be mitigated by reducing the speed limit, installing speed cushions along Front Street and enforcing the prohibition on idling as per the township noise by-law.





- While these opportunities are presented as municipal initiatives in the strategic plan, the Township can work with local businesses and private land-owners to implement some initiatives such as installing signage, fencing, and landscaping through supportive CIP programming. The Township may consider partnering with other agencies to consider options for providing public parking to reduce the current pressures in Rockport. That said, the vehicle, cyclist, pedestrian interactions around the main Rockport entrance would need to be carefully considered.
- While Ivy Lea is a smaller village than Rockport, due to their similarity in business landscape and built form, similar public realm concerns persist; however, the spatial concentration of attractions and amenities in Ivy Lea is less dense.
- Due to the mixed nature of residential and commercial uses in Ivy Lea, delineation between public and private realm should be considered in the CIP along with general public realm improvements. Ivy Lea also lacks institutional lands, public amenities, and public access to the waterfront.
- There is a missing link between Ivy Lea Road and Village Estates Road in the form of an unopened ROW which means there is only one entrance and exit from Ivy Lea Road onto the 1000 Islands Parkway. The Township may wish to further explore the feasibility of improving



5.4 ROCKPORT / IVY LEA

5.4.6 Key Takeaways

- Rockport and Ivy Lea are key tourist destinations for the Township; however, there is a lack of truly public amenities in these areas, particularly Ivy Lea.
- Both of these areas experience major issues related to vehicular traffic, pedestrian infrastructure, and interactions between the two along the waterfront.
- Due to the scale of historical waterfront development, there are very few public water access points.
- Due to the nature of land uses and development in Ivy Lea, the impact of financial incentives may be limited. Notwithstanding this, public realm improvements may still be a viable consideration to improve some of the gaps here.
- If the CIPA in Ivy Lea is expanded non-seasonal businesses outside the village core could be included. Additionally the CIPA for Rockport could be more focused on creating a thriving commercial village core.
- Based on the community assessment, the entire settlement area of Ivy Lea is recommended as a Community Improvement Project Area to allow for maximum flexibility. For Rockport, it is recommended that the CIPA be focused on areas south of Selton Road and Old River Road to better direct CIP implementation to the core area, as there would be limited opportunities in the northern half of the settlement area.

5.5 RURAL AREA



The 'Rural Area' comprises all lands that fall outside of the Settlement Areas identified in the Township's Official Plan. The rural area of the Township can be generally broken into three sub-areas:

- **St. Lawrence South of the 401** – these lands are unique in that they consist of special policy area lands in the OP and contain the 1000 Islands Parkway and multi-use path that runs parallel to the River. This area covers approximately 15,419 hectares (excluding Gananoque, and the St. Lawrence River).
- **Lake Development Areas** – there is a range of different sized lakes and rivers throughout the Township which have attracted concentrated areas of cottage and recreational development over the years along their shorelines. This area is difficult to define in size based on its geographic distribution.
- **Agricultural/Farmland Areas** – The centre of the Township around Lansdowne and the western part of the Township is comprised of prime agricultural farmland, and the majority of the remaining rural area is characterised by municipal, national, and conservation authority parks, general rural lands, and low-density rural settlements in the form of hamlets and large lot development.

The primary gateways to the Township and Rural Area are found along the east and west extents of Highway 401, which generally runs parallel with the

St. Lawrence River. Secondary gateways exist along the 1000 Islands Parkway, closer to the river, as well as the various County Roads maintained by the United Counties of Leeds and Grenville.

5.5.1 Land Use

Designation	Area (ha)	% Land Use
Rural Area	48,474.2	80.4%
Agricultural	7,570.8	12.6%
Provincial Park	2,451.1	4.1%
National Parks	1,352.8	2.2%
Active Recreation	249.8	0.4%
Tourist Commercial	124.3	0.2%
Airport	75.0	0.1%

Table 11 - Official Plan Land Use Breakdown: Rural Area

There are also notable overlay areas found within the Rural Area as follows:

Overlay	Area (ha)
Crown Land	4209.0
Unopened ROWs	343.8
Waterbodies/Environmental Protection	12588.0

- The rural area is home to a range of different uses that are largely influenced by proximity to large bodies of water or prime agricultural lands. The majority of the Township's active recreation and tourist commercial land uses are generally focused around the St. Lawrence shoreline and south of the 401.



5.5 RURAL AREA

- Residences, farming activities, as well as limited commercial/industrial and rural home-based business activity can be found throughout the Rural Area, with the more intensive of these found along main County corridors and within the scattered hamlets.
- In addition to the above, agri-tourism and on-farm diversified uses have become increasingly popular in the Rural Area from an economic standpoint. There are a handful of these operations spread throughout the Township, and the CIP could potentially offer assistance to owners of these ventures with improvements to their properties and buildings.



development along key County Road corridors as well as concentrations of shoreline residences and tourist/recreational commercial development and cottages around some of the larger lakes.



5.5.2 Built Form

- The Rural Area is composed primarily of rural residential development forms (single detached housing, farm housing, associated rural uses), although around the lakes and St. Lawrence shoreline there are more seasonal and cottage-style residential uses, as well as a handful of rural subdivisions within the periphery of Gananoque.
- In the south of the Township, there are a number of tourist commercial sites (mainly marinas) and development that complements shoreline activities and development.
- Not counting the settlement areas, development in the rural area is densest in the south along the shores of the St. Lawrence River, with more sparse development being observed as you move north. Exceptions to this include pockets of hamlet

5.5.3 Heritage

- According to the Township's heritage register, there are 68 buildings and/or properties identified within the Rural Area of the Township. These range from churches, to graveyards, to former institutional buildings, and include a considerable number of homesteads. The distribution of heritage sites is illustrated in Appendix D along with a full listing of properties.
- At the time of the writing of this report, only 15 of the 68 properties listed have been designated under Part IV of the *Ontario Heritage Act*, with the remainder being listed as Properties of Cultural Heritage Value. The Township should consider incorporating protections for these sites and support for their improvement/revitalization through the CIP to recognize their heritage value.
- The rural area presents a further challenge in the identification and celebration of these sites as they are more dispersed and difficult to locate by travellers. The Township should consider a more accessible and clear registering process that provides public access to maps, information, and locations of heritage properties.

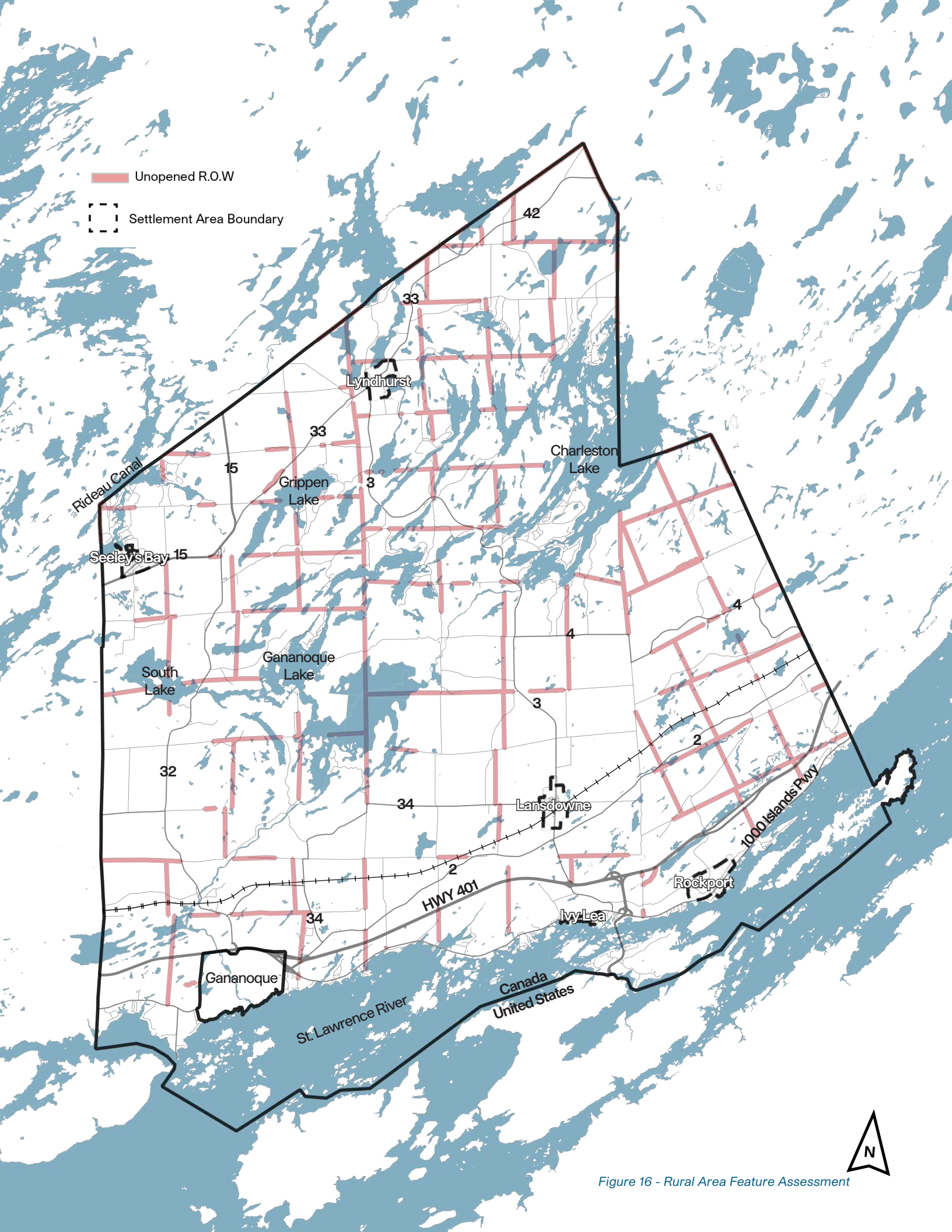


Figure 16 - Rural Area Feature Assessment

5.5 RURAL AREA



5.5.4 Public Realm

- The rural area is served by a network of County and local roads, as well as Provincial highways 401 and 15. The 401 is one of the most important key corridors and main gateway to the community, connecting the Township directly to larger centres and providing relatively easy access for tourists to and from the community.
 - There are almost 344 hectares of unopened road allowances throughout the Township – these parcels may present unique opportunities to provide trails or other public access points in the rural area, particularly where they are
- located close to natural features, parks, and other amenities.
 - While the County and Township roads in the rural area are unsurprisingly auto-centric, there may be opportunities to coordinate efforts for identifying designated rural bike corridors in consultation with the community and County and/or even improving certain corridors to better accommodate bike safety (e.g. shoulder widening, signage).
 - The primary public amenities in the Rural Area consist of lakes, rivers, Charleston Lake Provincial Park, and the 1000 Islands National Park (spread across the St. Lawrence shoreline and islands). Further to these, there are a handful of smaller Township parks and amenity spaces that consist of lookouts, 'parkour' parks, traditional green spaces/playgrounds, and water access points/boat launches.
 - The Thousand Islands Parkway (road and multi-use path) attracts a high number of multi-modal users and tourists throughout the summer months. Along these trails there are a number of lookout points that could benefit from revitalization and improvements for public benefit. It is noted that many of these sites are owned and managed by the St. Lawrence Parks Commission, and as such, coordination of efforts will be crucial to any successful improvements.



