



**The Corporation of the Township of Tay
Committee of all Council Meeting**

**February 12, 2020
10:00 a.m.**

**Municipal Office Council Chambers
Agenda**

1. Call to Order:

2. Adoption of the Agenda:

3. Disclosure of Interest:

4. Delegations

10:00 – OPP – Re: 2019 4th Quarter Update & Year End

10:15 – KCee (Karen) Clark – Re: Water Billing Issue

10:30 – Greg Bishop & Arfona Zwiers, County of Simcoe – Re: 60 Maple Street Update

10:45 – Irene York & Craig Moreau – Re: Request to have Tay 'Opt In' for Cannabis Retail to facilitate construction of retail store on Hwy 12

5. Standing Committee Business:

A: Protection to Persons & Property

B: General Government & Finance

C: Public Works

D: Planning & Development

6. Closed Session:

7. Adjournment:

Note: Delegations will commence at the schedule time; however, commencement time for each Committee will be adjusted as the meeting takes place.

2019 OPP Annual Report Tay Township



Presented by Inspector Joe Evans



Southern Georgian Bay OPP

2019 Annual Report – Tay Township

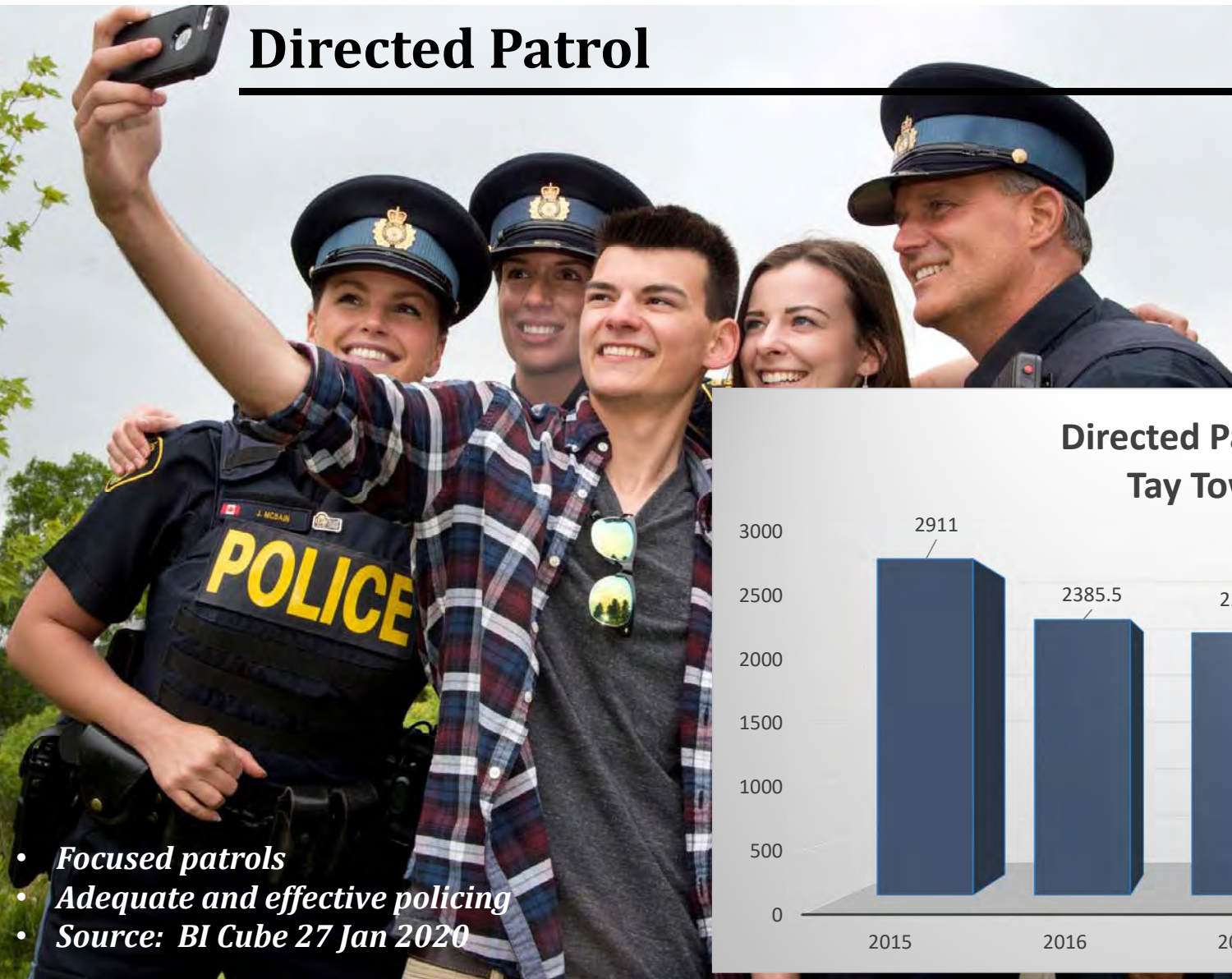
What's new

- **Detachment Commander – Remains an interim position**
- **Community Street Crime Unit – Officer movement**
- **Report Online System**
- **911 Hang-ups**

Challenges

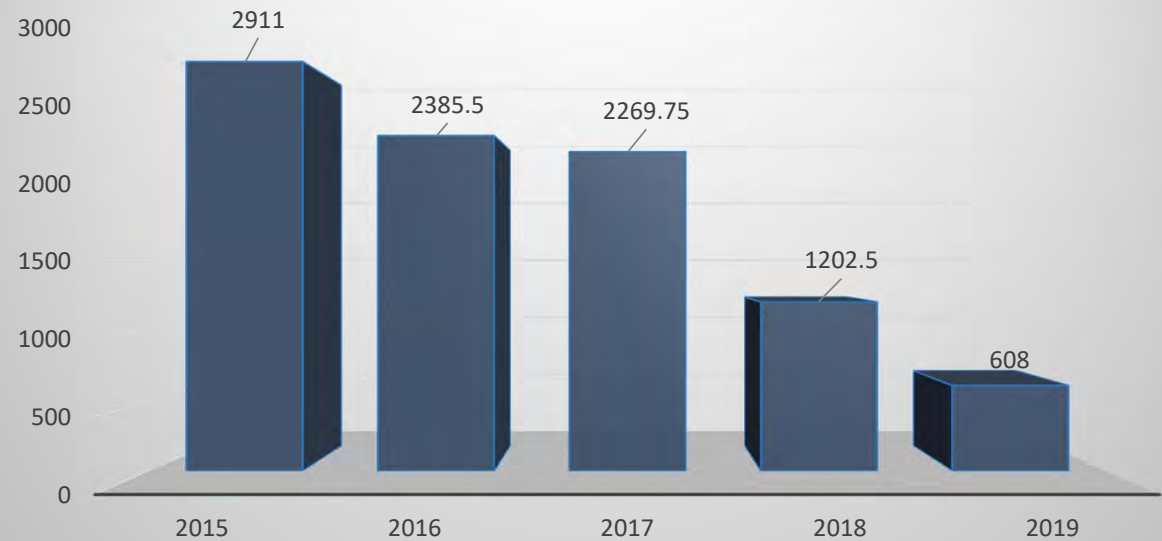
- **Community Street Crime Unit – Training/Info. Sharing**
- **Detachment Commander – Interim position presents challenges**
- **Policing Challenges – Budget/Resources**

Directed Patrol



- *Focused patrols*
- *Adequate and effective policing*
- *Source: BI Cube 27 Jan 2020*

Directed Patrol Hours
Tay Township



Crime Statistics – Tay Township



	Break & Enter	Theft of M/V	Theft from M/V	Assault	Mischief	Alarms	911 Calls	Impaired C & C	Calls for Service
2019	43	11	36	29	36	106	343	9	3296
2018	41	9	33	36	55	110	163	18	2908
2017	40	17	36	51	46	86	138	10	2097
2016	17	7	18	36	36	103	154	8	2091
2015	38	15	15	31	49	118	206	7	2148

** Source: BI Cube 27 Jan 2020*


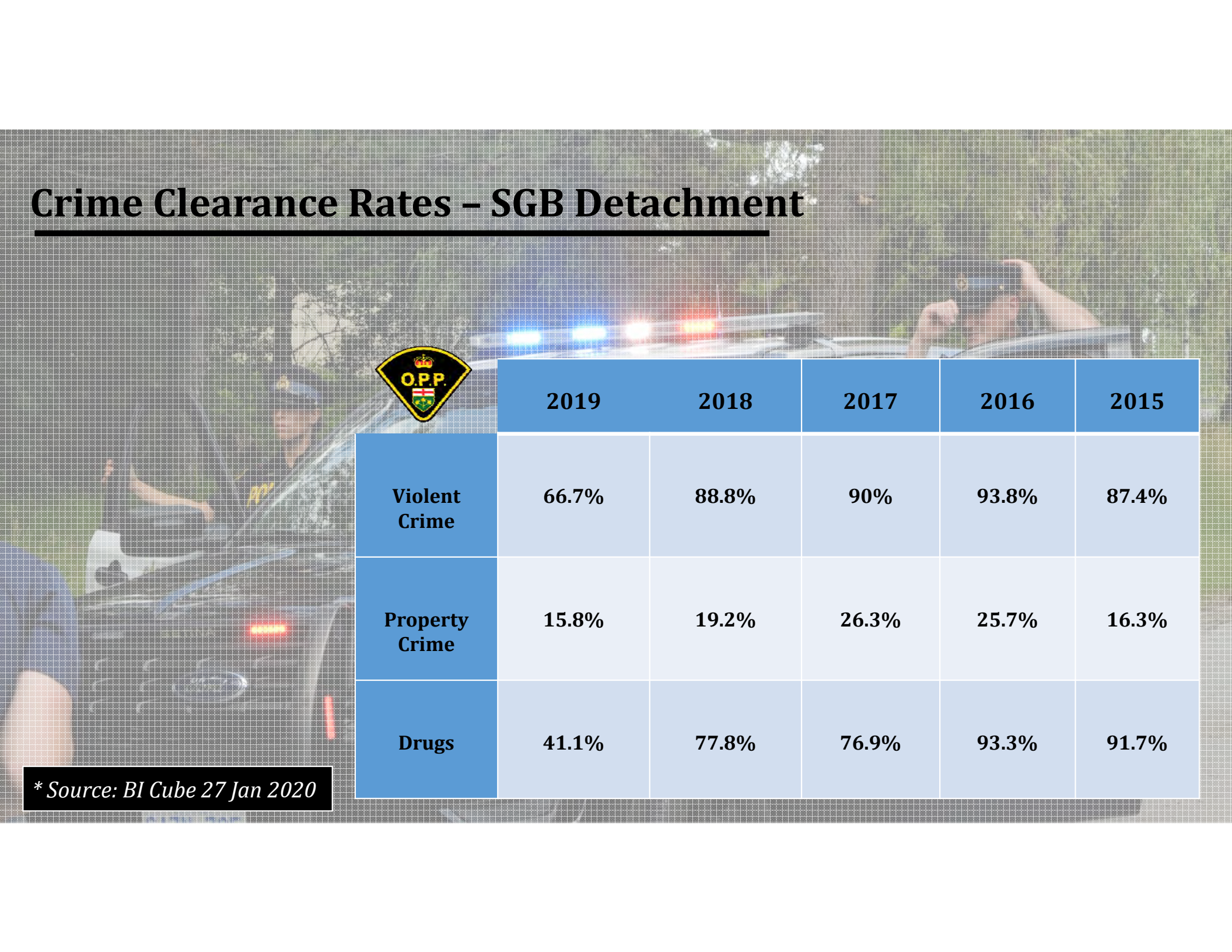
Crime Clearance Rates – Tay Township



	2019	2018	2017	2016	2015
Violent Crime	78.8%	80.3%	86.1%	80.9%	92.9%
Property Crime	13%	12.9%	18.5%	20.5%	13.9%
Drug Crime	50%	50.0%	93.7%	100%	83.3%

** Source: BI Cube 27 Jan 2020*

Crime Clearance Rates – SGB Detachment

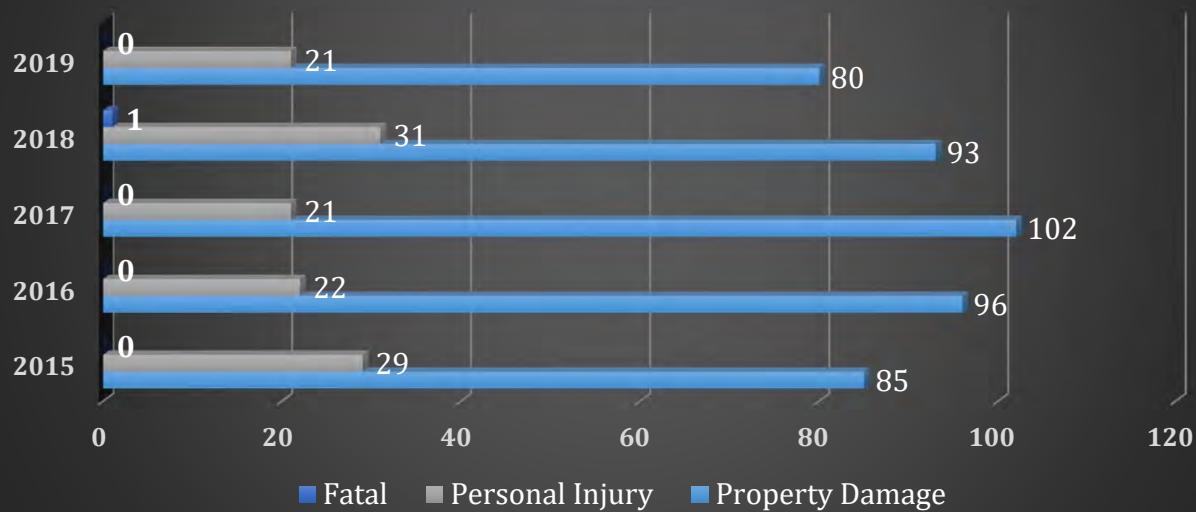


	2019	2018	2017	2016	2015
Violent Crime	66.7%	88.8%	90%	93.8%	87.4%
Property Crime	15.8%	19.2%	26.3%	25.7%	16.3%
Drugs	41.1%	77.8%	76.9%	93.3%	91.7%

* Source: BI Cube 27 Jan 2020

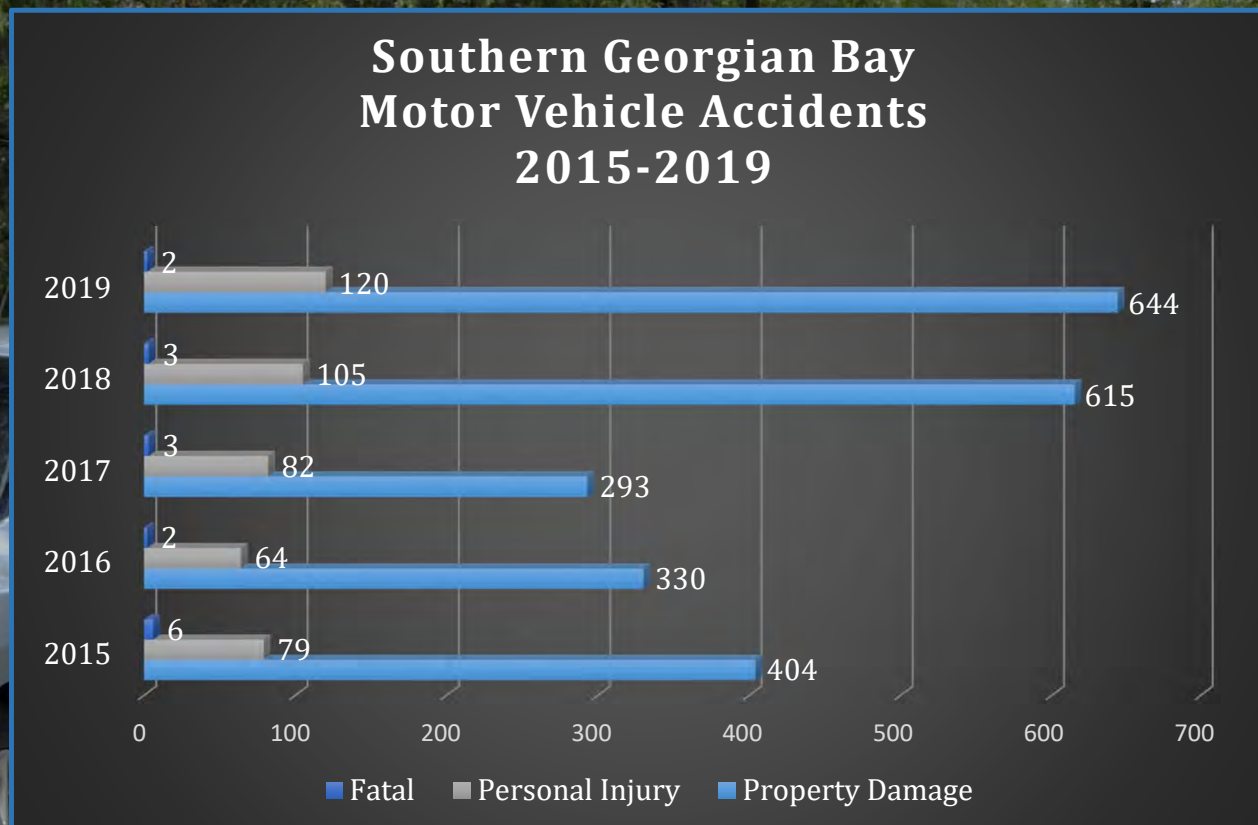
Tay Township – Motor Vehicle Accidents

**Tay Township
Motor Vehicle Accidents
2015-2019**



** Source: Collision Summary Report 22 Jan 2020*

Southern Georgian Bay – Motor Vehicle Accidents



** Source: Collision Summary Report 22 Jan 2020*

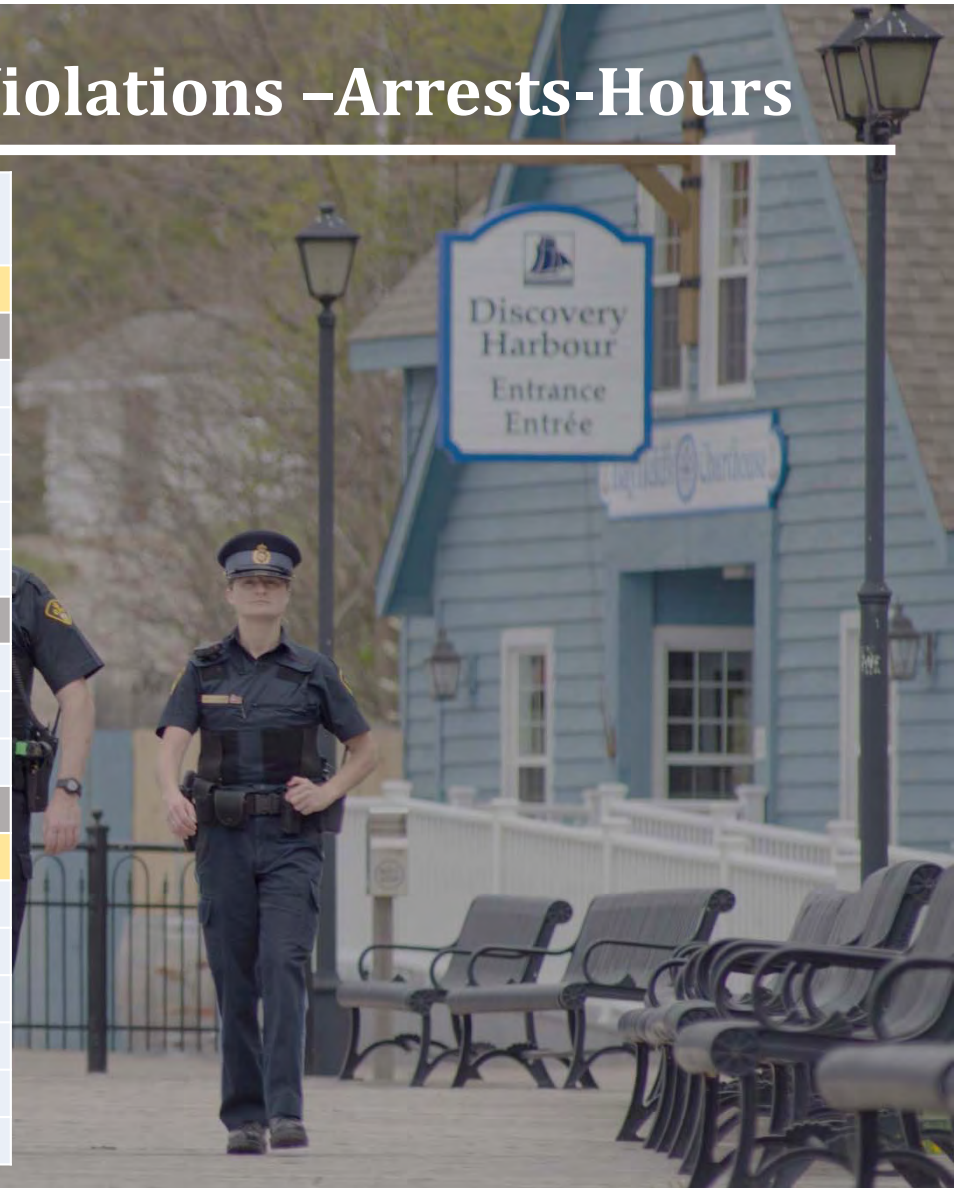
Year In Review, Violations –Arrests-Hours

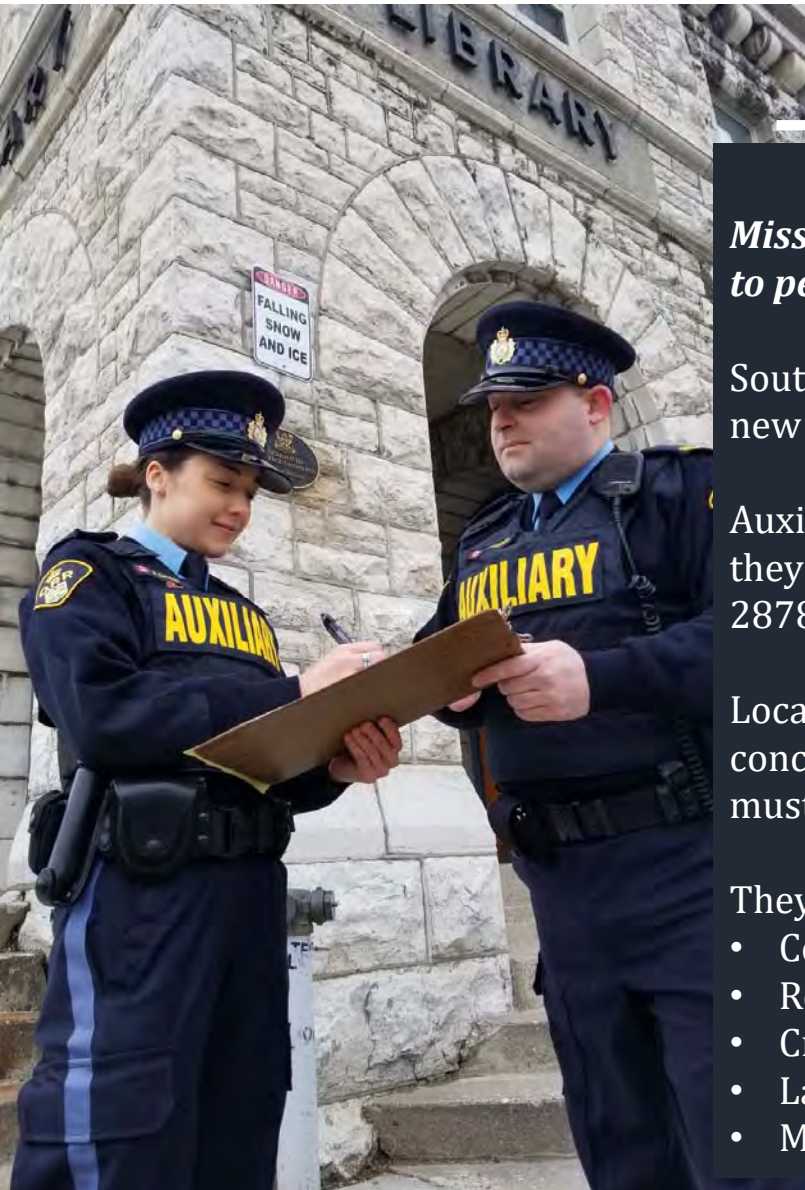
SOUTHERN GEORGIAN BAY DETACHMENT

CHARGES

	2019	2018	% Change
Seatbelt	177	110	-37.9%
Speeding	2570	3019	17.5%
Distracted Driving HTA78, 78.1	303	89	-70.6%
Impaired	154	190	23.4%
Total Big 4 Charges	3204	3408	6.4%
Other HTA	1502	1206	-19.7%
Other CC	1737	2219	27.8%
Other (i.e. CDSA, CAIA, etc.)	681	847	24.4%
Total Violations	7760	8292	6.9%

	2019	2018	% Change
Arrests	1113	1331	19.6%
Warn Range Suspensions	17	26	52.9%
Traffic Stops	6649	7533	13.3%
Patrol Hours	12363	15833.5	28.1%
Court Hours	1917.8	1966	2.5%





Auxiliary Program

Mission Statement: "To provide fully trained volunteer Auxiliary Members to perform police duties in special circumstances including emergencies"

Southern Georgian Bay Detachment has 15 auxiliary members. We received 3 new members in April 2019 and one in July 2019.

Auxiliary members provide a valuable service to our communities and in 2019 they provided an average of 233.41 volunteer hours per month for a total of 2878 hours for 2019.

Locally, our members assisted with many community events including parades, concerts and Winterama weekend events. As well, each year Auxiliary members must attend mandatory firearms and use of force training.

They may assist OPP officers with the following:

- Community policing initiatives and projects
- Regular patrol
- Crime and disaster scenes
- Large gatherings or parades for crowd and traffic control, and
- Motor Vehicle Collisions

Policing our Waterways



- The Southern Georgian Bay Detachment of the Ontario Provincial Police is responsible for policing 1,200 square kilometers of water.
- The detachment provides marine policing services to the waterways in our area from mid-April to December.
- Our dedicated unit is comprised of 12 marine trained officers. The detachment has 5 vessels ranging in size from 14 to 32 feet in length.
- The Southern Georgian Bay O.P.P. Marine Unit enforces a number of relevant pieces of legislation including: the Criminal Code of Canada, the Canada Shipping Act (2001), the Small Vessels Regulations, the Vessel Operation Restriction Regulations, the Trespass to Property Act and the Liquor License Act.
- Our officers are experienced marine operators who know the issues of concern to cottagers and boaters within our area.
- The Southern Georgian Bay marine unit works closely with many other specialized OPP units as well as Canadian Coast Guard; Provincial and Federal Wardens and other Municipal Policing agencies.
- In 2019 Marine Unit responded to 230 calls for service.

