



To: Mayor and Council

From: Julia Crowder, Manager of Economic Development and Tourism

Date: May 23, 2024

Committee of the Whole Date: June 24, 2024

Title: Centre Street Revitalization Master Plan

☐ For Direction

☐ For Information

☒ For Adoption

☒ Attachment (77pg)

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**Recommendation: THAT Council of the Corporation of the Town of Smiths Falls pass a Bylaw to adopt the Centre Street Revitalization Master Plan.**

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**Purpose:**

To provide Council with the draft final Centre Street Revitalization Master Plan for adoption.

**Background:**

The Revitalization of the Centre Street area was outlined as a key priority as part of the Town's 2019-2022 Strategic Plan. Downtown and Waterfront Development, Investment Attraction and Business Retention and Expansion was recently identified as a new key priority in the Town's 2023-2026 Strategic Plan.

Staff engaged a consultant in late 2022 for the first phase of the project which resulted in [Visioning and Design](#) report. The report recommended a fulsome Master Plan be developed to guide the Town in implementing a 20-year redevelopment project.

Council awarded a contract to GSP Group for the development of the Centre Street Revitalization Master Plan and the project beginning in fall of 2023.

A series of public and stakeholder consultations were held throughout the development process including consultation with private landowners and community stakeholders.

**Analysis and Options:**

The Centre Street area has been under utilized for many years. The area presents an opportunity to offer the community new public realm and green spaces, further connections and integration into the Downtown Core, create recreational trails extensions as well as present additional economic and tourism benefits including commercial and residential uses.

The Canal District Master Plan (Attachment A) sets out the highest and best use for the downtown waterfront area and will serve as the Town's guiding document for redevelopment.

Although the majority of the adjacent property is held by private landowners, recommendations within the plan suggests the Town take a lead role in planning the areas future and act as a catalyst for change and future redevelopment through key actions which include:

- Assuming, upgrading and investing in linear assets (roads, sanitary and storm sewers, watermains, and municipal parking lots)
- Obtain easements or assume property along the waterfront and invest in public greenspace and recreation infrastructure (park land, trails and pathways)
- Working with current landowners to relocate current industrial operations to other suitable areas in town.
- Work with current property owners to sell or redevelop lands that are consistent with the future vision.
- Market opportunities to developers who can facilitate buildouts of new residential/mixed use buildings consistent with the vision.

Staff are providing the following options for Council's consideration:

- **Option 1 (Recommended)** – That Council adopt the Centre Street Revitalization Master Plan as presented.
- **Option 2** - That Council provide amendments and/or further direction to staff.

### **Budget/Financial Implications:**

The cost of the master plan was funded through the 2023 capital budget at a cost of \$50,564.54. Future costs related to redevelopment are unknown at this time and will be presented to Council for consideration during annual budget processes.

### **Link to 2023-2026 Strategic Plan:**

Priority #4 - Redeveloping our Waterfront and Downtown

- Placemaking – activate and link waterfront areas to entice and attract visitors and residents to the waterfront.
- Facilitate development of non-residential waterfront lands along Centre Street.

Priority #5 – New Business Attraction

- Ensure adequate availability of serviced industrial and commercial land.

**Existing Policy:** NA

### **Consultations:**

- CAO
- Director of Community Services
- Director of Public Works and Utilities
- Manager of Development
- Community Stakeholders

**Attachments:** Attachment 'A' – Canal District Master Plan (77pgs)

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

Respectfully Submitted:

Original Copy Signed

Julia Crowder, Ec.D.

Manager of Economic Development and Tourism

Approved for agenda by CAO:

Original Copy Signed

Malcolm Morris, CMO

CAO

# Canal District Master Plan

Town of Smiths Falls, ON

JUNE 2024







Rideau River

Beckwith St. S.

Market St. S.

Centre St.

Bay St. S.

Chambers St.

Gile St.

Elmsley St. S.

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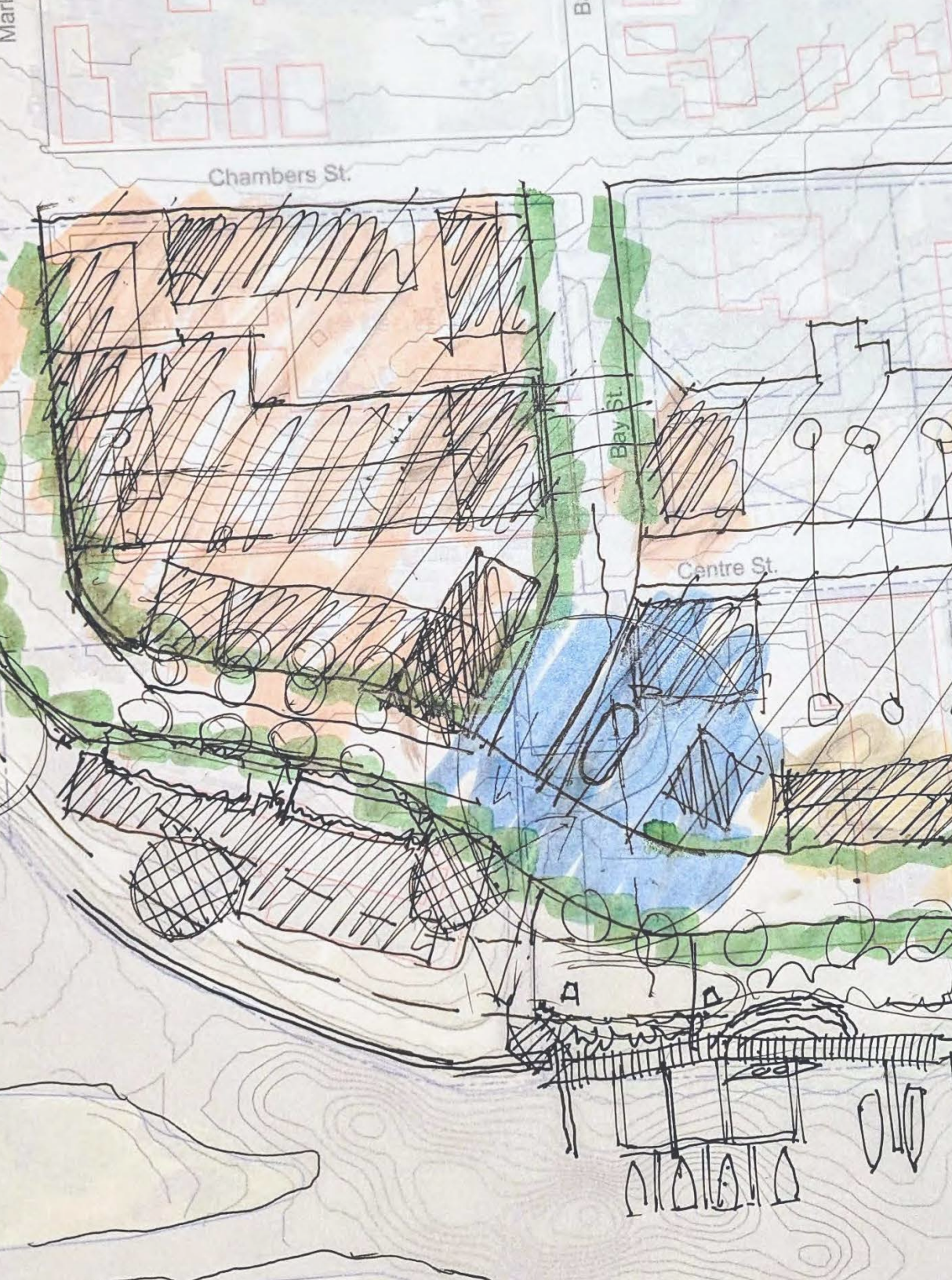
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# ES

ES.1 The Plan

ES.2 Now - 7 Years

ES.3 7 Years - 15 Years

ES.4 Beyond 15 Years



# ES. EXECUTIVE SUMMARY

## ES.1 The Plan

The Canal District Master Plan is an early step in the exciting process of reconnecting Smiths Falls' downtown to the historic Rideau Canal. This complex undertaking will unfold over many years. The plan acknowledges several key considerations for success, including land ownership, infrastructure needs, UNESCO heritage designation requirements, environmental concerns, relevant regulations, and the necessity for strong partnerships. This document outlines a series of short, medium, and long-term actions to guide this transformation.



*Fig. 1: The Master Plan*



## ES.2 Now - 5 Years

The Town's Official Plan, Zoning By-Law, and various guidelines can be leveraged to streamline redevelopment approvals. Mechanisms such as introducing a Development Permit System (DPS) for properties within the project boundaries can achieve this goal for the Master Plan. The Town should work with landowners to acquire a portion of the proposed Canal Street ROW, Bay St. extension ROW, and some lands for the waterfront park, while also coordinating solutions to existing servicing issues. Early coordination with First Nations, Parks Canada, and land owners should continue. Significantly, the Town should take an active role in understanding land ownership complexities and look to secure easements for access and servicing. This will set the stage for redevelopment to proceed.



Fig.2:Phase 1 Plan

### ES.3 5 Years - 20 Years

The Town should work with landowners to acquire and manage the missing Market Street and Centre Street ROW. They can then begin implementing reduced parking requirements to encourage market use and redevelopment of the western sites, including waterfront parking. The Town continues to work with the Giant Tiger property owner and the Federal Government to coordinate the evolution of those sites. It is recognized that the complexity of commercial leases and Parks Canada operations will require many more years to resolve. In the meantime, the Town can begin programming activities along the waterfront with the hotel property to act as a catalyst for the sites yet to be redeveloped.



Fig.3: Phase 2 Plan



## ES.4 Beyond 20 Years

Beyond 20 years, the Town will focus on collaborating with the Giant Tiger property owner to create an environment conducive to redevelopment. This recognizes the potential financial challenges the owner might face during construction due to the loss of cash flow from the existing site. The Town should continue to explore and seek out development partners to relocate the operational needs of Parks Canada, as well as other commercial/mixed use sites, while also exploring potential development opportunities if interest arises from partners. These conversations should be a continuation of those initiated in the early years of the project.

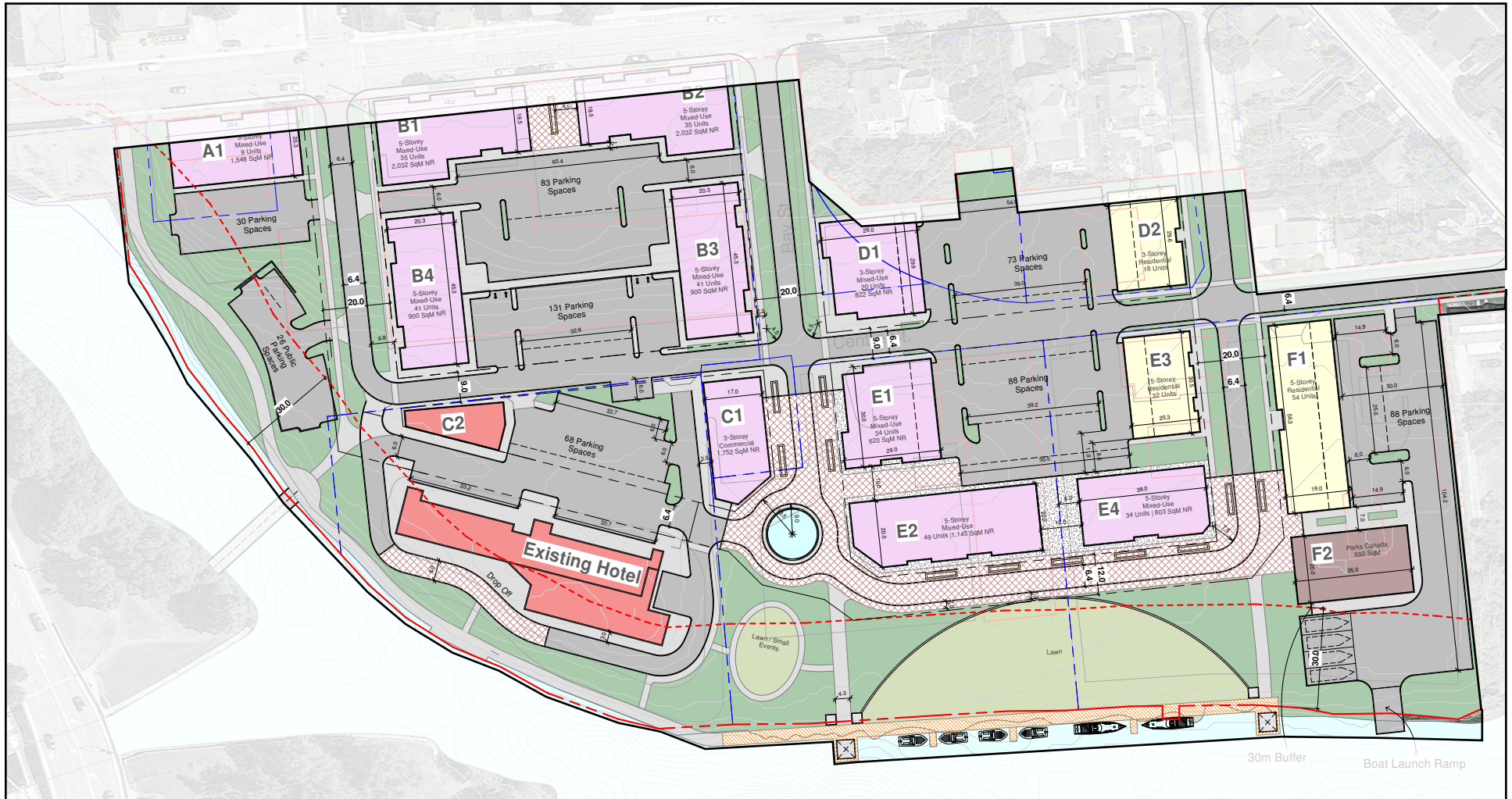


Fig.4: Phase 3 Plan

# 1

## Introduction

1.1 Purpose and Scope

1.2 Study Area

1.3 Previous Work - Visioning Exercise



# 1. INTRODUCTION

The Canal District Master Plan outlines a strategy for reuniting Smiths Falls with its historic waterfront. Executing this plan is a complex endeavor requiring collaboration between multiple landowners, navigating government policy shifts, and striving for a shared vision of maximizing the area's potential. Success relies on foresight, understanding, and perseverance from all stakeholders.

This foundational document provides an introduction, followed by a discussion of key considerations, a detailed description of the master plan's elements, and concludes with implementation recommendations.

## 1.1 Scope and Purpose

The Canal District Master Plan is intended to guide the redevelopment of downtown Smiths Falls' waterfront lands.

The plan identifies opportunities to reconnect the Town to its roots as a stop along the Rideau Canal, a designated National Historic Site and UNESCO World Heritage Site. It envisions leveraging the waterfront to create a vibrant mixed-use neighborhood with a destination open space.

This plan builds upon visioning exercises conducted by the Town in early 2023.

## 1.2 Study Area

The study area encompasses a group of properties in downtown Smiths Falls, east of Beckwith Street. It's bordered by Chambers Street to the north, the Rideau Canal to the south and west, and Elmsley Street to the east. The area comprises eight properties owned by five different entities. Existing buildings serve various purposes, including parking, commercial activities, and light industrial uses. Three public streets – Gile Street, Bay Street, and Centre Street – provide access to the 6.37-hectare site.

## 1.3 Previous Work - Visioning Exercise

The Town previously engaged a consultant to conduct a planning assessment, facilitate public and stakeholder engagement, and create preliminary sketches and illustrations based on feedback received for the "Centre Street Revitalization Area."

The key themes and major initiatives identified through that process included:

1. Celebrating both industrial and Indigenous heritage
2. Enhancing public access to the waterfront
3. Prioritizing pedestrian-friendly design
4. Creating a year-round destination with activities for all seasons
5. Including essential services like a grocery store or food retailer
6. Supporting boating tourism
7. Improving connections within the area and to surrounding areas
8. Prioritizing sustainable practices in development

The process resulted in two development scenarios. One scenario assumed complete redevelopment of all properties, while the other scenario considered retaining the existing hotel property while redeveloping the remaining parcels. Both concepts envisioned a public waterfront park behind buildings, a central plaza, and urban spaces along Centre Street. Additionally, they proposed a pedestrian bridge connecting Beckwith Street to the site, a multi-use trail, and a boardwalk along the water's edge.

