



**CORPORATION OF THE TOWNSHIP OF PRINCE
REGULAR MEETING**

Agenda
June 8, 2021
Zoom
6:45 p.m

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- 1. Call to Order**
 - 2. Approve Agenda**
 - 3. Disclosure of interest**
 - 4. Minutes of Previous meeting**
 - a) Minutes from May 11, 2021 and June 3, 2021
 - 5. Questions and information arising out of the minutes**
 - 6. Petition and delegations**
 - 7. Staff Reports**
 - a) Fire Chief report
 - b) Road Report – none
 - c) Clerk's Revenue and Expenditure Reports for April 2021
 - d) Administrative Report - Prince Lake Garbage Bin
 - e) Budget report - After June 3rd meeting
 - f) Vesting Order - Pinder Drive
 - 8. Planning**
 - 9. By-laws**
 - a) By-law 2021-18 Gros Cap Harbour – Setting slip and dock fee's
 - b) By-law 2021-19 2021 Budget
 - 10. Motions and notice of motions**
 - 11. Correspondence**
 - a) Gravel Watch Ontario – Aggregate
 - b) Ontario Enhancing Blue Box Program
 - c) Northern Ontario School of Medicine
 - 12. Minutes of Boards and Committees**
 - 13. New Business**
 - a) Brock - Durham – Dead-end roads kids
 - b) Perth County – Domestic COVID-19 Vaccine Production and Capacity
 - c) Fort Erie – Capital Gains Taxes on Primary Residence
 - d) McKellar – Tax Breaks on 2020 CERB Payments
 - e) Halton Hills – Elimination of LPAT
 - 14. Closed Session**
 - a) Minutes from May 11, 2021
 - b) Personal matters about an identifiable individual, including municipal or local board employees; Mayor's request
 - c) Labour relations or employee negotiations: Job descriptions
 - d) Labour relations or employee negotiations: Budget increase
 - 15. Confirmatory By-law**

By-law 2021-20 – July 13, 2021
 - 16. Adjournment**



**CORPORATION OF THE TOWNSHIP OF PRINCE
REGULAR MEETING
Minutes
May 11, 2021
Zoom
6:45 p.m**

Present: Council: K. Laming, M. Matthews, E. Palumbo, I. Chambers
Staff: L. Mousseau, K. Wreggitt, S. Hemsworth, J. Boissineau
Public: N. & J. Kerr
Media: M. LaHaye

1. Call to Order 6:45 p.m.

2. Approve Agenda

Resolution 2021-96

Moved by: Councillor M. Matthews

Seconded by: Councillor I. Chambers

Be it resolved that this council hereby approves the open and closed agendas of May 11 2021 and any addendum, as presented. (cd)

3. Disclosure of interest

4. Minutes of Previous meeting

a) Minutes from April 13, 2021

Resolution 2021-97

Moved by: Councillor M. Matthews

Seconded by: Councillor E. Palumbo

Be it resolved that this Council hereby adopts the open and closed minutes of the Regular meeting of April 13, 2021, as presented. (cd)

5. Questions and information arising out of the minutes

6. Petition and delegations

7. Staff Reports

a) Fire Chief report

Resolution 2021- 98

Moved by: Councillor M. Matthews

Seconded by: Councillor E. Palumbo

Be it resolved that this Council hereby accepts the Fire Chief's report as information. (cd)

b) Road Report – none

c) Clerk's Revenue and Expenditure Reports for April 2021

Resolution 2021-99

Moved by: Councillor M. Matthews

Seconded by: Councillor I. Chambers

Be it resolved that this Council hereby accepts the Clerk's April 2021 revenue report in the amount of **\$147,674.35** and the April 2021 expenditure report in the amount of **\$75,358.54**, as presented. (cd)

d) Budget figures for discussion

Resolution 2021-100

Moved by: Councillor E. Palumbo

Seconded by: Councillor M. Matthews

Be it resolved that this Council hereby accepts the budget figures for discussion, as presented. (deferred)

e) NOHFC grants for fire hall heating and pavilion doors

Resolution 2021- 101

Moved by: Councillor E. Palumbo

Seconded by: Councillor I. Chambers

Be it resolved that this Council hereby approves the application to NOHFC for the costs of the conversion of the heating system for the fire hall in the estimated amount of approximately \$25,000; and **Further that this Council hereby accepts** the financial commitment to this project and will cover any cost overruns.

Further, this council confirms that the Fire Hall belongs to the Township of Prince. (cd)

Resolution 2021- 102

Moved by: Councillor M. Matthews

Seconded by: Councillor E. Palumbo

Be it resolved that this Council hereby approves the application to NOHFC for the costs of the roll up doors for the Pavilion in the estimated amount of approximately \$16,950;

Further that this Council hereby accepts the financial commitment to this project and will cover any cost overruns.

Further, this council confirms that the Pavilion belongs to the Township of Prince. (cd)

8. Planning

- a) i. C3-2021 – 785 Walls Road – 5766 000 000 53505 0000 Application
- ii. C3-2021 – 785 Walls Road – map
- iii. C3-2021 – 785 Walls Road - Decision

Resolution 2021- 103

Moved by: Councillor I. Chambers

Seconded by: Councillor M. Matthews

Be it resolved that this Council hereby accepts the report regarding Consent Application c3-2021 for Roll 5766 000 000 53505 0000 – to sever 1.1453 Ha (2.83 Ac) from the subject property at 785 Walls Road – SEC 33 NE ¼ PT RP 1R4487 Prince Township, with the conditions outlined in the decision. (cd)

9. By-laws

- a) By-law 2021-15 – passed in April – amended to include the registered number of the survey.

Resolution 2021-104

Moved by: Councillor M. Matthews

Seconded by: Councillor E. Palumbo

Be it resolved that this Council hereby adopt By-Law 2021-15, being a by-law to amend By-Law 2021-12, to stop up and close part of Pincer Drive being part of PIN Number 31618-0687, and being Part 30 of Plan 1R-2403. (cd)

- b) By-law 2021-16 – Amended Accessibility Policy to comply with legislation.

Resolution 2021- 105

Moved by: Councillor I. Chambers

Seconded by: Councillor E. Palumbo

Be it resolved that this Council hereby adopts By-Law 2021-16, being a by-law to amend the Accessibility Policy to comply with legislation. (cd)

- c) Fisheries and Oceans – Marina management by-law

Resolution 2021- 106

Moved by: Councillor M. Matthews

Seconded by: Councillor E. Palumbo

Be it resolved that this Council hereby adopts By-Law 2021-17, being a by-law authorizing the Mayor and Deputy Clerk to execute and affix the corporate seal to the agreement with Her Majesty the Queen, represented herein by the Minister of Fisheries and Oceans and the Corporation of the Township of Prince, for the management of the Gros Cap Marina. (cd)

10. Motions and notice of motions

11. Correspondence

- a) Train between SSM & Hearst – news

Resolution 2021- 107

Moved by: Councillor E. Palumbo

Seconded by: Councillor I. Chambers

Be it resolved that this Council hereby receives items 11 a) as information. (cd)

12. Minutes of Boards and Committees

13. New Business

- a) Brantford – lifting ban on outdoor recreational activities

Resolution 2021- 108

Moved by: Councillor M. Matthews

Seconded by: Councillor E. Palumbo

Be it resolved that this Council hereby supports the resolution of the City of Brantford asking the Province to withdraw its prohibition on golfing and other outdoor recreational activities which can be enjoyed while maintaining proper social distancing. (cd)

- b) Calvin – Motion for Fire Dept Support

Resolution 2021- 109

Moved by: Councillor I. Chambers

Seconded by: Councillor M. Matthews

Be it resolved that this Council hereby supports the resolution of the Municipality of Calvin asking the Federal and Provincial Governments to include apparatuses, training, equipment and structures for fire departments as eligible categories to any further infrastructure programs. (cd)

14. Closed Session

- a) Minutes from April 13 2021
- b) personal matters about an identifiable individual, including municipal or local board employees; leave
- c) labour relations or employee negotiations: PCR

Resolution 2021- 110

Moved by: Councillor M. Matthews

Seconded by: Councillor E. Palumbo

Be it resolved that the Council of the Township of Prince hereby goes into closed session at 7:26 p.m. to discuss matters pertaining to:

- a) Minutes from April 13 2021
- b) personal matters about an identifiable individual, including municipal or local board employees; leave
- c) labour relations or employee negotiations: PCR

Agenda May 11, 2021

Further be it resolved that should the closed session be adjourned Council may reconvene in closed session to continue to discuss the same matter without the need for a furth authorizing resolution. (cd)

15. Confirmatory By-law

2021-17 – June 8, 2021

Resolution 2021- 111

Moved by: Councillor E. Palumbo

Seconded by: Councillor I. Chambers

Be it resolved that this Council hereby adopts By-Law 2021-18, being a by-law to adopt, ratify, and confirm the action of Council for May 11, 2021.

16. Adjournment

Resolution 2021- 112

Moved by: Councillor E. Palumbo

Seconded by: Councillor M. Matthews

Be it resolved that this Council hereby adjourns at 7:54 p.m. until June 8, 2021, or the call of the chair.



CORPORATION OF THE TOWNSHIP OF PRINCE
SPECIAL MEETING
Minutes
June 3, 2021
Hall and Zoom
5:30 p.m

Present: Council Hall: K. Lamming, D. Amadio, M. Matthews
Council Zoom: E. Palumbo
Staff Hall: L. Mousseau, K. Wreggitt
Media Zoom: M. LaHaye

1. Call to Order 5:30pm

2. Approve Agenda
Resolution 2021-113

Moved by: Councillor M. Matthews

Seconded by: Councillor D. Amadio

Be it resolved that this council hereby approves the agenda for June 3, 2021, and any addendum, as presented. (cd)

3. Disclosure of Interest

4. Budget Deliberations
Resolution 2021-114

Moved by: Councillor D. Amadio

Seconded by: Councillor M. Matthews

Be it resolved that this council hereby accepts the Budget figures from the June 3, 2021 meeting for discussion. (cd)

5. Letter from Crime Stoppers
Resolution 2021-115

Moved by: Councillor D. Amadio

Seconded by: Councillor M. Matthews

Be it resolved that this council hereby agrees to support Crime Stoppers with a donation in the amount of a \$500. (cd)

6. Adjournment
Resolution 2021-116

Moved by: Councillor M. Matthews

Seconded by: Councillor D. Amadio

Be it resolved that this council hereby adjourns at 6:50 p.m. until June 8, 2021, or call of the chair. (cd)



COUNCIL REPORT

Date: June 4, 2021	Date Presented: June 8, 2021
Prepared By: Steve Hemsworth	Rank: Fire Chief

Operations

Responses for May	2021 Total
Medical – 0	4
Fires – 1	1
MVA – 0	0
Other- 1	2

Personnel

No change, staffing includes 17 firefighters and 2 medical first responders.

Training

During the month of May, weekly training consisted of reviewing skills that will be taught at the upcoming NFPA 1001 Firefighter 1 course we will be hosting June 18, 19 and 20. The skills are new for the four firefighters that will be attending and a good review for the others who are already certified.

Equipment

On May 26 we responded to a wildland fire on the bluffs north of the turnaround at the end of Hwy. 550. It took an hour to bring the fire under control and another two hours to totally suppress the fire. The fire was fought remotely and all equipment had to be carried in by hand. Water was sourced at Lake Superior and it confirmed all of our wildland firefighting equipment including pumps and hose are up to the task.

Of note, this fire was in the area formerly covered under contract by the MNR. We were on scene in 10 minutes and able to begin suppression immediately rather than wait for an out of town crew to attend. The fire was caused by a lightning strike.

Fire Prevention

Fire safety and prevention messaging is continuing to be distributed on the departments Facebook and Instagram social media accounts.

Prince Township Revenue Report
May 2021

Agenda Item
7 c)

Decription	Amount	Totals
Dog Tag	52.50	
Covid Recovery Funding	12,851.50	
Fire Safety Grant	4,800.00	
Fire Permit	600.00	
HST/GST Rebate	61,252.36	
NOHFC intern Project 8503105	17,203.78	
Tax Certificate	90.00	
WSP Overpayment from 2020	4,460.68	
Subtotal		\$ 101,310.82
Property Tax Receipts		209,300.18
Total Revenue		\$ 310,611.00

**Prince Township Expenditure Report
May 2021**

Agenda Item
7c)
June.8. 2021

Chq #	Date	Vendor	Description	Amount
13610-13635	May	Payroll	May Payroll	\$ 21,620.93
9577	5/3/2021	Spectrum Group	1180032 - Monthly Tower Rental - Prince Lake	\$367.25
9578	5/3/2021	WirelessCom Ca Inc.	April 2021 High speed internet & phone service	\$331.09
9579	5/3/2021	Airways General Store	mouse traps & fuel for Pumper 1&3	\$125.83
9580	5/3/2021	Minister of Finance - Ontario	10 Ontario Fire College course registration fees	\$650.00
9581	5/3/2021	Receiver General	Remittance for 2020 PIER reconciliation	\$265.26
9582	5/3/2021	Sling-Choker Mfg (Sault) Ltd.	Safety vest and gloves	\$10.95
9583	5/3/2021	Orkin Canada Corporation	April 2021 Pest Control	\$140.12
9584	5/4/2021	Receiver General	April 2021 Remittance for Employee Deductions	\$3,941.10
9585	5/11/2021	Lyons TIM-BR Mart	Training supplies - wood	\$319.68
9586	5/11/2021	Public Utilities Corporation	April 2021 LED Gateway, Streetlight, hydrant & May management of water system	\$1,921.30
9587	5/11/2021	Airways General Store	Fuel for Dodge, Chevy, & Lawn Mower	\$367.49
9588	5/11/2021	Lorraine Mousseau	flower pots and soil	\$70.54
9589	5/11/2021	Frankie's Automotive & Body Shop	Chevy oil change	\$52.54
9590	5/11/2021	City of Sault Ste. Marie	May 2021 Policing	\$16,627.48
9591	5/11/2021	GFL Environmental Inc.	April 2021 Recycling & Waste Service	\$6,218.84
9592	5/11/2021	Versus Business Forms & Labels	Cheques	\$765.01
9593	5/11/2021	DE LAGE LANDEN FINANCIAL SERVICES CANADA INC.	June to Aug 2021 Copier & Mailing System Lease	\$532.70
9594	5/11/2021	SUPERIOR NORTH ELECTRICAL AND COMMUNICATIONS	Electrical repair - Fire Station	\$214.75

**Prince Township Expenditure Report
May 2021**

Agenda Item
7c)
June.8. 2021

Chq #	Date	Vendor	Description	Amount
9595	5/11/2021	DNC DRYWALL, PAINTING AND ACOUSTICS	Patch, tape and prime all drywall and construct bulkheads to hide water lines	\$2,712.00
9596	5/13/2021	Public Utilities Corporation	Hydro for Community Center, Museum, Pavilion & Fire Station	\$1,013.94
9597	5/13/2021	UAP INC.	2 Air regulators for fire station	\$112.01
9598	5/13/2021	Public Utilities Corporation	April 2021 Quonset Hut Hydro	\$24.57
9599	5/27/2021	Bell Canada	April 2021 phone & advertising	\$155.89
9600	5/27/2021	Airways General Store	Fuel for Dodge & Chevy	\$263.73
9601	5/27/2021	Reliance Home Comfort	May - Aug 2021 water heater rental	\$121.16
9602	5/27/2021	Pioneer Construction Inc.	Patching material for potholes	\$1,125.84
9603	5/27/2021	Dumanski Office Interiors, Compass Imaging Group	No Dumping sign	\$57.96
9604	5/27/2021	Steve Rouble	Mark-out at Hill Side Cemetery	\$50.85
9605	5/27/2021	BDO Canada LLP	Interim billing for Dec. 31, 2020 audit	\$8,983.50
9606	5/27/2021	Orkin Canada Corporation	Pest Control	\$140.12
9607	5/27/2021	ENBRIDGE GAS INC.	April 2021 Community Centre Gas	\$629.10
9608	5/27/2021	Collabria Visa	Combination lock for garbage bin at hall & Get Well Basket	\$82.48
Total				\$ 70,016.01



Agenda
Item: 7di)
Date: June 8, 2021

ADMINISTRATIVE REPORT

Date: May 31, 2021	Date Presented: June 8, 2021
Prepared By: Lorraine Mousseau	Department: General
Subject: Prince Lake Garbage Bin	

In the past few weeks, the Prince Lake garbage bin has been overflowing with more than just household waste. There has been anything from mattress, vacuum cleaners, to furniture. This is unacceptable and not at all what this bin is for.

