

# CORPORATION OF THE MUNICIPALITY OF CALVIN

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1355 Peddlers Drive, RR #2  
Mattawa, Ontario P0H 1V0

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October 18, 2019

## NOTICE OF REGULAR MEETING

To: Mayor and Council

The Regular Meeting of Council will be held in the Calvin Community Centre at 7 p.m. on Tuesday October 22, 2019.

If you are unable to be in attendance it is greatly appreciated that you notify the undersigned in advance.

Thank you.

Best regards;

Cindy Pigeau  
Clerk-Treasurer

CORPORATION OF THE MUNICIPALITY OF CALVIN

**AGENDA**  
**REGULAR COUNCIL MEETING**  
**Tuesday October 22, 2019 at 7:00 p.m.**  
**Calvin Community Centre**

1. **CALL TO ORDER**
2. **WRITTEN DISCLOSURE OF PECUNIARY/CONFLICT OF INTEREST**
3. **PETITIONS AND DELEGATIONS** None
4. **REPORTS FROM MUNICIPAL OFFICERS** Shane Conrad, Chief Building Official
5. **REPORTS FROM COMMITTEES** None
6. **ACTION LETTERS**
  - A) Minutes of Council Meeting Adopt Minutes of Tuesday October 8/19
  - B) By-Law No. 2019-024 To Renew An Agreement Between the North Bay and District Humane Society and The Corporation of the Municipality of Calvin for the Duration of January 1, 2019 to December 31, 2019
  - C) By-Law No. 2019-025 To Renew An Agreement Between the North Bay and District Humane Society and The Corporation of the Municipality of Calvin for the Duration of January 1, 2020 to December 31, 2020
  - D) By-Law No. 2019-026 To Change the Legal Name of the Corporation of the Township of Calvin
  - E) Calvin Recreation Department DRAFT Ice Building and Maintenance Manual
  - F) Calvin Animal Control Report from Municipal Enforcement Officer/Pound Keeper, RE: Ill and Injured Dogs
  - G) Calvin Landfill 2019 Holiday Season Closure
  - H) Community and Well-Being Advisory Committee Resolution to Appoint Members to this Committee
  - I) Mattawa Group of Four Report from Clerk-Treasurer Regarding the Renewal of the OPP Policing Agreement
7. **INFORMATION LETTERS**
  - A) Ministry of Municipal Affairs and Housing Transforming and Modernizing the Delivery of Ontario's Building Code Services
  - B) The Royal Canadian Legion –Branch 254 Request for Donation
  - C) Municipality of Grey Highlands Support for Continuation of Conservation Authorities programs and services
  - D) Township of Bonfield Invitation to attend the Remembrance Day Ceremony on

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|------------|---|--|
| D)         | Township of Bonfield                          | Invitation to attend the Remembrance Day Ceremony on Thursday, November 7 <sup>th</sup> , 2019 at 10:45am  |
| E)         | Town of Blue Mountains                        | Integrity Commissioner Searchable Database of All Matters Placed Before All Integrity Commissioners  |
| F)         | Municipality of East Ferris                   | Child Care Services at Conferences such as ROMA, OGRA, AMO   |
| G)         | Town of Ingersoll                             | Giving Ontario Municipalities the “Right to Approve” Landfill Development in their Own Communities   |
| H)         | Assoc. of Municipalities of Ontario           | Ontario Gas Tax for Transit Program Review and the Ontario Community Infrastructure Fund   |
| I)         | Municipality of West Elgin                    | Proposed Changes to the Provincial Policy Statement(PPS)   |
| J)         | Guy Bourgouin,<br>MPP Mushkegowuk – James Bay | Bill 125, Making Northern Ontario Highways Safer Act, 2019   |
| <b>8.</b>  | <b>INFORMATION LETTERS AVAILABLE</b>          | None   |
| <b>9.</b>  | <b>OLD AND NEW BUSINESS</b>                   | <ul style="list-style-type: none"> <li>-Letter to the Min of Municipal Affairs and Housing from Planner RE: Provincial Policy Statement(PPS)</li> <li>-Community Broadband Action – Status Update</li> <li>-DNSSAB Budget/Levy Update</li> <li>-Potential Swimming Hole Project – Response from Solicitor and Example Project Management Plan Templates</li> <li>-Rink Liner Thickness - 3ply, 6mil</li> </ul> |
| <b>10.</b> | <b>ACCOUNTS APPROVAL REPORT</b>               |  |
| <b>11.</b> | <b>CLOSED PORTION</b>                         |  |
| <b>12.</b> | <b>BUSINESS ARISING FROM CLOSED SESSION</b>   |  |
| <b>13.</b> | <b>NOTICE OF MOTION</b>                       |  |
| <b>14.</b> | <b>ADJOURNMENT</b>                            |  |



## MUNICIPALITY OF CALVIN

1355 PEDDLERS DRIVE, MATTAWA ON, P0H 1V0

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### BUILDING REPORT

**MONTH: July, Aug, & Sept 2019**

1. NUMBER OF PERMITS ISSUED	3
2. TOTAL MONTHLY VALUE	\$ 27,000
3. TOTAL FEES COLLECTED	\$ 645
4. TOTAL BUILDING VALUE TO DATE	\$ 940,038
5. TOTAL FEES COLLECTED TO DATE	\$ 2,475

#### COMMENTS:

Permit: 11-2019 picked up and paid for Demo - fee \$75

13-2019 July 04: 14x32 Storage shed \$3,500 fee \$190

14-2019 July 17: 26x28 Garage \$10,000 fee \$250

15-2019 Sept 11: 16x24 Deck \$13,500 fee \$130

  
SHANE CONRAD  
CHIEF BUILDING OFFICIAL



CORPORATION OF THE MUNICIPALITY OF CALVIN  
MINUTES OF THE REGULAR MEETING TUESDAY OCTOBER 8, 2019

The regular meeting of Council was held this date at the Calvin Community Centre. Present were Mayor Pennell, Deputy Mayor Cross, Coun Dan Maxwell, Coun Olmstead, Coun Grant, Chris Whalley, Jacob Grove, Dean Maxwell and Cindy Pigeau.

Regrets: 0

Guests: 3

The meeting was called to order at 7:00 p.m. by Mayor Pennell

PECUNIARY/CONFLICT OF INTEREST:                      None

PRESENTATIONS/DELEGATIONS:                      None

2019-181            MINUTES OF COUNCIL MEETING

Moved by Coun Olmstead and seconded by Coun Maxwell that the Minutes of the regular meeting of Council held on Tuesday September 24, 2019 be hereby adopted and signed as circulated.

Carried

2019-182            MINUTES OF SPECIAL COUNCIL MEETING

Moved by Coun Maxwell and seconded by Coun Olmstead that the Minutes of the special meeting of Council held on Tuesday October 1, 2019 be hereby adopted and signed as circulated.

Carried

2019-183            RESOLUTION OF SUPPORT RE: PROVINCIAL CUTS TO LEGAL AID

Moved by Coun Olmstead and seconded by Coun Maxwell that the Municipality of Calvin hereby supports Resolution passed on September 9, 2019 by the Municipality of Chatham-Kent as follows: whereas, the Chatham-Kent Legal Clinic (the "Clinic") has delivered legal services in Chatham-Kent (the "Municipality") for over 38 years to area residents who cannot afford legal assistance because of financial hardship - including those who are disabled, on social assistance, pensioners, the unemployed, or those with low income; and whereas, the Clinic's services are aimed at ensuring that people with low incomes are able to meet their most basic needs, which in turn gives them the ability to live with health and dignity as active members of their community; and whereas, like other community legal clinics across the province, the Clinic carries out this invaluable work through funding provided by Legal Aid Ontario ("LAO"); and Whereas, the provincial government's 2019 Budget has cut funding to Legal Aid Ontario by \$133 Million - which is a 35% reduction in provincial funding - retroactive to April 1, 2019, with cuts rising to \$164 Million (45%) by 2021-22; and whereas, these significant cuts will result in a reduction of critical legal clinic services to low income residents in our community resulting in adverse social and economic consequences for the Municipality served by the Clinic - from

- increased reliance on municipal services including increased homelessness resulting from avoidable evictions,
- increased poverty resulting from lack of income supports and employment supports and
- increased reliance on social assistance administration resulting from people being denied appropriate supports

and whereas, the Council of the Municipality believes all levels of government should provide fair, economically-sound, and evidence-based programs and supports to help low-income residents, vulnerable people, and other equity-seeking individuals escape poverty, precarious housing, and systemic disadvantage, realize their full potential by living healthy and safe lives; be it therefore resolved that, the Council of the Municipality of Chatham-Kent forward a letter to local MPPs, the Attorney General and the Premier of Ontario (and all municipalities in Ontario)

- expressing its strong support for Legal Aid Ontario and its funding of Ontario's community legal clinics, and specifically the Chatham-Kent Legal Clinic, which provides legal services to low income and vulnerable Ontarians;
- expressing its strong opposition to the funding cuts imposed on Legal Aid Ontario by the provincial government;
- calling upon the Premier and the Attorney General to make a commitment to access to justice and to respect the commitment of their government to not decrease front line services; and
- urging the province to restore full funding to these critical services to ensure that all the residents of Chatham-Kent have access to a fair and equitable justice system, regardless of their incomes.

Carried

#### 2019-184 RESOLUTION OF SUPPORT RE: ELECTRONIC DELEGATION

Moved by Coun Maxwell and seconded by Coun Olmstead that the Municipality of Calvin hereby supports Resolution No. 17 passed by the Township of Larder Lake as follows: Whereas Council as discussed lobbying the provincial ministers to be allow for electronic delegation; And whereas Council feel that it is unjust to have to attend expensive conferences to be able to have a delegation with Ministers or the Premier; And therefore, Council request that the Ministers and Premier offer electronic delegations to small and rural Municipalities that do not have sufficient budget to attend conferences; And further that this resolution be sent to all Ontario Municipalities in order to request their support on the matter; And further that this resolution be sent to the Premier and all Ministries for their consideration.

Carried

#### 2019-185 COLOUR PRINTING AND LAMINATING OF THE 2019 RECYCLING FLYERS

Moved by Coun Olmstead and seconded by Coun Maxwell that Council hereby authorizes the Landfill Superintendent to forego the draining and disposal of the refrigerators for the 2019 year; and further, the budgeted amount that was supposed to be for the draining and disposal of the refrigerators be instead used for the colour printing and laminating of the 2019 recycling flyers to be inserted into the blue boxes that will be distributed to the public on or after October 15<sup>th</sup>, 2019.

Carried

#### 2019-186 ROADS DEPARTMENT BRUSH SAW AND CHAINSAW BE DECLARED AS SURPLUS

Moved by Coun Maxwell and seconded by Coun Olmstead that the Roads Department Jonsered RS CC 54 brush saw and the Husqvarna 61 CC chainsaw are no longer in good working condition and are both approximately eighteen years old; and that replacements are required that were not included in the 2019 budget; now be it therefore resolved that Council hereby declares the Roads Department Jonsered RS CC54 brush saw and Husqvarna 61CC chain saw to be surplus to the further needs of the Municipality and will be put out to public tender; and further be it resolved that Council hereby approves the purchase of a replacement brush saw and chain saw to a maximum of \$2,000 combined with the funds being transferred out of Road Reserves.

Carried

2019-187        RETAIN CURRENT INSURANCE CARRIER FOR ADDITIONAL TWO YEARS

Moved by Coun Maxwell and seconded by Coun Olmstead that Council had resolved in 2008 to call for Requests for Proposal (RfP) for municipal insurance every four (4) years beginning with the 2010 insurance policy renewal and retained the option to renew coverage with the current carrier of the day for an additional two (2) years, to be decided annually upon renewal by majority vote and also retained the option to call for RfP's at any time during the term of coverage should increases in premiums be deemed unreasonable; be it therefore resolved that Council hereby opts to retain the current carrier for an additional two (2) years, to be decided annually upon renewal for both the 2020/21 and 2021/22 coverage periods.

Carried

2019-188        BY-LAW 2019-024 TO RENEW AGREEMENT BETWEEN THE NORTH BAY AND DISTRICT HUMANE SOCIETY AND THE CORPORATION OF THE MUNICIPALITY OF CALVIN FOR THE 2019 YEAR

By-law No. 2019-024 being a by-law to renew an agreement between the North Bay and District Humane Society and the Corporation of the Municipality of Calvin for the duration of January 1, 2019 and December 31, 2019. This By-law received 1<sup>st</sup> and 2<sup>nd</sup> readings and will come before Council for the 3<sup>rd</sup> and final reading on Tuesday, October 22, 2019.

Not Yet Carried

2019-189        BY-LAW 2019-025 TO RENEW AGREEMENT BETWEEN THE NORTH BAY AND DISTRICT HUMANE SOCIETY AND THE CORPORATION OF THE MUNICIPALITY OF CALVIN FOR THE 2020 YEAR

By-law No. 2019-025 being a by-law to renew an agreement between the North Bay and District Humane Society and the Corporation of the Municipality of Calvin for the duration of January 1, 2020 and December 31, 2020. This By-law received 1<sup>st</sup> and 2<sup>nd</sup> readings and will come before Council for the 3<sup>rd</sup> and final reading on Tuesday, October 22, 2019.

Not Yet Carried

2019-190        REPRESENTATIVES ON THE CASSELLHOLME, EAST NIPISSING HOME FOR THE AGED PROCUREMENT AND FINANCE SUB-COMMITTEE

Moved by Coun Cross and seconded by Coun Grant that Council hereby appoints: 1. Cindy Pigeau, Clerk-Treasurer, 2. Ian Pennell – Mayor, Municipality of Calvin as the Municipality of Calvin's representatives to the Cassellholme, East Nipissing Home for the Aged – Procurement and Finance Sub-Committee.

Carried

2019-191        DISBURSEMENTS

Moved by Coun Grant and seconded by Coun Cross that the disbursements dated October 3, 2019 in the amount of \$28,993.33 and October 8, 2019 in the amount of \$46,788.66 be hereby authorized and passed for payment.

Carried

2019-192        CLOSED PORTION

Moved by Coun Cross and seconded by Coun Grant that this portion of the meeting be now closed as Per Section 239(2)(d) of Municipal Act for the purpose of labour relations or employee negotiations as well as Per Section 239 (2)(b) of the Municipal Act for the purpose of personal matters about an identifiable person, including municipal or local board employees.

Carried

At 9:47pm Council moved to Closed Portion.

At 10:40pm Council returned to the Open Meeting.

2019-193 ADOPTION OF COUNCIL REPORTS FROM CLOSED PORTION

Moved by Coun Cross and seconded by Coun Grant that Council Reports:

C2019-34 Adopt Minutes of Last Closed Portion Held on Tuesday, September 14/19, and

C2019-35 Landfill Attendant Position

C2019-36 Building Department Complaint

C2019-37 Request for Financial Assistance

C2019-38 Adjourn Closed Portion

Be hereby approved and adopted as presented.

Carried

2019-170 ADJOURNMENT

Moved by Coun Cross and seconded by Coun Grant that this regular meeting of Council now be adjourned at 10:45 p.m.

Carried

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Mayor

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Clerk

THE CORPORATION OF THE MUNICIPALITY OF CALVIN

BY-LAW NO. 2019-024

**BEING A BY-LAW TO RENEW AN AGREEMENT BETWEEN THE NORTH BAY AND DISTRICT HUMANE SOCIETY AND THE CORPORATION OF THE MUNICIPALITY OF CALVIN FOR THE DURATION OF JANUARY 1, 2019 TO DECEMBER 31, 2019.**

WHEREAS THE MUNICIPAL ACT S.O. 2001, c. 25 authorizes municipalities to enter into an agreement,

AND WHEREAS the Council of the Corporation of the Municipality of Calvin deems it advisable to enter into a service agreement with the North Bay and District Humane Society to provide pound keeping services for the municipality.

NOW THEREFORE THE Council of the Municipality ratifies the attached agreement as follows:

- 1) That the Mayor and the Clerk-Treasurer are designated as the signing officers and are authorized to execute an agreement on behalf of the Corporation of the Municipality of Calvin.
- 2) That "The Service Contract Agreement Between the North Bay and District Humane Society and the Corporation of the Municipality of Calvin" be attached hereto and form part and parcel of this by-law as Schedule "A"

This agreement shall be enacted and in effect upon the signing thereof.

Read a first time this 8 day of Oct 2019.

Read a second time this 8 day of Oct 2019.

Read a third time and finally passed in open council this \_\_\_\_ day of \_\_\_\_\_ 2019.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK - TREASURER

**SERVICE CONTRACT AGREEMENT BETWEEN:  
THE NORTH BAY AND DISTRICT HUMANE SOCIETY  
AND  
THE CORPORATION OF THE MUNICIPALITY OF CALVIN**

The following outlines an agreement for the North Bay and District Humane Society to provide pound keeping services for the Corporation of the Municipality of Calvin.

**1. DEFINITIONS:**

For the purpose of this Agreement, the term "animal" shall refer to domestic dogs.

For the purpose of this Agreement, the North Bay and District Humane Society will be referred to as "NB&DHS".

For the purpose of this Agreement, the Corporation of the Municipality of Calvin will be referred to as "the Municipality".

**2. THE HUMANE SOCIETY AGREES:**

Shelter:

To provide an animal shelter capable of providing adequate accommodations, food and water, daily housekeeping and veterinary care (when deemed necessary) for animals impounded, and of meeting the requirements set for this type of building by the NB&DHS, and of meeting the requirements of all applicable provincial legislation.

General Service Provision:

- a) To provide pound services up to an annual limit of 15 animals. Any decision relating to animals above the annual limit will be made at the discretion of the NB&DHS.
- b) To hold for claiming by owners, any stray animal delivered to the NB&DHS shelter or any animal received or impounded by the Animal Control Officer of the Municipality, and, if not claimed by the owner, to dispose of such animal by sale or euthanasia. Owners of licensed and/or microchipped dogs will be contacted, whenever possible.
- c) To provide an animal shelter capable of providing adequate accommodations, food and water, daily housekeeping and veterinary care (when deemed necessary) for animals impounded.
- d) To meet the requirements set for this type of building by the NB&DHS and Provincial legislation.

- e) To install in the animal shelter all the equipment necessary for the proper operation of the animal shelter, and, in particular, to supply the methods and equipment necessary to humanely euthanize unwanted or unclaimed animals, if necessary. Such methods and equipment must meet the standards and comply with the applicable Provincial legislation.

#### Hours of Operation:

The NB&DHS shelter will be open to the public and in operation between 10:00 a.m. and 5:00 p.m. Monday to Friday (exclusive of statutory holidays), between 10:00 a.m. and 4:00 p.m. Saturdays, and between 12:00 p.m. and 4:00 p.m. Sundays. Hours of Operation may change from time to time at the discretion of the NB&DHS.

It is understood by the Municipality and NB&DHS that the preferred hours for the Municipality to bring in animals to the NB&DHS are Monday to Friday between 9:00 a.m. and 5:00 p.m. For emergency purposes, a NB&DHS emergency contact number will be provided to the Municipality for Saturdays, Sundays and statutory holidays.

It is understood by the Municipality and NB&DHS that, should the NB&DHS be unable to accept animals for any reason (e.g. facility at capacity or virus is present) or for any period of time, the Municipality will be notified immediately.

It is understood by the Municipality and the NB&DHS that all calls reporting complaints or concerns from residents of the Municipality will be forwarded to the Animal Control Officer of the Municipality or his/her authorized delegate.

It is understood by the Municipality and NB&DHS that any animal brought to the NB&DHS by any person(s) other than the Animal Control Officer of the Municipality or his/her authorized delegate, will not be accepted by the NB&DHS and that the person(s) bringing in the animal will be advised by the NB&DHS to return to and contact the Municipality. The Municipality will not be charged for animals accepted by the NB&DHS which are not brought in to the NB&DHS by the Animal Control Officer of the Municipality or his/her delegate.

#### Licenses:

The NB&DHS will NOT issue licenses for dogs within the Municipality jurisdiction.

#### Invoicing:

The NB&DHS will invoice the Municipality \$100.00 per animal. There will be no additional charges to the Municipality (e.g. for euthanization).

Indemnity:

To indemnify and save harmless the Municipality in respect to all charges, costs, expenses, suits, and damages, and claims for loss or accident or injury of any nature or kind whatsoever in connection with the carrying out of this agreement and in connection with the shelter.

Insurance:

To insure and keep insured the shelter building for fire and any other hazards and to provide, if required, the Municipality a proof of insurance.

Such liability policy shall provide for the indemnification of the Municipality and the NB&DHS against the loss arising from claims of damage, injury or otherwise in connection with the carrying out of the terms of this agreement.

The NB&DHS shall maintain the policy of insurance in force during this agreement. The limits of such policy shall not be less than One Million Dollars (\$1,000,000.00) inclusive for public liability and property damage and for liability coverage for injury to animals caused by an accident and resulting in the death or destruction while in the care, custody and control of the NB&DHS.

Such policy shall include the names of the Municipality and the NB&DHS as the insured.

The NB&DHS shall pay the premium on the policy.

**3. THE CORPORATION OF THE MUNICIPALITY OF CALVIN AGREES:**

- a) To appoint the NB&DHS as a Pound Keeper.
- b) To grant the NB&DHS the right to dispose of all animals impounded by the NB&DHS in accordance with the By-laws.
- c) To grant the NB&DHS the right to dispose of the carcasses of all animals lawfully impounded and lawfully euthanized or found dead in accordance with the By-laws.
- d) To grant the NB&DHS the right to collect impound fees, fines, destruction, and disposal fees levied by the NB&DHS in accordance with the scale of fees and penalties authorized by the NB&DHS.

**4. DURATION OF AGREEMENT:**

The term of this agreement shall be from the 1st day of January, 2019 to the 31st day of December 2019, inclusive. This agreement may be terminated by either party upon



three (3) months written notice of intention to terminate, delivered to the other party by prepaid registered mail.