5.5 RURAL AREA



- Many of the public amenities in the Rural Area are either managed or co-managed by agencies other than the Township (St. Lawrence Parks Commission, Cataraqui Region Conservation Authority, etc.). Ongoing partnerships and coordination with these agencies will be crucial to the supporting these sites and their upkeep/use in the future.
- With the significant amount of natural water resources in the Rural Area, the Township should consider improving the number and quality of public access points to water. There are some existing sites that may be suitable for new/ improved public water access, particularly in the south of the Township along the St. Lawrence River. One example of such a site is west of Gananoque, at Bateau Channel Park, where the Township already maintains an outdoor gym and natural area leading down to the waterfront – improved water access here may be a good complement to the private dock that already exists.

5.5.5 Businesses

- The vast majority of businesses in the Rural Area appear to be located along or proximal to the County Road system. There is also a notable clustering of businesses in the 1000 Islands Parkway area south of Highway 401, which includes a considerable number of tourism, recreation, and/or commercial-focused ventures.

5.5 RURAL AREA

5.5.6 Key Takeaways

- The CIP should consider incorporating a rural aspect to its scope of programming or municipal initiatives – this would involve designating the rural area (or the entirety of the Township) as a community improvement project area.
- In response to the growing interest in agri-tourism/on-farm diversified uses in the rural area and number of heritage properties identified on the Township's register, the CIP should consider offering programming to support agri-tourism and heritage preservation.
- Depending on the context and desire, the Township could potentially offer limited CIP programming within some of the more developed areas of the Rural Area (i.e. hamlets); however, it will be important to consider whether this would spread the CIP 'too thin'.
- The Township should consider looking further into potential opportunities to leverage unopened ROWs for public use (linear trails, connections, water access) in coordination with the community, as well as the creation/improvement of water access points in the Rural Area.



Consultation Summary



6.1 Preconsultation

At the outset of the project, a preconsultation meeting was held between the Township of Leeds and the Thousand Islands, the United Counties of Leeds and Grenville (UCLG), and the Ministry of Municipal Affairs and Housing (MMAH). The purpose of the meeting was to clarify process, statutory requirements, and discuss any other logistical matters related to the preparation and adoption of the CIP. Any additional preliminary feedback was also invited to ensure a successful work program. At the meeting representative from MMAH, UCLG, and TLTI were present, along with the project team.

No significant issues or matters of concern were raised by parties and discussion was largely focused on administrative processes (review and adoption). It was noted that MMAH will review the final draft CIP prior to Council consideration of adoption and will provide any comments or feedback as necessary. UCLG staff suggested that the project team explore some of the visioning work that was undertaken by the Township as part of the official plan process. The Counties further noted that they administer a secondary suite program, which is intended to increase the supply of affordable rental housing, and may be a good complement to any housing-focused programming being considered by the Township.

6.2 Open House

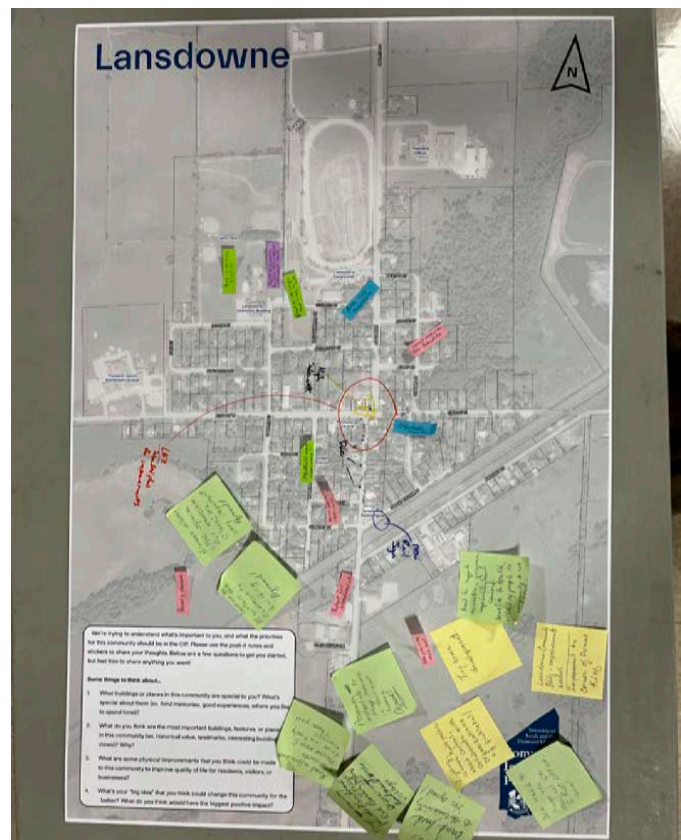
A 'drop-in' style public open house was held on May 31st, 2023 to introduce the project to members of the community and invite feedback on the issues and opportunities that exist in the Township through a community improvement lens. The session was hosted at the Lansdowne Community Building and a total of 26 attendees registered at the door. It is estimated however that approximately 50 residents attended the session throughout the evening, but chose not to sign-in. The open house was intended to supplement the project team's findings in the background report and allow the public to provide input on their vision for different areas in the community through interactive stations and visual materials.

Information boards were set up to provide more details on the project, community improvement plans,

and the project timeline. In addition to these boards, five interactive tabletop maps were placed around the room with prompting questions about each of the five 'focus areas' in the Township (identified in more detail in Section 1 of this report). Participants were asked to share any feedback and to answer one or more of the following prompting questions as part of their submission:

1. What buildings or places in this community are special to you? What's special about them (ex. fond memories, good experiences, where you like to spend time)?
2. What do you think are the most important buildings, features, or places in this community (ex. historical value, landmarks, interesting buildings, views)? Why?
3. What are some physical improvements that you think could be made to this community to improve quality of life for residents, visitors, or businesses?
4. What's your "big idea" that you think could change this community for the better? What do you think would have the biggest positive impact?

The following feedback was received from written submissions from the tabletop stations.





6.2.1 Lansdowne

- The importance of landmarks and community buildings/facilities
- Improvement of the streetscape
- Removal of hydro poles from Prince Street
- Improvement of infrastructure and amenities in the community
- Recreation and wellness for the community (especially seniors) is a top priority
- A desire for more affordable and diverse housing options
- Property Standards issues in certain areas of the community (private and public lands)

6.2.2 Lyndhurst

- Waterfront access and public lands for community use are paramount in Lyndhurst (Furnace Falls Park, lake access, etc.)
- There is a desire to improve existing public facilities and consider additional lands for improvement
- Additional amenities are desired in the community on features that are less prominent (Jonas Public Dock)
- Heritage buildings need to be better celebrated, improved, and protected

- Improvement and adaptive reuse of buildings that are underutilized or vacant
- Attraction of needed services and commercial uses to the community are desired

6.2.3 Seeley's Bay

- Recreation and tourism are cornerstones to the community and should be supported – Haskin's Point is an important feature for residents and visitors
- The community hall is well-regarded and important to the community
- Additional public amenities that are community-focused are desired (i.e. community events sign)
- More affordable and diverse forms of housing are desired
- The desire to bring back institutions such as a school, medical services, and additional after-school programming
- Interest in fostering the community as a cultural and artistic centre
- More businesses are needed on Main Street – additionally, the street should be beautified

6.2.4 Rockport/Ivy Lea

- Need remote bus/general parking in Rockport to alleviate stress on 'core' area

- Make more use of Rockport rec hall for community programs

6.2.5 Rural Area/General

- Parks, natural spaces, and water make up important components of the Township and provide plenty of opportunities
- Additional public facilities and amenities are desired in areas outside of the settlement areas where there are natural and recreational spaces
- Better road maintenance is desired along rural routes – particularly unpaved roads.
- Bicycle accommodations along County Roads and Rural Township Roads
- More public access to water and particularly the St. Lawrence River is desired
- Traffic control and speed control is desired in specific areas
- More affordable and diverse forms of housing are desired
- Heritage properties must be protected and improved
- Protection of farmland and agricultural areas is important as is supporting rural business and agri-tourism
- Improvements to recreation facilities and programming across the Township are desired

6.3 Community Survey

In addition to the open house, a community survey was published for four weeks from May 23rd, 2023 to June 16th, 2023 to gather input from the broader community and allow for feedback on priorities, opportunities, and challenges in the Township. The survey was published both online and physically to ensure the widest audience capture. A total of 185 submissions were received for the survey, providing a number of insights into the community's priorities for the development of the CIP, of which included, but was not limited to:

- **Access to nature, outdoor activities, and water/waterfronts**
- **Community facilities and resources**

- **Recreation and social activities (i.e. pickleball)**
- **Provision of parks and playgrounds**
- **Character of the communities**
- **Local business support**
- **Infrastructure and road maintenance**
- **Access to high-speed internet**
- **Increased local restaurant and shopping options**
- **General beautification**
- **Affordable housing**
- **Collaboration between the Township and community stakeholders**
- **Universal accessibility**
- **Age-friendly community initiatives**
- **Improvement of recreational facilities**
- **Promotion of tourism and economic growth**

A more fulsome report on the community survey results can be found in Appendix E of this report.



Community Improvement Plan Public Survey

Use the link below or scan the QR code with your smartphone to take ten minutes to share your thoughts on how we can improve the Township over the next ten years. Physical surveys can also be picked up at the Township Office and Library branches.

Link: <https://arcg.is/0rPyCa1>
Survey open until June 16, 2023!

Township of Leeds and the Thousand Islands

Use your phone camera to scan and access survey



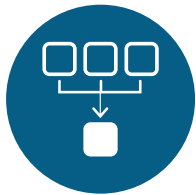
Conclusions & Preliminary Recommendations

7

7.0 Conclusions & Preliminary Recommendations

The following section outlines the conclusions drawn from the analysis, research, and consultation undertaken as part of the backgrounding exercise. The conclusions herein are intended to help guide further discussion and development of more specific recommendations for the Township and community to consider, prior to developing the Plan. It should be noted that the following may not all be best addressed under a CIP, but are still important to consider in its development.

7.1 Emerging Themes, Priorities, and Strategic Directions



Consolidate Existing Community Improvement Initiatives

The Township has a handful of complementary improvement initiatives and grant programs that could be captured under a single CIP, which would help coordinate efforts.



Property Standards & Maintenance is Important

The CIP should explore ways to support civic pride through better property standards and maintenance in the community.



Main Streets as a Backbone

Most communities are centred around one or two key main street corridors. These areas should be reinforced through programming to beautify and improve streetscapes, and celebrate local identity.



Collaboration & Coordination is Key

There are a number of different interest groups, as well as jurisdictions, to take into consideration for community improvement (i.e. community group initiatives, County roads system). Coordination and collaboration will be crucial to the successful implementation of the CIP.



Strategic Business Attraction and Retention

Given the Township's proximity to larger centres along the Highway 401 corridor and spatial distribution of its settlement areas, innovative approaches to attracting the "right" businesses and services to fill gaps are needed.



Heritage Conservation & Celebration

The Township has 102 properties listed on its heritage register, but only 17 of them are designated under Part IV of the *Ontario Heritage Act*. Built heritage and cultural heritage are important to the community and the Township should explore ways to encourage and further support, improvement, and celebration of these assets.