Some people have been caught putting in well over their two bag limit each week resulting in garbage being left outside of the bin. This misuse seems to be most frequent during the weekends and evenings. We understand this is a small group who is doing this, but it has become a safety hazard at the municipal building. The bears are coming more frequently and more of them are showing up.

On Wednesday May 26th we put a lock on the bin with a sign stating that the bin will only be open for the one day prior to garbage pick up allowing enough time for all Prince Lake residents to dispose of their household waste. A letter informing Prince Lake residents has also been sent out explaining why there is a lock on the bin.

The garbage bin was supposed to be locked throughout the year as per resolution 2020-53 (attached). However, the lock began to freeze over the winter and office staff decided to keep the bin unlocked through the winter months. During the months prior to March there had been no significant overflow/dumping issues.

Moving forward we suggest that council take this safety matter serious and keep the bin locked, other than the day prior to collection.

Please see attached the letters that were sent out to Prince Lake residents April 8, 2020 and May 26, 2021.

Respectfully,

Lorraine
LM/kw



The Corporation of the Township of Prince

3042 Second Line West,
Prince Township, Ontario P6A 6K4

Phone 705-779-2992 Fax 705-779-2725

Mayor: Ken Lamming

CAO/Clerk-Treasurer: Peggy Greco

April 8, 2020

To Whom It May Concern:

On March 10, 2020 resolution 2020-53 was passed by council as follows:

Resolution 2020-53

Moved by: Councillor M. Matthews

Seconded by: D. Amadio

Whereas the garbage carts were introduced as a measure to prevent injury to our workers, following suit with the City of Sault Ste. Marie; and

Whereas there is now a bin at the back of the municipal building for Prince Lake ratepayers to place their garbage,

Now therefore be it resolved that this Council hereby agrees to have Prince Lake ratepayers continue to bring their garbage to the bin; and

Further be it resolved that a letter be sent to all Prince Lake ratepayers notifying them of this decision. (Carried)

The bin is meant for the Prince Lake ratepayers and the municipal office only, so the bin will be locked throughout the week. You will be able to bring your garbage to the bin beginning the day before collection at 7:00 am until collection day at 7:30 am.

If you require garbage tags please contact Lorraine at Lorraine@twp.prince.on.ca or 705-779-2992 ext. 1

Thank you for your cooperation.

Respectfully,

Peggy Greco
CAO/Clerk-Treasurer

PG/kw



The Corporation of the Township of Prince

3042 Second Line West,
Prince Township, Ontario P6A 6K4

Phone 705-779-2992 Fax 705-779-2725

Mayor: Ken Lamming

CAO/Clerk-Treasurer: Peggy Greco

May 26, 2021

To Whom It May Concern:

Re: Misuse of the Garbage Bin at rear of Municipal Building

The garbage bin at the rear of the Municipal Building is to be used only by residents and cottagers of Prince Lake and for **household garbage only**. All garbage bags are to be tagged to maintain the 2-bag per week limit.

Through our surveillance cameras and based on the amount of garbage in the bin, we believe that there may be people using the bin, other than just Prince Lake ratepayers. We have also found that there are very few tags on the bags. It is important that you continue to put tags on your bags, again, to maintain the 2-bag limit.

In addition, people are leaving bags outside the bin, when it is full. This has attracted bears to the bin which is a safety concern for those dropping off their garbage.

We have also found that many items are being put in the bin beyond normal household garbage, including mattresses, tires, wire, drywall, etc. This is not the purpose of the bin. These items are to be brought directly to the landfill site in Sault Ste. Marie.

Upon review of the video surveillance, much of this activity is occurring over the weekends, when there is no one in the office, monitoring in real time. Due to misuse, we decided it will be necessary to lock the bin, and only open it from early Tuesday mornings until after pick-up on Wednesdays. This will also help prevent the use of the bin by people other than Prince Lake ratepayers. We will continue to monitor the use as well.

In addition to these measures, we have ordered a sign to let anyone outside of Prince Lake ratepayers know that the bin is not for their use.

We apologize for any inconvenience this may cause, but we have to ensure that the bin is used properly and by those for whom it is intended.

Sincerely,

Lorraine Mousseau
Deputy Clerk/Treasurer

LM/kw



Agenda
Item: 7 f)
Date: June 8, 2021

ADMINISTRATIVE REPORT

Date: June 4, 2021	Date Presented: June 8, 2021
Prepared By: Lorraine Mousseau	Department: General
Subject: Vesting Order – Pinder Drive	

Wishart law is requesting to do a vesting order for Pinder Drive. This will transfer the Pinder Drive roadway into the Townships name. No taxes have been paid on this road and the township has been responsible for maintenance.

Respectfully,

Lorraine
LM/kw



Agenda
 Item: 9 a)
 Date: June 8, 2021

ADMINISTRATIVE REPORT

Date: May 31, 2021	Date Presented: June 8, 2021
Prepared By: Lorraine Mousseau	Department: General
Subject: Gros Cap Marina and Harbour Fees	

On May 10, 2021, the Township of Prince entered into an agreement to take over management of the Small Craft Harbour' facility in Gros Cap as of June 1, 2021. Now that we are responsible for managing the docks, we have started to get inquiries on slip fees ranging from daily to seasonal use.

As suggested at the last council meeting, we could have a box at the marina for payment. Additionally, have the by-law enforcement officer check the marina periodically to ensure people are paying for their correct fees.

As an example of fee options, below is The City of Sault Ste. Marie's' slip fees.

Type	Rate
Slip Rental – Seasonal – Per foot	\$ 30.45
Slip Rental – Bi-Monthly – Per foot	\$ 23.45
Slip Rental – Monthly – Per foot	\$ 15.80
Slip Rental – Weekly – Per foot	\$ 5.20
Slip Rental – Daily – Per foot	\$ 1.40
Launch Ramp Fee Seasonal	\$ 58.45
Launch Ramp Fee – Daily	\$ 7.00

Respectfully,

Lorraine
 LM/kw

**2021 Budget
Revenue**

Account	Account description	2020 Budget	2020 Actual	2021 Budget	Notes
01-00-120920	Fire Department Debenture	420,000.00	420,000.00	-	
01-00-150900	Environment Revenue-Garbage Tags	200.00	100.00	100.00	
01-00-150910	Environment Revenue-WDO Funding-Recycling	15,000.00	16,022.05	16,000.00	
01-00-190010	Gen. Gov. - Gas Tax	61,275.00	61,279.19	61,275.00	
01-00-190020	Gen. Gov. - NOHFC Intern	28,875.00	29,083.56	2,400.00	Balance of 31,500 claimed in 2021 contract end.
01-00-190030	Gen. Gov. - COVID funding	58,400.00	-	32,850.00	\$20,000 + 12850
01-00-190050	Gen. Gov. - Ontario Municipal Partnership Fund	189,200.00	189,200.00	188,900.00	
01-00-190075	Gen. Gov. - Ontario Community Infrastructure Fund	50,000.00	93,875.00	50,000.00	2020 includes 43,875 one-time modernization funding for line by line budget review
01-00-190080	Infrastructure Fund application	-	-	100,000.00	COVID kitchen/office/doorway
01-00-190085	NOHFC Fire Hall Application	-	-	21,758.00	if approved
01-00-190090	NOHFC Pavilion doors	-	-	13,738.00	if approved
01-00-190095	Gen. Gov. - Ontario - Cannabis legislation	-	-	5,000.00	
01-00-190130	Gen. Gov. - Rent - Cmmunity Hall	3,000.00	505.00	-	
01-00-190135	Rec/Culture - Pavilion Rentals	6,700.00	-	-	
01-00-190140	Gen. Gov. - Parent Child Revenue	18,000.00	27,130.00	23,000.00	2020 includes \$3750 for 2019 accounting
01-00-190150	Gen. Gov. - Miscellaneous Revenue	5,000.00	4,510.00	4,500.00	
01-00-190160	Gen. Gov. - tax sale costs	1,500.00	2,300.00	1,500.00	
01-00-200100	P.T.P.P. - Fire Donations, Misc.	-	9,874.28	4,800.00	One Time Grant - Training
01-00-200110	P.T.P.P. - Fire DSSAB Revenue	3,000.00	3,000.00	3,000.00	
	Fire Permits	2,000.00	3,607.50	3,500.00	
	Transportation - Misc. Revenue	-	50.00	-	
01-00-210125	Transportation - Employment Grant	6,720.00	11,760.00	8,980.00	75% 2020 2021 4 students including museum
01-00-220120	Health Rev. - Cemetery Revenue	1,000.00	1,300.00	1,000.00	
01-00-220125	Health Rev. - Cemetery General	3,000.00	2,650.00	2,600.00	
	Rec/Culture - Canada Specific Recreation	-		2,993.00	Museum student
	Subtotal	872,870.00	876,246.58	547,894.00	

2021 Budget

Revenue (Continued)

Account	Account description	2020 Budget	2020 Actual	2021 Budget	Notes
	Subtotal carry forward	872,870.00	876,246.58	547,894.00	
01-00-230120	Rec/Culture - Recreation Rev. Rink and Car Show	2,500.00	2,650.00	-	
01-00-230130	Rec/Culture - Recreation Committee	1,500.00	-	650.00	from 2020 before lockdown
01-00-230140	Rec/Culture - 5% in Lieu of Parks	3,000.00	5,556.11	9,500.00	
01-00-240120	Planning & Dev. - Committee of Adj. Revenue	1,000.00	2,150.00	2,000.00	
	Planning & Dev - Rezoning/O.P. Revenue	-	800.00	-	
01-00-250010	Other Rev. - POA Rev.	5,000.00	-	2,500.00	(2020 not yet receive or amount confirmed) estimate low-closures
01-00-250100	Other Rev. - Licenses & Permits - Dogs	1,350.00	1,295.00	1,450.00	
01-00-250110	Other Rev. - Tax Sale / Property Sale Rev.	5,000.00	4,262.37	41,850.00	Jackson Island & Mountainview in Parks in Lieu
	Other Rev. - Licenses & Permits - Bldg.	-	25.00	-	
01-00-250500	Other Rev. - Tax Interest	25,000.00	30,232.67	25,000.00	
01-00-250600	Other Rev. - Interest Earned	10,000.00	38,668.10	35,000.00	
01-00-250700	Other Rev. - Service charges	500.00	607.02	500.00	
01-00-250800	Other Rev. - Tax Certificates	600.00	330.00	350.00	
	Revenue from parks account	10,000.00	10,000.00	-	
	Working Capital Carry over from 2019 budget	10,000.00	10,000.00	-	
	Working Capital Carry over from 2019 budget	64,900.00	64,900.00	-	
	Total Revenue	1,013,220.00	1,047,722.85	666,694.00	

**2021 Budget
Expenditures**

Account	Account description	2020 Budget	2020 Actual	2021 Budget	Notes
	General				
01-30-300100	Council Wages	26,502.00	26,500.00	27,720.00	
01-30-300110	Council - Other	1,000.00	1,183.46	1,200.00	
01-30-300200	Wages for Office staff and custodian	155,000.00	169,591.58	179,389.68	CAO/DC/Assist/Custodian (2020 rates) + \$2,000 bonus
01-30-300300	CPP	10,455.00	7,216.92	12,687.50	
01-30-300310	EI	5,820.00	3,082.56	4,060.00	
01-30-300330	OMERS	16,740.00	14,513.93	16,240.00	
01-30-300340	Employer Health Tax	5,150.00	3,795.59	582.50	
01-30-300350	Workers Compensation	13,080.00	16,204.61	16,747.50	
01-30-300360	Extended Benefits	7,500.00	6,530.32	7,612.50	
01-30-300510	Advertising	1,250.00	1,249.81	1,250.00	
01-30-300600	Training	1,000.00	525.26	1,000.00	
01-30-300610	Travel	1,000.00	1,104.41	650.00	470 in 2020 was Sudbury conf. before Covid
01-30-300620	Memberships	1,300.00	2,035.12	1,650.00	remove membership and Algoma Kinniwabi add FCM
01-30-300700	Auditor	13,500.00	13,843.42	13,500.00	
01-30-300710	Solicitor	15,000.00	18,101.34	15,000.00	\$5000 to external firm for policing contract negotiations
01-30-300715	Professional fees - Consulting	12,000.00	50,647.99	12,000.00	2020 cost \$46,100 offset in revenue -Modernization funding - Budget review
01-30-300720	Insurance	40,460.00	37,689.38	52,328.00	Actual including 3732.50 prepaid for Cyber
01-30-300800	Tax Sale Costs	1,500.00	710.35	1,000.00	
01-30-300900	Office Supply	6,000.00	4,855.46	5,000.00	
01-30-300912	Covid Contingency expenses	-	2,377.91	500.00	see capital
01-30-300925	Assessment	20,820.00	20,820.68	20,650.00	
01-30-300930	u.s.exchange	-	9.70	-	
01-30-300940	Bank Charges	150.00	416.38	425.00	
01-30-300955	Donations	2,000.00	1,286.66	2,500.00	included is \$500 Crime Stoppers
01-30-300975	Miscellaneous Expense	20,000.00	16,788.83	17,000.00	
	General subtotal	377,227.00	421,081.67	410,692.68	