This agreement is made on the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

FOR THE CORPORATION OF THE MUNICIPALITY OF CALVIN:

\_\_\_\_\_  
Ian Pennell, Mayor  
The Corporation of the Municipality of Calvin

\_\_\_\_\_  
Cindy Pigeau, Clerk-Treasurer  
The Corporation of the Municipality of Calvin

FOR THE NORTH BAY AND DISTRICT HUMANE SOCIETY:

\_\_\_\_\_  
Mary Davis, President of the Board of Directors  
North Bay and District Humane Society

\_\_\_\_\_  
Liam Cullin, Executive Director  
North Bay and District Humane Society

THE CORPORATION OF THE MUNICIPALITY OF CALVIN

BY-LAW NO. 2019-025

**BEING A BY-LAW TO RENEW AN AGREEMENT BETWEEN THE NORTH BAY AND DISTRICT HUMANE SOCIETY AND THE CORPORATION OF THE MUNICIPALITY OF CALVIN FOR THE DURATION OF JANUARY 1, 2020 TO DECEMBER 31, 2020.**

WHEREAS THE MUNICIPAL ACT S.O. 2001, c. 25 authorizes municipalities to enter into an agreement,

AND WHEREAS the Council of the Corporation of the Municipality of Calvin deems it advisable to enter into a service agreement with the North Bay and District Humane Society to provide pound keeping services for the municipality.

NOW THEREFORE THE Council of the Municipality ratifies the attached agreement as follows:

- 1) That the Mayor and the Clerk-Treasurer are designated as the signing officers and are authorized to execute an agreement on behalf of the Corporation of the Municipality of Calvin.
- 2) That "The Service Contract Agreement Between the North Bay and District Humane Society and the Corporation of the Municipality of Calvin" be attached hereto and form part and parcel of this by-law as Schedule "A"

This agreement shall be enacted and in effect upon the signing thereof.

Read a first time this 8 day of Oct 2019.

Read a second time this 8 day of Oct 2019.

Read a third time and finally passed in open council this \_\_\_\_\_ day of \_\_\_\_\_ 2019.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK - TREASURER

**SERVICE CONTRACT AGREEMENT BETWEEN:  
THE NORTH BAY AND DISTRICT HUMANE SOCIETY  
AND  
THE CORPORATION OF THE MUNICIPALITY OF CALVIN**

The following outlines an agreement for the North Bay and District Humane Society to provide pound keeping services for the Corporation of the Municipality of Calvin.

**1. DEFINITIONS:**

For the purpose of this Agreement, the term "animal" shall refer to domestic dogs.

For the purpose of this Agreement, the North Bay and District Humane Society will be referred to as "NB&DHS".

For the purpose of this Agreement, the Corporation of the Municipality of Calvin will be referred to as "the Municipality".

**2. THE HUMANE SOCIETY AGREES:**

Shelter:

To provide an animal shelter capable of providing adequate accommodations, food and water, daily housekeeping and veterinary care (when deemed necessary) for animals impounded, and of meeting the requirements set for this type of building by the NB&DHS, and of meeting the requirements of all applicable provincial legislation.

General Service Provision:

- a) To provide pound services up to an annual limit of 15 animals. Any decision relating to animals above the annual limit will be made at the discretion of the NB&DHS.
- b) To hold for claiming by owners, any stray animal delivered to the NB&DHS shelter or any animal received or impounded by the Animal Control Officer of the Municipality, and, if not claimed by the owner, to dispose of such animal by sale or euthanasia. Owners of licensed and/or microchipped dogs will be contacted, whenever possible.
- c) To provide an animal shelter capable of providing adequate accommodations, food and water, daily housekeeping and veterinary care (when deemed necessary) for animals impounded.
- d) To meet the requirements set for this type of building by the NB&DHS and Provincial legislation.

- e) To install in the animal shelter all the equipment necessary for the proper operation of the animal shelter, and, in particular, to supply the methods and equipment necessary to humanely euthanize unwanted or unclaimed animals, if necessary. Such methods and equipment must meet the standards and comply with the applicable Provincial legislation.

#### Hours of Operation:

The NB&DHS shelter will be open to the public and in operation between 10:00 a.m. and 5:00 p.m. Monday to Friday (exclusive of statutory holidays), between 10:00 a.m. and 4:00 p.m. Saturdays, and between 12:00 p.m. and 4:00 p.m. Sundays. Hours of Operation may change from time to time at the discretion of the NB&DHS.

It is understood by the Municipality and NB&DHS that the preferred hours for the Municipality to bring in animals to the NB&DHS are Monday to Friday between 9:00 a.m. and 5:00 p.m. For emergency purposes, a NB&DHS emergency contact number will be provided to the Municipality for Saturdays, Sundays and statutory holidays.

It is understood by the Municipality and NB&DHS that, should the NB&DHS be unable to accept animals for any reason (e.g. facility at capacity or virus is present) or for any period of time, the Municipality will be notified immediately.

It is understood by the Municipality and the NB&DHS that all calls reporting complaints or concerns from residents of the Municipality will be forwarded to the Animal Control Officer of the Municipality or his/her authorized delegate.

It is understood by the Municipality and NB&DHS that any animal brought to the NB&DHS by any person(s) other than the Animal Control Officer of the Municipality or his/her authorized delegate, will not be accepted by the NB&DHS and that the person(s) bringing in the animal will be advised by the NB&DHS to return to and contact the Municipality. The Municipality will not be charged for animals accepted by the NB&DHS which are not brought in to the NB&DHS by the Animal Control Officer of the Municipality or his/her delegate.

#### Licenses:

The NB&DHS will NOT issue licenses for dogs within the Municipality jurisdiction.

#### Invoicing:

The NB&DHS will invoice the Municipality \$100.00 per animal. There will be no additional charges to the Municipality (e.g. for euthanization).

three (3) months written notice of intention to terminate, delivered to the other party by prepaid registered mail.

This agreement is made on the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

FOR THE CORPORATION OF THE MUNICIPALITY OF CALVIN:

\_\_\_\_\_  
Ian Pennell, Mayor  
The Corporation of the Municipality of Calvin

\_\_\_\_\_  
Cindy Pigeau, Clerk-Treasurer  
The Corporation of the Municipality of Calvin

FOR THE NORTH BAY AND DISTRICT HUMANE SOCIETY:

\_\_\_\_\_  
Mary Davis, President of the Board of Directors  
North Bay and District Humane Society

\_\_\_\_\_  
Liam Cullin, Executive Director  
North Bay and District Humane Society

**THE CORPORATION OF THE TOWNSHIP OF CALVIN**

**BY-LAW 2019- \_\_\_\_**

**BEING A BY-LAW TO CHANGE THE LEGAL NAME OF THE CORPORATION OF THE TOWNSHIP OF CALVIN**

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WHEREAS by Order of the Ontario Municipal Board dated May 17, 1954 the name of the municipality was confirmed as "The Corporation of the Township of Calvin" ("the Municipality") and that its legal existence and corporate status had such existence and status from and after the 17<sup>th</sup> day of September, 1887;

AND WHEREAS the Municipality has used other corporate names such as "Corporation of the Municipality of Calvin" and "The Corporation of the Municipality of Calvin" on legal documents and letterhead;

AND WHEREAS the Municipality wishes to change its name pursuant to Section 187 of the Municipal Act, 2001.

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWNSHIP OF CALVIN hereby enacts as follows:

1. That the legal name of the corporation is changed to "The Corporation of the Municipality of Calvin".
2. That all prior actions, rights and obligations taken or assumed by the Municipality in the name of "Corporation of the Municipality of Calvin" or "The Corporation of the Municipality of Calvin" or any other name are hereby confirmed as actions, rights and obligations of The Corporation of the Township of Calvin.
3. For the purpose of authenticating this By-law only after being signed by the Clerk and the Mayor, the Clerk may affix a red seal.
4. This By-law will take effect upon passing and the Clerk is hereby authorized to send a copy of the By-law to the Director of Titles appointed under the Land Titles Act and to the Minister of Municipal Affairs and Housing.

Read a first, second and third time and enacted and finally passed before an open Council this \_\_\_\_ day of \_\_\_\_\_, 2019.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk

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# Russell, Christie, LLP

Barristers & Solicitors

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W.D. (Rusty) Russell, Q.C., (1925-2019)  
Douglas S. Christie, B.A., LL.B.  
Michael M. Miller, B.Sc. in Comm., LL.B.  
William S. Koughan, LL.B.

Edward B. Veldboom, MSc. Pl. LL.B.  
Michael F. Sirdevan, B.A. (Hons), LL.B.  
Jennifer E. Biggar, B.A., (Hons), J.D.  
James R. Morse, B.A., LL.B.

October 2, 2019

Please reply to: Douglas S. Christie (Ext. 248)  
Email: [dchristie@russellchristie.com](mailto:dchristie@russellchristie.com)

**sent by email**

The Corporation of the  
Municipality of Calvin  
1355 Peddlers Dr., RR#2  
Mattawa, ON P0H 1V0

**Attention: Cindy Pigeau**

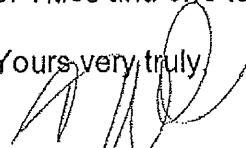
Dear Ms. Pigeau:

**RE: Municipality of Calvin - General  
Our File Reference No. 19-108-084**

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As I indicated in earlier conversations I have been working with another Municipality that has a similar name issue as your Municipality does. The format used for the other Municipality was sent to the Ministry of Municipal Affairs and Housing and there was no objection. Therefore I have drafted a similar form of By-law for consideration by your Council. By regular mail I am also sending you a copy of this letter and the By-law along with a red seal that you should affix to the By-law to the left of the signatures of the Mayor and Clerk. That will be your original for your records. Please send me two certified copies of the By-law after its been passed and the seal affixed and I will send one to the Director of Titles and one to the Minister of Municipal Affairs and Housing.

Yours very truly,

  
DOUGLAS S. CHRISTIE  
DSC/tl

## **The Ice Building and Maintenance Manual**

*I have made all of my note on this in "red".*

*All of this has been put together from the various documents provided to council at the October 08<sup>th</sup> meeting. Different pieces have been changed to better fit Calvin's Rink. Please provide your thoughts and comments on this guideline/manual at the October 22<sup>nd</sup> meeting to be incorporated into the guideline/manual for the November 12<sup>th</sup> meeting review.*

**Please note:** *that there are two inspection forms. We would recommend that we choose one for both staff and volunteers.*

### **Purpose:**

To establish the process for the approval and maintenance of staff and volunteer based outdoor ice skating rinks.

### **Policy:**

Outdoor ice skating rinks provide an important community element where local residents and families can enjoy the outdoors and also participate in an active lifestyle. Outdoor Ice Skating Rinks approved by the municipality will be situated in community parks on relatively level ground that have suitable access, limited encumbrances and adequate ambient lighting levels and are also located adjacent to a municipal water source.

It should be noted that the municipality reserves the right to shut down any ice rink at any time for justified reasons.

### **Volunteer Responsibilities**

1. All volunteers must participate in training by Calvin staff to acknowledge their roles and responsibilities prior to the set-up and operation of an outdoor rink. Training topics will cover such aspects as preparing the outdoor rink, proper use of equipment, maintenance and flooding techniques, required daily inspection procedures, managing risk and health and safety procedures, instruction on how to effectively manage competing or conflicting uses and volunteer safety.
2. Volunteers are expected to provide daily maintenance activities. These duties will include snow shoveling or ice scraping, flooding of the ice surface, providing litter pick-up, etc.
3. Volunteers are required to complete a daily inspection log each morning and afternoon and then submit them to the Recreation Department (Attachment 2) once a week before noon each Friday. Any maintenance or safety concerns that are observed by volunteers during their inspection should be immediately reported to the municipality.



4. Ensure that all members of the community are given equitable access to the ice rink.
5. Volunteers are required to immediately report any serious issues, accidents or medical emergencies that they have personally observed or have been made aware of.
6. Ensure that the minimum number of volunteers (4) is provided continuously throughout the winter season to ensure that the ice rink is properly maintained.  
*This a suggestion council can change or remove they wish. I would recommend that volunteers work in at least pairs in the event injury or medical emergency.*
7. At the end of each winter season volunteers are responsible for the return of all equipment loaned to them by the municipality.

### **Municipal Responsibilities**

1. Provide suitable training for volunteers with information on how to effectively build and maintain outdoor natural ice surfaces, how to complete the daily inspection logs, properly manage risk, health and safety procedures, etc.
2. Deliver and sign-out any necessary equipment that may include shovels, hoses, spray nozzles, etc.
3. Post appropriate signs at the ice rink to address risk management (Attachment 3).
4. Complete a thorough review of the ice rink installation on a once a week basis and document the findings on an inspection log. Discuss and/or resolve any observed issues or concerns with the volunteers.
5. Assist volunteers during normal business hours (Monday to Friday) with reasonable levels of advice and assistance. Respond to or appropriately direct emergency situations to the proper authorities.
6. Follow-up on concerns respecting the improper use of the ice rink.

### **Procedure:**

#### How to lay the first sheet of ice.

1. The temperature must be consistently below freezing. Recommended temperature is between  $-7^{\circ}\text{C}$  and  $-17^{\circ}\text{C}$ .  
*Given the southern sun exposure, we have found that the temperature needs to be  $-10^{\circ}\text{C}$  (daytime high) for the water to freeze properly at the north end of the rink. Any warmer and we tend to run into issues with shell ice. Given that we will be using a liner we may be able to raise the temperature for flooding. That is why the temperatures are "Recommended".*
2. Install the rink liner and add water to cover the shallowest point with 90 mm of water.
3. Once water is completely frozen which should take approximately 3 – 4 days after initial flooding, install kick plate and cut off liner above kick plate.

## Maintaining a Good Skating Surface

Flood as often as possible. Build up the sheet's thickness so that on mild days the rink can withstand the sun without patches of earth showing through and chunks breaking off the surface.

**Caution:** Make certain that each flood is frozen solid prior to adding another.

- The ice surface must be scraped clean of all snow, ice chips, flakes and dirt before flooding. A steel scraper is recommended. Make sure the edge of the scraper is straight.
- It is very important, when removing the snow for the ice surface, not to block the entrance used by the machinery and/or vehicles. Throw the snow clear of this entrance. The entrance for emergency access must be kept clear at all times.  
I view this as clearing the snow away from to the rink after cleaning the snow off the rink. If not done there is a pile of snow between the rink entrance and the rink building that would prevent emergency services getting a stretcher onto the ice.
- Good ice is clean ice, not covered by dirt or litter. This is primarily a participant concern, however, proper supervision will increase awareness and lessen the maintenance frustrations. Smoking on the ice surface should be discouraged as a lit cigarette butt can melt and mar a good skating surface.
- Be aware that many individuals using the rink will be wearing boots or rubbers rather than skates. Restrict the use of salt or sand in areas such as walkways, the equipment storage area, parking lot, etc. otherwise this salt or sand will eventually end up on your rink causing you maintenance problems.
- "An Ounce of Prevention" ... Ongoing repairs to cracks and chips in the ice surface is more desirable than attempting to repair damages to the ice surface through flooding alone.

### The Steps for Repairing a Crack, Chip or Hole are:

1. Sweep or clean the hole of all snow or ice chips.
  2. Mix a slush mixture of snow and water.
  3. Pack the slush in the hole.
  4. Level off the slush with a shovel, trowel, hockey stick or puck, etc.
  5. (Optional) Sprinkle with a light flood of water.
  6. Keep people from skating on the spot until frozen (see diagram).
- Water Run Off ... Sometimes, due to the nature of the terrain on which the rink is built; the water is continually seeping through the snow, under the boards and "running off". This occurs when there is a marked slope in the ground or where the boards do not sit flush to the earth.  
This has happened in the past during significant thaws, water came onto the ice surface through cracks in the board where they join together.
  - Shell Ice ... During your flooding, whether it be on your initial sheet or ongoing throughout the winter, be aware of shell ice. Shell ice occurs when for some reason or

another, an air bubble is frozen into the surface. Shell ice is characterized by a white patch of thin brittle ice that is easily broken. When broken, the layer of ice underneath is exposed.

### How do you Deal with Shell Ice?

1. Break the surface.
2. Remove the brittle ice completely.
3. Pack solid with a mixture of snow and water.
4. Level with shovel, trowel, hockey stick, etc. and remove excess slush.
5. Avoid stepping or skating on this area until frozen solid (see diagram).

### Care of Equipment

There is nothing more frustrating than attempting to do a proper job at anything with equipment that is broken, without the proper equipment or with insufficient equipment. This definitely applies to ice rink maintenance. The proper care of equipment will insure that when it is required, it will be available. Consider the following hints or suggestions on proper maintenance:

- Never leave any equipment out overnight.
- Every piece of equipment should have a place in the storage room and when not in use should be returned to it.
- Never allow shovels or brooms to be left lying around. By elevating the hose nearest the tap and walking towards the nozzle, any water remaining within the hose will drain. This will minimize excess water or ice buildup near or in the storage area.  
This was left in for training volunteers should council decide to allow them to use water from the hall to repair hole, shell ice or general flooding to maintain the ice surface once the rink is open to the public.
- Be certain that the water is shut off completely after every use.  
This was left in for training volunteers should council decide to allow them to use water from the hall to repair hole, shell ice or general flooding to maintain the ice surface once the rink is open to the public.
- Keep the storage area clean and tidy at all times. Proper care of the storage area and equipment not only increases the life expectancy but is contagious as well. If the participant sees that the rink storage area and equipment are properly cared for, chances are they will also treat it in the same manner.
- Before you leave for the evening, make sure all the lights are out; both on the ice surface and in the storage area.
- Don't leave the storage area unlocked and unattended. If the rink has been cleaned, the nets in place, etc., there is no reason for the equipment storage area to be accessible. Your judgement on this point is important.
- If you have hockey nets at your rink, make sure they are treated like all other pieces of equipment. Don't allow them to be abused and when not in use, should be removed from the ice surface.
- Periodically check all equipment for damages, especially the hockey nets. If caught in

time, a minor repair is preferable and less expensive than a major one.

- If you use straw brooms for sweeping around the edges, remember that they do not last forever. Eventually they will begin losing their straw. The presence of large amounts of straw when flooding will reduce the quality of your ice. Change your brooms when this begins to occur.
- Rink signs announcing rules and hours of operation should be fastened securely out of reach of participants. Eight to ten feet above the ground is the minimum height recommended.

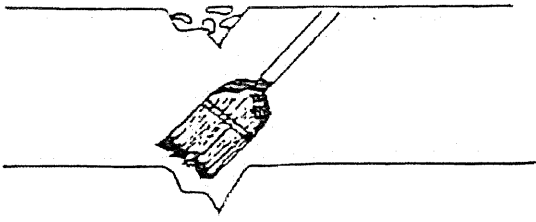
## Problems

Some of the more common problems are:

1. Your nozzle doesn't fit, doesn't work or is leaking.
2. Your hose leaks or has a split.
3. Your water line is frozen or has burst.
4. Your scraper or shovel handle gets broken.
5. The storage area or ice surface has been vandalized.

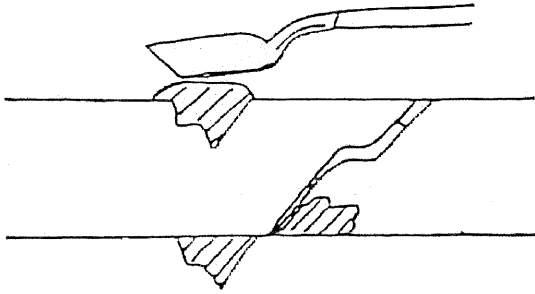
The Recreation Department will provide reasonable assistance and advice during normal day-time work hours (Monday – Friday). This does not extend to replacement or repair of damaged equipment that is not from the Municipality.