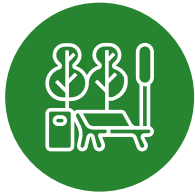
Improving Community Character through Building Stock

Facade and site improvements on properties situated along high visibility corridors can go a long way in improving the character and appeal of the community.



Establishing Stronger Connections in Settlement Areas

Wayfinding and physical improvements can be leveraged to better connect areas of activity in the Township, particularly in settlement areas where main streets may be somewhat detached from community spaces/public amenities.



Improvements to Public Amenities and Facilities

The Township has a good foundation of public amenities, sites, and facilities that are well-used by the community. Strategic investment in improvements and coordination with local community/interest groups will go a long way in ensuring their enhancement and longevity.



Addressing Housing Attainability and Diversity

The Township is dominated by single detached dwellings and a significantly disproportionate ratio of ownership to rental households (91.5% owners vs. 8.5% renters). There may be opportunities to incentivise more attainable and diverse forms of housing through community improvement.



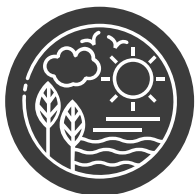
Support for Agri-Tourism & Rural Economic Development

Rural areas have been forced to adapt to a shifting economic landscape over the years, resulting in an interesting mix of home-based businesses, agri-tourism ventures, and other diverse farm-related activities. A CIP can be used to leverage support for new and growing businesses to help strengthen this sector.



Breathing new Life into Existing Buildings

There are a handful of properties and buildings in the Township that will be undergoing transformations and repurposing which may present opportunities for adaptive re-use to meet the needs of their community. Many of these properties are privately-owned, so communication and collaboration will be necessary.



Quality Access to Nature

The Township is populated with numerous lakes, rivers, parklands, the historic Rideau Canal and the mighty St. Lawrence River. One of the primary attractions of the Township are these features and the recreational opportunities they provide. Access and education should be prioritized and supported, along with conservation, where appropriate.

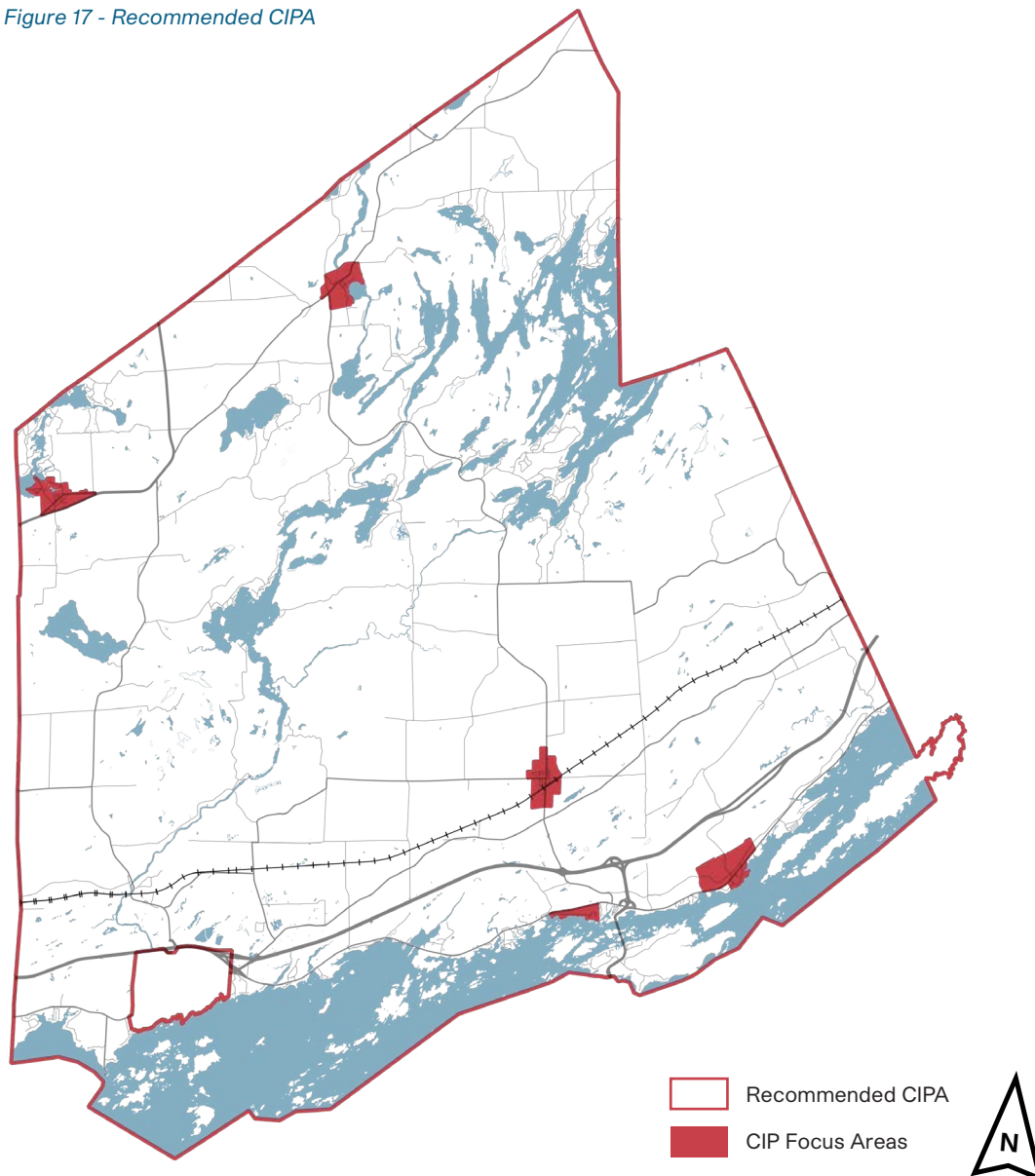
7.2 Recommended Community Improvement Project Area

Section 9.5.3 of the Township's OP identifies the settlement areas of Lansdowne, Lyndhurst, Rockport, and Seeley's Bay as "Community Improvement Areas", and that such areas may be designated in whole or in part as one or more defined Community Improvement Project Areas (CIPAs) for which a Community Improvement Plan (CIP) may be prepared. In response to the findings of this report and the interest expressed by the Township and broader community for community improvement initiatives throughout the Township (both rural area and settlement areas) it is recommended that the entirety of the Township be designated a CIPA. This would encompass the identified areas above, while including Ivy Lea and allowing for a more flexible document that can be leveraged in the rural area to support agri-tourism, heritage properties, and public initiatives outside of settlement areas.

In recognition of a broader CIPA, it will be important to ensure that CIP programming and eligibility is appropriately scoped to address specific matters in specific areas, where appropriate.

In order to designate the entirety of the Township as a Community Improvement Project Area, an amendment to Section 9.5.3 of the Township OP would be required to allow for a more general CIPA to be designated.

Figure 17 - Recommended CIPA



CIP Environmental Scan



CIP Environmental Scan

The following section provides an overview of CIPs found in seven Ontario municipalities. For each CIP, a summary of the respective plan, incentive programming, and municipal leadership initiatives (if applicable) is provided. This exercise was undertaken to allow for a comparative assessment of other CIPs generally in the region. The following communities have been selected for either their similarity in population size, similarity in geography, proximity to Leeds and the Thousand Islands, or age of the CIP:

1. Township of Rideau Lakes
2. Town of Gananoque
3. King Township
4. Town of Smiths Falls
5. Municipality of Meaford
6. Edwardsburgh/Cardinal
7. Township of Augusta

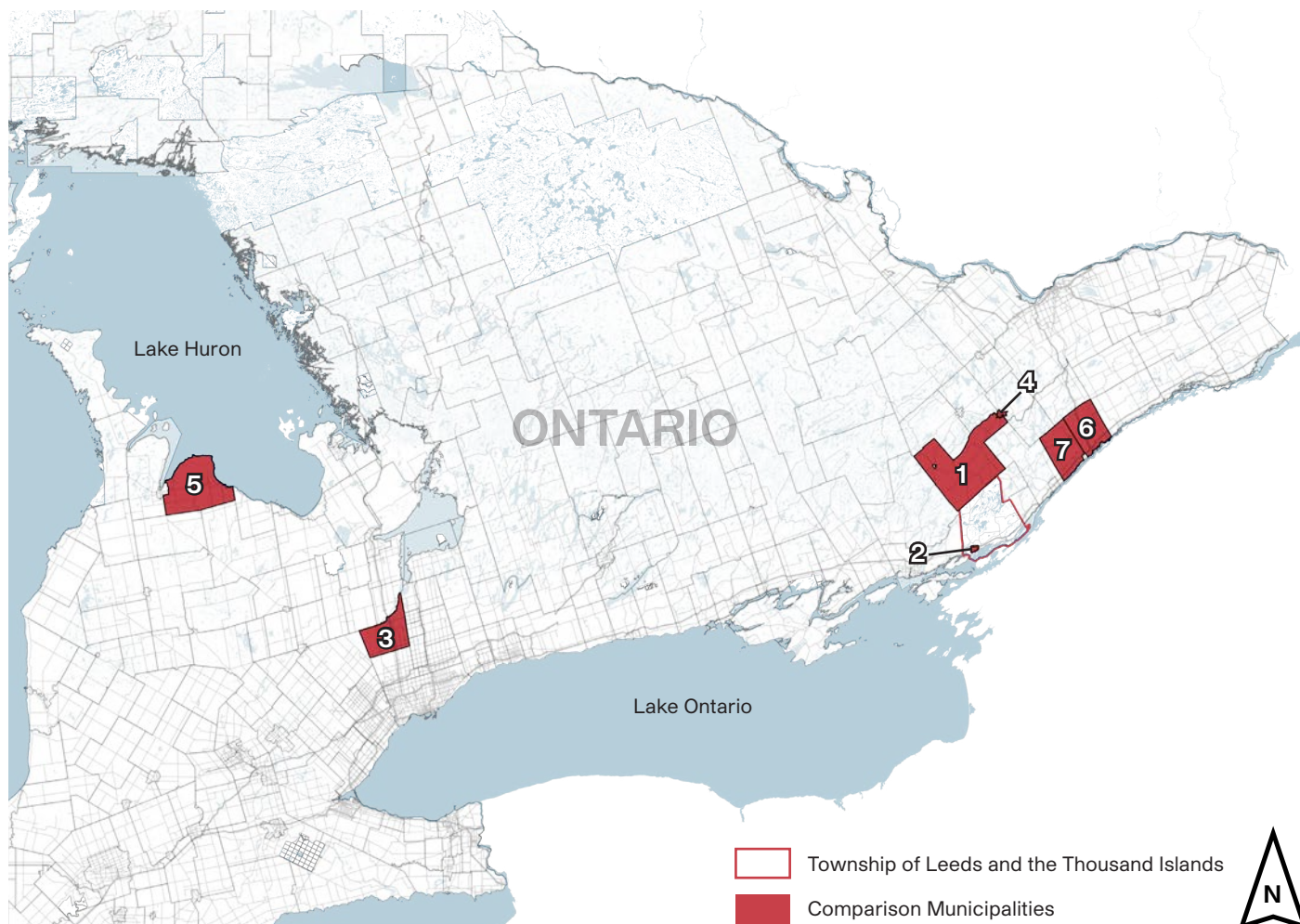


Figure 18 - Geographic Distribution of Comparison Municipalities

Township of Rideau Lakes

Population: 10,833

Adopted: 2023

Township of Rideau Lakes CIP for Villages

In 2014, the first Village Community Improvement Plan was implemented in the Village of Delta. Since 2014, Village Visioning sessions have taken place in Newboro, Portland and most recently, Chaffeys Lock. The Township of Rideau Lakes initiated this CIP to support the short- and medium-term growth of their Villages and to facilitate a long-term vision for the historic communities within the Township of Rideau Lakes. The goals and objectives of the Plan are to support and implement the realization of the Villages' visions.