**2021 Budget
Expenditures (continued)**

Account	Account description	2020 Budget	2020 Actual	2021 Budget	Notes
	Protection to persons and				
01-31-310075	Policing	216,900.00	187,359.35	199,550.00	
01-31-310100	Fire Honorariums	42,500.00	42,500.00	45,000.00	includes \$2500 for fire Prevention
01-31-310120	Pumper 1 Fuel	400.00	583.75	400.00	
01-31-310130	Pumper 1 Repair	500.00	279.84	500.00	
01-31-310140	Pump 3 Fuel	400.00	421.03	400.00	
01-31-310150	Pump 3 Repair	2,000.00	3,028.55	5,000.00	2019 \$5,297.77
01-31-310170	New Apparatus & Equipment	4,250.00	6,119.81	10,700.00	see highlights presented in Feb.
01-31-310175	First Response Expense	750.00	1,073.14	500.00	
01-31-310180	Repairs to Apparatus &	2,000.00	1,279.92	1,300.00	
01-31-310185	Recertification of Apparatus and	5,000.00	5,175.58	5,500.00	
01-31-310190	Fire - Licenses & Permits	7,000.00	7,389.67	7,200.00	see highlights presented in Feb.
01-31-310200	Training	10,000.00	5,775.08	8,000.00	see highlights presented in Feb.
01-31-310210	Fire Station	12,000.00	8,198.49	8,000.00	see highlights presented in Feb.
01-31-310215	Mutual Aid and Essentials Course	300.00	-	300.00	Fire department total
01-31-310220	Miscellaneous Fire	1,650.00	1,547.21	700.00	94,000.00
01-31-310230	Fire Administration	250.00	559.46	250.00	
01-31-310240	Fire Prevention	-	-	250.00	see honorariums
01-31-310250	Fire Hydrants	8,500.00	8,574.95	8,600.00	
01-31-310255	Emergency Plan	5,500.00	5,022.00	5,500.00	
01-31-310260	MNR Fire Protection	9,657.00	8,891.68	6,650.00	
01-31-310300	Conservation Authority	5,606.00	5,605.54	5,605.54	
01-31-310405	Animal Control Officer	1,000.00	1,079.75	1,100.00	includes \$750 to humane society
01-31-310430	CBO & BEO Wage	1,000.00	1,848.18	2,000.00	
	Protection subtotal	337,163.00	302,312.98	323,005.54	

**2021 Budget
Expenditures (continued)**

Account	Account description	2020 Budget	2020 Actual	2021 Budget	Notes
	Transportation				
01-32-320000	Quonset Hut - Power	500.00	262.25	500.00	
01-32-320110	Bridges & Culverts - Material	6,000.00	5,221.90	6,000.00	
01-32-320120	Bridges & Culverts - Machinery	1,000.00	2,841.14	3,000.00	
01-32-320200	Brushing - Machinery	7,500.00	5,001.51	5,000.00	
01-32-320240	Ditching - Machinery	15,000.00	6,553.35	7,500.00	
01-32-320260	Patching Labour		646.18	-	
01-32-320270	Patching - Material	5,000.00	5,135.87	5,200.00	
01-32-320280	Patching - Machinery	1,000.00	798.82	1,000.00	
01-32-320360	Grading - Machinery	4,000.00	4,497.79	4,500.00	
01-32-320390	Dust Layer - Material	2,000.00	-	2,000.00	
01-32-320400	Dust Layer - Machinery	1,000.00	-	1,000.00	
01-32-320430	Gravel Resurfacing - Material	11,000.00	1,415.33	11,000.00	
01-32-320440	Gravel Resurfacing - Machinery	5,000.00	3,800.75	5,000.00	
01-32-320480	Snowplowing - Machinery	20,000.00	19,018.43	22,500.00	
01-32-320520	Sanding - Machinery	26,000.00	20,944.48	22,000.00	
01-32-320590	Safety Devices - Material	1,000.00	313.65	1,000.00	
01-32-320620	Miscellaneous Roads	6,000.00	11,107.92	6,000.00	2020 Includes 5508.22 guiderail repair to be reimbursed through insurance.
01-32-320630	Road Super Wages	57,550.00	34,950.45	54,208.73	Super/labour/3 students Offset by approx \$9000 grant
01-32-320640	Training - Roads	750.00	-	500.00	
01-32-320660	Tools - Roads	1,000.00	357.69	1,000.00	
01-32-320670	Misc. Repairs	500.00	50.53	500.00	
01-32-320770	Construction - Machinery	1,000.00	210.51	1,000.00	
01-32-320910	Truck Expense	5,000.00	10,254.44	5,000.00	
01-32-320790	Streetlighting	6,500.00	6,339.41	6,500.00	
	Transportation subtotal	184,300.00	139,722.40	171,908.73	
					Roads total 165,408.73

**2021 Budget
Expenditures (continued)**

Account	Account description	2020 Budget	2020 Actual	2021 Budget	Notes
	Environment				
01-33-320630	Road Super Wages	3,645.00	3,610.64	3,872.05	Super/labour/3 students
01-33-330100	Garbage Collection	20,000.00	13,907.34	15,000.00	
01-33-330110	Recycling	50,000.00	43,544.05	45,000.00	
01-33-330115	Recycling - Truck Expenses	100.00	-	-	
01-33-330200	Garbage Disposal	8,500.00	17,345.25	17,500.00	
	Environment subtotal	82,245.00	78,407.28	81,372.05	
	Health				
01-34-320630	Road Super Wages	3,040.00	2,680.17	4,000.00	Super/labour/3 students
01-34-340100	Algoma Health Unit	36,747.00	36,747.00	36,940.00	
01-34-340200	Cemetery	500.00	920.91	1,200.00	
	Health subtotal	40,287.00	40,348.08	42,140.00	
	Social/Family				
01-31-310050	Ambulance	74,000.00	74,428.64	79,423.20	
01-35-350100	Welfare	69,385.00	69,301.11	69,860.40	
01-35-350110	Child Care - DSSAB	33,742.00	33,194.61	34,092.20	
01-35-350115	Social Housing	212,581.00	213,223.64	212,586.20	
	Social/Family subtotal	389,708.00	390,148.00	395,962.00	
	Recreation/Culture				
01-36-320630	Road Super Wages	8,775.00	10,595.39	11,616.16	Super/labour/3 students
01-36-360100	Parks	1,000.00	9,732.52	1,000.00	
01-36-360200	Recreation Committee	1,500.00	938.56	1,500.00	
01-36-360210	Recreation - Other	500.00	374.70	500.00	
01-36-360300	Library	5,000.00	5,000.00	6,000.00	includes 1000 for audit
01-36-360400	Museum	5,000.00	392.06	5,000.00	offset by approx \$3000 grant CSJ - includes 700 for audit
01-36-360500	Community Centre	18,500.00	16,440.81	16,500.00	
01-36-360520	Hall Fuel	3,500.00	5,162.32	5,150.00	includes fuel for generator
01-36-360530	Hall - Light & Power	6,000.00	4,582.20	4,600.00	
01-36-360540	Hall - Ploughing	3,000.00	3,000.00	3,000.00	
01-36-360550	Water Filtration Operating	6,800.00	5,972.28	6,000.00	
01-36-360600	Festival and Events Pavilion	3,000.00	1,673.78	2,000.00	
	Recreation/Culture subtotal	62,575.00	63,864.62	62,866.16	

**2021 Budget
Expenditures (continued)**

Account	Account description	2020 Budget	2020 Actual	2021 Budget	Notes
	Planning				
01-37-370100	Planning - General	750.00	500.00	750.00	
01-37-370200	Planning Consultant	8,000.00	4,025.00	10,000.00	start on OP review and update
01-37-370300	Planning - Administrator	500.00	500.00	500.00	
	Planning subtotal	9,250.00	5,025.00	11,250.00	
	Capital				
	Debenture for Fire Truck	391,776.00	391,775.75	-	
01-36-135020	Capital Improvements and covid contingency	69,600.00	37,445.38	100,000.00	2020 offset by covid funding and balance of main street grant - 2021 grant if approved
01-31-135020	Capital Improvements - Fire Hall	-	5,619.25	24,175.00	2020 3-3 pane windows and generlink power 2021 heat conversion
03-39-135020	Capital Improvements - Museum	-	53,225.81	-	insurance claim
01-32-136100	Capital Improvements - Base Line	200,000.00	155,445.17	175,000.00	2021 Walls/Marshall
01-32-136100	Capital Improvements - Walls Road	64,900.00	90,949.10	-	
01-32-136300	Capital Improvements - Walls Rd.	-	3,707.75	-	release of final Guarantee lien.
01-40-400155	Capital Improvements - Festival & events pavilion	5,000.00	4,596.06	16,950.00	change room, refridgerators, Roll up door
	Fire Debenture - principal	21,000.00	21,000.00	42,000.00	
01-40-400400	Fire Debenture - Interest	4,213.00	4,213.35	8,426.70	
01-40-400425	Truck Repayment - Principal	12,385.00	9,252.70	6,120.40	
01-40-400450	Truck Repayment - Interest	390.00	327.80	265.60	
01-40-400850	Provisions for Roads	20,000.00	20,000.00	20,000.00	
01-40-400900	Provisions for Fire	20,000.00	20,000.00	20,000.00	
01-40-400912	Provision for Capital Asset	119,431.00	119,431.00	200,000.00	
	Capital subtotal	928,695.00	936,989.12	612,937.70	

**2021 Budget
Analysis**

Account	Account description	2020 Budget	2020 Actual	2021 Budget	Notes
	Total Expenditures	2,411,450.00	2,377,899.15	2,112,134.86	
	Total Revenues	1,013,220.00	1,047,722.85	666,694.00	
	To be raised through taxation.	1,398,230.00	1,330,176.30	1,445,440.86	
	2021 Tax rate to raise 1,450,363.92			0.00904267	
	2020 rate			0.00883926	
	net change			0.000203410	
	% increase			0.022494462	2.495%
	Since most assessments have not changed, the increase in assessment is mainly new builds and the 1.8% increase would affect most properties.				
		2020	2021		
Assessment	100,000.00	883.93	904.27		



Dear Mayor and Council,

Gravel Watch Ontario acts in the interests of residents and communities to protect the health, safety, quality of life of Ontarians and of the natural environment in matters that relate to aggregate resources. Today, we share our comments (attached) which we have submitted to the Ontario government. It addresses several issues that concern you and communities across the province. They include the following:

- Cumulative impacts on communities of extraction industries, specifically of aggregate i.e., rock, gravel, sand, and clay;
- Preservation of prime farmland and of water resources necessary for food sustainability and renewable industries;
- Local planning to preserve natural capital through good policy, and practices;
- Resilience in the face of the twin threats of COVID-19 and climate change.

Gravel Watch Ontario recognizes the obligation of communities to protect our agricultural lands, water resources and natural environment, all of which are essential for building a climate-resilient Ontario for future generations. Gravel Watch Ontario has commented on government planning and aggregate policies for over 15 years and works with our members to ensure that policies regulating gravel

extraction do not result in permanent loss of farmland or rural landscape amenities and do not damage the integrity of the water resources supplied by the rural landscape.

We thank you for your significant work on these, offer the attached to assist you, ask you to link us to local community groups facing aggregate issues, and invite you to continue this dialogue.

Sincere wishes for good health.

Bryan Smith, President

Gravel Watch Ontario

info@gravelwatch.org

www.gravelwatch.org

ph: 289 270 7535



Date: April 19, 2021

To: greenbeltconsultation@ontario.ca

From: Gravel Watch Ontario, info@gravelwatch.org

Re: Consultation on Growing the Size of the Greenbelt, ERO number 019-3136

OVERVIEW

The following is a submission by Gravel Watch Ontario (GWO; www.gravelwatch.org) in response to the request for feedback on the Consultation on Growing the Size of the Greenbelt ERO 019-3136. Gravel Watch Ontario is a province-wide coalition of citizen groups and individuals that acts in the interests of residents and communities to protect the health, safety, quality of life of Ontarians and the natural environment in matters that relate to aggregate resources.

Gravel Watch Ontario recognizes the obligation to protect our agricultural lands, water resources and natural environment, all of which are essential for building a climate resilient Ontario for future generations. Gravel Watch Ontario has commented on government planning and aggregate policies for over 15 years and works with our members to ensure that policies regulating gravel extraction do not result in permanent loss of farmland or rural landscape amenities and do not damage the integrity of the water resources supplied by the rural landscape.

The consultation on ways to grow the size of Ontario's Greenbelt is especially timely as the COVID 19 pandemic has highlighted the critical need for food security from local sources during crisis periods and as one of the key factors in the subsequent economic recovery. Ontario has some of the best agricultural land in Canada, much of which is not protected by current land-use planning policies. These lands are a finite, non-renewable resource, and the foundation of one of the province's largest economic sectors, agri-food. Expansion of the Greenbelt will provide permanent protection of the farmland, water sources and natural ecosystems within the proposed Plan area as well as an opportunity for Ontario to become a world leader in farmland conservation. To mitigate the impact of the leapfrogging of development and aggregate extraction beyond the four Provincial Plans, Gravel Watch Ontario believes that more restrictive development policies are required throughout the province.

Overall, Gravel Watch Ontario supports the proposed expansion of the Greenbelt as outlined in the Initial Study Area of the Paris Galt Moraine and Urban River Valleys.

Gravel Watch Ontario agrees with the province that the Paris Galt Moraine is a valuable groundwater system that must be protected. The moraines continue to be under pressure for aggregate development, water takings (including below-water-table extraction), growth as well as the impacts of a changing and variable climate.

Recently an interim licence approval was granted for aggregate extraction of 750,000 tonnes of dolostone per year (for +25 years) in an ecologically rich area of the Paris Galt Moraine in Rockwood, Ontario (Hidden Quarry). Studies have shown that the quarry will impact both municipal and private wells and a provincially significant wetland. Gravel Watch Ontario is concerned that the quarry will serve as a precedent for unlimited extension to adjacent properties and an expansion into a mega quarry site.

In determination of the boundary for the expanded Greenbelt, GWO believes that the following points must be addressed:

- That the Greenbelt boundaries be significantly expanded to include more of Ontario's agricultural land
- That below-water table aggregate extraction be prohibited in the Greenbelt (refer to Bill 71, Paris Galt Moraine Conservation Act, 2019)
- That there be broader moraine protection across the province (i.e. The Oak Ridges Moraine Conservation Act) in addition to the Greenbelt Plan
- That the Moffat Moraine (part of the Paris, Galt and Moffat Moraines ANSI) be included in the Initial Study Area and mapping
- That the Greenbelt Plan policy 4.3.2 (2) (Non-Renewable Resource Policies) which restricts municipal official plans and zoning bylaws from containing provisions that are more restrictive than the policies of the Greenbelt Plan be removed and replaced with 1.4.1 (How to Read This Plan) which states that if the plans, regulations or standards are more restrictive than this Plan, the more restrictive provision shall prevail
- That provincial policy leadership is required to analyze the extent to which the cumulative effect of aggregate extraction negatively impacts groundwater recharge in the moraine areas
- That the province assess the cumulative impacts of water taking and/or permitting in the Greenbelt Plan Study Areas and across the province
- That the outwash gravel deposits adjacent to the moraine that store and transmit groundwater recharged in the moraine to river valleys, and the river valleys that contain the high-baseflow streams fed by discharge from the moraine be included in the mapped area
- Clarification is needed as to how the identification and future protection of the designated areas relate to either the Natural Heritage System or the Agricultural System for the Greater Golden Horseshoe Growth Plan
- Clarification is needed as to how the identification and future protection of the water features relates to existing source water protection policies. For example, how does Greenbelt designation of river valleys compliment and reinforce the source water protection area for the Eramosa River Valley

- In keeping with the directives of the consultation proposal that stipulates the provincial government will not remove lands from the Greenbelt, we request that the government cancel plans to build Highway 413 (GTA West) and the Bradford Bypass (Holland Marsh Highway)

The above relates to the overall protection of the agricultural land base and the connectivity of the natural heritage and water resource systems that sustain ecological and human health and form the environmental framework in south-central Ontario. As requested in the consultation document, we have outlined in detail our answers to your specific questions below.