# How to Repair Holes, Cracks or Shell Ice

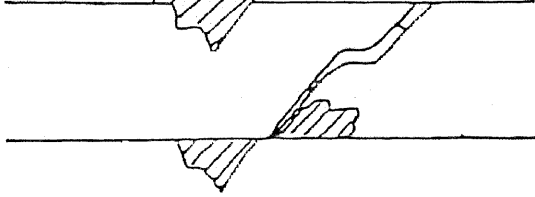


Uh Oh

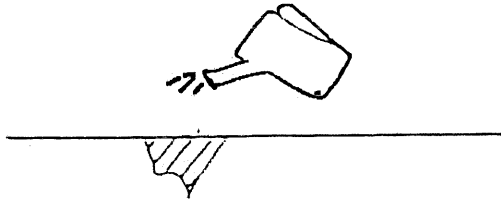
Clean



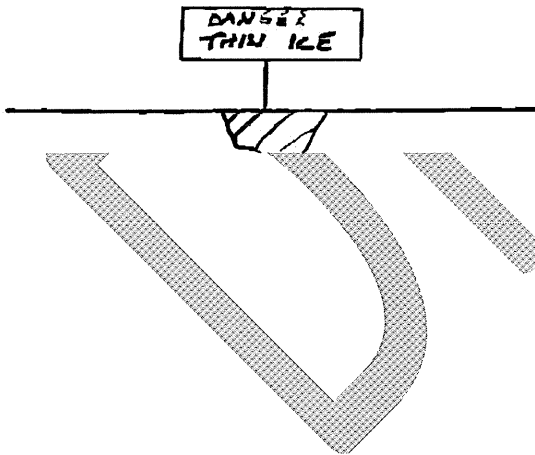
Pack Slush



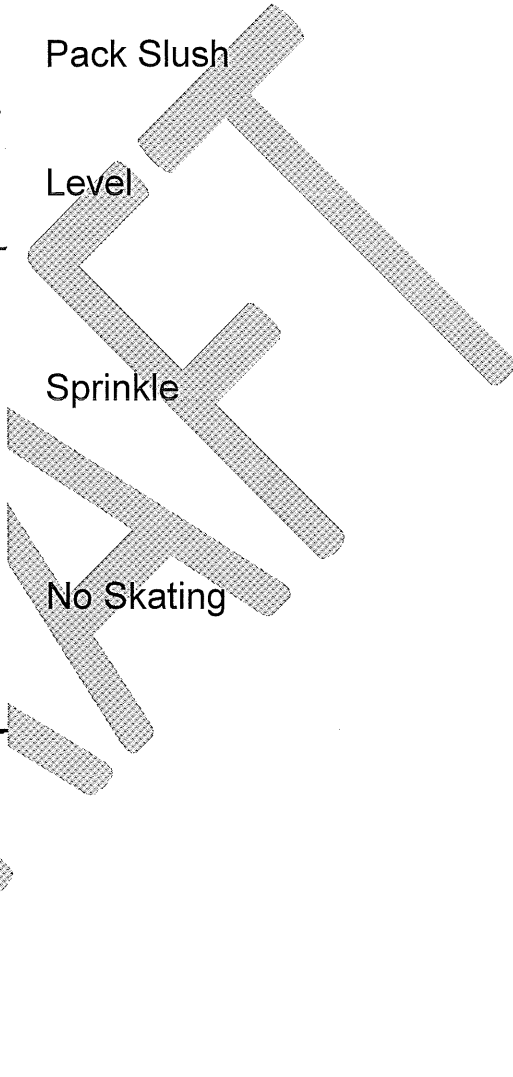
Level



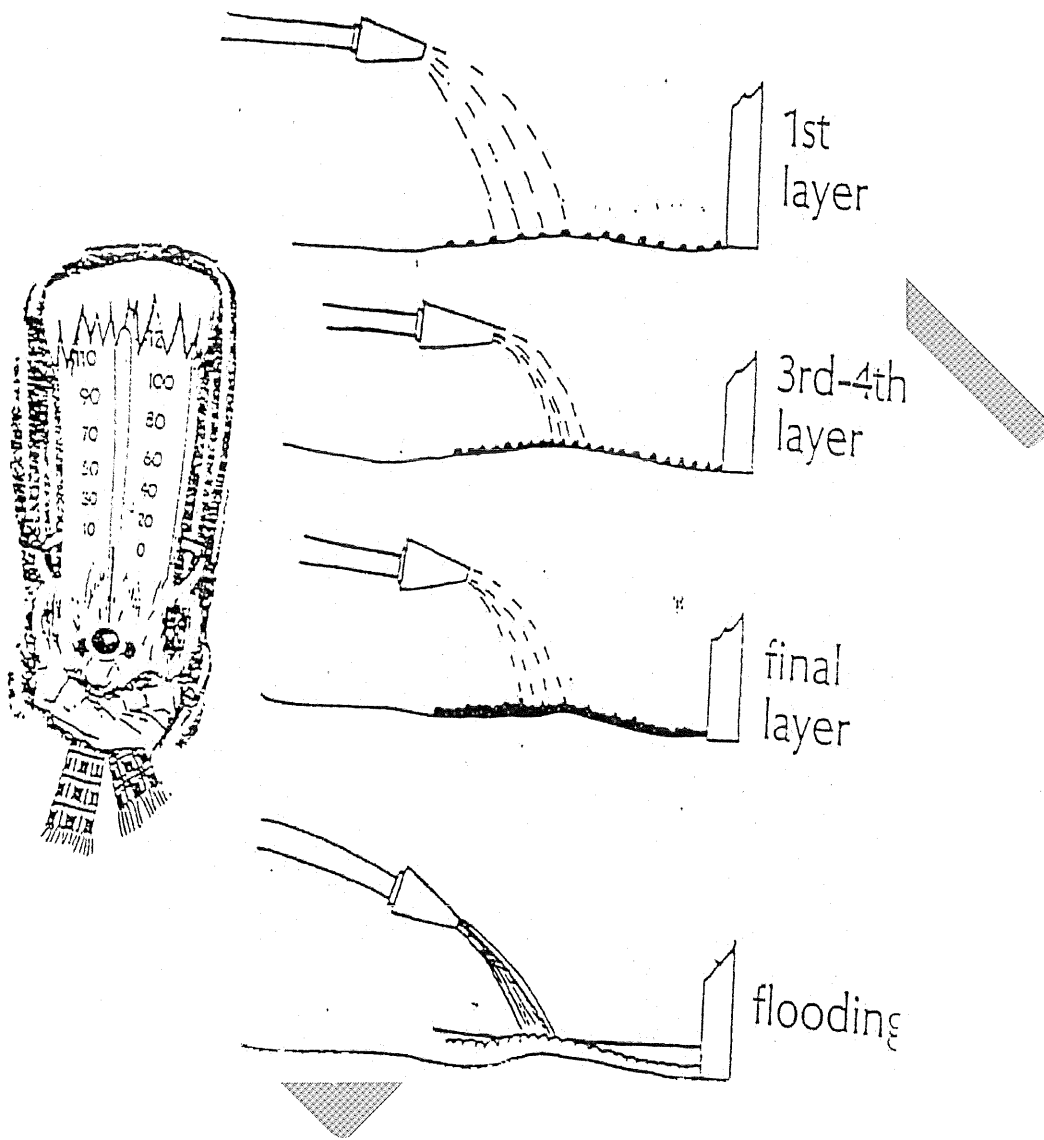
Sprinkle



No Skating

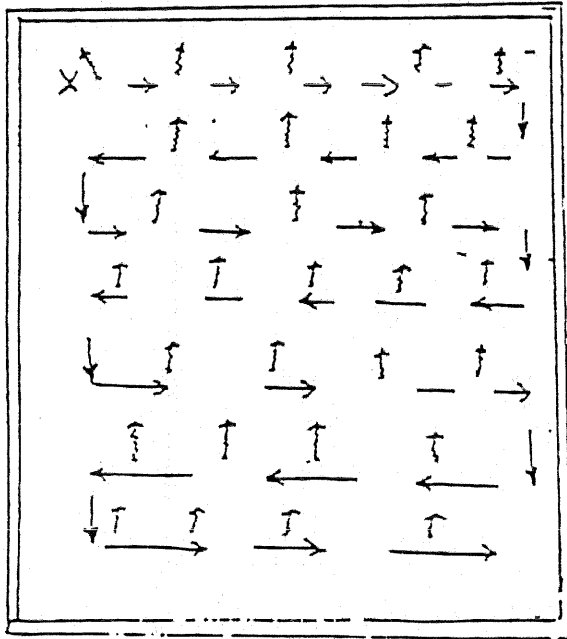
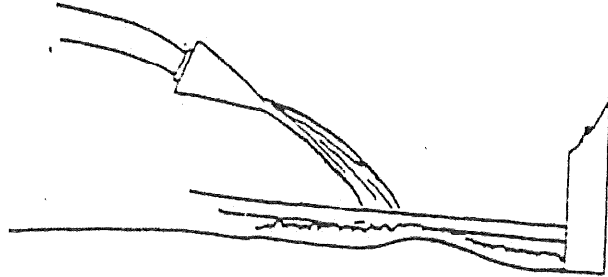


# Pebbling



# Flooding

- 1. Keep nozzle close to surface
- 2. Very little water pressure
- 3. A yard/pass



**Water Flow**  
→ → →  
pattern utilized by individual flooding

**Training Checklist**

- Clearly outline responsibilities to involved citizens.
- Review contents of the Ice Building and Maintenance Manual on how to build and maintain ice including the use of various tools and equipment.
- Review how to properly inspect ice and how to complete daily logsheets.
- Explain how and when to submit daily log sheets.
- Explain who to contact in emergencies or when major incidents occur.

**To Be Completed by Municipal Staff:**

Name of Trainer: \_\_\_\_\_

Signature: \_\_\_\_\_

Date of Training: \_\_\_\_\_

Location of Training: \_\_\_\_\_

Training Session Attendees:	
Print Name	Signature



**Outdoor Skating Rinks Daily Log Sheet**

<b>Location:</b>	<b>Time:</b>	<b>Day of Week:</b>	<b>Year:</b>	<b>Month</b>	<b>Day</b>
<b>Weather Conditions &amp; Temperature:</b>					
<b>Daily Average Attendance:</b> Morning: [ ] Afternoon :[ ] Evening: [ ] Daily Total : [ ]					

Inspected	Good (☑)	Fair (☑)	Poor (☑)	Corrective Action Taken	Operator (Please Print)
Ice Surface					
Rink Boards/Snow					
Perimeter of Rink					
Storage Area					
Equipment					
Garbage Containers					
Signs					
Fencing					
Parking Lot					
Walkways					
Emergency Vehicle Access					
<b>Notes:</b>					

<b>"Daily" Risk Management Report</b>				
Time	AM	PM	Identify Condition & Corrective Action Taken	Operator (Please Print)
:				
:				
:				
:				
<b>Comments: (Describe any extraordinary circumstances and action taken)</b>				

## What to do in case of Accident or Incident

Deal with medical emergencies immediately by calling "911" from the nearest phone.

If a problem arises volunteers should call the appropriate Recreation Department staff at 705-744-2700 or 705-497-6961, after hours. On evenings and weekends volunteers will receive a call back as soon as possible from an on-duty supervisor.

In all cases, be prepared to give the following information:

1. Your name and phone number.
2. The name and location.
3. The problem – as you see it.

**Note:** It is important that all persons involved in maintaining, flooding and operating the rink carefully complete the daily log sheets documenting the work performed. The log sheets you provide to the Recreation Supervisor will be kept in Municipal files. This documentation, along with completed, signed accident/incident report forms will be maintained for reference should any injury become the basis of an inquiry or legal claim.

**ATTACHMENT 2**

# Outdoor Ice Skating Rink Daily Inspection Form

Date/Time: \_\_\_\_\_ Volunteer Name: \_\_\_\_\_

Location: \_\_\_\_\_ Signature: \_\_\_\_\_

ITEM	ACCEPTABLE CONDITION	NATURE OF DEFECT
Perimeter Boards		
Ice Surface Condition		
Picnic Tables		
Lighting (if applicable)		
Garbage Cans/Litter		
Signage		
Walkways		
Parking		
Broken Glass		
Emergency Access		
Fencing		
Other		

**NOTES:**

- 1) A morning and afternoon daily inspection sheet must be completed and forwarded to Jacob Grove by e-mail at [fire@calvintownship.ca](mailto:fire@calvintownship.ca) or by fax at 705-744-0309.
- 2) Ice Skating Rink defects shall be reported immediately. Please contact the Municipality of Calvin by e-mail at [fire@calvintownship.ca](mailto:fire@calvintownship.ca) or by telephone at 705-744-2700.

*Having this documentation will provide proof that the rink is properly maintained in the event something occurs.*

**ATTACHMENT 3**

## Outdoor Ice Skating Rink Signage

**Clarington**  
*Leading the Way*

**OUTDOOR ICE  
SKATING RINK**

**RULES AND REGULATIONS**

- Inspect ice surface prior to use
- Children should be supervised at all times
- Helmets and other safety equipment is strongly recommended
- Alcohol is prohibited
- Be considerate of others
- Hours of operation 7:00 a.m. to 11:00 p.m.

To report dangerous conditions or any damaged equipment  
please call: Monday to Friday 8:00 a.m. to 3:30 p.m.  
905-263-2291

*Adding a rink sign would be a good idea to inform the users how to contact us in case of any concerns, it also allows us to advise user of general safety rules.*

**MUNICIPALITY OF CALVIN**  
**REPORT TO COUNCIL**  
**Recreation, Cemetery, Landfill JG2019-16**

REPORT DATE: 15/10/2019  
ORIGINATOR: Jacob Grove – Municipal Enforcement Officer / Pound Keeper  
SUBJECT: Ill / Injured Dog

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**BACKGROUND**

It has been brought to Council's attention that the North Bay Humane Society will no longer accept sick or injured dogs from The Municipality of Calvin.

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**Information**

Excerpt from Animals for Research Act

*16. In any pound, the operator thereof shall take or cause to be taken all steps practicable to treat and prevent the spread of any disease found in any animal and to prevent distress to any animal. R.R.O. 1990, Reg. 23, s. 16.*

This gives us a legal requirement to do something with sick or injured dogs.

**Where dog or cat may be destroyed**

*(7) The operator of a pound may destroy or cause or permit to be destroyed any dog or cat that has been impounded in the pound where,*

*(d) during the redemption period, the dog or cat is in a pound and,*

*(i) is ill or injured and in the operator's opinion is incapable of being so cured or healed as to live thereafter without suffering, and*

*(ii) the operator has satisfied all requests referred to in clause (6) (c) from operators of research facilities. R.S.O. 1990, c. A.22, s. 20 (7).*

This tells us that if the dog cannot be cured, whether due to the extent of the illness/injury or for financial constraints and will suffer, it can be destroyed if no research facility wants it.

*21. (1) This section applies to euthanasia of dogs or cats other than by the use of chemicals. R.R.O. 1990, Reg. 23, s. 21 (1).*

*(2) The following euthanasia procedures are permitted:*

- 1. In the case of dogs, killing by means of a captive bolt pistol.*
- 2. Shooting by means of a firearm.*
- 3. Exsanguination, but only where the animal is completely anaesthetized prior to and during the procedure.*
- 4. In the case of dogs, electrocution. R.R.O. 1990, Reg. 23, s. 21 (2).*

22. (1) *This section applies to euthanasia of dogs or cats by the use of chemicals. R.R.O. 1990, Reg. 23, s. 22 (1).*

(2) *The following euthanasia procedures are permitted:*

1. *Administration of barbiturates intravenously or intraperitoneally.*
2. *Slow intravenous administration of Hoechst Pharmaceutical product T-61.*
3. *Administration of chloral hydrate intravenously.*
4. *Administration of ether by inhalation.*
5. *Administration of carbon dioxide by inhalation.*
6. *Administration of chloroform by inhalation.*
7. *Administration of carbon monoxide by inhalation but only where substantially all impurities have been removed therefrom and the temperature of the carbon monoxide does not exceed 25 degrees centigrade. R.R.O. 1990, Reg. 23, s. 22 (2).*

This tells us how the dog can be destroyed.

Example Situation: A dog is picked up with porcupine quills. They are all over the dogs face and in the mouth.

Scenario 1. If dog can still drink, no action is required as the dog can reasonably survive without food for the redemption period on body fat reserves. Although at the end of the redemption period, we still have an injured dog and action will be required.

Scenario 2. If the dog cannot drink, action is required. The dog will suffer from dehydration during the redemption period.

### **Redemption period**

20 (1) The minimum redemption period shall be three days, excluding the day on which the dog or cat was impounded, or such longer period as the regulations prescribe and holidays shall not be included in calculating any redemption period. R.S.O. 1990, c. A.22, s. 20 (1).

---

### **Recommendation**

Council should set up a policy on how to deal with ill or injured dogs. To set up this policy, council will need to decide how much, if any, money will be spent on a dog. There is no legal requirement that a dog must go to a veterinarian for treatment. If council is going to send a dog to a veterinarian, we will need to set up an account with a veterinarian. This policy should also include dogs that exceed the redemption period and are still ill / injured.

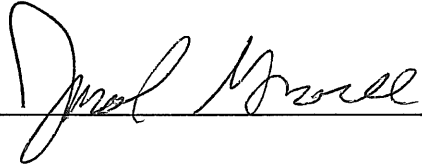
During the process of setting up this policy, I would recommend that council give a temporary recommendation with resolution to the Pound Keepers as to what council is comfortable doing with ill or injured dogs.

Given the sensitive nature of this matter I would suggest that Council does not make a decision at this meeting. Take time to think about this matter and consider what you are comfortable putting your name on. At the next Council Meeting on November

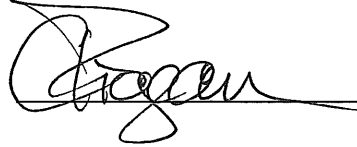
12<sup>th</sup>, please bring your comments and thoughts so a resolution can be prepared. The resolution will be brought to the November 26<sup>th</sup> Council Meeting. This resolution should be something that everyone is comfortable with. If you are not comfortable with it, you will still be expected to publicly support and defend staff for the action taken under this resolution.

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Respectfully submitted;

A handwritten signature in black ink, appearing to read "Jacob Grove", written over a horizontal line.

Jacob Grove  
Municipal Enforcement Officer  
Pound Keeper

A handwritten signature in black ink, appearing to read "Cindy Pigeau", written over a horizontal line.

Cindy Pigeau  
Clerk - Treasurer

CORPORATION OF THE MUNICIPALITY OF CALVIN

Resolution

DATE: October 22, 2019

NO. \_\_\_\_\_

MOVED BY \_\_\_\_\_

SECONDED BY \_\_\_\_\_

“That Council hereby authorizes that during the 2019 Holiday Season, the Landfill will be closed on Tuesday December 24, 2019, and;

Further, that regular Landfill hours will resume on December 28, 2019 and December 31, 2019.”

CARRIED \_\_\_\_\_

DIVISION VOTE

<u>NAME OF MEMBER OF COUNCIL</u>	<u>YEA</u>	<u>NAY</u>
<u>Coun Cross</u>	_____	_____
<u>Coun Grant</u>	_____	_____
<u>Coun Maxwell</u>	_____	_____
<u>Coun Olmstead</u>	_____	_____
<u>Mayor Pennell</u>	_____	_____



CORPORATION OF THE MUNICIPALITY OF CALVIN

Resolution

DATE: October 22, 2019 NO. \_\_\_\_\_

MOVED BY \_\_\_\_\_

SECONDED BY \_\_\_\_\_

“That Council hereby appoints \_\_\_\_\_ as the Municipality of Calvin’s representative to the Community Safety and Well-Being Plan Committee.”

CARRIED \_\_\_\_\_

DIVISION VOTE

<u>NAME OF MEMBER OF COUNCIL</u>	<u>YEA</u>	<u>NAY</u>
<u>Coun Cross</u>	_____	_____
<u>Coun Grant</u>	_____	_____
<u>Coun Maxwell</u>	_____	_____
<u>Coun Olmstead</u>	_____	_____
<u>Mayor Pennell</u>	_____	_____



# Corporation of the Town of Mattawa

☎ (705) 744-5611 • 📠 (705) 744-0104

160 Water Street — P.O. Box 390

MATTAWA, ONTARIO P0H 1V0

✉ info@mattawa.ca

October 1, 2019

Mayor Murphy  
Municipality of Mattawan  
PO Box 610  
Mattawa ON  
P0H 1V0

Mayor Corriveau  
Township of Papineau Cameron  
PO Box 630  
Mattawa ON  
P0H 1V0

Mayor Pennell  
Municipality of Calvin  
1355 Peddlers Dr  
Mattawa ON  
P0H 1V0

Dear Mayors and Respective Councils:

Council of the Town of Mattawa, at their regular meeting of September 23, 2019 approved Page No. 192 of Resolution Number 19-65, which stated:

***"BE IT RESOLVED THAT*** Council of the Town of Mattawa establish a Community Safety and Well-Being Advisory Committee and respectfully request that the Group of Four municipalities that form the Mattawa and Area Police Services Board jointly prepare a CSWB Plan for the community; AND

***FURTHER THAT*** Councillor Dexture Sarrazin be appointed to participate in the Community Safety and Well-Being Advisory Committee for the remainder of the term of Council; AND

***THAT*** Francine Desormeau, Clerk/Deputy-Treasurer be appointed as the Lead Coordinator to the Committee; AND

***THAT*** it is respectfully requested that Councils of the Municipality of Mattawan, Township of Papineau-Cameron and the Municipality of Calvin each appoint a member of Council or employee to participate in the Community Safety and Well-Being Advisory Committee in order to prepare a joint Community Safety and Well-Being Plan by the provincial mandated deadline of January 1, 2021."

.../2

Trusting this is acceptable.

Sincerely,

A handwritten signature in cursive script that reads "Francine Desormeau".

Francine Desormeau  
Clerk/Deputy-Treasurer

FD/ah

cc Mayor Backer and Members of Council

**MUNICIPALITY OF CALVIN**  
**2019CT-13 REPORT TO COUNCIL**

REPORT DATE:           **October 18, 2019**  
ORIGINATOR:           **Cindy Pigeau – Clerk-Treasurer**  
SUBJECT:               **Mattawa Group of Four – OPP DRAFT Contract Renewal**

---

**RECOMMENDATION**

We are recommending a four year agreement be renewed.

---

**REPORT HIGHLIGHTS**


The process for which the Mattawa Group of Four – OPP Contract Renewal for Policing Service will be different this time as there are some upcoming changes to the Community Safety and Policing Act.

Once the new Community Safety and Policing Act comes into effect, all Section 10 OPP Contracts will be null and void. This means that municipalities will no longer be in contract for OPP Services and under the Act Police Services Boards will no longer exist and a Detachment Board will replace them with one member from each municipality sitting on this one board.

Having said this because the Act is not in full effect yet and the Group of Four contract is due for renewal, our Councils must pass a new agreement for now. We must all pass a by-law with our selected term as the price is no longer negotiable (the By-law is to be prepared by each of us – OPP will not prepare on our behalf – once they receive it they will prepare the joint agreement for signing).

We are recommending a four year agreement – We don't think it will be applicable however if we recommend a 3 year and the Act for some reason does not come into effect the renewal would fall under a municipal election year.

Respectfully submitted;  
Cindy Pigeau  
Clerk-Treasurer



# **Transforming and Modernizing the Delivery of Ontario's Building Code Services**

**Discussion Paper**

Ministry of Municipal Affairs  
and Housing

Fall 2019 Consultation

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# A New Path Forward for Building Code Services

The building sector is a \$38 billion industry and a key driver of Ontario's economy. It is essential that the people working in this sector have the support they need to keep Ontario's economy growing. Building sector stakeholders have been asking for better, more modern and timely services and resources to support their ability to understand and apply the highly technical and complex building code requirements.