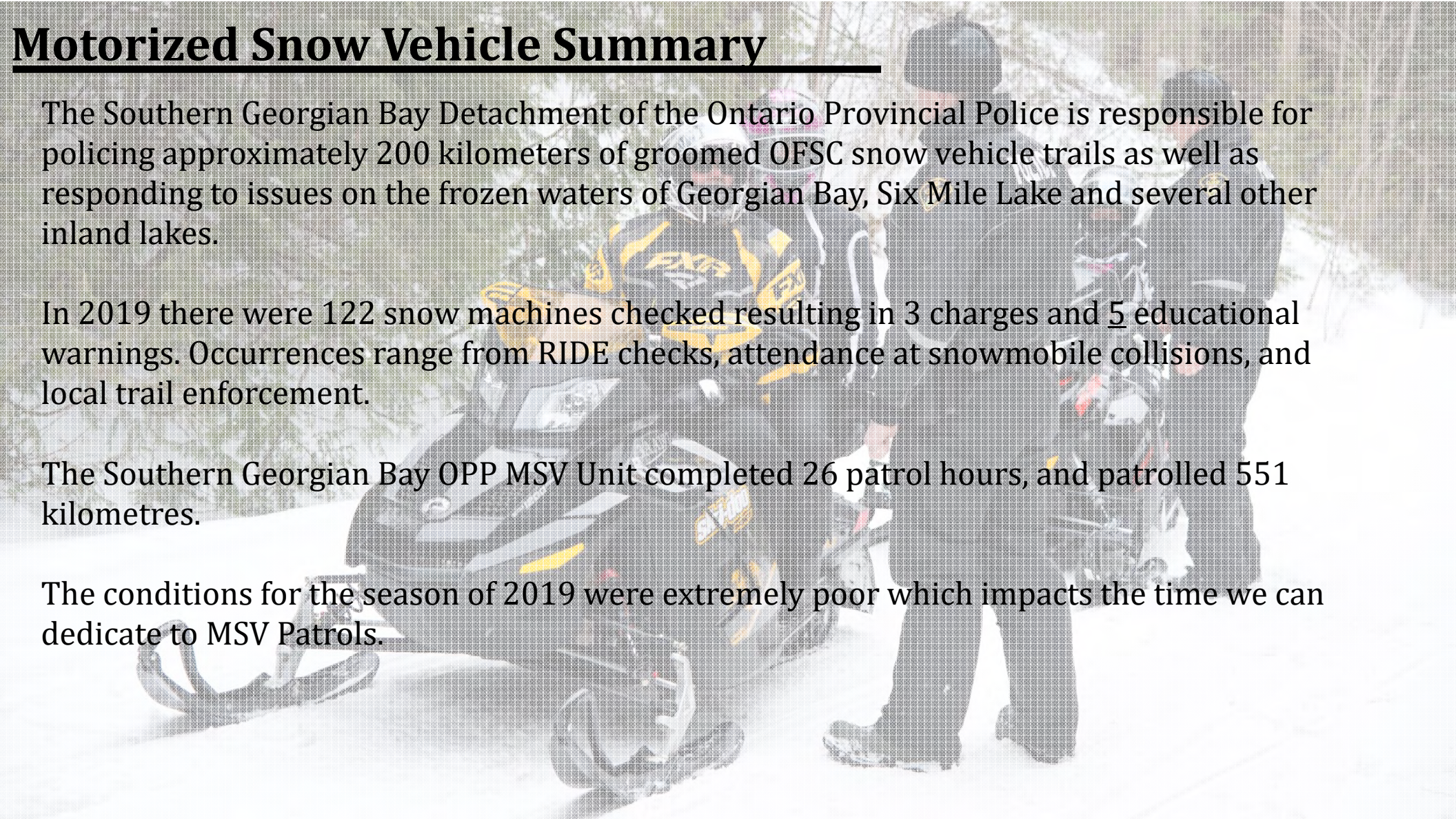
Motorized Snow Vehicle Summary

The Southern Georgian Bay Detachment of the Ontario Provincial Police is responsible for policing approximately 200 kilometers of groomed OFSC snow vehicle trails as well as responding to issues on the frozen waters of Georgian Bay, Six Mile Lake and several other inland lakes.

In 2019 there were 122 snow machines checked resulting in 3 charges and 5 educational warnings. Occurrences range from RIDE checks, attendance at snowmobile collisions, and local trail enforcement.

The Southern Georgian Bay OPP MSV Unit completed 26 patrol hours, and patrolled 551 kilometres.

The conditions for the season of 2019 were extremely poor which impacts the time we can dedicate to MSV Patrols.



Where We're Heading...

- **2020-2022 Detachment Action Plan**
- **Community Safety and Well-Being Plan**
- **Continued Community Engagement and Education**



Alison Gray

Subject: ACCIDENTAL WATER LEAKAGE CLEMENCY PLEA AND REQUEST TO CHANGE BILLING STATUS TO RESIDENTIAL

From: KCee Clark
Sent: December-07-19 12:08 AM
To: Alison Gray
Subject: [ACCIDENTAL WATER LEAKAGE CLEMENCY PLEA AND REQUEST TO CHANGE BILLING STATUS TO RESIDENTIAL

Hello Council,

I am here to plead my case for clemency for a Water Bill issued to me for the period August 2019 to September 2019, whereby an unfortunate accidental leak in my unoccupied residential home gave me an unexpected bill of 152 cubic meters of water! (**Attachment: 1 WATER BILL Aug to September 2019**) and consequently to propose for a change in my status for billing from Commercial to Residential until the point Port McNicoll attracts commercial industry to Fourth Avenue.

I am pleading for clemency for a total of **\$867.95 credit** <\$962.16 - \$142.36 (minimal cost) + 48.11 (interest charged)> based on the following grounds:

A) Even though the building is deemed 25% commercial, the commercial part of the building has been unoccupied due to lack of commercial interest in downtown Port McNicoll for over 15 years. (I have owned it since November 2016) The part of the building that is using the water is my residential part. While my daughter is in university there has been one residential occupant at this address since I bought it in November 2016.

B) I am a responsible home owner who is trying to bring the residential part of the building up to modern standards by replacing plumbing and electrical by qualified professionals in order of priority and as I can afford. I managed to find two of many receipts (from reputable plumbing companies in the area) that I have hired, (**Attachment: 2 PROOF I AM A RESPONSIBLE HOUSE OWNER**) but I have hired many handymen to rectify smaller jobs and to those paid cash. I have attached 25 Home Depot electronic bills demonstrating that I am a conscientious single mother home owner trying to make her and her daughter's home a better place. (**Attachment: 3 HOME DEPOT RECEIPTS FOR CONSTRUCTION**)

C) I have attached the only proof that I have (**Attachment: 4 PROOF OF JOB OUT OF TOWN**) that I was working full time on TV contract in North Bay from July 8th to October 25th trying to pay off loans I used to make the improvements to my home when this accidental leakage happened. I managed to come home only one or two times in this period as I was on call in North Bay on weekends. A friend came to stay part time and water plants and she told me that the steady very small drip in the bathtub had become a much larger accidental leakage when she arrived back.. I immediately had the bathtub plumbing replaced for \$866.87 by Triple Tech. (**Attachment: 5 PROOF I AM A RESPONSIBLE HOUSE OWNER**)

D) Another point that Tay Council might find palatable to grant clemency is that one person has been the sole occupant (while my daughter has been away in school) for the residence since that date, and I have attached a spreadsheet demonstrating the number of cubic meters of water that have actually run through the meter at my home versus the amount I have paid for through the minimum charge levy. I understand there needs to be a minimal charge for Tay Water to have an operating budget, but in fact I have been paying for water not running through the meter and I have calculated the water I have paid for that has not run through the meter with the

bills I have at the moment to be 224 cubic meters, much more than the 152 cubic meters that now has run through the meter in one month through an accidental leak. (**Attachment: 6 SPREADSHEET OF ACTUAL CONSUMPTION**)

In summary, I am pleading with the Tay Council to grant clemency for the accidental leakage amount of \$867.95 and for the Change in Billing Status to Residential. I am hoping that in the case of leakages in the homes of hard working good people that are trying to get their homes in order in good conscience that there is an allowance for special concessions for unfortunate accidents in zoning situations that are incorrectly deemed. I am hoping that this is such a small amount of water in the enormous scheme of things next to the largest body of fresh water in the world that a single mother can be helped out. I am hoping that even though the minimum charge cannot be a justification for an overrun, it can be used as a placation for this particular incident. I was not irresponsibly filling an indoor pool, nor running a basement fish farm, this is me, finally coming home from busting my britches up north trying to get ahead and make a nice place for my daughter and I to reside, only to find that the same amount of money for an short annual holiday has gone down the drain. My spirit for working so hard on my home is broken. I am really hoping that a concession can be made for an incorrectly (at present) zoned property. This is so - much - money to me.

And consequently and in all fairness, I am asking for an official change in my billing status from Commercial to Residential. I cannot afford to water flowers and plants outside at my home so my residence does not have any.

I thank you in advance for your conscience decisions.

Sincerely, KCee (Karen) Clark

753 Fourth Avenue, Port McNicoll, L0K 1R0



Victoria Harbour Affordable Development Update

Township of Tay Council – February 12, 2020

simcoe.ca

Presentation Overview



- Background
- Overview
- Renderings
- Standard Design Features
- Site Progress
- Project Timing
- How to Apply
- Questions



Background



- 10-Year Affordable Housing and Homelessness Prevention Strategy
- Target of 2,685 new affordable units over 10 years
- County Council commitment to rural development
- No SCHC or Social Housing provider buildings in community currently
- Focus on “8 months to 80 years” concept with overarching construction, energy efficiency and accessibility guiding principles in all SCHC developments



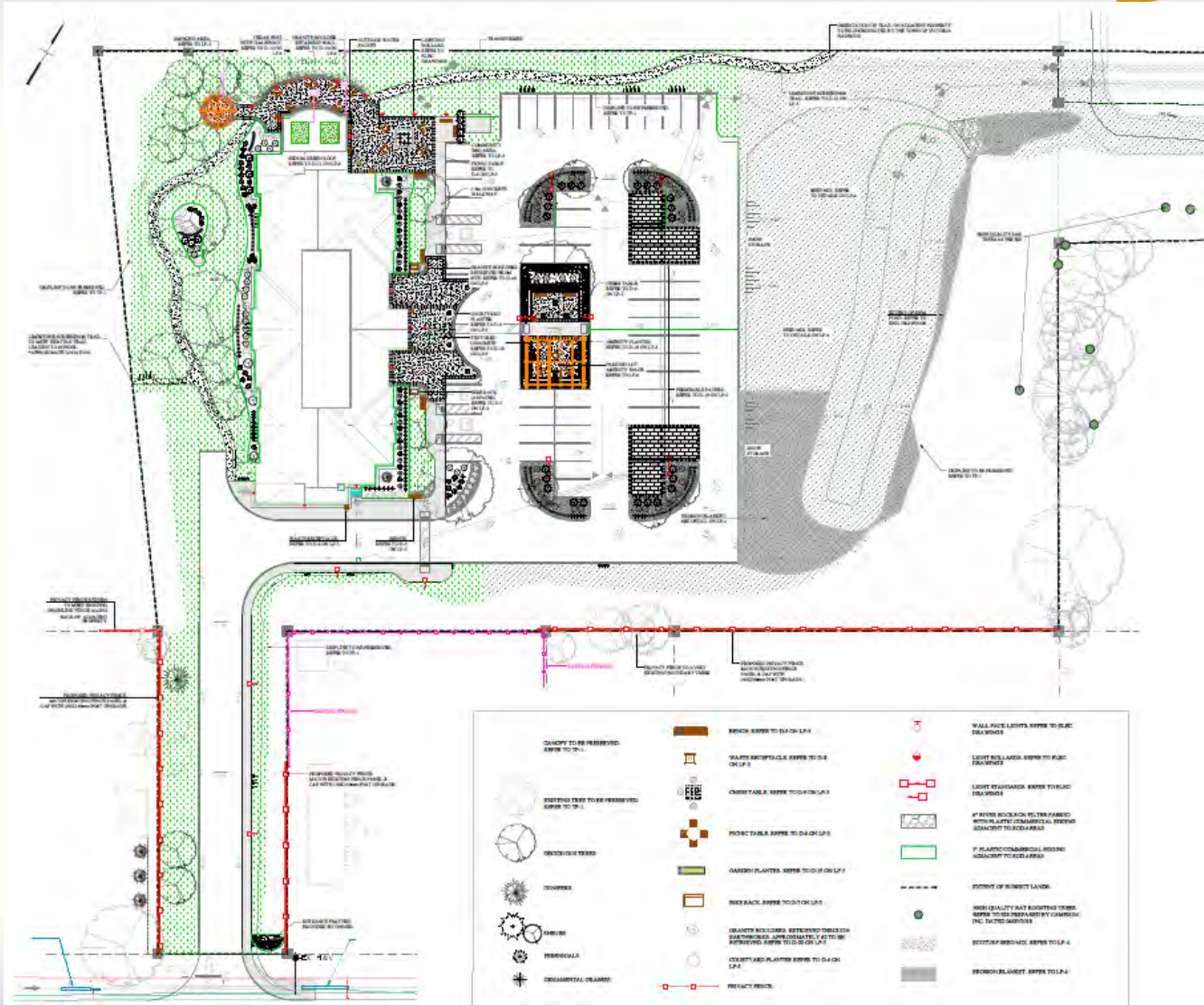
Overview



- Site design includes current 3-storey building containing 41 units plus room for future expansion on site
- All units are one (1) bedroom and are geared for seniors and persons with disabilities
- 7 full Barrier-Free (BF) suites (15%)
- Building has guest suite for visitors on the 2nd Floor
- Enhanced program space for delivering programs to seniors
- Site design includes park-like grounds with seating
- All ages green space and paths with no “dead end” loops including a paved connection to the Oakwood Community Centre
- Sloped roof constructed using wood trusses and topped with long life, hail and hurricane resistant rubber shingles



Overview – Landscape Plan



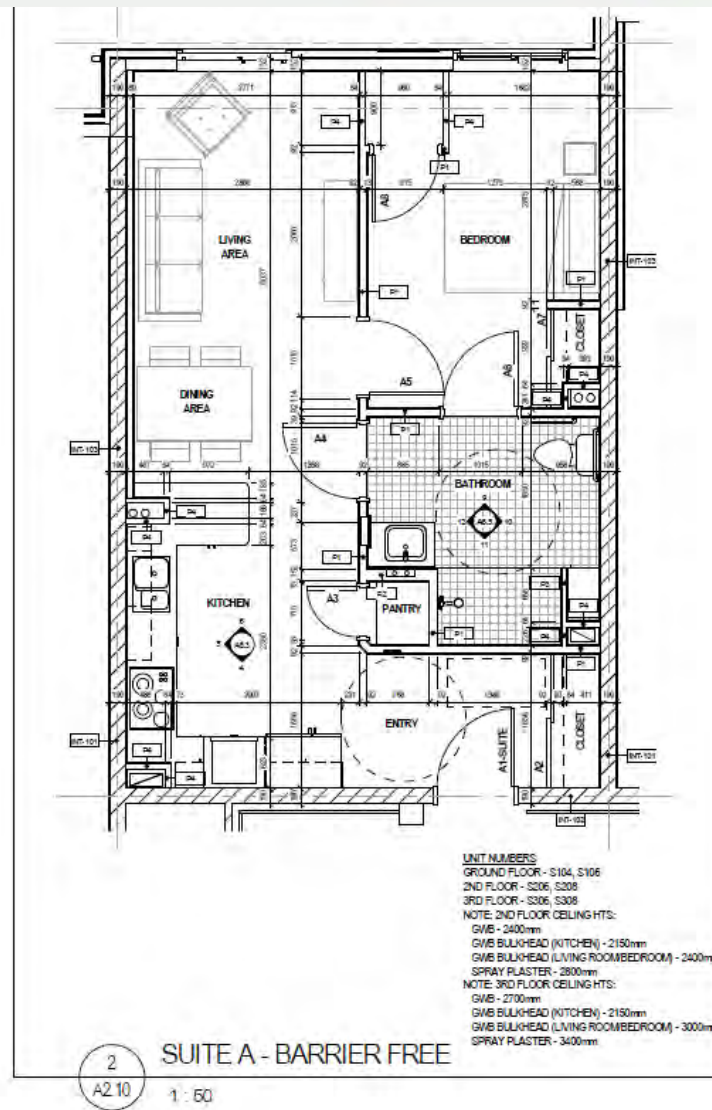
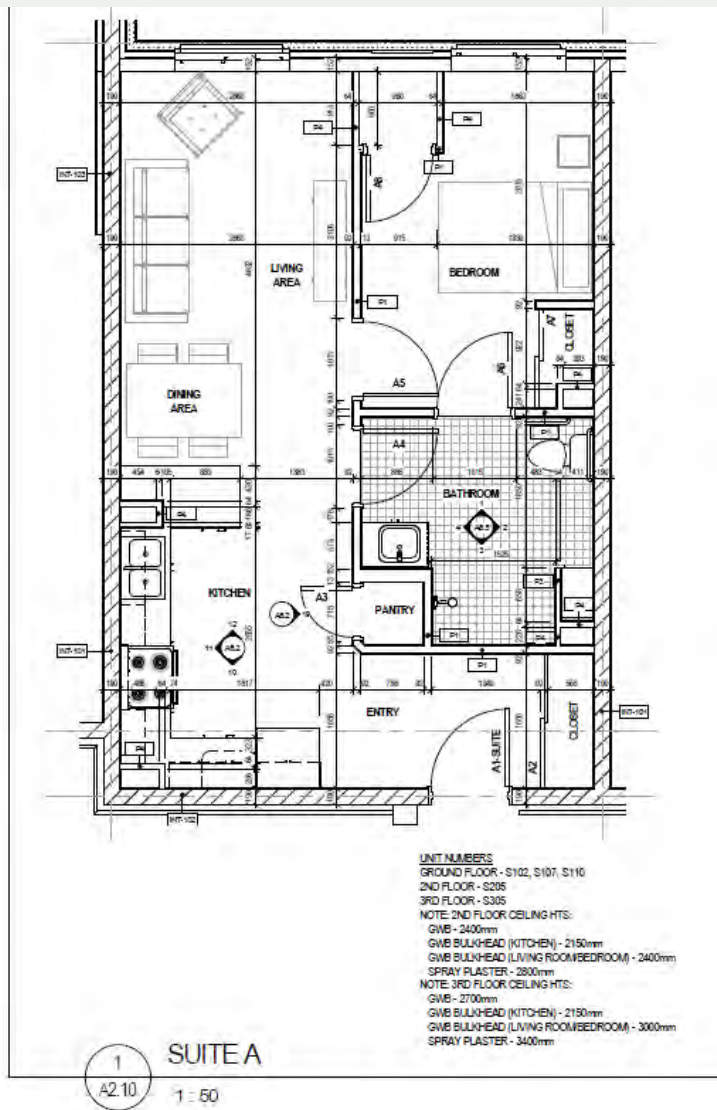
Rendering (East)



Rendering (North/East)



Typical One Bed Suites



Rendering – Standard Kitchen



Rendering – Barrier Free Kitchen



Rendering – Common Room



- Large 42" doors
- Barrier free kitchen
- Ample socializing space
- Direct access to outside and BBQ



Rendering – Common Room Kitchen



Standard Design Features



- SCHC design features informed by Accessibility Advisory Committee (AAC)
- Exterior
 - Site lighting levels meet AODA, walkways, parking and paths
 - 42" entrance doors
 - Power door operators
 - Heated and textured entrance areas for safety
 - Curb cut tactile plates
 - Exterior paths
 - Barrier-free patios
 - Seating and benches
 - Drop-off and unloading areas
 - Raised (24") accessible garden planters



Standard Design Features



■ Interior

- Enhanced lighting levels, as per new AODA guidelines
- Power door operators and large buttons at all common area doors
- All doors wired for power operator
- Barrier-free laundry
- Barrier-free common rooms
- Barrier-free kitchens in common areas including dishwasher
- Complete barrier-free community and program rooms
- FOB system for all doors, no hands required (pendant, wrist band, etc.)
- Minimum 2 elevators per building
- All units barrier-free paths of travel
- All units controls all at accessible heights
- All units have full turn radius in all rooms
- New radius counter tops
- New chamfered walls



Standard Design Features



■ Interior Features Continued

- All one-bed units complete with walk in showers
- In-suite scooter parking
- Barrier-free garbage rooms
- Handrails (round section as requested by AAC)
- All units audible and visual alarms in all rooms
- All suite doors with double peep hole
- All units lever handles on doors, plumbing, etc.
- All toilets easy height
- All switches décor style for ease of use
- Increased kitchen receptacles for counter top appliances
- All bathrooms complete with grab bars
- Contrasting colours for suite doors
- Parcel shelves at suite doors
- Flooring tactile warning strips at all landings



Standard Design Features



BF common kitchen
with BF dish washer



Standard bathroom
with walk in shower



Standard bathroom
with folding seat and
grab bars

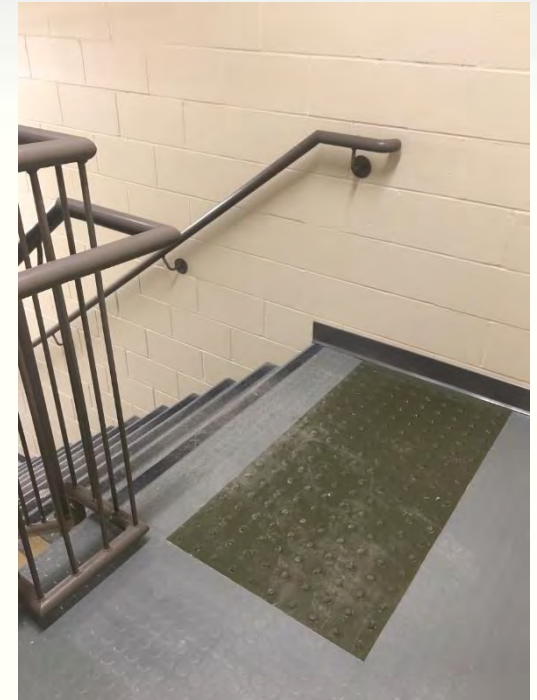
Standard Design Features



Custom laundry pedestals for optimum working height (200mm)



Large full size activation bars



Anti slip and tactile floors



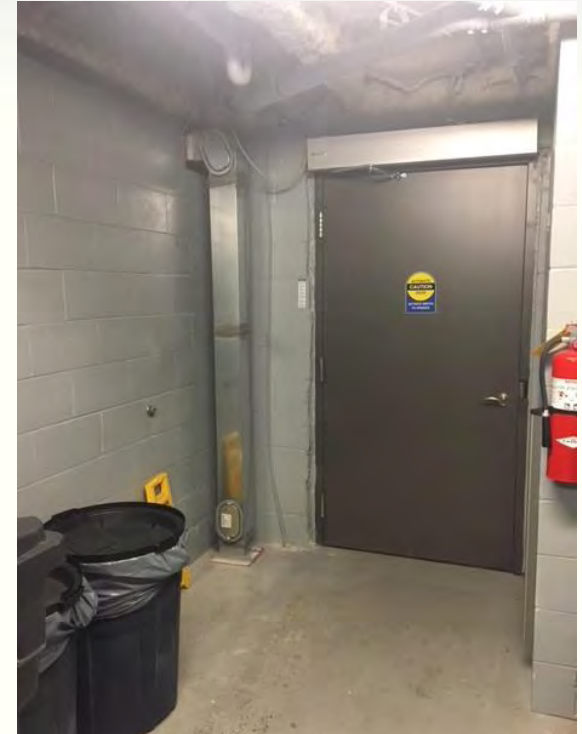
Standard Design Features



Lever handles, double peep holes, and parcel shelves



Benches and seating



Power operators at all common doors and garbage rooms for accessibility



Standard Design Features



Rounded Countertops



Chamfered Walls in suite

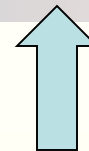


Proper spacing between pulls and door buttons for service dogs



Standard Design Features

New Building Access & Security



New hands free FOB options



Standard Design Features

Energy Efficiencies



■ Insulation & Air Sealing

- Overall building insulation value is estimated at R15.7 whereas the Enbridge team typically sees R5 in typical designs.



Standard Design Features

Energy Efficiencies



- Building Envelope – Window Wall Ratio (WWR)
 - Enbridge housing program recommends designs lower than 40%
 - Design is 17% overall; confirms that SCHC has very efficient design



Standard Design Features

Energy Efficiencies



- Mechanical Equipment – Boiler plant – Utilizing 98% efficient gas fired boilers
 - Domestic Hot Water (DHW) Indirect tanks
 - Snow Melt
 - Energy Recovery Ventilator (ERV) Hydronic Heating



Standard Design Features

Energy Efficiencies



■ Mechanical Equipment – Energy Recovery Ventilation Unit



Victoria Harbour Site Progress (East)



Site Progress (North/East)



Site Progress (Entrance/Lobby)



Site Progress (Laundry Room)



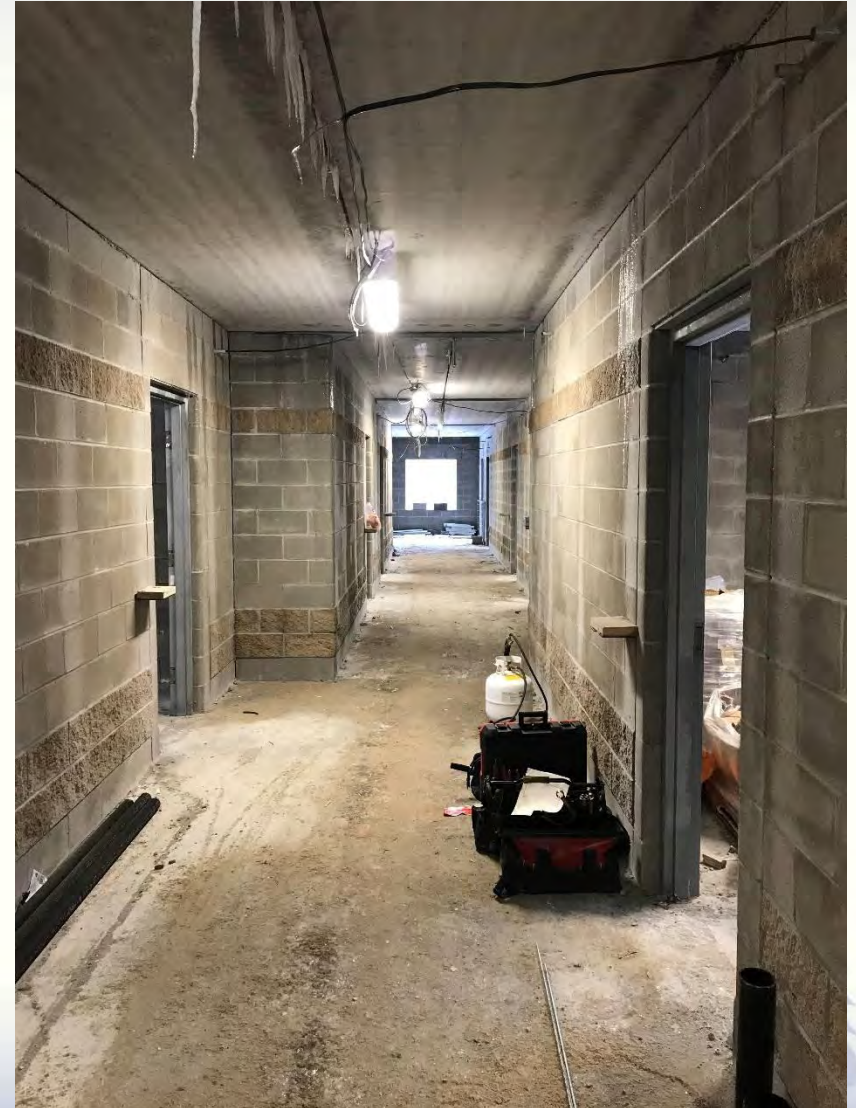
Site Progress (Common Room)



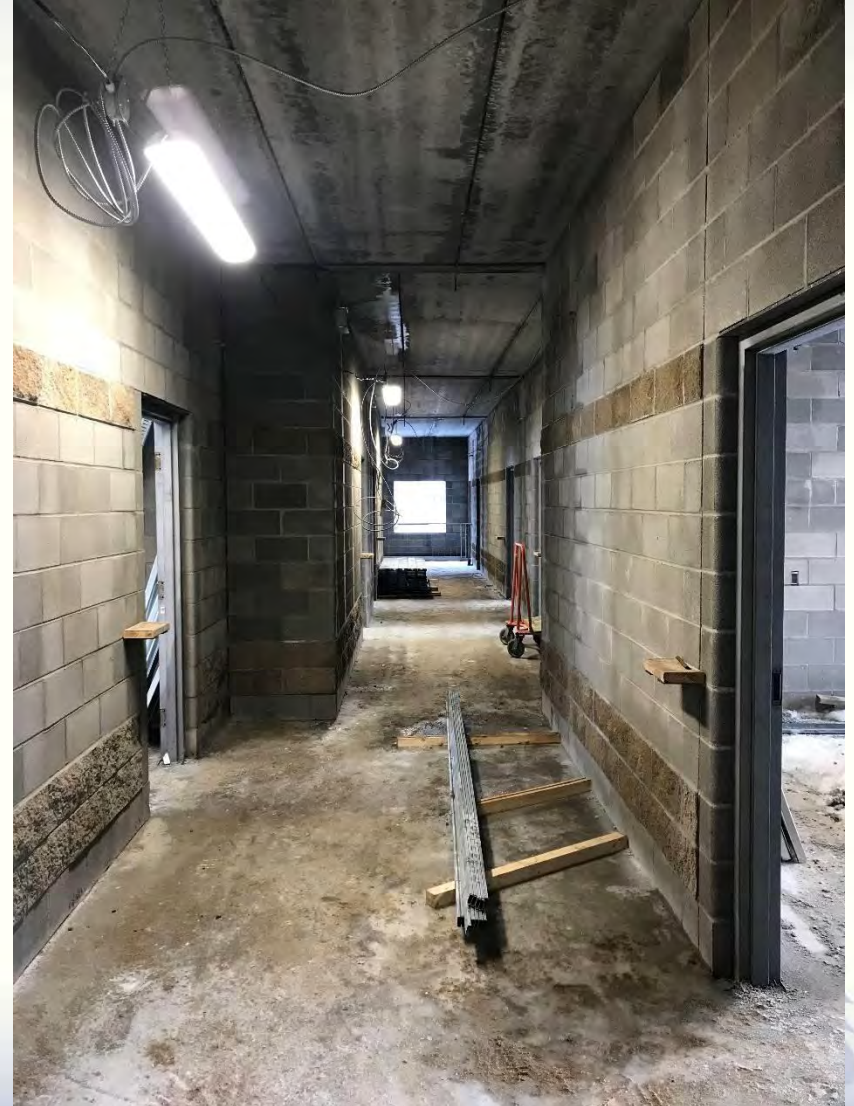
Site Progress (Common Room Kitchen)



Site Progress (2nd Floor Corridor)



Site Progress (3rd Floor Corridor)



Site Progress (Parking Lot)



Project Timing



- Interior Finishes – March/August 2020
- Roofing – May 2020
- Exterior Siding – June 2020
- Landscaping/Parking Lot Paving – July 2020
- Substantial Completion – August 2020
- Move In – October/November 2020



How to Apply



Application Link:

https://www.simcoe.ca/SocialHousing/Pages/ApplyNow_AffordableHousing.aspx

OR

Contact Simcoe County Housing at **(705) 725-7215** for more information on applying.