QUESTION 1

What are your thoughts on the initial focus area of the Study Area of the Paris Galt Moraine?

The Initial Focus Area of the Paris Galt Moraine indicates that the government has a clear understanding of the need to expand the Greenbelt and to protect water resource systems for future generations. Recent investigative studies show that the contributions of the moraine to groundwater recharge and discharge extend well beyond the physical land form and that they influence water flow, temperatures, quality and associated terrestrial and aquatic habitats in the water system. It has been pointed out in submissions by the City of Guelph and the Grand River Conservation Authority (GRCA) that the current mapping fails to consistently include all the glacial outwash areas next to the moraine that provide the groundwater flow linkages between the moraine features and the rivers which are sustained by moraine recharge (i.e. the Eramosa River and other streams identified by the GRCA in their submission).

Both urban development and rural land-use practices such as below-water-table aggregate extraction continue to be at risk to the integrity of the hydrologic and ecological functions of the moraine. The cumulative impacts of both aggregate extraction and water taking must be considered in relation to growth and development.

GWO recommends that a Moraine Protection Act for all moraines in the Province of Ontario be established in addition to the policies of the Greenbelt Plan. We also recommend that the mapping of the Initial Study Area include outwash areas and spillways.

GWO is concerned that the Greenbelt Plan may provide less protection from aggregate extraction than current municipal plans due to the wording of Section 4.3.2 (2) of the Plan. The Grand River Conservation Authority, the Township of North Dumfries, the City of Cambridge and the Region of Waterloo oppose any extension of the Greenbelt Legislation at this time. The Region of Waterloo requests enhanced municipal consultation prior to establishment of final mapping associated with the proposed Greenbelt expansion. They advise that unless policies (language and framework) are

revised, they oppose any extension. Their response to the Province's Consultation on Growing the Size of the Greenbelt is as follows:

"The Greenbelt Plan does not limit municipalities from adopting policies that are more stringent than the requirements of the Greenbelt Plan, except in relation to agricultural uses and mineral aggregate resources. On those topics, the policies of the Greenbelt Plan prevail and municipalities cannot adopt policies that are more stringent."

"The Regional Official Plan also prohibits aggregate extraction in Core Environmental Features. The Greenbelt Plan does not include this prohibition."

"Given that a large share of the region's groundwater recharge areas also overlap with some of the region's largest aggregate deposits, Regional staff have consistently recommended a precautionary approach when considering the extraction of mineral aggregate resources. As noted above, some of these policies are more stringent than the requirements in the Greenbelt Plan."

QUESTION 2

What are the considerations in moving from a Study Area to a more defined boundary of the Paris Galt Moraine?

We agree with the Ontario Federation of Agriculture that the province clarify how defining a boundary to bring the Paris Galt Moraine into the Greenbelt will have regard for other provincial policy directives such as emphasizing a watershed-based approach to water-resource planning and giving recognition to the moraine's role in hydrological functions.

Development of a Paris Galt Moraine Conservation Plan in addition to the Greenbelt Plan would address and protect the features and functions of a more defined Moraine Study Area. GWO recommends that these Moraine Plans be applied province-wide and that:

- they must prohibit below-water-table extraction in clear, straightforward language
- aggregate extraction is not permitted in natural core areas (as in the Oak Ridges Moraine Conservation Plan)

The province must adhere to Section 1.4.1 of the Greenbelt Plan and not have exception for mineral aggregate resources.

QUESTION 3

What are your thoughts on the initial focus area of adding, expanding and further protecting Urban River Valleys?

Both public and private lands must be included to provide protection, avoid fragmentation and act as corridors for wildlife. We do agree with the Ontario Federation of Agriculture that including the Urban River Valleys in the total Greenbelt land area should not be used in order to balance the loss of protected agricultural lands to development and aggregate extraction.

QUESTION 4

Do you have suggestions for other potential areas to grow the Greenbelt?

We believe that Ontario's Greenbelt should be expanded to include more agricultural land. In addition to the Greenbelt Plan, the moraines require a broader province wide Conservation Plan with more restrictive aggregate policies that include no below water table extraction.

Identifying 'food belts' in various regions of the province and by branding the goods produced there encourages Ontarians to grow and buy locally which will contribute to Ontario's economy and promote tourism comparable to the evolution of the Niagara Region's vineyards.

GWO supports Ontario Nature in that the following water resource areas should be protected:

- All moraines within the GGS, given their vital role in providing clean drinking water and mitigating floods;
- Private lands within urban river valleys, since it is primarily private lands, not public lands, that are threatened with urbanization and development;
- Coldwater streams, wetlands and headwaters of river systems since they improve water quality, provide critical habitat for fish and other wildlife and afford many further benefits such as flood control, carbon storage, groundwater recharge and recreational opportunities;
- Former glacial Lake Algonquin and Iroquois Shorelines and Plain since they feature significant groundwater discharge zones and are the headwaters of many cold water streams; and
- The Lake Simcoe Basin and Northern Simcoe County where many important ecological and hydrological features are vulnerable to land speculation and intensive development.

QUESTION 5

How should we balance or prioritize any potential Greenbelt expansion with the other provincial priorities?

As noted by the Ontario Federation of Agriculture, it is important to acknowledge that less than 5% of Ontario's land base can support any agricultural production. From 2011 to 2016, the Census of Agriculture indicated that Ontario lost 319,700 acres of Ontario farmland. That's 175 acres of farmland per day. The current system is resulting in incremental loss of agricultural lands due to the prioritization of aggregate extraction, development and growth, over farmland preservation.

Several studies have suggested that enough aggregate supply is available currently to fuel economic growth for at least 50 years. Rather than continue to prioritize the extraction of new sources of aggregate, it would be in the province's best interest to create incentives to maximize reuse and reprocessing of aggregate materials under

safe and appropriate industrial conditions. A recent study completed by The National Farmers' Union, McMaster University and Gravel Watch Ontario revealed that 77% of aggregate extraction occurs on prime agricultural lands. Given that agricultural lands are a key economic driver in Ontario, they must be protected and prioritized from invasive industrial development such as mining, pits and quarries. The Ontario Federation of Agriculture stated that the 'interim use' of aggregate extraction as considered by the aggregate industry, undermines Ontario's food sustainability and arguably permanently alters agricultural land. This finite, non-renewable resource must be permanently protected.

Aggregate extraction below the water-table results in a permanent water surface when extraction is finished. This situation results in direct exposure of the groundwater system to contamination from airborne sources and spills, as well as removes the possibility of rehabilitation of the site to resumed agricultural use. Prior to the late 1980's, Section 3.16 of the Ministry of Agriculture and Food Guidelines Policy did not permit mineral extraction on Class 1 to 3 agricultural lands unless agricultural rehabilitation of the site was carried out. Gravel Watch Ontario believes that in conjunction with growing the Greenbelt consultation, below water table aggregate extraction should be prohibited on and full rehabilitation of all extraction sites to agricultural use is necessary. More effective and extensive monitoring and transparent reporting of existing pits and quarries is required.

QUESTION 6

Are there other priorities that should be considered?

We must consider that while the Greenbelt Plan protects the countryside, it also offers green space for urban dwellers. A key consideration is the positive contribution of urban residents to rural economies through recreational uses, purchases of goods and services, visits to restaurants, farmers' markets, fairs, festivals and bed and breakfast establishments. From field to fork, the agri-food sector contributes \$47.3B to Ontario's economy and supports over 860,000 jobs.

With its general hummocky nature, sand and gravel deposits and permeable soils, the Paris Galt Moraine provides and purifies water at no cost to citizens. Establishing a Moraine Conservation Act is an opportunity to address water management concerns in a fiscally responsible manner now before the situation becomes dire. Failing to properly protect the moraine and in turn preserve the region's source of fresh water will lead to massive investments for infrastructure to provide water for the region. Furthermore, local business, farmers and industry depend upon this water source for local jobs and prosperity.

CONCLUSION

Gravel Watch Ontario is optimistic that the outcome of this consultation process will lead to the permanent protection of the Paris-Galt Moraine. It is essential at this time that the province moves forward with the permanent protection of Ontario's agricultural lands, natural heritage and water resources through both the Greenbelt Plan and a Moraine Conservation Act with more restrictive aggregate policies. Thank you for the opportunity to comment on the proposed Greenbelt expansion in the Initial Study Area. Gravel Watch Ontario looks forward to continuing to work with the province during the next stages of this consultation and we welcome any questions you may have.

REFERENCES AND FURTHER LINKS

Review of the State of Knowledge for the Waterloo and Paris Galt Moraines. February 2009. Prepared for: Land and Water Policy Branch Ministry of the Environment. Prepared by Blackport Hydrogeology Inc. Blackport and Associates Ltd., AquaResource Inc.

Ontario Ministry of Agriculture and Food: Revision to Food Land Guidelines Policy Regarding Mineral Aggregate Extraction (416/965).

Mike Schreiner, MPP, Guelph Leader of the Green Party of Ontario.

<https://globalnews.ca/news/7646488/greenbelt-expansion-plan-agricultural-land-concerns/>
<https://www.sierraclub.ca/en/node/2844>
<https://www.tvos.org/article/it-appears-the-gtha-is-running-out-of-land-for-new-homes-after-all>

https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&ved=2ahUKEwiozof1cbvAhU2FFkFHa0gCqsQFjAEegQICBAD&url=https%3A%2F%2Fdigital.library.ryerson.ca%2Fislandora%2Fobject%2FRULA%253A7741%2Fdatastream%2FOBJ%2Fdownload%2FBeyond_the_Building_Boundary_Could_Developing_Parts_of_the_Whitebelt_Actually_Be_Beneficial_.pdf&usq=A0vVaw0hZ7a_MMAGcOGRcLDtnkQJ

<https://www.cbc.ca/news/canada/kitchener-waterloo/doug-ford-pc-greenbelt-open-developers-mike-schreiner-1.4641575>

https://www.ohba.ca/wp-content/uploads/pdfs/priority/Implementing_the_Growth_Plan_-_April_FINAL.pdf

<https://ofa.on.ca/wp-content/uploads/2018/01/Farmland-at-risk-How-better-land-use-planning-could-help-ensure-a-healthy-future-for-agriculture-in-the-Greater-Golden-Horseshoe.pdf>

www.gravelwatch.org

<https://www.tarba.org/leaders-and-laggards/>

<https://fcm.ca/sites/default/files/documents/resources/guide/infraguide-reuse-recycling-road-construction-maintenance-materials-mamp.pdf>

<https://www.thestar.com/news/investigations/2021/04/03/ford-friends-with-benefits-an-inside-look-at-the-money-power-and-influence-behind-the-push-to-build-highway-413.html>

<https://ofa.on.ca/wp-content/uploads/2019/11/OFA-submission-regarding-proposed-Aggregate-Resources-Act-amendments.pdf>

<https://ofa.on.ca/resources/ofa-consolidated-land-use-policy/>

<https://johnsonela20f.files.wordpress.com/2019/01/stephen-harper-speech.pdf>

<https://drive.google.com/file/d/12hNeggxbn66-TToSMuaXz7aFuryF-jLf/view>



Peggy Greco <pgreco@twp.prince.on.ca>

Ontario Enhancing Blue Box Program

1 message

Ontario News <newsroom@ontario.ca>
To: pgreco@twp.prince.on.ca

3 June 2021 at 13:05

11b)



NEWS RELEASE

Ontario Enhancing Blue Box Program

Province bringing recycling to more communities and expanding list of blue bin items

June 03, 2021

[Ministry of the Environment Conservation and Parks](#)

TORONTO — Following extensive consultations, the Ontario government is improving blue box recycling by expanding service to more communities, standardizing the list of materials that can be recycled across the province and saving municipalities money by making producers of products and packaging fully responsible for the cost and operation of the program.

“Producers and municipalities have been advocating for an enhanced, producer-led Blue Box program for over a decade and I’m proud that our government has finalized these improvements,” said Jeff Yurek, Minister of the Environment, Conservation and Parks. “Our goal is to ensure our program remains convenient, affordable and right for communities. That’s why we are creating a stronger and more effective blue box service that will have some of the highest waste diversion targets in North America to promote greater innovations in recycling technologies and increased use of recycled materials.”



The enhanced Blue Box program will make recycling easier for Ontarians by:

- Expanding collection to all communities outside the Far North by 2026;
- Standardizing what can be recycled across Ontario;
- Accepting common single-use and packaging-like products such as paper and plastic cups, foils, trays, bags and boxes sold for home use;
- Collecting single-use items that are distributed or sold to consume food and beverage products, like stir sticks, straws, cutlery and plates;
- Expanding services to more facilities such as apartment buildings, municipally run or non-profit long-term care homes and retirement homes, and schools.

The province is also expanding collection to more parks, playgrounds, and transit stations, more than tripling the number of public space recycling bins funded under the current program so there are more opportunities to recycle at home and on the go.

The changes to the program will also transition the costs of the Blue Box program away from municipal taxpayers by making the producers of products and packaging fully responsible for managing the life-cycle of their products, resulting in an estimated savings of \$156 million annually for municipalities.

“Our government is supporting the people of Ontario by moving accountability for recycling costs away from the taxpayer,” said Steve Clark, Minister of Municipal Affairs and Housing. “We are proud to support these changes that will help divert waste and protect our environment while putting money back in the pockets of people who live and work in this province.”

Combining 253 local programs into a single provincial collection system managed by producers will improve recycling operations across the province, encouraging producers to find efficiencies that will make recycling simpler and easier for residents, while also driving innovation in recycling practices and technologies by rewarding producers who make their products easier to recycle and can derive more value from waste – fueling job creation and attracting investment right here in Ontario.

The transition to the enhanced Blue Box program will be staggered from 2023 to 2025 to ensure a smooth transition for municipalities and producers, so there is no interruption to service for residents. Some of the first municipalities scheduled to



adopt the new producer model include Kenora, London, Toronto and the Town of Hawkesbury.

Reducing plastic waste and litter and making producers responsible for managing waste from packaging or their products is a key part of the [Made-in-Ontario Environment Plan](#). Ontario remains committed to balancing a healthy economy with a healthy environment and keeping Ontario clean and beautiful.