Historically, the Ministry of Municipal Affairs and Housing (the ministry) has provided a suite of building code services. However, over time, the delivery of these services has not kept pace with the needs of the sector, making this model unsustainable. The ministry needs to implement a model that will enable the delivery of improved services to promote consistency and better support the sector.

To do this, the ministry is proposing to establish a new administrative authority to deliver a suite of enhanced and new user-driven services.

## What is an Administrative Authority?

Administrative authorities are private, non-profit corporations, that deliver regulatory programs on a cost-recovery basis.

Transferring service delivery to an administrative authority would enable new, modern, user-driven services to be delivered to the building sector. An administrative authority can scale and deliver services more nimbly and would also be tasked with providing streamlined customer service to all Ontarians. It would also promote a consistent approach to building code interpretation and application, while still protecting public health and safety. To achieve this the administrative authority would operate on a full cost recovery basis, funded by the sector.

Your feedback will help inform enhancements to current building code services and the development of new services.

There are several ways that you can provide feedback. For additional details on how to provide your feedback, please see page 25 of this document, or visit the Environmental Registry of Ontario.

## 1. Getting People Working in the Building Sector

In 2006, the ministry implemented the building code qualification and registration program to promote public safety by ensuring that building code professionals have the required legal and technical knowledge for their area of practice. To become a qualified building code professional in Ontario, generally, individuals are required to pass a building code examination on the legal requirements of the Building Code Act, 1992 (BCA), as well as in every area of the Building Code they wish to practice (e. g., House, Small Buildings, Large Buildings, Plumbing, Structural, Septic Systems, etc.).

The ministry is responsible for developing 16 technical and legal examinations, which are delivered through Humber College. Each examination consists of 75 questions. Individuals are allowed three hours to complete each examination, and a minimum mark of 70% must be achieved.

Examination outlines are posted publicly through Ontario.ca, detailing the content areas that each examination covers. Although building code professionals are not required to take formal training, the ministry, through an agreement with George Brown College of Applied Arts and Technology, offers building code training courses to help people prepare for building code examination. George Brown College offers self-study manuals, as well as online training courses and in-class training courses.

## What is a Qualified Building Code Professional?

**The Building Code Act, 1992 requires the following practitioners be qualified and registered:**

- Chief Building Officials (CBO)
- Inspectors
- Designers (other than engineers and architects)
- Registered Code Agencies (RCA)
- Persons engaged in the business of constructing, installing, repairing, servicing, cleaning or emptying on-site sewage systems



## Overview of Building Code Exams

- General Legal/Process
- Powers and Duties of CBO
- Powers and Duties of RCA
- Designer Legal/Process
- House
- Small Buildings
- Large Buildings
- Complex Buildings
- HVAC-House
- Detection, Lighting and Power
- Building Services
- Building Structural
- Plumbing-House
- Plumbing-All Buildings
- Fire Protection
- On-site Sewage Systems

Building sector associations also offer training that building code professionals may opt to take to either support them with their examinations or to keep their building code knowledge current. For example, the Ontario Building Officials Association (OBOA) provides extensive training to support people who wish to take building code examinations, but also in a variety of other areas to help people get a better understanding of what is required in their areas of practice.

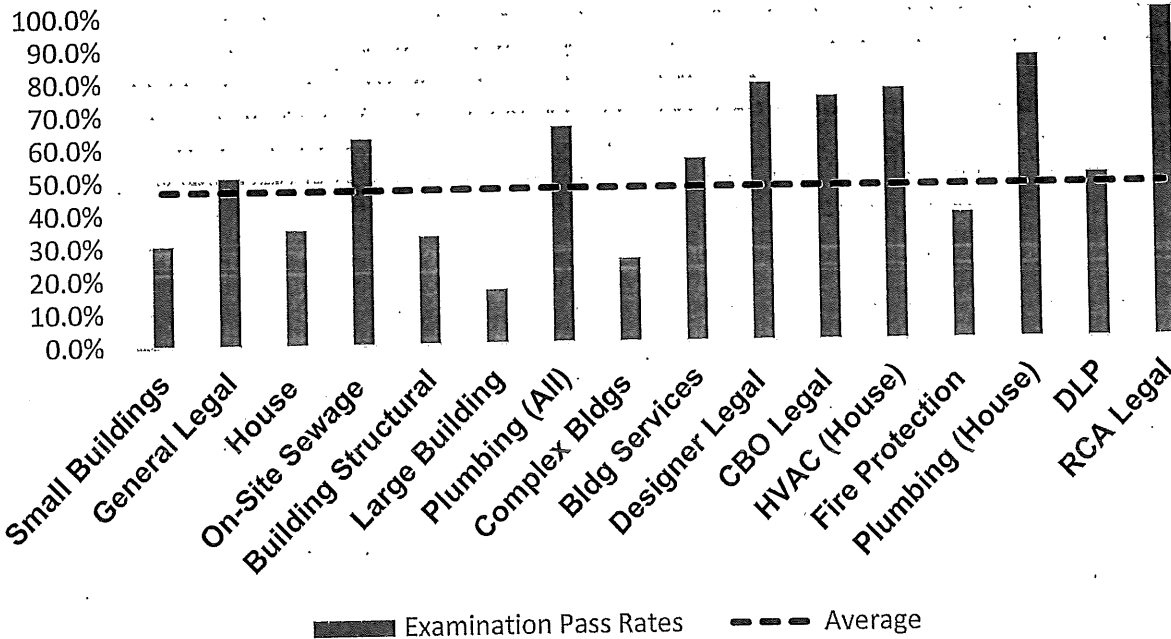
### 1.1 Examination Development & Delivery

Stakeholders have raised concerns about the clarity of questions and the lack of sufficient time provided to complete the examinations, given the complexity of the questions. Overall, examination statistics have demonstrated a relatively low pass rate across the 16 examination categories.

Factors that may be contributing to the low pass rates, could include:

- The varying amount of materials covered across the 16 examination categories (e.g., some examinations cover as few as 280 pages of content, while others cover as many as 1,255 pages - yet all examinations contain 75 questions to be completed within 3 hours)
- The current structure of examinations may be inefficient. Current examinations that have "nesting" may contribute to confusion for stakeholders on what classes of buildings they can perform work on.
- The suitability of current examination questions for areas of practice given the wide range of professionals that take the exam.

## Examination Pass Rates



## What is Nesting Qualification?

Nesting is when you can qualify for two classes by writing one examination. For example, the "House" Examination is nested under the "Small Buildings" examination. Therefore, if an individual passes the "Small Buildings" examination they are qualified for both small buildings and houses. However, if a person passes the "House" examination they are not qualified under "Small Buildings."

## What Do You Think?

1. How could the current examination design, content and/or delivery be improved?

## 1.2 Pre-Qualification Training

In 2014, the ministry entered into an agreement with George Brown College to develop and deliver building code training courses to assist individuals preparing to write building code examinations. The training courses can be taken either online or in-class (2-week courses). Sector associations representing various building code professions also deliver training to support their membership. For example, the Ontario Building Officials Association and the Ontario Onsite Wastewater Association both develop and deliver training to support their respective members in taking building code examinations. Other jurisdictions, such as Alberta and some U.S. states, require building professionals to complete some form of mandatory training prior to or as a requirement of qualification.

The ministry is considering ways to improve building code training programs that are currently administered through George Brown College, support sector associations to better meet individuals' needs, and help maintain confidence in the safety of Ontario's buildings.

### What Do You Think?

1. Are the current training offerings meeting your needs? If not, how could they be improved?
2. Do you see a role for the administrative authority in the delivery of training for building code professionals?

## 1.3 Recruiting Experienced Building Code Professionals

Municipalities, Boards of Health and Conservation Authorities have indicated that there are not enough building code professionals employed or entering the sector with the necessary technical knowledge and/or experience to enforce the building code as a building official. This is particularly evident in rural and northern Ontario.

Currently, there is no educational program offered to specifically support becoming a building official, rather, post-secondary institutions across the province offer educational programs that complement the career path, such as Construction Engineering Technician/Technologist, Architectural Technician/Technologist, Engineering and Architecture. It is unclear if people moving through the education system would be aware of a building official as a viable career, given there is no direct educational pathway.

To support challenges with building sector recruitment, the ministry has entered into agreements with the Ontario Building Officials Association and the City of Ottawa to implement internship programs for building officials, including training and development. Those enrolled in an internship program may be exempt from examination requirements if they conduct the work of building inspectors in municipalities under the supervision of an appropriately qualified inspector or Chief Building Official. Generally, enrolment in these internship programs has declined since their implementation.

Other jurisdictions that have also experienced similar recruitment issues have taken steps to address the problem. For example, Florida offers provisional licences for new municipal employees entering the building sector as an opportunity to conduct plans review and other duties associated with a building official.

Ontario municipalities have generally indicated a desire to modernize, promote, and/or increase internship programs and opportunities.

## What are provisional licences?

A provisional licence is a temporary licence that allows practitioners to gain on-the-job experience before attempting the ministry exams and becoming fully qualified.

## What Do You Think?

- 1a. What factors could contribute to the low take-up of the current internship programs?
- 1b. What role could an administrative authority play in internship programs?
2. Would implementing a provisional licence framework help with municipal recruitment challenges and what should be considered?
3. Are there other ways to help building code enforcement bodies attract and retain experienced building professionals?

## 1.4 Using Coordinating Professionals

Stakeholders have indicated that lengthy approval processes delay the construction of buildings, costing significant time and money. For example, there may be disputes about building code interpretations, or permit applications may be incomplete or may not comply with building code requirements. The government is committed to streamlining the development approval process, including building permit approvals. Over the years, stakeholders have asked the government to consider leveraging professional expertise to support building code enforcement.

The Elliot Lake Commission of Inquiry Report, released in 2014, recommended that owners designate a Professional Engineer or Architect to the role of "Prime Consultant" who would coordinate designs and field work (e.g., coordinate inspections) of professionals involved in a project. Prime consultants could be contracted to ensure designs are complete, ensure designs are in compliance with the technical requirements of the building code, and act as a one-window contact for development projects, thereby supporting quicker approvals.

The use of professional expertise has been cited in industry-led reports as an opportunity to improve approval processes in the province, including the use of professional design coordination, like British Columbia's Certified Professional program.

In British Columbia, engineers and architects who have taken additional building code training and examination(s) can review building plans and perform site inspections for large buildings to support the building permit process. Municipalities in British Columbia may voluntarily choose to run their own programs where Certified Professionals take on some of the traditional functions of the Chief building official, but with enhanced documentation through "letters of assurance". Letters of assurance are required before building permits or occupancy permits are granted by the Chief building official for buildings using Certified Professionals, to confirm code compliance. Municipalities with such programs are still involved in the approval process. They coordinate with Certified Professionals to determine what permits and inspections are needed, confirm all letters of attestation have been signed, and are responsible for issuing permits. Certified Professionals could help to promote building innovation(s) and the streamlining of permit approval processes, which, in turn, may reduce permit delays and help protect public health and safety.

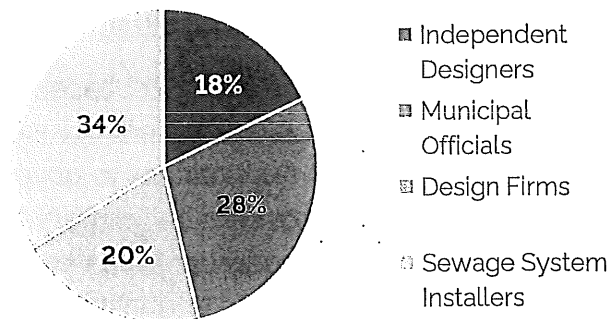
## What Do You Think?

1. Do you think the use of a Prime Consultant, under certain circumstances, would support a more streamlined building permit application process?
2. Do you think the use of Certified Professionals, under certain circumstances, would support a more streamlined building permit application process?
3. If the ministry decides to move forward and allow the use of such professionals, what do you think needs to be considered in implementing this change?

## 2. Promoting Sustainability and Transparency in the Building Code Profession

Once qualified, building code professionals must register in the Qualification and Registration Tracking System (QuARTS) Registry. The QuARTS Public Search Registry manages the registration of over 7,000 individuals and firms and serves as a consumer information tool to verify the qualification information and registration status of building code professionals in Ontario. Individuals, municipalities and design firms can be searched using information such as unique Building Code Identification Numbers (BCIN), organization name, or categories individuals are qualified to practice in.

The ministry takes a self-reporting and individual-based approach to regulating building code professionals. This means that individuals are required to ensure that the information they enter into the public registry is accurate and that their annual registration fees are paid.



## What is a BCIN?

The Building Code Identification Number (BCIN) identifier allows individuals and firms to register and renew their qualifications, receive registration renewal and expiry notices, upload insurance forms to the registry and receive notification of applications and transitions. It is the unique identifier by which the ministry keeps track of all building code professionals in the province.

A registration will remain active and searchable on the public registry for a 12-month period, at which time all individuals must re-register and pay an annual registration fee. While registrations and payments are individually-based, municipalities that have multiple registered individuals employed by their organization can submit registration fees for all their registered employees in one-time bulk payment as a means of streamlining the registration process.

Currently, building code professionals that are qualified and registered through QuARTS are not required to undertake any additional education or professional development activities once they have completed their mandatory pre-qualification examinations. However, the building code provides for the ability to require knowledge maintenance in the form of an examination. Rather than ordering knowledge maintenance examinations, the ministry has taken an educational approach by providing resource material to help the sector understand amendments to the building code.

In 2012, a rooftop parking garage collapsed in Elliot Lake resulting in the deaths of two people and injuries to several others. In response, the Elliot Lake Commission of Inquiry made a series of recommendations to government and other bodies. The Commission's recommendations directed to the ministry, included implementing a continuing professional development program for building officials and greater oversight and enforcement abilities related to qualification and registration of building code professionals. The Building Code Act, 1992 was amended in December 2017 to partially address these recommendations.

The Building Code Act, 1992 permits enforcement actions to be taken in certain circumstances, including where conditions of an individual's registration have not been met. If registration compliance or enforcement actions need to be taken, the available options are limited to either refusing, suspending, or revoking a building code professional's registration, or prosecution through the courts. The ministry has no formal process to receive and investigate complaints about bodies that enforce the building code

(i.e., municipality, Conservation Authorities, Boards of Health) and no ability to intervene in local administration and enforcement of the building code. Additionally, only building officials are subject to a code of conduct, while other registered building code professionals are not.

## 2.1 Public Registry and Registration Process

Stakeholders have identified concerns with the user-interface of the public registry, indicating that the system is not intuitive and can be confusing when inputting information. Since information is self-reported, the technical difficulties associated with navigating the registration software can result in incomplete or inaccurate information being displayed on the public registry.

In addition, some building code professionals have had trouble determining which registration class to select as there is little clear guidance available to individuals during the registration process. For example, building code professionals self-register online once they are qualified, and designers often encounter challenges in determining their particular designer category (e.g., "Independent Designer" vs. "Other Designer") which can lead them to improperly registering, potentially risking their professional reputation and public safety. Streamlining the registration process can make it easier for building code professionals to navigate the registration system and provide better consumer protection and awareness.

The individual-based approach allows the ministry to keep track of the individual qualification and registration status of building code professionals and protects the security and privacy of their personal and financial information. Only ministry staff or individual registrants have the ability to update their information on QuARTS, which can result in a delay in having current information in the system. Inaccurate or out-of-date information on the registry creates a gap in consumer awareness.

Service transformation offers an opportunity to modernize the current registry to make it more user-focused and easy to navigate, without adding burden to existing processes. The ministry is proposing to transform the user interface of the public registry to help simplify and modernize the registration system. Changes to the public registry and registration process can also offer additional functionalities, such as storing and displaying information on continuing professional development and disciplinary action.



## What Do You Think?

- 1a. If you are a registered building code professional, what are the key issues you face with the current QuARTS system?
- 1b. What registration functionality would you find helpful that is not currently available in QuARTS?
2. As a member of the public, what information would you like to see made publicly available on the registry to help you make an informed decision on hiring a qualified building code professional?

## 2.2 Continuing Professional Development

Continuing professional development (CPD) is a common mandatory requirement for a number of professions (e.g., architects, lawyers, etc.) to ensure an individual's knowledge is up-to-date with new developments in their respective fields and to support maintaining licences to practise. In other professions, CPD is required to maintain professional accreditation with a governing association and the use of a title (e.g., Construction Engineering Technologist, Registered Interior Designer, etc.). However, it is not mandatory for qualified and registered building code professionals to take CPD courses or join these associations.

Generally, CPD requires a mix of formal and informal learning, training or other types of educational activities (e.g., in-class courses, online training, reading professional journals, attending work conferences or meetings) related to the respective field. Some CPD programs in other jurisdictions require minimal activity (6-8 hours) while others require 30 to 60 hours over a 3 to 5-year period. Fulfillment of these CPD requirements is then monitored by the regulating body or association to ensure they are being met.

Some building officials in Ontario choose to be part of the Ontario Building Officials Association (OBOA) Certification Program, which requires completion of a mix of informal and formal activities over a 3-year cycle to receive the professional designation of Certified Building Code Official (CBCO) or the professional designation of Building Code Qualified (BCQ). The program requires members every 3 years to complete 60 credits, based on the type of activity. For example, OBOA courses are worth 1 credit per hour and mentoring is worth 1 credit per hour, with a maximum of 15 per cycle. Members are required to track their total credits earned and compliance is monitored through random audits on 1-3% the membership by asking for proof of total credits earned.

Similarly, some designers are members of the Ontario Association of Certified Engineering Technicians and Technologists (OACETT), which has a certification program requiring one formal activity and three additional activities to be completed every 3 years. Formal activities consist of prescriptive self-directed or in-class courses concerning technical knowledge or leadership/management training. Other activities include contributions to informal learning and development that contribute to the profession or connect professionals within and across multiple jurisdictions.

To further support the Elliot Lake Commission recommendation and building code knowledge maintenance, the ministry is considering CPD requirements for all types of qualified building code professionals. For example, having qualified building code designers maintain knowledge through CPD requirements could help improve the quality of designs submitted to municipal building department counters, potentially speeding up review and approval timelines.

Designing a CPD program for a wide variety of building practitioners can be challenging and needs to be fair. There are numerous categories of practice that building practitioners can be qualified in (up to 12 categories). For example, a septic system installer may be required to complete fewer CPD activities than a Chief Building Official who may be qualified in multiple technical qualification categories. Additionally, the CPD program would need ensure there is no undue burden or duplication with knowledge maintenance requirements that a building code professional may be required to meet as part of their membership or accreditation in a professional association.

## Other Regulated Professionals That Require CPD

- Lawyers
- Chartered Professional Accountants
- Architects
- Teachers

## What Do You Think?

1. How many activities or hours of CPD do you feel is reasonable to require of building code professionals?
2. What is the right mix of formal and informal CPD activities that building code professionals should be required to complete (e.g., courses, training, examinations, reading professional/technical journals or documents, volunteering in the sector, attending relevant conferences, etc.)?
3. What is a reasonable timeframe for completing CPD requirements to ensure knowledge is maintained (e.g., annually, at every new Building Code cycle which is usually 5-7 years, other)?
4. Are there already mechanisms, materials, or offerings that would give building code professionals options on how they could meet their CPD requirements?

## 2.3 Registration Compliance and Enforcement

Registration requirements are only effective if they are actively monitored. Ensuring that building code professionals are meeting their qualification and registration requirements and are operating appropriately in the sector is essential to promoting public safety.

Some of the issues the ministry has heard and experienced include individuals practising as a building code professional without being qualified, poor-quality and non-compliant building designs delaying permit issuance and processing, and the improper use of Building Code Identification Numbers (BCIN) by unregistered individuals.

The Building Code does not define expectations for building code professionals' behaviour and quality of work, which can limit certain enforcement actions that can be taken. Expected behaviour and standards for professionals are instead generally laid out in professional codes of conduct. The Building Code Act requires municipalities to have codes of conduct in place for their building officials. While municipal building officials are subject to a code of conduct, the absence of clear conduct standards for other building code professionals may contribute to poor quality building permit applications, resulting in additional costs, delays and frustration for building permit applicants.

In addition, the ministry currently has limited powers to promote and enforce registration compliance and these powers are not consistent across all building code professional categories and are not always proportionate to the severity and frequency of non-compliance.

The ministry is proposing a comprehensive, escalation-based, compliance enforcement framework that would define disciplinary actions in proportion to the severity and/or frequency of non-compliance as well as the level of risk to public safety that the infraction poses. This would allow for a more measured, responsive and cost-effective enforcement process that promotes compliance, while also allowing for appropriate corrective actions to be taken. This framework could include:

- Increasing compliance through the delivery of tools and resources, such as education and awareness campaigns, training seminars, online educational tools and videos to promote practitioner awareness of their registration requirements.
- A mandatory code of conduct and annual attestations for all building code professionals. Attestations could be used for confirmation of completion of CPD requirements, acknowledgement of responsibilities and expected behaviour under the qualification and registration program, and their understanding of the consequences of non-compliance actions.
- A formal, documented complaints process that would give the public a way to raise concerns regarding the work of certain building code professionals.
- The use of remedial training, re-taking examinations, or financial penalties, as potential corrective actions.
- The publication of offences and the resulting disciplinary actions to inform the public of an individual's history of non-compliance and to help ensure transparency.

## Potential Risk-Based Enforcement Actions

- Education and awareness campaigns
- Warning letters
- Orders to comply
- Re-education (through training or re-examinations)
- Mediation and/or conciliation
- Compliance agreements
- Administrative penalties and/or fines
- Supervision of work
- Conditions/limitations on a licence
- Suspension or revocation of a licence

## What Do You Think?

1. What types of compliance measures should be put in place to ensure building code professionals are meeting the requirements of their registration?
2. What types of accountability mechanisms do you think might be appropriate if a body enforcing the building code (i.e., municipality, Conservation Authorities, Boards of Health) is found not to be meeting its responsibilities under the Building Code Act, 1992?
3. Do you see any challenges with requiring all building code professionals to adhere to a code of conduct?
4. What should be considered when increasing the number of available enforcement tools and using an escalating enforcement model?
- 5a. Under what circumstances do you think it would be appropriate for financial penalties to be used as a means of encouraging compliance with registration requirements?
- 5b. How could these penalties be set so that they are fair?