- Rent (at occupancy 2020): \$732/month, includes utilities (except hydro), parking and laundry
 - Based on 80% of Average Market Rent
- Eligibility Criteria:
 - Household annual income limit \$54,500
 - Asset limit of \$50,000
- Applications for initial occupancy are to be submitted by May 31st, 2020.



Questions





Delegation/Presentation to Tay Council on behalf of:
Craig Moreau, Registered Company: #11623079 Canada LTD
Presented by: (Green) Irene York - Communications Aid

February 5, 2020

Hello Tay Council Members,

I am looking forward to presenting our request for Tay Township to amend/change their position on Cannabis Retail in our Municipality.

The following pages include the details of our presentation, allowing you the opportunity to review content and prepare any questions or comments you may wish to have addressed on Feb. 12, 2020.

Finally, if you feel there is any particular details of matter, we have not addressed please feel free to contact us prior to the presentation on February 12, 2020 so that we may prepare to address any and all questions.

On behalf of Craig Moreau,
Thank you Kindly,
Green Irene (York)

EM info@greenirene.ca **WEB** www.greenirene.ca **PH** 705.309.2233

SUGGESTED READING/RESEARCH

- *Plan to Build Ontario Together Act, 2019, S.O. 2019, c. 15 - Bill 138: An Act to implement Budget measures and to enact, amend and repeal various statutes Assented to December 10, 2019* - <https://www.ontario.ca/laws/statute/S19015#sched4s1>
 - *Cannabis License Act:* <https://www.ontario.ca/laws/statute/18c12> and it's *Regulations:* <https://www.ontario.ca/laws/regulation/180468>
 - *AGCO Registrar's Standards for Cannabis Retail Stores:* <https://www.agco.ca/cannabis/registrars-standards-cannabis-retail-stores>
 - *Frequently Asked Questions: Municipal:* <https://www.agco.ca/frequently-asked-questions-municipal>
 - *Original Webinar Series (November 2018) provided for Municipalities by AGCO:* https://www.agco.ca/sites/default/files/municipal_webinar_cannabis_final_nov_28.pdf
 - *AGCO Cannabis related Email Updates:* <https://www.agco.ca/cannabis-email-updates>
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WWW.GREENIRENE.CA



CANNACAFE_IRENE



705-309-2233



IRENE-YORK-341148127



Delegation/Presentation to Tay Council on behalf of:
Craig Moreau, Registered Company: #11623079 Canada LTD
Presented by: (Green) Irene York - Communications Aid

SLIDE SHOW PRESENTATION OUTLINE

We thank you for the opportunity to present our proposal for a BRICK & MORTAR Cannabis Retail Store in the township of Tay and formally request that council take the necessary steps to “OPT-IN” as a municipality with the provincial governing body - AGCO

- **PRESENTER INFORMATION.**

I am Irene York aka Green Irene, communications aid for a planned BRICK & MORTAR legal Cannabis Retail outlet -registered #11623079 Canada Ltd.

- **OBJECTIVE:** In October 2018 Cannabis became legal in Canada. Provinces gave municipalities the choice to “Opt-in/out” of having Cannabis Retail in their region. At such time, Tay township (amongst others) chose to opt out - I suspect due in great part to having more questions than answers with a very tight time frame in which to make such a decision.
 - Following the one year anniversary of legalization, some Ontario municipalities are rethinking their original decisions to opt-out - as the framework for cannabis retail in our province has found definition and the many concerns communities had related to the potential impact of legalization on services such as policing, emergency room/response, public nuisance etc. have been abated as the only **BIG CHALLENGE THE NASCENT INDUSTRY FACED WAS SUPPLY SHORTAGES :)**
 - Furthermore, you may recall the Queens Park Update in the AMO communications in Dec 2019 - stating that the government amended Ontario Regulation 468/18 Under the Cannabis License Act 2018 --- THIS AMENDMENT OPENS ONTARIO'S CANNABIS RETAIL MARKET --- AGCO began accepting Applications for Retail Operators Licenses on Jan 6 of this year.
- **WHY:**
 - Municipal Benefits**
 - Economic and development opportunities & impacts of having private retail stores - Jobs - Safe Legal Product - Tax Revenue - etc
 - Public health benefits related to the quality of legal cannabis product and the education and support that can be provided at the point of sale
 - Public input received in favor of having cannabis retail stores, and for cannabis consumers, in favor of shopping at retail stores
 - Our Interests**
 - We are ready to move into the next phase after extensive planning and preparation, with this councils approval to “OPT-IN” we can move forward and obtain the regulatory licenses



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Delegation/Presentation to Tay Council on behalf of:
Craig Moreau, Registered Company: #11623079 Canada LTD
Presented by: (Green) Irene York - Communications Aid

- ideally opening the doors this Spring, to a HIGH END BRICK & MORTAR CANNABIS RETAIL STORE - the first in our area (to the best of our knowledge) Setting the standards and expectations of design, compliment, service and sales for our region
- o Born and raised in this community - the opportunity to introduce cannabis retail & operate the sales and service location - to open up new job and skill training opportunities in his neighborhood - Tay Township
- **PROPOSED OPERATIONAL BUSINESS OVERVIEW:** Mr. Moreau has been anticipating and preparing for the market since legalization.
 - o *Mr. Moreau has been diligently working his way through the menagerie of changes and evolutions of the Legal Cannabis Framework. As such he has created alliances in the industry and formed relations with licensed producers, prepared himself and others to take the **LEAP IN TO LEGAL CANNABIS RETAIL** business. In addition to sales and income generation, his goals are to promote public safety, responsible use and education around cannabis*
 - o **<ECONOMIC VALUE>** tax revenues, jobs, money stays in the community, etc. *GET MORE INFO FROM EDCNS (Roy Ellis &/or Sharon Vega) Find out what they want and how they can help - what support is offered for Job creation and Skills training for the industry*
 - o **<COMMUNITY VALUE ADDED SERVICE>** Location - Design - Security. Educated staff – the ability to actively engage with, educate and promote responsible use - Alignment with public interest objectives: public health & safety, protecting youth and ending illegal sales of cannabis.
- **HOW CAN WE GET THIS DONE? Summarily** We need you to “OPT IN” as a municipality, AMO has provided a “draft” template to help municipalities create cannabis policy statements. If required, I can provide guidance and/or support
- **QUESTION AND ANSWER TIME:** An opportunity for community/council attendees to ask any questions for further clarification.

SUMMARILY

- Cannabis legalization - though challenging as a nascent industry, has for all intents and purposed defined and regulated retail sales - allowing this council (like many others now) to change their position and **OPT-IN** there are many benefits to doing so
- In particular Considerate, conscientious and prepared - Mr. Moreau is ready to take the next steps in realizing his vision for a “High End Cannabis Retail Store” to be introduced io Tay Residents
- **ECONOMIC & COMMUNITY VALUE** Added to Tay area and residents **from jobs and industry skills training to tax revenue** - plus a whole lot more.
- **ALL WE NEED IS FOR COUNCIL** to recognize the opportunity and **VOTE YES to cannabis retail in Tay Township** taking the necessary steps to register decision with governing authorities



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- **THANK YOU FOR HEARING OUR REQUEST & PROPOSAL.**

REFERENCE LINKS

- AGCO: <https://www.agco.ca/cannabis-municipalities>
- AMO: <https://www.amo.on.ca/Home>
- Cannabis in CANADA: <https://www.canada.ca/en/services/health/campaigns/cannabis.html>
- Cannabis in ONTARIO: <https://www.ontario.ca/page/cannabis>
- STATS: <https://www.canada.ca/en/health-canada/services/drugs-medication/cannabis/research-data.html>



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705-309-2233



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Presented by: (Green) Irene York - Communications Aid

1



Introduction:

Thank You for allowing us the opportunity to discuss the potential of (Cannabis Retail in Tay Township and the advantages to the municipal communities.

I am Green Irene Communications Aid for #11623079 Canada LTD

I am here today on behalf of said registered company- **REQUESTING A CHANGE of the councils decision in Dec 2018 --- WE hope that you will decide today to take the necessary steps to OPT IN NOW – TO allow cannabis retail business in TAY TOWNSHIP** – a retail service industry that will benefit our communities and municipality – economically and socially.

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BACKGROUND

Cannabis legalized in October 2018 – As you may recall, municipalities had the opportunity to “Opt in or out” of allowing Cannabis Retail area. At that time 25 licenses were offered through a lottery and no one really knew how the industry would unfold nor what the impact on the communities would be (if any).

Since Legalization in October, data shows many *fears* related to the **Unknown factors of a nascent industry** have been unfounded. In fact, news reports across the country coast to coast indicates that there has been no identifiable or remarkable increase to Policing, ER visits, Health unit issues etc. ABOUT THE ONLY CHALLENGE FACED BY THE RETAILERS fortunate enough to have been chosen in the lottery, was **PRODUCT SHORTAGE!** Getting and or Keeping stock on the shelves.

Queens Park Update in the AMO communications in Dec 2019 - stating that the government amended Ontario Regulation 468/18 Under the Cannabis License Act 2018 --- **THIS AMENDMENT OPENS**



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CANNACAFE_IRENE



705-309-2233



IRENE-YORK-341148127



Delegation/Presentation to Tay Council on behalf of:
Craig Moreau, Registered Company: #11623079 Canada LTD
Presented by: (Green) Irene York - Communications Aid

ONTARIO'S CANNABIS RETAIL MARKET ---

AGCO began accepting Applications for Retail Operators Licenses on Jan 6 of this year.

3



Municipal Benefits

- Potential economic development opportunities & impacts of having private retail stores – Jobs – Safe Legal Product – Tax Revenue – etc
- Public health benefits related to the quality of legal cannabis product and the education and support that can be provided at the point of sale
- Public input received in favor of having cannabis retail stores, and for cannabis consumers, in favor of shopping at retail stores

Our Interests

- We are ready to move into the next phase after extensive planning and preparation, with this councils approval to “**OPT-IN**” we can move forward and obtain the regulatory licenses – ideally opening the doors this Spring, to a **HIGH END BRICK & MORTAR CANNABIS RETAIL STORE** – the first in our area (to the best of our knowledge) **Setting** the standards and expectations of design, compliment, service and sales for our region



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PROPOSED OPERATIONAL BUSINESS

OVERVIEW: Mr. Moreau has been anticipating and preparing for the market since legalization.

Mr. Moreau has been diligently working his way through the menagerie of changes and evolutions of the Legal Cannabis Framework. As such he has created alliances in the industry and formed relations with licensed producers, prepared himself and others to take the LEAP IN TO LEGAL CANNABIS RETAIL business. In addition to sales and income generation, his goals are to promote public safety, responsible use and education around cannabis

<ECONOMIC VALUE> tax revenues, jobs, money stays in the community, etc. GET MORE INFO FROM EDCNS (Roy Ellis &/or Sharon Vega) Find out what they want and how they can help - what support is offered for Job creation, industry skills training etc

<COMMUNITY VALUE ADDED SERVICE>
Location - Design - Security. Educated **staff**
– the ability to actively engage with, educate and promote responsible use - Alignment with public interest objectives: public health & safety, protecting youth and ending illegal sales of cannabis.



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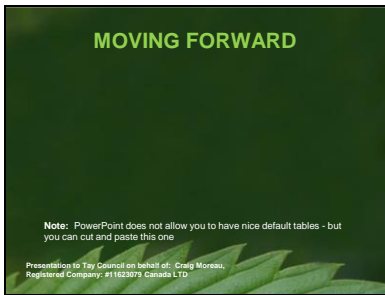


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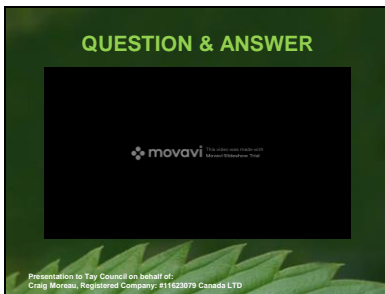
Delegation/Presentation to Tay Council on behalf of:
Craig Moreau, Registered Company: #11623079 Canada LTD
Presented by: (Green) Irene York - Communications Aid

5



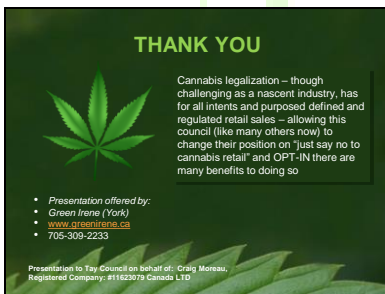
HOW CAN WE GET THIS DONE? Summarily We need you to “OPT IN” as a municipality

6



VIDEO SLIDE SHOW NO SOUND – Proposed Cannabis Retail Store Images – designs according Business Plan & Strategy

7



Cannabis legalization - though challenging as a nascent industry, has for all intents and purposed defined and regulated retail sales - allowing this council (like many others now) to change their position and OPT-IN there are many benefits to doing so

- In particular - Considerate, conscientious and prepared - Mr. Moreau is ready to take the next steps in realizing his vision for a “High End Cannabis Retail Store” to be introduced here
- **ECONOMIC & COMMUNITY VALUE** Added to Tay area and residents **from jobs and industry skills training to tax revenue** - plus a whole lot more.
- **ALL WE NEED IS FOR COUNCIL** to recognize the opportunity and **VOTE YES to cannabis retail in Tay Township** taking the necessary steps to register decision with governing authorities - **THANK YOU**



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705-309-2233



IRENE-YORK-341148127

**Protection to Persons & Property Committee
February 12, 2020**

Agenda

1. Call to Order:

2. Reports of Municipal Officials:

- 2.1 Report from the Fire Chief
Report No. PPP-2020-06
Re: Fire Chief Monthly Report – January 2020
- 2.2 Report from the Deputy FC/FPO
Report No. PPP-2020-11
Re: Deputy Fire Chief/Fire Prevention Officer Monthly Activity Report – January 2020
- 2.3 Report from the Fire Chief
Report No. PPP-2020-07
Re: Public Education Trial
- 2.4 Report from the Municipal Law Enforcement Officer
Report No. PPP-2020-05
Re: Year End By-law Activity Report for 2019
- 2.5 Report from the Municipal Law Enforcement Officer
Report No. PPP-2020-10
Re: By-law Monthly Activity Report – January 2020
- 2.6 Report from the Municipal Law Enforcement Officer
Report No. PPP-2020-12
Re: Overview of the 2019 Boat Launch Season
- 2.7 Report from the MLEO/Canine Control
Report No. PPP-2020-08
Re: Canine Control 2019 Year End Report
- 2.8 Report from the MLEO/Canine Control
Report No. PPP-2020-09
Re: MLEO/Canine Monthly Activity Report – January 2020

3. Other Business:

- 3.1 Verbal Report from Councillor Raymond
Re: ATV Road Use Discussion
- 3.2 Discussion - Victoria Harbour Boat Launch

4. Items for Information:

- 4.1 News Bulletin from the OPP Municipal Policing Bureau
Re: January 2020

- 4.2 Correspondence from AMO
Re: Government announces consultation on re-composition of
OPP Detachment Boards
- 4.3 Correspondence from Jon Pegg, Fire Marshal
Re: Assigned Fire Protection Adviser



STAFF REPORT

Department/Function: Protection to Persons and Property

Chair: Councillor Sandy Talbot

Meeting Date: February 12, 2020

Report No.: **PPP-2020-06**

Report Title: Fire Chief Monthly Report – January 2020

RECOMMENDATION:

That Staff Report No. PPP-2020-06 regarding the Fire Chief's Monthly Report – January 2020 be received for information;

The Chief Attended:

1	MVC Call
3	Medical Calls
0	Carbon Monoxide Calls
1	Haz Mat Call
2	False Alarm Calls

We had our first Ice Water rescue call of the year which involved snowmobilers on the ice. Fortunately, the individuals involved were able to self-rescue.

This month I attended a Labour Relations Seminar where topics such as back to work accommodations, pregnancy accommodations and poor attendance discipline were addressed. Many Human Resources representatives from different municipalities were in attendance and were very helpful in sharing how they handled different situations.

A review of the No Burn List was completed, and I will be meeting with a number of residents to go over the Fire Permit rules, and ensure that their fire pits are set up in a safe location.

The RFP has been posted for the replacement Tanker Truck on the Biddingo website, with the opening date for submissions set for March 5 2020.

Recruitment:

Recruitment training classes have begun. Prior to the first class, recruits were required to go and read a few chapters of material online and then were tested on those chapters at the first class. Some of the topics covered over the first weekend were PPE & SCBA, Ropes & Knots, Firefighter Safety and Communications.

We had one recruit resign as they found were not going to be able to fulfill the time commitment required to complete the training.

Monthly Training:

All volunteers completed training on Fire Behavior and the first of two parts regarding Traffic Control. While on scene of a motor vehicle collision, it is the responsibility of the OPP to perform traffic control. Many times Fire Services are on scene first or there are not an adequate number of officers to set up traffic control. Staff are trained for their safety and to keep traffic moving when it is safe to do so.

Emergency Management:

After the province reviewed our submission for annual compliance regarding Emergency Management, it was found that we need to attach another document in order to gain compliance. We are hoping to achieve compliance early in February.

Tay Fire & Emergency Services were dispatched to 23 emergency calls during the month of December.

Year to Date Totals:

2020	23
2019	24
2018	29
2017	23
2016	18

Year in Review:

Here is a partial breakdown of calls dispatched:

<u>Call Type</u>	<u>Month</u>	<u>YTD</u>
Fire	0	0
Medical	11	11
Motor Vehicle Collision	3	3
False Alarms	4	4
Carbon Monoxide	0	0
Hazardous Material	2	2

Prepared By:

Brian Thomas, Fire Chief/CEMC

Reviewed By:

Date: February 6, 2020

Joanne Sanders
Acting Chief Administrative Officer



STAFF REPORT

Department/Function: Protection to Persons and Property Committee

Chair: Councillor Sandy Talbot

Meeting Date: February 12, 2020

Report No.: **PPP-2020-11**

Report Title: Deputy Fire Chief/Fire Prevention Officer
Monthly Activity Report – January 2020

RECOMMENDATION:

That Staff Report No. PPP-2020-11 regarding Deputy Fire Chief/FPO Monthly Activity report –January be received for information.

INTRODUCTION/BACKGROUND:

The Deputy Chief attended: 2 Medical Calls
1 MVC
2 Haz Mat Calls

Activity	This Month	YTD 2020	YTD 2019	YTD 2018
Routine Inspections	2	2	3	2
Request Inspections	0	0	1	0
Complain Inspections	0	0	1	2
Information Inspection	0	0	0	1
Follow up Inspections	3	3	4	3
Courses Attended	0	0	3	0
Fire Calls Attended	5	5	8	12
Meetings (PIP, Op Co-op, etc.)	4	4	5	4
Orders Issued	0	0	0	2
Immediate Threat To Life	0	0	0	0
Burning Complaint(s)	0	0	0	0
Training Presented	1	1	1	1
Pub Ed Performed	0	0	0	1
Hall Meetings	4	4	1	4
Hall Practices	0	0	1	0
Council	0	0	0	0
Misc. (dept related)	7	7	8	5
Court	0	0	0	0
Fire Safety Plans Reviewed	3	3	5	3
Total	29	29	41	40

TICKETS ISSUED:

Ticket	Quantity	Total
Part I	0	0
Part II	0	0
Part III	0	0
Total	0	0

Prepared By: Shawn Aymer, Deputy Fire Chief/ Fire Prevention Officer

Recommended By:

Date: February 3, 2020

Brian Thomas
Fire Chief

Reviewed By:

Date: February 6, 2020

Joanne Sanders
Acting Chief Administrative Officer



STAFF REPORT

<u>Department/Function:</u>	Protection to Persons and Property Committee
<u>Chair:</u>	Councillor Sandy Talbot
<u>Meeting Date:</u>	February 12, 2020
<u>Report No.:</u>	PPP-2020-07
<u>Report Title:</u>	Public Education Trial

RECOMMENDATION:

**That Staff Report No. PPP-2020-07 regarding Public Education Trial be received for information and;
That a public education trial for fire safety be approved and the 2020 budget be amended to include \$10,000 funded by Fire Marque.**

INTRODUCTION/BACKGROUND:

In the Fire Protection and Prevention Act (FPPA) Part 2 "Responsibility for Fire Protection Services" under Municipal Responsibilities states:

2 (1) Every Municipality shall:

- a) Establish a program in the municipality which must include Public Education with respect to Fire Safety and certain components of Fire Prevention and
- b) Provide such other fire protection services as it determines may be necessary in accordance with its needs and circumstances.

Currently Fire Prevention is being addressed through Fire Permits and various inspections whether they have been requested, or by complaint. We also have an aggressive inspection program in relation to Multi Residential units and Fire Safety Plans.

Public Education is currently limited to attending the two local schools and attending municipal events such as Porta Rama and Spring Fling. Both events usually address year round residents.

ANALYSIS:

Although the majority of residents within the Township of Tay reside year round, there are a substantial amount of seasonal dwellings, trailers, campers and large boats. Many of these seasonal residents and permanent

residents treat their seasonal residences as being away at the cottage and do not hold Fire Safety at the forefront or recognize their legal responsibilities to comply with legislation as they would at their permanent residences.

There are a minimum of 6 trailer parks, 2 mobile trailer home parks and 6 marinas that could contain boats large enough to have overnight accommodations within the Township of Tay. These seasonal residents receive little to no Public Education while they are away from their permanent residences, and the local permanent residents that have a seasonal getaway tend to forget that fire safety measures are just as important wherever they choose to stay.

It is due to the large amount of seasonal residents and seasonal accommodations that it is felt a Public Education plan be designed to reach out and educate these vastly different areas of seasonal activity. Some marinas and some trailer camps have meetings for all their clients throughout the year, and are willing to have the Fire Department attend their property. Some other businesses are willing for us to use their Bulletin Boards to supply information or go door to door to offer free inspections or free advice. Not all trailer parks or marinas have been contacted to date.

It is felt that more businesses should be approached with our offer of working with their clients towards fire safety or their concerns towards fire safety, and a budget be established for a one year trial period to determine which approaches work best and are received well by the end user. At the end of the year, we will have hoped to have reached 3,000 seasonal residents and educated them on fire safety while away from home.

FINANCIAL/BUDGET IMPACT:

Items such as literature and smoke alarms will be required to hand out during these meetings and inspections. Manpower will be required to be paid to research and implement this project as well as attend the various sites.

This is a focused venture to address specific concerns that does not impact all year round users or taxpayers. Currently the Township of Tay uses a third party (Fire Marque) to collect funds when Tay Fire and Emergency Services attend a fire within the municipality. These funds are directed to be used for training, purchasing equipment or public education. It is recommended that monies in the amount \$10,000 be used from the Fire Marque account to pay for this one year trial of public education and that the budget be amended to include this trial program.

CONCLUSION:

It is recommended that funds from the Fire Marque account be used to pay for the one year public education trial and that a report from the Fire Chief come forward in the first quarter of 2021 to advise of what successes were achieved and what areas did not work out or were cost prohibitive.

Prepared By: Brian Thomas, Fire Chief/CEMC

Reviewed By: Date: February 6, 2020

Joanne Sanders
Acting Chief Administrative Officer



STAFF REPORT

Department/Function: Protection to Persons & Property Committee

Chair: Councillor Sandy Talbot

Meeting Date: February 12, 2020

Report No.: PPP-2020-05

Subject: Year End By-law Activity Report for 2019

RECOMMENDATION:

That Staff Report No. PPP-2020-05 regarding Year End By-law Activity Report for 2019 be received for information;

INTRODUCTION/BACKGROUND:

Over the course of the year there were a total of 327 files created due to complaints made by residents or proactive enforcement. Compared to last year's number of 259 files opened in 2018, the by-law department has been busier with the added complaints and files opened along with a wide array of issues brought to staffs attention that need more specific enforcement such as snow removal violations. Staff saw a good response with respect to compliance throughout the year whether there was a file opened or just a caution given and the matter complied with at the present time such as parking matters or fires. At the end of 2019 there were a total of 80 files still outstanding from 2019 and previous years dating back to 2007. A majority of the outstanding files are due to the fact that they either resulted in Part one (ticket with fine) or Part three charges (court proceedings). Many files do stay open for a longer period of time when charges are involved because if the accused opts for trial on a Part one ticket the court date could be scheduled for a date that could be up to 2-3 months away from the charging date. With respect to Part three charges, those files tend to stay open for approximately a year or more as they work their way through the court system to try and gain compliance by asking for more time and being granted an adjournment in their case. As the court dates are conducted (around 5-7 dates a year) those files will be closed.

There have been some changes in the way staff issue Notice of Violations and/or Order to Comply's. With respect to Property Standards violations that are found there tends to be an Order to Comply issued after the first

inspection due to the amount of time that these files take. A minimum of 19 days must be given on a Property Standards Order to Comply due to legislation in the Ontario Building Code Act with appeal periods. Staff try and work with the home owners in every Property Standards situation by giving possible extensions if the homeowner can show good faith that they are continuing to try and achieve compliance by completing work that is Ordered.

Long grass files were kept open for the season this past year and would be regularly checked up on to ensure that compliance was being followed as the process for long grass files would only receive one Notice of Violation a season and any subsequent violations would result in the Township hiring a contractor to cut the grass. This past year there were multiple properties that were again in violation of the by-law just as they were in 2018 even though they had previously been sent documents advising them of the by-laws in the past years. In total there were 33 long grass files opened this year and a total of 7 of those properties did not comply with the by-law and had the grass cut by a contractor hired by the Township.