Incentive Programs

Program	Details
Commercial Façade and Sign Improvements	50% of costs up to \$1,000 (projects <\$5,000) 50% of costs up to \$2,000 (projects >\$5,000)
Built Heritage Improvement	50% of costs up to \$5,000 (projects <\$50,000) 50% of costs up to \$10,000 (projects >\$50,000)
Accessibility	50% of costs up to \$2,000
Development Application Fee Offsetting	Up to 80% of planning and development application and permit fees
Low-Impact Development	50% of costs up to \$1,000 (projects <\$50,000) 50% of costs up to \$2,000 (projects >\$50,000)
Residential Conversion Grant	50% of costs up to \$5,000
Rental Housing Rebate Program	Up to 100% of planning and development application and permit fees
Additional Residential Unit Rebate Program	Up to 50% of planning and development application and permit fees
Additional Residential Unit Renovation and Construction Grant	50% of costs up to \$5,000
Affordable Housing and Home Ownership Rebate Program	Up to 50% of planning and development application and permit fees
Affordable Housing Tax Increment Equivalent Rebate	25% rebate of tax increment for 5 years

Municipal Leadership Initiatives

Home Based Business and Bed & Breakfast Development

The Township will help to promote the Rideau Lakes Villages as attractive locations to start a bed and breakfast as well as home-based businesses through developing and implementing an awareness campaign for residents.

Imageability and Hub Promotion

The Township will seek to increase the imageability of the villages by creating a stronger sense of place. This will be achieved through signage, boundary definition, marketing and promotion. The Township will seek to improve the streetscape along the main village gateway and corridor, through plantings, benches and lighting.

Town of Gananoque

Population: 5,383

Adopted: 2020

Town of Gananoque CIP

The plan designates two CIPAs with specific incentives and programs tied to each. There is the downtown area that generally aligns with the existing Business Improvement Area, and there is the town-wide area that covers the entire geographic area of Gananoque. The town-wide area is further subdivided to focus on brownfields and non-residential areas specifically. The goals of the CIP are aligned with the Town's Official Plan policies, with distinct focuses on revitalization, liveability, private sector investment, and infilling.

Incentive Programs

Program	Details
Façade	50% of costs up to \$3,000
Accessibility	50% of costs up to \$3,000
Interior	Commercial: 50% of costs up to \$2,000 Residential: 50% of costs up to \$1,000
Permit Applications	Up to \$500 for building permit and encroachment permit fees
Downtown Façade/Business Improvement Loan	\$10,000 interest-free loan amortized over 5 years for exterior/interior improvements
Covid Recovery Grant	\$1,000 for retrofits/improvements required for health and safety
Covid Recovery Loan	\$5,000 interest-free loan amortized over 5 years for retrofits/improvements required for health and safety
Brownfield Municipal Fee grant	100% up to \$500 for planning and development apps
Brownfield Study Grant	Phase I ESA: 50% up to \$5,000 Phase II ESA: 50% up to \$10,000
Brownfield Tax Cancellation	3-year cancellation for rehabilitation and development
Brownfield Tax Increment Program – 5 year	Year 1 – 100% of increment Year 2 – 75% of increment Year 3 – 50% of increment Year 4 – 25% of increment

Municipal Leadership Initiatives

**The Town of Gananoque CIP does not detail any specific municipal leadership initiatives.*

King Township

Population: 27,333

Adopted: 2022

King Township CIP

This Community Improvement Plan includes visions for the revitalization of the Village Core areas of King City, Nobleton, and Schomberg as well as the Township's Countryside, including the hamlets, agricultural and rural uses, and the Highway 11 Corridor. This Plan was initially approved by Council in 2014, focusing on the revitalization of the Village Cores. In 2021, the Plan was refreshed to align with the Township's new Official Plan and other guiding documents.

Incentive Programs

Program	Details
Façade & Signage Improvement	Signage – 50% of costs up to \$2,500 Non-residential façade – 50% of costs up to \$10,000 Residential façade – 50% of costs up to \$7,500 For corner lot, increase each above by \$5,000
Property Improvement	50% of costs up to \$10,000
Building Accessibility Improvement	50% of costs up to \$5,000
Motor Vehicle & Bicycle Parking Improvement	50% of costs up to \$5,000
Building Improvement and Use Conversion	50% of costs up to \$10,000
Planning Application & Building Permit Fee	100% of costs up to \$5,000
Tax Increment Equivalent – 10 year	Year 1 - 100% of increment, reducing by 10% annually
Agricultural Resilience and Innovation	50% of costs up to \$10,000

Municipal Leadership Initiatives

Village Public Realm Strategy

The CIP outlines detailed policies respecting a strategy for improving the public realm within all of the CIPAs. These policies work to guide both private and public activities in the respective CIPAs to achieve the CIPs vision. These policies revolve around streetscaping, landscaping, parking, and general maintenance of the streetscape.

Land and Building Acquisition and Improvement

Section 28(3) and 28(6) of the *Planning Act* enable the acquisition and improvement of land and buildings for a Community Improvement Plan. The King CIP simply reiterates these powers.

Future Studies

The CIP outlines a number of future studies and updates to plans that should be undertaken in order to help fulfill the vision of the CIP. These range from updating zoning standards, to developing urban design guidelines, to initiating a heritage conservation district within each of the CIPAs.

Town of Smiths Falls

Population: 9,254

Adopted: 2022

Town of Smiths Falls CIP

This plan focuses on four key areas: (1) universal accessibility, (2) attainable market-based housing, (3) brownfield development, and (4) downtown and waterfront area revitalization. The entire municipality is designated as a CIPA, so any property owner within the municipality is eligible to apply for the CIP's financial incentive programs for attainable housing, brownfield development, and universal accessibility (or some combination therein.) However, only applicants whose properties are in the Downtown and Waterfront Area Sub-Area within the CIPA are eligible to apply for the CIP's financial incentive programs associated with the Downtown and Waterfront Revitalization.

Incentive Programs

Program	Details
External Accessibility Improvement	50% of costs up to \$15,000
Internal Accessibility Improvement	50% of costs up to \$15,000
Attainable Housing DC Rebate	Up to 100% rebate of DCs for attainable portion
Attainable Housing Application Fee Rebate	Up to 100% rebate of application fees
Attainable Housing Tax Increment Grant	50% relief from tax increase up to 10 years
Attainable Housing Additional Residential Unit	Up to \$15,000 + additional \$5,000 (if investment is >\$30,000) + additional \$5,000 (if improvements include carbon footprint reduction)
Brownfield ESA Rebate	50% of cost of Phase II ESA, up to \$25,000. 2 studies per property, up to combined 50% or \$40,000
Brownfield Tax Increment Grant	50% municipal portion of taxes, up to 10 years
Brownfield Application Fee Rebate	50% of costs, up to \$5,000
Brownfield Improvement DC Deferral	Deferral of up to 100% of DC for 24 months
Façade Improvement	50% of costs up to \$20,000 for a non-heritage building. 85% up to \$20,000 of a Part IV OHA designated building. Additional \$5,000 for each if improvements include carbon footprint reduction
Building Restoration, Renovation, Improvement	50% of costs up to \$45,000, may be provided in installments + additional \$5,000 if Part IV OHA designated building.

Municipal Leadership Initiatives

- Revisit the Downtown Core Design Guidelines (2014), the existing set of urban design guidelines for the Downtown, to reduce opportunities for overly subjective interpretation.
- Prepare urban design guidelines that have a Town-wide applicability (e.g., for gateway areas outside of the downtown core).
- Create an attainable housing rental rate monitoring program.
- Create and implement a new sign by-law.
- Add accessibility improvements where needed, e.g., audible crosswalks, longer crosswalk times, and curb cuts with tactile surface indicators.
- Explore opportunities to partner with local business owners and create mural art.
- Review and revise the Terms of Reference for the Working Committee.
- Review Official Plan policy on CIPs and explore the opportunity to create more flexibility around gateway improvements.

Municipality of Meaford

Population: 11,485

Adopted: 2022

Municipality of Meaford CIP

In 2008, the Municipality of Meaford approved its first Community Improvement Plan that focused on downtown Meaford. Once the CIP was approved, the first grant program was initiated in 2013 as a Façade Grant. The interest and successes from the Façade Grant, prompted a CIP update in 2015 that added new incentives. The results of these efforts established an Economic Development CIP in 2016. The 2022 CIP is the first update to Meaford's Downtown and Economic Development Community Improvement Plans since 2016.

Incentive Programs

Program	Details
Buildings and Land Improvement Grant or Loan Program	Grant - 50% of costs up to \$7,500 Loan - 100% of costs up to \$50,000, amortized interest free over 10 years
Energy Efficiency Retrofit Grant or Loan Program	Grant - 50% of costs up to \$7,500 Loan - 100% of costs up to \$50,000, amortized interest free over 10 years
Study and Business Plan Grant Program	50% of costs up to \$7,500 per study – specific ESAs or other identified studies may receive up to \$15,000.
Development Charge Fee-equivalent Grant	Up to 100% of DCs
Planning Application and Review Related Fees Grant	Up to 100% of application fees
Building Permit Fees Grant	Up to 100% of application fees
Parkland Dedication or Community Benefits Charge Grant	Up to 100% of applicable parkland dedication or community benefit charges
Tax Increment Equivalent Grant Program	100% annual relief from municipal portion of tax increase in year one, reducing by 10% annually for ten years.
Brownfields Tax Assistance Program	Up to 100% of taxes (combined with provincial programs)
Affordable Housing Loan Program	Unspecified loan maximum/minimum
Tourism Destination Loan Program	Up to 100% of costs, up to \$50,000, interest free with an amortization period of 10 years (min \$10,000)

Municipal Leadership Initiatives

Surplus Lands and Buildings Program

Lands and/or buildings that are deemed to be surplus to the needs of the local Municipality by Council and which have potential for affordable housing that includes Purpose-built/secured Rental Housing Units that is expected to further the objectives of this CIP may be offered for sale at reduced or no cost, through a Request for Proposals (RFP) process. Through the RFP, the Municipality will identify the lands and buildings that are surplus and will define their project- specific standards or criteria.

Township of Edwardsburgh/Cardinal

Population: 7,505

Adopted: 2012

Revitalizing Cardinal: The Village CIP

The township has two CIPs, one for the community of Cardinal and one for the community of Spencerville. The CIP for Cardinal was initiated in 2011, due to a decline in retail and the numerous opportunities to enhance the community's historic assets and waterfront. The Spencerville CIP follows the completion of the Cardinal CIP.