## 3. Building Code Administration and Enforcement

Principal authorities, which include municipalities, Conservation Authorities and Boards of Health, are responsible for enforcing the building code. Enforcement includes reviewing building permit applications, issuing permits and conducting on-site inspections of construction. Principal authorities can take enforcement action where they find contraventions of the Act or the building code, and where buildings are found to be in an unsafe condition or pose an immediate danger to health and safety. For example, a stop work order or order to not cover can be issued to prevent the construction of buildings that do not meet building code requirements.

Principal authorities are generally required to appoint a qualified Chief Building Official (CBO) and as many inspectors as needed to carry out enforcement of the Building Code Act, 1992 and the building code within their jurisdiction. CBOs have prescribed roles and responsibilities under the Building Code Act, 1992 and the building code, are required to be appropriately qualified and registered and are regulated by the ministry. It is the role of the CBO and inspectors to exercise their powers and perform all their duties under the Act in an

independent manner. Principal authorities are also required to have a Code of Conduct in place for its CBOs and inspectors.

The Building Code Act, 1992 allows principal authorities to set fees (e.g., building permit application fees and inspection fees) at a rate that does not exceed the cost of administration and enforcement. The Act provides principal authorities with the flexibility to enter into alternative agreements for the provision of enforcement, such as with another municipality, an upper tier municipality, a health unit or conservation authority, or with a private-sector provider (certain conditions).

Unincorporated areas in Ontario are geographic regions in Northern Ontario not governed by a formal local municipality. Currently, the ministry is responsible for building code enforcement in these areas. Recognizing the low building activity in these areas, the ministry has taken a relatively reactive approach to enforcement. However, all buildings must still comply with the building code, even in the absence of active enforcement.

### 3.1 Enhanced Municipal Enforcement

Where orders are not complied with, the only recourse currently available to principal authorities is to apply to the Superior Court of Justice for a court order directing compliance or conduct a prosecution for failing to comply with the order. Court processes are costly and often do not reflect the severity of risk to public safety. Principal authorities that have gone to the courts have found that the court fines that are administered do not recover the cost the principal authorities have spent enforcing the matter.

Recent changes to the Building Code Act, 1992 allowed the ministry to establish an administrative penalty framework that would serve as an additional enforcement tool for principal authorities, to help ensure the technical requirements of the building code are being complied with. Administrative penalties are already used by many municipalities in Ontario for by-law violations like parking and property standards.

## What is a Principal Authority?

- a. the Crown (e.g., ministry)
- b. the council of a municipality
- c. an upper-tier municipality that has entered into an agreement under subsection 3(5), 6.1 (1) or a board of health that has been prescribed for the purposes of subsection 3.1(1) or has entered into an agreement under subsection 6.1(2) or (3) or 6.2(2)
- d. a planning board that has been prescribed for the purposes of subsection 3.1(1), or
- e. a conservation authority that has been prescribed for the purposes of subsection 3.1 (1) or has entered into an agreement under subsection 6.2 (2)

The ministry is proposing to develop an administrative penalty framework that would enhance principal authorities' powers to address non-compliance and address contraventions of the Building Code Act, 1992 and the building code to promote public safety.

## What is an administrative penalty?

An administrative penalty is a penalty, often monetary, the regulator can impose for certain contraventions under the Building Code Act, 1992 and regulations.

Unlike charges laid under law, there is no criminal element when administrative penalties are imposed. Administrative penalties are intended to promote compliance rather than be a punishment for wrongful activity.

## What Do You Think?

1. What types of orders do you think administrative penalties could be used for? What do you think the province should consider in developing an administrative penalty framework?
2. Are there enforcement tools that would help principal authorities ensure compliance with technical requirements of the building code?

## 3.2 Supporting Local Building Service Delivery

Municipalities with limited construction and development activity often do not generate the revenue through building permit and inspection fees needed to cover the cost of a CBO and any necessary enforcement activity. This can result in either the CBO taking on many roles and responsibilities within a municipality to ensure cost-efficiency, or the municipality subsidizing the cost of building enforcement from the general municipal tax base.

Smaller municipalities generally don't receive many applications for large and complex building construction. Municipalities may choose to hire building officials qualified in the house and small building categories to ensure they have expertise for the type of applications they are in fact receiving. However, this can lead to a qualification gap should large or complex building permit applications be made in those areas. The ministry

wants to find ways to help these municipalities close the qualification gaps they may be experiencing.

Several municipalities have entered into sharing agreements for building code enforcement to mitigate these challenges. Other jurisdictions in Canada, the U.S. and Australia have allowed local jurisdictions to defer the delivery of building services to the higher order government (i.e. province/state) to ensure that there are no public safety or regulatory gaps when a local jurisdiction is unable to administer their respective building codes.

The ministry is considering providing the option for smaller, rural, and/or northern municipalities to enter into an agreement with the administrative authority to deliver full or partial building services on their behalf.

## Did You Know?

In 2017, Statistics Canada estimates that of the 414 municipalities in Ontario, over 18% reported no new residential or non-residential construction value for building permits.

Of the 414 municipalities in Ontario, 237 or 57% of these municipalities have some sort of sharing arrangement with either a conservation authority, health unit, or Upper-Tier municipality for Part 8 Building Code Coverage.

## What Do You Think?

1. Would it be beneficial for municipalities to have the ability to transfer some or all of their building service delivery to the administrative authority?
2. If you live in a smaller, rural and/or northern municipality, how would you feel more supported at your municipal building counter?



### 3.3 Unincorporated Areas

Buildings that are not constructed to meet building code requirements may result in unsafe and unhealthy living conditions (e.g., as buildings become more airtight, incorrect construction could result in black mould which has impacts on air quality and health). Unincorporated areas are not subject to permitting and inspection requirements, but the building code has become increasingly complex over time.

The ministry is considering a more active enforcement approach in unincorporated areas, which is proposed to be delivered by the administrative authority. Active enforcement could take the form of full permitting and inspection, equivalent to what is currently delivered by municipalities. Alternatively, a risk-based approach could be taken, that could for example, require full permitting and inspection to be applied to large, public assembly buildings.

#### What Do You Think?

1. What kind of framework should the province consider for dealing with building code compliance and enforcement in unincorporated areas?
2. If you live or work in an unincorporated area, what guidance, resources and/or support do you need for your building projects?

## 4. Improving Building Sector Supports

The building code has historically been updated on a five to seven-year cycle. As part of the government's commitment to national construction code harmonization in support of the Canada Free Trade Agreement, the province will update its code in line with the five-year national code development cycle. Through this process, the degree of variation between Ontario's building code and the national construction codes will be reduced. The province will work with the national system to promote changes that reflect technological advancements and new construction practices which would open new markets for manufacturers and bring building costs down.

When changes are made to the building code, there may be accompanying guides, resources and/or technical bulletins issued to the building sector that assist with the interpretation and application of those new requirements. Currently, the ministry publishes

the Building Code Compendium and the Code and Construction Guide for Houses in hardcopy format.

The ministry also offers informal code advisory services administered by technical experts within the ministry. Through telephone and e-mail correspondence, these advisors provide building code guidance, and provide helpful code-related information to the public or building code professionals.

Product manufacturers who develop innovative building materials currently have the option of bringing their product to the Building Materials Evaluation Commission (BMEC) to be examined and authorized for use in Ontario. BMEC, which is currently supported by the ministry, is an agency of the province that has the authority under the BCA to conduct research on, examine, and authorize the use of innovative construction materials, construction systems, and building designs, which are not currently included in the building code. The average length of time for a decision to be made on an application is 90-120 days and the cost of an application is \$11,000. The ministry is proposing that the administrative authority assume responsibility for product authorization functions.

#### **4.1 Promoting a Consistent Application of Code Requirements**

Despite the supports provided, there are still many difficulties faced by the building sector when interpreting and applying building code requirements.

While an objective-based code allows for flexibility and innovation, it can also lead to inconsistent interpretation of requirements across the province. Due to the evolving technical requirements of the building code, it may also be confusing for the public to understand what requirements they need to follow for their construction projects.

Key guides and resources (e.g., secondary suites or tall wood construction guides) are released to help people understand major changes to the code. Building code professionals have been requesting more comprehensive tools and services in a timely manner that provide clear, standardized technical advice and interpretations.

The ministry is considering providing a variety of supports which could include:

- Developing and distributing additional guidance materials on a regular basis
- Increasing the use of technical bulletins and establishing formal processes for code interpretation requests
- Enhancing code advisory services to include the ability to provide technical opinions and/ or interpretations

- Working with the building sector to develop specific checklists, resources and tools to assist with the application of code requirements
- Enabling 24-hour front-line web service access to building code information and guidance

## What Do You Think?

1. Would you support the issuance of technical bulletins and/or code interpretations? Please explain.
- 2a. If additional resources and guides to help with code interpretation were created, what types of resources (e.g., type of content, format, etc.) would be most useful?
- 2b. Would the addition of more visual guidance materials for specific building code issues be helpful?
3. As a member of the public, what resources and tools would you need to assist you with understanding code requirements for your small or personal construction projects (e.g., minor renovations, decks, sheds etc.)?

## 4.2 Digital Service Transformation

The province has committed to a digital-first strategy to modernize and improve the services it provides to Ontarians. As part of this strategy, the ministry has begun refreshing the Ontario Building Code's web page to increase usability, functionality and access to digital resources that will help the building sector and all Ontarians. Building code professionals have identified additional service needs, including a digital version of the building code with increased functionalities such as:

- Compatibility with mobile devices
- Enhanced search functionality
- Compatibility with municipal electronic permitting and mobile inspection systems

The goal in implementing a strong, modernized digitally-based suite of building code resources would be to issue guides and resources quickly for use after code updates. This would improve front-line service delivery by supporting municipal efforts to reduce building permit approval timelines.

## What Do You Think?

1. If you would use an electronic version of the Code, on what type of electronic device would you most frequently view/use it on? (e.g., laptop/desktop, mobile device)
2. In addition to digital versions of the Ontario Building Code Compendium, what other digital guides, resources or tools would you find most useful?

### 4.3 Building Sector Data and Research

Reliable building industry data and research play an important role in evidence-based policy development and providing effective support to the building sector. The ministry currently uses a range of data and research from the building industry. This allows the ministry to use real-time data and identify key trends and patterns within Ontario's municipal and building sectors.

Currently, data is used from a variety of sources including the model National Building Code, the National Research Council, Statistics Canada, procurements for research and data related to a specific issue(s), online research, code change proposals, and stakeholder input and feedback.

The ministry is considering opportunities for broadening the scope of its data collection efforts and improving the quality and quantity of data that is collected by allowing the administrative authority to identify gaps, coordinate data collection, and make the data available to the building sector. Access to more robust sector data could support the activities and data needs of industry professionals. While enhanced data collection would provide the ministry and the sector with valuable evidence-based data, it may also add to the municipal reporting burden.

## What Do You Think?

1. Does your organization collect building sector data? Do you have any policies in place for data collection, management, and/or transparency?
2. How could the potential increase in municipal reporting burden be mitigated?
3. Do you think it would be beneficial if the administrative authority conducted research on behalf of the sector?

## 5. Funding Better Service Delivery

To ensure the efficient, streamlined, and sector-driven delivery of building regulatory services, the administrative authority would be financially self-sustaining and would operate on a full cost-recovery basis. The ministry is proposing to fund service delivery through a blended revenue model that includes allowing the administrative authority to charge fees for directly delivered services (e.g., registration fees, product authorization fees, etc.) and collect a small levy on top of municipal building permits fees.

### Example of a Levy Calculation

For a building project that has an estimated construction cost of \$500,000, the levy would be approximately \$80 on top of building permit fees already charged by municipalities.

The Building Code Act, 1992 provides the ability to recover costs of delivering services through fees. The ministry already collects fees for services such as building code professional registrations, product authorization (e.g., Building Materials Evaluation Commission) applications, and examination fees. It is anticipated that the administrative authority would continue to collect these fees for similar services it would deliver.

To achieve full cost-recovery, the administrative authority would charge an additional, nominal fee on municipal building permit applications. The levy would be calculated as a small percentage of the estimated construction value, which is self-reported on every building permit application. Based on the estimated total program cost for service delivery, the levy amount is anticipated to be 0.016% of the construction cost estimate noted on a building permit application.

The levy would be collected by principal authorities (e.g., municipalities) and then remitted to the administrative authority. Construction value is a transparent, reliable, and fair way to measure the amount of services a project would require since larger, more complex projects would generally require more services. The levy would be reviewed on a regular basis to ensure that the revenue being collected does not exceed the actual cost of delivering services to the sector.

Services offered by the administrative authority will be available to all Ontarians, regardless of the number of building permits or amount of building permit revenue collected. This

model would not impact existing building permit revenue that principal authorities collect as they would be separate revenue streams.

## What Do You Think?

1. Is the proposed funding model a reasonable approach to delivering improved services to the sector?
2. Are there impacts in implementing such a fee model that the government should consider?

## 6. Seeking Your Input

Public consultation is an important part of developing legislation, regulations and policy in Ontario. By providing your feedback on this consultation paper, you can help the Ministry of Municipal Affairs and Housing develop and transform service delivery to the building sector into a responsive, efficient, and modern model.

We look forward to your feedback. Your involvement helps to ensure that potential building code changes are fully informed to best meet the needs of Ontarians and the building sector, and that they are technically and economically feasible and enforceable. Your input is valued and will be seriously considered before the government makes final decisions on changes to the current regulatory building service delivery model and the associated suite of existing or proposed building code services.

### **You can send comments in writing to:**

Ministry of Municipal Affairs and Housing Building Services Transformation Branch  
16th Floor – 777 Bay St.  
Toronto, Ontario M5G 2E5

Or by email to:

[buildingtransformation@ontario.ca](mailto:buildingtransformation@ontario.ca)

**The ministry requires your feedback by November 25, 2019.**



Ministry of Municipal Affairs and Housing

08/19

Disponible en français

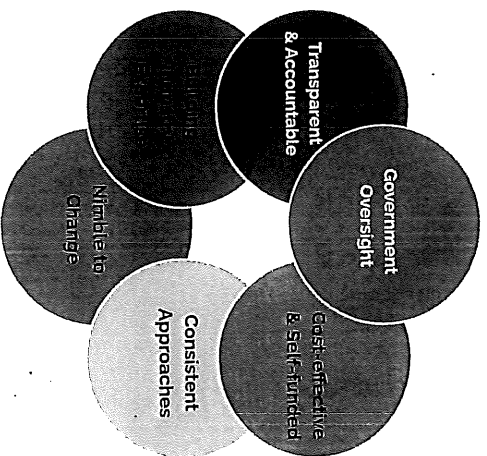
# Service Delivery by an Administrative Authority

The administrative authority could deliver a suite of enhanced & new user-driven tools & services more efficiently, help promote a consistent approach to Building Code Interpretation & application, & operate on a full cost-recovery basis. These services could be directly funded by the building sector to support their day-to-day business.

## Modern Service Delivery

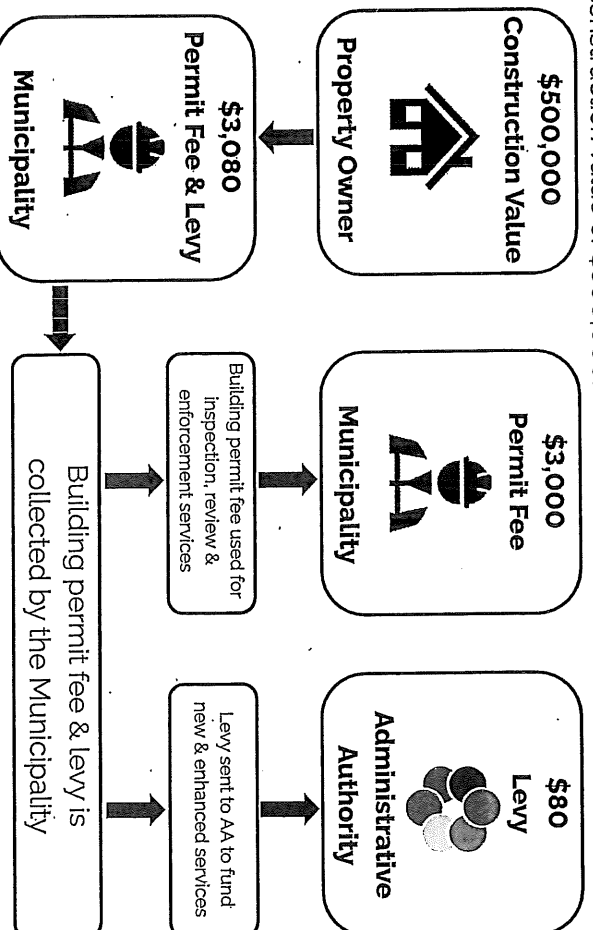
The administrative authority has essential features which could enable the delivery of improved services to promote consistency and better support the sector:

- ✓ Not-for-profit corporation
- ✓ Managed by independent board of directors
- ✓ Designated by legislation
- ✓ Provides day-to-day service delivery
- ✓ Operationally independent & self-funded
- ✓ Arm's length and not a provincial agency



## Funding Better Services

The administrative authority would collect a small levy on top of existing municipal building permit fees — for example, a 0.016% levy applied to the estimated construction value of a building project. The example below illustrates estimated potential impacts to building permit fees with construction value of \$500,000.



Want to review the discussion paper, participate in our survey, or submit your feedback? Visit [Ontario.ca/buildingtransformation](http://Ontario.ca/buildingtransformation) for more information





# Detailed Services Overview

The administrative authority could be a key partner to deliver new & enhanced services to support property owners, the building sector & municipalities. For additional details, please review our discussion paper online.

The information below provides an overview of the services proposed:

## Getting People Working in the Building Sector



- 1.1) Modernize the current Building Code examination process
- 1.2) Support the delivery of pre-qualification training
- 1.3) Support municipalities with recruitment & retention of building code professionals
- 1.4) Use Coordinating Professionals to streamline approvals

## Building Code Administration & Enforcement



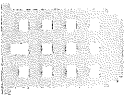
- 3.1) Enhance municipal enforcement such as administrative penalties
- 3.2) Support building service delivery for smaller, rural & northern municipalities
- 3.3) Enforcement in unincorporated areas

## Promoting Sustainability & Transparency in the Building Code Profession



- 2.1) Improved public registry & registration process
- 2.2) Continuing Professional Development could help maintain knowledge & learn new Building Code requirements
- 2.3) Improved registration, compliance enforcement & increased transparency of disciplinary actions

## Improving Building Sector Supports



- 4.1) Consistent understanding & application of Building Code requirements with new tools & guidance
- 4.2) Modern & digital services & supports to help speed up approvals
- 4.3) Improved quality & quantity of industry data & research

Want to review the discussion paper, participate in our survey, or submit your feedback? Visit [Ontario.ca/buildingtransformation](http://Ontario.ca/buildingtransformation) for more information

Ontario





The Royal Canadian Legion  
Branch 254  
PO Box 339  
Mattawa ON P0H 1V0  
705-744-5300

October 1, 2019

Dear Comrades and Friends,

Once again it is time for the Legion to appeal to individuals and businesses for support in our annual Poppy Campaign. It is also the time of year for remembrance; remembering and honoring our veterans and our soldiers, those who have fought and those who are currently serving. We are all aware of the Canadian casualties overseas - some of them from the base in Petawawa. It does bring these losses close to home. The Poppy Campaign is a reminder that people presently serving our country might very well need our help in the future.

Money donated during the campaign is placed in a public trust fund. This money is used to provide assistance to our local ex-service members and their families, to purchase medical equipment for local hospitals, to give out bursaries, to provide support services to senior citizens. These monies are strictly controlled, and accounts have to be given to the Provincial Command.

We thank you most sincerely for your generous support in the past campaigns. Your contribution to our 2019 campaign will be greatly appreciated.

Cheques may be made payable to: the "Royal Canadian Legion - Poppy Fund" and returned with the reply form in the pre-addressed envelope.

If you prefer to buy a wreath, please complete the appropriate reply form indicating the size of the wreath desired as well as the name of the person who will lay the wreath during our Remembrance Day ceremonies and the person to whom it is dedicated. Please send us the wreath information no later than **November 1, 2019** to ensure we have the wreath or cross available for you to lay on Remembrance Day. We appreciate having a family member(s) or a representative from your association or business to lay the wreath or cross.

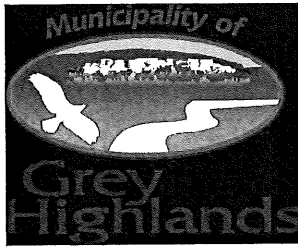
Prices list is as follows:

ITEM NUMBER	ITEM DESCRIPTION	AMOUNT
08	Wreath	\$22.00
35	Cross	\$35.00
14	Wreath	\$40.00
20	Wreath	\$ 60.00
24	Wreath	\$110.00

Please return the form along with a cheque in the pre-addressed envelope or you can drop off your donation/wreath request between 2 pm to 4 pm Monday to Saturday at the Legion hall.

Yours in comradeship,

Romeo Sarrazin,  
Poppy Chairperson



**The Corporation of the Municipality of  
Grey Highlands**

206 Toronto Street South, Unit 1, Box 409  
Markdale, ON N0C 1H0  
Tel.: 519-986-1216

October 02, 2019

The Honourable Jeff Yurek  
Minister of the Environment, Conservation and Parks  
5<sup>th</sup> Floor 777 Bay St.  
Toronto, ON M7A 2J3

Sent via email: [jeff.yurek@pc.ola.org](mailto:jeff.yurek@pc.ola.org)

To Minister Yurek,

Re: Grey Highlands Resolution 2019-603

Please be advised that the following resolution was passed at the October 02, 2019 meeting of the Council of the Municipality of Grey Highlands.