The most contentious issue that by-law staff dealt with throughout 2019 was the use of motorized vehicles (e-bikes) on the Tay Shore Trail. A new Parks and Trails By-law was passed by Council which resulted in a set fine now able to be used for a violation of operating a motor vehicle on the trail. Following the daily complaints received in 2018 it was the same for staff in 2019. Starting in the spring and following all the way to the fall in October there were multiple complaints made to staff where people were operating e-bikes and scooters on the trail. Along with that staff did personally witness numerous individuals operating e-bikes etc. on the trail and made every attempt to stop them and educate them on the by-laws. While most were compliant there were a few that were found a second and third time but refused to stop. The main complaints that were logged with staff were that the people driving the e-bikes were speeding along the trail with no regard for pedestrians or cyclists and when some complainants tried to tell them to not drive on the trail they received vulgar and rude comments back. Regular patrols were conducted by staff when time permitted this year. This was a bit of a challenge in the middle of the summer due to the many other duties that we are required to perform. Over the course of the year there was one charge laid to a male who was found driving on the trail and after being cautioned multiple times he was charged and has since opted for trial which will be heard on February 20th, 2020. This upcoming year will again see increased patrols to ensure that individuals are not driving any motorized vehicles on the trail and staff hopes that with the increased presence people will find alternative routes of travel with an e-bike.

In addition to the routine enforcement duties, by-law had many matters before the courts this year. Some cases were left over from 2018 due to adjournments on behalf of the defense. In 2019 there were a total of 6 court dates with matters at each one of them. Some are still left over and will be hopefully resolved in 2020. This year there were 17 convictions registered

out of 27 total matters throughout the year. With those 17 convictions there was 1 Dog Owners Liability Act Order issued which is now being appealed by the defendant and will be heard in Superior Court of Ontario on April 2nd, 2020. Two files were withdrawn at the request of the Township and a total of \$5755 in fines was imposed through court. There are still 8 files within the court process due to adjournments requested by the defence/accused that will be heard again at various dates in 2020. There will also be three part 1 charges heard on February 20th, 2020 that were issued in 2019.

With respect to parking enforcement, a total of 255 tickets were written in 2019 which is slightly down from the 303 tickets written in 2018. 60 of those tickets are still outstanding payment at the end of the year with 47 of those tickets being submitted to the courts for non-payment.

The Township continued the Toys for Tickets campaign which ran from November 15th to December 17th, 2019. Drivers who received a parking ticket during this time had the opportunity to pay their fine by donating a toy and/or non-perishable food items of equal or greater value to the fine. During that time frame, 32 tickets were written for various parking violations and a total of 6 tickets were paid by way of a toy or food donation.

TOWNSHIP OF TAY BY-LAW ENFORCEMENT
ANNUAL REPORT 2019 - TOTAL FILES OPENED

By-law	Open in 2019	Closed in 2019	Outstanding Files 2007- 2019
Clean Yards	14	14	3
Dogs	47	42	5
DOLA	5	2	3
Long Grass	33	33	0
Noise	4	3	1
Property Standards	45	34	18
Zoning	16	13	6
Nuisance Complaints	1	1	0
Signs	2	2	0
Burning	24	22	2
House Numbering	45	45	0
Heavy Garbage	26	26	0
Encroachment	1	0	2
Building Code	4	2	2
Parking	1	1	0
Snow Removal	49	13	36
Parks and Trails	4	2	2
Animals At Large	1	1	0
Entrance Permit	2	2	0
Public Docks	1	1	0
Littering	2	2	0

The total number of by-law enforcement files that were opened this year increased from 2018 going from 259 to 327. This is partly due to the fact that some violations that have been documented have had files opened to keep better track of violations in case the same property is in violation of a by-law they have already been educated about, such as snow removal. Some of the files that are open for 2019 are in the process of court proceedings, and some are left open due to the individual being charged and staff waiting to see if the accused opts for trial. Those files usually stay open for 3-5 months to make sure that if a trial request is received the file is still open.

2019 Carry on and Future Projects and Considerations

There will be a few projects that by-law staff will endeavour to work on throughout 2020. One being that the Canine Officer will be creating a list of street names and cross referencing them with the addresses that have purchased dog tags. Once that is complete any address that does not have a dog tag will be visited to hopefully gain more compliance with dog licensing. Every municipality has trouble gaining compliance with dog tags and with the Township of Tay population at 10000+ we only have 1018 dogs registered with the Township. This project will take a lot of time and effort but at the end of the day will hopefully ensure that we see more dogs within the Township licensed so that way if we do find a dog running at large it will be easier to bring the dog back to the owner rather than the dog going to the poundkeeper and costing the owner extra money.

With the new Parks and Trails by-law passed in 2019 it gained set fines for individuals driving e-bikes or motor vehicles on the Tay Shore Trail. This past year when time permitted, by-law staff did foot patrols along certain sections of the trail and stopped anyone who was driving a motor vehicle on the trail. As a result of this one charge was laid in 2019 and many people were stopped and educated on the by-law. It also saw that a lot of pedestrians would stop and talk with staff and they showed their appreciation for staff patrolling the trail for e-bikes and motor vehicles. Staff will be making a schedule for the spring-fall months to do additional foot patrols along the trail. With the summer student position being approved this will make it easier to manage the work load so that one of the staff members can be on the trail on a more regular basis.

In November, Council requested that staff do research on AirBnB or short term rental properties and to bring back a report in the summer months of 2020. By-law staff is in the process of gaining research from other municipalities and have also created a list of all known short term rental properties within the Township by searching all relevant sites online (AirBnB or VRBO etc.). New information was found that the Town of Blue Mountains is now in the process of creating a new and updated by-law with respect to short term rentals and has yet to be passed as it is in the middle of a public process at this time. Once that by-law is passed it will also be reviewed by staff.

The Parking by-law was reviewed by a Committee made of Deputy Mayor Lachapelle, Councillor Talbot and Councillor Bumstead. Staff prepared a report with the updated by-law to council, however it was deferred so that the committee could set up an additional meeting with staff to go over the report as there were some concerns with what was proposed. To date this meeting has not been setup however it is anticipated to occur in the first half of 2020.

The new Open Air Burning By-law came into effect as of January 1st, 2020 and with the rules essentially staying the same this will also give staff more options to deal with new issues that have been noticed in the past few years. With some added sections and fines it will be easier to avoid court as staff now have additional options to charge by way of a part 1 ticket rather than charging an individual by way of a part 3 charge and taking up court time.

New Legislation

In 2019 the Province worked on creating new legislation with respect to animal cruelty and animal welfare issues. In December of 2019 Bill 136, Provincial Animal Welfare Services Act was passed by the Province which will now govern these complaints. In the past this was done by the OSPCA Investigations unit and it now will fall to the Province to regulate these. They will begin a process to hire provincial investigators and will be under the Ministry of the Solicitor General going forward. Within this legislation also is a section in regards to service and support animals. Now within Ontario if an individual requires having a support or servicing animal they must have documentation from a regulated health professional before being able to obtain the animal. While there is no specific regulations on the type of animals allowed to be called a support/service animal the individual in need of these animals will have to provide documentation to prove that it is indeed a service animal. This will now put the onus on the owner of the animal to provide proof that it is indeed a service animal rather than simply claiming it is a support animal so they can keep it.

Prepared By: Rob Kennedy, Municipal Law Enforcement Officer

Recommended By: Date: February 6, 2020

Steve Farquharson, B.URPL, MCIP, RPP
Director of Planning and Development

Reviewed By: Date: February 6, 2020

Joanne Sanders
Acting Chief Administrative Officer



STAFF REPORT

Department/Function: Protection to Persons and Property

Chair: Councillor Sandy Talbot

Meeting Date: February 12, 2020

Report No.: PPP-2020-10

Report Title: By-law Monthly Activity Report – January 2020

RECOMMENDATION:

That Staff Report No. PPP-2020-10 regarding By-law Monthly Activity Report – January 2020 be received for information.

COMPLAINT OVERVIEW – January 2020

By-Law	Opened Files	Closed Files	Ongoing 2017-2018	Ongoing 2019	Ongoing 2020
Clean Yards	0	1	3	0	0
Dogs	2	2	0	4	1
DOLA	0	0	0	3	0
Long Grass	0	0	0	0	0
Noise	0	0	0	1	0
Property Standards	18	1	5	12	18
Zoning	0	1	3	1	0
Burning	38	0	0	2	38
House Numbering	0	0	0	0	0
Heavy Garbage	0	0	0	0	0
Parks and Trails	0	0	0	0	2
Building	0	0	0	0	2
Snow Removal	28	0	0	35	28
Business Licensing	3	0	0	0	0
Encroachment	3	1	0	0	3

Total files opened YTD	Total files closed YTD	Total Files Outstanding (2007-2019)
92	7	165

There have been an increased number of files opened this month due to two different circumstances. As like the end of last year we are continuing to document and send Notice of Violations to homeowners where it is found that snow has either been pushed back out onto the road or across the road into an opposite boulevard which in turn causes a number of other issues.

The other is that in conjunction with the Fire Chief it was decided that notices would be sent to all addresses that are currently on the Township's No Burn List. With the new Open Air Fires By-law now in effect it does state that all owners who are suspended are to be notified in writing. This project was done so that all owners are aware that their property is on the list. Due to this, there are many owners that are new and were unaware that they were even on the list cause of the previous property owner being in violation and have since called in to discuss with our Fire Chief about their properties status. Over time we hope that more owners call in regards to the notice so that we can possibly remove some properties due to them having new owners and avoid any issues in the future if there is a complaint for a fire at their properties. To date a total of 4 owners have contacted By-law/Fire with 1 of those owners being removed from the list as they are a new owner of the property and not the reason the property was put on the No Burn List.

Type of Actions Taken

<u>Actions</u>	<u>January 2020</u>
Notice of Violation	29
Order to Comply	0
Charges	3
Muzzle Order	0
Caution Letter	0
No Burn List	0

Cautions- January 2020

<u>By-Law</u>	<u>Cautions issued</u>
Water Use	0
Burning	0
Parking	7
Dogs	0
Tay Trail	0

Complaint/Inquiry Volume- January 2020

By-law	Complaints	Inquiries	Routine Patrols
Property Standards	2	8	5
Clean Yards	0	0	0
Parking	4	3	0
Dogs	4	1	0
Animals	0	1	0
Noise	1	1	0
Snow Removal	9	1	13
Littering	3	0	0
Burning	1	4	0
Firearms	0	1	0
Highway Traffic Act	1	0	0
Encroachment	1	0	0
Tree Cutting	1	0	0
Zoning	2	2	0
DOLA	1	0	0
TOTAL	30	22	18

PON/Tickets Issued

<u>Type of Ticket</u>	<u>Quantity</u>	<u>By-law</u>
Part 1	3	Dogs/ Snow Removal
Part 2	11	Parking
Part 3	1	DOLA

For the month of January there have been three Part 1 charges laid (2 for snow removal related incidents and one for dogs).

A total of 11 parking tickets have been issued for the month of January with a majority of them as a result of early morning patrols after snow has fallen where the plows were required to go out. Some tickets written were due to regular patrols throughout the day for various parking infractions.

Two patrols of the school zone at Tay Shores School were conducted which resulted in 2 tickets issued (1 fire route) with 9 cautions given.

Parking Tickets Written – January 2020

<u>Type of Parking Ticket</u>	<u>Tickets written</u>	<u>Paid</u>	<u>No Payment</u>	<u>Cancelled</u>
Park with vehicle facing wrong direction	0	0	0	0
Park on Boulevard/Sidewalk	1	0	0	1
Park in Prohibited Area	1	1	0	0
Park within 3 metres of fire hydrant	1	1	0	0
Park on Municipal Property Without Permission	0	0	0	0
Park within 3.05 m of roadway from Nov 15 to Apr 1 between 3am-12noon	6	4	2	0
Park as to interfere with snow removal	1	1	0	0
Park within 15 metres of an intersection	0	0	0	0
Park in a Fire Route	1	0	1	0
Parking obstructing traffic	0	0	0	0

Additional Items/ Future Considerations

There was no court date in January. The next scheduled court date is February 20th, 2020 and then another on March 5th, 2020. Multiple matters will be heard on both days with a continuation of a clean yards and zoning trial on March 5th.

A total of 18 properties have been sent Property Standards Notices this month advising that their property has been brought to the attention of By-law Staff by either a complaint or a routine patrol. With this time of year being winter we have decided to send these notices to the property owners advising that when spring time comes we will be attending the properties to do a full investigation. To date there have been 8 owners call back to inquire further and have all agreed to work with the Township on a resolution this coming spring/summer.

There has been an appeal filed with the Ontario Superior Court of Justice for a Dog Owners Liability Act charge that resulted in fines and an Order put on

a dog. This appeal will be heard on April 2nd, 2020 at the Superior Court in Midland.

Prepared By: Rob Kennedy, Municipal Law Enforcement Officer

Recommended By: Date: February 3, 2020

Steve Farquharson, B.URPL, MCIP, RPP
Director of Planning and Development

Reviewed By: Date: February 3, 2020

Joanne Sanders
Acting Chief Administrative Officer



STAFF REPORT

Department/Function: Protection to Persons and Property

Chair: Councillor Sandy Talbot

Meeting Date: February 12, 2020

Report No.: PPP-2020-12

Report Title: Overview of the 2019 Boat Launch Season

RECOMMENDATION:

That Staff Report No. PPP-2020-12 regarding the Overview of the 2019 Boat Launch Season be received for information;

INTRODUCTION/BACKGROUND:

A request was made by Council for By-law staff to produce an overview of how the 2019 season went at the boat launch area. Included in this report will be the breakdown of how many parking tickets were issued with a further breakdown of how many of each offence was issued. Further to that, there will be sections which will explain the types of comments and complaints that staff received throughout the year in regards to parking from the public, the amount of tickets that were taken to court and the results of those trials, and what will be implemented for the upcoming 2020 season to make it even more well known that vehicles with trailers are restricted from parking on the street as well as in the Library parking lot during certain times of the week and weekends.

ANALYSIS:

The 2019 season was the first year that the new amendments to the parking by-law were in effect for the boat launch area in Victoria Harbour. In April 2019 Council passed two amendments that spoke to the boat launch area specifically. The first being an addition to the parking by-law which restricted vehicles with trailers to park on the following streets and municipal property: Waldie Avenue, Wycliffe Cove, John Street, Veterans Lane and Albert Street ending at the intersection of William Street. The second amendment was also an addition to specify parking within the Albert St parking lot located at 145 Albert Street. Both of these additions also carried a heavier fine of \$60

for early payment (payment made within 7 business days of the offence) and \$80 as a set fine. Signs were made and posted within the restricted area on all streets and at each entrance to the restricted area. A total of 11 signs were erected in the area with 1 additional sign posted right at the dock which described which streets and municipal property was restricted for vehicles with trailers.



The following is a breakdown of where signs were placed along with the map of the restricted area marking where each sign has been placed:

- 1 sign at the Wycliffe Cove and Ellen Street intersection
- 1 sign at Wycliffe Cove halfway between the intersection of Ellen Street and Albert Street
- 2 signs at the intersection of Wycliffe Cove and Albert Street with one on Wycliffe Cove and the other on Albert Street
- 1 sign at the intersection of Waldie Avenue and Albert Street

- 1 sign at Albert Street in between Waldie Avenue and John Street
- 1 Sign at intersection of Veterans Lane and Albert Street
- 1 sign at 90 degree bend on Veterans Lane
- 1 sign at intersection of Veterans Lane and William Street
- 1 sign at intersection of Albert Street and William Street
- 1 sign at intersection of John Street and William Street

With a sign erected at each entrance into the restricted area and multiple signs throughout the restricted area we as staff felt that there was adequate signage to notify motorists of the new restricted area. We also erected the additional sign at the dock to further describe that there was now a restricted area on the streets and municipal property for vehicles with trailers.

PARKING TICKETS AND ENFORCEMENT

With the new additions to the by-law also meant that new set fines were placed with the additional sections. With each new set fine structure a Municipality must send the requested fines to the Ministry of the Attorney General (MAG) for approval. Once the new amendments were approved and ultimately passed by Council, a set fine structure was sent to MAG and was approved during the last few weeks of June. Up until that point, staff created notices that were put on any vehicles that were parked within the restricted area where the signs had already been erected. Staff issued cautions for a period of three weeks from May 27th- June 21st to notify motorists of the new addition to the by-law. While we recognize that not everybody would receive one of these notices we hoped that with the culture of fishing and boating that word would also travel that there was a new restriction in place for the season.

Staff found that the biggest areas of concern throughout the year were along Veterans Lane beside the library and the small grassed area just off of the road at the intersection of Wycliffe Cove and Albert Street. Efforts to further advise motorists about the restricted area in those parts for the upcoming season will be discussed below. Another area of concern was the fact that with the new sections carrying a \$60 and \$80 fine structure a lot of boaters felt that was unfair due to the fact that if a person parks a regular vehicle with no trailer in one of the designated trailer spots it was only worth a \$25 ticket. In the draft amendments made for the sub-committee that was reviewing the parking by-law there was another additional section that specified that if a vehicle with no trailer was parked in a designated trailer spot they would be subject to the same \$60 and \$80 fine structure but that has yet to be approved.

Parking tickets for the new sections were issued starting on the weekend of June 22nd all throughout the year. The following table is a breakdown of how many tickets were issued in 2019 in the boat launch area.

Parking Infraction	Tickets Issued	Tickets Paid	No Payment	Opted for Trial
Park vehicle with trailer during prohibited hours s. 9(d)	18	13	4	1
Restricted Area Parking s. 9 (e)	47	33	6	8
Park on Municipal Property Without Permission	20	13	7	0
TOTAL	85	59	17	9

With the additions to the by-law this saw more specific prohibitions/restrictions made within the boat launch area. With a total of 85 tickets issued in 2019 this was up from the 73 that were issued in 2018 where there was no specific prohibition. Most of the tickets written in 2018 were for Park on Municipal Property Without Permission as there was no specific offence staff could issue a ticket under. For example at 145 Albert Street all vehicles with trailers that were parked in the lot during the prohibited hours in 2018 received a ticket for Park on Municipal Property without Permission. With the addition of the "Park vehicle with trailer during prohibited hours" section that allowed us to have a specific offence to ticket for. With 70% of the tickets issued being paid this is a great number to show that a majority of the motorists who received a ticket understand what the by-law is restricting in the boat launch area. Of the 85 tickets issued only 9 opted for a trial.

COURT OUTCOMES

Of the 9 tickets that were opted for trial only 1 of those actually had a trial conducted. 5 of the tickets opted for trial were no shows and were sentenced in absentia with a fine of \$80 imposed, 3 of the tickets were plead down to a lesser fine that ranged from \$25-\$40 on different court dates.

The ticket where the defendant plead not guilty in court was for a restricted area parking offence located at the corner of Albert Street and Wycliffe Cove on municipal property. This area was specifically a constant issue throughout

the season as a lot of motorists would drive up into the small grass area and leave their vehicles and trailers there. The trial was conducted and the Justice of the Peace found the defendant guilty of the offence and received the set fine of \$80. This is particularly a big win for the Township as this now has set a precedent in court that the by-law does work and is enforced correctly.

WEEKEND SHIFTS

By-law staff made a schedule at the beginning of the season to come in on some weekend days to do parking enforcement at the boat launch. All days that were worked were Saturday's throughout the summer as those were always the busier of the two days for the boat launch area. Of the 15 weekends starting from Victoria Day long weekend to Labour Day long weekend staff were on shift during 9 Saturdays with every long weekend having coverage on a Saturday. While some of those days turned out to be less than desirable boating weather it gave by-law staff the opportunity to work on items during a weekend day that may not be able to be done during the week.

Saturday Worked	Tickets Issued
May 18 th , 2019 (Victoria Day)	0
June 8 th , 2019	5
June 22 nd , 2019	7
Jun 29 th , 2019 (Canada Day)	5
July 6 th , 2019	7
July 13 th , 2019	4
July 20 th , 2019	1
August 3 rd , 2019 (Civic Holiday)	10
August 17 th , 2019	1
August 31 st , 2019 (Labour Day)	1
TOTAL	41

Throughout the summer it was virtually even with the amount of tickets written through the week vs Saturday's.

COMMON PUBLIC COMPLAINTS AND COMMENTS

As is consistent with parking matters, a lot of complaints are received by staff with respect to people receiving tickets and people calling to report violations. The following is a list of common complaints and comments staff received throughout the year:

- Not enough parking in the area

- We should be charging for the use of the boat launch for both residents and visitors to the Township
- Not enough coverage for weekend enforcement
- Continually received complaints from Wycliffe Cove residents of the congestion and multiple complaints of people parking in the grassed area at the corner of Wycliffe Cove and Albert Street
- Received multiple complaints that there is no accessible parking space close to the boat launch
- Too many visitors using the boat launch causing Tay residents to go to Midland to use their launch
- Local residents would rather go to Midland and pay to use their launch rather than dealing with the parking issues at the Tay launch
- Motorists continually complained of safety hazards when boaters would be lined up along Albert Street and Wycliffe Cove causing the roads to go down to a single lane of traffic.
- Enforcement is not consistent enough due to the hours worked and limited staff in the peak summer months

SUGGESTED IMPROVMENTS FOR 2020

There are a few items that were suggested throughout the year by residents and even our prosecutor to hopefully have a better handle on the parking situation at the boat launch area.

- The signs that are posted in the area will have the wording on them switched to "Vehicles with Trailers Restricted"
- Plan to erect a sign with the map from Schedule "E" and post it at the dock where the sign that states which streets are restricted to make it even more transparent to boaters.
- The addition of a summer student will hopefully allow staff to have a more consistent enforcement and presence in the boat launch area. This will more than likely see more tickets issued but will also be a more "fair" style of enforcement as every weekend will have someone on shift.
- Additional "Restricted Area" signs will be erected on Veterans Lane, Waldie Avenue and one will also be erected where the grassed area is located at the intersection of Wycliffe Cove and Albert Street.

FINANCIAL/BUDGET IMPACT:

There will have to be new signs made and the existing signs will need to be altered with the new wording as well as staff time to erect the new signs will need to be considered.

CONCLUSION:

This is a detailed report on the outcome of the 2019 season at the boat launch with this being the first year for the new sections of the by-law being in place. It is hoped with the suggestions being made for the 2020 season

that Council will approve and endorse those changes to have a better handle for this upcoming boating season.

Prepared By: Rob Kennedy, Municipal Law Enforcement Officer

Recommended By: Date: February 6th, 2020

Steve Farquharson, B.URPL, MCIP, RPP
Director of Planning and Development

Reviewed By: Date: February 6th, 2020

Joanne Sanders
Acting Chief Administrative Officer



STAFF REPORT

Department/Function: Protection to Persons & Property Committee

Chair: Councillor Sandy Talbot

Meeting Date: February 12, 2020

Report No.: PPP-2020-08

Subject: Canine Control 2019 Year End Report

RECOMMENDATION:

That Staff Report No. PPP-2020-08 regarding Year End Canine Control Report for 2019 be received for information;

INTRODUCTION/BACKGROUND:

Staff received a total of 189 complaints regarding dogs, and a total of 54 files were created this year with 13 fines being laid. These files range from dog owners not licencing their dogs, to dogs that have bit a person which resulted in enforcement under DOLA.

By-Law staff received roughly the same amount of complaints as the previous year (2018) regarding dogs attacking either a person or another dog. In each incident both parties are educated on the Dog Owner's Liability Act (DOLA). Once the initial investigation is completed, many of the victims chose not to pursue under DOLA as they felt that the incident was unlikely to reoccur or they were satisfied that staff had done a sufficient amount to ensure that the dog owner would take greater control of their canine and is not a threat to the safety of the public.

Staff has received nothing but positive feedback with the implementation of a multi-year dog tag system. Most residents are still opting to purchase single year tags however, are appreciating the convenience of having the option to purchase a multi- year dog tag if the rabies vaccination is valid for multiple years.

Moving forward into 2020, By-law staff will continue to proactively educate residents on the Canine By-Law and enforce when necessary.

	2019	2018	2017
Dog Tags Sold	1032	944	921
Complaints	189	121	N/A
Files Created	54	47	15
Part 1 Charges	13	16	5
DOLA Orders	3	8	3
Township Muzzle orders	2	1	2
Dogs Captured	18	18	N/A

Prepared By:
Justin Rounds, MLEO/ Canine Control

Recommended By:
Rob Kennedy, MLEO

Date: February 6, 2020

Reviewed By:
Steve Farquharson, B.URPL, MCIP, RPP
Director of Planning and Development

Date: February 6, 2020

Joanne Saunders
Acting Chief Administrative Officer

Date: February 6, 2020



STAFF REPORT

Department/Function: Protection to Persons and Property Committee

Chair: Councilor Sandy Talbot

Meeting Date: February 12 2020

Report No.: PPP-2020-09

Report Title: MLEO/Canine Monthly Activity Report – January 2020

RECOMMENDATION:

That Staff Report No. PPP-2020-09 MLEO/Canine Monthly Activity Report – January 2020 be received for information.

MLEO/ Canine Activity Report

Activity	Count
Complaints and Investigations	5
Pound and Seizure	0
DOLA Orders	1
Dog Tags Sold	224
Fines Issued	1
Files Opened	2
Files Closed	1
Approved Kennel Inspections	1

Tags by Year	Tags Sold (YTD)
Total	523
2020 Tags	382
2021 Tags	106
2022 Tags	35

Dog Attacks	2019	2020 (YTD)
Dog on Dog	4	0
Dog on Human	3	0
DOLA Order Issued	2	1
Muzzle Orders Issued	2	0

There were a total of 224 dog tags sold in the month of January with the majority of the public opting for the single year. Dog tags have been purchased quite steadily since the letters to residents were sent out just before the Christmas break. By-law staff received a total of 5 complaints related to canine. No dogs were brought to the pound this month. Most interactions with the public are through the phone with residents seeking information regarding dog licencing.

Letters to the kennels throughout the township have been sent to remind the operators that they are due for a licence renewal and to schedule an inspection. One kennel inspection took place in the month of January and was successful.

Prepared By:
Justin Rounds,
MLEO/Canine Control

Recommended By:
Rob Kennedy MLEO

Date: February 6, 2020

Recommended By:

Date: February 6, 2020

Steve Farquharson, B.URPL, MCIP, RPP
Director of Planning and Development

Reviewed By:

Date: February 6, 2020

Joanne Sanders
Acting Chief Administrative Officer



ORV Bylaw Request

**To allow ATV's, UTV's and Side By Sides
(Off Road Vehicles) on municipal roadways**

**Presented to
Township of Tay Municipal Council
April 2016**

ORV Bylaw Request – Why?

- **Legitimize responsible ORV on road use in the township.**
- **Neighbouring municipalities allow on road usage of ORV's**
- **Previous request was focused on recreational trail usage only.**
- **Township denial was based on inadequate and ambiguous provincial legislation at the time.**
- **Many uses for ORV's other than trail riding including..**
 - **Access from/to ice fishing sites**
 - **Access from/to hunting sites**
 - **Home and property maintenance including snow removal**
 - **Source of transportation during states of emergency**
- **Future plans to extend Baxter/Severn ATV Trail System into township**

ORV Bylaw Request – Misconceptions

- **ORV's will be flying up and down the roads like some snowmobiles**
- **More noise and pollution on our roads**
- **Public and property will be put at risk**
- **ORV's were not meant for the roads, keep them off**
- **ORV's driving around in the middle of the night by drunks**
- **There's no trails around the Township, so no need for road access**
- **Council are already predisposed to deny this request**

ORV Bylaw Request - Changes

- Ontario Government amended the Highway Traffic Act (HTA) effective 07/2015 to allow ORVs on municipal roadways where permitted.
- Distinct legislation that covers safety, usage and requirements for ORV use on municipal roadways only.
- Municipalities must opt-in by amending existing bylaws, or creating a new bylaw.
- Will be enforced by OPP.