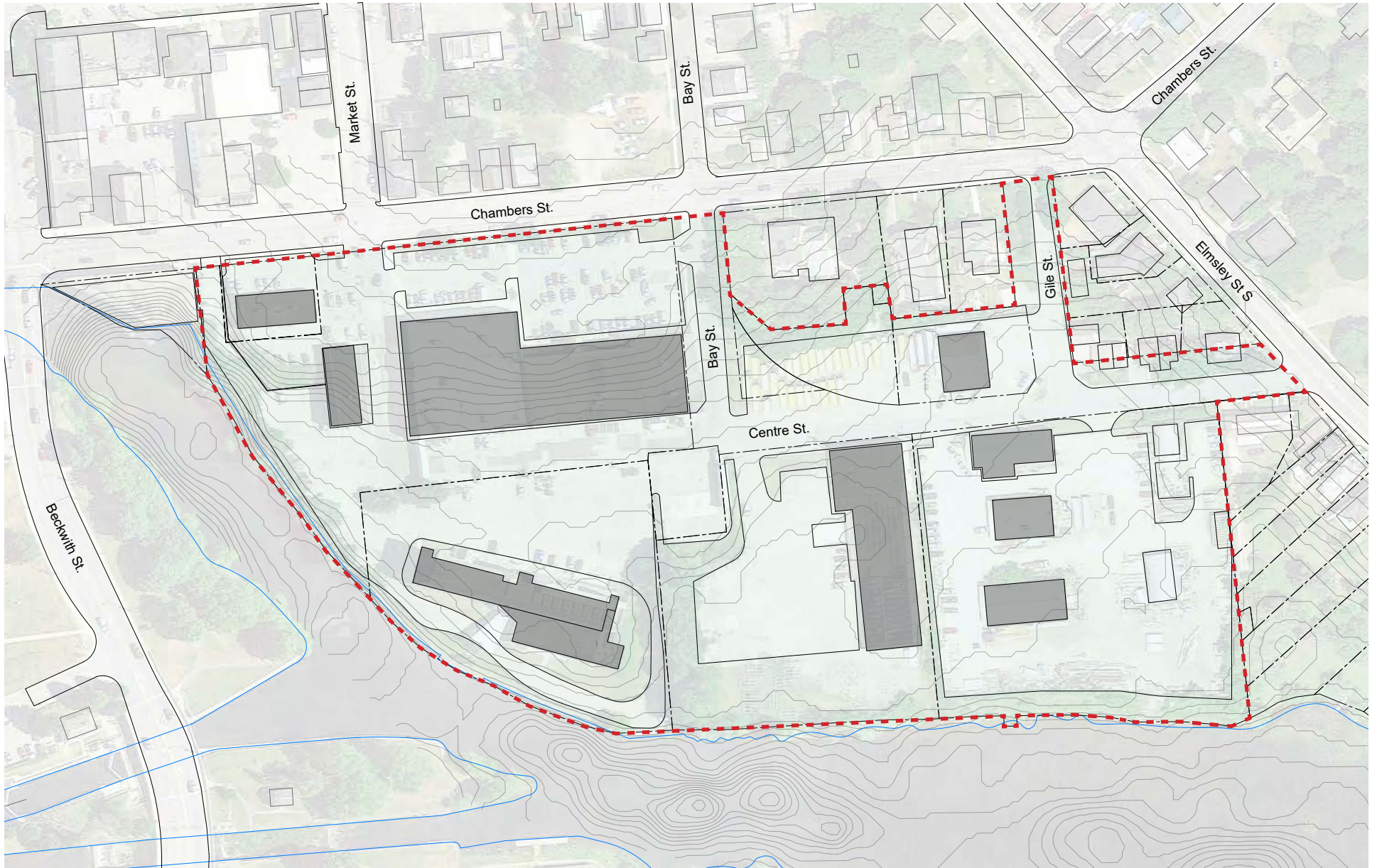


Fig. 1: Study Area



### Concept Sketch #1- TOTAL REDEVELOPMENT



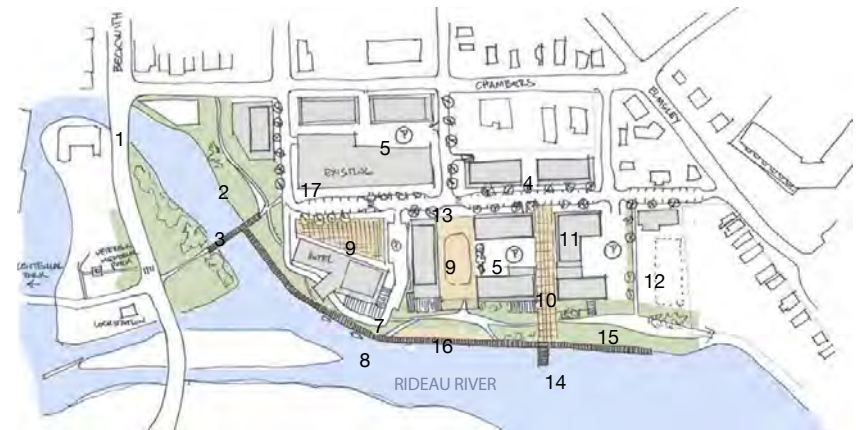
1. Historic Beckwith Street Bridge (stone arch bridge)
2. Contemplative rest area to experience and visualize Beckwith Street Bridge and Canal
3. Pedestrian Bridge
4. New development framing and activating Centre Street
5. Surface parking located out-of-sight from public streets
6. New public waterfront park
7. Patio structures to allow for restaurants/bars with view to the river
8. Continuous boardwalk along the water and light boat docking
9. New year-round urban plaza
10. Boulevard with active frontage and canoe rentals
11. Potential for visitor centre and interpretative uses
12. Potential for seasonal boat storage and warehouses
13. Centre Street is lined with local small shops and public art celebrating Industrial History of Smiths Falls
14. Access for water activities
15. 30 metre vegetated buffer with multi-use paths and outdoor activities
16. Waterfront terrace/patio - outdoor dining opportunities



18 January 2023

Design Charrette Summary:  
Smiths Falls Centre Street Revitalization  
Visioning and Design

### Concept Sketch #2- PARTIAL REDEVELOPMENT



1. Historic Beckwith Street Bridge (stone arch bridge)
2. Contemplative rest area to experience and visualize Beckwith Street Bridge and Canal
3. Pedestrian Bridge
4. New development framing and activating Centre Street
5. Surface parking located out-of-sight from public streets
6. New public waterfront park
7. Patio structures to allow for restaurants/bars with view to the river
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12. Potential for seasonal boat storage and warehouses
13. Centre Street is lined with local small shops and public art celebrating Industrial History of Smiths Falls
14. Access for water activities
15. 30 metre vegetated buffer with multi-use paths and outdoor activities
16. Waterfront terrace/patio - outdoor dining opportunities
17. Existing Buildings if maintained shall be remodeled to provide active frontage onto Centre Street



January 2023

Design Charrette Summary:  
Smiths Falls Centre Street Revitalization  
Visioning and Design

Fig.2: Results of Previous Visioning Exercise



# 2

## Considerations

- 2.1 Site History
- 2.2 Background Reports
- 2.3 Context
- 2.4 Existing Conditions
- 2.5 Disposition of Federally Owned Lands



## 2. CONSIDERATIONS

### 2.1 Site History

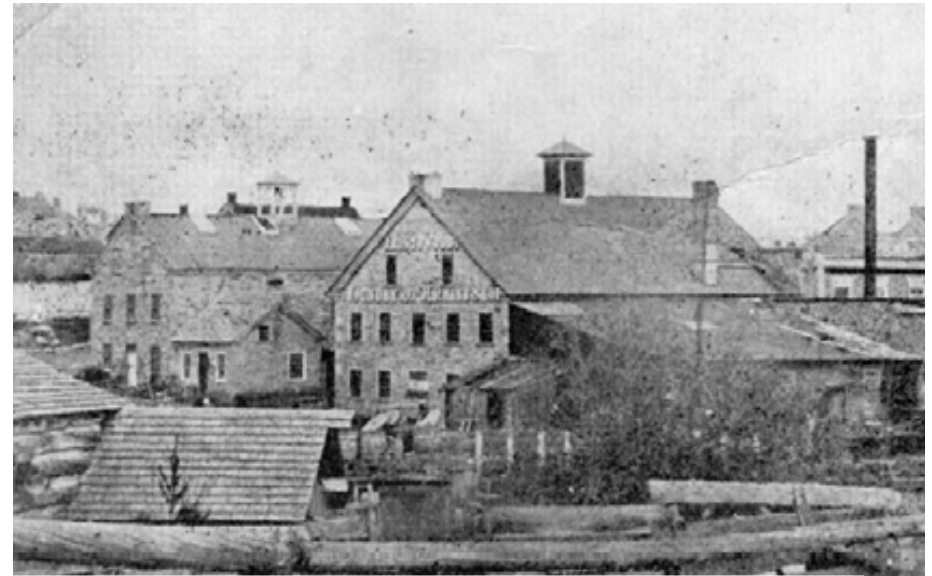
To understand the potential impact on Indigenous and Euro-Canadian archaeological remains and cultural heritage, Detritus Consulting was hired to prepare a high-level desktop summary following the Ministry of Citizenship and Multiculturalism's archaeological assessment guidelines. A more detailed Stage 1-2 assessment is recommended for the future.

While no registered archaeological sites are located immediately nearby, there's a good chance of finding evidence of past human activity. The potential for buried foundations from early structures in Smiths Falls warrants further exploration, particularly regarding Euro-Canadian archaeological remains.

The desktop review suggests few undisturbed areas remain. While remnants of the Frost and Wood manufacturing complex are scarce, a cultural heritage impact assessment is recommended to evaluate potential impacts on any heritage resources affected by new development. Additionally, engaging with First Nations communities as monitors during future assessments and conducting a Cultural Heritage Impact Assessment or Landscape Assessment are recommended. However, these assessments were not pursued for the master plan development as they fell outside the scope and budget of the current project.



*Fig.3: Pedestrian Connection to Frost and Wood across Rideau Canal*



*Fig.4: Premises of Messrs. Frost and Wood c.1870*



*Fig.5: Rotary Club swimming pool (built in 1923)*

## 2.2 Background Reports

A series of background reports that influence the redevelopment of the site were examined. A summary of these documents follows:

### **J.L. Richards & Associates Ltd., Official Plan 2034, Smiths Falls, 2014**

Smiths Falls' downtown core is slated for growth. The 2014 Official Plan allows for buildings up to 6 stories with a mix of uses like shops, offices, and homes. This aims to create a lively and pedestrian-friendly environment with attractive public spaces and shared parking. However, developments must respect the historic Rideau Canal by maintaining a 30-meter setback and protecting scenic views. Overall, the focus is on a vibrant, mixed-use downtown that complements the surrounding area and celebrates the canal's heritage.

### **WSP, Comprehensive Zoning By-law, Smiths Falls, 2022**

Current zoning allows for a variety of uses but limits buildings to 4 storeys and prohibits standalone residences. To create a more vibrant and dense community, the plan proposes zoning changes:

- Increase building heights to 6 storeys.
- Allow standalone residences for a smoother transition to nearby neighborhoods.
- Permit shared parking arrangements for mixed-use buildings.

These changes aim to achieve a lively waterfront with a mix of shops, residences, and other uses, while making better use of space through shared parking.

### **EDA, Downtown Revitalization And Waterfront Integration Master Plan, 2013**

Smiths Falls' waterfront aims to be the lively "Heart of the Rideau" with easy public access with protected nature and cultural heritage. The plan includes:

- Connecting the waterfront to downtown with continuous public spaces and walkways along the canal.
- Improving accessibility and views for residents and visitors. Attracting tourists and boaters.
- Creating a new waterfront neighborhood with public green space, trails, and a pedestrian bridge (all respecting the 30-meter canal setback).
- Integrating the area with downtown for a seamless experience, including cafes and patios.

### **Dillon Consulting, Community Improvement Plan, Smiths Falls, 2022**

Smiths Falls' Community Improvement Plan (CIP) aims to:

- Improve accessibility for people with disabilities.
- Increase affordable housing options for residents, especially seniors.
- Revitalize the downtown area by encouraging building improvements and preserving heritage.
- Clean up and redevelop potentially contaminated brownfield sites.

The CIP offers financial incentives to support these goals. The waterfront site qualifies for several programs, including:

- Rebates for accessibility features like ramps and wider doorways.
- Rebates for building improvements like facade upgrades and renovations.

- Rebates for development fees and property taxes on new affordable housing units.
- Rebates for environmental assessments required for brownfield redevelopment.

By combining these incentives, developers can significantly reduce project costs. For example, a mixed-use building with affordable housing could get rebates for accessibility features, environmental assessments, all development fees, and a portion of property taxes. This could make the project more financially viable and attractive to developers.

Overall, the CIP aims to create a more accessible, livable, and vibrant downtown Smiths Falls with a focus on affordable housing and brownfield redevelopment.

### **WSP, Active Transportation Plan, Smiths Falls, 2021**

Smiths Falls' Active Transportation plan prioritizes creating a safe and accessible network for walking and cycling. They've identified high-traffic streets and existing trails, including a multi-use trail along the Rideau Canal.

The plan proposes:

- New bike lanes on Queen St. (Phase 1, high priority) to connect with existing infrastructure.
- Additional bike lanes on Chambers St. (Phase 2, medium priority) to further expand the network.
- Utilizing design standards from Ontario Traffic Manuals and the Transportation Association of Canada.
- Following a "Complete Streets" policy for inclusive infrastructure that considers all users.

The waterfront site has the opportunity to connect to the existing multi-use trail along the Rideau Canal and the planned cycling infrastructure on Queen and Chambers Streets. This creates a more comprehensive network for residents and visitors.

### **Annual Business Report, Smiths Falls, 2021-2022**

The business information and connections program administered by the Town's Economic Development and Tourism Department aims to understand and support local businesses. They surveyed businesses across various sectors and found:

- Steady growth, especially downtown (6% in 2022).
- Interest in expansion and participation in local events.
- A need for increased community awareness of local businesses and activities.

The project sees an opportunity to:

- Boost the food and beverage sector, which is typically larger (20%) in healthy downtowns.
- Create open spaces for pop-up shops, festivals, and events to connect businesses and residents.

### **Cultural Plan 2021-2025, Smiths Falls, 2021**

Smiths Falls' cultural plan aims to create a strong, inclusive community that celebrates its heritage and natural beauty. Key themes include:

- Community pride: Highlighting the town's history of resilience and fostering a sense of belonging.
- Inclusivity: Creating a welcoming environment for everyone.

- Supporting the arts: Promoting local artists and cultural activities.
- Natural landscape: Making the most of the Rideau Canal and surrounding green spaces.

The plan identifies several opportunities:

- Trail hub: Leverage Smiths Falls’ position as a trail crossroads to create a central hub for trail users.
- Enhanced Rideau Canal use: Explore options like a marina, water activities, or events to boost tourism and resident enjoyment.
- New cultural space: Develop a plaza or open space to showcase local artists and strengthen the creative sector.
- Improved communication: Provide residents with better information about events and initiatives.

By capitalizing on these opportunities, Smiths Falls can build a vibrant, welcoming community that thrives alongside its natural and cultural assets. This could include a trail hub highlighting the Rideau Canal’s World Heritage status, potentially with a marina or water activities, while also creating a new space for local artists. This approach would honor the town’s heritage and natural beauty, fostering both community pride and inclusivity.

### **EDA, Downtown Revitalization and Waterfront Integration Master Plan, 2013**

Smiths Falls’ “Heart of the Rideau” plan envisions a vibrant downtown waterfront that celebrates the town’s natural beauty and heritage. Here are the key takeaways:

- Revitalization: The plan aims to reconnect the waterfront with the downtown core, creating a cohesive community space.

- Public Access: Uninterrupted public spaces, walkways, and improved accessibility will ensure everyone can enjoy the Rideau Canal.
- Tourism and Recreation: The plan seeks to attract visitors with inviting features for boaters and tourists.
- Development: The under-utilized waterfront will see new development with housing and public spaces, all respecting the 30-meter canal setback.
- Density: The plan aims for a denser downtown core, especially along the waterfront, to create a lively community hub.
- Long-Term Vision: The plan includes short-term improvements like a waterfront trail and a long-term vision for a waterfront neighborhood with a public greenway, trail, pedestrian bridge, and a pedestrian-friendly environment with cafes and patios.

Overall, the “Heart of the Rideau” plan aims to transform Smiths Falls’ waterfront into a beautiful, accessible, and lively space that integrates seamlessly with the downtown core.

### **FOTENN, Town of Smiths Falls Centre Street Revitalization Visioning and Design, 2023**

The Centre Street Revitalization Area, with prime waterfront access, is poised for a revitalization that prioritizes public spaces, accessibility, and a diverse mix of uses.

**Public Input Shapes the Vision:** Over 120 residents, workers, and landowners actively participated in shaping the future of Centre Street. Their top priorities were clear: improved access to the waterfront, creation of more parks and open spaces, and a vibrant mix of shops, restaurants, and amenities. Residents treasure the area’s proximity to the Rideau River and downtown, but seek a more attractive streetscape, better walking and cycling options, and increased green space.



**Challenges and Opportunities:** The project acknowledges both the area's potential and its current shortcomings. Centre Street boasts a central location, stunning waterfront views, and UNESCO World Heritage status. However, it currently lacks vibrancy and connectivity. Stakeholders envision a future with mixed-use development, accessible public washrooms, a continuous boardwalk, and a thoughtful integration of the area's significant Indigenous heritage. Key challenges include the area's current uninviting atmosphere, limited commercial diversity, and potential conflicts with a nearby Parks Canada parcel.

**Master Plan Direction:** The revitalization plan outlines a multi-pronged approach to transform Centre Street into a thriving waterfront destination. Here are the core principles:

- **Celebrating Heritage:** Recognizing and honoring both the industrial past and the significant Indigenous history of the area.
- **Enhanced Waterfront Access:** Creating strong connections between the waterfront, downtown core, lock stations, and surrounding neighborhoods.
- **Prioritizing Walkability:** A pedestrian-friendly design with improved public spaces, better connectivity, and buildings scaled to complement the human experience.
- **Year-Round Appeal:** Exploring the possibility of a unique attraction to draw visitors throughout the year and establish Centre Street as a must-see destination.
- **Essential Services:** Considering the inclusion of a grocery store or food retailer to cater to the growing demand from surrounding developments.
- **Supporting Boating Tourism:** Improving services for boaters, potentially including a hotel upgrade or new construction with additional docking facilities.
- **Improved Connections:** Enhancing connections to the waterfront,

downtown, and surrounding communities through a network of trails and walkways.

- **Sustainability Focus:** Emphasizing environmental stewardship by reducing paved surfaces and incorporating sustainable practices throughout the revitalization process.

**A Vibrant Future Awaits:** The Centre Street revitalization plan goes beyond aesthetics. It aims to create a beautiful, accessible, and vibrant waterfront destination that celebrates Smiths Falls' unique character. By prioritizing public spaces, diverse uses, and strong connections, the project seeks to foster a thriving community hub that residents and visitors can enjoy year-round. This transformation promises to be a testament to Smiths Falls' commitment to its heritage, its natural beauty, and its future as a welcoming and dynamic community.