Incentive Programs

Program	Details
Façade and Property Improvement Program	Grant - 50% of costs up to \$5,000 Private Loan Interest Rebate - Up to \$2,500 to cover interest
Heritage Property Improvement Program	Grant - 50% of costs, up to \$7,500 for properties designated under Part IV OHA Grant - 50% of costs, up to \$2,500 only for economic feasibility study and architectural study Private Loan Interest Rebate - Up to \$2,500 to cover interest
Housing Improvement Program	Grant Program: 50% up to \$1,500 per unit, to a max of 4 units (\$6,000 total) Private Loan Interest Rebate - Up to \$1,000 per unit to cover interest, to a max of 4 units (\$4,000 total)
Tax Increase-Based Equivalent Rebate Program	100% annual relief from municipal portion of tax increase in year one, reducing by 10% annually for ten years.
Application and building permit fees refund program	50% of application fees up to \$5,000.
Project feasibility program	50% of the cost of a specified study, up to \$5,000

Municipal Leadership Initiatives

Community Involvement Program

The intent of this program is to generally reinvigorate community organizations and encourage volunteerism to drive the implementation of this Plan. To support community involvement in the implementation of this Plan, the Township may provide support for volunteer organizations, engage community champions/leaders in order to advance the CIP and promote the incentive programs, or promote neighbour-to-neighbour property maintenance and clean-up support as a volunteer activity in accordance with the property maintenance plan.

Streetscape Plan and Improvements Program

Council may set funding to undertake the preparation of a master plan for streetscape and public realm improvements, and undertake subsequent capital projects improvements to implement the Plan. This Plan encourages the development of the Streetscape Plan prior to undertaking specific improvements, to ensure that improvements are coordinated, are logically phased and contribute to the long-term vision of the plan.

Waterfront and Open Space Improvement Program

As the Township's best public access to the water, there exists an opportunity to revitalize the waterfront as a Township destination, and even to promote the location as a tourist attraction. The existing diving attraction and potential for recreational boating are significant assets that can help draw tourists and transform Cardinal into a vibrant, historic waterfront community. In coordination with the Streetscape Plan and Streetscape

Improvements, the Township may undertake improvements to its waterfront areas.

Enhanced Property Maintenance Program

An issue raised frequently by the public was the need for improved maintenance of public space and enhanced by-law enforcement for private property owners and tenants. Recognizing that the Township has limited resources to enforce the Clean Yards By-law, this Plan promotes property clean up and maintenance through education programs and volunteerism.

Township of Augusta

Population: 7,386
Adopted: 2020

Township of Augusta CIP

In June 2020, Township of Augusta staff were advised that a CIP would be required to disburse and report on the municipality’s allocation of Main Street Revitalization Initiative funds from the Ontario Ministry of Agriculture, Food and Rural Affairs by October 2020. The Council of the Township of Augusta subsequently directed Township of Augusta staff to prepare a CIP, and to undertake a planning- and economic development-focused community survey to inform the development of the CIP and other strategic plans. The CIP largely acts as a means for implementing a façade improvement program.

Incentive Programs

Program	Details
Façade and Exterior Improvement Grant	50% of costs up to a max of \$5,000

Municipal Leadership Initiatives

**The Township of Augusta CIP does not detail any specific municipal leadership initiatives.*

Incentives Catalogue



Incentives Catalogue

One of the primary functions of a CIP is the administration of financial incentive programs to support eligible improvement projects throughout the community. This programming encourages private investment in the community and complements the public investment dedicated by the Township to improving one or more areas. Today, CIPs and their incentive programming can be specially tailored to meet a wide range of needs and priorities, depending on the local context or needs of a particular community improvement project area.

Below is a list of financial incentive program examples that the Township may wish to consider for further development and implementation in the Leeds and the Thousand Islands CIP. Most, if not all, of the following are largely focused on facilitating physical improvements to the existing building stock and lands within a defined CIPA. In terms of program structure, there are generally two options for how funding may be provided under a CIP:

1. **Matching Grants** – matching grant amounts are typically based on a percentage of eligible project costs, up to a maximum amount for a project (e.g. 50% up to \$5,000). These grants are generally approved in principle, are subject to an agreement with the applicant, and payable to the applicant upon completion of the project.
2. **Matching Loans** – matching loan amounts are also based on a percentage of eligible project costs, up to a maximum amount for a project; however, these amounts are typically much higher than a grant, as they are required to be repaid by the applicant over a 5-year period. The incentive for applicants with a loan is that it is typically structured as secured, interest-free, and amortized over five years.

A third option involves relief from the municipal portion of taxes, based on a decreasing scale over a set period of years (5, 10, etc.) - this type of program is typically reserved for larger projects involving significant anticipated increases in property assessment as a result of the improvements.

Façade/Signage Improvement

Intended to assist with the financing of improvements to one or more façades of a non-residential building associated with a business and/or signage. These grants are most effective within defined main street or primary corridor areas where improvements on multiple sites can have a compound improvement effect on a streetscape to achieve a cohesive vision. Often, this type of incentive will include signage as part of eligible works, considering signage is often incorporated into building façades; however, signage could be separated out into a distinct program if there was an identified priority or need to do so.

Agri-Tourism/Value-Added Agriculture

While CIPs traditionally have focused on downtowns and main street areas located within an urban fabric, it is important to support and recognize the value that the agricultural community has to offer in terms of community improvement. These incentives are geared to the rural area and assist value-added agricultural businesses, agri-tourism operations, and can even support some limited rural economic development or home-based businesses outside of more 'traditional' CIP areas. It is important to ensure that eligibility for these incentives is tied to compliance with applicable planning policies in the agricultural areas.

Accessibility/Code Compliance Improvement

Intended to assist building and business owners with upgrades or improvements to improve barrier-free accessibility or code compliance/performance. These are usually helpful in cases where buildings were constructed prior to modern code/accessibility requirements for a given use, wherein upgrades can be costly and even present barriers to revitalizing a building/establishing a business.

Site Beautification/Landscaping

Where a façade improvement incentive is focused on the building and signage, this incentive is more concerned with improvements to the site on which an eligible building/business is located. This incentive could support site beautification in the form of landscaping/hardscaping, improvements to pedestrian and vehicular access and parking areas, the introduction of bike parking, or other permanent site features that improve the overall visual quality of the site.

Heritage Conservation, Restoration, & Celebration

Municipalities may also offer incentives geared towards encouraging the conservation, stewardship and awareness of community heritage assets. Not only can these grants assist with the costs associated with registration and/or designation of a heritage property, they can encourage the incorporation of heritage features and construction methods into new developments as well. Heritage incentives can also be used in conjunction with projects such as educational/interpretive signage or public art to help tell the story of an area, building, or site.

Building Conversion & Expansion

This program would assist in the conversion of existing uses/buildings into new commercial, mixed-use, and/or affordable housing or non-residential uses, helping to breathe new life into spaces or allow for growth. This program could also assist with the minor expansion of existing eligible uses to support growing businesses and rental housing units in key areas of the municipality.

Affordable/Attainable Housing Grant

Intended to help with the costs associated with developing more affordable/attainable housing options (usually multi-unit). This type of incentive can encourage lower rents through breaks on costs associated with tax assessment increases, development charges, or up-front financial aid for construction. A common requirement for this type of incentive is the obligation for building/unit owners to maintain the housing units as 'affordable' or 'attainable' in accordance with a definition defined in the CIP for a minimum number of years.

Additional Residential Unit Grant

Intended to offer financial assistance in support of establishing a new Additional Residential Unit (ARU) or bringing an existing ARU 'up to code', if it was not established in accordance with applicable code or policy requirements. These types of units help to provide more 'attainable' and diverse options for housing for a fraction of the cost of constructing a new dwelling. It is crucial to ensure that local planning policy and regulation is adhered to in supporting these types of projects (OP policy, zoning requirements, etc.)

Brownfield Clean-up/Reclamation

Typically in the form Tax assistance, this incentive may be provided through the cancellation or deferral of the municipal and/ or school portions of property tax on an eligible property to assist with eligible costs of environmental remediation and rehabilitation of a brownfield. Tax assistance may be offered during the rehabilitation and/or development phases of a brownfield project. This is a provincial program that requires municipal participation through a CIP.

Green Building/Site Improvements

Intended to assist with the costs associated with energy efficiency upgrades to a building or associated equipment/infrastructure. Potential eligible projects could be EnergyStar equipment upgrades, low impact development designs for drainage or parking areas, green roofs, solar panels, or obtaining LEED certification for a building, wherein the incentive would assist with the costs. Specific eligibility criteria is important to develop for these types of incentives.

Public Art & Murals Grant

This grant would support and encourage the development and installation of public art throughout the CIPAs. This grant could cover portions of the development of public art (i.e. murals, monuments, statuary, etc.) proposed by private property owners, businesses, community groups, or other organizations. Due to the scope of this program, it may be well-suited to combine with a larger grant category such as the façade improvement or site beautification programs.

Application Fee Rebates

Intended to relieve the financial burden that can sometimes be associated with costly building permit or planning application fees associated with expanding, renovating, or establishing a business (minor variances, zoning by-law amendment, site plan control, etc.). This type of incentive is often contingent on other more substantial incentives associated with visual/physical improvements to a building or site.

Professional Fee Grants

Similar to the application fee incentive, this incentive is intended to assist with the costs associated with the preparation of studies, plans, or designs required to facilitate an eligible improvement project. These could include professional design or engineering fees to prepare: concept plans, site plans, environmental studies, structural analyses, inspections, traffic impact assessments, or other required studies which may be required. One important consideration with this grant is to determine whether the Township wishes to financially support feasibility exercises vs. actual pre-development activities that translate to a completed project.

Tax Increment Grants

To help offset increases in property taxes due to improvements, many municipalities in Ontario offer Tax Increment Grants or “TIGs” as part of their CIP incentive options. Simply put, a TIG is an annual rebate on the municipal property taxes, intended to reimburse the owner for part or all of the increase in taxes resulting from the completion of eligible improvements. TIG grants are typically calculated as a percentage (up to 100%) of the increase in municipal property taxes from “pre-development” to “post- development” and are paid annually over a set term of years outlined in the CIP.

External Sources of CIP Funding



External Sources of CIP Funding

The Federal and Provincial governments administer a range of supporting programs that complement the overarching goals of community improvement. Below is a non-exhaustive list of potential funding/support sources that may be available to the Township as it pursues the implementation of its CIP over the next 10 years. Careful consideration of supportive funding sources should always be included as part of the year-to-year implementation and planning of a CIP to help ease the financial burden on the Township.

Eastern Ontario Development Fund

<https://www.ontario.ca/page/eastern-ontario-development-fund>

The Eastern Ontario Development Fund provides support for projects and investments to businesses, municipalities and not-for-profit organizations for economic development in eastern Ontario. The fund provides financial support as well as complementary services to aid in projects undertaken by businesses or the municipality. This fund may be a potential source of complementary funding for local businesses and the Township as it implements the CIP, and should monitor opportunities once the CIP is adopted.

Potential funding for a community economic development project could be:

- up to 50% of eligible project costs to a maximum of \$1.5 million, subject to the application process and eligibility.