ORV Bylaw Request - Equipment

- **Equipment must meet the requirements under Section 1 of the HTA**
- **If the vehicle was manufactured with seat belts, everyone must buckle up.**
- **If the vehicle has passenger foot rests, the passenger must be able to reach these foot rests.**
- **The number of occupants is limited to the number of available seating positions.**
- **All riders – drivers and passengers – must wear an approved motorcycle helmet.**
- **The ORV must be insured under a motor vehicle liability policy that complies with the Insurance Act and with section 2 of the Compulsory Automobile Insurance Act.**

ORV Bylaw Request – Riders/Passengers

- **Only those with a minimum G2 or M2 license may operate an ORV on highways and municipal roads where permitted.**
- **Riders must wear an approved motorcycle helmet that is securely fastened under the chin with a chin strap.**
- **Graduated Licensing System requirements apply to young and novice drivers when driving on-road.**
- **The driver must carry the registration permit or a true copy (i.e. photocopy of both front and back of the permit).**
- **No passengers under the age of 8 are allowed and additional passenger restrictions apply if the driver is a young and novice driver with a minimum G2 or M2 licence.**

ORV Bylaw Request – Usage Regulations

- **No more than 20 km/h on roads with a posted speed limit of 50 km/h or less.**
- **No more than 50 km/h on roads with a posted speed limit greater than 50 km/h.**
- **Be driven in the same direction as traffic.**
- **Travel on the shoulder - if the shoulder is unsafe or impassable or not wide enough, an ORV can be driven on the travelled portion of the road.**
- **Have headlights and tail lights on.**
- **Municipalities may set lower speed limits, curfews and/or additional rules for ORVs.**

ORV Bylaw Request – What's Next?

- **Education is key to success.**
- **Provide informational content to post on Tay Website.**
- **Secure sponsorship to create an Operator's Handbook type of handout to riders.**
- **Change the ATV Bylaw Facebook Page to provide additional information.**
- **Create a feedback page to foster discussions and feedback, as well as further promote safety on the roads.**

ORV Bylaw Request - Resources

- Highway Traffic Act (HTA) Regulation 316/03:
<https://www.ontario.ca/laws/regulation/030316/v7>
- MTO Information Website:
<http://www.mto.gov.on.ca/english/driver/drive-ATV.shtml>
- MTO Frequently Asked Questions:
<http://www.mto.gov.on.ca/english/driver/drive-ATV-faq.shtml>
- BAXTER Severn ATV Trail Riders Club:
<http://batv.ofatv.org>

ORV Bylaw Request

Thank you





STAFF REPORT

Department/Function: Public Works

Chair: Councillor Jim Crawford

Meeting Date: February 8, 2017

Report No.: PW-2017-12

Report Title: Off Road Vehicles on Township Roads

RECOMMENDATION:

That report PW-2017-12 regarding the use of Township roads by off road vehicles be received for information.

INTRODUCTION/BACKGROUND:

At the January 14, 2015 Committee of All Council (COAC) meeting, Committee received correspondence, including a petition, requesting the use of Township roads by All Terrain Vehicles (ATV's). Staff was directed to discuss this with the proponent and respond back to Committee. At the April 8, 2015 COAC meeting this was reviewed and no further action was to be considered unless there was an agreement in place for use of the Snowriders rail-trail.

On July 1, 2015 there was minor revision to the Highway Traffic Act Regulation (HTA) that expanded the former ATV provisions to include more Off Road Vehicles (ORV's). The definition now includes: single rider ATV's, two-up ATV's, side-by-sides and utility terrain vehicles (UTV's). For this report the group will be referred to as ORV's.

At the April 13, 2016 COAC meeting a delegation requested the use of ORV's be permitted on Township roads. The cover letter and PowerPoint presentation is attached. This report follows up on that request.

ANALYSIS:

The Township has the authority to provide for the use of Township roads by ORV's. This includes the possibility for designating specific roads, alternative speed limits and periods of operation (i.e. time of the year and time of day). If the Township has not authorized ORV's to use Township roads they are prohibited. If they are allowed by a municipality the Regulation has many requirements such as licensing, helmet use, driver's licence, insurance, etc. ORV's would be limited to not more than 20 km/h if the motor vehicle speed limit is 50 km/h or less, and, not more than 50 km/h if the motor vehicle speed limit is more than 50 km/h.

There are several possible uses that have been identified. These include: agricultural, access to off-road riding (trails, forests), winter access to the Severn Sound and general transportation.

The Regulation has a provision that exempts agricultural uses of ORV's on roads. There was no change to that exemption in 2015. Basically, ORV's in that case are treated like other agricultural equipment.

At present, there are no trails or County forests in the Township where use of ORV's is permitted.

Some people use ORV's for ice fishing. At present, they must trailer the ORV to the point where they access Severn Sound. If there was a major trailer parking area that had a direct access to the water along one road – that would be any easy exemption to consider. However, to accommodate general use the Township would have to approve a large number of roads near the water and there would always be a question of the resident who lives just a bit further away. This leads to the consideration of approving all the roads. In addition to the general safety concerns with ORV's, our roads are narrower in the winter due to snow banks.

By design ORV's are not intended for general transportation purposes and do not meet the stringent requirements imposed for automobiles.

The operation of ORV's on Township roads raises possible safety issues. Many of these would be significantly mitigated if the Regulation was respected in all areas. Unfortunately, this does not address all the safety concerns and there are challenges to maintaining a level of enforcement to protect the safety of all. Provisions of the Regulation such as speed limit would only be useful if only a very few roads were approved and a commitment was made for enhanced enforcement.

To-date the Township has not permitted ORV's on Township roads. If they are to be authorized Council, direction is required and staff can prepare the authorizing by-law. Specific direction on roads (road sections), speeds, time of day and time of year would be required.

FINANCIAL/BUDGET IMPACT:

There are no budget impacts associated with this report.

CONCLUSION:

The Township has authority to approve the use of Township roads by Off Road Vehicles and to impose an altered speed limit for those vehicles. Due to limited destinations and safety concerns, it is recommended that no access to Township roads for Off Road Vehicles be granted.

Prepared by: Peter Dance, Director of Public Works

Recommended By: Date Prepared: February 1, 2017

Peter Dance, P. Eng.
Director of Public Works

Reviewed By: Date: February 2, 2017

Robert J. Lamb, CEcD, Ec.D.
Chief Administrative Officer

April 6, 2016

Township of Tay

Town Council

Re: Responsible ORV Use On Township Roads

Dear Council Members:

On behalf of the ORV (Off Road Vehicle) enthusiasts that reside in The Township of Tay, I am submitting the enclosed presentation to you to foster discussion and eventual approval (by means of a Bylaw) to allow ORV's on Township roads.

My dissertation will provide many factual points on the legal requirements and safety factors that come into play, as well as the fundamental reasoning behind our request.

I have corresponded with Act Sgt Gord Keene of the Ontario Provincial Police to qualify some statements I have made in the presentation and obtain an overview of the regulations.

I trust that Council will be able to take this request back and consider this proposal realistically. I am always available to discuss this topic further and get answers to questions Council may have, prior to any vote.

On behalf of the enthusiasts, thank you for allowing us the opportunity to present to you.



PAUL J RAYMOND

To Mayor Scott Warnock and members of Council: I cannot be at the COAC meeting on Wednesday, I hope that you will review this prior to your meeting.

I am writing in regards to the above report that will be presented at the COAC of February 8, 2017. There are some omissions in the report that I think should be considered prior to rendering any decision.

First and foremost, is the absence of the fact that the jurisdictions surrounding Tay, with the exception of Midland and Penetanguishene, now allow or will be allowing ORVs on their roads and have or are in the process of creating bylaws to that effect. These regions have similar infrastructure as the Township of Tay has. Their infrastructure has not proved to be a deterrent in their decision to allow ORVs on their roadways (whether due to narrow winter roads or otherwise), nor should it be a deterrent to ours.

The notion that ORV's are not intended for general transportation purposes and do not meet the stringent requirements imposed for automobiles is not entirely correct. ORVs are in fact, now designed for general transportation, as they are now coming equipped with accessories specifically to accommodate roadway travel, direct from the manufacturer. If minimum safety concerns were not met, why would the Ontario government modify the HTA to accommodate ORVs on our roadway?

However, the problem with this statement is the design comparison of ORV's with automobiles. Apples and Oranges. A more realistic design comparison would be a motorcycle. It is a fact that ORVs offer more stable handling than motorcycles, having four wheels and not two. They cannot travel at high speed like motorcycles (notwithstanding speed limit restrictions in the HTA). Yet motorcycles are free to travel on our roadways.

As for the possibility of safety issues and the challenges to maintaining a level of enforcement to protect the safety of all, enforcement of the HTA in this respect, resides with the OPP. They are ready, willing and able to enforce these rules as they do in the surrounding communities. This was discussed during my research and confirmed with Act Sgt Gord Keene of the OPP.

Our committee, and through extension, the ORV enthusiasts in our Township, have volunteered to participate with the Township in the creation of a framework that would result in a bylaw allowing ORV use on Township roads. Why not take this offer? Let's sit down and design a framework that can satisfy any realistic concerns, not weak arguments against the proposal.

Thank you for your consideration.

PAUL RAYMOND

THE CORPORATION OF THE TOWN OF INNISFIL

BY-LAW NO. 099-05

A By-Law of The Corporation of the Town of Innisfil to allow All Terrain Vehicles to operate on municipal roads within the Town.

WHEREAS Sections 11 and 27 of the *Municipal Act, 2001* S.O. 2001, c. 25 as amended, provides inter alia that a municipality may pass by-laws with respect to highways within its jurisdiction; and

WHEREAS Subsection 191.8 of the *Highway Traffic Act, R.S.O. 1990 c. H. 8* as amended enables a municipality to pass by-laws permitting and regulating the operation of certain Off-Road Vehicles, commonly known as All Terrain Vehicles, on certain highways within the jurisdiction of the municipality, and to regulate the operating hours and speed of said vehicles while on Municipal Highways and other matters specifically set out in the statute and regulations thereunder; and

WHEREAS the Council of the Town of Innisfil desires to permit the operation of All Terrain Vehicles on certain Municipal Highways under certain conditions.

NOW THEREFORE the Council of The Corporation of the Town of Innisfil enacts the following:

1. In this by-law:

- (a) "All Terrain Vehicle" means an Off-Road Vehicle that;
 - i) has four wheels, the tires of which are in contact with the ground,
 - ii) has a steering handle bar,
 - iii) has a seat that is designed to be straddled by the driver,
 - iv) is designed to carry a driver only, and no passengers,
 - v) has headlights, tail lights, and that these lights are on at all times,
 - vi) has low pressure bearing tires within the meaning of s.191.8(5) of the *Highway Traffic Act, R.S.O. 1990 c. H. 8* as amended,
 - vii) has an operating brake light,
 - viii) displays the required number plate and permit as prescribed by statute.
- (b) "Municipal Highway" a includes a common and public highway, street, avenue, parkway, driveway, square, place, bridge, viaduct or trestle, or any part of which is under the jurisdiction of the Town of Innisfil and is intended for the use of the general public for the passage of vehicles and includes the area between the lateral property lines thereof.
- (c) "Off-Road Vehicle" means a vehicle intended for off road use within the meaning of the *Off-Road Vehicles Act R.S.O. 1990*.

2. All Terrain Vehicles shall be permitted on all Municipal Highways within the Town of Innisfil under and in accordance with the *Highway Traffic Act, R.S.O. 1990 c. H. 8*, Ontario regulation 316/03 made under the *Highway Traffic Act, R.S.O 1990 c. H. 8* and the *Off-Road Vehicles Act*

to By-law 099-05

R.S.O. 1990, as amended.

3. An All Terrain Vehicle shall not be operated on Municipal Highways unless it meets the equipment requirements and is operated as outlined in Ontario Regulation 316/03 made under the *Highway Traffic Act, R.S.O 1990 c. H. 8*.
4. An All Terrain Vehicle shall not be operated on Municipal Highways between the hours of 11:00 p.m. one day and 06:00 a.m. the following day, inclusive.
5. An All Terrain Vehicle shall not be operated on Municipal Highways at a rate of speed greater than the lesser of the following and those rates of speed set out in s.22 of Ontario regulation 316/03 made under the *Highway Traffic Act, R.S.O 1990 c. H. 8* as amended;
 - (a) 20 kilometers per hour, if the speed limit established under the *Highway Traffic Act, R.S.O 1990 c. H. 8* for that part of the Municipal Highway is not greater than 50 kilometers per hour, or
 - (b) 50 kilometers per hour, if the speed limit established under the *Highway Traffic Act, R.S.O 1990 c. H. 8* for that part of the Municipal Highway is greater than 50 kilometers per hour.
6. No person shall operate an All Terrain Vehicle in such a way as to disrupt or destroy the natural environment or private or municipal property.
7. No person shall interfere or obstruct an officer carrying out his/her duties enforcing this By-law.
8. Any person who contravenes any of the provisions of this By-law is guilty of an offence and upon conviction is liable to a fine as provided for under the *Highway Traffic Act, R.S.O 1990 c. H. 8*.
9. This By-law shall take effect and come into force on and from the date it is passed by the Council of the Town of Innisfil.
10. This By-law will be enforced by the South Simcoe Police detachment.
11. Should any section, subsection, clause, paragraph or provision of this By-law be declared by a court of competent jurisdiction to be invalid, this shall not affect the validity of the By-law as a whole or any part thereof other than the provision(s) so declared to be invalid.

READ A FIRST AND TAKEN AS READ A SECOND AND THIRD TIME AND FINALLY PASSED THIS 14TH, DAY OF DECEMBER, 2005.

Brian H. Jackson, Mayor

Paul G. Landry, Clerk



STAFF REPORT

Department/Function: Public Works

Chair: Councillor Jim Crawford

Meeting Date: August 9, 2017

Report No.: PW-2017-27

Report Title: Albert St. Boat Launch Parking

RECOMMENDATION:

That Staff Report No. PW-2017-27 regarding the Albert St. Boat Launch Parking be received for information.

INTRODUCTION/BACKGROUND:

At the end of the 2017 boating season the redesigned launch ramp and floating docks at the boat launch located at the foot of Albert St in Victoria Harbour will have been in full operation for two seasons. It is a good time to evaluate how the ramp site has been operating and more specifically some of the challenges at the site.

ANALYSIS:

The redesigned concrete launch ramp and new floating docks that have been installed have proven to be great additions to the boat launch site. By all accounts the ramp is becoming well known within the boating community in Tay Township and ultimately North Simcoe. On any given weekend from May to September the ramp is being well used. Some weekends are notoriously busier than others, these include: the fourth Saturday in June (opening of Bass), the first and second weekends of July (free fishing weekends) and every long weekend. Currently parking at the launch site is free for residents and non-residents on a first come first serve basis. With increased use the potential for parking problems in and around the area becomes more prevalent.

There are two issues that arise when dealing with parking:

1. The Township's ability to increase parking options
2. Parking alternatives – Paid (permit parking) vs. Unpaid (free for residents or free for all)

The Townships ability to increase parking options

First we will review what parking is currently available at the site. There is parking at the site for nine vehicles and trailers.



Also there is parking available at the Library/Post Office parking lot during specific hours on Fridays, Saturday and Sundays which can accommodate approximately seven more vehicles and trailers.



There is also street parking permitted on the south side of Waldie Ave. this however has caused many concerns with the residents of the street. The By-Law Department has received several calls this year from residents of Waldie Ave. voicing their concerns with the amount of vehicles and trailers parking on the street.

The potential to add additional parking close to the launch site could be accommodated along Veterans Lane. The additional parking could potentially add 10-12 vehicle and trailer parking spots.



Adding the new vehicle and trailer parking to the Northeast of the current single stall parking would allow the single stall spots to still be available for trail users as well as the Farmers Market on Friday evenings.

The addition of these vehicle and trailer parking spots would bring the total number of parking spaces for boat launch users during the week to approximately 20 with that number increasing during the times when the Library/Post Office parking lot is available.

Parking Alternatives – Paid Vs. Unpaid

Currently the boat launch site parking is free for everyone, whether you are a resident or non-resident.

Paid Parking Options

Paid parking could be in the form of a permit system. Fees could be a flat rate of all (residents and non-residents) or there could be different fees for residents and non-residents. An example of how the Town of Penetanguishene operates their boat launch fees is listed below.

Town of Penetanguishene

Launch Ramp Fees (Parking & H.S.T Included)

Type	Resident	Non Resident
Daily	\$19.00	\$23.00
Two Days/Weekend	\$25.00	\$32.00
Weekly	\$46.00	\$63.00
Season Pass (Includes parking for 1 vehicle and boat trailer)	\$113.00	\$153.00

The issue the Township would run into with permit parking would be how the permits are distributed.

Permit Distribution Options

- Township Office
As the boat launch is not staffed, individuals looking for a permit outside office hours could not be accommodated.
- Rental of a parking permit kiosk
Initial investigation into this option indicates that renting a unit could cost anywhere from \$4000-\$6000 per season.

With any permit parking system the only way the system operates properly is with strict by-law enforcement.

Unpaid Parking Options

Unpaid parking could be in the form of free for only Township residents, or free for everyone.

Free for Township Residents

Township resident could receive a free parking permit or windshield sticker if they attend the Township Office and show proof of property ownership and proof of boat ownership (this would prevent property owners without boats obtaining a permit/sticker for non-residents).

Free for All

This is the current practice of the boat launch.

There is also a mixed option that would see the parking free for residents and paid for non-residents. In this option residents could obtain a permit/sticker from the Township Office as indicated above and a parking permit kiosk could be rented at the boat launch site for non-residents to use.

Administrative Costs/Challenges

It must also be noted that any change involving the Township issuing permits/stickers or charging for parking will come with some administrative costs and challenges. These challenges include:

- Who will handle issuing permits?
- Who will verify resident and boat ownership information?
- Will enforcement increase on evenings and weekends?

FINANCIAL/BUDGET IMPACT:

There is no money set aside in the 2017 budget for parking improvements, permits/stickers or kiosk rentals. Any decision made by Council on this report could be investigated further and brought forward to the 2018 budget deliberations.

CONCLUSION:

The addition of parking spaces for vehicles and trailers on Veterans Lane could help to alleviate some of the parking complaints that have been received this year. Whether or not the Township would like to pursue resident vs. non-resident parking options at the site might need further investigation and debate.

Prepared By: Bryan Anderson, Manager of Parks, Recreation & Facilities

Recommended by: Date: August 1, 2017

Peter Dance, P. Eng.
Director of Public Works

Reviewed By; Date: August 1, 2017

Robert J. Lamb, CEC, Ec.D.
Chief Administrative Officer



STAFF REPORT

Department/Function: Protection to Persons & Property Committee

Chair: Councillor Jim Pearsall

Meeting Date: July 9, 2014

Subject: **Parking By-law Amendment - Albert Street Gazebo Park**

RECOMMENDATION:

That the proposed by-law amendment for parking at the Albert Street gazebo park be approved as outlined in the Municipal Law Enforcement Officer's report;
And that the required by-law to amend the Township's Parking By-law be brought forward for consideration.

INTRODUCTION/BACKGROUND:

The intent of the Parking By-law is to provide Municipal Law Enforcement staff with the ability to regulate the parking of vehicles within the Township of Tay.

Staff has received several calls regarding parking concerns at the Albert Street boat launch in Victoria Harbour. On June 20th Public Works and Municipal Law Enforcement personnel met onsite to review the issue. As a result of that meeting, staff is recommending that additional parking spaces be added onsite.

ANALYSIS:

Attached for Council's consideration is a draft by-law amendment to which the following additions are proposed. The amendments to the by-law are a reflection of the additional proposed no parking areas on Waldie Ave.

Schedule "A" (No Parking):

North side of Waldie Ave, fifty eight (58) metres (190ft) west of Albert Street

South side of Waldie Ave, one hundred six (106) metres (350ft) west of Albert Street

Enclosed is a map showing the proposed addition of four boat and trailer parking spots which may be located on the west side of Waldie Ave at the Victoria Harbour gazebo park. In addition, one more parking spot may be added beside the paved walkway on the south side of Albert Street near the existing parking areas.



In an effort to keep vehicles and boat trailers off of the grass at the park, parking curbs similar to the ones currently at the park will be placed near the Victoria Harbour government dock and a no parking sign will be erected. At this time, the additional boat & trailer parking spaces will remain grass with parking curbs and Council may consider during future budget deliberations the inclusion of a budget to provide gravel for these additional spaces.

Currently, parking is available at the park as well as in the library parking lot at 145 Albert Street. Parking is permitted in the library lot from 5:30 p.m.-11:00 p.m. on Friday, 1:00 p.m.-11:00 p.m. on Saturday and 7:00 a.m.-11p.m. on Sunday.

It is also proposed that the concrete planter be relocated to block vehicle access to the pier, ensuring pedestrian safety. In addition, the Manager of Parks & Facilities advises that it will not be necessary to move the two memorial benches from their current location in order to accommodate the four additional vehicle & trailer spaces fronting on Waldie Avenue. These efforts should help mitigate the parking issues at the boat launch and park.

SUSTAINABILITY PLAN:

The Parking By-law falls within the Environmental Integrity & Protection pillar in the sustainability plan to reduce motorized vehicle collisions/crashes and fatalities.

FINANCIAL/BUDGET IMPACT:

The required no parking signs and material to construct the proposed parking spaces will be absorbed within the existing budget.

CONCLUSION:

That staff recommends that the draft by-Law amendment for parking be approved.

Date Prepared: June 30, 2014

Prepared by;

Recommended By:

Jennifer Nichols
Municipal Law Enforcement Officer

Alison Thomas
Clerk

Reviewed by;

Robert Lamb
C.A.O.

Attachments: Draft by-law amendment

TAY TOWNSHIP OPEN HOUSE

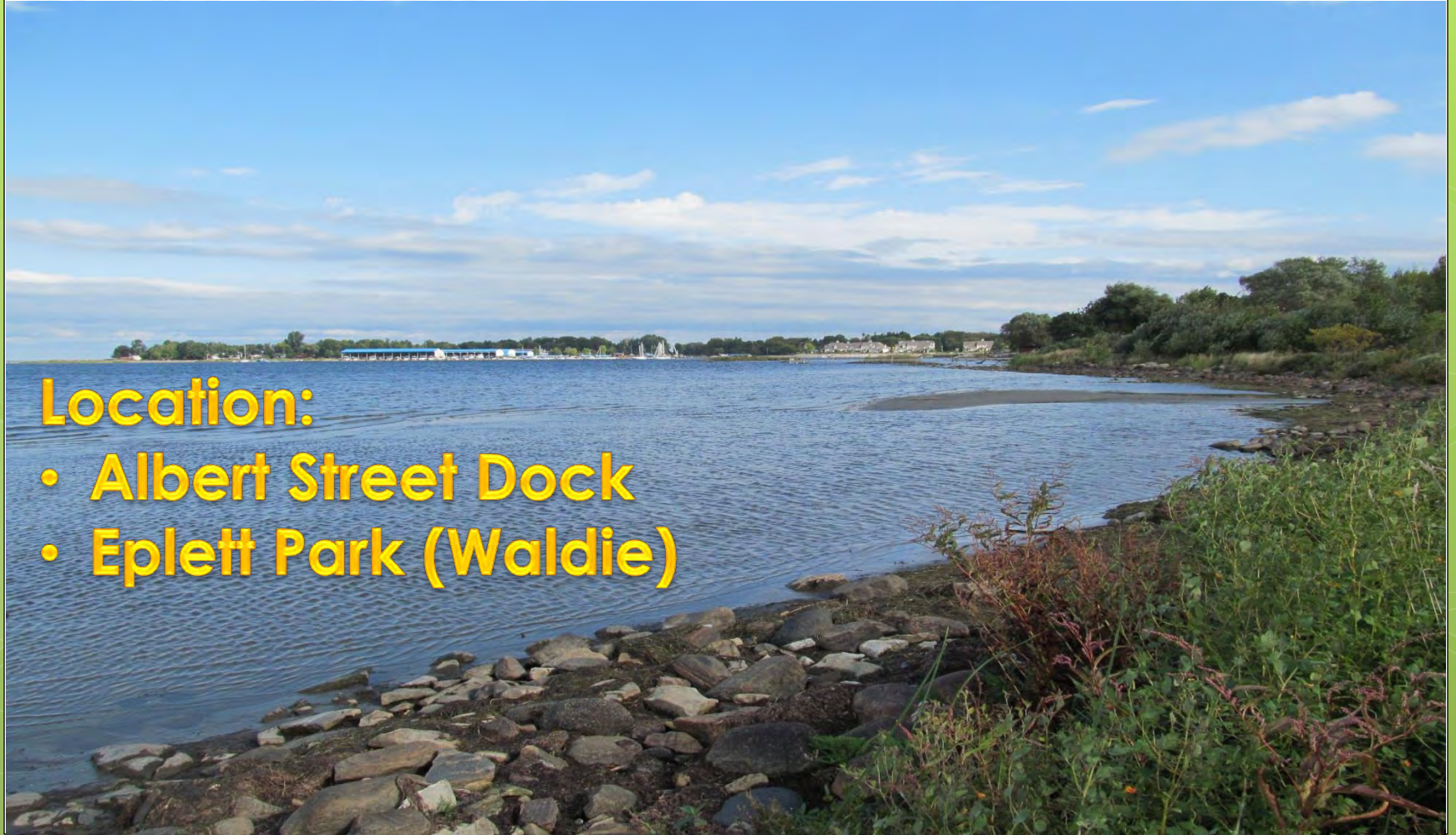
Victoria Harbour
Boat launch



VICTORIA HARBOUR BOAT LAUNCH

Location:

- Albert Street Dock
- Eplett Park (Waldie)



ALBERT STREET DOCK

Residents ideas and concerns:

- **Excellent location**
- **Make use of existing break wall (why build another one?)**
- **Re-level ramp and dredge base**
- **Minimal effort to create a nice functional launch compared to Eplett proposition**
- **Parking**

ALBERT STREET DOCK

- Has Great Potential
- Make use of break wall
- Needs Dredging



ALBERT STREET DOCK

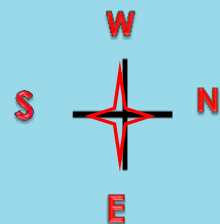


- Ramp needs to be re-graded then re-surfaced

ALBERT STREET DOCK



- Launch needs to be dredged



**FLOATING
DOCK**

STAIRS

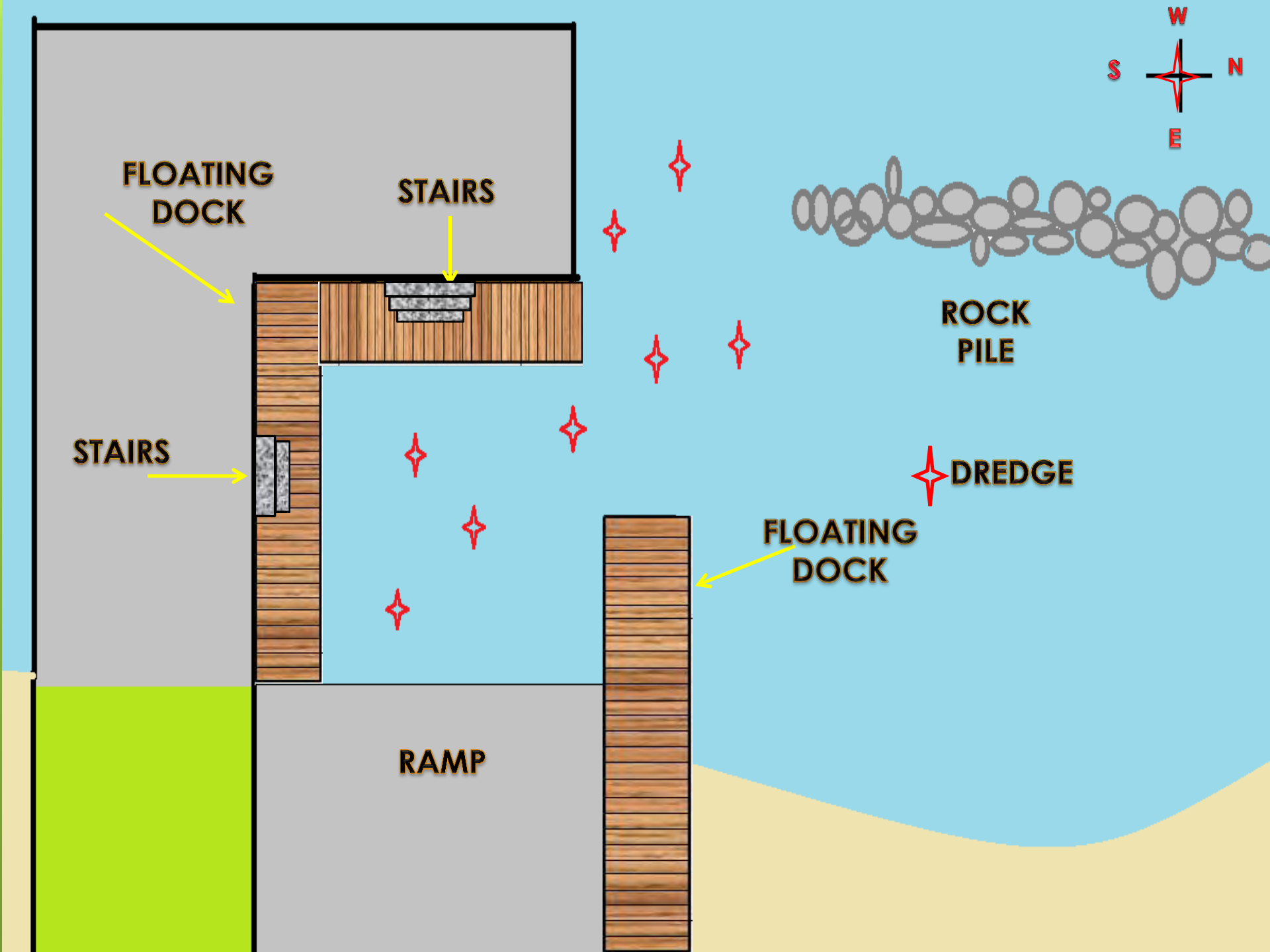
STAIRS

**ROCK
PILE**

DREDGE

**FLOATING
DOCK**

RAMP



ALBERT STREET PARKING

- **Take over have of the park for parking**
- **Buy a lot or two from Wycliffe development**
- **Allow Parking on Veteran's lane (everyday but Friday)**
- **Paid launch**
- **Residents don't pay, or pay a small annual fee**
 - **\$20-\$40 season launch pass**
- **Non-residents pay per launch (pay meter)**
 - **\$10 for day pass**

PAY AND DISPLAY METER

The initial expense of pay and display machine is \$16,530 plus annual costs of another \$1,300.