**2019-603**

**Cathy Little, Dane Nielsen**

**Whereas** the Municipality of Grey Highlands is a member of the Grey Sauble Conservation Authority (GSCA), the Nottawasaga Valley Conservation Authority (NVCA) and the Saugeen Valley Conservation Authority (SVCA) and has a representative on each board of directors; and

**Whereas** each board of directors determines the policies, priorities and budget of their respective Conservation Authority (CA); and

**Whereas** each CA provides the Municipality of Grey Highlands with expert advice on the environmental impact of land use planning proposals and that the Municipality does not have staff with comparable expertise or experience; and

**Whereas** the CAs provide programs and services to the residents of Grey Highlands and other member municipalities that include recreation, education, water quality monitoring, reduction of vegetation loss and soil erosion, preservation of species at risk as well as protecting life and property through a variety of measures;

**Therefore** be it resolved that the Municipality of Grey Highlands supports continuation of the programs and services of the three CAs, both mandatory and non-mandatory, and that no programs or services of GSCA, NVCA and SVCA or of other CAs in Ontario be "wound down" at this time; and

**That** the Minister of Environment, Conservation and Parks give clear direction as to what programs and services are considered mandatory and non-mandatory and how those programs will be funded in the future; and

**That** this resolution be forwarded to the Minister of the Environment, Conservation and Parks, Premier Doug Ford, MPP Bill Walker, the Association of Municipalities of Ontario, the Grey Sauble Conservation Authority, the Nottawasaga Valley Conservation Authority, the Saugeen Valley Conservation Authority, Conservation Ontario and all Ontario municipalities.

**CARRIED.**

If you require anything further, please contact this office.

Sincerely,



Raylene Martell  
Director of Legislative Services/Municipal Clerk  
Municipality of Grey Highlands

Cc:

Premier Doug Ford – [premier@ontario.ca](mailto:premier@ontario.ca)

MPP Bill Walker – [bill.walker@pc.ola.org](mailto:bill.walker@pc.ola.org)

Association of Municipalities of Ontario – [amo@amo.on.ca](mailto:amo@amo.on.ca)

Grey Sauble Conservation Authority – [d.robinson@greysauble.on.ca](mailto:d.robinson@greysauble.on.ca)

Nottawasaga Valley Conservation Authority – [hferguson@nvca.on.ca](mailto:hferguson@nvca.on.ca)

Saugeen Valley Conservation Authority – [j.hagan@svca.on.ca](mailto:j.hagan@svca.on.ca)

Conservation Ontario – [info@conservationontario.ca](mailto:info@conservationontario.ca)

Ontario Municipalities



# CANTON – BONFIELD – TOWNSHIP

FROM THE OFFICE OF MAYOR RANDALL McLAREN

365 Highway 531

Bonfield ON. P0H 1E0

Email: [rmclaren@bonfieldtownship.org](mailto:rmclaren@bonfieldtownship.org) - Website: [www.bonfieldtownship.com](http://www.bonfieldtownship.com)

TELEPHONE (705) 776-2641 – FAX/TELECOPIEUR (705) 776-1154

October 4, 2019

Township of Calvin  
1355 Peddlers Dr  
RR2  
MATTAWA ON P0H 1V0



Dear Mayor and Council

It is the custom of the Township of Bonfield's Council to hold a solemn ceremony on or about November 11<sup>th</sup>-Remembrance Day-to honour those who have fallen in past conflicts. This is a traditional ceremony which is held to pay our respects at the eleventh hour of the eleventh day of the eleventh month each year.

This year, once again, we will hold a simple ceremony at the Township's Cenotaph located at 365 Highway 531 on municipal grounds at the Kaibuskong Park. Our local veterans, members of various Royal Canadian Legions, Veterans Affairs, First Nations, Ontario Provincial Police, Members of Parliament, Knights of Columbus, residents, local schools and surrounding municipalities who observe the tradition of Remembrance Day will be invited to the ceremony.

I would like to extend to you an invitation to attend this ceremony which begins at 10:45 am (and will end at approximately 11:30 am) on Thursday, **November 7<sup>th</sup>, 2019. The Cenotaph is located in the Kaibuskong Park at 365 Highway 531, Bonfield Ontario.**

Please RSVP by November 4<sup>th</sup>, 2019 by calling the Municipal Office at: 705-776-2641 confirming your attendance or by email to Andrée Gagné at: [officeclerk@bonfieldtownship.org](mailto:officeclerk@bonfieldtownship.org).

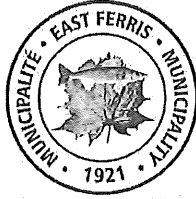
Sincerely yours,

*Randall McLaren*

Randall McLaren, Mayor  
Township of Bonfield



# MUNICIPALITÉ · EAST FERRIS · MUNICIPALITY



390 HIGHWAY 94, CORBEIL, ONTARIO P0H 1K0  
TEL.: (705) 752-2740 FAX.: (705) 752-2452  
Email: [municipality@eastferris.ca](mailto:municipality@eastferris.ca)

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## REGULAR COUNCIL MEETING

HELD

October 8<sup>th</sup>, 2019

2019-280

**Moved by** Councillor Lougheed

**Seconded by** Deputy Mayor Voyer

WHEREAS the Municipality of East Ferris believes that conferences are vital forums for municipal leaders to interact amongst each other and discuss municipal issues;

AND WHEREAS despite new technological advances that allow remote communication, resource sharing, and networking; face-to-face interactions are one of the most crucial components for learning for municipal leaders;

AND WHEREAS parents attending conferences tend to face a childcare–conference conundrum as they struggle finding care for their children while attending and participating in conference sessions;

AND WHEREAS numerous reports and studies (1), including a recent 2019 report from the House Of Commons(2), indicate a lack of 'Family-Friendly and Gender–Sensitive' environments and policies as one of the barriers women face in pursuing and participating in all levels of politics;

AND WHEREAS most conferences such as ROMA, OGRA, AMO, FONOM, NeORA offer a companion program; the Municipality of East Ferris feels that the time has come for conference organizers to create the conditions for change and incorporate child care services throughout conferences;

BE IT HEREBY RESOLVED that this resolution be forwarded to ROMA, OGRA, AMO, FONOM, NeORA for considerations;

AND FURTHER that this resolution be forwarded to all Ontario Municipalities to request ROMA, OGRA, AMO, FONOM and NeORA to consider including a child care program during their conferences.

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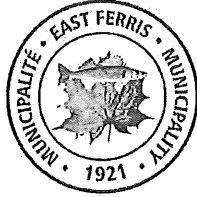
(1) 'Advancing Equity and Inclusion: A Guide for Municipalities', June 2015

<https://www.ourcommons.ca/Content/Committee/421/FEWO/Reports/RP10366034/feworp14/feworp14-e.pdf>

'Welcoming & Inclusive Communities Toolkit', 2014 <http://citiesofmigration.ca/wp-content/uploads/2017/10/AUMA-Welcoming-and-Inclusive-Communities-Toolkit.pdf>

'How to ensure more women run for public office', Macleans 2018 <https://www.macleans.ca/politics/how-to-ensure-more-women-run-for-public-office/>

MUNICIPALITÉ · EAST FERRIS · MUNICIPALITY



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Email: [municipality@eastferris.ca](mailto:municipality@eastferris.ca)

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**REGULAR COUNCIL MEETING**

HELD

October 8<sup>th</sup>, 2019

*(2) Elect Her: A Roadmap for Improving the Representation of Women in Canadian Politics, April 2019*  
<https://www.ourcommons.ca/Content/Committee/421/FEWO/Reports/RP10366034/feworp14/feworp14-e.pdf>

**Carried Mayor Rochefort**

CERTIFIED to be a true copy of  
Resolution No. 2019-280 passed by the  
Council of the Municipality of East Ferris  
on the 8<sup>th</sup> day of October, 2019.

  
\_\_\_\_\_  
Monica L. Hawkins, AMCT  
Clerk



## Cindy Pigeau

---

**From:** Ted Comiskey <mayor@ingersoll.ca>  
**Sent:** Thursday, October 10, 2019 3:49 PM  
**To:** ccase@adelaidemetcalfe.on.ca; ksmith@adelaidemetcalfe.on.ca; jturk@adelaidemetcalfe.on.ca; mayordonohue@admastonbromley.com; mqilty@admastonbromley.com; ssarrazin@alfred-plantagenet.com; clerk-greffe@alfred-plantagenet.com; bcurrie@amaranth.ca; tmcqueen@amaranth.ca; sstone@amaranth.ca; rmacphail@armourtownship.ca; jbrandt@armourtownship.ca; wwhitwell@armourtownship.ca; wstack@arnprior.ca; mspratt@arnprior.ca; bmartin@arnprior.ca; mayor@arran-elderslie.ca; clerk@arran-elderslie.ca; deputymayor@arran-elderslie.ca; gmcneil@acwtownship.ca; clerk@acwtownship.ca; rwatt@acwtownship.ca; rbonneau@asphodelnorwood.ca; cwhite@asphodelnorwood.ca; tmrakas@aurora.ca; Clerks@aurora.ca; mayor.panciu@belleville.ca; mtmacdonald@belleville.ca; rbovay@belleville.ca; mayoranderson@billingstwp.ca; kmcdonald@billingstwp.ca; mbonenfant@billingstwp.ca; Mark Peterson; Rodger Mordue; asoever@thebluemountains.ca; severitt@thebluemountains.ca; cpeabody@brockton.ca; swatson@brockton.ca; mayor@blrtownship.ca; mmantifel@blrtownship.ca; burpeemills@vianet.ca; bbaileyburpeemills@gmail.com; pennelli@ontera.net; Cindy Pigeau; bonnieadams@carlowmayo.ca; clerk@carlowmayo.ca; kstewart@chamberlaintownship.com; info@chamberlaintownship.com; mbond@charltondack.com; dthibeault@charltondack.com; Scott.mackey@grey.ca; psinnamon@chatsworth.ca; info@chisholm.ca; j.leblonde@chisholm.ca; mayor@clarington.net; agreentree@clarington.net; John.henry@durham.ca; chair@durham.ca; David Mayberry; Chloe Senior; bnantel@dubreuilville.ca; scasey@dubreuilville.ca; pauline.rochefort@eastferris.ca; jason.trottier@eastferris.ca; Don McKay; kdepres@ezt.ca; enniskillen@live.ca; dmctavish@enniskillen.ca; town@espanola.ca; ctownsend@espanola.ca; djpurcell@faraday.ca; d.switzer@faraday.ca  
**Subject:** Municipal Update Demand the Right coalition - ACTION REQUESTED  
**Attachments:** Briefing Note - Municipal Leaders - FALL 2019.pdf; Letter Minister Yurek - General Letter.docx

Good afternoon

Thank you again for passing the Demand the Right Motion in support of enshrining municipal approval rights over landfills in provincial legislation.

As you may know, Ontario's existing landfill capacity is expected to expire within the next decade (between 2028-32). We estimate between 5 and 10 large landfills will need to be identified, cited and approved in the near future. Whether impacted municipalities choose to accept them or are opposed to these facilities is largely irrelevant, as the existing approvals process essentially ignores the decisions of elected Councils.

Our campaign is aimed at changing this. It is not anti- landfill, but is focused on respecting the wishes of municipalities. We all know that there are numerous other policy areas where municipalities in Ontario have exclusive authority, and in each of these cases (casino gaming, hosting cannabis retail, even nuclear waste storage) projects can be approved. In short, respecting municipal choice WORKS.

I'm pleased to share that we have over 120 municipalities (representing over 6 million Ontarians) have passed our motion - and we are making progress. Campbell Strategies, our public affairs advisors, continue to advance this file and collectively we are making progress. We've attached a Briefing Note on the issue, and campaign highlights.

We are getting closer, but we need your help:

Please send the attached letter, or your own, outlining YOUR support for this important policy commitment, with a copy to your local MPP and a copy to us at: [ApprovalRights2019@gmail.com](mailto:ApprovalRights2019@gmail.com)

We will be providing further updates in the days ahead, but ask that you send this letter as soon as possible.

Kind regards

**Mayor Ted Comiskey**

**Chair**

**Demand the Right Coalition of Municipalities**

**Mayor of Ingersoll**

**BRIEFING NOTE**  
**DEMAND THE RIGHT COALITION OF ONTARIO MUNICIPALITIES**

**GIVING ONTARIO MUNICIPALITIES THE “RIGHT TO APPROVE”  
LANDFILL DEVELOPMENTS IN THEIR OWN COMMUNITIES**

**PURPOSE**

The purpose of this briefing note is to provide background information on an emerging issue for municipalities, and a campaign to change provincial legislation that would give municipalities the right to approve (or reject) future private sector landfill developments in their communities.

**OVERVIEW**

Ontario has a garbage problem, and it could soon be coming to your community.

Consider the following:

- Ontario’s landfill capacity (both public and private landfills) will run out of space by 2028-2032, depending on whether U.S. States continue to accept our waste<sup>1</sup>;
- Ontario’s overall diversion rate has stalled over the last 15 years, with only 30% of waste diverted to recycling, composting or re-using, and 70% going to landfills<sup>2</sup>;
- Based on Ontario Ministry of Environment data, Ontario generates over 8 million tonnes of waste annually that goes to landfill<sup>3</sup>.

To put this into context, 8 million tonnes of garbage would fill Toronto’s Rogers Centre to the roof over 90 times a year.

This garbage has to go somewhere. Based on current waste volumes, and Ontario’s remaining capacity, we estimate that **there will need to be five to 10 “mega dumps”** identified, sited and approved in Ontario municipalities in the very near future. Some private sector companies are already targeting potential sites. This could mean YOUR municipality, whether you like it or not.

**THE ISSUE**

Under Ontario’s current Environmental Assessment legislation, municipal governments do not have the right to approve (or reject) landfill developments. The current process is in the hands of the Province and favours private sector waste companies over the rights of municipalities. Whether an impacted municipality wants to host a future landfill, or not, makes little difference.

Municipalities DO have the right to approve most developments in their communities. In fact, **municipalities have *exclusive authority to approve***:

- Casino gaming facilities, O.Reg 81/12
- Nuclear waste storage, via the federal NWMO’s siting principles
- Hosting cannabis retail

However, when it comes to landfill projects, **municipalities do not have the right to say no** if they are identified by a private sector waste company.

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<sup>1</sup> 2019. Ontario Waste management Association. [State of Waste in Ontario: 2018 Report](#), p.34.

<sup>2</sup> 2019. Ministry of Environment, Conservation & Parks. [Reducing Waste & Litter in Our Communities: Discussion Paper](#).

<sup>3</sup> Ibid.

## **WHICH COMMUNITIES ARE BEING TARGETTED?**

Municipalities that have quarry or mining operations (440 sites), or existing landfills (880 sites) are the most likely targets, but **any municipality outside the City of Toronto to the provincial border is a potential host for new landfill developments**, whether they like it or not. Several “mega dumps” will need to be approved in the very near future to accommodate the volume of waste that is coming, with at least five to 10 in the near future.

The current system allows private landfill operators to essentially ignore the concerns of local residents and municipal Councils, essentially placating them with consultations, but no real role in the process. The existing system is based on a 1950's view of municipalities. We believe this needs to change.

## **ABOUT THE CAMPAIGN: THE DEMAND THE RIGHT COALITION**

It is time Ontario passes legislation that gives municipalities the right to approve landfill projects.

The ***Demand the Right Coalition of Ontario Municipalities*** includes municipal leaders across Ontario and is calling on the Province to pass legislation that will give municipalities the right to approve landfill development as part of a modernized EA process. Campaign highlights include:

- Over 120 municipalities have formally approved a motion in their Councils, representing over six million Ontarians, calling on the Province to act (please see our website for the current list: [www.demandtheright.ca](http://www.demandtheright.ca));
- Support from the Ontario PC Party, and Ontario NDP Party, including a letter from Ontario PC Leader Doug Ford committing to implementation of this policy (please see attached);
- The Ministry of Environment's Waste Discussion Paper (2019) identifies this issue, and states that the government is considering policy options to give municipalities greater authority when it comes to landfill development.

We are getting close, but WE NEED YOUR HELP to ensure the Province delivers on this issue, for our communities, and for our future.

## **OUR ASK**

This campaign is NOT opposed to landfill development. It is aimed at levelling the playing field, and ensuring impacted municipalities have the right to say yes or no to these projects, and that these decisions be respected.

We believe municipalities should have the right to approve or reject landfill projects and assess whether the potential economic benefits outweigh environmental concerns. A new process must ensure that both a comprehensive EA process is completed, **AND** that impacted municipalities have the right to choose whether to accept these projects, or not.

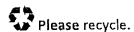
## **As a municipal leader, we are asking that you do three things:**

1. Introduce our motion in your Council, which calls upon the provincial government to pass legislation that grants municipalities the right to approve (or reject) landfill projects. You can access the motion by visiting this link: [https://docs.wixstatic.com/ugd/a0d3a0\\_38e5eb4dc87044e3974271bac0b1c3fe.pdf](https://docs.wixstatic.com/ugd/a0d3a0_38e5eb4dc87044e3974271bac0b1c3fe.pdf)
2. Write to the Minister of Environment and demonstrate YOUR support for taking action on this issue, with a copy to your local MPP and to us. (Please see the attached letter).
3. Help spread the word to your municipal colleagues, and follow us on Twitter at @ApprovalRights.

## MORE INFORMATION

- To learn more, please email us at: [ApprovalRights2019@gmail.com](mailto:ApprovalRights2019@gmail.com)
- Please visit: [www.demandtheright.ca](http://www.demandtheright.ca)
- Follow us on Twitter: @ApprovalRights

**X LANDFILL APPROVAL**  
**✓ We Demand the Right**  
demandtheright.ca



[DATE]

The Hon. Jeff Yurek MPP  
Minister of Environment, Conservation & Parks  
College Park, 5th Floor  
777 Bay Street  
Toronto, ON  
M7A 2J3

Re: Granting Municipal Right to Approve Landfills in Ontario

Via electronic mail: [minister.mecp@ontario.ca](mailto:minister.mecp@ontario.ca)

Dear Minister Yurek:

Your Ministry's recent Discussion Paper highlights many of the challenges in our province when it comes to managing our residential and institutional, commercial and industrial (ICI) waste. In addition to the proposed overhaul of Ontario's Blue Box system, and other measures, I am writing to urge you to implement legislative changes that formally recognize and entrench the right of municipalities to choose whether or not to host future landfill developments proposed by the private sector in our communities.

As you know, Ontario municipal governments currently do not have the right to say yes or no to landfill development projects proposed by private sector waste companies. Whether an impacted community supports the development of a landfill, or not, makes little difference as the existing process is led by the province and favours private sector companies.

The fact is, Ontario municipalities have authority to make decisions for themselves in several areas. Indeed, we have *exclusive authority* and approval rights for other "sensitive" developments, including casinos, cannabis retail stores, and even nuclear waste storage sites. In these examples, despite municipalities having a veto over hosting these types of developments in their communities, MANY have chosen to say "yes" – even for nuclear waste storage.

However, when it comes to landfill approvals, we are left on the sidelines. We are consulted, but whether we are willing to have these projects in our communities, or not, makes no difference.

We want to change this. We want to level the playing field so that our voices on behalf of our communities are respected in a modernized approval process – one that recognizes the legitimate role that municipalities must have in these decisions. Only then can impacted municipal governments determine if the value such a landfill may bring can outweigh the concerns of residents and stakeholders.

Indemnity:

To indemnify and save harmless the Municipality in respect to all charges, costs, expenses, suits, and damages, and claims for loss or accident or injury of any nature or kind whatsoever in connection with the carrying out of this agreement and in connection with the shelter.

Insurance:

To insure and keep insured the shelter building for fire and any other hazards and to provide, if required, the Municipality a proof of insurance.

Such liability policy shall provide for the indemnification of the Municipality and the NB&DHS against the loss arising from claims of damage, injury or otherwise in connection with the carrying out of the terms of this agreement.

The NB&DHS shall maintain the policy of insurance in force during this agreement. The limits of such policy shall not be less than One Million Dollars (\$1,000,000.00) inclusive for public liability and property damage and for liability coverage for injury to animals caused by an accident and resulting in the death or destruction while in the care, custody and control of the NB&DHS.

Such policy shall include the names of the Municipality and the NB&DHS as the insured.

The NB&DHS shall pay the premium on the policy.

**3. THE CORPORATION OF THE MUNICIPALITY OF CALVIN AGREES:**

- a) To appoint the NB&DHS as a Pound Keeper.
- b) To grant the NB&DHS the right to dispose of all animals impounded by the NB&DHS in accordance with the By-laws.
- c) To grant the NB&DHS the right to dispose of the carcasses of all animals lawfully impounded and lawfully euthanized or found dead in accordance with the By-laws.
- d) To grant the NB&DHS the right to collect impound fees, fines, destruction, and disposal fees levied by the NB&DHS in accordance with the scale of fees and penalties authorized by the NB&DHS.

**4. DURATION OF AGREEMENT:**

The term of this agreement shall be from the 1st day of January, 2020 to the 31st day of December 2020, inclusive. This agreement may be terminated by either party upon

I urge you as Minister of the Environment to provide all municipalities with the right to say yes or no to hosting landfill projects. This should be a local decision of impacted municipalities, in addition to the completion of a comprehensive environmental assessment overseen by the Ministry. The Premier promised this in writing during the 2018 election, and we urge you to deliver on this important policy proposal.