Ontario Brownfields Financial Tax Incentive Program

<https://www.ontario.ca/page/brownfields-financial-tax-incentive-program>

The Brownfields Financial Tax Incentive Program (BFTIP) is a financing tool from the Government of Ontario that helps municipalities give tax assistance to clean up brownfield properties. Under the program, municipalities can get provincial education property

tax assistance to match municipal property taxes to help offset the remediation costs a property owner incurs when cleaning eligible brownfield properties. If a property is eligible for the program, the Province can cancel all or a portion of the property owner's education property taxes for up to six years for business development and up to 10 years for residential development.

To be eligible, the property must be located within a CIPA with an adopted CIP that contains supportive brownfield initiatives and/or programming, and must have results from an environmental site assessment describing the remediation needed.

Ontario Rural Economic Development (RED) Program

<https://www.ontario.ca/page/rural-economic-development-program>

Ontario's Rural Economic Development (RED) program provides cost-share funding to support activities that create strong rural communities in Ontario. The program provides funding assistance to address barriers to economic development, build community capacity, and invest in the diversification and growth of local economies. This program presents a good opportunity for the Township to pursue financial support for any municipal leadership initiatives identified in the eventual CIP. Due to the timing of the CIP project, the Township should be looking to intake periods and programming for 2024 once information becomes available.

Potential funding for a municipal project could be:

- up to 50% of eligible project costs to a maximum of \$150,000 (economic diversification and competitiveness stream)
- up to 30% of eligible project costs to a maximum of \$250,000 (strategic economic infrastructure stream)

Ontario Trillium Foundation (OTF)

<https://www.otf.ca/>

The Ontario Trillium Foundation (OTF) administers a number of different grant programs that are available to charities, non-profit organizations, or municipalities, subject to certain criteria. Funding may be available to complement or support one or more municipal leadership initiatives in the eventual Township CIP and should be communicated to the community to support their own projects. Due to the timing of the CIP project, the Township should be looking to intake periods and programming for 2024 once information becomes available.

Potential funding amounts are dependent on the specific grant and scope of project.

FCM: Green Municipal Fund

<https://greenmunicipalfund.ca/>

The Green Municipal Fund (GMF) helps local governments switch to sustainable practices faster. The mix of funding, resources and training gives municipalities the tools they need to build resiliency and create better lives for Canadians. GMF is a \$1.6 billion program funded by the Government of Canada. Depending on the eventual priorities of the CIP/Township, this fund may be of assistance for improving sustainability in the Township's organization and facilities.

Potential funding amounts are dependent on the specific grant and scope of project.

Investment Ready: Certified Site Designation

<https://www.ontario.ca/page/available-funding-opportunities-ontario-government#section-9>

An Investment Ready: Certified Site designation is issued to properties that have successfully completed a set of program requirements to demonstrate that a property is primed for development and ready for investment. This program can assist the Township with the financial burden of preparing and marketing lands for development, and fulfilling the requirements to achieve a "certified site" status.

Potential funding for a project could be:

- Up to 50% of eligible expenses up to a max of \$50,000 per site

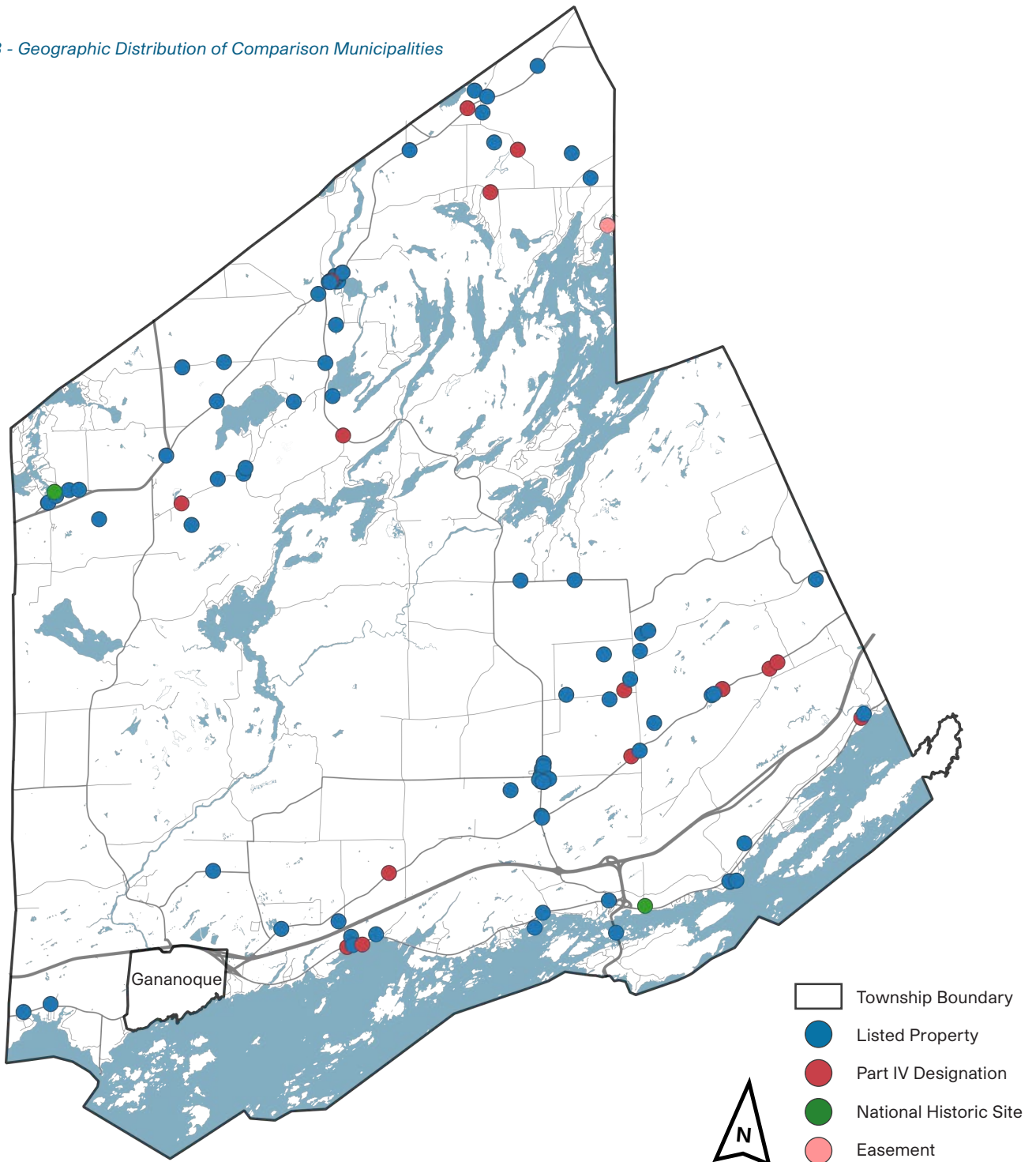
Township Heritage Properties



Township Heritage Properties

The Township's built heritage assets are highly valued by the community and are an important part of its identity today. Led by the Municipal Heritage Committee, the Township maintains a Municipal Heritage Properties Register identifying sites of cultural heritage value. Due to the considerable number of properties listed on the register, combined with the community's support for continued heritage conservation, celebration, and preservation, it is highly likely that the CIP will contain complementary programming. As such, a spatial exercise was undertaken to map the Township's listed heritage properties, allowing for a more tangible understanding of their distribution. This map is followed by a table containing details on the Township's heritage property register – according to the register, there are 109 properties listed.

Figure 18 - Geographic Distribution of Comparison Municipalities



ID	Type	Description	Address
1	Listed Property	Anglican Church	1 Church Street, Lansdowne
2	Part IV Designation	Larue Mills Cemetery	1000 Islands Parkway
3	Part IV Designation	Love Blacksmith Shop	101 Cook Street, Lyndhurst
4	Listed Property	Lansdowne Hardware Store	1 King Street, Lansdowne
5	Listed Property	Darling House	10 Grand Truck Avenue, Lansdowne
6	Listed Property	Harvey House	105 Ormond Street, Lyndhurst
7	Listed Property	William Cook House	102 Cook Street, Lyndhurst
8	Listed Property	Kavanaugh Farm (circa 1840)	105 Quabbin Road, Mallorytown
9	Part IV Designation	Locust Grove Farm	1066 County Road 2., Lansdowne
10	Part IV Designation	W.P. Earl General Store	1084 Prince Street, Lansdowne
11	Listed Property	Haffie House	1086 Prince Street, Lansdowne
12	Listed Property	Holy Trinity Anglican Church	107 Holy Trinity Road, Lyndhurst
13	Listed Property	N/A	1079 County Road 2
14	Part IV Designation	Merchant's Bank	1104 Prince Street, Lansdowne
15	Listed Property	N/A	1113 Prince Street, Lansdowne
16	Listed Property	Chalmers Presbyterian, Masonic Lodge	1143 Prince Street, Lansdowne
17	Listed Property	Firehall	11 King Street, Lansdowne
18	Listed Property	The Old Fodey House	1149 Prince Street, Lansdowne
19	Listed Property	Henry Washburn House	117 Raison Road., Delta
20	Listed Property	John Singleton's Stone House	115 Red Horse Lake Road, Lyndhurst
21	Listed Property	William Beatty House	1215 Prince Street, Lansdowne
22	Listed Property	Shaw Homestead, Stoneboat Farm	1210 County Road 2., Lansdowne
23	Listed Property	Original owners Grier (Greer?)	122 Centennial Road., Lansdowne
24	Listed Property	Street John's Leeds United Church	125 Sweet's Corners Road, Lyndhurst
25	Listed Property	Gilbert Carriage Factory	129 Main Street Seeley's Bay
26	Listed Property	Gilbert Brick House	131 Main Street Seeley's bay
27	Part IV Designation	Old Seaman House	1313 County Road 2
28	Part IV Designation	Cook House	1313 County Road 2, Lansdowne/Mallorytown
29	Listed Property	Street Paul's Church	1328 County Road 2., Lansdowne
30	Listed Property	Escott Cemetery	1331 Country Road 2, Lansdowne
31	Part IV Designation	Springfield House	1365 County Road 2., Mallorytown
32	Part IV Designation	Township Hall	1367 County Road 2
33	Listed Property	Truesdell's Hotel, McFadden Livery burned 1913	14 Grand Trunk Avenue, Lansdowne
34	National Historic Site	N/A	14 Darlingside Drive
35	Listed Property	N/A	14 Ivey Road
36	Part IV Designation	Willoughby House / William F. Bracken House	143 Ellisville Road, Seeley's Bay
37	Listed Property	Dr. Gardiner House	159 Main Street, Seeley's bay
38	Listed Property	John Bracken House	152 Ellisville Road, Seeley's Bay
39	Part IV Designation	Mount Pleasant Church/Black Church	160 Black Church Road., Lyndhurst
40	Listed Property	Jones Roddick Stone House	169 Jonas Street, Lyndhurst
41	Listed Property	Wellington Johnson House	167 Jonas Street, Lyndhurst