Quick Facts

- Ontario's overall waste diversion rate has stalled and about 70 per cent of our waste materials continue to end up in landfills.
- The transition of municipalities to the new Blue Box program will be staggered to ensure stable transition for communities and balance costs and facilitate economies of scale for producers. The rollout schedule can be found [here](#).
- Ontarians will not see any disruption in their blue box services. Communities already participating in curbside blue box collection will continue to receive the service as they transition to the new producer-run model, including those with populations under 5,000.
- This new framework ensures programs already having a positive impact on the environment, like the Beer Store's deposit return program, can continue under the new producer responsibility model.

Quotes

"These changes to the Blue Box program reflect the most important advances in waste diversion since the program was created two decades ago. It will save property taxpayers \$150 million a year and lead to better, more innovative and sustainable packaging practices."

- Graydon Smith

President of Association of Municipalities Ontario (AMO)

"The Ontario Waste Management Association (OWMA) supports the Ontario government's commitment to strengthen the Blue Box program and set some of the highest waste diversion targets in North America. This program will better allow



producers to effectively and accountably promote waste diversion, better manage the handling of 800,000 tonnes of products and packaging at the end-of-life stage and reduce the burden on municipal taxpayers. These changes are not only good for the environment, they are good for the economy, and will encourage investment."

- Mike Chopowick
OWMA Chief Executive Officer

"GFL Environmental Inc. commends the Ford Government on its initiative to seize the recycling opportunity in Ontario. Our signature bright green fleet of trucks and five recycling facilities located throughout the province are able to support a significant portion of Ontario's current residential recycling needs. Together with industry, we are proud to build on the successes of Ontario's municipalities and step up to the plate to ensure that when Ontario families set their blue box at the curb, they can be confident that GFL remains committed to advancing the province's goals."

- Patrick Dovigi
Founder and CEO of GFL

"The Canadian Beverage Association (CBA) supports the modernization of the province's blue box recycling system and the introduction of ambitious targets to increase the recycling of beverage containers. The blue box regulation will improve curbside recycling throughout Ontario while allowing our sector to build an accessible, complementary recycling program to collect beverage containers in public spaces. The net result will be a stronger, more robust circular economy for beverage containers."

- Jim Goetz
President, CBA

"Keurig Dr Pepper Canada applauds the Ontario Government's policy to expand and improve the recycling system in the province. By including items like recyclable coffee pods, Ontario's blue box program will ensure more waste is diverted from the landfills and made part of the circular economy. Our company is committed to reducing packaging waste by focusing on innovative design, increased recovery and use of recycled materials. We look forward to working with municipalities across the province to build a more sustainable Ontario for years to come."



- Stephane Glorieux
President, Keurig Dr Pepper Canada

Additional Resources

- [Made-in-Ontario Environment Plan](#)
- [Waste management in Ontario](#)
- [Waste Discussion Paper](#)
- [Municipal Roll Out Schedule/Calendar](#)

Media Contacts

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Minister's Office

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The Corporation of
The Township of Brock
1 Cameron St. E., P.O. Box 10
Cannington, ON L0E 1E0
705-432-2355

May 19, 2021

Premier Doug Ford
Queen's Park,
Toronto, ON
M7A 1A1

Sent via email: doug.fordco@pc.ola.org

Dear Honourable Sir:

Re: Durham Dead-End Road Kids

Please be advised that the Committee of the Whole of the Township of Brock received a delegation at their meeting held on May 10, 2021 and adopted the following resolution:

Resolution Number 05-6

MOVED by Lynn Campbell

That Dead-End Road delegations be received from parents, video, site www.durhamdeadendroadkids.ca and attached correspondence and;

Whereas Dead-End Road Kids (cul-de-sacs, private roads) busing is being moved from long-time residential pick ups; percentages of 830,000 Ontario bused students impacted as Student Transportation Services (STS) citing buses shouldn't access private roads, do 3-point turns, or back ups; kids are expected to walk 1-2 km twice daily (caregivers 4x) in the morning dark or narrow road shoulders, and with no "bus stop ahead" warning signage;

Whereas parents report employment/housing is at risk as they must leave work to drop off/pick up children to avoid safety hazards of kids walking on highways unsupervised; secondary school youth reporting education at risk as missing class/affecting grades; children with disabilities are not helped (eg. double amputee who needs bus stop moved 160 ft and parents were told it's their "responsibility to get kids to bus safely");

Whereas parents are being told busing policy is schoolboard's, but schoolboard say its STS, who say it is the Governance Committee of Ministry of Transportation, but Ministry of Education say it's "transportation consortia who administer the policy"; and trustee, governance say cannot change policies, so parents appealing to police, press and Councils with respect to the dangers; and that an oncoming car killed 12 year old Cormac and injured his sister while waiting at a newly relocated bus stop at the base of a hill, and;

Whereas STS have advised road improvements are the responsibility of municipalities, yet municipalities do not own the needed land, nor have millions of dollars to create 77m bus turnarounds, and;

Whereas Ontario Transportation Funding is \$1 billion: Jan 27/20 Ministry said they'd improve student transportation, review funding formula; and given STS gets their funding by scoring well in reviews, and given Ministry establishing "Student Transportation Advisory Group" to hear STS sector expertise experience, and ideas;

Now Therefore Be it Resolved that the Corporation of the Township of Brock requests;

1. Exceptions to allow 3-point turns or backing up where necessary, to provide safer service to dead-end and private road kids, that policies be amended to reflect; and when not possible,
2. Exceptions to allow indemnification agreements to access private land for bus turnarounds to keep bus stops safer and closer to prescribed 800m distance; and when not possible,
3. "Bus Stop Ahead" warning signage be required to notify oncoming traffic, prior to STS moving common stops to main roadway and,
4. STS be comprised of solutions like mini-buses, vans, taxis or public transit worked into funding formulas so that it does not negatively impact STS funding stats; and,
5. Kid Key Performance Indicator (KPI) be included for Ministry "Effectiveness & Efficiency Follow Up Reviews", establishing benchmarks for responsive problem solving for kids & parents' busing concerns, and that this be an STS factor to receive funding; and,
6. That the Province provide a "Parent Portal" for ongoing busing feedback of their STS, so families and kids can review/provide comments, especially during Ministry STS reviews and revisions to funding; and,
7. That the Province have GPS tracking software to notify parents when children picked up/dropped off, and;

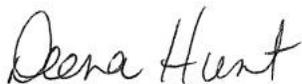
That this Motion be distributed to Premier Doug Ford; Honourable Stephen Lecce, Minister of Education; Honourable Caroline Mulroney, Minister of Transportation; Durham MPP Lindsey Park; Haliburton-Kawartha Lakes-Brock MPP Laurie Scott; all Durham MPP's; Durham Region; all Ontario Municipalities; Rural Ontario Municipal Association (ROMA); Ontario Good Roads Association (OGRA); and Association of Municipalities of Ontario (AMO)

MOTION CARRIED

Should you have any concerns please do not hesitate to contact the Clerk's Department, clerks@brock.ca.

Yours truly,

THE TOWNSHIP OF BROCK



Deena Hunt
Deputy Clerk



The Corporation of
The Township of Brock
1 Cameron St. E., P.O. Box 10
Cannington, ON L0E 1E0
705-432-2355

DH:ss

- cc. The Honourable Stephen Lecce, Minister of Education, Ontario –
stephen.lecce@pc.ola.org
- The Honourable Caroline Mulroney, Minister of Transportation –
caroline.mulroney@pc.ola.org
- Lindsey Park, MPP, Durham – lindsey.park@pc.ola.org
- The Honourable Laurie Scott, MPP, Haliburton-Kawartha Lakes-Brock -
laurie.scottco@pc.ola.org
- All Durham MPP'S
- Ralph Walton, Regional Clerk, Durham Region – clerks@durham.ca
- All Ontario Municipalities
- Rural Ontario Municipal Association – roma@roma.on.ca
- Ontario Good Roads Association - thomas@ogra.org
- Association of Municipalities of Ontario – amopresident@amo.on.ca

Date:	30/04/2021
Refer to:	Not Applicable
Meeting Date:	May 10, 2021
Action:	Full
Notes:	Deputation
Copies to:	

BUS STOP NOTICE OF MOTION:

That Dead-End Road delegations be received: from parents, [video](#), site www.durhamdeadendroadkids.ca and attached correspondence and;

- **Whereas Dead-End Road kids (cul-de-sacs, private roads) busing being moved from long-time residential to highspeed (some 80km) common stop pickups;** percentage of 830,000 Ontario based students impacted as Student Transportation Services (STS) citing buses shouldn't access private roads, do 3-point-turns, or back up; kids expected to walk 1-2km twice daily (caregivers 4x) in morning dark, on narrow road shoulders, with no "bus stop ahead" warning signage,
- **Whereas Parents report employment/housing at risk. Must leave work to drop off/pick up children to avoid safety hazards of kids walking on highways unsupervised;** secondary school youth reporting education at risk as missing class/affecting grades; children with disabilities not helped like double amputee who needs stop moved 160ft; parents told it's their "responsibility to get kids to bus safely",
- **Whereas Parents being told busing policy is schoolboard's, but they say it's STS's, who say it's Governance Committee or Ministry of Transportation, but Ministry of Education say it's "transportation consortia who administer policy";** and trustee, governance say cannot change policies, so parents appealing to police, press, & councils re dangers then; oncoming car killed 12-yr-old Cormac and injured sister while waiting at newly relocated bus stop at the base of a hill, and
- **Whereas STS have advised road improvements are responsibility of municipalities,** yet municipalities don't own needed land, nor have \$ millions to create 77m bus turnarounds, meanwhile
- **Whereas Ontario Transportation Funding is \$1 billion; Jan 27/20 Ministry said they'd improve student transportation,** review funding formula; and given STS gets their funding by scoring well in reviews, and given Ministry establishing "Student Transportation Advisory Group" to hear STS sector expertise, experience and ideas,

Now therefore be it resolved that the Municipality of Scugog requests:

1. **Exceptions to allow 3-point turns or backing up where necessary,** to provide safer service to dead-end and private road kids, that policies be amended to reflect; when not possible,
2. **Exceptions to allow indemnification agreements** to access private land for bus turnarounds to keep bus stops safer and closer to prescribed 800m distance; when not possible,
3. **"Bus Stop Ahead" warning signage be required** to notify oncoming traffic, prior to STS moving common stop to main roadway, and
4. **STS be comprised of solutions like mini-buses, vans, taxis, or public transit,** worked into funding formula so doesn't negatively impact STS funding stats; and
5. **Kid KPI "Key Performance Indicator" be included** for Ministry "Effectiveness & Efficiency Follow Up Reviews", establishing benchmarks for responsive-problem-solving for kids & parents' busing concerns, and this be an STS factor to receive funding; and
6. **That Province provide "Parent Portal" for ongoing busing feedback of their STS,** so families and kids can review/provide comments, especially during Ministry STS reviews and revisions to funding; and
7. **That Province have GPS tracking software to notify parents** when children picked up/dropped off, and

Motion be distributed to Premier Doug Ford, Honorable Stephen Lecce (Minister of Education), Honorable Caroline Mulroney (Minister of Transport), Durham MPP Lindsey Park, Haliburton-Kawartha Lakes-Brock MPP Laurie Scott, all Durham MPPs, Durham Region, all Ontario Municipalities, Rural Ontario Municipal Association (ROMA), Ontario Good Roads Association (OGRA), and Association of Municipalities of Ontario (AMO).

There are approximately 178 Dead End Roads DTS doesn't enter with 386 students (as of Dec '20)

Durham Dead End Road Kids
Education Minister Stephen Lecce, Who Will Help Us?
www.DurhamDeadEndRoadKids.ca

WHO WILL TAKE RESPONSIBILITY & KEEP OUR KIDS SAFE?
A STORY ABOUT PARENTS WHO FEEL ABANDONED IN A PANDEMIC.

Update



Honorable Stephen Lecce you told us, **"You Are Listening to Parents"**. We need your help.



1:46
Brendan Kerin
Today, the unthinkable for any parent - happened to our family. In a blink of an eye, our son is dead, and our daughter is fighting for her life at Sick Kids Hospital.

I can barely bring myself to write something legible at the moment. On behalf of Jennifer, Aishling and myself, the community response and support have been overwhelming. We cannot thank you enough.

Shea is alive because of the first responders' speedy and professional actions. We are grateful to the Cobourg OPP, the Northumberland Hills Hospital, and the Trauma team at Sick Kids have given our family a sliver of hope.

All I can say at the moment, Shea needs all of our prayers and thoughts. She is still very much in a precarious situation.

Cormac was the most beautiful boy a parent could wish for. The thing to know about Cormac was how much he cared about others. He loved his school, teachers, classmates, friends and teammates. Please know how much he loved you. I can't bring myself to say much more at the moment. It is too much.

We are aware of how far this is affected people and the pain and hurt this has caused. In particular, our concern for their school classmates and staff, teammates and friends.

We ask that you keep our bus driver and the innocent children on the bus at the time in your thoughts and prayers. Amy will need all the support we can give her.

Please help [Durham's Dead End Road Kids](#), and others around the Province!
Remember [Adam](#) & [Cormac](#). Kids Deserve Better. They Deserve to Live.
Help us Keep Busing as Safe as Possible; Keep Kids off Highspeed Roadways.
**Note: in this report, click on images/links to read more details or watch videos.*

April 15, 2021
The Honourable Stephen Lecce, Minister of Education
438 University Ave, 5th Floor, Toronto, ON M7A 1N3
Dear Minister Lecce:
Ontario School Busing is in the news... but not for the right reasons! UPS can do it, garbage trucks, snow plows, fire trucks, ambulances can provide driveway service, but schools can't? Remember when school children were picked up by school bus at their driveway? Now private road, cul-de-sac and dead-end road kids are losing long-time neighbourhood school bus pickups. Student Transportation Services (STS) citing "for safety" school buses cannot do, 3-point-turns, back-ups, or access private roadways even though they have been for years!
Children are being dropped on highspeed thoroughfares and high trafficked intersections and this is more-safe? Minister Lecce, [Adam died at a driveway highway pickup](#). [Cormac died just before](#)

Collision Kills 12-Yr-Old Waiting Common Stop base of hill Dec 2/20. Keep Residential Road Pickups!

READ NEWS STORY

WHY IS MY BUS DROPPING ME OFF ON HIGHSPEED ROADWAY?
WHO WILL PICK ME UP? HOW IS THIS "MORE-SAFE"?

Parent Letter sent to Councillor Apr. 14/21

"Why is an 8 yr old dropped off on highway from school bus?"