### **Economic Development & Tourism Strategy 2019-2022, Smiths Falls, 2019**

Smiths Falls' Economic Development Plan prioritizes creating a strong and adaptable local economy. They aim to achieve this by:

- Supporting business growth and diversification.
- Collaborating with other government agencies for long-term success.
- Making Smiths Falls a desirable place to live, visit, and do business.

The plan aligns with existing initiatives like the waterfront revitalization plan and cultural plan. It allocates resources for tourism promotion, including cycling and heritage-focused routes, to attract visitors.

Overall, the plan emphasizes creating a vibrant mixed-use waterfront hub that celebrates the Rideau Canal's heritage and offers activities for all ages. This strategy aims to solidify Smiths Falls as a dynamic and resilient community.

### **Dillon Consulting, Final Report: Land Need Analysis, Metro Economics, Smiths Falls, 2023**

This report analyzes land needs for the town up to 2046, considering residential, commercial, and employment needs.

**An Aging Population and Growth:** With 43.5% over 50, Smiths Falls anticipates an influx of migrant workers as Baby Boomers retire. This will increase the population from 9,500 in 2021 to 13,100 by 2046. This growth will drive a higher demand for housing, with the need expected to grow from 4,310 units in 2021 to 5,690 in 2046.

**Shifting Housing Needs:** The plan emphasizes higher-density housing types like townhouses and apartments (a mix of 55% single/semi-detached, 20% townhouse, and 25% apartment) due to market trends and affordability concerns. This denser housing mix is a departure from current planning directions. **Employment and Land Use:** The plan forecasts 1,800 new jobs by 2046. To accommodate this growth and changing demographics, the report recommends exploring several land-use opportunities:

- Residential intensification: Converting vacant retail spaces and underutilized waterfront areas (East and West Sides) into housing, aligning with the Centre Street revitalization vision.
- Downtown revitalization: Filling vacant downtown space (58,000 sq ft) to attract visitors.
- 15-Minute Neighborhoods: Designing walkable and accessible neighborhoods where residents can access essential services within a 15-minute walk.
- Overall, the plan aims to accommodate future population growth and job creation by strategically using land and promoting higher-density housing options. This will ensure Smiths Falls remains a vibrant and adaptable community.

### **RCS, Parks and Recreation Master Plan, Smiths Falls, 2022**

Smiths Falls is charting a course for its parks and recreation over the next decade! Their master plan focuses on creating a network of accessible and sustainable facilities that cater to a growing and diverse community.

Key priorities include:

- Park Equity: Ensuring new developments have nearby parks and collaborating with Parks Canada to finalize the waterfront park vision.
- Improved Trails: Expanding and enhancing multi-use trails within parks for better accessibility.
- Accessibility Boost: Prioritizing features like wider, smoother trails, accessible parking, and waterfront access points for people of all abilities.
- Event Spaces: Planning designated areas with amenities like picnic tables and shelters for gatherings.
- Nature Connection: Identifying areas for naturalization projects and emphasizing sustainability in future park investments.
- Multi-Sport Facility (Exploration): Conducting a feasibility study with neighboring municipalities and the school board to assess the need for a joint indoor facility.

Overall, the plan aims to provide high-quality parks and recreational opportunities that residents can enjoy for years to come.

## Strategic Plan, Smiths Falls, 2023

Smiths Falls is on a mission to become a more vibrant and livable community! Their strategic plan prioritizes several key areas:

### Infrastructure and Transportation:

- Implementing an Active Transportation Plan with better walking and cycling networks.
- Conducting a Transportation Master Plan to improve road and pedestrian safety.

### Housing:

- Creating affordable housing options through partnerships and land acquisition.
- Conducting a Housing Needs Study to understand current and future demands.
- Advocating for provincial support for seniors' housing and long-term care.

### Revitalization:

- Revitalizing the waterfront with public spaces, parks, and walkways
- Refreshing the Downtown Revitalization Plan and exploring a local farmers' market.
- Preserving heritage through a designated Conservation District and redevelopment projects.

### Parks and Recreation:

- Creating engaging green spaces, playgrounds, and expanding the urban forest.
- Planning events and activities in the Town Square.

### Economic Growth:

- Attracting new businesses with a focus on hotels, restaurants, and green industries.
- Ensuring availability of commercial and industrial land.
- Working towards securing high-frequency rail service.

The plan emphasizes thoughtful design to create a balanced community. This includes:

- Integrating diverse housing options with commercial and recreational spaces.
- Using placemaking principles for vibrant and accessible public areas along the waterfront.
- Connecting green spaces, playgrounds, and amenities within the downtown core.

Overall, Smiths Falls aims to enhance residents' quality of life by investing in infrastructure, fostering economic growth, and creating a beautiful, sustainable, and inclusive community.

## Visitor Information, Smiths Falls, 2022

This report analyzes visitor demographics, spending habits, and feedback to improve the town's tourism industry.

### Who Visits?

- Mostly families with kids, with a significant portion aged 30-44.
- Day trippers are the largest group, but extended vacationers spend the most and enjoy outdoor activities and shopping.



### What Do They Do?

- Dining and shopping top the list, followed by outdoor recreation and attractions.

### What Can Be Improved?

- Waterfront: Enhancements are desired in Victoria Park and Lower Reach.
- Business Hours: Visitors want extended hours, especially for retail and dining.
- Accommodation: More updated options, traditional and short-term rentals, are needed.
- Attractions: Visitors seek more activities and events, festivals, and winter attractions.
- Patios and Culture: Waterfront patios, a more vibrant arts and cultural scene would be appealing.

### Opportunities:

- Create waterfront retail and patio dining experiences.
- Revitalize the existing hotel or build a new one.
- Develop an open urban space connecting the waterfront to downtown for events and activities.
- Explore year-round programming for these spaces.

By addressing visitor feedback, Smiths Falls can strengthen its tourism industry and become a more attractive destination year-round.



## 2.3 Context

The Town of Smiths Falls sits strategically at the heart of the Rideau Canal, designated as a UNESCO World Heritage site, within the County of Lanark in Eastern Ontario. Positioned within an hour's drive of both Ottawa and Kingston, it lies midway between Toronto and Montreal, with convenient access to several United States border crossings within an hour or two. The Town is an employment and commercial hub serving a regional population of more than 25,000 households, with a regional population of approximately 75,000 residents within a 30-minute driving radius. The Smiths Falls/Montague airport with a dedicated commercial hangar and a 4000' runway is located approximately 5 minutes to the east.

Smiths Falls is currently experiencing an economic boom, driven by significant new industrial, commercial, and residential developments that have created hundreds of new jobs. This growth has led to an unprecedented demand for housing, including single detached dwellings, townhouse units, and apartments. Over the past three years, more than 70 new businesses have opened, and the second phase of a large commercial plaza along the highway corridor is anticipated. Since 2019, planning approvals for 747 residential rental units have been issued.

The Town has undertaken several large capital investments, including the full reconstruction of the main street (Beckwith Street), representing a total investment exceeding \$12 million. Additionally, a new Town Square and Artscape Parkette have been developed in the Downtown Core, and planning for the reconstruction of Confederation Bridge is underway.

In 2021, the Town adopted a new Cultural Plan and initiated the development of an Active Transportation and Parks and Recreation Master Plan to enhance the quality of life for residents and visitors. Furthermore, the Town has updated its Zoning By-Law, approved a new Community Improvement Grants Program, and conducted a Secondary Land Use Planning Study to inform the update of the Town's official plan, completed in early 2024.

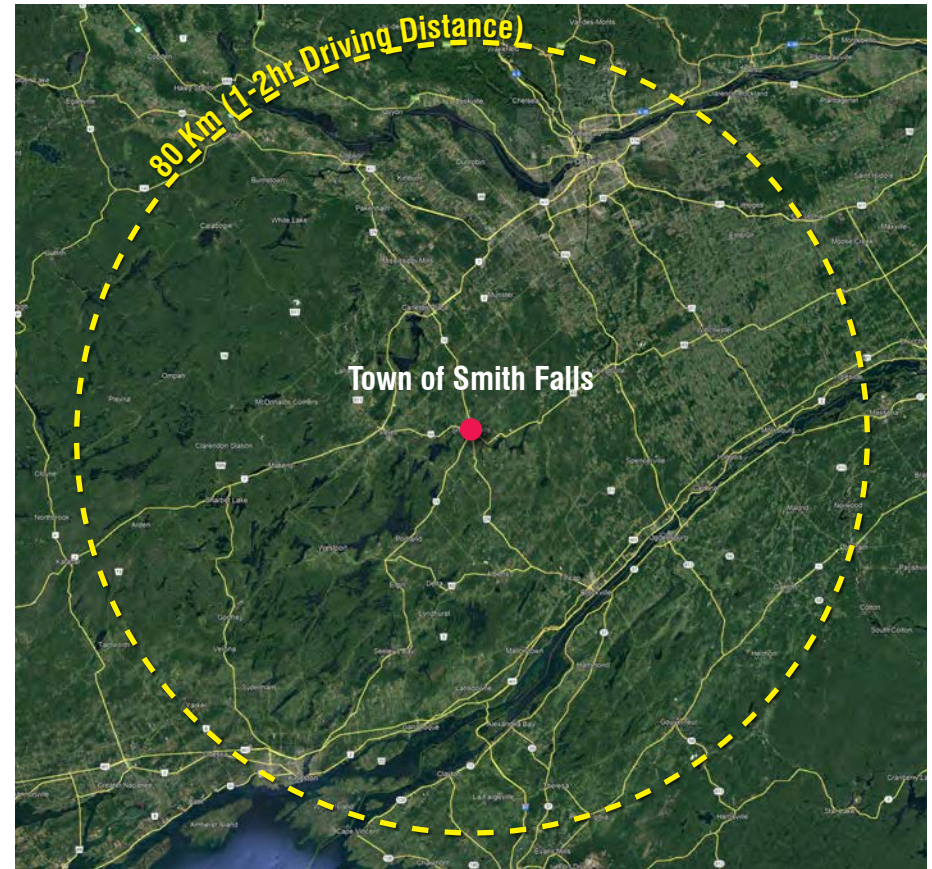


Fig. 6: Regional Context



At the town scale, the site is centrally located in the downtown core area with commercial main streets to the northwest, major big-box retail stores (or major retail stores) to the far west, district hospital to the north, and Rideau Canal, a UNESCO World Heritage Site, to the south. All within a 5-minute driving distance or a 15-minute walking distance.



Fig. 7: City Scale Context



Within the downtown, the site is located at the southeast corner with access from Chambers Street and a riverfront edge to the south. It connects the downtown and its perpendicular commercial streets with the canal, presenting an opportunity for providing a downtown gathering place along the water.

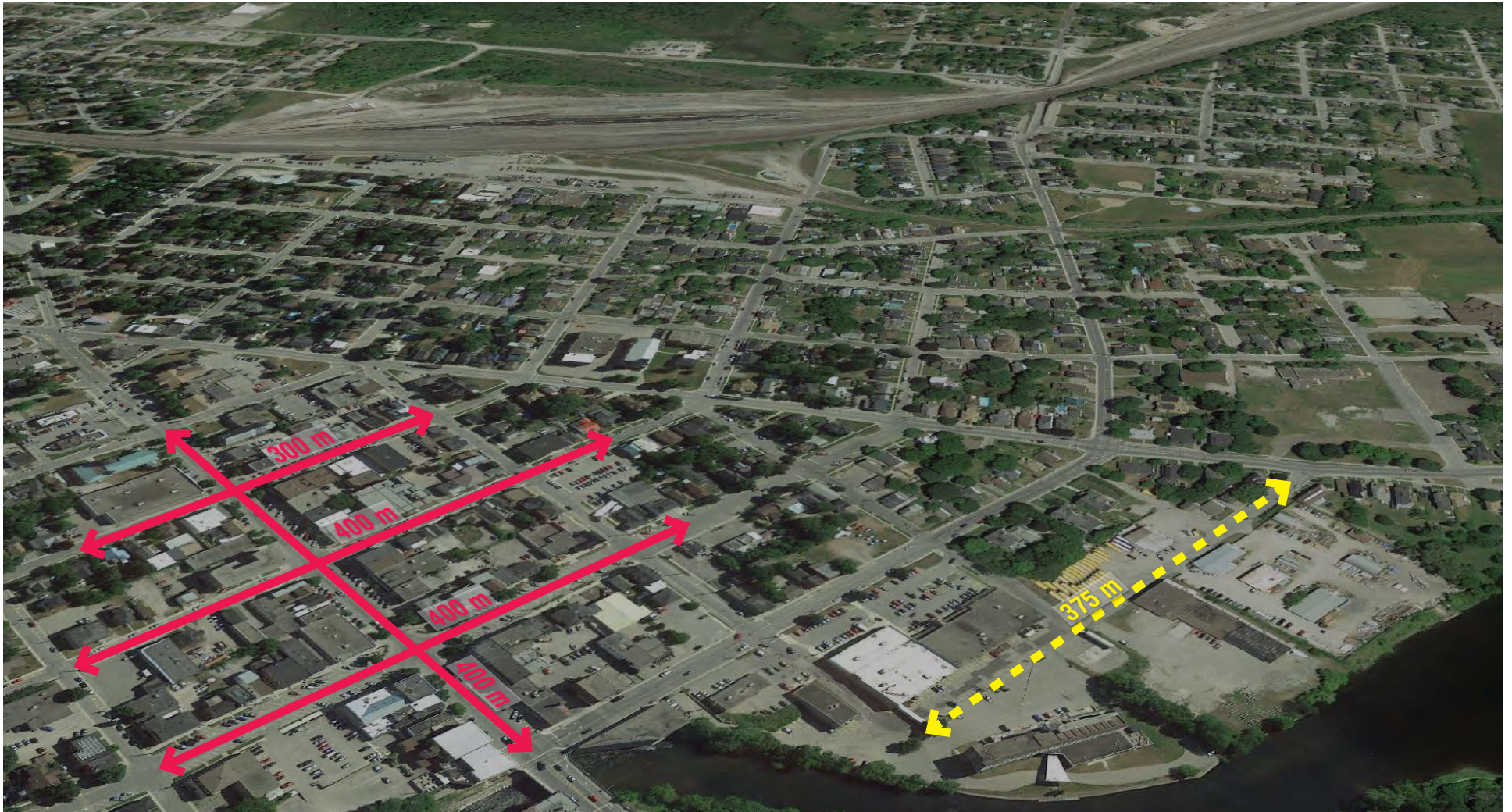


Fig. 8: District Scale Context



## 2.4 Existing Conditions

The site is composed of eight properties owned by five owners, as shown in the figure below. Owner 1's lands consist of commercial uses, including the existing strip mall with Giant Tiger as its major tenant, and two other commercial buildings. Owner 2's lands consist of a transportation business office and a school bus parking lot. Owner 3's lands house the Parks Canada Rideau Canal Maintenance compound and other light industrial buildings. Owner 4's lands have the Le Boat boat storage and maintenance facility along with some warehouse commercial, light industrial, and non-conforming residential uses. Owner 5's lands consist of the Econo Lodge hotel. **Significantly, there are discrepancies regarding the ownership of multiple properties.**

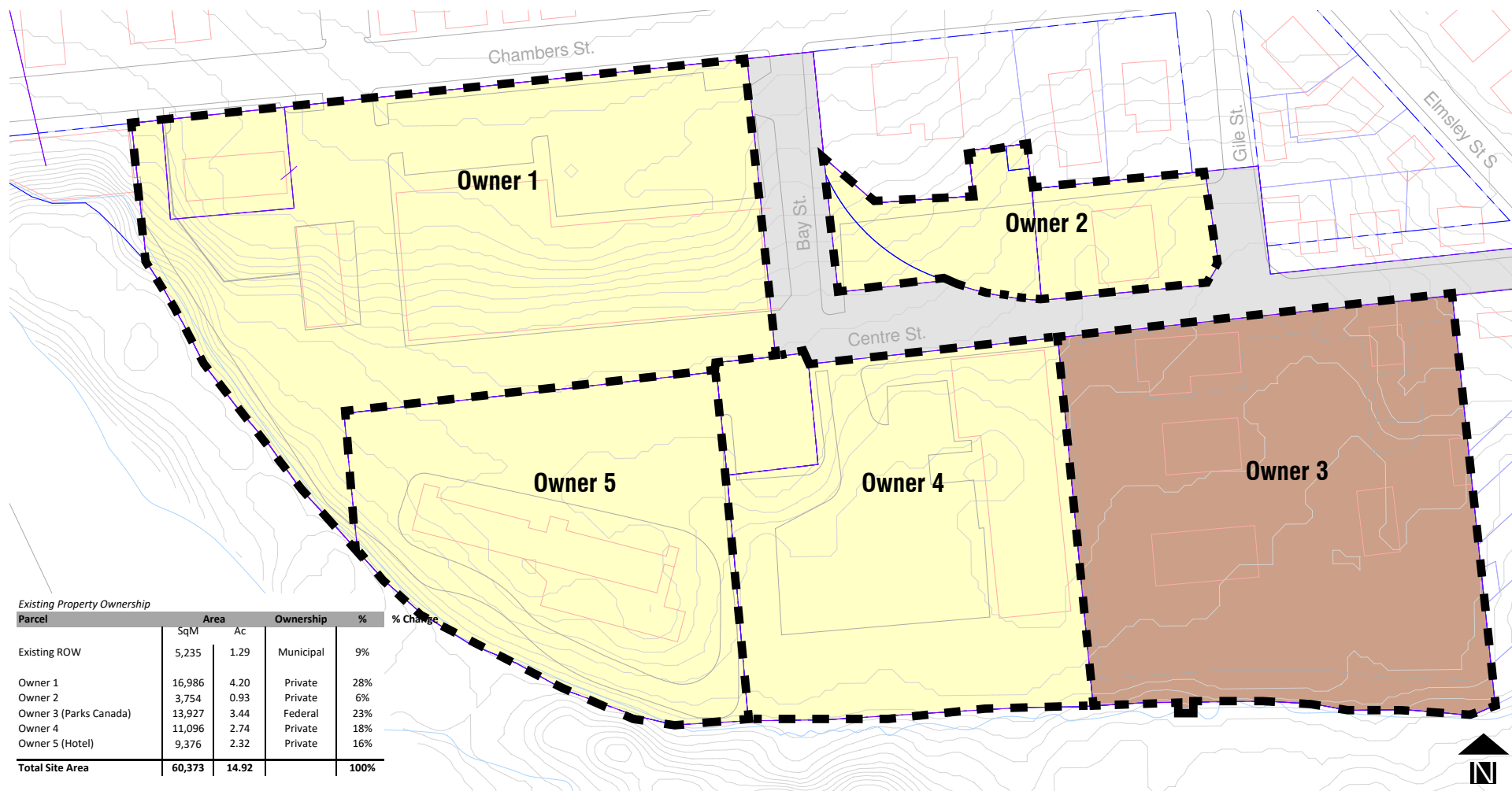


Fig.9: Existing Ownership Map



Fig.10: Existing Conditions





*Fig.11: Source: Site Visit, 2023*

View looking south on the driveway extension from the Econo Lodge Hotel to Chambers St. There is a substantial change in grade from Chambers St. towards the edge of the water. This driveway is mainly used by the hotel to access its property.