ID	Type	Description	Address
42	Listed Property	Horton Farm	166 Union Road., Lansdowne
43	Listed Property	Cornwall Store	17 Front Street, Rockport
44	Listed Property	Richardson House	172 Main Street, Seeley's bay
45	Listed Property	N/A	1791 Blue Mountain Road, Mallorytown
46	Listed Property	N/A	1801 Blue Mountain Road, Mallorytown
47	Listed Property	N/A	1803 Blue Mountain Road, Mallorytown
48	Listed Property	McCrea House	184 Warburton Road, Lansdowne
49	Listed Property	Cornwall Tavern	19 Front Street, Rockport
50	Listed Property	Chapman/Hotchkiss House	186 Main Street, Seeley's Bay
51	Listed Property	FABR HQ	19 Reynolds Road
52	Part IV Designation	Soperton Cemetery	190 County Road 42., Lyndhurst
53	Listed Property	Beatty House	2 Beatty Street, Lansdowne
54	Listed Property	Niblock House	194 Sweet's Corners Road, Lyndhurst
55	Listed Property	Levi Soper House	200 County Road 42., Delta
56	Listed Property	Green's Stone Stable	207 Black Church Road, Athens
57	Listed Property	Galway House	214 Lyndhurst Road., Lyndhurst
58	Listed Property	McConnell House	202 Ellisville Road., Seeley's Bay
59	Listed Property	N/A	208 Eden Grove Road., Lansdowne
60	Listed Property	McKutcheon Stone House	221 Hwy 15., Seeley's Bay
61	Listed Property	N/A	222 County Road 42., Delta
62	Listed Property	George Ellis Store	237 Ellisville Road, Seeley's Bay
63	Listed Property	Larue House	247 Old River Road., Lansdowne
64	Listed Property	United Church, Grove Methodist	25 Miller Street, Lansdowne
65	Listed Property	Weston Hotel	25 King Street, Lansdowne
66	Part IV Designation	Seaman House	28 Old River Road., Lansdowne
67	Listed Property	Fitzsimmons House	3 Front Street, Rockport
68	Listed Property	N/A	298 Ellisville Road, Seeley's Bay
69	Listed Property	Barnabus Chipman Stone House	308 County Road 42., Delta
70	Listed Property	Carnegie Address House and sheds	33 Front Street, Rockport
71	Part IV Designation	Long Point School	3410 County Road 3., Lyndhurst
72	Listed Property	Richard Singleton's Stone House	3439 County Road 3., Lyndhurst
73	Listed Property	Lillies Cemetery & Baptist Burying Ground	344 Highway 15
74	Listed Property	Thomas Tye House	354 Ellisville Road, Lyndhurst
75	Listed Property	The Gray House	282 Thousand Island Parkway
76	Part IV Designation	N/A	363 Lower Oak Leaf Road., Lyndhurst
77	Listed Property	Bresee House (H.T. Webster's)	376 Lyndhurst Road, Lyndhurst
78	Listed Property	Henry Green Store (Jim Wing's)	413 Lyndhurst Road, Lyndhurst
79	Listed Property	Sturdevent Cemetery	39 Cliffe Road
80	Listed Property	Edgar's (Temperance) Hotel	432 Lyndhurst Road., Lyndhurst
81	Listed Property	Green, Putnam House (Green Gecko)	436 Lyndhurst Road., Lyndhurst
82	Listed Property	William Tye Stone House	399 Sweet's Corners Road
83	Listed Property	Lyndhurst Public School	452 Lyndhurst Road, Lyndhurst
84	Listed Property	Dugal Blacksmith Shop	442 Lyndhurst Road, Lyndhurst

ID	Type	Description	Address
85	Listed Property	N/A	467 Union Road., Lansdowne
86	Listed Property	N/A	465 County Road 2
87	Listed Property	N/A	4520 Country Road 2
88	Listed Property	George Murphey Stone House	468 Upper Oak Leaf Road, Lyndhurst
89	Listed Property	Willowbank Cemetery	4714 County Road 2., Gananoque
90	Listed Property	Via Rail Station	472 Station Road
91	Listed Property	N/A	54 Old River Road., Rockport
92	Part IV Designation	Union Church and Cemetery	548 Union R., Lansdowne
93	Listed Property	Greenfield School	549 Warburton Road, Lansdowne
94	Listed Property	Taylor House	584 Union Road., Lansdowne
95	Listed Property	N/A	643 Lyndhurst Road., Lyndhurst
96	Listed Property	N/A	559 County Road 2
97	Listed Property	Weston Island	533 Thousand Island Parkway
98	Part IV Designation	Stone Haven/Landon House	652 County Road 2., Lansdowne
99	Listed Property	N/A	843 Prince Street, Lansdowne
100	Listed Property	N/A	72 River Road
101	Listed Property	N/A	901 County Road 2
102	Listed Property	J.D.W. Darling Office	8 Grand Truck Avenue, Lansdowne
103	Part IV Designation	Lyndhurst Bridge	Lyndhurst Bridge
104	National Historic Site	Lansdowne Iron Work National Historic Site	Mill Street, Lyndhurst
105	Listed Property	St. John,Ãs Anglican Church and Cemetery	125 Sweets Corners Road, Lyndhurst
106	Part IV Designation	Buell Cemetery - Potter's Field	Old River Road., Lansdowne
107	Easement	Fallon Property	Stave Island
108	Listed Property	Lansdowne Iron Works	North side of Country Road 33 at Cook Street West and south east shore south of the dam
109	Listed Property	Thousand Islands International Bridge	Ivy Lea and Constance., Georgina and Hill Islands

Community Survey Results



Community Survey

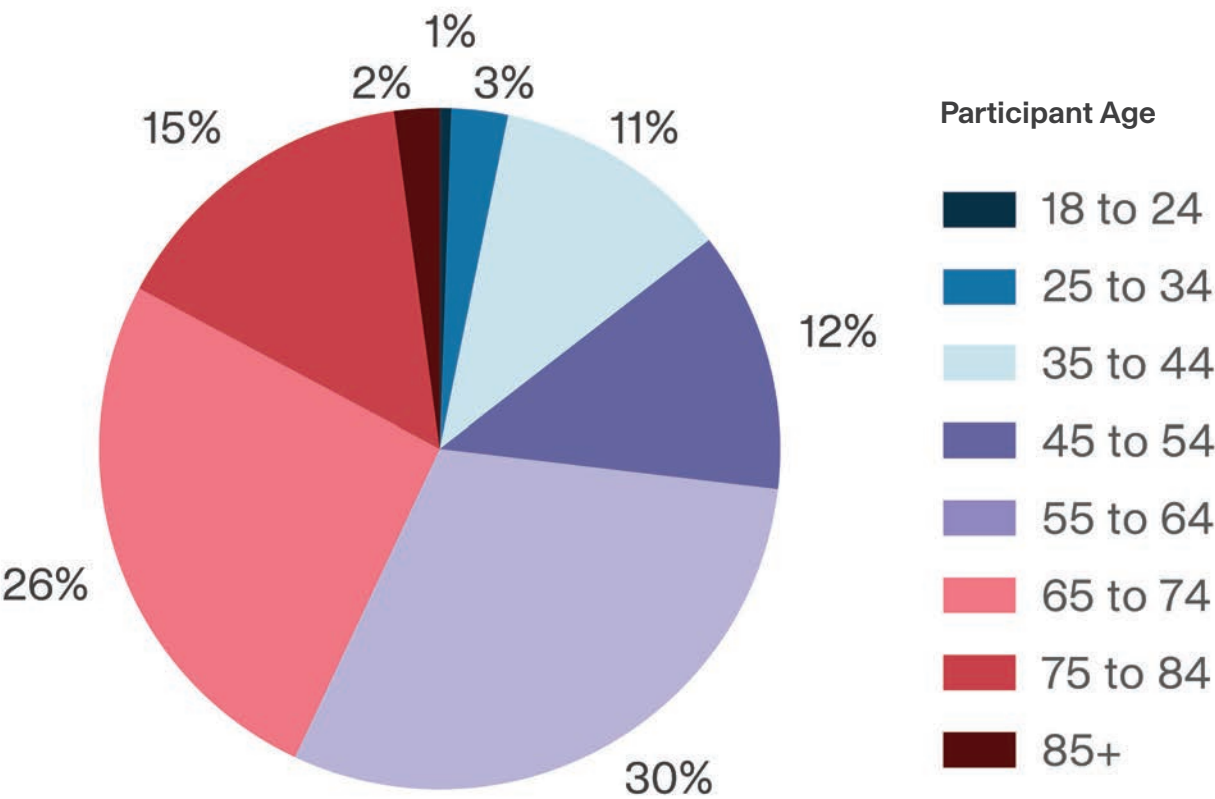
As part of the Consultation Strategy, the project team conducted an online survey to gather valuable insights from residents and stakeholders in the community. The online survey received a strong response, with over 180 participants sharing their perspectives. The survey aimed to understand the community's perspective on the Township today, and identify areas of improvement for the future. Respondents were asked a series of questions regarding the strengths, weaknesses, and

priorities for the Community Improvement Plan.

The following chapter provides a summary of the online survey, with an overview of results and key themes expressed by the participants. The survey responses will help guide the goals for the Community Improvement Plan, in order to address the community's needs and aspirations.

Question 1: What age group do you fall within?

To gain insights into the demographics of the respondents, participants were asked to share their age. The survey revealed that the majority of respondents fell within the age range of 45 to 84 years old, comprising 83% of the participants. Those below the age of 45 accounted for 17%.





"Lansdowne park and all the amenities it offers: tennis/basket ball court, fitness trail."

"The community is all about the people. Neighbours are there to lend a hand when your in need."

"Beautiful and serene."

"The river, outdoor recreation opportunities, friendly people, and proximity to larger centres."

"The little villages and their murals."

Question 2: Thinking about where you spend most of your time in the Township, what do you like most about the community(ies)?

In order to understand the aspects of the community that residents appreciate the most, participants were asked to reflect on the areas where they spend the majority of their time within the Township. By exploring these responses, we gain valuable insights into the key strengths and assets of the Township that contribute to its overall appeal and quality of life for its residents. The following summarizes the responses received:

- **Access to Nature and Outdoor Activities:** This theme was the most frequently mentioned, with 32 responses highlighting the availability of nature and outdoor activities in the community. Residents appreciated having access to parks, trails, recreational opportunities, and the landscape's scenic beauty.

- **Community Facilities and Resources:** 15 responses mentioned the presence of community facilities and resources. This includes amenities such as community centres, sports facilities, and public services that contribute to the overall quality of life in the area.
- **Water Access and the Waterfront:** 13 responses emphasized the importance of water access and waterfront areas. Living near lakes, rivers, or beaches provided residents with recreational opportunities and scenic beauty.
- **Pickleball:** Notably, 11 responses specifically mentioned pickleball, indicating its popularity as a recreational activity within the community.



- **Parks and Playgrounds:** Several responses highlighted the presence of parks, playgrounds, and splash pads. These amenities were appreciated for providing spaces for families and children to enjoy outdoor activities.
- **A Welcoming Place:** The welcoming nature of the community and the friendliness of its residents were stated as positive aspects of the municipality. The small-town atmosphere contributed to a sense of community and connection.
- **Libraries:** 7 responses expressed appreciation for the local libraries, which are important resources for education, entertainment, and community engagement.
- **Local Businesses:** 5 responses acknowledged the presence of local businesses and shops, which contribute to the economic vitality and convenience of the community.



Question 3: Thinking about where you spend most of your time in the Township, what are some ways to improve the community(ies) for the benefit of those living, working, or visiting?