"Scary. Driving to Port Perry Hwy 2 saw child (8-10yrs) getting off school bus on side of highway, middle of nowhere. Walked alone to where? NOT ok for kids with zero road safety awareness to walk on highway. Where parents? Need safer bus stops + database so parents know where kids are." (Dad Aaron Mass Brock Township)

[Christmas '20 accessing his bus at the base of a hill](#) (see Dad's public facebook post above). Where bus stops are located is important. Parents around the province feel sick with fear and worry for their kids with zero road safety awareness to walk on highway. Where parents? Need safer bus stops + database so parents know where kids are. (Dad Aaron Mass Brock Township)

Where bus stops are located is important. Parents around the province feel sick with fear and worry for their kids with zero road safety awareness to walk on highway. Where parents? Need safer bus stops + database so parents know where kids are. (Dad Aaron Mass Brock Township)

roadways. Further, **Dead-End Road Kids are expected to walk upwards of 1-2km twice daily** (caregivers 4x), in morning dark, on narrow road shoulders (no sidewalks). **Parents reporting employment and housing at risk** due to losing senior caregivers who can't walk to new highspeed stops. Parents now having to beg off work daily to drop off/pick up children to avoid safety hazards of then walking alone on highways unsupervised. This puts their employment at risk. Secondary School Youth reporting long distance stops impacting their ability to log back in for afternoon classes, affecting grades.

STS advised parents road improvements are responsibility of municipalities, yet municipalities don't own land adjacent to roadways needed to create 77m bus turnarounds, nor have \$ millions necessary to create turnarounds, so STS keep moving long-time neighborhood pickups to highspeed common stops.

1) Parents request exceptions to allow 3-point turns or backing up where absolutely necessary to provide safer service to dead-end and private road kids, that policies be amended to reflect.



"Something good has to come from this and that something good would be: no child was killed and no more incidents happen," (Brother Pierre talking Feb 11/20 about 20 year agony of his little 5-yr old brother Adam's death on Highway Bus Stop.)
Don't let this be the life for Durham families. Let's do everything possible!



For Durham Region alone, this change in busing policy means 178 dead end roads are not accessed by Durham Student Transportation Services (DSTS), impacting 386 students and their families in Durham Region alone (DSTS letter Dec '20)! *How many children live on private cottage roads, dead end roads or cul-de-sacs around the province affected by this?*

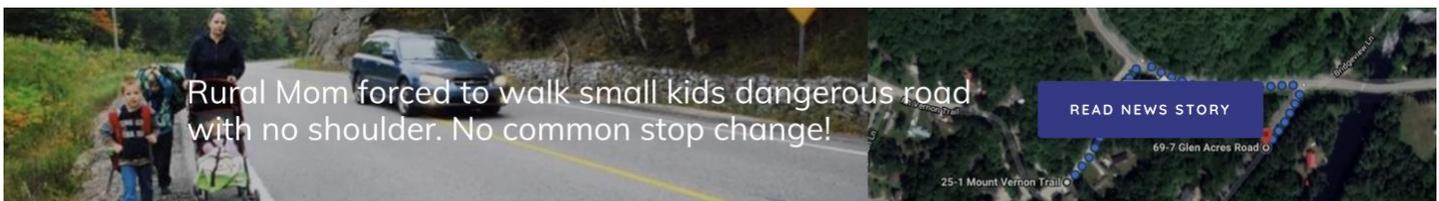
Durham Dead End Road Kids' Video re: Durham District School Board Bus Stop Changes (Ajax, Brock, Clarington, Oshawa, Pickering, Scugog, Uxbridge, Whitby)



Watch Parents' Video Fearful of Trillium Lakelands District School Board's Bus Stop Change (Kawartha Lakes, Haliburton, Muskokas)

Police report filed when daughter was nearly hit by a car. Mother reports "being thrown around like a baton" trying to get answers. "I am looking for a voice who can help me show TLDSB, that it's common sense not to ask children to stand in an intersection, on an S bend of a busy high traffic area." Kids stand in snow covered ditch or on road shoulder to wait for bus. No other space. "I need a voice who understands that keeping your children safe is a mother's job... Help me fight to keep my children safe. I pray daily that our voices will be heard." (Mom Tammy Mitchell Lakelands School District).

"I'm afraid it will be too late before they do anything." News story reports family had one vehicle leaving mom with no choice but to walk 3 children (including baby in stroller) to new dangerous bus stop. Bus used to pick up on private road since '09 but now TLDSB has denied request to keep safer private stop. "Every morning Katie walks with three young children to the bus stop... she fears they're going to get hit. "It's a blind corner and there's nowhere to go. It's so dangerous, especially with how busy this road is." (Mom Katie Morris, Huntsville)





"We don't take responsibility for children, they are the parents' responsibility up until they get to the bus stop and on the bus," says Catherine Shedden, District Manager, TLDSB

"The Governance Committee concluded that the DSTS Transportation Policy has been applied... the decision is final and not subject to further consideration. Accordingly, no further action will be taken on this matter," says Kelly Mechoulan, CAO of DSTS

(Response to Grandfather trying to get his 4-yr-old granddaughter's bus stop off 80km intersection and back to dead end road.)

2) Parents request exceptions to allow indemnification agreements to access private land for bus turnarounds, to keep bus stops safer and closer to prescribed 800m distance away.



Dad speaks to Council Dec '19 explaining "My kids have had 10 opportunities to be killed!" at new Highway 60 common stop. Used to be picked up on dead-end Millar Hill Road. Now bus passed by speeding cars potentially hitting kids in morning dark while boarding. Even though Limberlost Forest and Wildlife Reserve has offered their entrance for a bus turnaround, TLDSB says can't use private land unless they donate it for bus turnaround. (Dad Kevin Miller, Lake of Bays)



A tractor-trailer nearly plowed into the back of kids' bus stopped on highway. STSCO had moved bus stop to Highway 7 where speed limit is 80km, to avoid dead-end Leanne Avenue. "Buses don't typically go down dead-end roads... but with the...increased traffic, STSCO recognized change needed." "It was really traumatic watching (oncoming semi-truck) because there was nothing we could do." (Parents Lisa & Matt Couture, Peterborough)



3) Parents request "Bus Stop Ahead" warning signage be required to notify oncoming traffic prior to STS moving common stop to main roadway.

Durham parents on Dead-End Roads Jack Rabbit Run & William's Point, whose children being moved to base of hill on Regional Road 57, tried to get bus stop warning signage installed, but DSTS said not warranted.

➤ "Bus stop has been on Jack Rabbit Run for years...I have two small boys ages 4.5 and 6. I live over 1.5km from Reg Rd 57. There's no possible way we can walk that far twice daily! Multiple vehicles, parents, and children congregating... There's no parking, no shoulders... I'm a Registered Nurse in critical care. I know accidents can happen without warning! Please take residents' concerns seriously! I work shift work so my elderly mother takes children to bus, but now will not be impossible! How will I support my family (if I have to leave work to pick them up)?" (Mom Cara Tunney, Registered Nurse Critical Care, Scugog)

➤ "My work takes me around province. Puts all responsibility of taking kids (2- and 4-year-olds) to highway on my wife. What drives me crazy is that it's been possible for a bus to make a three-point turn in the past... why isn't a smaller bus not a possibility?" (Dad Steve Anning on Video, Hydro One Safety Officer, Scugog)



- [“How can this be safe? I am beyond upset that this continues to happen:](#)
 - * cars stopped on hill behind bus,
 - * 1 car trying to turn right around bus,
 - * 1 car honking because came over hill and cars stopped behind bus,
 - * **ALL parents screaming because another car came around William’s Point bend and almost ran over kids boarding! Kids scared... How can this be safe? Imagine if there were snow or ice on hill?”**

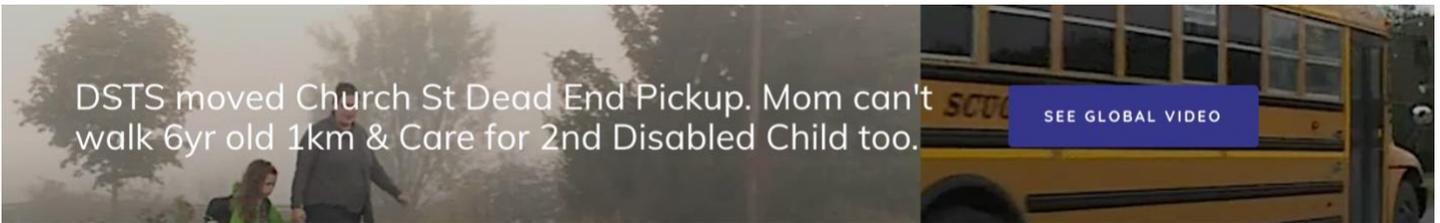
[“Please explain Mrs. Mechoulan how you are going to deal with a child getting hit by a car and all of us parents have continued to tell DSTS how unsafe it is?”](#)
 (Mom Laura Turnbull, Feb '21 Email to Trustee Morton & DSTS CAO Mechoulan)



4) Parents request STS be comprised of solutions like taxis, public transit, mini-buses or vans, worked into funding formula so doesn’t negatively impact STS funding stats. Other options could be incorporated not just full-size buses that can’t navigate dead-end roads. Why not use new [Durham Transit On-Demand?](#)

[“We were informed Friday that the bus stop is again, at Cartwright and Church intersection. This is an unsafe stop for any child... Vehicles are always speeding](#)

(over 80km/hr) not to mention when there’s a problem on 7A, they detour through that intersection. **Our neighbours are appalled DSTS refuses to send a bus down our road. All their children were picked up at the ends of their driveways. The road is in the best shape it’s ever been. Wilma (Wotten Regional Councillor) had commented that she used to ride the bus that came down this**



road. In 2017, the town came out and met with DSTS to look at areas where the bus could turn around. Nothing ever came of it (don't own enough land there to build turnaround). **We now have 6 children who live on this road, ages 4-13. None of the families are okay with the current bus stop, only one is using it (while they fight DSTS)."** (Mom of Disabled Child, Krista Ormsby, Scugog)



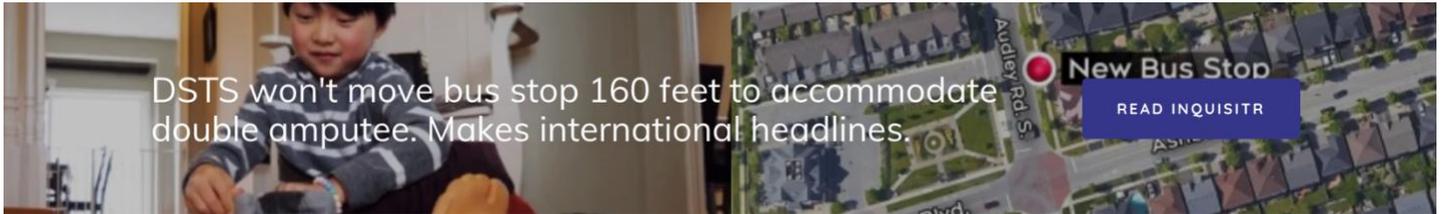
Parents being told busing policy is schoolboard’s but [they say it’s STS’s](#), but STS say busing changes are schoolboard governance & policy of Ministry of Transportation, meanwhile Ministry of Education says it’s [“transportation consortia that administer policies”](#). Parents are spinning in circles trying to figure out who to talk to, since STS not responding to their concerns!

Parents reporting frightening near accidents/deaths to Trustees, School Boards, STS, but continue to be advised **“it’s the parents’ responsibility to get children to bus stop safely”**, and are forced to appeal to councils, press, make videos, yet appeals largely unresolved and unknown liabilities mounting.

5) Parents request Kid KPI “Key Performance Indicator” be included for future Ministry “Effectiveness & Efficiency Follow Up Reviews”, establishing benchmarks for responsive problem solving for kids & parents’ busing concerns, and this be a factor to receive funding. **Viktoria says DSTS, “senseless bureaucratic approach must change.” There’s more to busing than business.**

“DSTS picked a community stop but my kids only ones taking bus? ...which drives right by our house? How does 40-minute walk sound four times a day with a 2 and 4-year-old?”

(Mom Viktoria Brown, Scugog '17 Focus Magazine Appeal to DSTS)



DSTS won't move bus stop 160 feet to accommodate double amputee. Makes international headlines.

We need a “Kid” KPI, where high-level service is rewarded. Rui Webster who’s lost both his legs, uses prosthetic limbs to walk, yet DSTS won’t move bus stop 160 feet to accommodate. [“The bus stop was just a couple of houses down the street from him...however busing contractor changed routes...Rui has to cross intersection to reach \(new\) bus stop \(more traffic\)... snow plows deposit large banks of snow... Twice last week, Rui slipped and fell... ”](#) We just want bus stop put back where it was or to assign Rui to another bus that still goes past our house – either of these things are easy to do," Kurt says. The busing contractor has steadfastly refused to change route. School district has refused to budge as well.” (Parents Kurt & Melissa Webster, Ajax)



Dad chases truckers speeding past stopped school bus on Hwy11 while kids boarding, to report to OPP!

[Transports blowing by stopped school buses on area highways a regular occurrence.](#) "It's so stressful. It's awful. Every morning I stress out and every afternoon when I know (transport trucks) are coming back." (Mom Cara Smetana, Martin River Nipissing)

Williams Point Cottagers Association advocating for Kids!

Williams Point Cottagers Association have advocated in every way possible to protect their kids from the highway stop at base of hill. If necessary they will give up part of their park to build a turnaround. They are stunned at DSTS to put 22 kids on Regional 57 Road shoulder to board bus.

6) Province provide “Parent Portal” for ongoing busing feedback of their STS, so families and kids can review/provide comments, especially during Ministry STS reviews and revisions to funding.

Provincial funding for student transportation is projected to be more than \$1 billion and Ministry routinely has [“Effectiveness and Efficiency Follow-Up Reviews”](#) of STS which is the vehicle of STS funding.

Ontario Government announced January 27, 2020 they’d improve student transportation experience by reviewing funding formula to achieve more efficient and accountable system, reviewing three goals of: 1) equity, 2) fiscal responsibility, accountability, and 3) evidence-based decision making.

Government is establishing a Student Transportation Advisory Group meeting with Parliamentary Assistant and Ministry staff, to hear from STS sector partners expertise, experience and ideas. Parents and children should be included in this review. **Given busing is supposed to be for the children, why not give parents and kids a say?**

7) Province have GPS tracking software to notify parents where children are when dropped off/picked up, giving evidence of safety.

On behalf of Durham Dead End Road Kids, and William’s Point Cottager’s Association, we hope our website, videos, and this report help explain. We welcome the opportunity to discuss this with you further.

D. Kiezebrink

[Deborah Kiezebrink](#), Scugog Ward 4 Councillor
dkiezebrink@scugog.ca

and [Wilma Wotten](#), Scugog Regional Councillor & Deputy Mayor
wwotten@scugog.ca



Brent Clemens, [WPCA](#) President
bclemmy@aol.com

M. Burg

and Michelle Burg, WPCA Board Director
michelle.j.burg@gmail.com

cc: Premier Doug Ford, Honorable Stephen Lecce (Minister of Education), Honorable Caroline Mulroney (Minister of Transport), Durham MPP Lindsey Park, Durham Region, all Ontario Municipalities, ROMA, OGRA, and AMO.