Companies:

- *Cale Group*
- *Precise Park Link*



ALBERT STREET DOCK



- Large Area for potential parking

ALBERT STREET DOCK



- Wycliffe lots potential parking

EPLETT PARK (WALDIE) BOAT LAUNCH

Residents ideas and concerns

- **Lots of potential parking**
- **Shallow/soft bottom**
- **No break wall**
- **Full wind exposure**
- **Most residents of victoria harbour are strictly against**
- **Would have to develop a big natural area**

EPLETT PARK (WALDIE) BOAT LAUNCH



- Lots of potential parking space
- Lots of room for development

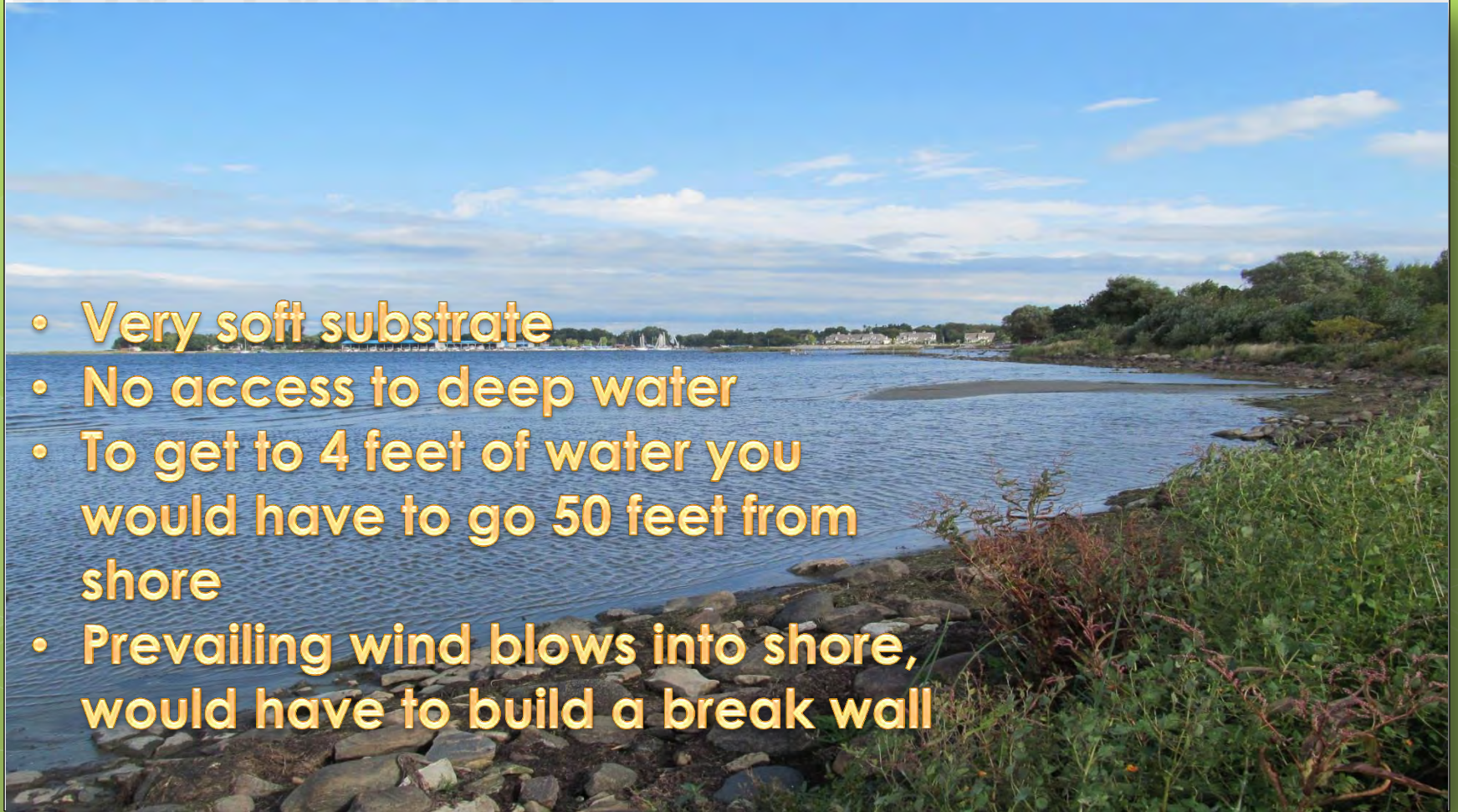
EPLETT PARK (WALDIE) BOAT LAUNCH

- **Narrow road into park, would have to widen it**
- **Would have to make it a through road**



EPLETT PARK (WALDIE) BOAT LAUNCH

- Very soft substrate
- No access to deep water
- To get to 4 feet of water you would have to go 50 feet from shore
- Prevailing wind blows into shore, would have to build a break wall



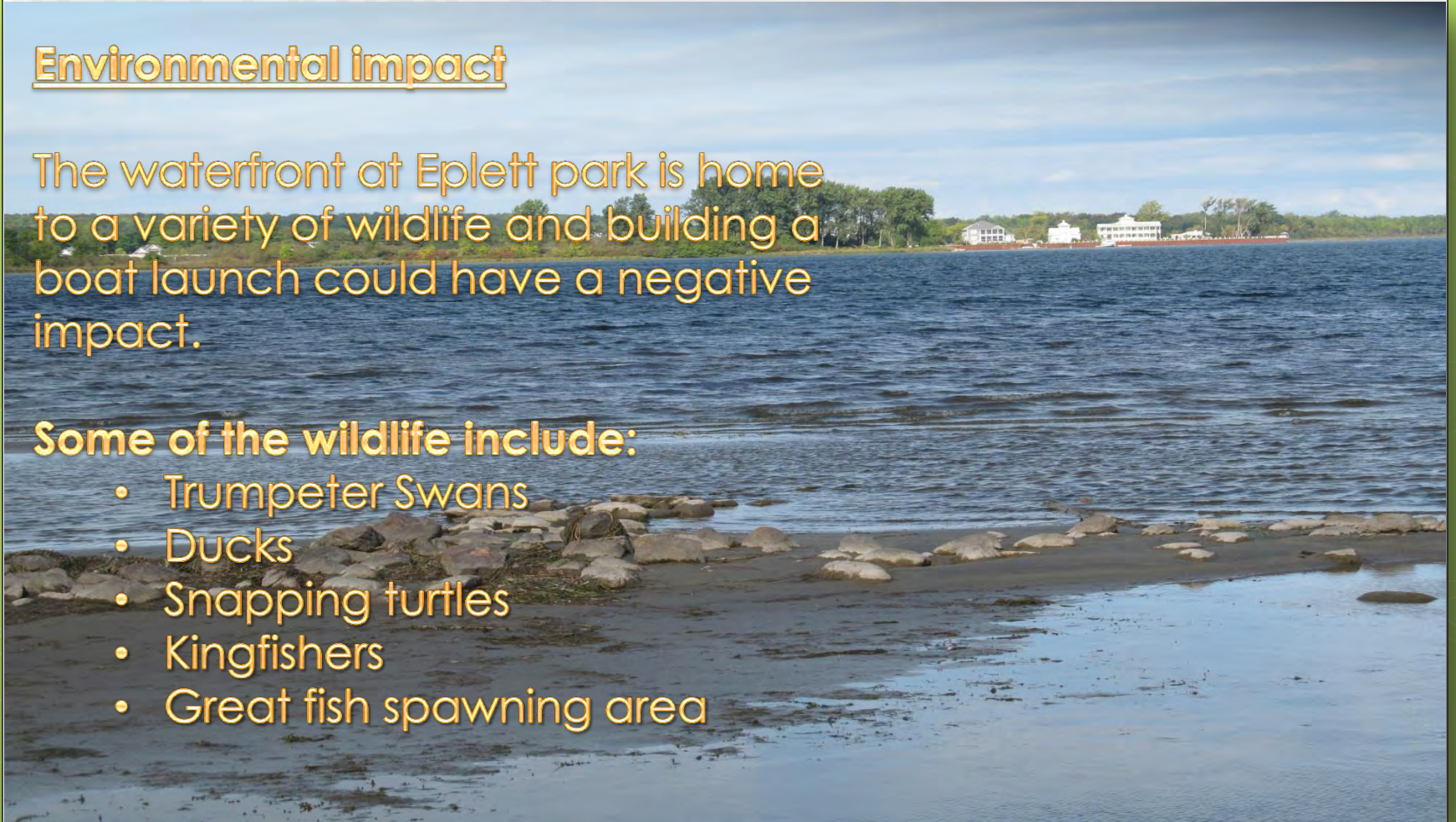
EPLETT PARK (WALDIE) BOAT LAUNCH

Environmental impact

The waterfront at Eplett park is home to a variety of wildlife and building a boat launch could have a negative impact.

Some of the wildlife include:

- Trumpeter Swans
- Ducks
- Snapping turtles
- Kingfishers
- Great fish spawning area



Victoria Harbour Boat Launch

Albert St.	Waldie	Parking	Maitanence	Paid Launch	Local Businesses
35	7	29	14	10	8
63.64%	12.73%	52.73%	25.45%	18.18%	14.55%

Total Response Sheet---> 55

***Albert st:

- *Excellent location*
- *Break wall*
- *re-level*
- *dredge*
- *dock additions*
- *parking*

***Waldie:

- *lots of potential space for parking*
- *shallow, soft bottom*
- *wind exposure, no breakwall*

***Parking:

- *No over night parking*
- *Traffic flow*
- *Use half of parkette*
- *buy back plots from wycliff*

***Maitanence:

- *Garbage/recycle bins*
- *washrooms*
- *dredging*

***Paid Launch:

- *Residents pay small annual fee for maitanence*
- *non residents pay launching fee/ meter fee*

Victoria Harbour Downtown Revitalization

APRIL 2011

Parking, Boat Launches
and Parks



Purpose and Need

- To address parking in the downtowns and the boat launch in the context of downtown revitalization and the 2011 budget.
- There are currently 8 temporary parking spaces for cars with trailers along side the Gazebo Park.
- Typically there are 10 to 20 cars with trailers parking near the boat launch. During our survey in 2009 there were no more than 20 at any one time and the majority of the time there were 6 to 10 car and trailers parked.
- Of the 18 days surveyed, there were 1-5 trailer 3x; 6-10 trailers 10x; 11-15 trailers 1x; 16-20 trailers 4x).
- Typically it was Fridays, Saturdays and Sundays when the numbers were the highest and when the weather was good. Therefore there could be as many as 50-60 days each year with upwards of 20 trailers parked.

Background

- Staff brought forward a report to Council on boat launches in 2009 whereby we looked at potential boat launches in each of the 3 waterfront communities including relocation of the Victoria harbour boat launch if Council was so inclined.
- Council decided to focus our attention on the boat launch in Victoria harbour and not establish any new launches at this time.

Background - Victoria Harbour Boat Launch License Plate Survey

- We undertook a license plate survey in 2009.
- We took random counts over 17 days.
- Of the 160 license plates surveyed we found that 62 (39%) of them were from Tay and 98 (61%) were from outside the Township.

Background - Marina Survey Results

- 5 of the 6 marina operators answered the survey.
- 4 of 5 provide boat launch facilities available to the public.
- All charge for this fee which ranges from \$10.00 to \$30.00 plus \$10.00 parking. They were all different.
- When asked how they feel about the municipality providing public boat launch facilities 1 strongly agreed, 2 agreed, 1 disagreed and 1 strongly disagreed.
- When asked if they would be willing to participate in a program where the municipality subsidized Tay residents to use private facilities, 3 said no, and two were undecided.
- When asked to estimate how many of their launch customers were Tay residents, the marina operators responded that they were not sure.

Background – Marina Operator Survey

- We undertook a marina operator survey and found that the marina operators in Waubashene were against the municipality operating a launch as this is a main part of their business; the marina in Victoria Harbour supported the boat launch in Victoria Harbour. There were no results from the marina operator in Port McNicoll.

- The initial expense of pay and display machine was \$16,530 plus annual costs of another \$1,300.

Marina Survey Results

- 4 of 5 provide boat launch facilities available to the public.
- All charge for this fee which ranges from \$10.00 to \$30.00 plus \$10.00 parking. They were all different.
- When asked how they feel about the municipality providing public boat launch facilities 1 strongly agreed, 2 agreed, 1 disagreed and 1 strongly disagreed.
- When asked if they would be willing to participate in a program where the municipality subsidized Tay residents to use private facilities, 3 said no, and two were undecided.
- When asked to estimate how many of their launch customers were Tay residents, the marina operators responded that they were not sure.

Parking

- If all the parking were to be approved the result would be a total of 37 car with trailer spaces + 63 additional car parking.
- Albert currently = 8 temporary w trailers
- MacKenzie = 17 w trailers and 15 cars
- Eplette = 20 w trailers and 25 cars
- Veterans Lane = 23 cars



By-law Enforcement

- Any vehicles that do not comply to the parking by-law (Tay residents or visitors), will be ticketed, and in some cases may have to be towed.
- Parking on the street (ex. Wycliffe Cove) is permitted (on one side for Wycliffe) provided they do not block driveways. By-law Enforcement can not distinguish Wycliffe residents and guests from general visitors.
- Overnight parking of trailers should not be permitted. This requires a change to our current parking By-law and could be site specific
- Additional signage may have to be installed.

Council Direction

- Veterans Lane Parking - \$10,000
- Does Council want to approve the work to pave for vehicle parking for approximately 23 car spaces?



Council Direction

- MacKenzie Park Parking - \$10,000
- Does Council want to approve the work to pave for trailer and vehicle parking for approximately 17 trailer and 15 car spaces totalling 32?



Council Direction

- Eplett Park
Parking and Fill -
\$10,000
- Does Council
want to approve
the work to pave
for trailer parking
for approximately
20 trailer and 25
car spaces
totalling 45?



Council Direction

- Albert Street Boat Launch Paving and dock - \$10,000
- Does Council want to approve the work to improve the boat launch including paving the launch pad; moving the sign and adding a launching dock in the middle of the launch?



Council Direction

- Albert Street Government Pier - \$25,000
- Does Council want to approve the work to install bumper boards and do concrete repairs to decking?

Council Direction

- Ellen Street Government Pier - \$25,000
- Does Council want to approve the work to install bumper boards and do concrete repairs to decking?

Monitoring – Future Questions

- Options include Tay users only having a free permit.
- Optional pay and display for non-ratepayers. Pay and display machines cost around was \$17,000 and have annual operational costs.
- Option to relocate boat launch to the Waldie Park location.
- Staff will report back to Council annually and at the request of Council or as issues arise.

Totals for Boat Launch Survey

Date	Tay Total	Visitor Total	Unknown	Grand Total	Known Repeat Users
Fri May 1, 09 1:00 p.m.	4	11	1	16	
Sat May 2, 09 10:30 a.m.	4	4	0	9	1
Wed June 10, 09 6:50 p.m.	6	4	0	10	3
Fri June 19, 09 10:57 a.m.	2	4	0	6	
Sat June 20, 09 1:38 p.m.	5	4	0	9	1
Sun June 21, 09 10:30 a.m.	4	15	0	19	1
Mon June 22, 09 11:23 a.m.	4	2	0	6	
Wed June 24, 09 2:19 p.m.	3	3	0	6	
Thur June 25, 09 11:24 a.m.	1	1	0	2	
Sun June 28, 09 10:17 a.m.	2	7	0	9	1
Tues June 30, 09 1:48 p.m.	5	2	0	7	1
Thur July 2, 09 2:00 p.m.	2	1	0	3	
Sat July 4, 09 2:38 p.m.	1	4	0	5	1
Sun July 5, 09 10:30 a.m.	4	5	0	9	1

Total for Boat Launch survey continued

Date	Tay Total	Visitor Total	Unknown	Grand Total	Repeat Users
Wed July 8, 09 11:06 a.m.	3	7	1	11	2
Thur July 9, 09 10:53 a.m.	4	5	1	10	2
Fri July 10, 09 11:19 a.m.	8	12	0	20	3
Sat July 11, 09 11:00 a.m.	4	13	0	17	4
Totals	59 (8 are repeat users)	101 (16 are visitors)	3	160 over 17 days	21



New Year — New OPP Efficiency

Greetings from OPP Municipal Policing Bureau! May 2020 bring us more opportunities to strengthen the relationship with your municipality and make our communities safer!



We all know, in an emergency every second counts! Accidental and non-urgent calls to 9-1-1 like pocket dials tie up emergency lines, communicators and officers and can result in the slower response to a real emergency, risking the safety of people

who may need urgent help.

The OPP recently updated its 9-1-1 call handling work flow and policies to allow its emergency communicators more discretion to divert certain 9-1-1 calls and ensure more frontline OPP members are available for actual emergencies.

OPP communicators are well trained to recognize indicators of an emergency that warrant officers being dispatched.

Changing our 9-1-1 response process aligns with those of other major and medium police services while exceeding North America industry standards. The changes further help optimize our resources and support the pending implementation of 'next generation' 9-1-1 infrastructure, including the future handling of calls for service via social media.

There may be some reduction in the billable calls for service costs in the Annual Billing Statements for OPP-policed municipalities as frontline officers are dispatched to fewer calls. Any reduction to the overall billing is expected to be negligible as officers are still on duty working in communities and available 24/7 to respond to calls for service

If municipal leaders require further information, please contact your local Detachment Commander or visit the OPP booth (#414) at the annual Rural Ontario Municipalities Association (ROMA) Conference.

NEED MORE INFO / HAVE QUESTIONS?

Visit www.opp.ca/municipalpolicing / www.opp.ca/billingmodel

Contact us OPP.MunicipalPolicing@opp.ca or (705) 329 6200

January 15, 2020

Government announces consultation on re-composition of OPP Detachment Boards

On January 15th, the Honourable Sylvia Jones, Ontario's Solicitor General, wrote to Heads of Council to announce province-wide consultations on the drafting of regulations needed to support the establishment of new OPP detachment boards. These discussions will include changes to the billing framework allocating costs between municipalities with a shared OPP detachment board. AMO strongly encourages the participation of local elected officials in these discussions.

For municipalities, the goal of this engagement is a regulatory framework that supports successful and effective governance and delivers strong local civilian oversight of policing by the OPP. This should include mechanisms for every municipal council to be represented on an OPP detachment board and the equitable distribution of costs between municipalities.

The need for new OPP governance regulations is as a result of the new *Community Safety and Policing Act, 2019*. Key governance-related changes include:

Structure of Boards and Local Say

- There shall be one OPP detachment board per detachment (with flexibility for unique circumstances/geography). A board's composition, terms of office, and remuneration will be provided for in regulations and has yet to be determined.
- In effect, these changes extend police governance to about 200 municipalities (which do not have a board, ie. Section 5.1) but will consolidate multiple existing boards within a detachment.

Activity of Boards

- Boards shall determine local objectives, priorities, and policies in consultation with the Detachment Commander, consistent with the Solicitor General's strategic plan for the OPP.
- Boards shall consult with the Commissioner of the OPP regarding the selection of the Detachment Commander.
- The Detachment Commander shall prepare and adopt a local action plan in consultation with the board.
- Training for board members will become mandatory (Ministry support and funding is needed).

Financial Considerations

- There will be no distinction between contract and non-contract in the future. Effectively all policing will become contract.
- The focus of the billing related regulations will be to address transition matters and to account for service differences between municipalities as well as existing contracts expiring at the end of 2020.
- It should be noted, billing model changes will not lower the overall cost of policing for the municipal sector.

OPP Governance Advisory Council (Provincial)

- The establishment of this Council is to provide advice to the Solicitor General with respect to the use of the Solicitor General's powers related to the OPP.
- More generally, this change will enhance civilian governance of the OPP.

AMO Advocacy

AMO has impressed upon the Ministry of the need for:

- open and transparent discussions;
- a recognition that policing is fundamentally local (ie. it is important to maintain the close proximity of a community to its board and the police);
- locally workable governance arrangements; and
- the representation of every municipal council.

Key Municipal Considerations

For local elected officials participating in the government's consultation, here are some key considerations:

1. For communities without existing police service or detachment boards: boards are an opportunity to expand the democratic oversight and governance of policing. In the words of Sir Robert Peel, the father of modern policing, "the police are the public and the public are the police." A detachment board helps to align policing objectives, priorities, and policies with community expectations.
2. For communities with existing OPP boards: the legislation aims to consolidate existing municipal board boundaries with OPP detachment board boundaries (thus potentially including multiple neighbouring municipalities in the same detachment). However, the legislation provides for flexibility to address unique geographic circumstances. If you feel your area's needs are unique, help the Ministry understand that uniqueness in a province-wide context.
3. The size and composition of detachment boards have not been determined. This is your opportunity to inform the regulations which will determine board composition.

4. On the issue of policing costs, speak to your local circumstances. Highlight areas where your property taxpayers would benefit from greater transparency or illustrate steps that could be taken to improve the efficiency and effectiveness of policing in your community (ie. shift scheduling). This should include highlighting the need that all new policing regulations (governance and operations) should aim to improve the efficiency and effectiveness of policing and not drive policing costs even higher.
5. On the issue of OPP billing, note that billing changes alone will not lower the overall cost of policing by the OPP. The equitable distribution of costs across the detachment is a key goal of all municipalities.

The Solicitor General has advised that regional roundtable meetings will be taking place in Kenora, Thunder Bay, Sudbury, Timmins, London, Brockville, and Orillia. The Ministry will communicate the dates and times of these meetings shortly in separate correspondence.

In addition, the Ontario Association of Police Service Boards is convening an [OPP Governance Summit](#) on January 30, 2020 which will include a presentation by the Ministry.

AMO will continue to engage the Ministry in discussions related to OPP detachment boards and other regulations which affect policing (OPP and own-force) in all municipalities in the months ahead. Please feel free to relay any positions or concerns of sector-wide interest to AMO.

AMO Contact:

Matthew Wilson, Senior Advisor, mwilson@amo.on.ca, 416-971-9856 ext. 323.

Ministry of the Solicitor General

Office of the
Fire Marshal and
Emergency Management

25 Morton Shulman Avenue
Toronto ON M3M 0B1
Tel: 647-329-1100
Fax: 647-329-1143

Ministère du Solliciteur Général

Bureau du
commissaire des incendies et
de la gestion des situations d'urgence

25, avenue Morton Shulman
Toronto ON M3M 0B1
Tél.: 647-329-1100
Télééc: 647-329-1143



VIA E-MAIL

February 5, 2020

Mayor Ted Walker
P.O. Box 100, 450 Park Street
Victoria Harbour, ON L0K 2A0

Dear Mayor Walker:

As part of the 2019 Fire Coordinators Annual Learning Symposium and Meeting, our stakeholders and partners demonstrated the value of having dedicated individuals from Field and Advisory Services who are experts in all aspects of the delivery of fire protection services.

As the Fire Marshal, I am pleased to announce an update to our Field and Advisory Services structure. In an effort to improve service to fire departments across Ontario, the Office of the Fire Marshal and Emergency Management has transitioned Field and Advisory Services into a regional model. As part of this restructuring, Fire Protection Advisers have been assigned specific fire departments throughout the province and will act as an initial point of contact for you on all fire related matters. The Office of the Fire Marshal and Emergency Management is committed to working with our stakeholders and partners to continue to provide support efficiently and effectively.

This notice is to inform you that Fire Protection Adviser John Doucet has been assigned to your fire department. Please find their contact information below:

John Doucet, Fire Protection Adviser

Cell: 705-279-4551

E-mail: John.Doucet@ontario.ca

I am confident that this new model will help deliver better services to our partners and give you a consistent and dedicated point of contact to help address any questions or concerns from your department. If you have any questions, please feel free to liaise directly with your newly assigned adviser.

Yours truly,

Jon Pegg
Fire Marshal
Office of the Fire Marshal

**General Government & Finance Committee
February 12, 2020**

Agenda

1. Call to Order:

2. Reports of Municipal Officials:

- 2.1 Report from the Director of Finance/Acting CAO
Report No. GGF-2020-06
Re: Christmas Season Office Hours 2020
- 2.2 Report from the Director of Finance/Acting CAO
Report No. GGF-2020-07
Re: Community Safety and Well-being Plan
- 2.3 Report from the Director of Finance/Acting CAO
Report No. GGF-2020-08
Re: Chief Administrative Officer Job Description
- 2.4 Report from the Director of Finance/Acting CAO
Report No. GGF-2020-12
Re: Joint Services Review
- 2.5 Report from the Clerk
Report No. GGF-2020-11
Re: Monthly Activity Report – Clerks
- 2.6 Report from the Clerk
Report No. GGF-2020-10
Re: Amendments to the Terms of Reference for the Joint
Accessibility Advisory Committee
- 2.7 Report from the Director of Technology and Communications
Report No. GGF-2020-09
Re: Monthly Activity Report Technology and Communications Dept.

3. Other Business:

- 3.1 Discussion – Fundraising Dinner
- 3.2 Verbal Report from Mayor Walker
Re: Rural Broadband Committee
- 3.3 Verbal Report from Mayor Walker
Re: Community Safety Plan Appointment
- 3.4 Verbal Report from Councillor Bumstead
Re: ROMA Conference 2020 Presentation Schedule
- 3.5 Verbal Report from Councillor Norris
Re: Creation of Planning Committee for Waubauskene Community
Centre/Hub

4. Items for Information:

- 4.1 Memorandum from Steven Pelletier
Re: Appointment of Presidency, The Guesthouse Shelter
- 4.2 Correspondence from AMO
Re: Infrastructure and Court Security Funding News
- 4.3 Resolution from the County of Simcoe
Re: AMO Report "Towards a Reasonable Balance"
- 4.4 Correspondence from Society of St. Vincent de Paul
Re: Thank You
- 4.5 Correspondence from the County of Simcoe
Re: County Council Highlights



STAFF REPORT

Department/Function: General Government & Finance Committee

Chair: Deputy Mayor Gerard LaChapelle

Meeting Date: February 12, 2020

Report No.: GGF-2020-06

Subject: Christmas Season Office Hours 2020

RECOMMENDATION:

That report number GGF-2020-06 be received for information;

INTRODUCTION/BACKGROUND:

Many years ago as a cost savings measure, Council implemented the closing of the Municipal Office during the week of Christmas. This resulted in generally 3 days being unpaid days for office staff, unless staff used vacation or lieu days for the corresponding days. Complaints have not been received from the public with respect to the office closing, and most municipalities in Simcoe County have implemented a similar procedure.