*Fig.12: Source: Site Visit, 2023*

View of Centre St. looking east. Centre St. carries all the sanitary and electrical services.





*Fig. 13: Change in grade along Market St. S. from Chambers St. to Centre St. Source: GSP*



*Fig. 15: View of the Smiths Falls water tower from Centre St. Source: GSP*



*Fig. 14: View of the school bus parking lot. Source: GSP*



*Fig. 16: View of the Le Bout facility. Source: GSP*

The current watermain infrastructure in the Centre Street area extends from Bay St. to Centre St., with branches extending west to a hydrant in the Econo Lodge parking lot and east to Elmsley St. S. However, there is a notable gap in the watermain between Bay St. and Gile St.

The sanitary sewer system, a combined sewer handling storm and sanitary waste, is not situated on Centre St. but is located in an easement approximately 42 meters south of the Gile St. and Centre St. intersection. It services the Econo Lodge from the southeast corner of the building. A 250mm sanitary sewer extends south from Bay St. to this sanitary sewer alignment, likely installed historically to divert raw sewage from entering the Rideau Canal. The combined sewer in the easement discharges into an existing sanitary pumping station south of Lot 129 (59/61 Centre St.), which collects wastewater from the Centre St. area and a dead-end portion of Elmsley St. S. The pumping station then discharges onto Elmsley St. into a municipal sanitary collection system.

Stormwater management in the area is primarily addressed on private property, with only one outlet (610mm) collecting runoff from catch basins at the Bay St. and Centre St. intersection. Most runoff from private properties is assumed to flow uncontrolled into the Canal via overland flow, as there are no evidence of inlets in the Econo Lodge parking lot.

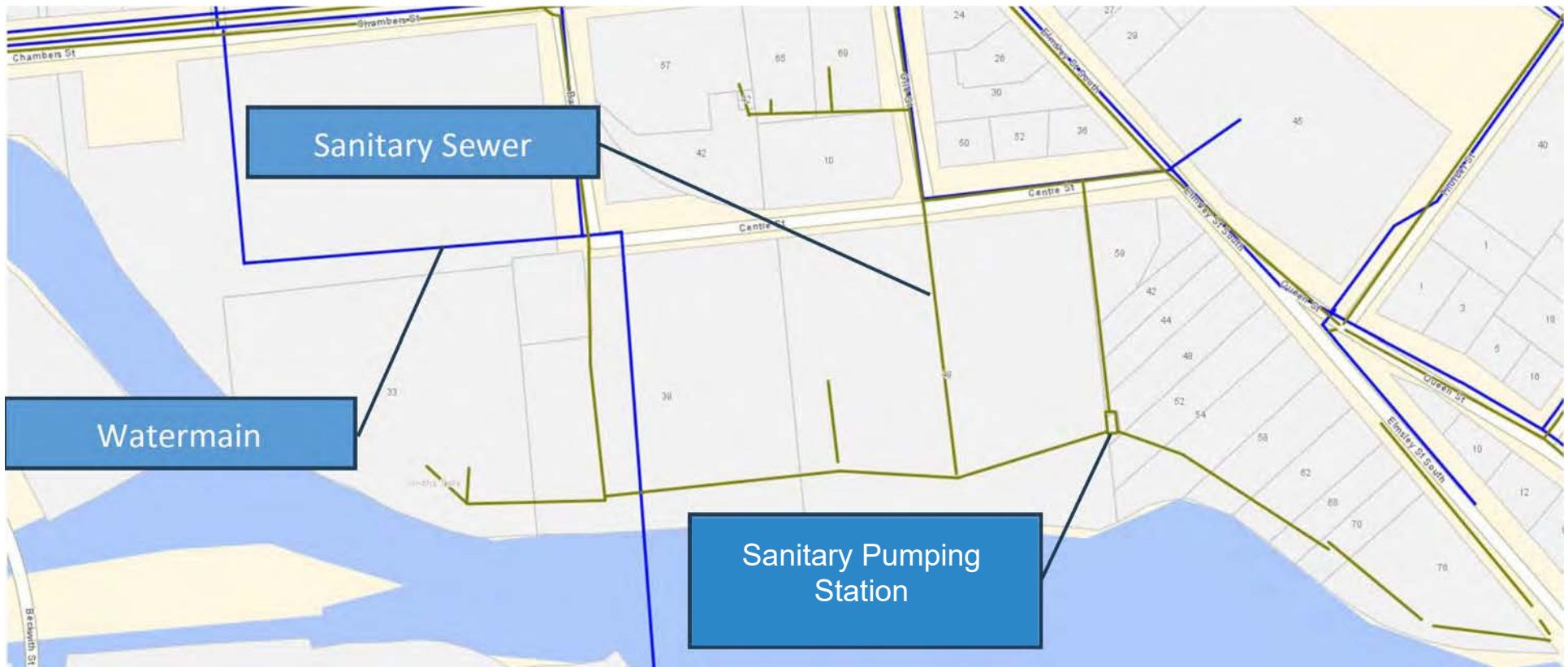


Fig. 17: Existing Sanitary and Watermain Alignment – Centre St. Area



## 2.5 Disposition of Federally Owned Lands

Approximately 25 percent of the land area being considered in this master plan is controlled by the federal government through Parks Canada as delegated by the Minister of the Environment. The plan acknowledges that various federal government policies and conditions would have to be satisfied in order to achieve the ultimate vision. The plan must carefully balance the operational needs of Parks Canada, other federal government departments, and First Nations partners.

In the short-term, the federal government uses are unlikely to change. In the long-term, this vision can be achieved through sensitive negotiation and development of mutual success criteria, such as the development of affordable housing for First Nations communities.

Though not in the business of developing land for non-government uses directly, the federal government has successfully developed projects through mechanisms for the disposition of federally owned lands. Examples include Canada Lands Corporation projects like Garrison Crossing in Chilliwack, Garrison Green in Calgary, and the Village at Griesbach in Edmonton.

In addition, projects like the National Capital Commission multi-phase development of Le Breton Flats in Ottawa, Ontario and the Canadian Mortgage and Housing Corporation management of Granville Island in Vancouver, British Columbia, where it acts as the landlord for over 300 commercial, retail, cultural, artistic, and educational enterprises..

This master plan can serve as the starting point for the conversations that will allow the redevelopment of the Canal District over the long-term to higher uses. This requires collaboration and foresight.



# 3

## Master Plan

- 3.1 Introduction
- 3.2 Redeveloped Land Uses
- 3.3 Street Sections
- 3.4 Parks and Trails
- 3.5 Servicing
- 3.6 Building
- 3.7 Sustainability



## 3. MASTER PLAN

### 3.1 Introduction

The ultimate Master Plan envisions a continuous public waterfront edge, connecting the downtown to the Rideau Canal. It is designed as a destination — a place to walk, cycle and interact with the adjacent businesses and the water's edge. Mid-rise buildings frame pedestrian-oriented streets, creating view corridors that draw people to the water. A central plaza provides opportunity for a public art installation and a farmers market or space for special events and celebrations. The plan includes public access to the waterfront by creating a pedestrian-focused curbless street, framing a waterfront park with marina and mixed-use buildings with commercial uses at the ground floor. An extensive multi-use trail with a trail head, pedestrian bridge, and public parking is conceptualized to connect with existing regional trails and the downtown.

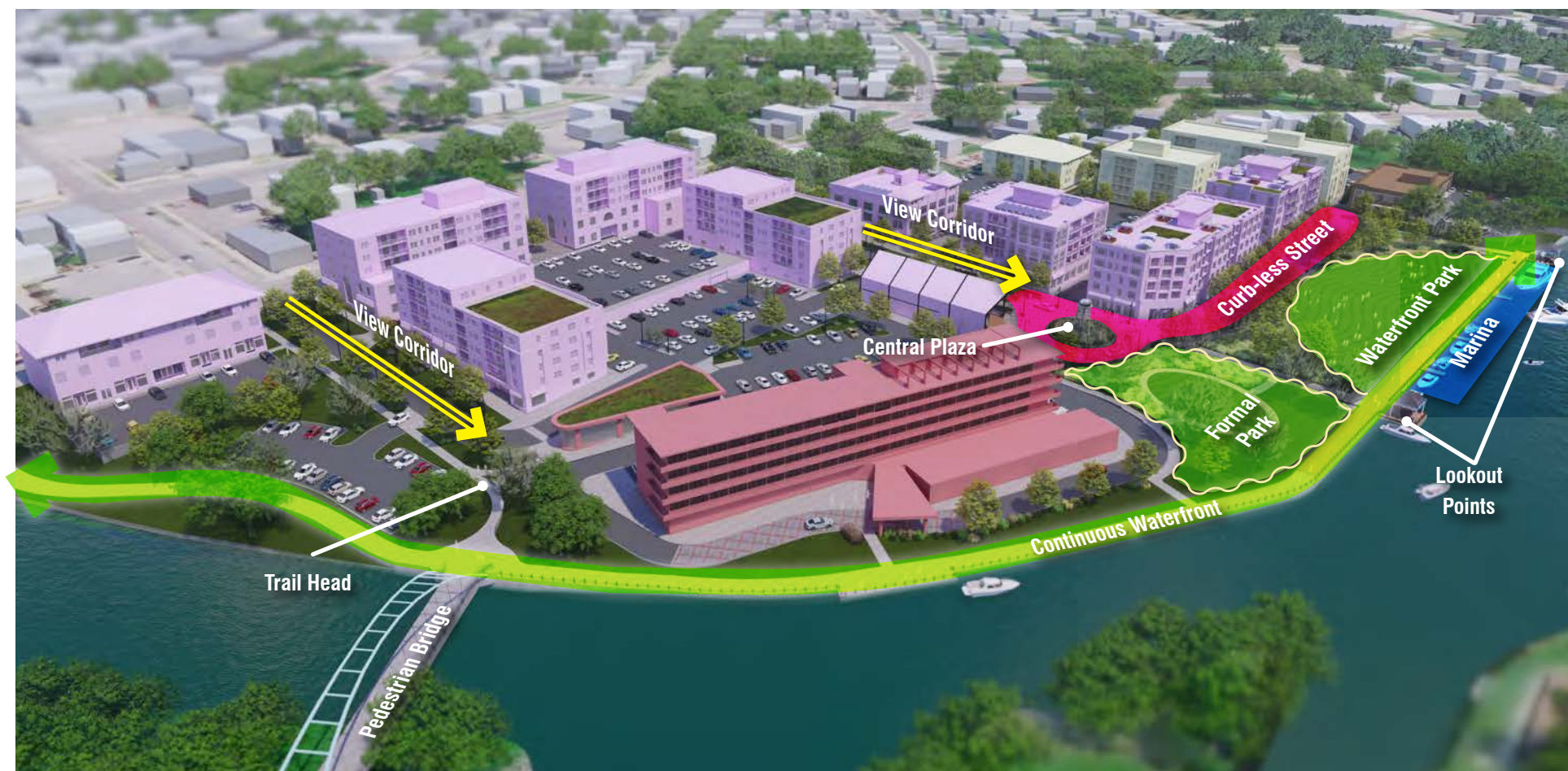
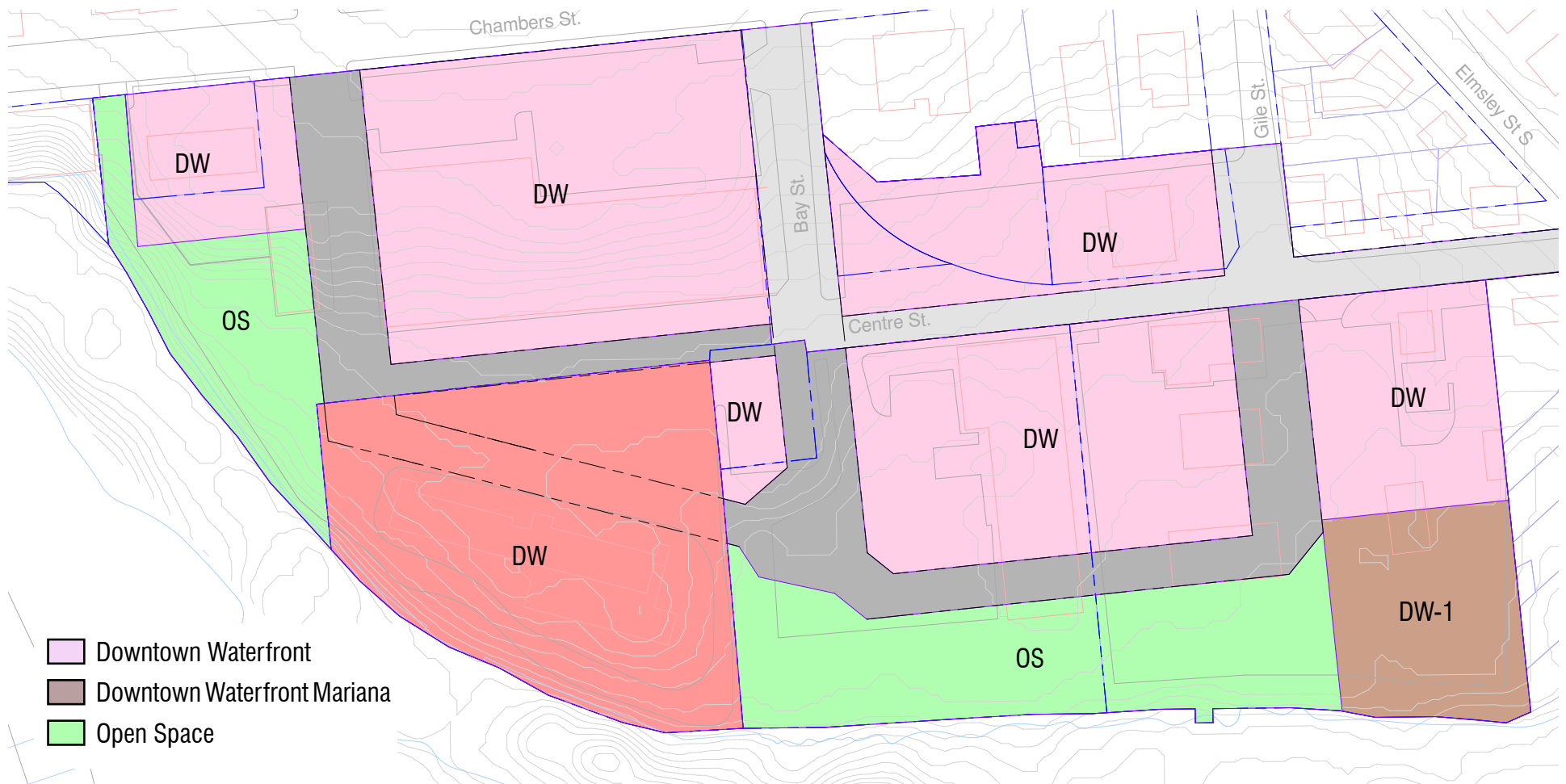


Fig. 18: 3D Aerial View

### 3.2 Redeveloped Land Uses

Lands designated Downtown Waterfront (DW) are recommended to have a full range of mid-rise residential, commercial, and mixed-use land uses to serve local residents. Building height shall range from 3 to 6 storeys, leveraging the steep grade change to maintain a low-rise downtown feel. Downtown Commercial (DC) is intended for a full range of commercial uses in a mid-rise form including hotels, restaurants, cafes, retail, offices, and mixed-uses with residential on upper levels. Waterfront Industrial (WI) designation includes light industrial uses related to Parks Canada's needs for maintaining the Rideau Canal and transient boater uses. Open Space (OS) designation is reserved for parks, trails, boardwalks, marinas, look-outs, and a multi-use trail that increases the opportunities for recreation and general enjoyment of the community.





The proposed redevelopment strategy recommends creating park space, new public streets, and developable parcels through acquisition or partnership with current owners. The 30-meter buffer required by the UNESCO World Heritage designation would become the park spaces. Investment in public infrastructure will be used to stimulate desired private development over time and create a vibrant waterfront community.