Sincerely,

[Name and Title]

CC: [Local MPP]  
Demand the Right Coalition of Ontario Municipalities, via email:  
[ApprovalRights2019@gmail.com](mailto:ApprovalRights2019@gmail.com)



**Cindy Pigeau**

---

**From:** AMO Communications <Communicate@amo.on.ca>  
**Sent:** Thursday, October 3, 2019 5:36 PM  
**To:** Cindy Pigeau  
**Subject:** Information for Members: Ontario Gas Tax for Transit Program Review and the Ontario Community Infrastructure Fund

AMO Update not displaying correctly? [View the online version](#) | [Send to a friend](#)  
Add [Communicate@amo.on.ca](mailto:Communicate@amo.on.ca) to your safe list



October 3, 2019

## **Information for Members: Ontario Gas Tax for Transit Program Review and the Ontario Community Infrastructure Fund**

The Ministry of Transportation is surveying municipal governments regarding the Ontario Gas Tax for Transit Program aimed at providing the Ministry with municipal perspectives on how well the Program is meeting its objectives of expanding and improving municipal transit. Municipal input is invited.

Municipal infrastructure funding programs from the provincial and federal governments are critical to the partnership between federal, provincial and municipal governments. These programs help to ensure that municipal governments large and small across Ontario can provide residents with affordable quality infrastructure to improve their lives every day.

Municipal infrastructure funding programs often have important interrelationships that build on one another and changes to one program could affect other programs beyond its scope. This is the case for the Ontario Gas Tax for Transit Program and the Ontario Community Infrastructure Fund (OCIF), complementary funding programs that respond to discrete, but interrelated municipal transportation and other core infrastructure needs.

To help provide feedback to the MTO survey, AMO is providing a report for our members on the evolution of the Ontario Gas Tax for Transit and OCIF programs so that municipal governments are able to consider how these programs work together and with other important infrastructure funds to help municipalities across the province. It is hoped that the report's considerations and comments will help members

think about how these programs have evolved to serve the diverse needs of municipalities and residents.

**AMO Contact:**

Craig Reid, Senior Advisor, [creid@amo.on.ca](mailto:creid@amo.on.ca), 416-971-9856 ext. 334.

\*Disclaimer: The Association of Municipalities of Ontario (AMO) is unable to provide any warranty regarding the accuracy or completeness of third-party submissions. Distribution of these items does not imply an endorsement of the views, information or services mentioned.



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# The Municipality of West Elgin

22413 Hoskins Line, Box 490, Rodney Ontario N0L 2C0

October 11, 2019

At the Regular Meeting of Council on October 10, 2019, the Council of the Municipality of West Elgin passed the following Resolution:

**Resolution No. 2019-520**

**Moved: Councillor Rowe**

**Seconded: Deputy Mayor Leatham**

**Whereas** The government of Ontario is consulting on proposed changes to the Provincial Policy Statement (PPS) to support the government's Housing Supply Action Plan and other land use planning related priorities. This consultation period closes on October 21, 2019;

**And Whereas** The Provincial Policy Statement is a consolidated statement of the government's policies on land use planning and is issued under section 3 of the Planning Act. The PPS applies province-wide and sets out the provincial policy direction for, among other things: The efficient use and management of land and infrastructure; Protecting public safety, the environment, and important resources including farmland;

**And Whereas** Municipalities are the primary implementers of the PPS through policies in their local official plans, zoning by-laws and other planning related decisions;

**And Whereas** The proposed draft policies would enhance agricultural protections to support critical food production and the agricultural sector as a significant economic driver;

**And Whereas** The proposed draft policies would direct large ground-mounted solar facilities away from prime agricultural and specialty crop areas, except for on-farm diversified uses;

**And Whereas** The Municipality of West Elgin is primarily an agriculture-based economy, and large grid-connected industrial wind turbine projects could also remove large portions of prime agricultural land from use, and are therefore not an appropriate use of prime agricultural land;

**Therefore** West Elgin Council supports the above policy statement with regard to large ground-mounted solar facilities; and recommends that PPS policies also include

P: 519.785.0560  
F: 519.785.0644

E: [deputyclerk@westelgin.net](mailto:deputyclerk@westelgin.net)  
[www.westelgin.net](http://www.westelgin.net)

---

language to direct wind turbine facilities away from prime agricultural and specialty crops, except for on-farm diversified use;

**And That** West Elgin Council hereby directs staff to send a copy of these comments prior to the October 21/19 deadline, to The Provincial Planning Policy Branch at <https://ero.ontario.ca/notice/019-0279>; with copies to Minister of the Environment Conservation and Parks, and MPP, Jeff Yurek.

**And Further That** a copy of this motion be sent to the Premier of Ontario; The Association of Municipalities of Ontario; The County of Elgin; and all municipalities in the Province of Ontario.

**Disposition: Carried**

P: 519.785.0560  
F: 519.785.0644

E: [deputyclerk@westelgin.net](mailto:deputyclerk@westelgin.net)  
[www.westelgin.net](http://www.westelgin.net)



# Guy Bourgouin

MPP Muchkegowuk - James Bay

Député Muchkegowuk - Baie James

Kapuskasing, October 15, 2019

Ian Pennell, Mayor  
Municipality of Calvin  
1355 Peddlers Drive, R.R. #2  
Mattawa, ON P0H 1V0

## **RE: Bill 125, Making Northern Ontario Highways Safer Act, 2019**

Dear Mr. Pennell,

I write to you today to ask for your support to make Northern Ontario's highways safer. As you certainly know, too many Northern Ontarians have lost their lives, or suffered life altering injuries driving on poorly-maintained routes in the winter. The highways 11 and 17 corridor, the only point of access to many communities in the region, is recurrently closed due to poor weather, accidents and below-par winter road maintenance services. When these highways are not maintained and kept passable, the country is cut in half and communities left isolated from the rest of the province.

To ensure that our children, families and workers arrive to their destinations safe, last June I introduced *Bill 125, Making Northern Ontario Highways Safer Act, 2019*. This bill seeks to reduce the number of winter closures in Northern Ontario by elevating the winter maintenance standard for the Trans-Canada corridor highways.

Bill 125 does so by:

- ✓ **Amending the *Public Transportation and Highway Improvement Act, 1990*;**
- ✓ **Setting out a classification system for Ontario highways consisting of five classes of highways;**
- ✓ **Classifying highways 11 and 17 at par with all 400 series highways and the QEW highway; and**
- ✓ **Ensuring the strictest requirements for snow removal and requiring that the pavement be bare of snow within eight hours of the end of a snowfall.**



# Guy Bourgouin

MPP Mushkegowuk - James Bay  
Député Mushkegowuk - Baie James

This much-needed legislation requires the support of as many Northern communities as potentially feasible. For that reason, I am asking for the support of your endorsement and that of Calvin's Council.

I am certain that with your endorsement we can make our roads safer. For your convenience, I have enclosed a background document alongside a copy of Bill 125 and a petition that your constituents can sign to support this effort.

Should you have any questions, do not hesitate to contact my Legislative Assistant, Mauricio Suchowlansky, at [MSuchowlansky@ndp.on.ca](mailto:MSuchowlansky@ndp.on.ca) or via phone at 416-326-7351.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Guy Bourgouin".

Guy Bourgouin  
MPP for Mushkegowuk-James Bay

Critic, Training, Trades and Apprenticeships  
Critic, Francophone Affairs

---

# Making Northern Ontario Highways Safer Act, 2019

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Background  
Document

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Guy Bourgouin,  
MPP for Mushkegowuk-  
James Bay

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**Summary:**

Too many Northern Ontarians have lost their lives, or suffered life altering injuries driving on poorly-maintained routes in the winter. Bill 125, *Making Northern Ontario Highways Safer Act, 2019*, seeks to reduce the number of winter closures on highways 11 and 17 that are oftentimes caused by poor road conditions and maintenance standards that are not on par with Southern Ontario highways.

It does so by:

- ✓ **Amending the *Public Transportation and Highway Improvement Act, 1990*;**
- ✓ **Setting out a classification system for Ontario highways consisting of five classes of highways;**
- ✓ **Classifying highways 11 and 17 at par with all 400 series highways and the QEW highway; and**
- ✓ **Ensuring the strictest requirements for snow removal and requiring that the pavement be bare of snow within eight hours of the end of a snowfall.**

The Ministry of Transportation's snow removal classification standards depend on the type of highway and traffic volumes, not on climate or vehicle size and weight. By enforcing robust winter maintenance standards, this bill can save lives in Northern Ontario by making Northern highways safer for drivers.



## Background:

### Rationale:

Northern Ontario highways pose distinct safety concerns, especially when it comes to the two major arteries in the region, highways 11 and 17. Multiple factors, including below-par winter maintenance standards, climate conditions, commercial vehicle traffic and the like, make travelling on these two Northern highways a perfect cocktail for collisions and fatalities.

Covering almost 2,000 kilometers in length each, highways 11 and 17 are a critical component of the Trans-Canada corridor. In most of their sections, highways 11 and 17 are two-lane, undivided highways with passing or climbing lanes in various locations along the route to allow faster traffic to pass slower vehicles.

Highways 11 and 17 are also the preferred truck route connecting Eastern Canada and Southern Ontario to Manitoba and Western Canada, and a large portion of goods and services travel by truck through the area.<sup>1</sup> The 11/17 corridor is also a lifeline and an economic hub for many communities that provide important natural resources to Ontario and Canada, especially in relation to mining and forestry.<sup>2</sup>

As a result of poor winter conditions, accidents occur on an on-going basis, which greatly affect the communities in the area. Most communities, towns and cities form corridors along these two highways. And there are very few opportunities for detours on either of these routes. When these highways are not maintained and kept passable, the country is thus cut in half and communities are left isolated from the rest of the province.

### *Reactions:*

*“Highway 11 is the only access point for our community and recurrent winter closures have major consequences on the lives of residents in the Kapuskasing area. The municipal council will be thus voting on a resolution to support Mr. Bourgouin’s bill on June 17.”*

– Dave Plourde, Mayor of Kapuskasing

*“Northern Ontario’s highways are filled with dangerous corners and hills. Lots of truckers are retiring or not working during winter months because they are scared. Winter, coupled with driver shortage, is taking a toll on the company’s operations.”*

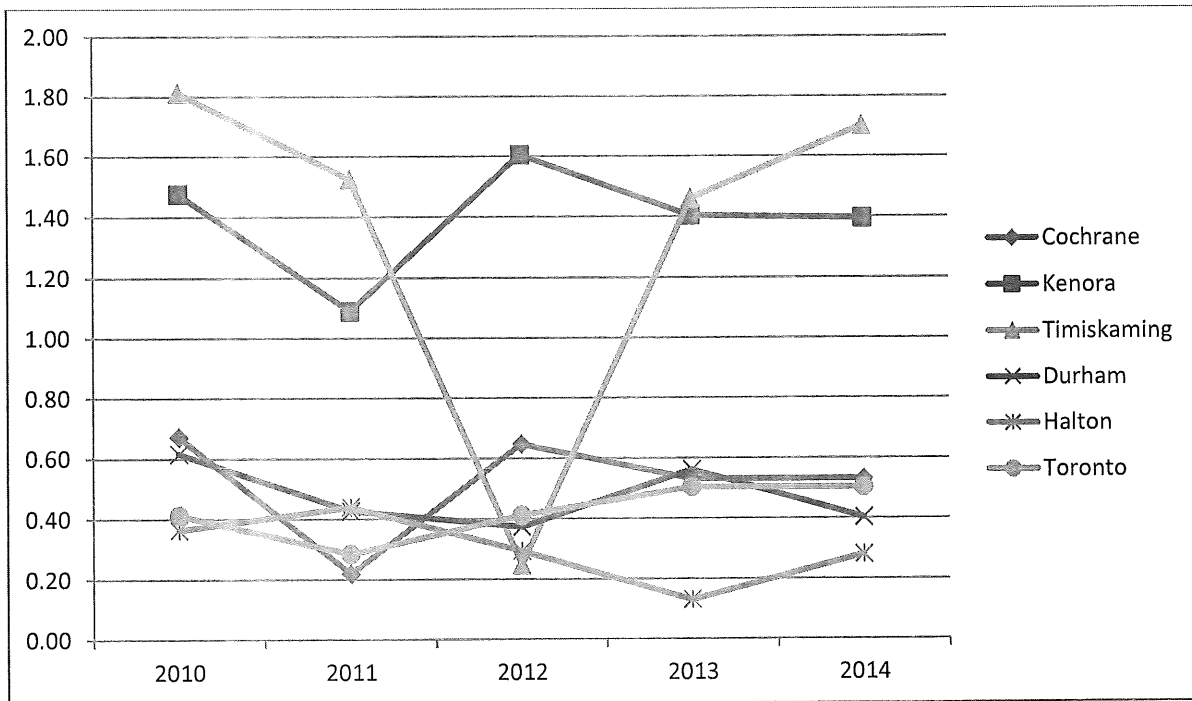
– Sue Dery, Safety Manager at Grant’s Transport Ltd., New Liskeard

---

<sup>1</sup> “An average of almost 54,000 truck trips per week travel along the Northern Ontario highway network and carry more than half a million tonnes of commodities with an estimated total value of \$1.24 billion. The average distance travelled per truck trip is almost 700 km.” Ministry of Transportation, Northern Ontario Commercial Vehicle Travel Profile (2013), p. 1.

<sup>2</sup> *Ibid.*, p.21.

Figure 1: Fatalities per 10,000 registered motor vehicles by region (2010-2014)



Source: Ministry of Transportation, ORSAR, 2010-2014

A simple comparison of the MTO’s Ontario Road Safety Annual Report (ORSAR) data between southern and northern districts shows the extent to which the number of fatalities is, on average, distinctly higher in those areas served by the Trans-Canada corridor highways (see, Figures 1 and 2).

For example, drivers with motor vehicles registered in the Cochrane region are twice as likely to be killed in a highway accident as those whose vehicle is registered in the Halton region.<sup>3</sup> When it comes to motor vehicles registered in the Timiskaming region, the chances of a fatal collision

*Reactions:*

*“The classification and treatment of Highways 11 and 17 have always concerned me, as both routes are integral for the Trans Canada corridor.”*

– Mark Andrews, former OPP North East Region Traffic and Marine Unit Commander, North Bay

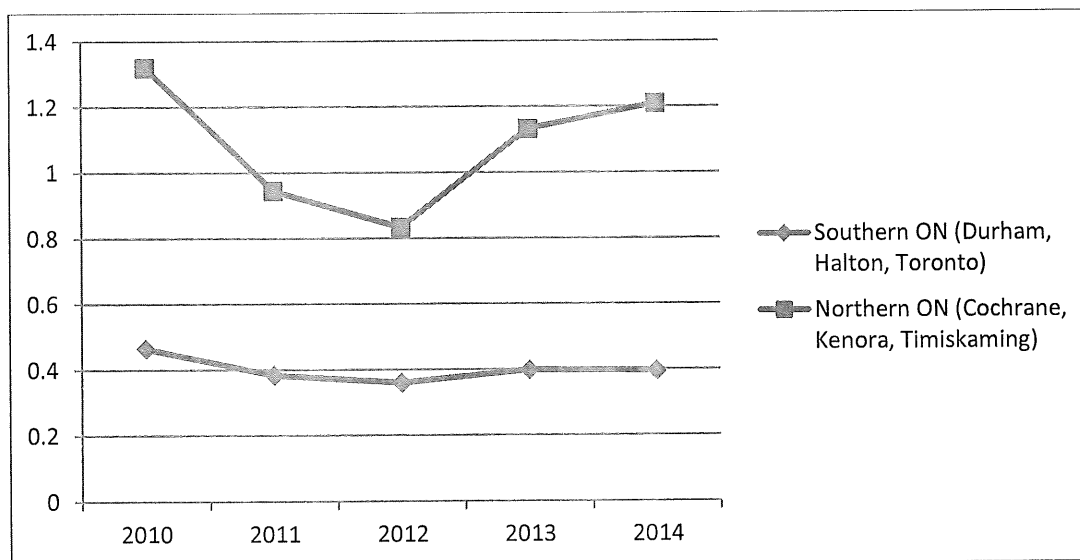
*“Highways are shut down more often than before. Heavy-load traffic is increasingly using the Highway 11 corridor, which is causing inconveniences to communities and businesses.”*

– Mario Villeneuve, President of Villeneuve Construction, Hearst

<sup>3</sup> According to the ORSAR 2014, there was one fatality per every 18,846 vehicles registered in the Cochrane District compared to one fatality per every 35,562 vehicles registered in the Halton region.

are almost four times higher than in the Toronto region.<sup>4</sup>

Figure 2: Fatalities per 10,000 registered motor vehicles by region, combined (2010-2014)



Source: Ministry of Transportation, ORSAR, 2010-2014

**Current Situation:**

Responsibility for maintaining highways in the areas around major urban centres and in rural areas (e.g., the King’s highways, QEW, highways 11 and 17, etc.) falls to the province under the *Public Transportation and Highway Improvement Act, 1990*. Section 117(a) of the Act authorizes the MTO to make regulations “establishing standards for the planning, design, construction, maintenance, management and operation of highways and bridges and related structures and works.”<sup>5</sup> MTO has 21 contracts in place to provide winter maintenance services.

MTO snow clearing standards are based on vehicular traffic averages and highway classification (see, Appendix 1). Traffic Volume Information patterns used are defined as follows:

*Annual Average Daily Traffic; defined as the average twenty four hour, two way traffic for the period January 1st to December 31st.*

Briefly, the more traffic, the higher the frequency of plowing and salting, and the faster the highway surface is restored to normal conditions. This means that MTO’s standards are purely grounded on traffic volume, thereby overlooking critical vehicular differences, such as number of axles, weight and size.<sup>6</sup>

<sup>4</sup> Again, according to ORSAR 2014 data, there was one fatality per every 5,875 registered vehicles in the Timiskaming District compared to one per 19,904 vehicles in the Toronto region. Also, in the Kenora region there was one death per every 7,169 registered vehicles compared to one per 24,802 in the Durham region.

<sup>5</sup> Government of Ontario, *Public Transportation and Highway Improvement Act*, S.117(a).

<sup>6</sup> It should be noted that winter highway maintenance standards in some Northern states in the U.S. are much more flexible. For example, in Michigan, levels of service are assigned according to “Corridors of Highest

Northern Ontario’s highways account for a large portion of the commercial vehicle traffic in the province. According to the MTO data, 54,000 commercial trucks travel through the Northern Ontario highway network, with a large portion of the travel concentrated on the two Trans-Canada Highway routes.<sup>7</sup> In addition, virtually all trips to/from Eastern Ontario and Eastern Canada using Northern Ontario roads represent through trips to the US (via Sault Ste. Marie) or Western Canada.

To this should be added that collisions involving large trucks account for over twenty percent of the fatalities occurring in the province (see, Table 1).

Table 1: Situations with the Highest Road Fatalities (2014)<sup>8</sup>

CATEGORY	NUMBER OF FATALITIES	PERCENTAGE OF TOTAL FATALITIES*
<b>Pedestrians</b>	110	21%
<b>Large Trucks</b>	109	21%
<b>Inattentive Driving</b>	109	21%
<b>Drinking and Driving</b>	98	19%
<b>Speed-Related</b>	85	16%
<b>Motorcyclists</b>	61	12%
<b>Unbelted Occupants</b>	58	11%
<b>Drug-Involved</b>	54	10%
<b>Senior Drivers</b>	16	3%
<b>Cyclists</b>	16	3%
<b>Young Drivers</b>	16	3%

\*Some fatal crashes involve more than one of the factors listed. These percentages do not add to 100.

Also of significance is that, as a percentage of fatalities, personal injuries, and property damage, the 2014 figures for collisions on roads with loose snow, slush, packed snow, or ice were all higher than in 2010 (see, Table 2).

Table 2: Road Surface Condition by Fatalities, 2010 vs. 2014 (ORSAR Reports 2010 and 2014)<sup>9</sup>

ROAD SURFACE CONDITION	FATAL 2010	% 2010	FATAL 2014	% 2014
<b>Loose Snow</b>	10	1.9	11	2.3
<b>Slush</b>	5	0.9	3	0.6
<b>Packed Snow</b>	6	1.1	14	2.9
<b>Ice</b>	6	1.1	8	1.7

Significance.” According to the State’s operation’s manual, corridor significance is based on several factors, including Average Daily Traffic (ADT), commercial ADT, population, employment, tourism, airports, carpool lots and intermodal freight. Clear Roads Pooled Fund Study, Levels of Service in Winter Maintenance Operations: A Survey of State Practice, p.1.

<sup>7</sup> Ministry of Transportation, Northern Ontario Commercial Vehicle Travel Profile (2013), p. 2.

<sup>8</sup> ORSAR, 2014, p.12.

<sup>9</sup> In 2010, collisions in winter conditions accounted for 5% of all fatalities, 7.1% of all personal injuries, and 11% of property damage (ORSAR 2010, p.51).

This suggest that, in spite of contractors fulfilling their responsibilities, winter roads have not been maintained as effectively as they were prior to the introduction of performance-based, private Area Maintenance Contracts (AMCs) in 2009.<sup>10</sup>

#### What the Legislation Does:

In light of this, the *Making Northern Ontario Highways Safer Act, 2019* (see, Appendix 2) seeks to reduce the number of winter closures on highways 11 and 17 that are oftentimes caused by poor road conditions and maintenance standards that are not on par with Southern Ontario highways.

It does so by:

- ✓ Amending the *Public Transportation and Highway Improvement Act, 1990*;
- ✓ Setting out a classification system for Ontario highways consisting of five classes of highways;
- ✓ Classifying highways 11 and 17 at par with all 400 series highways and the QEW highway; and
- ✓ Ensuring the strictest requirements for snow removal and requiring that the pavement be bare of snow within eight hours of the end of a snowfall.

The Bill has received multiple endorsements (see, Reactions and Appendix 3).