The practice of closing the office between Christmas and the New Year was adopted into policy in 2013.

ANALYSIS:

We are at the time of year when staff begins to book their 2020 vacations and it is therefore necessary to advise of the days of the office shutdown. The outside staff continues to work during this timeframe, as well as some other staff, based on approval by their Department Head.

This year, Christmas falls on a Friday. This means that the office will be closed for statutory holidays as follows:

Friday, December 25, 2020 – for Christmas Day
Monday, December 28, 2020 – for Boxing Day
Friday, January 1, 2021 – for New Year's Day

It is tradition that the office close on the last working day before Christmas at 12:00 noon, with a lunch, and following lunch, staff are permitted to go home.

This schedule will require that inside staff will be unpaid for three days (December 29, 30 & 31) unless vacation or lieu time is saved for that purpose.

SUSTAINABILITY PLAN:

N/A

FINANCIAL/BUDGET IMPACT:

N/A

CONCLUSION:

For the 2020 Christmas season, the municipal office will be closed from 12:00 noon on Thursday, December 24, 2020 and reopen for regular business on Monday, January 4, 2021.

Prepared By:

Date Prepared:

January 27, 2020

Joanne Sanders
Director of Finance/
Acting Chief Administrative Officer



STAFF REPORT

Department/Function: General Government & Finance Committee

Chair: Deputy Mayor Gerard LaChapelle

Meeting Date: February 12, 2020

Report No.: GGF-2020-07

Subject: Community Safety and Well-being Plan

RECOMMENDATION:

That report number GGF-2020-07 be received;

And further that the Township of Tay participate in a collaborative initiative with the Township of Tiny and the Towns of Midland and Penetanguishene under the County of Simcoe's leadership to develop a joint Community Safety and Well-being Plan in accordance with the new legislative amendments outlined under Part XI, Section 143 of the Police Services Act, R.S.O. 1990;

AND THAT the _____ be appointed to the Geographical Municipal Coordinating Committee to assist with the development of the joint Community Safety and Well-being Plan.

INTRODUCTION/BACKGROUND:

The Government of Ontario, under Bill 175, Safer Ontario Act 2018 brought about amendments to the Police Services Act which requires that each municipality in the Province develop a Community Safety and Well-being (CSWB) Plan by January 1, 2021.

CSWB Planning involves taking a unified approach by working with various sectors, agencies and organizations (including but not limited to local government, police, health/mental health, education, social services and community and custodial services for children and youth) to proactively develop and implement evidence-based strategies and programs to address local priorities (i.e. risk factors, vulnerable groups, protective factors) related to crime and complex social issues on a maintainable basis.

The goal of CSWB Planning is to achieve a sustainable community where citizens feel safe, have a sense of belonging, have access to services and are able to meet their needs for education, health care, food, housing, income, and social and cultural expression.

Municipalities have been tasked with this because the Province believes that municipalities should take a leadership role in defining and addressing areas of risk for the citizens of their community.

CSWB Plans can be undertaken individually or jointly with other municipalities and/or band councils. Each Municipality must prepare, adopt and post their plan within 30 days of adoption.

ANALYSIS:

In response to this new legislative requirement, the CAO group approached the County of Simcoe to provide support in the development of these plans. Following ongoing discussions, County staff have committed resources to coordinate and support the CSWB planning process and plan development for local municipalities.

Under the leadership of the County's Emergency Management and Social Services Departments, County staff will be working in conjunction with Karie Warnor from Avail Consulting, to ensure these plans are completed by the required timeline.

Five Municipal Groupings have been identified with Tay Township being placed with Tiny, Midland and Penetanguishene. The rationale for the groupings is attached along with additional information to this report. As a result, a Geographical Municipal Coordinating Committee (GMCC) will be created and comprised of representatives from the municipalities within the geographical grouping, the Ontario Provincial Police, the County of Simcoe, and the Community Safety and Well-being Coordinator. The GMCC will be responsible for monitoring, assessing/evaluating the progress of their respective Plan's development as well as reviewing and forwarding the Plan for adoption to Council within the specified timeframe.

Although the Township could choose to create its' own plan, this is not recommended as we do not have the resources, the expertise or the data to support the creation of our own plan. The provision of social and policing services to our residents is closely linked to the County and the OPP detachment.

Additional information has been attached to this report to give more detail on the requirements of the plan, the planning framework, the reasoning behind the municipal groupings, and the Geographical Municipal Coordinating Committee (GMCC).

FINANCIAL/BUDGET IMPACT:

There are minimal direct financial implications resulting from the proposed GMCC partnership, other than the staff time required to support the development of the plan. Funding for the external consulting expertise (Avail Consulting) in the development of this Plan will be supported by the County of Simcoe.

Each municipality participating in the joint CSWB Plan process must be prepared to account for how the Plan was developed, the consultative process, how the Plan will be implemented and any and all outcomes stemming from the Plan. Failure to do so may result in the Solicitor General appointing a CSWB Planner. The costs for this purpose would be billed back to the municipality.

The financial implications of the recommendations from the CSWB plan are unknown at this time.

CONCLUSION:

Staff is recommending that the Township of Tay participate in a collaborative initiative with neighboring municipalities and the County of Simcoe to develop a Community Safety and Well-being Plan and that a member of staff or council be appointed to the Geographical Municipal Coordinating Committee for our grouping.

Prepared By:

Date Prepared:

January 27, 2020

Joanne Sanders
Director of Finance/
Acting Chief Administrative Officer

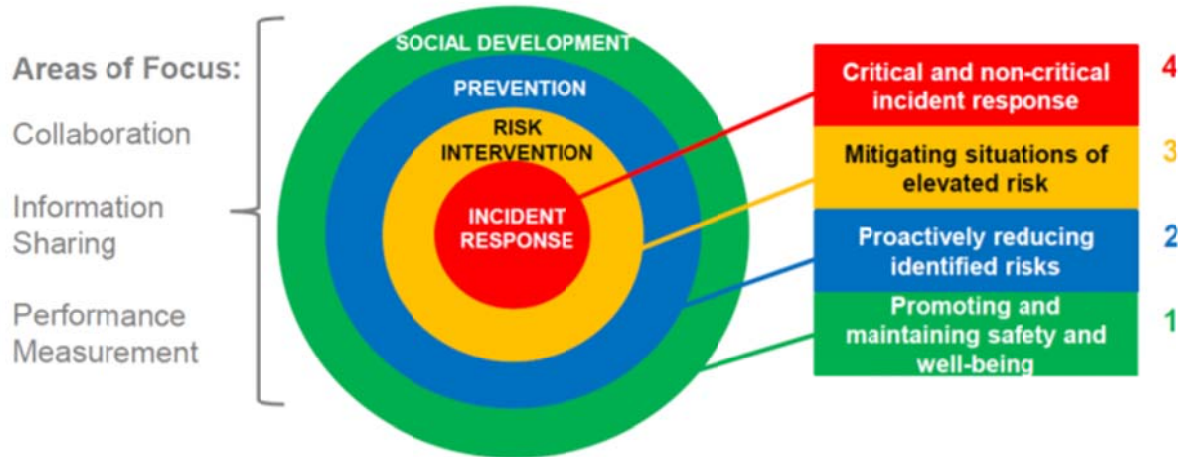
Content Required for the Community Safety and Well-being Plan

Section 146 of the Police Services Act states that a CSWB Plan shall have:

- a) identify risk factors in the municipality or First Nation, including, without limitation, systemic discrimination and other social factors that contribute to crime, victimization, addiction, drug overdose and suicide and any other prescribed risk factors;
- b) identify which risk factors the municipality or First Nation will treat as a priority to reduce;
- c) identify strategies to reduce the prioritized risk factors, including providing new services, changing existing services, improving the integration of existing services or coordinating existing services in a different way;
- d) set out measurable outcomes that the strategies are intended to produce;
- e) address any other issues that may be prescribed; and
- f) contain any other information that may be prescribed.

Community Safety and Wellbeing Planning Framework

The planning process is to be collaborative in nature and involves a diverse range of sectors including municipalities, police and community partners that will work together to identify both the risk and protective factors in the community. The provincial framework shown below used to identify strategies to reduce these risk factors identifies four (4) areas of CSWB Planning:



1. Social Development - Addressing the underlying causes of social issues through upstream approaches that promote and maintain individual and community wellness. This includes opportunities for employment, income, adequate housing, access to education and other supports that promote social and economic inclusion.
2. Prevention - Applying proactive strategies to known and identified risks that are likely to result in harm to individuals or communities if left unmitigated.
3. Risk Intervention - Identifying and responding to situations of acutely elevated risk and mobilizing immediate interventions before an emergency or crisis driven response is required.
4. Incident Response - Circumstances that require intervention by first responders such as police, paramedics and other crisis-driven services in the human services system.

Rationale for Geographical Municipal Groupings (GMG)

GMG -Plan 1	GMG-Plan 2	GMG-Plan 3	GMG-Plan 4	GMG-Plan 5
<ul style="list-style-type: none">• Bradford West Gwillimbury• Innisfil	<ul style="list-style-type: none">• Essa,• New Tecumseth• Adjala-Tosorontio	<ul style="list-style-type: none">• Collingwood• Wasaga• Clearview• Springwater	<ul style="list-style-type: none">• Tiny• Tay• Midland• Penetanguishene	<ul style="list-style-type: none">• Orillia• Oro• Severn• Ramara

The following rationale was used by Avail Consulting to identify the five Geographical Municipal Groupings (GMG):

- Key partners (i.e. the County and the Simcoe Muskoka District Health Unit) already group and display aggregate data to be meaningful and appropriate for analysis and follow-up activities.
- There already are numerous instances of shared services between municipalities.
- The County supports municipalities through a broad range of services and facilities that expand across local municipal boundaries and support natural geographical groupings.
- Community partners (i.e. community services, social services, health care, and other support services) provide their services across the municipalities.
- These groupings will optimize and leverage (where possible) the work that is already being done.
- In the case of the Town of Penetanguishene, Town of Midland and Townships of Tay and Tiny, an integrated OPP Detachment exists (this affects data, services, and future strategies).

Geographical Municipal Co-ordinating Committee (GMCC)

Purpose

The purpose of the Geographical Municipal Co-ordinating Committee (GMCC) is to engage the municipalities in a collaborative initiative to develop a Community Safety and Well-being Plan for the Geographical Municipal Grouping as per the Municipal mandate for same in provincial Bill 175 (Safer Ontario Act). The Plan will represent the Geographical Municipal Grouping (GMG) as a whole, but, will reflect and local needs and nuances specific to the respective municipalities as appropriate.

GMCC Composition (at a minimum)

- Municipal representation from each Town or City within the Geographical Municipal Grouping (GMG)
- County representation from the County of Simcoe
- Police representation
- CSWB Coordinator

General Responsibilities of GMCC Membership

Note: Administrative function will be the responsibility of the CSWB Co-Ordinator

- Directing and responding to the work of the Advisory Committee
- Participating on the Advisory Committee (ad hoc)
- Planning community engagement sessions (ad hoc)
- Ensuring the Advisory Committee recommendations are reviewed and evaluated
- Building on and /or establishing strong working partnerships with community members and organizations that can facilitate and enable effective community safety and Well-being planning
- Receiving and responding to requests for information about the CSWB Plan
- Assessing and determining from the information and data sources what the data will be used for, what is public facing and what is for internal use only
- Ensuring that the plan is made publicly available
- Reporting back to the respective Council(s) and advocating for support for the Plan



STAFF REPORT

Department/Function: General Government & Finance Committee

Chair: Deputy Mayor Gerard LaChapelle

Meeting Date: February 12, 2020

Report No.: GGF-2020-08

Subject: Chief Administrative Officer Job Description

RECOMMENDATION:

That report number GGF-2020-08 be received;

And further that the Chief Administrative Officer Job Description as amended be approved.

INTRODUCTION/BACKGROUND:

With the Chief Administrative Officer position vacant it was an opportunity to review the current Job Description to ensure all job functions anticipated were included and those that were completed by other staff were removed.

ANALYSIS:

The amended CAO job description is attached. The most significant changes to the job description were to identify responsibilities with respect to legal issues, economic development, health and safety, emergency management and the role in Newmarket-Tay Power Distribution Ltd.

Reference to the responsibility for procedures for purchasing and sale of assets as well as tendering and negotiating the purchase and sale of real property was deleted as these processes have been historically done by other staff.

Under qualifications, the requirement for 15 years municipal experience was reduced to 5 to correspond with the advertisement for the CAO vacancy and reflect the qualifications required to perform this position.

SUSTAINABILITY PLAN:

N/A

FINANCIAL/BUDGET IMPACT:

N/A

CONCLUSION:

Staff is recommending that the CAO Job Description as amended be approved.

Prepared By:

Date Prepared:

February 5, 2020

Joanne Sanders
Director of Finance/
Acting Chief Administrative Officer



Township of Tay

Job Description

Chief Administrative Officer/Deputy Clerk

Reports to:

Council

Subordinate Positions:

Director of Finance
Director of Planning and Development
Director of Public Works
Fire Chief
Clerk
Director of Technology & Communications
Health & Safety Program Assistant (PT)
Senior Executive Assistant

Position Summary

Performs the associated statutory duties of the position, Controls, manages and directs the administration of the Township's corporate affairs. Provides leadership to ensure that policies and programs of the Township are implemented and informs Council on the operation and affairs of the municipality.

Responsibilities:

1. Provides advice and guidance to Council on Township policy, programs, legal, legislative changes and general governance matters and makes recommendations as required.
2. Ensures Council's directions are followed and implemented.
3. Reviews all reports for Committee of All Council and comments when necessary.
4. Attends all Council and Committee of the Whole meetings in both public and closed sessions.
5. Researches, develops, plans and implements policies; provides rationale for projects and/or policies to Council based on input from Department Heads.

6. Prepares information package and conducts a briefing for new Members of Council.
7. Controls and manages the administration of the Township according to statute and established policy.
8. Ensures that Department Heads are accountable for administrative decisions and the efficient and effective operation of their departments.
9. Conducts Department Head meetings. Directs the activities of subordinates including performance evaluations and monitoring daily activities.
10. Intervenes where warranted to improve departmental performance and morale.
11. Coordinates and administers contracted legal services by the Municipality; oversees claims settlement and litigation with recommendation to Council on cost effective resolutions.
12. In consultation with the Treasurer, provides leadership and assistance to Senior Management Team and Boards, to assist in the preparation of budgets; responsible for the general administration of these budgets through the Treasurer and Department Heads.
13. Administers Human Resource functions for the Township including hiring, firing and disciplinary action based upon Township policies and procedures. Recommends staff salaries and benefit packages.
14. Appointed at Council's discretion to serve on the board of Newmarket- Tay Power Distribution Ltd; attends Board meeting and assists in the exercise of corporate oversight and strategic management of the Township's Utility assets.
15. Responsible for Economic Development as it pertains to the Township.
16. Administers Township insurance plans, verifies eligibility, reviews coverage and processes claims.
17. Oversees the Township's Health and Safety Program and promotes the same, ensuring compliance to provincial regulations and corporate policies.

18. Member of the Community Control Group for Emergency Management filling positions of Emergency Operations Commander and Emergency Information Officer.
19. Responds to public inquiries by telephone, correspondence or in-person.
20. Consults with Provincial Ministries as required.
21. In the absence of the Clerk performs all related duties as Clerk, as required by statute, and for this purpose has the Deputy-Clerk Title.
22. Is responsible for special projects when assigned by Council.
23. Performs other related duties as assigned by Council.

Qualifications:

- ❑ Must have five years municipal experience with five years of relative experience in a senior management position.
- ❑ Requires strong interpersonal skills to influence and persuade others regarding a variety of issues.
- ❑ Requires strong organizational capabilities to encourage the management of multiple priorities.
- ❑ Must have excellent communication (oral & written), negotiation, public relations and management skills.

Effort:

- ❑ Normal workweek – 35 hours.
- ❑ Job may involve mild exertion, i.e. moderate walking.
- ❑ Job requires attention to detail and some pressure related to frequent deadlines and changing priorities.

Working Conditions:

- ❑ Required to attend evening meetings.
- ❑ Working environment contains the usual risks or discomforts; no special safety precautions are required.

Revised: February, 2020



STAFF REPORT

Department/Function: General Government & Finance Committee

Chair: Deputy Mayor Gerard LaChapelle

Meeting Date: February 12, 2020

Report No.: GGF-2020-12

Subject: Joint Services Review

RECOMMENDATION:

That Staff Report No. GGF-2020-12 regarding the Joint Services Review be received;

And further that the Mayor and Clerk be delegated the authority to sign the necessary contract agreements with the respect to award of the project under the Municipal Modernization Funding; and

And further that the Mayor and Clerk be authorized to sign necessary Municipal Modernization Fund funding agreement with the Province of Ontario.

INTRODUCTION/BACKGROUND:

In December 2019, Council endorsed a joint expression of interest submitted by the Towns of Midland and Penetanguishene and the Townships of Tay and Tiny to apply for funding, through the Municipal Modernization Program, to conduct a North Simcoe Municipal Services Review. Due to the short time frame for completion (June 30, 2020), the focus of the application was on a limited number of service areas.

In January, the Township received notification that the application was successful and that the Government of Ontario will provide funding of up to \$100,000.00 towards the joint project with the final report due by June 30, 2020.

ANALYSIS:

The CAO's have been working together to expedite this as a priority project over the coming weeks to work towards securing a third party to conduct the review.

At the Mayors' and CAO's meeting in January it was noted that in order to meet the deadline and make the best use of these funds, the CAO's are looking for their Council's concurrence to hand this over to administration to finalize a request for proposals and to give authority to the CAO's to award the contract.

The Township's procurement policy requires that purchases over \$50,000 be approved by Council; however, allows for participation with other Government agencies or public authorities in co-operative procurement ventures whenever it is determined to be in the best interests of the Township to do so. The Town of Penetanguishene has taken the lead on this project and with the assistance of the procurement coordinator for the Town of Midland an RFP is anticipated to be released on Monday February 3rd.

The Ministry has indicated that a transfer payment agreement is required to provide the grant funding for this work. Ministry staff will be in touch shortly to finalize the transfer payment agreement.

In order to proceed in a timely manner it is recommended that Council give delegated authority to the Mayor and Clerk to execute the necessary contracts/agreements with the Ministry as well as with the successful bidder.

FINANCIAL/BUDGET IMPACT:

N/A

CONCLUSION:

The Township of Tay was successful in a joint grant application with our neighboring municipalities to conduct a joint services review through an outside consultant. Staff is requesting Council's approval and delegated authority to proceed quickly to allow the completion deadline of June 30, 2020 to be met.

Prepared By:

Date Prepared:

February 5, 2020

Joanne Sanders
Director of Finance/
Acting Chief Administrative Officer



STAFF REPORT

Department/Function: General Government & Finance

Chair: Deputy Mayor Gerard LaChapelle

Meeting Date: February 12, 2020

Report No.: GGF-2020-11

Report Title: Monthly Activity Report - Clerks

The following are the highlights from January 3, 2020 to February 5, 2020:

- Culture Alliance meeting held on January 9th. The Culture Alliance has a number of projects planned for 2020 such as:
 - Artrepreneur Program which partners with young local artists with the North Simcoe Community Future Development Corp. to help them take their talent to a full business. At the time of the last meeting ten applications had been received to the program.
 - 2020 Culture Awards
 - Cultural Conference on November 6 & 7,
 - Planning for Culture Days 2020 in September,
 - Auditions & promotion of the Ontario Musicians Co-Operative Inc. Emerging Artists program which are taking place on Feb. 16 at the NSSRC and Feb. 22 at the Wyebridge Community Centre.
 - Cultural Connections for Individuals is on February 13 from 7:00 to 8:30 at the Midland Public Library (held monthly).
 - Day trip to Georgian Bay Islands National Park on September 14 for visual artists, writers, musicians, etc. to gain inspiration from the landscape of Beausoleil Island.

In addition, the Culture Alliance is promoting their website www.culturealliance.ca where municipalities, organizations, artists, etc. can promote events or see upcoming events of interest.

- Horticulture Committee meeting held January 9th. The Committee discussed their 2020 projects and will continue with the decorative bicycles again this summer. In addition, they will be exploring the potential of expanding the current Tay Shore Trail donation program to include various parks and potentially fold-in the adopt-a-garden program so that all horticulture volunteer/donation programs are together.

- Seniors Advisory Committee meeting held on January 14th. The Committee continued their work and discussion on future senior speaker topics; the development of a North Simcoe Senior's Directory, senior's symposium and reviewed the results of their senior's survey.
- Property Standards Hearing held on January 15th respecting 85 Todd Lane.
- First meeting of the Oakwood Park Improvement Ad hoc Committee held on January 15th. The Committee reviewed the scope of the project and agreed to divide their work into short-term and long-term. In the short-term the Committee will work to ensure there is a functional multi-purpose surface in place for 2020, and will report back following further discussions on a long-term recommendation for the future of the outdoor rink and multi-purpose area.
- Joint Accessibility Advisory Committee meeting held on January 16. The Committee received the Township's annual report for information and was pleased with the Township's progress & commitment to accessibility.
The Committee approved Site Plan Review Guidelines which provide guidance to planning staff for each of the member municipalities with respect to which site plans require committee review and which do not. Without this guideline there were no limitations on what plans the committee would be commenting on and with so many member municipalities this could have become a substantial amount of work. With the guidelines in place the Committee will now only comment on municipal improvements and other structures deemed by staff to be in the Committee's interest due to the nature of the development (i.e. the Committee recently provided comment on the 400 Newton St & 60 Maple St site plans with respect to accessibility).
- Filed annual MFIPPA reports with the Information & Privacy Commissioner.
- Processed one new general land sale inquiry, currently awaiting comments an earlier received query. It is anticipated that a report will come to Council as soon as all comments have been received.
- Staff training held on year-end records management processes that will be underway over the next month with the annual 'shred' scheduled for the end of March.
- Vacation: January 24-Feb 2

OTHER MEETINGS

- Inside staff post-Council meeting
- Seniors Committee meeting
- Department Heads' meeting
- COAC meeting
- Council meeting

Prepared By:

Date: February 6, 2020

Alison Gray, BAH, CMO, AOMC
Clerk



STAFF REPORT

Department/Function: General Government & Finance

Chair: Deputy Mayor Gerard LaChapelle

Meeting Date: February 12, 2020

Report No.: GGF-2020-10

Report Title: Amendments to the Terms of Reference
for the Joint Accessibility Advisory
Committee

RECOMMENDATION:

That Staff Report GGF-2020-10 regarding Amendments to the Terms of Reference for the Joint Accessibility Advisory Committee be received;

And that the amended Terms of Reference be approved;

And that the required amending by-law be brought forward for Council's consideration.

INTRODUCTION/BACKGROUND:

With the publication of the statistics from the federal 2016 Census, the population of the Township of Tay went over 10,000. As a result, per the Accessibility for Ontarians with Disabilities Act, 2005, S.O. 2005, c. 11, as amended (AODA) the Township was required to create and appoint an accessibility advisory committee.

In 2018, the Township of Tay joined the Joint Accessibility Advisory Committee which consists of the County of Simcoe, Township of Springwater, Township of Oro-Medonte, Township of Adjala-Tosorontio and Tay. Further, a unique requirement of this committee is that the majority of members must be persons with disabilities which provides the Committee with direct knowledge of the matters they are required to review.

ANALYSIS:

The current Terms of Reference under Mandate require some revision to reflect current practice.

It is recommended that the Mandate section be revised as follows: b) add the following – that the Committee selects as outlined in the Site Plan Review Guideline document , and remove clause d), e) and f).

Composition does not identify that the Warden is a member (ex-officio).

It is recommended that the Composition section be amended to reflect that “Simcoe” Warden (ex-officio), or designate as approved by Council.

The Composition section reflects that the Committee requires the majority of the members to be persons with disabilities. As there are 5 councillors appointed it is important that the appointing lower tier give consideration to appointing members whenever possible that have a disability. In addition, it is essential that the 5 non-elected members representing the four participating lower tiers and the County be persons with disabilities.

It is recommended that the Composition section be further amended to clarify the 5 non-elected members be persons with disabilities, and whenever possible the Councillor appointments may also be persons with disabilities.

The Composition section also reflects that Councils may, at their discretion, authorize the appointment of potentially two additional appointees that do not have a disability. As this is a joint committee, there is a need to ensure the majority of members be persons with disabilities.

It is recommended that the Composition section be amended to reflect that the County may, at their discretion, authorize the appointment of those two additional appointees.

The Composition section also reflects that the Committee shall consist of five to eleven members. As noted above there are 5 elected official appointments and 5 non-elected representatives along with the addition of 1 to 3 additional appointments.

It is recommended that the Composition section be amended to reflect 11 to 13 members.

As this is a Joint Committee the above noted recommended changes require their approval of all the members before the amendments can be finalized.

FINANCIAL/BUDGET IMPACT:

There is no financial impact as a result of this report.

CONCLUSION:

Staff is recommending that the attached amended Terms of Reference for the Joint AAC be approved.

Prepared By: Alison Gray, Clerk

Recommended By:

Date: February 5, 2020

Alison Gray, BAH, CMO
Clerk

Reviewed By:

Joanne Sanders
Acting Chief Administrative Officer

Attachment: Joint AAC Terms of Reference

Joint Accessibility Advisory Committee (JAAC)

Jointly Serving:

The Corporation of the County of Simcoe
The Corporation of the Township of Springwater
The Corporation of the Township of Tay
The Corporation of the Township of Oro-Medonte
The Corporation of the Township of Adjala-Tosorontio

Terms of Reference

1. Purpose

The Joint Accessibility Advisory Committee ("Committee") is established by the Corporation of the County of Simcoe ("Simcoe"), the Corporation of the Township of Springwater ("Springwater"), the Corporation of the Township of Tay ("Tay"), the Corporation of the Township of Oro-Medonte ("Oro-Medonte") and the Corporation of the Township of Adjala-Tosorontio ("Adjala-Tosorontio") in accordance with Ontarians with Disabilities Act 2001, and the Accessibility for Ontarians with Disabilities Act, 2005 ("Acts"), and shall act as an advisory body in accordance with both Acts and all related standards.

2. Mandate

The Committee shall:

- a) Provide input on the preparation of the multi-year accessibility plans for consideration by the respective municipal Council.

The plans will address and include steps that each municipality has taken and plans to take with respect to the identification, removal and prevention of barriers to persons with disabilities as required by legislation.

- b) Advise on major accessibility issues related to the significant renovation, operation, purchase or lease of buildings or structures or parts of buildings or structures used as municipal buildings with special attention to those that the public are encouraged to utilize through the review of site plans and drawings as described within the Planning Act that the Committee selects as outlined in the Site Plan Review Guideline document.
- c) Advise on opportunities with respect to the identification and removal of barriers to persons with disabilities at facilities owned or operated by the municipalities.

Deleted: d) . Identify any potential funding that could be available to assist with the removal of barriers for persons with disabilities.¶

¶

e) . Research and report on specific matters referred to it by the municipal Councils.¶

¶

f) Advise on opportunities to increase staff awareness with respect to the provision of municipal programs and services to persons with disabilities

- g) Advise on ways to improve opportunities for persons with disabilities with respect to programs and services offered by the municipalities.
- h) Perform other functions that are specified in the Regulations of the Acts.

3. Composition

The majority of Committee members must be person with disabilities as required under the Acts and must be residents of the County of Simcoe. The Committee shall consist of ten to twelve members as follows:

- a) Five non-elected members who are person with disabilities, with preference given to appoint at least one eligible resident of:

- "Simcoe",
- "Springwater",
- "Tay",
- "Oro-Medonte", and
- "Adjala-Tosorontio".

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- b) Five elected officials. When possible, the elected officials will be persons with disabilities.;

- "Simcoe" Warden (ex-officio), or designate as approved by Council,
- One member of "Springwater" Council,
- One member of "Tay" Council,
- One member of "Oro-Medonte" Council, and
- One member of "Adjala-Tosorontio" Council.