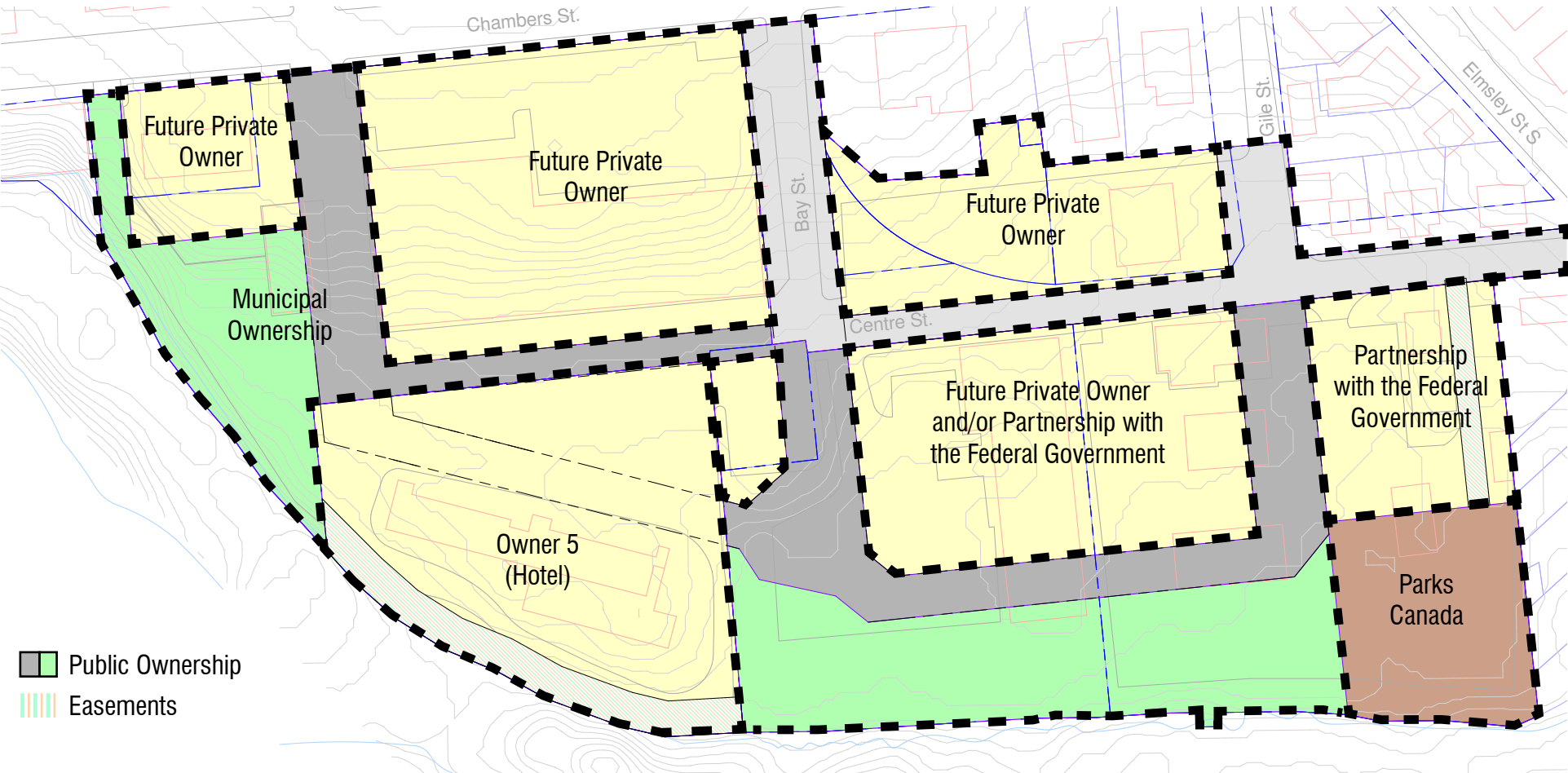


Fig.19: Master Plan Ownership Strategy

### 3.3 Master Plan Concept

The proposed concept includes the addition of a new public street called Canal St., which will be connected to the extended Gile St. and Bay St., all framed by mid-rise buildings. Centre St. will serve as the back-of-house street, providing access to parking and acting as a conduit for sanitation and electrical services connections. Mixed-use buildings are proposed for Chambers St., Market St. S., Bay St., and Canal St., with non-residential uses on the ground floor and residential uses on the upper floors. Stand-alone residential buildings are proposed along Gile St. to transition from downtown to residential neighborhoods.

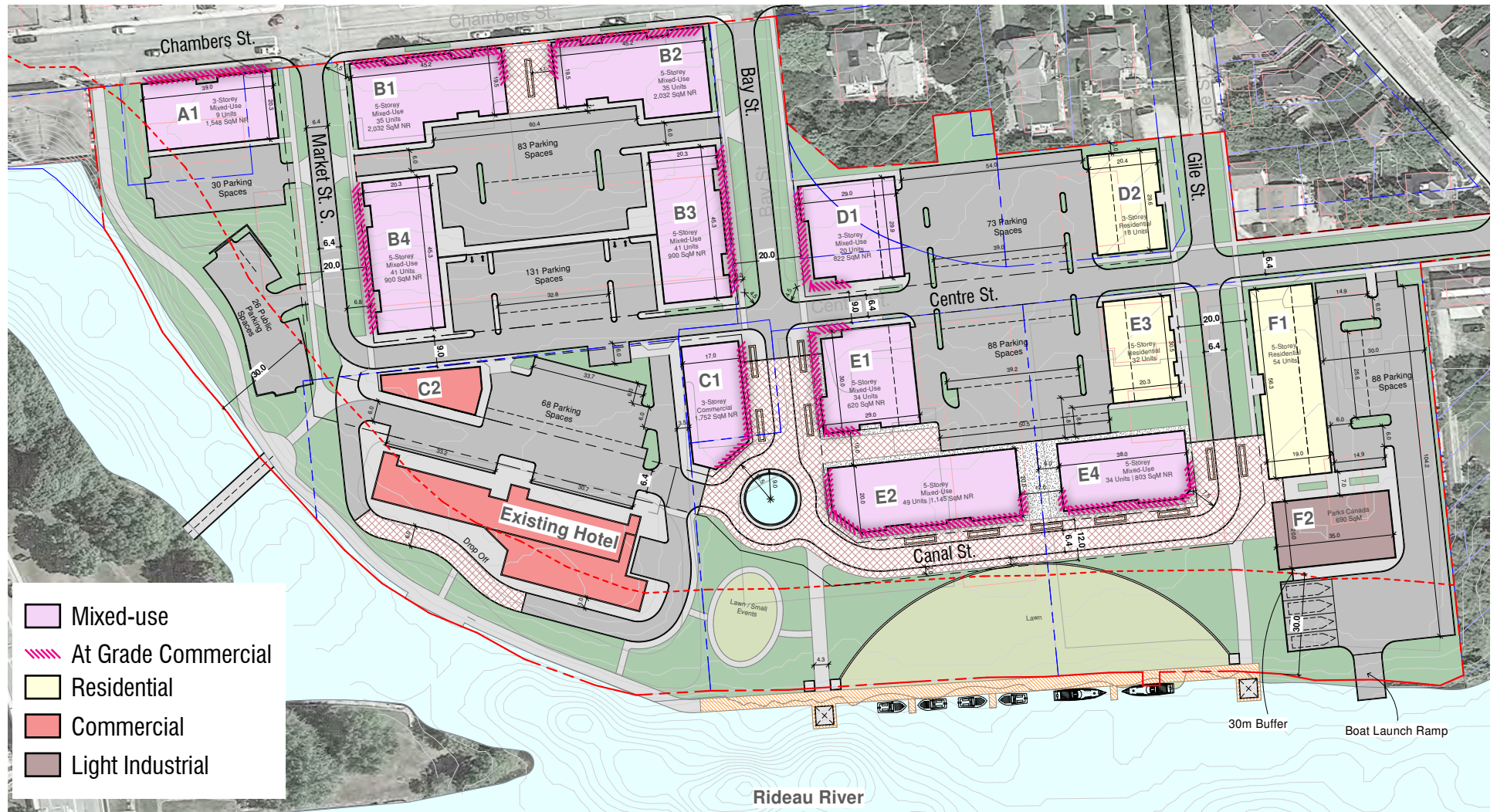
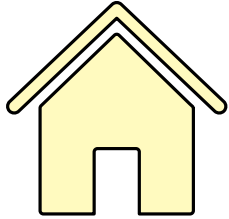


Fig.20: Master Plan Concept





**Approx. 345 Residential Units**

**Approx. 725 People**

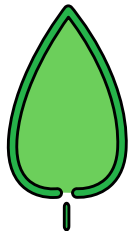
**1.1 Parking Space/Unit**



**Approx. 15,324 Sqm  
Non-Residential GFA**

**Approx. 300 Jobs**

**1 Parking Space / 50sqm**



**30% Open Park Space**

**440m Waterfront Trail**

#### Town of Smiths Falls

##### **Summary**

Site Area	6.0 Ha
FAR	0.78
Building Footprint	11,842 sqm (20%)
Gross Density	57 UPH
Total Units	345 Suites

##### Overall distribution of uses:

Residential	68%
Commercial/Office	32%

**Total Parking** 552 spaces (± 40 on-street parking spaces)

Block	Area SqM	Building	Use	Storey	GFA SqM	Residential Units	Block Density UPH	Residential Salable SqM	Non-Residential Area SqM	Parking	
										Required	Provided
A	2,038	A1	Mixed-Use	3	2,301	8	40	652	2,301	30	30
B	9,079	B1	Mixed-Use	5	4,817	30	149	2,428	1,927	51	83
		B2		5	4,835	30		2,437	1,934	51	
		B3		5	4,450	37		2,990	890	49	
		B4		5	4,450	37		2,990	890	49	131
C	703	C1	Mixed-Use	3	2,139		-		2,139	19	
	9,376	C2	Commercial	1	268				268	2	68
		Hotel	Commercial	5	0				0	35	
D	4,271	D1	Mixed-Use	3	2,466	17	85	1,381	822	26	74
		D2	Residential	3	1,800	19		1,512	0	21	
E	7,058	E1	Mixed-Use	5	4,060	26	158	2,046	1,624	43	
		E2	Mixed-Use	3	3,291	23		1,843	1,097	35	90
		E3	Residential	5	3,000	32		2,520	0	35	
		E4	Mixed-Use	5	3,715	31		2,496	743	41	
F	3,337	F1	Residential	5	5,100	54	160	4,284	0	59	
	3,139	F2	Parks Canada	1	690		-		690	6	76
<b>TOTAL</b>					<b>47,381</b>	<b>345</b>		<b>27,580</b>	<b>15,324</b>	<b>552</b>	<b>552</b>

<b>Avg. Suite Size</b>	<b>80 sqm</b>
------------------------	---------------

##### **Parking Ratio:**

Residential:	1.1 Space / Unit	379	spaces
Non-Residential:	1 space / 50 sqm	173	spaces

(50% Non -Residential Parking  
Reduction as per Section  
4.28.1.2 of the Zoning Bylaw)

Fig.21: Development Statistics

### 3.4 Street Design

The proposed streets are designed to prioritize pedestrian movement, safety, and enhance the walking experience. All streets will carry two lanes of traffic (one in each direction) and accommodate large vehicle turnarounds. Market St., Bay St., and Gile St. are proposed with 20-meter ROW (Right-of-Way) widths and will function as boulevards with generous space for landscaping, sidewalks, and street infrastructure. Canal St. and a segment of Bay St. are designed with a dual purpose: operating as typical streets or being closed off to vehicular traffic on special occasions to create a seamless public plaza.



Fig.22: Street Network



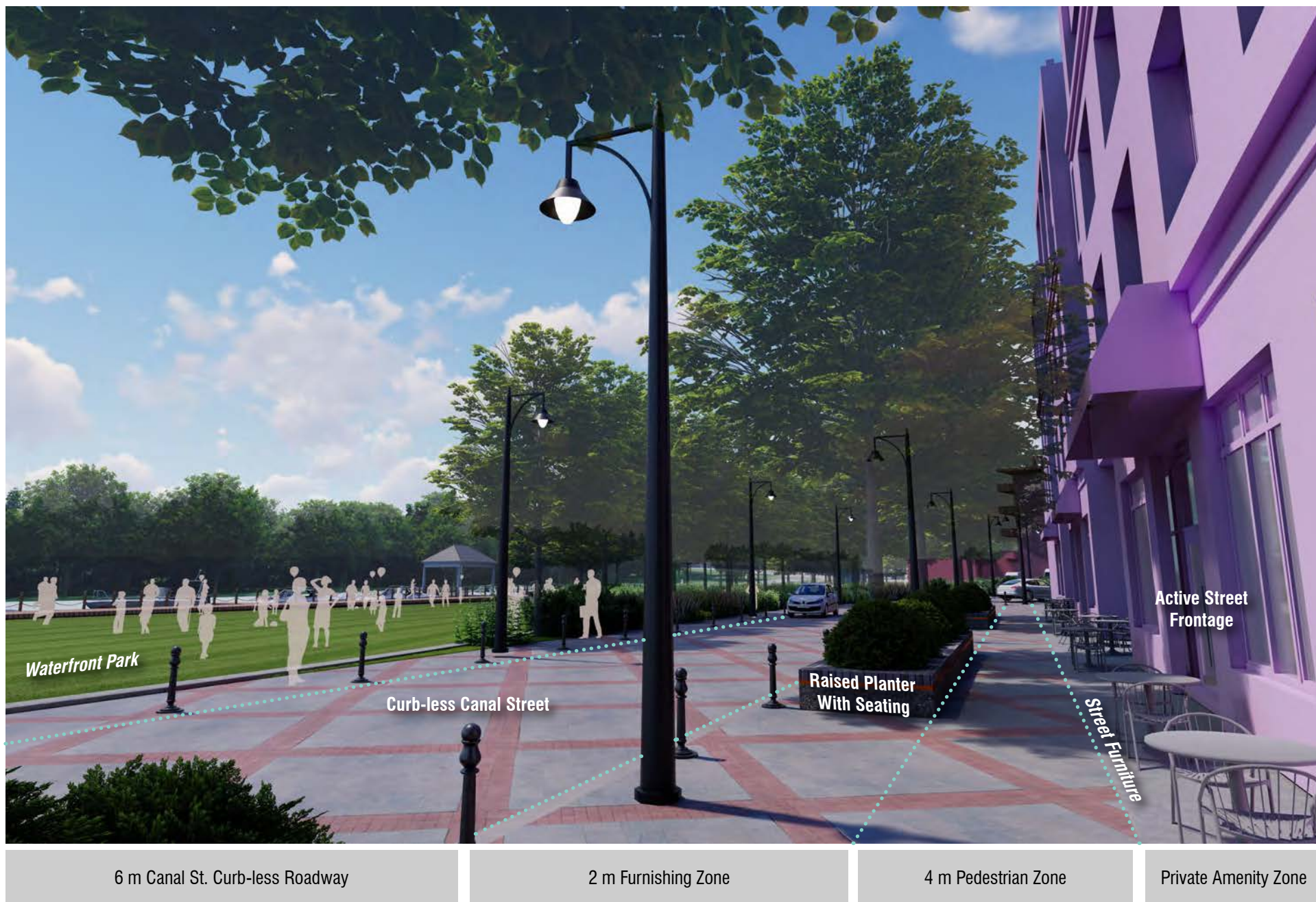


Fig.23: Canal Street Pedestrian View





Fig.24: Bay St. Central Plaza - Closed Off To Traffic For Events - Aerial View





Fig.25: Bay St. Central Plaza - Functioning As A Regular Traffic Circle - Street View

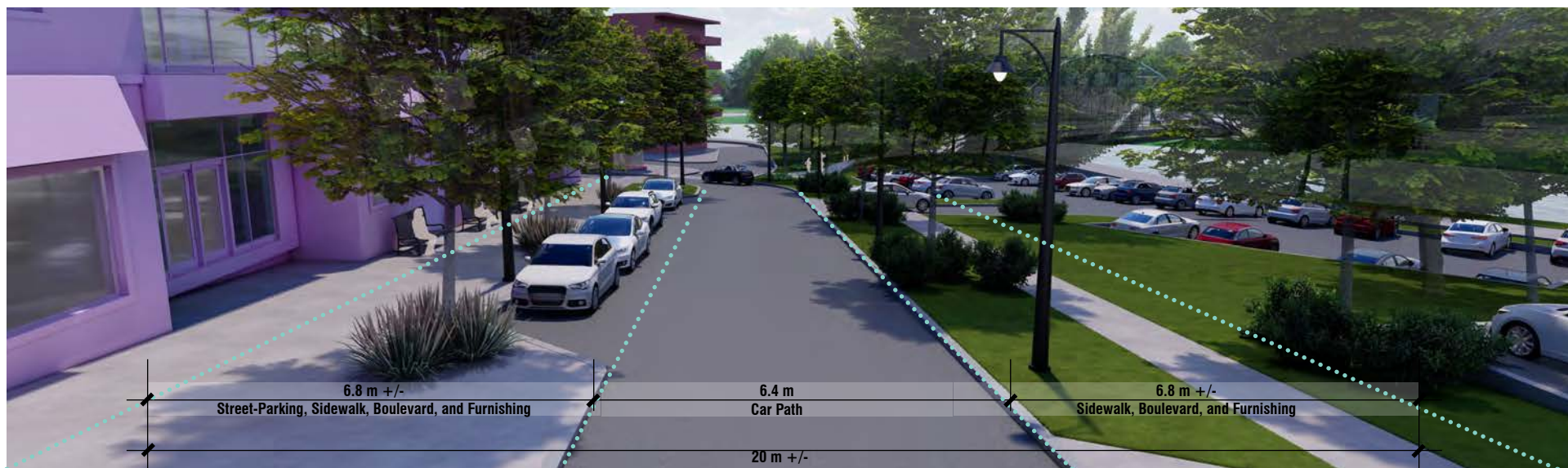


Fig.26: 20m ROW Cross Section With Street Parking - Market St.