Nov. 4, 2020

Good Day,

This letter is to inform whomever can resolve this catastrophe.

My name is Curtis Swards and live at [redacted] Beacock rd., [redacted] Ontario. L0B 1L0. I am being told that my granddaughter is to walk 1.4 km to highway 57 to the bus stop. My granddaughter is 4 and just started JK. Her mother has no car or drivers license, so both would have to walk. They would have to leave about 45 minutes before pick up, which would be in the dark during the winter months. Beacock is a dirt road and has no sidewalks or lights. This is extremely dangerous for such a cute kid.

4 years ago, I was told a similar situation, which meant my grandson would have to walk the 1.2 km to the pick-up point. The reason was it was not safe for the bus to turn around. After taking measurements, the driveway beside mine is 25 feet wide and at least 50 feet long going to a work shop. I discussed this problem with my neighbor and he had absolutely no problem with the bus turning around.

The transportation safety inspector from the bus company came to my house and spoke with said neighbor and the bus started coming with no incidence for the 2 years my grandson was here. I have also had my own 2 children bused to school for their 14 years of public-school education.

Now I am being told someone has determined no bus should turn around on a private driveway? I am not sure where this came from but my house is on a public road well maintained and plowed. I might add the grader, snowplow and garbage trucks easily use Beacock rd. If the bus company is not allowed to send the big bus, send the small one but Avrie deserves an education.



November 2 2020

Curtis Swards

[redacted]
L0B 1L0

Re: Email to Durham Student Transportation Services Governance Committee

Dear Mr. Swards,

This letter is in response to your written request for reconsideration of transportation arrangements, received via email on September 30, 2020.

Your correspondence related to a request for a closer bus stop on Beacock Road was forwarded to Durham Student Transportation Services (DSTS) in accordance with Section 7.3 of the procedure outlined under the heading *Request for Reconsideration of Transportation Arrangements* within the DSTS Transportation Policy. Your request was reviewed at the most recent Durham Student Transportation Services Governance Committee meeting held on October 28, 2020.

The Governance Committee concluded that the DSTS Transportation Policy has been applied and administered appropriately in your situation. As outlined in the DSTS Transportation Policy, Section 3.5, "in circumstances where buses cannot gain access, students may be required to walk further to bus stops..." beyond the 800 meters. Additionally Section 7.2 outlines, "DSTS reserves the right to determine if the roadway is suitable for travel, given road conditions and necessary space requirements factoring turn radius of large school vehicles." DSTS has determined that Beacock Road where you reside does not have adequate roadway to safely turn around a school bus vehicle and the closest available school bus stop location is at Beacock Road on Regional Road 57.

As noted in the DSTS Transportation Policy, the decision of the Governance Committee is final and not subject to further consideration. Accordingly, no further action will be taken on this matter by DSTS or the Governance Committee.

Sincerely,

Kelly Mechoulan
Chief Administrative Officer, DSTS

cc: Chairperson and Trustee, DDSB
Director of Education, DCDSB
Director of Education, DDSB
Chairperson and Trustee, DCDSB

This is a problem created with the decision about bus turning, with no plan for the children. I was never consulted about the losing access to education for anyone living at my house. **Please solve this, do it for the kids!**

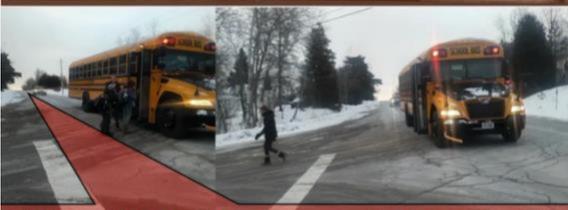
If any further information is required, I am always available.

Curtis Swards
[redacted]



DSTS said school bus would stop pick up here on Hwy 57 shoulder but no place for kids & caregivers to stand?

Dec 9/20 city truck tracks showing how truck made turn driving OVER curb! This is where kids supposed to wait for bus! Williams Point has no road shoulder. No place to park! Most parents WON'T use unsafe stop!



Feb 8/21 bus picked up MIDDLE of road part way down the hill (not what DSTS said). Cars stopped behind bus on hill! No TACC warning "bus stop ahead" signage required! Where were measurements taken from?



This car came round William's Point bend and nearly ran over kids accessing bus! Parents yelling "Stop, stop!" Kids scared... Cars coming over hill honking...

Durham Hwy 57 speed starts 80km, then changes to 50km just before 2 slight hills.



When drivers reach crest of 2nd hill, that's the first time they can see school bus!



But if drivers only see bus HERE, and other cars already stopped behind bus, drivers have no reaction time to STOP! This puts kids & caregivers in harm's way!



From: Laura Turnbull <[REDACTED]>
Sent: Friday, February 26, 2021 3:20 PM
To: CAROLYN MORTON; Kelly Mechoulan; Deborah Kiezebrink
Subject: School bus incident at Williams point

Good afternoon Mrs. Mechoulan,
I am beyond upset that this continues to happen, this is the first time I finally got it on camera, unfortunately I did not get the car behind the bus because it was so unsafe I cared more for the kids then the pictures, the details of the drop off are as follows:

- parents waiting at the side of Williams point for the bus to arrive 2:54
- bus shows up lights on kids begin to come off bus
- two cars stopped on the hill behind the bus
- **as kids coming off bus, car comes around bend on Williams point road and almost runs them over!**
- all parents begin yelling "Stop, Stop!" so the kids stop, car stops...
- bus closes doors and carries on
- the first car behind the bus wants to turn right on to Williams point but has to wait for the children to clear so the second and then third car start hammering on their horns so they can get by because they just came up over the hill and a car is parked
- the kids all stop walking again because they don't know what's going on with all the horns and they are scared.

How can this be safe? If this bus stop continues, please explain to me Mrs. Mechoulan how you are going to deal with the situation when one of these kids gets hit by a car and all of us parents have continued to tell the bus transportation company how unsafe it is. This is completely unacceptable and please let me remind you it's a sunny dry day, I can't even imagine if it were raining or snowing or ice. I will continue to film and take pictures of this very concerning situation.
 Laura

From: KELLY MECHOULAN <[REDACTED]>
Sent: Monday, March 1, 2021 6:04 PM
To: Laura Turnbull; CAROLYN MORTON; Deborah Kiezebrink
Cc: DAVID WRIGHT
Subject: RE: School bus incident at Williams point

Dear Ms. Turnbull,
 Thank you for letting us know about the driver at the intersection. Although, DSTS has confirmed with the bus driver that no vehicle has gone through the bus flashing lights at the Regional Road 57 and Williams Point Road, our Safety Officer has reached out to Durham Regional Police to request surveillance in the area at the time of drop off and pick up at the bus stop location.

The car at the stop sign can not legally turn into the bus lights, and the bus driver has been instructed to block as much of the intersection at time of stopping as possible.

DSTS will continue to monitor the bus stop with the bus operator and driver. The current bus stop location is the closest available bus stop location, the next closest available bus stop location is on Regional Road 57 at Park Street.

If you would prefer to use this bus stop location please let me know and DSTS staff will facilitate the change in bus stop location for your family.

Sincerely,
 Kelly Mechoulan
 Durham Student Transportation Services



AUG 7/20 Laura wrote to Durham District Schoolboard Trustee Carolyn Morton, who is also the Chair of the DDSB Governance Committee:

"Good morning, I might not be the first time you are hearing a complaint regarding this but I haven't heard of anything changing so I wanted to voice my concern as well.

My house received a letter from the Durham Bus Transportation (DSTS)... starting this school year the bus would no longer come down the road. I am located end of William's Point 2.4 km from Highway 57 the new pick up.

There is no possible way in good weather (let alone bad weather) my kids are going to be able to make it down there and back, so that leaves me no choice now but to drive them.

Due to Covid if I have to already drive them down the road I might as well drive them right to the school. However upon review of the back-to-school guidelines, I see that the board is discouraging parent drop offs as the area is not built for that many cars.

I can completely understand this, but honestly now that they took the bus away, I'll have no choice. I also would like to know what the guidelines are distance wise as a tax payer for children to receive a bus pick up?

There are kids even further past me down Jack Rabbit Run that also will no longer get bus service. Are we not entitled to bus service after a certain mileage away? Also I would like to complain that the bus has been travelling past my house for over 14 years that I've lived here with the same turn around so why now?

I understand times right now are challenging for all. I just can't sit back and say it's ok that they don't have a bus anymore knowing I pay my taxes and they had one every other year. Any guidance regarding this would be much appreciated."

Laura

From: Carolyn Morton (Trustee)

Sent: Friday, February 5, 2021 5:59 PM

I am sorry, but I have no authority to change decisions made by the CEO of DSTS. That would be out of my hands.

Sorry, Carolyn

Minister Lecce, who should this mom and others like her go to, who have authority to help?

Minister Stephen Lecce Please Give Safe Stop - Not Highway 57!

February 18, 2021 | Durham Dead End Road Kids, Education Access, Parents Advocation, School Bus Safety



I am writing on behalf of the deeply concerned parents and community members of Williams Point. Monday, February 8, 2021 was the first pick up and drop off at the new bus stop located on the highway. Most parents found alternative measures to get their children to school as they are not willing to risk their children's physical safety by having them congregate at the bottom of a blind hill with no signage, sidewalks, or designated waiting area. Those who did send their children by bus were frightened. Other families have decided to move their children to online schooling, being forced to make a choice between their children's physical safety and their mental health. Our parents are losing sleep regarding this ongoing dispute particularly following the death of a student in Port Hope December 2/2020. [Read news story.](#) [Support the Kerin family here.](#)



Toronto Sun Reports: Cormac Kerin, 12, along with his sisters, Aishling and Shea, 10. Cormac was killed and Shea critically injured after they were struck by a vehicle while waiting for their school bus on Dec. 2/20 in Port Hope.

The parallels that can be drawn between the two bus stops are uncanny and downright terrifying to the parents of 22 kids who are expected to stand in the middle of an intersection on a highway at the base of a hill in winter to board the bus...



New Durham Highway 57 Common Stop where school bus stopping isn't visible until reaching crest of hill. Dangerous for Scugog Dead End Road Kids. Keep safer side road stops until turnaround can be built.

I would like to share with you direct quotes and feedback we have received from our community to better illustrate:

* "There is no stop sign here and the bus is stopping on the bottom of a blind hill where visibility is impossible. The snow and ice makes this dangerous spot even more dangerous. There are no sidewalks and cars are speeding in this area. As a critical care nurse, I am very concerned that this change was made and ultimately puts our children's lives at risk."

* "Pick up and drop off spot at the HWY 57 and William's Point Intersection is not an appropriate alternative. It isn't safe, it's not

suitable for family routines and not good for overall community. The proposed stop is on the downhill side of a blind hill, where vehicles are often travelling well over the posted speed limit. This is very similar to the spot in Northumberland County where a boy tragically lost his life at a school bus stop just this school year. Again, add snow, ice or slippery conditions to this situation and it becomes even more unsafe."

* We made the difficult decision to move our daughter to online. We cannot take this risk for something that should be as simple as getting to school safely. The impacts this will have on her mental health keep me up at night."

We understand that representatives from the Township of Scugog have subcontracted engineers to survey and create a design for a 77 metre turnaround for the bus at the location where it previously did a 3-point-turn, at Jack Rabbit Run and William's Point intersection. This is a very private and safe location and close for families who's children have disabilities to access. Our community has rallied together offering to donate land from our park if need to be construct a bus turnaround, to start a fundraising campaign, volunteer time, and some have even offered to build the bus turnaround themselves if need be, anything to keep our children safe.

We have requested that DSTS explore alternatives that could be available such as committing to send the mini-buses like before, having a parent or a second bus driver act as a spotter for the bus driver to turn around safely. We are aware that Councillor Kiezebrink sent letters to DSTS, our School Board Trustee Carolyn Morton, and Norah Marsh, Director of Education just last week, requesting that the bus stop remain in place in our community until the end of the school year so we can work tougher towards providing a suitable solution and allocate the appropriate amount of time and resources to have the solutions executed.

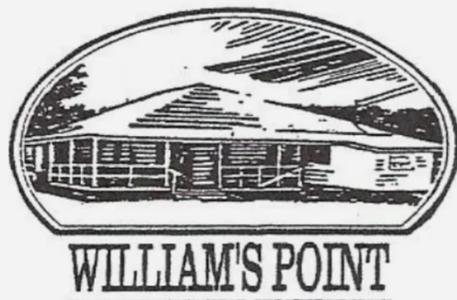
Each of our solutions, letters, and requests, have been dismissed as not possible. DSTS actions have made it clear that there is no intention to collaborate, have open dialogue or to work to resolve our very valid concerns. They have only restated what the policy is, in any email, meeting, or letter; that it's the parents' responsibility to get the children to the bus stop safely, that roadways are the municipality's responsibility, that it's not a hill, not a highway, that sight lines are met and "bus stop ahead" signage is not required (but we wonder where the measurements were taken from because the bus driver stopped mid-hill as it's the only place to stand for the students).

Parents and community members are asking when will DSTS be open and transparent with us? When will our concerns be responded to? Some parents have written letters or emails only to still receive no reply. How is this an acceptable practice of a Tax Funded Agency to simply ignore the very people who pay their taxes that provide the funding? Our families and members feel abandoned and ignored due to our rural status.

Minister Stephen Lecce, our elected Councillors (Ward Councillor Deborah Kiezebrink and Regional Councillor Wotten) have done everything they can think of to assist us. We are now asking that they engage you to investigate not only our concerns for our children's safety but how unfairly this community feels this matter has been handled by DSTS.

We wish to thank you in advance for your assistance and advocacy both on our behalf and on behalf of every Dead-End Road Child in Durham facing this same circumstance. Thank you for taking our concerns seriously and thank you to our Councillors for being safety ambassadors within Scugog Township.

We wish to thank you in advance for your assistance and advocacy both on our behalf and on behalf of every Dead-End Road Child in Durham facing this same circumstance. Thank you for taking our concerns seriously and thank you to our Councillors for being safety ambassadors within Scugog Township.



Sincerely,

Michelle Burg, WPCA Director

cc. Brent Clemens, WPCA President

READ BLOG POST:

<https://durhamdeadendroadkids.ca/blog-to-minister/f/minister-stephen-lecce-please-give-safe-stop---not-highway-57>

April 21, 2021

To Whom It May Concern:

We are deeply concerned about there no longer being a bus route on our dead-end street with the safety concerns that it raises for the future of our two children. My wife and I have two young children, a daughter starting school in September and a son who will be starting 2 years behind her. We're not



Durham Dead End Road Kids
 Minister Lecce Who Will Help Us?
 Durham Dead End Road Kids Need Safe Busing

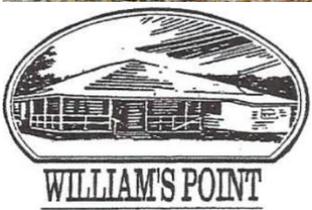
CONTACT US

the only ones impacted... The Williams Point Cottagers Association is quickly growing and the number of children on the street is steadily increasing. These concerns only multiply the further away the residence is down the street from the new bus stop.