#### *Reactions:*

*"The bill will, when passed, make the highways in our area much safer. The bill calls for highways 11 and 17 to be held to the same standards as the 400 series. Since 11 and 17 are Trans-Canada trade routes, this makes perfect sense.*

*The bill will result in northern highways being leased of snow and ice sooner and more often. It will make these roads safer. Many northerners are fearful of the current winter road conditions. This will be a big step in the right direction. I sincerely hope that the government supports it."*

– John Vanthof, Timiskaming-Cochrane MPP

*"[Bill 125] is definitely a great idea. We have been fighting this for some time."*  
- Wendy Landry, Mayor of Shuniah Township and President of Northwestern Ontario Municipal Association

<sup>10</sup> Auditor General, *Winter Highway Maintenance: Special Report: 2015*, pp.3-8.

## Appendix

**Appendix 1: Current MTO Bare Pavement Standard for Highways<sup>11</sup>**

HIGHWAY CLASS	EXAMPLES	SOUTHERN ONTARIO (VEHICLES PER DAY)	NORTHERN ONTARIO (VEHICLES PER DAY)	BARE PAVEMENT STANDARD
<b>Freeway/Urban Highway (Class 1)</b>	Highway 401 Queen Elizabeth Way (QEW) Highway 11 four-lane sections	More than 10,000	More than 10,000	Bare pavement within eight hours of the end of a winter storm.
<b>Major Highway (Class 2)</b>	Highway 17, Trans-Canada Highway in Ontario	2,001-10,000	1,501-10,000	Bare pavement within 16 hours of the end of a winter storm.
<b>Intermediate Highway (Class 3)</b>	Highway 35	1,001-2,000	801-1,500	Bare pavement within 24 hours of the end of a winter storm.
<b>Minor Highway (Class 4)</b>	Highway 516	501-1,000	401-800	Centre bare pavement within 24 hours of the end of a winter storm; fully bare pavement when conditions permit. (Centre bare means a 2.5m strip in the middle of the road.)
<b>Local Highway (Class 5)</b>	Highways 502	Fewer than 500	Fewer than 400	Snow packed driving surface within 24 hours of the end of a winter storm. Excess snow is plowed off and sand is applied where required to improve friction.

<sup>11</sup> Ministry of Transportation, Meeting our Bare Pavement Standard for Highways

**Appendix 2: Bill 125 - Making Northern Ontario Highways Safer Act, 2019**

Legislative  
Assembly  
of Ontario



Assemblée  
législative  
de l'Ontario

1<sup>ST</sup> SESSION, 42<sup>ND</sup> LEGISLATURE, ONTARIO  
68 ELIZABETH II, 2019

## Bill 125

**An Act to amend the Public Transportation and Highway Improvement Act  
to make Northern Ontario Highways Safer**

Mr. G. Bourgoin

Private Member's Bill

1st Reading June 5, 2019

2nd Reading

3rd Reading

Royal Assent



EXPLANATORY NOTE

The Bill amends the *Public Transportation and Highway Improvement Act* in relation to standards for road maintenance in winter. New section 100 sets out a classification system for Ontario highways consisting of five classes of highways. The section classifies all 400 series highways, the QEW highway and highways 11 and 17 as Class 1 highways. The section also sets out the time within which snow must be removed from each class of highway after each snowfall. Class 1 highways have the strictest requirements for snow removal, requiring that the pavement be bare of snow within eight hours of the end of a snowfall.



Bill 125

2019

**An Act to amend the Public Transportation and Highway Improvement Act  
to make Northern Ontario Highways Safer**

Her Majesty, by and with the advice and consent of the Legislative Assembly of the Province of Ontario, enacts as follows:

**1** The *Public Transportation and Highway Improvement Act* is amended by adding the following section:

**Winter road maintenance**

**100** (1) The Minister shall ensure that, after snow has fallen on a highway, the snow is removed in accordance with this section.

**Class of highway**

(2) For the purposes of this section, the following classes of highway are established:

1. Class 1, being any freeway, any highway with at least four lanes or any highway that having regard to traffic volume or traffic quality qualifies as a Class 1 highway.
2. Class 2, being any major highway that is not a Class 1 highway.
3. Class 3, being an intermediate highway.
4. Class 4, being a minor highway.
5. Class 5, being a local highway.

**Classification**

(3) The Minister shall make a regulation classifying all highways within the jurisdiction of the Ministry based on the quality and quantity of traffic on the highway and such other criteria as may be prescribed, subject to subsection (4).

**Class 1 highways**

(4) The following highways are Class 1 highways for purposes of this section:

1. Any highway that is a 400 series highway.
2. The QEW highway.
3. Highway 11 and highway 17, including portions of those highways that only have two lanes.

**Bare pavement standard**

(5) Every highway of the following class shall meet the following snow removal standard after the end of a snow fall:

1. Class 1 — the entire pavement shall be bare of snow within eight hours of the end of the snowfall.
2. Class 2 — the entire pavement shall be bare of snow within 16 hours of the end of the snowfall.
3. Class 3 — the entire pavement shall be bare of snow within 24 hours of the end of the snowfall.
4. Class 4 — a strip of 2.5 metres in the centre of the highway shall be bare of snow within 24 hours of the end of the snowfall.
5. Class 5 — the highway shall be ploughed to a snow packed driving surface within 24 hours of the end of the snowfall and sand shall be applied to improve friction.

**Commencement**

**2** This Act comes into force on a day to be named by proclamation of the Lieutenant Governor.

**Short title**

**3** The short title of this Act is the *Making Northern Ontario Highways Safer Act, 2019*.

**Appendix 3: Council Resolutions – Town of Hearst, Town of Kapuskasing and  
Municipality of Mattice-Val Côté**

La Corporation de la  
Ville de Hearst



The Corporation of the  
Town of Hearst

May 16, 2019

Guy Bourgoin, MPP, Mushkegowuk - James Bay  
P.O. Box 1216  
125 Byng Avenue  
Kapuskasing, ON  
P5N 1W3


Mr. Bourgoin,

Please find enclosed a certified true copy of the Corporation of the Town of Hearst  
Municipal Council Resolution No. 151-19 in support to the proposed Bill requesting  
changes to the winter maintenance criteria on provincial highways.

Sincerely Yours,

Jérôme Lecours  
Clerk

Enc.

<b>Corporation de la Ville de Hearst / Corporation of the Town of Hearst</b>	
925, rue Alexandra St. / S.P./Bag 5000 HEARST, Ontario POL 1N0 Tel : (705) 362-4341 / Fax : (705) 362-5902 e-mail : <a href="mailto:townofhearst@hearst.ca">townofhearst@hearst.ca</a> / web : <a href="http://www.hearst.ca">www.hearst.ca</a>	
	<b>COPIE CERTIFIÉE – CERTIFIED COPY</b>
<b>Résolution No. <u>151-19</u></b>	

Proposée par: Conseiller Daniel Lemaire  
Appuyée par: Conseiller Gaëtan Baillargeon

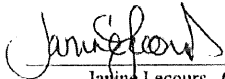
CONSIDÉRANT que l'industrie forestière et l'industrie minière représentent des opérations considérables dans le nord de l'Ontario, et  
 CONSIDÉRANT que la route 11 est la route favorisée, voir souvent unique, pour le transport routier à longue distance, et  
 CONSIDÉRANT qu'un conducteur est deux fois plus susceptible à un accident mortel sur une route du nord de l'Ontario qu'une route dans le sud de l'Ontario, et  
 CONSIDÉRANT que la performance pour l'entretien hivernal des routes a souffert depuis l'instauration du programme d'entretien actuel en 2009,  
 QU'IL SOIT RÉSOLU que le Conseil appuie le projet de loi d'intérêt privé du député de la circonscription Mushkegowuk-Baie-James, Guy Bourgouin, demandant des changements aux critères d'entretien hivernal des routes provinciales.

**ADOPTÉE**

Proposed by : Councillor Daniel Lemaire  
Seconded by : Councillor Gaëtan Baillargeon

WHEREAS the forest industry and the mining industry represent significant operations in Northern Ontario, and  
 WHEREAS Highway 11 is the preferred route, often the unique route, for long-distance road transportation, and  
 WHEREAS drivers are twice more susceptible of being involved in a fatal accident on a Northern Ontario highway than on a highway in Southern Ontario, and  
 WHEREAS the performance of highway winter maintenance has suffered since the introduction of the current maintenance program in 2009,  
 BE IT RESOLVED that Municipal Council hereby supports the private Bill of Guy Bourgouin, MPP of Mushkegowuk-Baie-James, requesting changes to the winter maintenance criteria of provincial highways.

**CARRIED**

Adoptée lors de l'assemblée du Conseil tenue le	May 14 mai 2019
Adopted by Council during a meeting held on	
	
Janine Lecours, Greffier / Clerk	



88 Riverside Drive  
KapusKasing, ON P5N 1B3  
Tel: (705) 335-2341 Fax: (705) 337-1741

July 2, 2019

Mauricio Suchowlansky  
Legislative Assistant  
MPP Guy Bourgouin  
Mushkegowuk-James Bay  
via email: [MSuchowlansky@ndp.on.ca](mailto:MSuchowlansky@ndp.on.ca)

**Re: Private Bill requesting changes to the winter maintenance criteria of provincial highways**

Mr. Suchowlansky,

Please be advised that Kapuskasing Council reviewed and gave consideration to the request for support from MPP Guy Bourgouin's Private Bill to making changes to the winter maintenance criteria of provincial highways at its Joint Committees of the Whole and Council meeting held June 17, 2019.

As Highway 11 is the only major highway servicing and providing access to our area, it is crucial that the maintenance criteria becomes and remains a top priority. Council approved and supported MPP Guy Bourgouin's Private Bill.

You will find attached a copy of Council's resolution in support of the Private Bill.

Kind regards,

Chantal Guillemette,  
Municipal Clerk

c.c. Mayor D. Plourde



## TOWN OF KAPUSKASING RESOLUTION

Date: 17 Jun 2019

No: #2019-86

Moved By: Councillor K. Munnoch

Seconded By: Councillor J. Boucher

Item No: a)

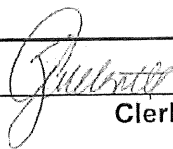
Description: To approve the recommendations from Committees of the Whole held May 27, 2019 and June 17, 2019.

**RESOLUTION:**

That the recommendations from Committees of the Whole held May 27, 2019 be approved as follows:

6. to support the private Bill of Guy Bourgouin, MPP of Mushkegowuk-James Bay requesting changes to the winter maintenance criteria of provincial highways;

Recorded Vote Requested by:		
	Yea	Nay
Julien Boucher	_____	_____
Martin Credger	_____	_____
Sebastian Lessard	_____	_____
Ken Munnoch	_____	_____
Bruce Newton	_____	_____
Guyline Scherer	_____	_____
David Plourde	_____	_____

  
 \_\_\_\_\_  
 Clerk

Deferred \_\_\_ Tabled \_\_\_ Lost \_\_\_ Carried

Declaration of Pecuniary Interest and general nature thereof:  
 \_\_\_\_\_  
 Disclosed his/her/their interest(s), vacated he/her/their seat(s), abstained from discussion and did not vote

Municipalité de  
Municipality of **mATTICE-  
VAL CÔTÉ**

Sac postal / P.O. Bag 129, Mattice, Ont. P0L 1T0  
(705) 364-6511 – Fax: (705) 364-6431



Meeting no. 19-10

Resolution no. 19-152

Date: July 22<sup>nd</sup>, 2019

Moved by: Steve Brousseau

Seconded by: Daniel Grenier

WHEREAS highways 11 and 17 are often closed during the winter as a result of accidents caused by poor road conditions and subpar maintenance standards, and;

WHEREAS too many northern Ontarians have lost their lives or suffered life-altering injuries on poorly-maintained highways during the winter, and;

WHEREAS highways 11 and 17 are a critical component of the TransCanada corridor and the preferred truck route connecting our province to the rest of the country;

NOW THEREFORE BE IT RESOLVED THAT Council for the Municipality of Mattice – Val Côté strongly supports Bill 125, being an Act to amend the *Public Transportation and Highway Improvement Act* to make northern Ontario highways safer, and;

BE IT FURTHER RESOLVED THAT Council requests that all 400 series, the QEW highway and Highways 11 and 17 be considered Class 1 highways, with the strictest requirements for snow removal, and;

BE IT FURTHER RESOLVED THAT a copy of this resolution be forwarded to MPP Guy Bourgouin and to our federal representative, Carol Hughes.

Carried  Defeated  Deferred

\_\_\_\_\_  
Mayor, Marc Dupuis  
President Officer

**Recorded Vote**  
(unanimous unless indicated below)

Name	Yeas	Neas	Abstention
Dupuis, Marc			
Brousseau, Steve			
Grenier, Daniel			
Lemay, Richard			
Malenfant, Joyce			

Certified by: *Guyline Coulombe*  
Guyline Coulombe, CAO/Clerk

# Improve Winter Road Maintenance on Northern Highways

**TO THE LEGISLATIVE ASSEMBLY OF ONTARIO:**

WHEREAS Highways 11 and 17 play a critical role in the development and prosperity of Northern Ontario;

WHEREAS the former Liberal government introduced private winter maintenance contracts, and the current Conservative government has failed to improve winter road conditions in Northern Ontario;

WHEREAS injuries and fatalities are twice more likely to occur on a Northern highway than on a highway in Southern Ontario, per capita;

WHEREAS current Ministry of Transportation classification for winter highway maintenance negatively impacts the safety of drivers on Northern highways;

**THEREFORE WE, the undersigned petition the Legislative Assembly of Ontario to:**

- Classify all 400 series highways, the QEW highway and Highways 11 and 17 as Class 1 highways;
- Require that the pavement in Class 1 highways be bare of snow within eight hours of the end of a snowfall.

**Stay Connected!**

To keep updated, please fill in your email and/or phone number. This portion of the petition will be detached and kept confidential and will not be shared with the provincial government or any other parties.

Signature	Name (please print)	Address	City	Postal Code	Email	Phone Number

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# Russell, Christie, LLP

Barristers & Solicitors

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W.D. (Rusty) Russell, Q.C., (1925-2019)  
Douglas S. Christie, B.A., LL.B.  
Michael M. Miller, B.Sc. in Comm., LL.B.  
William S. Koughan, LL.B.,

Edward B. Veldboom, MSc. Pl, LL.B.  
Michael F. Sirdevan, B.A. (Hons), LL.B.  
Jennifer E. Biggar, B.A., (Hons), J.D.  
James R. Morse, B.A., LL.B.

October 2, 2019

Please reply to: Douglas S. Christie (Ext. 248)  
Email: [dchristie@russellchristie.com](mailto:dchristie@russellchristie.com)

sent by email

The Corporation of the  
Municipality of Calvin  
1355 Peddlers Dr., RR#2  
Mattawa, ON P0H 1V0

**Attention: Cindy Pigeau**

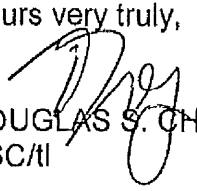
Hello Cindy:

**RE: Municipality of Calvin - General  
Our File Reference No. 19-108-084**

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Further to your letter of October 1, I can do a search of the shore road allowance but I will need some mapping to know where it is located and also the Lot and Concession or Lot and Plan for the private property abutting. Also in my view it would not be necessary to close the road allowance in order to make this a public swimming area. Your Municipality has the power to regulate parking on highways (a road allowance is included in this) and under Section 35 your Municipality can pass By-laws "removing or restricting the common law right of passage by the public over a highway".

Yours very truly,

  
DOUGLAS S. CHRISTIE  
DSC/tl



Corporation of the Municipality of Calvin  
 Council/Board Report By Dept-(Unpaid)



AP5130

Page : 1

Date : Oct 16, 2019

Time : 11:28 am

Vendor : 0000000 To PT00000007  
 Batch : All  
 Department : All

Cash Requirement Date : 16-Oct-2019  
 Bank : 099 To 1  
 Class : All

Vendor	Vendor Name	Batch	Inv Date	Inv Due Date	Amount
Invoice #	Invoice Description				
G.L. Account	CC1 CC2 CC3 GL Account Name				
<b>DEPARTMENT 0101</b>	<b>ADMINISTRATION</b>				
16073	PROGRESSIVE COMPUTING SOLUTION				
1516	2019 Server Replacement	85	16-Oct-2019	16-Oct-2019	
1-5-0101-132	CAPITAL EXPENDITURES - ADMIN				9,600.22
19020	SELECTCOM INC.				
208129	Phone for Admin, Fire & Roads - Oct 2019	85	08-Oct-2019	16-Oct-2019	
1-5-0101-103	TELEPHONE, FAX, CELL PHONE				207.24
<b>Department Total :</b>					<b>9,807.46</b>
<b>DEPARTMENT 0200</b>	<b>FIRE PROTECTION</b>				
08090	HUARDS FRESHMART				
190918	Pop for Firehall	85	16-Oct-2019	16-Oct-2019	
1-5-0200-106	MISCELLANEOUS-FIRE				135.37
19020	SELECTCOM INC.				
208129	Phone for Admin, Fire & Roads - Oct 2019	85	08-Oct-2019	16-Oct-2019	
1-5-0200-137	COMMUNICATIONS - FIRE				41.10
<b>Department Total :</b>					<b>176.47</b>
<b>DEPARTMENT 0300</b>	<b>ROADS</b>				
08010	BUMPER TO BUMPER - H.E. BROWN				
298026/D	Shop Supplies	85	09-Oct-2019	16-Oct-2019	
1-5-0300-150	OFFICE AND SHOP EXPENSE - ROADS				360.20
16070	PRAXAIR PRODUCTS INC.				
92347470	Oxygen & Acetylene Cylinders	85	08-Oct-2019	16-Oct-2019	
1-5-0300-150	OFFICE AND SHOP EXPENSE - ROADS				401.68
19020	SELECTCOM INC.				
208129	Phone for Admin, Fire & Roads - Oct 2019	85	08-Oct-2019	16-Oct-2019	
1-5-0300-103	TELEPHONE, CELL PHONE - ROADS				54.67
23008	WHALLEY CHRIS				
SEPT 2019 EXF	Vehicle Mileage & Cell Phone Usage - Sept 2019	85	16-Oct-2019	16-Oct-2019	
1-5-0300-102	VEHICLE EXPENSE - ROADS				1,110.88
1-5-0300-103	TELEPHONE, CELL PHONE - ROADS				75.00
<b>Department Total :</b>					<b>2,002.43</b>
<b>DEPARTMENT 0400</b>	<b>ENVIRONMENTAL</b>				
12913	MILLER WASTE SYSTEMS				
501-000020480	Dump & Return, Container Fees - Sept 2019	85	16-Oct-2019	16-Oct-2019	
1-5-0400-175	BLUE BOX RECYCLING COSTS				569.40
<b>Department Total :</b>					<b>569.40</b>
<b>DEPARTMENT 0500</b>	<b>HEALTH SERVICES</b>				
13010	NORTH BAY PARRY SOUND DIST. HE				
NOV 2019 LEV	November 2019 Levy	85	16-Oct-2019	16-Oct-2019	
1-5-0500-108	HEALTH UNIT				1,467.15
<b>Department Total :</b>					<b>1,467.15</b>
<b>DEPARTMENT 0700</b>	<b>RECREATION</b>				
07010	GAGNE'S RED & WHITE				
3407	Well Drilling - Trenching Line Repairs	85	08-Oct-2019	16-Oct-2019	
1-5-0700-132	CAPITAL EXPENDITURES - RECREATION				195.62
07085	G-TEL ENGINEERING INC.				
PL-19-4527-829	Well Drilling - Line Locate	85	09-Oct-2019	16-Oct-2019	
1-5-0700-132	CAPITAL EXPENDITURES - RECREATION				282.50
10090	KELLY'S PUMPS				
3513	Sleeve & Filter for U/V System	85	09-Oct-2019	16-Oct-2019	

Corporation of the Municipality of Calvin  
 Council/Board Report By Dept-(Unpaid)



AP5130

Page : 2

Date : Oct 16, 2019

Time : 11:28 am

Vendor : 0000000 To PT00000007  
 Batch : All  
 Department : All

Cash Requirement Date : 16-Oct-2019  
 Bank : 099 To 1  
 Class : All

Vendor	Vendor Name	Invoice #	Invoice Description	Batch	Inv Date	Inv Due Date	Amount
G.L. Account	CC1	CC2	CC3	GL Account Name			
<b>DEPARTMENT 0700 RECREATION</b>							
1-5-0700-182				WATER SYSTEM MAINTENANCE			329.96
13052				NEAR NORTH LABORATORIES INC			
74429				Water Samples	85	11-Oct-2019	16-Oct-2019
1-5-0700-182				WATER SYSTEM MAINTENANCE			113.00
<b>Department Total :</b>							<b>921.08</b>
<hr/>							
<b>DEPARTMENT 0800 PLANNING AND DEVELOPMENT</b>							
10098				K.SMART ASSOCIATES LTD.			
30806				Municipal Drain Super - Sept 2019	85	16-Oct-2019	16-Oct-2019
1-5-0800-163				MUNICIPAL DRAINAGE			2,580.14
23020				WAYNE SIMPSON & ASSOCIATES			
19734				Planning - Road Access Services	85	16-Oct-2019	16-Oct-2019
1-5-0800-110				SERVICES - PLANNING			368.67
<b>Department Total :</b>							<b>2,948.81</b>
<hr/>							
<b>DEPARTMENT 0900 BUILDING</b>							
20014				TOWNSHIP OF PAPINEAU/CAMERON			
2019-34				Sept 2019 CBO Services	85	08-Oct-2019	16-Oct-2019
1-5-0900-110				CBO/INSPECTION SERVICES - BUILDING			1,496.52
<b>Department Total :</b>							<b>1,496.52</b>
<hr/>							
<b>Unpaid Total :</b>							<b>19,389.32</b>

Total Unpaid for Approval :	19,389.32
Total Manually Paid for Approval :	0.00
Total Computer Paid for Approval :	0.00
Total EFT Paid for Approval :	0.00
<b>Grand Total ITEMS for Approval :</b>	<b>19,389.32</b>