Fig.27: 20m ROW Cross Section Without Street Parking - Market St.



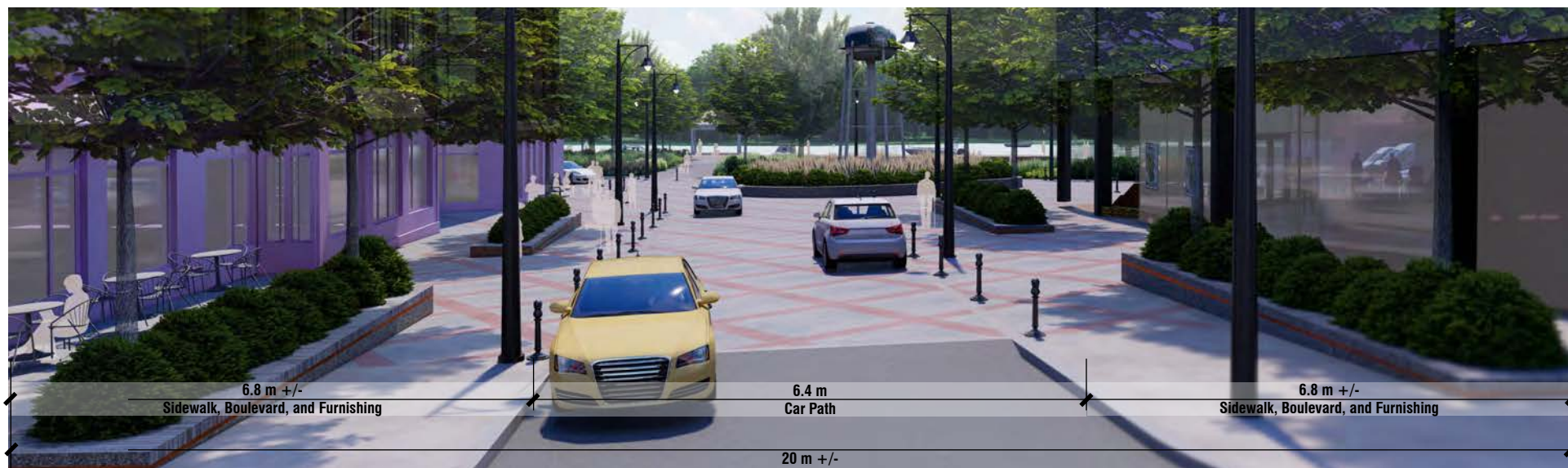


Fig.28: 20m ROW Cross Section - Bay St.

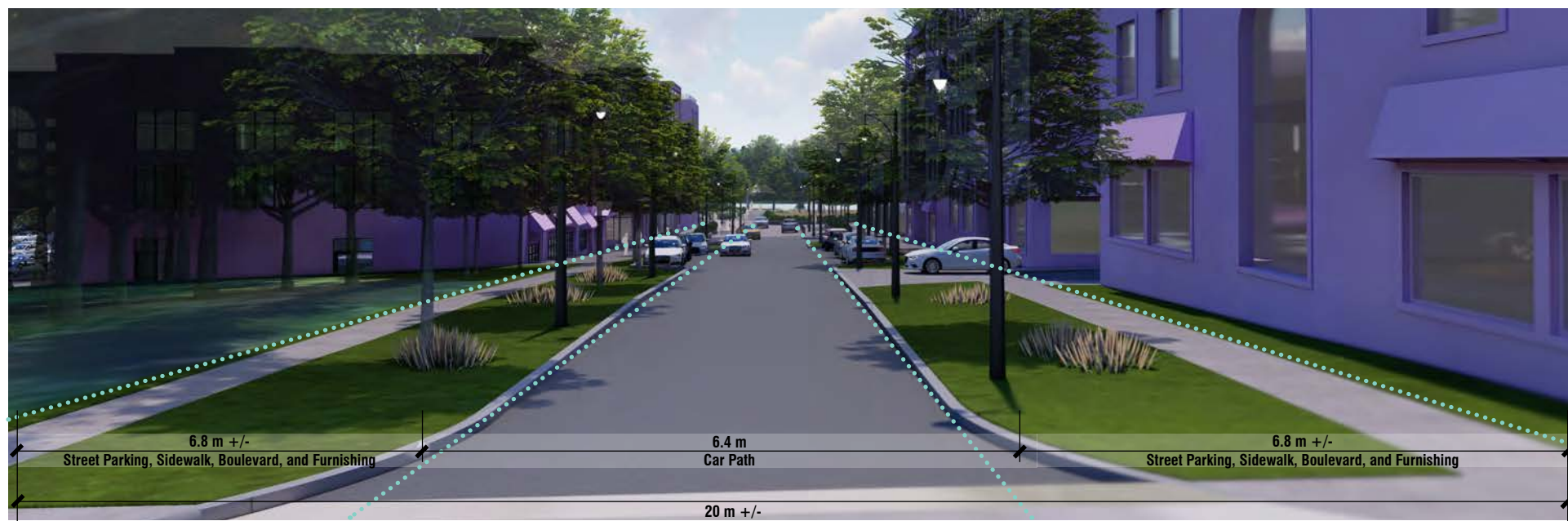


Fig.29: 20m ROW Cross Section - Gile Street



### 3.5 Parks and Trails

To activate the Heritage Rideau Canal Riverfront, the majority of the waterfront edge will be enhanced for public parks and outdoor recreation activities for people of all ages and abilities. Convenient access to these amenities encourages residents to walk and cycle, and provides places for gathering and socializing. A large open waterfront park with a boardwalk and areas for docking boats provides for a range of active and passive recreational activities while taking advantage of the Rideau Canal's natural heritage resource, attracting tourists and transient boaters.



Fig.30: Parks and Trails





*Fig.31: Small Events Park Space*



*Fig.34: View Points and Shade Structures*



*Fig.32: Boardwalk*



*Fig.33: Public Waterfront Green Space*



### 3.6 Building Typology

Building placement, orientation, height, and programming play a crucial role in enclosing and activating an urban space. In order to create a vibrant downtown waterfront community, the Master Plan envisions the majority of the buildings to be mid-rise, mixed-use buildings with ground floors designed to activate the public streets (e.g., retail, restaurants, cafes). Residential units will occupy the upper floors. The building height and orientation will be designed to frame the public streets appropriately, creating a human-scale enclosure and view corridors that direct focus towards the Rideau Canal. Adjacent to the established residential neighborhoods on the east, residential mid-rises will frame the streets and provide a transition to the low-rise neighborhood.



Fig.35: Building Height and Typology



## Built Form:

While the Master Plan predominantly includes 5-storey buildings, 6-storey mixed-use structures are also considered suitable, benefiting from recent adjustments to the Ontario Building Code permitting wood construction up to six storeys.

A significant portion of mixed-use buildings will front public streets, contributing to a continuous street-wall that frames and defines these spaces.

Ground-level spaces are designated for active uses such as retail, dining, and services to engage the public and animate the streetscape. Upper levels will accommodate office and residential purposes.

When appropriate, the first storey of a building should be taller to allow for flexible future use.

For buildings with ground-floor retail, the base should feature extensive glazing, landscaping, appropriate signage, and spaces for outdoor activities like patios or seating. In residential buildings at street level, there should be semi-private front yards with steps, landscaping, and seating where suitable.

Entrances should be prominent, with canopies offering weather protection for pedestrians. Architectural diversity within development blocks is encouraged to avoid uniformity. Design elements across the development should complement each other.

Facade designs should incorporate both horizontal and vertical elements such as windows, projections, recesses, and canopies.

Primary building elevations facing main streets should demonstrate high-quality design, possibly including canopy structures and arcades.

Secondary building elevations, those not facing public streets, should harmonize with primary facades in terms of design quality.

Buildings should include a stepback of at least 1.5 meters above the second or third storey to lessen perceived height and ensure pedestrian-friendly scale at street level.

To minimize visual impact and shadowing, building lengths should not exceed 75 meters. For buildings longer than this, facades should feature articulated horizontal and vertical elements to add visual interest at street level.

Main building entrances must be clearly marked and designed as focal points. Balconies or other permanent features should not encroach into public rights-of-way or setbacks. Balconies should be integrated into the building design, preferably as inset or Juliet balconies



Fig.36: Wesbrook Mall, Vancouver, BC - Mixed Use Building Precedent, Google Earth



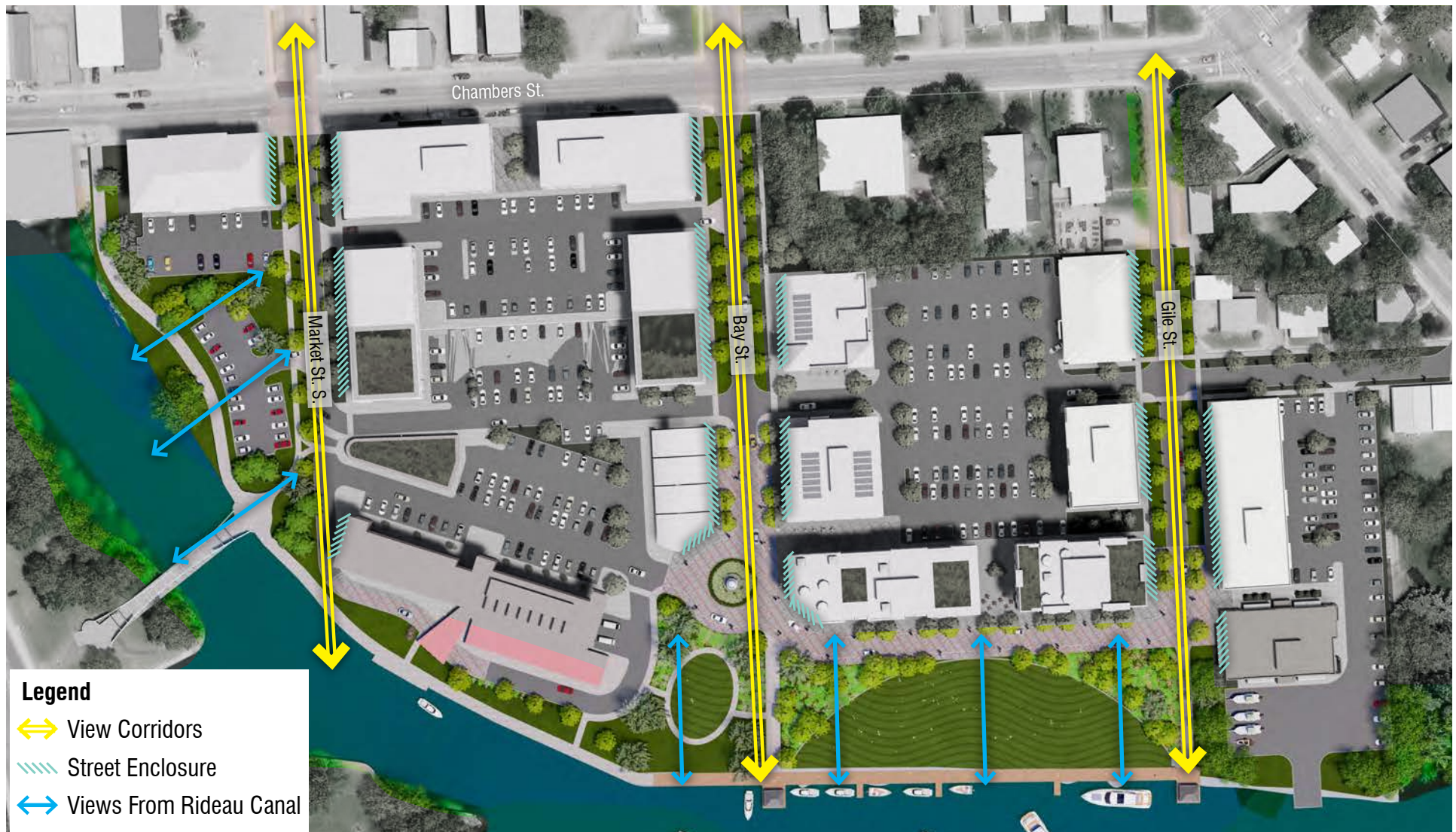


The Master Plan calls for a vibrant farmers market or similarly programmed public market within the central plaza. This strategic location aims to attract both residents and visitors to the study area, bolstering tourism and providing compelling reasons for visits throughout the year. The design of the farmers market building should be innovative, seamlessly integrating the industrial heritage of the Study Area. This will add a distinctive and authentic character to the space.



### 3.7 View Impact Analysis

Views to and from the Rideau Canal should be preserved and enhanced to emphasize this natural feature. The master plan envisions extending clear view corridors along existing Market St., Bay St., and Gile St., drawing the eye towards the Rideau Canal. Human-scaled street streetscape with active pedestrian areas and boulevard street tree plantings will further enhance these view corridors. The waterfront itself will be reserved for uses related to the canal and public spaces, ensuring clear vistas from the water.









### 3.8 Shadow Impacts Analysis

Building placement, orientation, height, and programming play a crucial role in enclosing and activating an urban space. In order to create a vibrant downtown waterfront community, the Master Plan envisions the majority of the buildings to be mid-rise mixed-use buildings with active frontage along public streets and residential units on upper floors. The building height and orientation appropriately frame the public streets, creating human-scale enclosure and view corridors, directing focus towards the Rideau Canal. Adjacent to the established residential neighbourhoods on the east, residential mid-rise will frame the streets and provide transition to the low-rise neighbourhood. The following images demonstrates the shadow impacts of the mid-rise buildings oriented along the street grid at various times of the year as indicated.

#### Summer Solstice - June 21st



8:00 am



9:00 am



10:00 am



11:00 am



12:00 pm



1:00 pm

Summer Solstice - June 21st



2:00 pm



3:00 pm



4:00 pm



5:00 pm



6:00 pm



7:00 pm



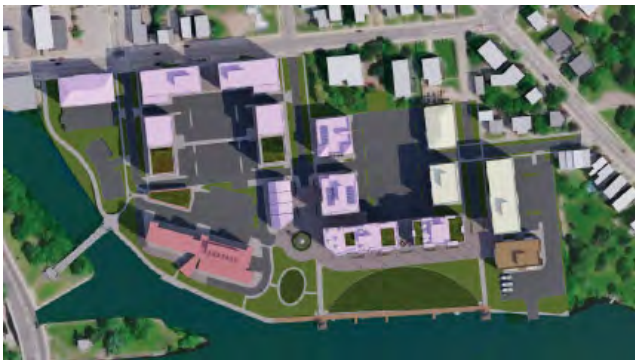
Spring/Fall Equinox - March/September 21st



9:00 am



10:00 am



11:00 am



12:00 pm



1:00 pm



2:00 pm

Spring/Fall Equinox - March/September 21st



3:00 pm



4:00 pm



5:00 pm



6:00 pm



### 3.9 Parking

Because of the high water table and potential contamination, surface or above-ground parking is recommended. These parking areas have been strategically planned to be concealed behind buildings and shielded from public view. Their design minimizes conflicts with pedestrians. Each block incorporates ample parking to meet its specific needs. Where possible, parking facilities are integrated into half of the ground floor of buildings, augmenting parking availability and accommodating the increased density.

Fig.38: Parking Approach



### 3.10 Servicing

WT-Infrastructure's assessment of the Centre Street Revitalization project in Smith Falls concludes that while the proposed changes will significantly reshape the waterfront area, there are challenges regarding the age and configuration of the existing infrastructure. Limited opportunities exist for reusing current assets, necessitating upgrades to the sanitary, storm, and water systems.

Despite these challenges, the assessment indicates that there is generally adequate capacity within the existing infrastructure to service the development, with potential minor upgrades required for the downstream sanitary pumping station. The estimated cost for infrastructure upgrades is \$3.75 million, with a variability of +/-25%, while road reconstruction costs are estimated at \$5.5 million, excluding certain additional expenses.

WT-Infrastructure recommends several actions to advance the project, including confirming the capacity and elevation of the sanitary pumping station, assessing fire demand capacity through hydraulic modeling, pre-consulting with relevant authorities on stormwater outfall location and treatment requirements, and phasing the project to optimize progress and enable further development phases. These recommendations aim to ensure the successful design and execution of the Centre Street Revitalization project.

Below is a breakdown of the estimated costs for the specific infrastructure elements:

#### **1. Water Servicing:**

- Total Watermain Length: 750-800 meters
- Fire Hydrants: 6-7 units

Estimated Cost: \$900,000 +/- 25%

Details: This cost includes the installation of a 200mm diameter watermain to meet both domestic and fire demand requirements and the addition of fire hydrants for safety and compliance with fire codes. This cost does not include individual property servicing.

#### **2. Sanitary Servicing:**

- Total Sanitary Sewer Length: 650-700 meters
- Maintenance Holes: 7 units

Estimated Cost: \$1.6 million +/- 25%

Details: This cost covers the installation of new sanitary sewers, maintenance holes, and potential adjustments to accommodate existing easements and building locations. The design aims to maximize service coverage while minimizing pipe length. This cost does not include individual property servicing.

#### **3. Stormwater Management:**

- Total Storm Sewer Length: 550-600 meters
- Maintenance Holes: 10 units
- Catch Basins: 17-20 units

Estimated Cost: \$1.25 million +/- 25%

Details: Includes the installation of a stormwater collection system designed to handle a five-year return period storm, incorporating maintenance holes and catch basins. Individual stormwater treatment units for each site are estimated at \$50,000 – \$150,000 each, depending on size and flow requirements. This cost does not include individual property servicing.

#### **Additional Costs:**

Stormwater Quality Treatment Units: Individual units per site ranging from \$50,000 to \$150,000, not included in the above stormwater management estimate.