To gather ideas for enhancing the community's well-being and livability, participants were invited to share their suggestions on improving the Township for the benefit of its residents, workers, and visitors. This question aimed to identify potential areas of improvement and gather innovative solutions to address challenges or capitalize on opportunities within the community. The following summarizes the responses received:

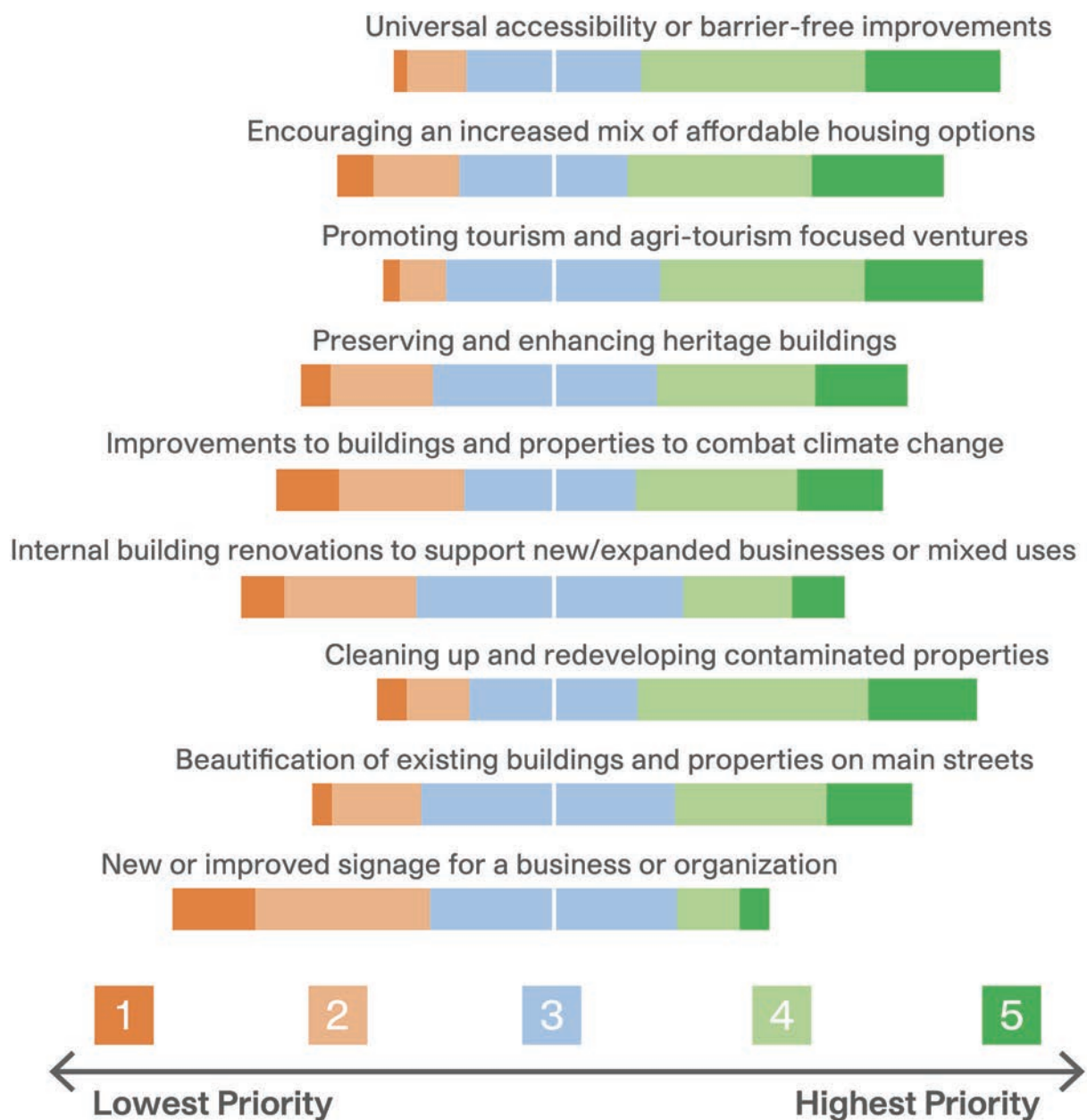
- **Infrastructure Maintenance:** Several responses addressed concerns about out-of-service light poles, high curbs, deteriorating court surfaces, and the need for better maintenance of the ball diamond and Centennial Park.
- **Recreation and Social Activities:** The community expressed a need for more recreational and social opportunities, particularly for children, youth, and seniors, emphasizing the importance of community development and local support.
- **Access to Wired High-Speed Internet:** Multiple responses highlighted the need for improved access to wired high-speed internet throughout the community.
- **More Restaurant and Shopping Options:** Some residents desired a greater variety of restaurant and shopping choices, especially along the Rideau lakes.
- **Outdoor Concert Stage:** A suggestion was made to add an outdoor stage for summer concerts, specifically near Gananoque.



- **Increased Waterfront Access:** Residents expressed a desire for increased public access to the waterfront and more boat launch locations.
- **Public Transportation:** Suggestions were made to establish public transportation to nearby towns, such as Kingston and Gananoque, to improve accessibility for seniors and enhance the overall appeal of the communities.
- **Affordable Housing and Tiny Homes:** There was an expressed need for affordable housing options, including the consideration of tiny homes.
- **Property Standards and Bylaws:** Residents emphasized the importance of enforcing property standards and implementing appropriate bylaws to maintain the appearance of properties and address issues like short-term rentals.
- **Communication and Collaboration:** Better communication and collaboration between the township, residents, and community stakeholders were emphasized to address concerns, improve facilities, and support local businesses.
- **Infrastructure Upgrades:** Calls were made for various infrastructure upgrades, such as improving pickleball courts, bike paths, signage, road, and sidewalk maintenance, and enhancing recreational facilities.
- **Environmental Cleanup and Beautification:** The community expressed a desire for better cleanup and maintenance of public spaces, including parks, sidewalks, and overall community appearance.

Question 4: How would you rank each of the following in terms of their priority to you/your community?

In order to better understand the priorities of the participants and their respective communities, respondents were asked to rank a list of items according to their level of importance. This question aimed to capture the relative significance of various aspects in the eyes of the respondents and their communities. By analyzing the rankings provided, we can gain valuable insights into the areas that are considered high priority for both individuals and the community as a whole. The following summarizes the responses received:





Question 5: Is there anything else not mentioned above that you think should be a priority in the community improvement plan? If so, please provide a brief explanation.

- **Increased Access to Waterfront:** Many individuals expressed the desire for improved access to waterfront areas, such as lakes and rivers, recognizing their value for recreation, tourism, and overall community well-being.
- **Barrier-free Accessibility:** The community members stressed the importance of creating barrier-free environments, including accessible infrastructure, buildings, and amenities, to ensure equal opportunities for individuals with disabilities.
- **Upkeep and Maintenance of Roads:** Several respondents mentioned the need for better maintenance of roads, including repairs and pothole filling, to enhance safety and convenience for residents and visitors.
- **Age-Friendly Community Initiatives:** Respondents suggested revisiting age-friendly community initiatives and implementing measures to enhance the quality of life for older adults, such as providing senior-friendly recreational options and facilities.
- **Development and Improvement of Recreational Facilities:** Several community members highlighted the importance of investing in recreational facilities, such as community centres, sports complexes, and parks, to provide diverse recreational opportunities and enhance community well-being.
- **Marina Investments:** The respondents emphasized the preservation and improvement of waterfront areas, advocating for the encouragement of marina investments and the creation of attractive waterfront spaces for the community to enjoy.

Question 6: Do you have any ideas for projects or initiatives that the Township should consider as part of the community improvement plan? Be creative, there are no wrong answers!

Maintain roads and infrastructure:

- Repair potholes and cracks on major roads.
- Implement regular road maintenance schedules.
- Upgrade and expand existing infrastructure to accommodate increasing traffic.
- Improve signage and road markings for better safety.
- Improve road conditions for cycling and create rest stations.
- Improve parking facilities without compromising the village look.

Improve communication and transparency:

- Create a dedicated website to share information about ongoing projects and updates.
- Hold regular town hall meetings or community forums to address concerns and gather feedback.
- Implement an online suggestion portal to allow residents to submit their ideas and concerns.
- Enhance social media presence to keep residents informed about local government activities.

Enhance community engagement:

- Organize community events and festivals to foster a sense of unity.
- Encourage volunteer programs to engage residents in community service.
- Enhance youth activities and engagement.
- Collaborate with local schools and organizations to offer educational and recreational programs for residents of all ages.

Sustainability:

- Promote alternative construction methods and sustainable living.
- Draw future residents, businesses, industries and visitors who are attracted to a municipality that prioritizes sustainable consumption/circular economy/reducing waste

Support local businesses:

- Create a small business development centre to provide resources and support to local entrepreneurs.
- Implement initiatives to attract new businesses to the area.
- Offer grants or incentives to help existing businesses expand and/or upgrade their facilities.
- Promote "Shop Local" campaigns to encourage residents to support local businesses.

Beautification and maintenance:

- Implement regular street cleaning and garbage collection programs.
- Plant trees and flowers along roads and public spaces to enhance aesthetics.
- Renovate and improve public parks and playgrounds.
- Enforce stricter regulations for property maintenance to prevent blight.
- Improve property maintenance awareness and enforcement.

- Enhance community beautification projects.

Develop affordable housing:

- Partner with developers to create affordable housing complexes or mixed-income neighborhoods.
- Provide financial incentives or tax breaks for developers who include affordable housing units in their projects.
- Collaborate with nonprofit organizations to offer affordable housing programs for low-income residents.
- Conduct a housing needs assessment to identify specific areas of need and develop targeted solutions.

Improve recreational facilities:

- Build new sports complexes, playgrounds, and community centres.
- Upgrade existing recreational facilities with modern amenities and equipment.
- Expand walking and cycling trails.
- Provide more opportunities for organized sports leagues and fitness programs.
- Maintain and enhance parks and recreational facilities.

Enhance public transportation:

- Increase the frequency and coverage of public transportation routes.
- Improve infrastructure for pedestrians and cyclists, including bike lanes and sidewalks.
- Explore the feasibility of introducing shuttle services or ride-sharing programs.
- Enhance connectivity between different modes of transportation, such as buses and trains.

Increase accessibility:

- Install ramps and elevators in public buildings to improve accessibility for people with disabilities.
- Improve sidewalks and crosswalks to ensure safe access for pedestrians.
- Offer transportation services for elderly

or disabled residents who have difficulty accessing public transportation.

- Provide accessible information and communication options for individuals with hearing and/or visual impairments.

Promote tourism and economic growth:

- Develop marketing campaigns to attract tourists to the area.
- Support local cultural events and festivals to showcase the community's unique attractions.
- Encourage the development of hotels, restaurants, and other tourism-related businesses.
- Collaborate with regional tourism boards and organizations to promote the area as a destination.

Develop a sports tourism strategy.

- Address water and sewage issues:
- Upgrade aging water and sewage infrastructure.
- Implement water conservation programs and initiatives.
- Conduct regular maintenance and inspections of water and sewage systems.
- Invest in wastewater treatment facilities to ensure proper disposal and prevent pollution.