The loss of the long-time bus route on William's Point Road will force my wife to walk our daughter to the top of our street and will also force her to bring our son along 2.2km (twice daily) as my work requires that I am often on the road very early or on call while working around the province for the Ministry of Labour, Training and Skills Development and there would be no supervision for him in that time period. You can imagine the difficulties this would present for her. Tying into this, if the snowplow is no longer coming down the street early enough to accommodate for the bus route, you can envision how difficult it would be for two young children walking through unplowed streets with no sidewalk in the morning dark, as well as sharing roads with commuters on their way to work.

Though it breaks our hearts, we will have to consider leaving our beautiful community as this once proposed bus stop change has now become reality.

The challenges and safety concerns this presents for what seems like a minor issue of a three-point turn for the bus as compared to the frightful alternative of children walking up to 2.2 kilometres to reach a bus stop that impedes live traffic coming down a blind hill should really be reconsidered.



If you force parents to drive their children to the bus stop, not only will it congest narrow roadways during commuting hours, but it will also increase emissions from idling vehicles. In many cases this is not even a possibility for parents who would be unable to modify their hours of work to accommodate this. The possible economic impact of having to put off working to accommodate an amended bus route seems very inconsiderate to taxpayers who I guarantee will see no decrease in their taxation in response to the change.

I hope I have provided enough information to allow for thorough debate into this issue and I do hope that the safety of the children residing on Williams Point Road is considered the paramount concern by the school board and the Durham Student Transportation Services. I strongly urge you to reconsider this change.

We are available to discuss our concerns further at [redacted] and [redacted] or by phone at [redacted] and [redacted]. We hope you reach out.

Sincerely,

Concerned Parents Residing at [redacted] Williams Point Road,
Steven and Kayla Anning

MPP Randy Pettapiece
randy.pettapiece@pc.ola.org

May 26, 2021

RE: Domestic COVID-19 Vaccine Production and Capacity

Dear MPP Pettapiece,

At the regular meeting of Council held on May 20, 2021, Perth County Council passed the following resolution brought forward from a Notice of Motion:

Moved by: Councillor Doug Eidt
Seconded by: Councillor Doug Kellum

WHEREAS throughout the COVID-19 pandemic, Canada has relied on international partners to provide COVID-19 vaccinations; and

WHEREAS the distribution of COVID-19 vaccines to Canada may be delayed due to the production/distribution of the vaccine outside of Canada; and

WHEREAS the increased support from all levels of government on the creation of COVID-19 vaccines domestically would increase Canada's vaccine capacity; and

NOW THEREFORE the Council of Perth County recommend to the Federal Government to support domestic production of a COVID-19 vaccine; and

THAT the Council of Perth County encourage all levels of Government to engage and support domestic vaccine capacity; and

THAT this motion be sent to Perth / Wellington MPP Randy Pettapiece, MP John Nater and to all municipalities of Ontario.

The conversation was centered around the COVID-19 vaccination, but further developed to ensuring that as a Country we can best create and supply all necessary vaccinations. We thank you for your

advocacy on this matter and look forward to supportive responses from our municipal counterparts and officials from all levels of government.

Sincerely,

A handwritten signature in black ink, appearing to read 'JA' or 'Jim Aitcheson', written in a cursive style.

Jim Aitcheson, Warden
The Corporation of the County of Perth

CC:

MP John Nater - John.Nater@parl.gc.ca

Ontario Municipalities



Community Services

Legislative Services

June 1, 2021
File #120203

The Right Honourable Justin Trudeau
Prime Minister
House of Commons
Ottawa, ON K1A 0A6
Justin.trudeau@parl.gc.ca

The Honourable Doug Ford
Premier of Ontario
Legislative Building, Queen's Park
Toronto, ON M7A 1A1
premier@ontario.ca

Honourable and Dear Sirs:

Re: Capital Gains Tax on Primary Residence

The Municipal Council of the Town of Fort Erie at its meeting of May 31, 2021 passed the following resolution:

Whereas primary residences are currently exempt from a capital gains tax, and

Whereas currently secondary and additional non-primary properties are subject to capital gains, and

Whereas the Federal Government is currently looking into a primary residence capital gains tax as they have recognized that affordable housing has become a serious issue in Canada, and

Whereas smaller communities including the Town of Fort Erie are seeing unprecedented higher selling prices that are outpacing prices in larger cities, and

Whereas many hard-working Canadians who have only a primary residence with no additional non-primary homes count on their home equity as financial aid to apply to upsizing or downsizing their home depending on their personal situation, and

Whereas a change in taxation to primary residences would be a significant financial blow to Canadians and would create an unfair, two-tiered taxation which could lead to depleted savings, inter-generational disparities, disparities among diverse groups such as seniors who may have a significant portion of their savings vested in their primary residence, as well as, reducing the ability of home ownership thereby a further, higher need for rentals, and

Whereas the Federal government could look at other means to slow down the rapidly escalating housing costs to improve housing affordability;

...2

Mailing Address:

The Corporation of the Town of Fort Erie
1 Municipal Centre Drive, Fort Erie ON L2A 2S6

Office Hours 8:30 a.m. to 5:00 p.m. Phone: (905) 871-1600 FAX: (905) 871-4022

Web-site: www.forterie.ca

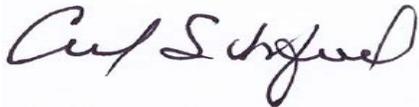
Now therefore be it resolved,

That: The Federal Government cease further consideration of eliminating capital gains tax exemptions on primary residences, and further

That: A copy of this resolution be circulated to The Right Honourable Justin Trudeau, The Honourable Doug Ford, Premier of Ontario, All Members of Parliament, All Members of Provincial Parliament, The Regional Municipality of Niagara, and all Municipalities, for their support.

Thank you for your attention to this matter.

Yours very truly,



Carol Schofield, Dipl.M.A.
Manager, Legislative Services/Clerk

cschofield@forterie.ca

CS:dlk

c.c. All Members of Parliament
All Members of Provincial Parliament
The Regional Municipality of Niagara
Ontario Municipalities



Township of McKellar

701 Hwy #124, P.O. Box 69, McKellar, Ontario POG 1C0

Phone: (705) 389-2842

Fax: (705) 389-1244

May 17, 2021

The Honourable Justin Trudeau
Prime Minister of Canada
Email: pm@pm.gc.ca

Re: Requesting Consideration of Tax Breaks on 2020 CERB payments

Please be advised that at its regular meeting held, May 11, 2021 the Council of the Township of McKellar passed the following resolution:

Resolution No. 21-195

Moved by: Marco Ancinelli
Seconded by; Don Carmichael

WHEREAS the Government of Canada has implemented the Canada Emergency Response Benefit (CERB) to financially assist those in dire need during the Covid-19 pandemic;

AND WHEREAS the CERB grant has helped many Canadians in dire need;

AND WHEREAS many of those that applied were single women, single parents, lower income citizens without employment and lacking in tax knowledge;

AND WHEREAS the Government of Canada did not initially inform CERB recipients that CERB was a taxable benefit;

AND WHEREAS when the CERB was merged with Employment Insurance Benefits (EI) in the fall of 2020, the Federal Government stated that they would have tax withheld similar to EI;

AND WHEREAS the Federal Government did not withhold tax on CERB for the second time as promised;

AND WHEREAS CERB recipients are surprised to learn that they are expected to pay income tax on CERB funds;

AND WHEREAS these recipients were never advised of this issue;

AND WHEREAS these recipients are now faced with an added burden of paying unexpected taxes on CERB, which they can ill afford;

AND WHEREAS the Federal Government has, in the past, found ways to assist businesses and corporations through difficult times by forgiving large loans and debts to the Government;

AND WHEREAS many businesses and corporations have the means to find ways to reduce their tax obligations;

AND WHEREAS those most in need do not have the means or understanding of how the tax system and are simply trying to survive and cope with the effects of Covid-19, feed their families and put a roof over their head;

NOW THEREFORE, since the Federal Government did not inform the recipients of the CERB grant that it is taxable;

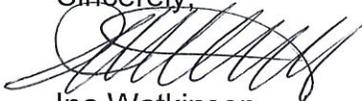
AND FURTHER when the CERB grant and EI were merged, the Federal Government did not, as they stated, withhold tax from CERB as they did on EI, and are now insisting CERB recipients repay as much as \$3,000.00 to \$4,000.00 in tax, which they can ill afford to pay;

THEREFORE we urge the Federal Government to address this serious issue and consider giving disadvantaged CERB recipients a tax break for 2020, or giving them a tax credit for 2021;

AND FURTHER, that this resolution be forwarded to the Prime Minister of Canada, the Federal Minister of Finance, Parry Sound-Muskoka MP Scott Atchison, and Ontario Municipalities.

Carried.

Sincerely,



Ina Watkinson
Acting Deputy Clerk
Township of McKellar

Encl.

cc: Chrystia Freeland, Minister of Finance
Scott Aitchison, MP, Parry Sound-Muskoka
Ontario Municipalities

TOWNSHIP OF MCKELLAR

DATE: May 11, 2021

RESOLUTION No. 21- 195

Moved by:	Marco Ancinelli	<input checked="" type="checkbox"/>	Seconded by:	Marco Ancinelli	<input type="checkbox"/>
	Don Carmichael	<input type="checkbox"/>		Don Carmichael	<input checked="" type="checkbox"/>
	Morley Haskim	<input type="checkbox"/>		Morley Haskim	<input type="checkbox"/>
	Mike Kekkonen	<input type="checkbox"/>		Mike Kekkonen	<input type="checkbox"/>

WHEREAS the Government of Canada has implemented the Canada Emergency Response Benefit (CERB) to financially assist those in dire need during the Covid-19 pandemic; and

WHEREAS the CERB grant has helped many Canadians in dire need; and

WHEREAS many of those that applied were single women, single parents, lower income citizens without employment and lacking in tax knowledge; and

WHEREAS the Government of Canada did not initially inform CERB recipients that CERB was a taxable benefit; and

WHEREAS when the CERB was merged with Employment Insurance Benefits (EI) in the fall of 2020, the Federal Government stated that they would have tax withheld, similar to EI; and

WHEREAS the Federal Government did not withhold tax on CERB for the second time, as promised; and

WHEREAS CERB recipients are surprised to learn that they are expected to pay income tax for 2020 on CERB funds; and

WHEREAS these recipients were never advised of this issue; and

WHEREAS these recipients are now faced with an added burden of paying unexpected taxes on CERB, which they can ill afford; and

WHEREAS the Federal Government has, in the past, found ways to assist businesses and corporations through difficult times by forgiving large loans and debts to the Government; and

WHEREAS many businesses and corporations have the means to find ways to reduce their tax obligations; and

WHEREAS those most in need do not have the resources, means or understanding of the tax system and are simply trying to survive and cope with the effects of Covid-19, feed their families and put a roof over their head;

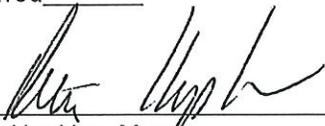
NOW THEREFORE, since the Federal Government did not inform the recipients of the CERB grant that it is taxable;

AND FURTHER, when the CERB grant and EI were merged, the Federal Government did not, as they stated, withhold tax from CERB as they did on EI, and are now insisting CERB recipients repay as much as \$3,000.00 to \$4,000 in tax, which they can ill afford to pay;

THEREFORE, we urge the Federal Government to address this serious issue and consider giving disadvantaged CERB recipients a tax break for 2020, or giving them a tax credit for 2021;

AND FURTHER, that this resolution be forwarded to the Prime Minister of Canada, the Federal Minister of Finance, Parry Sound Muskoka MP Scott Atchison, and Ontario Municipalities.

Carried Defeated Deferred



Peter Hopkins, Mayor

DIVISION VOTE

	YEA	NAY
Councillor Marco Ancinelli	_____	_____
Councillor Don Carmichael	_____	_____
Councillor Morley Haskim	_____	_____
Councillor Mike Kekkonen	_____	_____
Mayor Peter Hopkins	_____	_____

June 1, 2021

The Honourable Doug Ford, Premier of Ontario
Via Email

Dear Premier Ford;

Re: Elimination of LPAT

Please be advised that Council for the Town of Halton Hills at its meeting of Tuesday, May 25, 2021, adopted the following Resolution:

Resolution No. 2021-0115

WHEREAS The Government of Ontario, on June 6, 2019, passed the *More Homes, More Choice Act*, 2019, (Bill108);

AND WHEREAS the changes to the Local Planning Appeal Tribunal (LPAT), contained in Bill 108 gives LPAT the authority to make final planning decisions based on a subjective “best planning outcome” approach rather than compliance with municipal and provincially approved official plans and consistency with provincial plans and policy;

AND WHEREAS Bill 108 restricts third party appeals of plans of subdivision only to the applicant, municipality, Minister, public body or prescribed list of persons;

AND WHEREAS Bill 108 takes local planning decision-making out of the hands of democratically elected municipal councils and puts it into the hands of a non-elected, unaccountable tribunal;

AND WHEREAS the LPAT adds cost and delays delivery of affordable housing by expensive, time consuming hearings, contrary to the intent of the *More Homes, More Choice Act*, 2019;

AND WHEREAS Regional and City/Town Councils have spent millions defending provincially approved plans at the OMB/LPAT;

AND WHEREAS Ontario is the only province in Canada that empowers a separate adjudicative tribunal to review and overrule local decisions applying provincially approved plans;

NOW THEREFORE BE IT RESOLVED THAT in the short term, the Minister of Municipal Affairs and Housing immediately restore the amendments to the Planning Act that mandated the evaluation of appeals on a consistency and conformity with Provincial policies and plans basis;

AND FURTHER THAT in the long term the Government of Ontario eliminate the LPAT entirely, as an antiquated body that slows delivery and adds costs to housing supply via expensive and drawn out tribunal hearings;

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AND FURTHER THAT this resolution be forwarded to the Premier, the Minister of Municipal Affairs and Housing, Halton's Members of Provincial Parliament, Leaders of the New Democratic, Liberal and Green parties, the Association of Municipalities of Ontario, the Small Urban Mayors' Caucus of Ontario, Mayors and Regional Chairs of Ontario and Halton's local municipalities.

CARRIED

Attached for your information is a copy of Resolution No. 2021-0115.

If you have any questions, please contact Valerie Petryniak, Town Clerk for the Town of Halton Hills at 905-873-2600 ext. 2331 or valeriep@haltonhills.ca.

Yours truly,



Melissa Lawr
Deputy Clerk – Legislation

- c. The Honourable Steve Clark, Minister of Municipal Affairs and Housing
Halton's Members of Provincial Parliament
Leaders of the New Democratic, Liberal and Green parties
Association of Municipalities of Ontario (AMO)
Small Urban Mayor's Caucus of Ontario
Mayors and Regional Chairs of Ontario
Halton Region
Town of Milton
Town of Oakville
City of Burlington

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