Innovation Opportunities: Potential costs for implementing green roofs, rainwater harvesting systems, and other sustainable design features can vary and will depend on client objectives and detailed design considerations.





Fig.39: Site Servicing



### 3.11 Sustainability Initiatives

At the community scale, the Master Plan recommends several sustainability initiatives: integration of indigenous trees and native species, optimal building orientation for sunlight capture, interconnected and accessible open spaces, vibrant streets conducive to social interaction, and waterfront regeneration that enhances the social and economic vitality of surrounding neighborhoods and downtown areas. There are opportunities for heat exchange with the canal that may be explored if it does not impact the ability of boating in the canal. Combined heating and power co-generation through district energy may be more appropriate. At the building scale, green roofs or white roofs are recommended to mitigate heat island effects, the implementation of solar panels for local energy generation, 40% glazing-to-wall ratio to optimize energy efficiency and reduce heat loss, features to minimize bird collisions with windows, integration of green building technologies, and the promotion of health and well-being through access to open and urban spaces.



Fig. 40: Sustainability Initiatives





*Fig.41: Green Roof and Solar Panel Examples*



An aerial architectural rendering of a city development. The scene shows a mix of modern, multi-story buildings with flat roofs and some with solar panels. There are large green spaces with trees and walking paths. A waterfront area at the bottom features a wooden boardwalk, a small pavilion, and several boats in the water. The sky is blue with some clouds.

# 4

## Action Plan Recommendations

- 4.1 The Plan
- 4.2 Now – 5 Years
- 4.3 5 Years – 20 Years
- 4.4 Beyond 20 Years
- 4.5 Action Plan Recommendations



## 4. ACTION PLAN RECOMMENDATIONS

### 4.1 The Plan

This Action Plan outlines recommendations for both public and private sectors over a 20-year timeframe. It includes specific action items for the municipal government within 2-year, 5-year, 10-year, 15-year, and 20-year timeframes. The plan also acknowledges the need for economically viable development on private lands and proposes municipal infrastructure investments to support the overall vision.



Fig.42: The Master Plan

## 4.2 Now – 5 Years

The Town's Official Plan, Zoning By-law, and various guidelines can be leveraged to streamline redevelopment approvals. Mechanisms such as introducing a Development Permit System (DPS) for properties within the project boundaries can achieve this goal for the master plan. The Town should work with landowners to acquire a portion of the proposed Canal Street ROW, Bay St. extension ROW, and some lands for the waterfront park, while also coordinating solutions to existing servicing issues. Early coordination with First Nations, Parks Canada, and land owners should continue. Significantly, the Town must take an active role in resolving land ownership issues and securing easements for access and servicing. This will set the stage for redevelopment to proceed.





### 4.3 5 Years – 20 Years

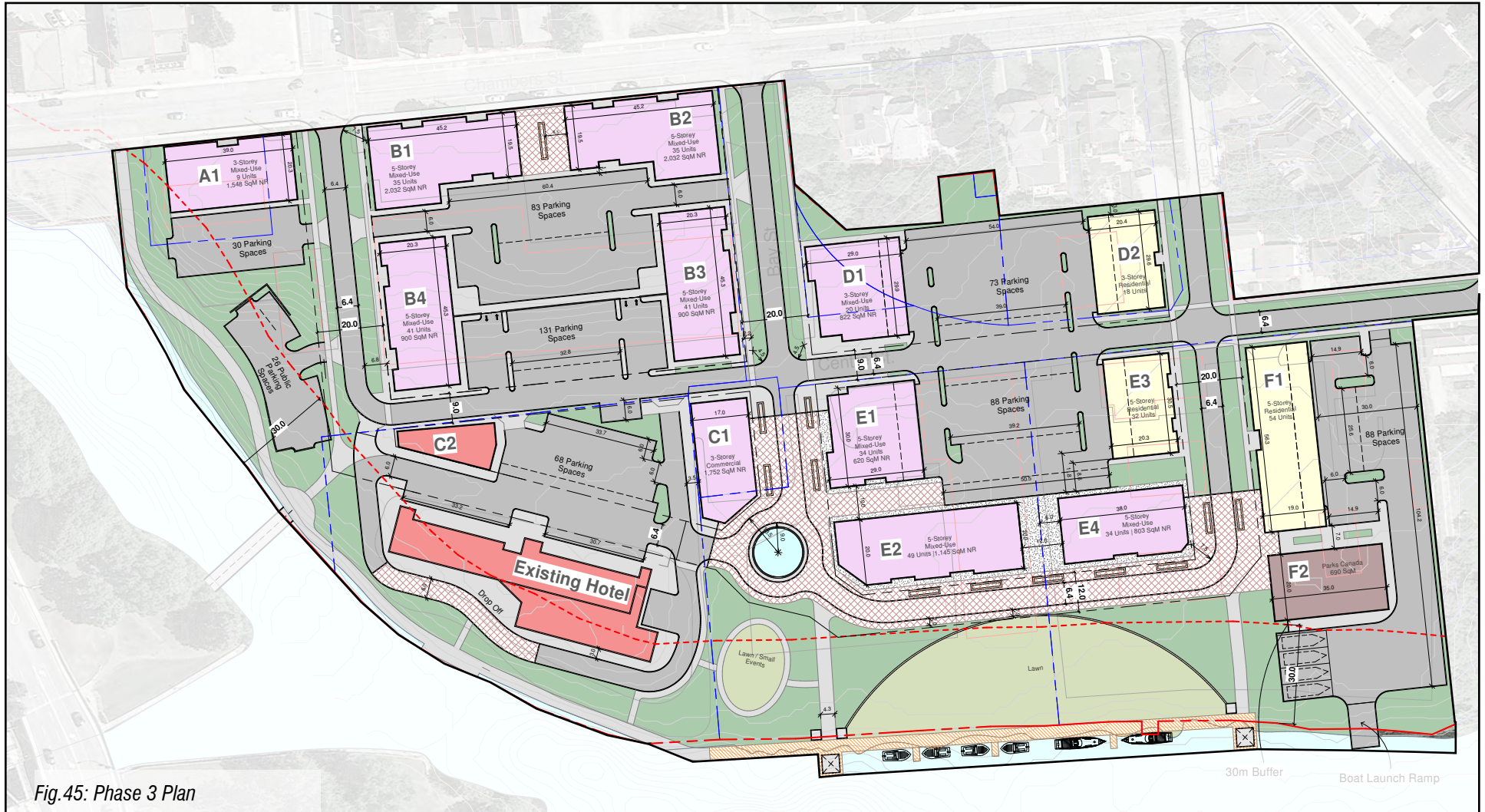
The Town should work with landowners to acquire and manage the missing Market Street and Centre Street ROW. They can then begin implementing reduced parking requirements to encourage market use and redevelopment of the western sites, including waterfront parking. The Town continues to work with the Giant Tiger property owner and the Federal Government to coordinate the evolution of those sites. It is recognized that the complexity of commercial leases and Parks Canada operations will require many more years to resolve. In the meantime, the Town can begin programming activities along the waterfront with the hotel property to act as a catalyst for the sites yet to be redeveloped.



Fig.44: Phase 2 Plan

## 4.4 Beyond 20 Years

Beyond 20 years, the Town will focus on collaborating with the Giant Tiger property owner to create an environment conducive to redevelopment. This recognizes the potential financial challenges the owner might face during construction due to the loss of cash flow from the existing site. The Town should continue working with the Federal Government and First Nations partners to relocate the operational needs of Parks Canada for the site, while also exploring potential development opportunities if interest arises from First Nations partners. These conversations should be a continuation of those initiated in the early years of the project.





## 4.5 Action Plan Recommendations

\$ < \$50,000  
 \$\$ > \$50,000 to < \$250,000  
 \$\$\$ > \$250,000

### TIMEFRAME: 2 YEARS

<b>Action 1 – Advocate for the Canal District</b>		
Town	Endorse Canal District Master Plan	\$
	Continue to actively participate in Parks Canada's Rideau Canal master planning to understand the merits of the Canal District Master Plan with Council's engagement in the public consultation.	\$
<b>Action 2 – Align Regulating Documents</b>		
Town	Update Official Plan - show waterfront uses and clearly define intent. Show street network and view corridors as a schedule in the plan	\$\$\$
	Update Zoning By-law to allow the uses identified in the Master Plan – increased heights and reduced parking	\$\$
	Create a Urban Design Guidelines to provide clear directives for new development, focusing on enhancing urban design, pedestrian comfort, and architectural quality within the Master Plan	\$\$
	Create a Development Permit System for the desired development	\$\$
<b>Action 3 – Resolve Property Ownership Issues</b>		
Town and Property Owners	Formalize hotel access in property records	\$
	Determine ownership of canal wall	\$
	Work with plaza owner to create easements or purchase agreements for abandoned portions of Market Street and Centre Street or develop formal maintenance agreements for privately owned public space	\$\$
<b>Action 4 – Modernize Utilities to Meet Future Needs</b>		
Property Owners and Utility Providers	Rationalize and coordinate utility easements	\$
	Modernize electrical infrastructure	\$\$\$
	Disentangle electrical feed to hotel through plaza	\$\$\$
	Disentangle potable water feed to hotel through plaza	\$\$\$
	Begin phased utility/servicing upgrade design to service future development vision	\$\$\$
	Work with a district energy provider to determine feasibility of combined heat and power (co-generation) and heat exchange for future development to develop a business case if feasible	\$

<b>Action 5 – Develop an Understanding of the Canal’s Current State and Needs</b>		
Town and Federal Government	Develop detail bathymetry to understand if basin can accommodate pleasure craft and/or if dredging is required	\$\$
	Test canal bed along shoreline of project area to understand potential contamination and remediation needs	\$\$
	Develop understanding of canal wall asset through state-of-good repair inventory	\$\$
	Determine if canal wall needs to be repaired or replaced and who is responsible for that activity	\$
	Determine if deeper canal walls will allow more activities in the canal and how that can be paid for through cost sharing	\$
<b>Action 6 – Develop an Understanding of Property Disposition</b>		
Town and Property Owners	Work with individual property owners to understand their timelines for selling properties or leasing arrangements with current tenants	\$
	For properties being sold – UNESCO land encumbrances and access to the canal should be noted in any sales agreements.	\$
	Determine impacts and opportunities of master plan development on lease terms and implied cash flow required to service property owner debt and work to reduce administrative planning requirements through DPS and reduce development timelines	\$
<b>Action 7 – Develop an Understanding of Property Disposition</b>		
Town	Begin design of phased waterfront trail and phasing for waterfront park.	\$\$\$
<b>TIMEFRAME: 5 YEARS</b>		
<b>Action 8 – Maintain Relationships and Momentum</b>		
Town	Work with industrial property owners to relocate operations to more appropriate locations within town	\$
<b>Action 9 – Invest in Existing Municipal Infrastructure</b>		
Town and Utility Providers	Redesign and reconstruct publicly owned road allowance for Bay Street, Gile Street and Centre Street including potable water, sanitary sewer, and storm water system and work with gas and electric providers to modernize their infrastructure based on capacity needs of future Canal District Master Plan build out scenario	\$\$\$
	Work with district energy partner to procure property, design and build distribution pipes for combined heat and energy infrastructure as part of road allowance reconstruction to recognize sustainability benefits that will not be achieved at full build out. This may require the municipality to subsidize the construction.	\$\$\$



<b>Action 10 – Work with Federal Government to Relocate Lock Gate Manufacturing Function</b>		
Town and Federal Government	Develop land disposition strategy for Parks Canada lands including potential partnerships with First Nations, federal government as developer through CMHC or Canada Lands Company, or sale to municipality	\$\$\$
	Memorialize agreement in a memorandum of understanding and begin conversations about the design and permitting on the site	\$
	Build momentum for redevelopment through thorough engagement with federal government partners	\$
<b>Action 11 – Extend Bay Street and Frame with Development Parcels and Open Space</b>		
Town and Property Owners	Extend Bay Street toward canal through public/private partnership agreement or sale and terminate it at a cul-de-sac to become future urban roundabout.	\$\$\$
	Relocate school bus storage facility.	\$\$\$
	Relocate LeBoat boat storage function	\$\$\$
	Partner with property owner to design, permit, and construct a covered market (shown as C1 in Master Plan) on west side of the Bay Street extension to draw people to the waterfront	\$\$\$
	Partner with property owner and hotel to establish lawn/small event space	\$\$\$
<b>Action 12 – Repair Canal Wall</b>		
Town, Federal Government, Property Owners	Partner with Parks Canada and property owners to develop plan for repairing and extending canal wall	\$\$\$
	Develop cost sharing agreement among Town, federal government, and individual property owners	\$\$\$
	Canal wall replacement project understanding the potential impacts of contaminated sites and canal bed	\$\$\$
<b>Action 13 – Planning Permissions for Early Buildings</b>		
Town	Work with property owners to establish planning permissions for design of buildings D1, D2, E1, and E2	\$
	Work with hotel owner to improve parking lot and establish planning permissions for design of building C2	\$
	Work with plaza owner to develop planning permissions for design of building A1	\$
<b>Action 14 – Market Street Extension</b>		
Town	Assume control of Market Street road-allowance through the Canal District.	\$\$\$
<b>Action 15 – Build Waterfront Trail</b>		
Town and Property Owner	Work with hotel and plaza owner to design and build waterfront trail and 26 public parking spaces on western end of Canal District	\$\$\$

## TIMEFRAME: 10 YEARS

### Action 16 – Maintain Relationships and Momentum

Town	Work with industrial property owners to relocate operations to more appropriate locations within town	\$
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### Action 17 – Relocate Lock Gate Manufacturing

Town	Work with federal government to relocate lock gate manufacturing facility	\$\$\$
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### Action 18 – Large Event Lawn, Boardwalk, and Festival Street

Town	Municipality to assume control of festival street road allowance and design and construct large event lawn park space and boardwalk along waters Edge within the UNESCO Heritage Site water's edge	\$\$\$
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### Action 19 – Facilitate Construction of Buildings

Town	Work with property owners to facilitate construction of buildings A1, C2, D1, D2, E1, E2 after Market Street has been assumed for access to the hotel.	\$\$\$
	Work with Plaza owner to begin design and permitting for Buildings B1, B2, B3, B4.	\$\$
Town	Work with federal government and/or First Nations to begin design and permitting for buildings E3, E4, F1, F2 and extension of Gile Street.	

## TIMEFRAME: 20 YEARS

### Action 20 – Facilitate Construction of Buildings

Town	Work with landowners and developers to complete Buildings B1, B2, B3, B4, E3, E4, F1, F2.	\$\$\$
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### Action 21 – Program Events

Town	Program events within public right-of-way in partnership with adjacent landowners.	\$\$
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### Action 22– Transition to Business District

Town	Establish a waterfront business district MOU in partnership with key stakeholders including the Downtown Business Association to maintain quality of maintenance and advocate for continued waterfront improvements	\$
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# APPENDICES



# -Detritus

## CONSULTING LTD.

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February 5, 2024

**Mr. Raj Mohabeer**

**GSP Group**

**RE: Archaeological and Heritage Brief, 23213 Centre Street Revitalization, Smiths Falls, ON**

Dear Raj,

This brief is intended to provide information on Indigenous and Euro-Canadian archaeological potential as well as considering the cultural heritage value or interest (CHVI) for built structures and landscapes within the Study Area.

The Ministry of Citizenship and Multiculturalism (MCM) through the Standards and Guidelines for Consulting Archaeologists (The 2011 S&Gs) provides a framework for archaeological assessment within Ontario. Many municipalities have developed archaeological master plans which incorporate the MCM's determinants for establishing archaeological potential within a given study area. These include: distance to water – a primary factor in terms of Indigenous archaeological potential, as well as physiographic factors such as the distance to ancient beach ridges, knolls, drumlins and other topographical features. Proximity to known archaeological sites and local indigenous knowledge also play an important role. Conversely, obvious deep and pervasive disturbance can eradicate archaeological potential; this may be the result of construction, quarrying or other human activities.



Notwithstanding any disturbance, the Study Area, situated as it is on the Rideau River, certainly falls within an area of high archaeological potential for Indigenous archaeological resources. As such, a stage 1-2 archaeological assessment is warranted based on the MCM 2011 S&Gs. No archaeological sites are registered within 250m of the Study Area but two are registered within 1km. The lack of known sites in the immediate vicinity may be more a result of the lack of archaeological assessment undertaken nearby, rather than evidence of the absence of archaeological resources. The potential for Euro-Canadian archaeological resources associated with early settlement at a strategic river confluence and located within the early settlement of Smiths Falls is also high and warrants archaeological assessment. Judging from available satellite photography, undisturbed areas are limited within the Study Area but may exist. In addition, the degree of disturbance from existing parking areas is unknown and intact foundations from earlier residential or industrial structures associated with the Frost and Wood complex may yet exist, though currently buried.

In terms of built heritage, it appears little to nothing of the Frost and Wood complex remains, but a cultural heritage impact assessment or cultural landscape assessment would provide a more complete current and historical record of the Study Area and mitigation measures for any heritage resources on site or nearby, which might be impacted by the proposed development.

The following assessment is recommended and would be a typical requirement prior to development approval for municipalities adhering to the Planning and Heritage Acts:

- Stage 1-2 archaeological assessment

Typically an assessment of this sort would have a budget of about \$3500.00. But if additional subterranean excavation with heavy machinery is involved to confirm the presence of buried foundations, the cost could double or triple. If resources warranting further work are found, Stage 3 and ultimately Stage 4 mitigation may be recommended. The costs of this are impossible to know without knowledge of the size and type of archaeological site found but would be estimated prior to the beginning of each new stage.

The possible engagement of First Nations as monitors and or for report review should also be taken into account. Each First Nation contracted to provide services will supply a fee estimate.

With respect to built heritage/heritage landscapes the following assessments may be of some value:

- Cultural Heritage Impact Assessment and or Cultural Heritage Landscape Assessment

These studies cost in the range of \$6000-9000 plus disbursements. Depending on where the contracted firm is based, travel costs may also apply for any of these assessments.

I trust this is of assistance.

Sincerely,

A handwritten signature in blue ink, appearing to read 'GG', with a long horizontal flourish extending to the right.

Garth Grimes L.P.A. P017

President

Detritus Consulting Ltd.



## MEMORANDUM

**To:** Kshitiz Jaswal, M. Arch., M. Plan, Urban Designer – GSP Group

**From:** Jamie Witherspoon, P.Eng., LEED AP, ENV SP

**Cc:**

**Date:** February 14, 2024

**Re:** Centre St. Area Revitalization, Smith Falls – Concept Plan Servicing Review

### 1 Background

GSP Group retained WT Infrastructure Solutions to review the servicing impacts associated with the conceptual design of the revitalization of Centre Street in Smith Falls. WT Infrastructure completed a site review with City staff and has a general understanding of the project area and concerns. The project area consists of the Econo Lodge building, Giant Tiger and Bowling Alley, bus parking, antique store, and the Parks Canada Rideau Canal Maintenance Compound.

The existing watermain extends down Bay St. to Centre St. and then west to a hydrant in the parking lot of the Econo Lodge and east to Elmsley St. S. Based on the Town GIS, as shown in Figure 1-1, the watermain appears to extend across private property along Market St. Furthermore, it appears that the watermain crosses the Canal proximate to the sanitary easement east of the Econo Lodge. One key issue that is identified in the graphic below is that there is a gap in the watermain from Bay to Gile St.

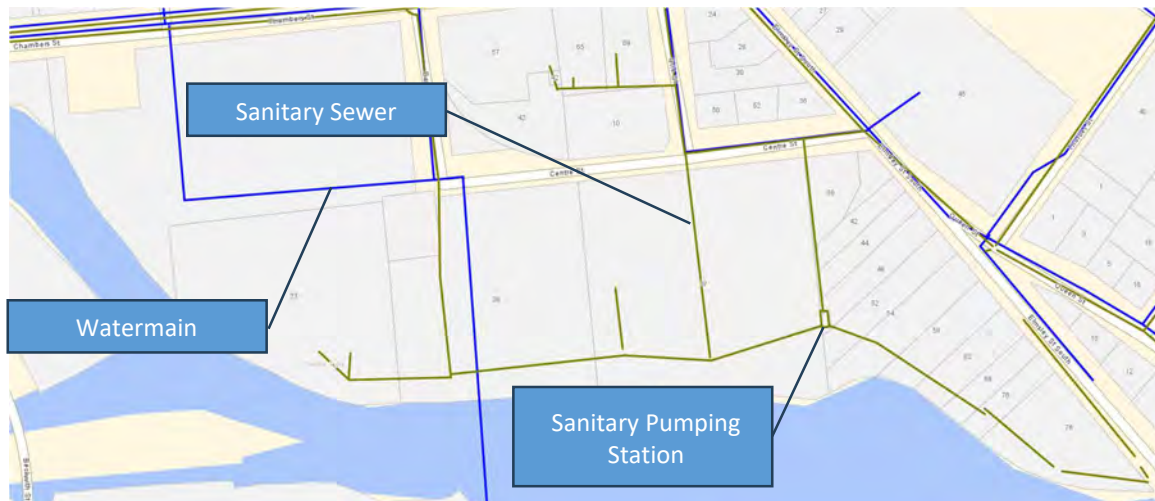


Figure 1-1: Sanitary and Watermain Alignment – Centre St. Area

The sanitary sewer (combined sewer (storm and sanitary)) is not currently located on Centre St. but is located in an easement approximately 42 m south of the intersection of Gile St. and Centre St. and appears to service the Econo Lodge from the southeast corner of the building.

There is a 250mm sanitary sewer that extends south from Bay St. to the sanitary sewer alignment as shown on the easement survey plan in Figure 1-2. It appears that the sanitary sewer in the easement was likely an interceptor sewer installed to divert raw sewage from entering the Rideau Canal as would have been the standard practice historically. The combined sewer in the easement discharges by gravity into the existing sanitary pumping station located south of Lot 129 (59/61 Centre St.). This pumping station collects wastewater from both the Centre St. area and the dead-end portion of Elmsley St. S. to the southeast of the pumping station. This pumping station discharges on Elmsley St. to a gravity sewer that is part of the municipal sanitary collection system.

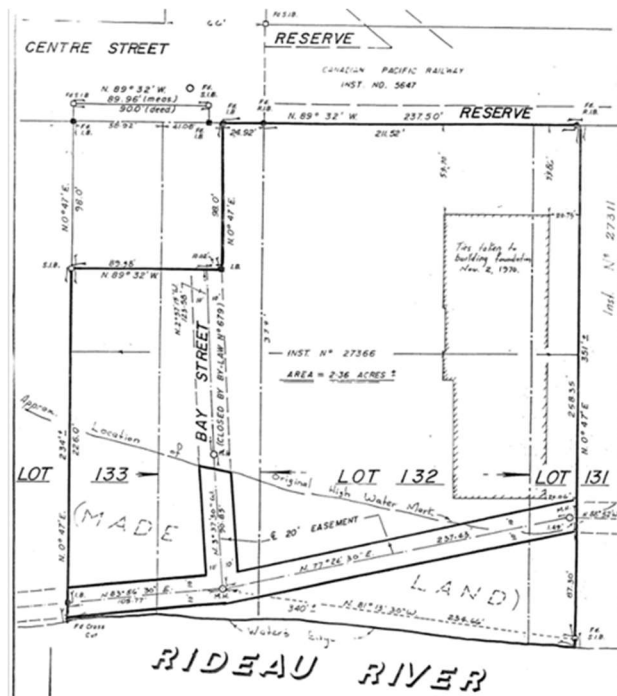


Figure 1-2: Sanitary Easement South of Centre St.

As the Centre Street right-of-way terminates to the east at Elmsley St. S. and to the west at Bay St., it appears that the stormwater for the project area is mostly addressed on private property with the only a single outlet (610mm) collecting runoff from two single catchbasins and one double catchbasin at the intersection of Bay St. and Centre St. It is assumed that most of the runoff from the private properties is uncontrolled to the Canal via overland flow as there no evidence of any inlets in the parking lot of the Econo Lodge.

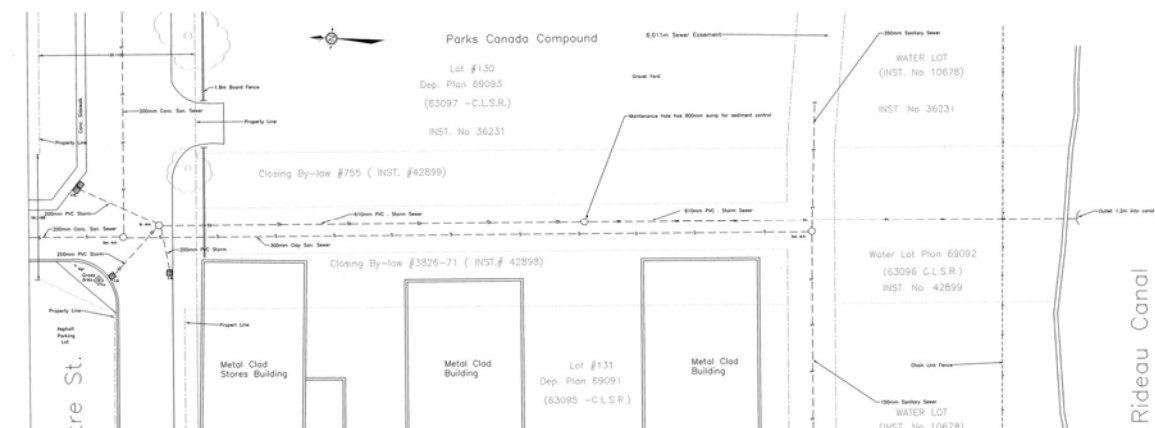


Figure 1-3: Existing Centre St. Storm Outlet

## 2 Master Plan Concept Review

The Full Build Out Concept as presented by GSP Group represents a major reconfiguration of the project area as shown in Figure 4-1 while maintaining the Bay St. and Centre Street right-of-way. Furthermore, it appears that the existing sanitary, storm and water easements that extend from the intersection of Bay St. to the Canal are maintained. Building F2 appears to conflict with the



existing sanitary easement that crosses from west to east from the hotel to the sanitary pumping station located on the adjacent property to Building F2. This will be addressed in Section 4 of this memorandum.

### 3 Site Servicing Demand Calculation

In order to assess the site servicing requirements, we completed a review of the available design guidelines; however, we did not locate community specific design guidelines for development in Smith Falls. As such, the site servicing design demand calculation is based on Ministry of the Environment Conservation and Parks (MECP) guidelines for water and sanitary demand and Fire Underwriter's Survey (FUS) guidelines for fire flow calculations.

From a stormwater perspective, standard intensity-duration-frequency (IDF) curves adjusted for climate change (2060 year) should be used for the design of the storm infrastructure. As the total project is less than 5 hectares (~3.9 hectares), the Rational method can be used for design.

#### 3.1 Water Demand

##### 3.1.1 Domestic Water Demand

The water demand for the proposed development is calculated based on the following criteria:

- Residential Water demand per capita: 450 Lpcd (conservative)
- Occupancy per Unit: 2.1 (average (2021 Census Data))
- Non-residential water demand: 55 m<sup>3</sup>/ha/d (MECP)

The non-residential water demand selected is a light industrial allowance as the MECP guidelines for shopping centres is 2,500 – 5,000 L/m<sup>2</sup>/day, which equates to greater than 37,500 m<sup>3</sup>/d, which is unrealistic. Table 3-1 illustrates the water demand for the concept.

Table 3-1: Water Servicing

Block	Residential			Non-Residential		
	Residential Units	Residential Water Demand (L/unit/d)	Total (m <sup>3</sup> /d)	Non-residential Area (m <sup>2</sup> )	Non-Residential Water Demand (m <sup>3</sup> /ha/d)	Total (m <sup>3</sup> /d)
A	8	945	7.6	2,301	55	12.7
B	134	945	127	5,641	55	31
C	0	945	0	2,407	55	13.2
D	36	945	34	822	55	4.5
E	112	945	106	3464	55	18.7
F	54	945	51	690	55	3.8
<b>Total</b>	<b>344</b>	<b>945</b>	<b>359.6</b>	<b>15,324</b>	<b>55</b>	<b>83.9</b>

It is assumed that the hotel has not been included in the above calculations. The Econo Lodge appears to have four floors of rooms with 20 rooms per floor with an estimated maximum water demand of 450 L/room/day, which equates to 36 m<sup>3</sup>/day. This value should be confirmed with the Town from the water meter records for the site.

### 3.1.2 Fire Demand

Fire demand is very specific to the type of building, construction type, size, height, and risk. For the purposes of the conceptual design, we will look at terms of blocks and occupancies. We will also assume that all the buildings will be fully sprinklered and that the building construction is non-combustible. Furthermore, for the purposes of this evaluation, we will assume the worst case as the largest block (Block B), which equates to 24,000 Lpm; however, fully sprinklered buildings allow for a factor of 0.3 to be applied to the flows. This results in a flow rate of 7,200 Lpm or 119 L/s, which should equate to the flow from two fire hydrants on a looped system.

### 3.2 Sanitary Demand

The sanitary flow is essentially the same as the water demand, for the purposes of this type of analysis, with an allowance for infiltration and inflow (I/I). If the maximum day water flow is approximately 480 m<sup>3</sup>/day, then the sanitary flow would be in the same order of magnitude. An allowance of 0.28 L/s/ha should be added for I/I, which increases the total flow to 570 m<sup>3</sup>/day.

Prior to implementation, we recommend flow monitoring in the system sanitary sewers on Bay St. to evaluate the external flows entering the system to ensure that they are adequately sized.

## 4 Conceptual Site Servicing

The following section is intended to provide input into the preferred approach to service the build-out concept. As it anticipated that the project would be phased, we will address that eventuality in the conclusions and recommendations.

### 4.1 Water Servicing

The water demand for the build-out concept is less than 5 L/s, which can readily be addressed by a 150mm diameter watermain (minimum size); however, due to fire demand, it is recommended to provide a minimum 200mm loop as shown in Figure 4-1.

With respect to individual building services, buildings that front on an existing or proposed municipal right-of-way should be serviced directly from the public right-of-way.

Hydrant spacing due to the density of the buildings should be a maximum of 90 m spacing. Figure 4-1 illustrates approximate locations of hydrants based on the layout.

The estimated total watermain length is 750-800 m with the addition of 6-7 fire hydrants. The estimated cost of these works is approximately \$900,000 +/-25%. This does not include individual property servicing.

### 4.2 Sanitary Servicing

The available data does not provide the depth or slope of the existing sanitary sewers or the depth of the sanitary pumping station that services this area. The conceptual design assumes that the original sewers that the interceptor sewer collects discharged above the water level in the Canal; however, there is still an anticipated need to install the sanitary sewer in an easement between building F-1 and F-2 as shown in Figure 4-1.

Building F-2 may need to move south approximately 2-3 m depending on the depth of the sanitary sewer to allow for future access. This may not be possible due to the setback from the Canal. The design of that sewer could be configured to allow for trenchless repair by oversizing the pipe to mitigate the risk of access.



The sanitary servicing approach, for the conceptual design maximize the area that can be serviced while minimizing the length of pipe as shown in Figure 4-1.

The estimated total sanitary sewer length is 650-700 m with the addition of 7 maintenance holes. The estimated cost of these works is approximately \$1.6M +/-25%. This does not include individual property servicing.

### **4.3 Stormwater Management**

Stormwater management within the study area should be addressed on a site-by-site basis with outlet conveyance provided by the Town. Each block should be designed to store the difference between the pre-development flows and the post-development flows. As these properties have been impervious for decades, the existing condition may be considered as the pre-development condition. The Town will need to be consistent with how they would consider other developments in the community related to this specific issue. There would appear to be adequate area when considering roof storage, parking lot storage and some inground storage to meet the pre-existing condition regardless of the interpretation by the Town.

Stormwater quality should be addressed on a site-by-site basis, as treating the overall site area is beyond the capacity of single treatment maintenance hole. The objective of the design should be to provide a single treatment unit per block, phased with construction.

The design of the stormwater collection system should be based on a five-year return period storm for the storm sewers with clear definition of the overland flow path to the Canal for flows beyond the design interval.

The estimated total storm sewer length is 550-600 m with the addition of 10 maintenance holes and approximately 17-20 catch basins. The estimated cost of these works is approximately \$1.25M +/-25%. This does not include individual property servicing. Individual treatment units per site will vary from \$50,000 – \$150,000 depending on the size and flow.

Figure 4-1 illustrates a stormwater collection system layout for the conceptual design.

#### **4.3.1 Innovation Opportunities - Stormwater**

Due to the location of the study area proximate to the Canal, Low Impact Design (LID) consisting of infiltration components may not be very effective for this project; however, considerations such as green roofs or storing rainwater for non-potable uses may be a consideration to improve the sustainability of the development. As a green field project, the option may exist to use rainwater for landscape irrigation and for flushing toilets both in public and residential occupancies, which could reduce potable water consumption by upwards of 30%.

This can be investigated further at the design stage depending on client sustainability objectives relative to the project delivery.







## 5 Conclusions and Recommendations

The following conclusions and recommendations can be made based on the review of the site and conceptual design for the Centre Street Revitalization.

### 5.1 Conclusions

The Centre Street Revitalization is a significant reshaping of the waterfront area in Smith Falls which has equally significant impacts on the servicing infrastructure within the area. Due to the age and configuration of the infrastructure combined with the magnitude of the proposed changes, there is limited opportunity to reuse what is currently in place.

The proposed changes will require upgrades to the sanitary, storm and water to meet the servicing needs and address some deficient issues in terms of access, gaps, and functionality of the system.

Based on our review of the system, with the potential exception of the downstream sanitary pumping station, there is adequate capacity to service this development. The downstream sanitary pumping station is small and space restricted; however, based on the anticipated service area, the additional flows should be able to be pumped by the system with minor upgrades for pumping capacity. This should be confirmed prior to budgeting for the infrastructure project components.

The order of magnitude cost for the infrastructure is \$3.75M +/-25%. The estimated cost of full road reconstruction which will be required for this project is approximately \$5.5M +/- including the utility costs indicated previously, but excluding any building demolition, environmental clean-up, or works on the proposed blocks.

### 5.2 Recommendations

Subject to the approval to proceed with the design concept, the following is recommended to advance the project:

- Confirm the capacity and elevation of the sanitary pumping station to verify the functional design of the sanitary collection system.
- Confirm the fire demand capacity of the existing system by hydraulic modelling of the Town distribution system including the new development, watermains and fire flow demands.
- Pre-consult with the Parks Canada and the Rideau River Conservation Authority regarding the stormwater outfall location (same as current) and required treatment requirements.
- Optimally, the project would be phased as follows:
  - Block F including reconstruction of Centre St. along frontage.
  - Block E including reconstruction of Centre St. from Gile to Bay
  - Block C including reconstruction of Centre St. from Bay to Market
- The remaining phases can be completed as required as the first three phases in that order will provide the necessary enabling works to address the remaining of the development.

- Consider implementing this project as an Envision Certified project due to the potential holistic sustainability and social benefit opportunities that can be integrated into this project.

We trust this meets with your approval. If you have any questions, please contact the undersigned.

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James Witherspoon, P.Eng, LEED AP, ENV SP  
Project Manager - Servicing