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Deleted: One member of

Deleted: Council

The County may, at their discretion, authorize the appointment of:

Deleted: Councils

- a) One citizen at large who may not be a person with a disability but who has special interest or expertise in the identification or removal of barriers or has specific expertise as a care giver to a person(s) with disabilities; and/or
- b) A representative of an organization representing persons with disabilities.

4. Recruitment

All participating municipalities will be responsible for advertising recruitment opportunities through local newspapers, local libraries, and relevant organizations representing persons with disabilities.

The participating municipalities will each be responsible for promoting recruitment opportunities on their respective website and through their social media accounts and gathering applications.

Enhanced advertising may be done by each of the participating municipalities at their own expense.

5. Appointment of Members

Elected officials are to be appointed by their respective Council or in accordance with their applicable by-laws or policies.

The respective Councils shall review the applications received within their municipality and appoint one citizen appointee from their municipality and forward that name to the County to form the committee membership.

Should one of the participating lower tier municipalities be unable to appoint their citizen appointee, the County Clerk may forward any remaining applications received by the County for their consideration.

Term of Appointment

a) Elected Officials:

- “Simcoe” Council member shall serve for the term of office;
- “Springwater” Council Member shall serve for the term as specified by his/her Council;
- “Tay” Council Member shall serve for the term as specified by his/her Council;
- “Oro-Medonte” Council Member shall serve for the term as specified by his/her Council;
- “Adjala-Tosorontio” Council Member shall serve for the term as specified by his/her Council.

b) Non-elected representatives:

- The term shall coincide with the term of Council.
- Representatives are eligible for re-appointment.

Members may be required to resign from the “Committee” if they have been absent for three consecutive meetings without good cause.

6. Quorum

More than half of the members eligible to vote must be present in order to transact business.

7. Voting

All members, when eligible to vote, shall have one vote only.

8. Chair and Vice-Chair

The Chair and Vice-Chair of the “Committee” shall be elected at the first meeting of the “Committee” every second year.

9. Compensation and Reimbursement of Expenses

Non-elected representatives shall be compensated in accordance with the existing policies of the Corporation of the County of Simcoe. [Each participating municipality shall reimburse “Simcoe” for all expenses associated with their non-elected representative for all regular meetings and facility reviews annually, effective January 2021.](#)

Elected officials shall be compensated in accordance with existing policies of their respective municipalities.

Non-elected representatives who are persons with disabilities will be provided, at the expense of their respective municipality, with the resources related to their disability that are deemed necessary for them to fully participate in the “Committee’s” activities. The resources could include such things as transportation, sign language, Braille translation etc. Any equipment shall remain the property of respective municipality.

10. Reporting Structure

The “Committee” shall report to the respective Councils, in accordance with the provisions of their respective Procedure By-laws. The presentation of the Committee’s activities will be in the form of a report containing a record of those present at the meeting, the items considered, and the recommendations of the “Committee”. The respective Councils may only consider and act on the recommendations within their jurisdiction.

The “Committee” does not have the authority to specifically direct the activities of staff.

11. Resources

The Clerk’s Departments for “Simcoe”, “Springwater”, “Tay”, “Oro-Medonte” and “Adjala-Tosorontio” will share the responsibility for administrative support as appropriate, including co-ordination of meetings, compilation of agenda material, and meeting support.

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¶
“Springwater” shall reimburse “Simcoe” for all expenses associated with holding special meetings of the “Committee” or conducting “Springwater” facility reviews that may be required by “Springwater” from time-to-time.¶

¶
“Tay” shall reimburse “Simcoe” for all expenses associated with holding special meetings of the “Committee” or conducting “Tay” facility reviews that may be required by “Tay” from time-to-time.¶

¶
“Oro-Medonte” shall reimburse “Simcoe” for all expenses associated with holding special meetings of the “Committee” or conducting “Oro-Medonte” facility reviews that may be required by “Oro-Medonte” from time-to-time.¶

¶
“Adjala-Tosorontio” shall reimburse “Simcoe” for all expenses associated with holding special meetings of the “Committee” or conducting “Adjala-Tosorontio” facility reviews that may be required by “Adjala-Tosorontio” from time-to-time.¶

Responsibility for creating and distributing the agendas and record of proceedings will reside with “Simcoe”.

Other staff resources by “Simcoe”, “Springwater”, “Tay”, “Oro-Medonte” and “Adjala-Tosorontio” will be available for their respective facility reviews and as required.

12. Meetings

Meetings may be scheduled as required each year to support staff reporting and the advisory committee providing guidance and conducting facility reviews resulting in improved accessible services and facilities. All meetings shall be held during the day at a location to be determined.

13. Review

The effectiveness of having a joint “Committee” will be subject to review by all participating municipal Councils at least once per term.



STAFF REPORT

Department/Function: General Government & Finance

Chair: Deputy Mayor Gerard LaChapelle

Meeting Date: February 12, 2020

Report No.: **GGF-2020-09**

Report Title: **Monthly Activity Report
Technology and Communications Dept.**

ORIGIN

Director of Technology and Communications, department activity highlights for January 2020.

TECHNOLOGY

- Monthly security updates installed
- Finance system software annual upgrade and testing completed
- Installed Computer Aided Dispatch Station Monitor at Fire Station #2
- Resolved broken event/contact mapping on website with vendor
- Preparation and IT training for new Public Works student
- Preparation and IT training for contract Recreation Assistant
- Investigated and resolved building permit number collision with permits for years 2000 and 2020
- Resolved issue with Google Chrome not working on some library computers
- Resolved issue with recreation receipt printing due to vendor bug
- Prepared 6 new tablets for library branches
- 2 vacation days (January 2 & 3) - Director

COMMUNICATIONS

- Responded to media inquiries and monitored media coverage
- Promoted Tay Community Rink public skating times and private ice rentals on Twitter
- Promoted County of Simcoe changes to waste collection
- In January, published 12 tweets and earned:
 - 12,400 tweet impressions (number of times a user is served a Tweet in timeline or search results)
 - 461 profile visits (number of times users visited our profile page)
 - 21 mentions
 - 12 new followers (1,487 total followers)
- Top 3 tweets in January:
 - Newmarket-Tay Power Distribution Ltd. new CEO
 - Curbside waste collection changes
 - Outdoor Rinks are Open
- Website edit reviews and approvals
- Crime Stoppers flag raising
- Tax Bill insert preparation and printing
- Newmarket-Tay Power Distribution Ltd. CEO media release
- Spring Recreation Guide preparation
- Did not fill Communications Student position

MEETINGS

- Department Heads' meetings
- Committee of All Council and Council meetings
- County of Simcoe Waste Management Changes – Communications Conference Call #2
- Community Policing Committee Opioid and Drug Abuse meetings (2)
- AMO Municipal Social Media Use Webinar – What's New & What's Next

Prepared By:

Date: February 4, 2020

Daryl C. W. O'Shea
Director of Technology and Communications

ROMA Conference 2020 Sunday January 19 to Tuesday January 21

Attended by Councillor Bumstead

SUNDAY, JANUARY 19

1:00 – CONCURRENT SESSIONS A

2:15 pm Cannabis in Your Community: Medical Grows - Challenges and Opportunities

Todd Cain, Director General, Licensing and Medical Access, Controlled Substances and Cannabis Branch, Health Canada

Sustainable Economic Development

Kate Burns Gallagher, Executive Director of Economic Development, Western Ontario Wardens' Caucus

Delia Reiche, President, EDCO, County of Brant

Diane Therrien Mayor, City of Peterborough, Co-Chair, Eastern Ontario Leadership Council

* **Slow Down: Considerations for Addressing Speed in Your Municipality** *

Environmental Assessment Reform - New Opportunities for Streamlining Approvals and Local Control

Paul Knowles, Municipal Class EA Advisor

Frank J. E. Zechner, Barrister and Solicitor

Asset Management in Action: Success Stories from Rural Ontario

Donald Cunningham, Mayor, Township of Ignace, Debbie Hart, Councillor, Township of Ignace and Marshalina Reader, CAO/Clerk, Township of Ignace

Lloyd Perrin, Director of Asset Management and Development Services and Bill Fehr, Councillor, Municipality of Central Elgin

Sarah MacKelvie, Municipal Asset Management Program, FCM

PLENARY PROGRAMMING

2:45 – Welcome Remarks

3:00 pm Listen to the Conference Welcome Remarks. Speakers: The Honourable Robert Black, Senator; The Honourable Elizabeth Dowdeswell, Lieutenant Governor of Ontario; Rick Kester, President OGRA and Allan Thompson, Chair ROMA.

3:00 – ROMA Update and AGM

3:20 pm Allan Thompson, ROMA Chair

Afshin Majidi, Secretary Treasurer

3:20 – Using Foresight to Foster Discussion of Rural Challenges

3:45 pm Norman Ragetlie, Executive Director, Rural Ontario Institute

3:45 – The Power of Storytelling

4:30 pm Opening Keynote: Terry O'Reilly

MONDAY, JANUARY 20

PLENARY PROGRAMMING

8:30 - 8:45 am AMO President, Jamie McGarvey

8:45 - 9:00 am The Hon. Christine Elliott, Ministry of Health

9:00 - 9:15 am Laurie Swami, President and CEO, NWMO

9:15 - 9:30 am The Hon. Ernie Hardeman, Minister of Agriculture, Food, and Rural Affairs

9:30 – 9:45am The Hon. Doug Ford, Premier of Ontario

10:15 - 11:45 am CONCURRENT SESSIONS B:

* **Connecting Communities: The Importance of Broadband Access**

Dr. Reza Rajabiun, LLM, Research Fellow, Ted Rogers School of Information Management *

Ryerson University & Algorithmic Media Observatory, Concordia University

Issues in Rural Health Care

12:00 - 12:45 pm **SPONSORED LEARNING LUNCHES**

MPAC Values Ontario. Sponsored by MPAC

Virtual Care: Making a Difference in Rural Ontario. Sponsored by OMA

* **Building your Community through Smart Energy Choices. Sponsored by IESO ***

Improving Community Healthcare: A Regional Approach to EMS. Sponsored by Medavie

Autonomous Driving - Challenges Ahead. Sponsored by Frank Cowan

1:15 - 2:30 pm

CONCURRENT SESSIONS C

* More Choice Expanding Housing Options

Darren Cooney, Director, Market Housing Branch, MMAH

Shelley Raymond, President, Solterra Co-housing LTD

Robert Voigt RPP MCIP, Director of Planning, Parkbridge Lifestyle Communities Inc *

Comply When you Buy! Sponsored by LAS

Preserving Home Values in a Time of Climate Change. Sponsored by Insurance Bureau of Canada

Arthur Lofsky, Director, Government Relations & Climate Adaptation Lead, Ontario, IBC

Matthew Thornton, VP Public Affairs & Communications, Ontario Real Estate Association (OREA)

Sea Change: The Blue Box under Full Producer Responsibility

Mac Bain, Councillor, City of North Bay

Dave Gordon, Senior Policy Advisor, AMO

What Does Senior Leadership Support for Psychological Health and Safety Really Mean?

Liz Horvath, Manager, Workplace Mental Health, Opening Minds Mental Health Commission of Canada

PLENARY PROGRAMMING

3:00 - 3:15 pm

Andrea Horwath, Leader of the Official Opposition

3:15 - 3:45 pm

An Overview of the Grand River Conservation Authority - Building Resiliency through Collaboration

Helen Jowett, Chair, GRCA

Samantha Lawson, CAO, GRCA

3:45 - 4:10 pm

Preparing for Ontario's 2020-21 Provincial Budget

Brian Rosborough, Executive Director, Association of Municipalities of Ontario, speaking notes

Highlights: AMO Prebudget Submission 2020

4:10 - 4:25 pm

The Honourable Steve Clark, Minister of Municipal Affairs and Housing

4:25 - 5:30 pm

Ministers' Forum

TUESDAY, JANUARY 21

7:30 - 8:15 am

SPONSORED LEARNING BREAKFASTS

Making More Possible through Investments. Sponsored by ONE Investment

Cybersecurity and Closed Meetings. Sponsored by LAS

Funding for Growth. Sponsored by Mitacs

Investing your Communities and Planning for the Future. Sponsored by Hydro One

*** Municipalities, The Unsung Heroes for Broadband Connectivity.** Sponsored by Shaw Communications *

8:30 - 9:30 am

PLENARY PROGRAMMING

Rural Social Policy Panel – Opioid Crisis, Human Trafficking & Hate Crimes

Opioid Overdose Emergency in Ontario. Graydon Smith, Mayor of Bracebridge, Sonya

Jordan, Executive Director Victim Services Leeds and Grenville County, Dr. Barbara Perry,

Professor of Social Science Ontario Institute of Technology

9:30 - 9:45 am

John Fraser, Interim Leader, Ontario Liberal Party

9:45 - 10:45 am

Michael J. Smither Question Box Panel

10:45 - 11:00 am

Mike Schreiner, Leader, Green Party of Ontario

11:00 - 11:45 am

Closing Keynote: Andrew Coyne

The Political Landscape: Where are we Headed?

11:45 am

Closing Remarks

Sponsored by Air Canada

Online Link to Conference: <http://www.roma.on.ca/Events/2020ROMAConference/Program.aspx>

Green Indicates Links to Online Presentations and Speeches

Bolded Black or Green Font Indicates Plenary Programming Attended

*** Indicates Concurrent Sessions and Sponsored Learning Attended ***



Charity Number: 845435007RR0001

MEMORANDUM

DATE: January 21, 2020

TO: TGHS Membership & Staff, Community Partners & Stakeholders

FROM: Steven Pelletier – CEO, TGHS

RE: Appointment of Presidency, The Guesthouse Shelter

On January 14th, 2020 at the regular scheduled meeting of The Guesthouse Shelter Board of Directors, with a unanimous vote, passed a resolution naming Mr. Rob Walton President of The Guesthouse Shelter succeeding Mr. Bob Bruer.

Prior to this, during the Annual General Meeting on November 6th, 2019, director Leslie Lynn informed the members of the board's intention to recruit and name a new president. With the completion of this task, the TGHS Board demonstrates its dedication to ongoing Board development and long-term sustainability planning.



Rob joined The Guesthouse Shelter in April 2019 with a strong background in leadership and community development. Moving to the area to work at Waypoint Centre for Mental Health in 1989, he and his wife have stayed in the area since, raising their family in Penetanguishene.

Rob is a Registered Nurse and has worked at Waypoint Centre for Mental Health Care for the past 30 years. Throughout his career he has supported vulnerable populations working as a direct care Nurse and a Clinical Manager in a mental health setting; always advocating for increased access and support for marginalized and vulnerable people. He is currently the Clinical Manager of Brebeuf Program for Regional Forensics.

He has also supported small business development in the area as the Chairman of the Board of Directors for the North Simcoe Community Futures Development Corporation ensuring the growth and development of the community.

Rob's professional and volunteer experience have provided him a particularly strong foundation for working with regional social-service non-for-profits such as The Guesthouse Shelter.



The Guesthouse Shelter welcomes Rob's leadership and is very excited for what the future will bring.

Bob Bruer has been a constant presence at The Guesthouse Shelter since first becoming a Tuesday evening volunteer in 2008. In 2010, he assumed overall leadership from Gord McKay. Since then, Bob has led the organization through tremendous evolution, ensuring sound, long lasting leadership. Bob has occupied numerous leadership positions including founding Board President, Secretary and interim Chief Executive Officer.

Bob will be continuing his work with TGHS's Board of Directors during the incoming transition of the new TGHS president.

Bob has arguably been the embodiment of what community leadership and Guesthouse-style volunteering looks like. Like countless other volunteers, during his time with The Guesthouse Shelter he has influenced thousands of lives. With the utmost respect and appreciation, *thank you*, Bob for years of dedication to The Guesthouse Shelter.

A handwritten signature in black ink, appearing to be "SP", with a long horizontal line extending to the right.

Steven Pelletier
Chief Executive Officer
The Guesthouse Shelter & Community Hub

January 17, 2020

Infrastructure and Court Security Funding News

2020 Ontario Community Infrastructure Fund (OCIF) Allocations Announced

On January 17, 2020, the Honourable Doug Ford, Premier of Ontario, [announced](#) the 2020 OCIF allocations for 424 Ontario municipalities. The 2020 OCIF formula allocation is \$200M, the same amount as 2019. AMO welcomes the province's commitment to provide stable, predictable infrastructure funding.

OCIF provides formula funding for core road, bridge, water, wastewater and stormwater infrastructure systems in Ontario communities with populations under 100,000 residents as well as rural and northern municipalities. Originally \$100M split evenly between formula and application funds, OCIF has evolved to provide \$200M in full formula funds that can be banked for up to five years so municipal governments can save for important projects.

AMO understands that the Ministry of Infrastructure will write to individual recipients per their regular practice to confirm details. In the meantime, municipal officials interested in their community's allocation can access it [here](#).

Municipal officials interested in the evolution of OCIF and its relationship to other infrastructure funding programs can review AMO's [information update](#) to members on this subject from October 3, 2019.

AMO Contact:

Craig Reid, Senior Advisor, creid@amo.on.ca, 416-971-9856 ext. 334.

Court Security and Prisoner Transportation Funding

On January 16, 2020, the Honourable Sylvia Jones, Solicitor General, wrote to AMO President Jamie McGarvey to indicate that the province will be proceeding with this funding for 2020. The envelope remains at \$125 million. Municipal governments will receive their allocation notices shortly. Any questions related to allocations should be directed to the Ministry of the Solicitor General.

This announcement maintains historic provincial funding for 2020. It helps to offset municipal costs associated with providing security to provincial courthouses and transporting prisoners to and from those facilities.

AMO Contact:

Matthew Wilson, Senior Advisor, mwilson@amo.on.ca, 416-971-9856 ext. 323.



County of Simcoe
Clerk's Department
1110 Highway 26,
Midhurst, Ontario L9X 1N6

Main Line (705) 726-9300
Toll Free (866) 893-9300
Fax (705) 725-1285
simcoe.ca



January 3, 2020

attorneygeneral@ontario.ca

The Honourable Doug Downey
Attorney General
Ministry of the Attorney General
McMurtry-Scott Building
720 Bay Street, 11th Floor
Toronto, ON
M7A 2S9

Dear Minister:

On behalf of Warden Cornell and County Council, further to a recent Council meeting please be advised that the following resolution was adopted:

That the County of Simcoe supports the Association of Municipalities of Ontario's (AMO) report "Towards a Reasonable Balance: Addressing growing municipality liability and insurance costs dated October 1, 2019; and that the Attorney General of Ontario be so advised; and

That the recommendation be circulated to all lower tier municipalities in Simcoe County.

Should you have any questions regarding this correspondence please contact the undersigned at extension 1623 or john.daly@simcoe.ca.

Yours very truly,

A blue ink signature of John Daly, County Clerk, written in a cursive style.

John Daly
County Clerk

cc: Lower Tier Municipalities



Towards a Reasonable Balance:

Addressing growing municipal liability and insurance costs

Submission to the Attorney General of Ontario

October 1, 2019

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Sent via email to: doug.downeyco@pc.ola.org
magpolicy@ontario.ca

October 1, 2019

The Honourable Doug Downey
Attorney General of Ontario
McMurtry-Scott Building, 11th Floor
720 Bay Street
Toronto, Ontario
M7A 2S9

Dear Attorney General Downey,

Municipal governments accept the responsibility to pay their fair share of a loss. Always. Making it right and paying a fair share are the cornerstones of our legal system. Citizens expect nothing less of their local governments.

But what is a challenge for municipalities and property taxpayers alike, is being asked to assume someone else's responsibility for someone else's mistake. Municipal governments should not be the insurer of last resort. For municipalities in Ontario, however, the principle of joint and several liability ensures that they are just that.

Joint and several liability means higher insurance costs. It diverts property tax dollars from delivering public services. It has transformed municipalities into litigation targets while others escape responsibility. It forces municipal government to settle out-of-court for excessive amounts when responsibility is as low as 1%.

There must be a better way. There must be a better way to help ensure those who suffer losses are made whole again without asking municipalities to bear that burden alone. There must be a better way to be fair, reasonable, and responsible.

AMO welcomes the government's commitment to review joint and several liability. It is a complex issue that has many dimensions. Issues of fairness, legal principles, "liability chill", insurance failures and high insurance costs are all intertwined. Many other jurisdictions have offered additional protection for municipalities and AMO calls on the Ontario government to do the same.

What follows is a starting point for that discussion. Our paper reasserts key issues from AMO's 2010 paper, AMO's 2011 insurance cost survey, provides more recent examples, and details some possible solutions of which there are many options.

Municipalities are in the business of delivering public services. Municipal governments exist to connect people and to advance the development of a community. It is time to find a reasonable balance to prevent the further scaling back of public services owing to joint and several liability, "liability chill", or excessive insurance costs.



Together with the provincial government, I am confident we can find a better way.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. McGarvey', is written over a horizontal line.

Jamie McGarvey
AMO President

Executive Summary

AMO's advocacy efforts on joint and several liability in no way intends for aggrieved parties to be denied justice or damages through the courts. Rather, municipal governments seek to highlight the inequity of how much "deep pocket" defendants like municipalities are forced to pay, for both in and out of court settlements.

It is entirely unfair to ask property taxpayers to carry the lion's share of a damage award when a municipality is found at minimal fault or to assume responsibility for someone else's mistake.

Municipal governments cannot afford to be the insurer of last resort. The principle of joint and several liability is costing municipalities and taxpayers dearly, in the form of rising insurance premiums, service reductions and fewer choices. The *Negligence Act* was never intended to place the burden of insurer of last resort on municipalities.

As public organizations with taxation power and "deep pockets," municipalities have become focal points for litigation when other defendants do not have the means to pay. At the same time, catastrophic claim awards in Ontario have increased considerably. In part, joint and several liability is fueling exorbitant increases in municipal insurance premiums.

The heavy insurance burden and legal environment is unsustainable for Ontario's communities. Despite enormous improvements to safety, including new standards for playgrounds, pool safety, and better risk management practices, municipal insurance premiums and liability claims continue to increase. All municipalities have risk management policies to one degree or another and most large municipalities now employ risk managers precisely to increase health and safety and limit liability exposure in the design of facilities, programs, and insurance coverage. Liability is a top of mind consideration for all municipal councils.

Joint and several liability is problematic not only because of the disproportioned burden on municipalities that are awarded by courts. It is also the immeasurable impact of propelling municipalities to settle out of court to avoid protracted and expensive litigation for amounts that may be excessive, or certainly represent a greater percentage than their degree of fault.

Various forms of proportionate liability have now been enacted by all of Ontario's competing Great Lakes states. In total, 38 other states south of the border have adopted proportionate liability in specific circumstances to the benefit of municipalities. Many common law jurisdictions around the world have adopted legal reforms to limit the exposure and restore balance. With other Commonwealth jurisdictions and the majority of state governments in the United States having modified the rule of joint and several liability in favour of some form of proportionate liability, it is time for Ontario to consider various options.

There is precedence in Ontario for joint and several liability reform. The car leasing lobby highlighted a particularly expensive court award made in November of 2004 against a car leasing company by the victim of a drunk driver. The August 1997 accident occurred when the car skidded off a county road near Peterborough, Ontario. It exposed the inequity of joint and several liability for car leasing companies. The leasing companies argued to the government that the settlement had put them at a competitive disadvantage to lenders. They also warned that such liability conditions would likely drive some leasing and rental companies to reduce their business in Ontario. As a result, Bill 18 amended the *Compulsory Automobile Insurance Act*, the *Highway Traffic*

Act and the Ontario *Insurance Act* to make renters and lessees vicariously liable for the negligence of automobile drivers and capped the maximum liability of owners of rental and leased cars at \$1 million. While Bill 18 has eliminated the owners of leased and rented cars as “deep pocket” defendants, no such restrictions have been enacted to assist municipalities.

A 2011 survey conducted by AMO reveals that since 2007, liability premiums have increased by 22.2% and are among the fastest growing municipal costs. Total 2011 Ontario municipal insurance costs were \$155.2 million. Liability premiums made up the majority of these expenses at \$85.5 million. Property taxpayers are paying this price.

These trends are continuing. In August of 2019, it was reported the Town of Bradford West Gwillimbury faces a 59% insurance cost increase for 2019. This is just one example. AMO encourages the municipal insurance industry to provide the government with more recent data and trends to support the industry’s own arguments regarding the impact joint and several has on premiums.

Insurance costs disproportionately affect small municipalities. For 2011, the per capita insurance costs for communities with populations under 10,000 were \$37.56. By comparison, per capita costs in large communities with populations over 75,000 were \$7.71. Property taxpayers in one northern community are spending more on insurance than their library. In one southern county, for every \$2 spent on snowplowing roads, another \$1 is spent on insurance.

In 2016, the Ontario Municipal Insurance Exchange (OMEX), a not-for-profit insurer, announced that it was suspending reciprocal underwriting operations. The organization cited, a “low pricing environment, combined with the impact of joint and several liability on municipal claim settlements” as reasons for the decision. Fewer choices fuels premium increases.

Learning from other jurisdictions is important for Ontario. The Province of Saskatchewan has implemented liability reforms to support its municipalities. As a municipal lawyer at the time, Neil Robertson, QC was instrumental in laying out the arguments in support of these changes. Now a Justice of the Court of Queen’s Bench for Saskatchewan, AMO was pleased to have Neil Robertson prepare a paper and address AMO conference delegates in 2013. Much of the Saskatchewan municipal experience (which led to reforms) is applicable to the Ontario and the Canadian municipal context. Summarised below and throughout this paper are some of Robertson’s key findings.

Robertson found that, regardless of the cause, over the years municipalities in Canada have experienced an accelerating rate of litigation and an increase in amounts of damage awards. He noted these developments challenge municipalities and raise financial, operational and policy issues in the provision of public services.

Robertson describes the current Canadian legal climate as having placed municipalities in the role of involuntary insurer. Courts have assigned municipal liability where liability was traditionally denied and apportioned fault to municipal defendants out of proportion to municipal involvement in the actual wrong.

This increased exposure to liability has had serious ramifications for municipalities, both as a deterrent to providing public services which may give rise to claims and in raising the cost and reducing the availability of insurance. The cost of claims has caused insurers to reconsider not only

what to charge for premiums, but whether to continue offering insurance coverage to municipal clients.

Robertson also makes the key point that it is reasonable for municipal leaders to seek appropriate statutory protections. He wrote:

“Since municipalities exist to improve the quality of life for their citizens, the possibility of causing harm to those same citizens is contrary to its fundamental mission. Careful management and wise stewardship of public resources by municipal leaders will reduce the likelihood of such harm, including adherence to good risk management practices in municipal operations. But wise stewardship also involves avoiding the risk of unwarranted costs arising from inevitable claims.”

And, of course, a key consideration is the reality that insurance premiums, self-insurance costs, and legal fees divert municipal funds from other essential municipal services and responsibilities.

It is in this context that AMO appreciated the commitments made by the Premier and the Attorney General to review the principle of joint and several liability, the impact it has on insurance costs, and the influence “liability chill” has on the delivery of public services. Now is the time to deliver provincial public policy solutions which address these issues.

Recommendations

AMO recommends the following measures to address these issues:

1. The provincial government adopt a model of full proportionate liability to replace joint and several liability.
2. Implement enhancements to the existing limitations period including the continued applicability of the existing 10-day rule on slip and fall cases given recent judicial interpretations, and whether a 1-year limitation period may be beneficial.
3. Implement a cap for economic loss awards.
4. Increase the catastrophic impairment default benefit limit to \$2 million and increase the third-party liability coverage to \$2 million in government regulated automobile insurance plans.
5. Assess and implement additional measures which would support lower premiums or alternatives to the provision of insurance services by other entities such as non-profit insurance reciprocals.
6. Compel the insurance industry to supply all necessary financial evidence including premiums, claims, and deductible limit changes which support its, and municipal arguments as to the fiscal impact of joint and several liability.
7. Establish a provincial and municipal working group to consider the above and put forward recommendations to the Attorney General.

Insurance Cost Examples

The government has requested detailed information from municipalities regarding their insurance costs, coverage, deductibles, claims history, and out-of-court settlements. Municipalities have been busy responding to a long list of provincial consultations on a wide range of topics. Some of the information being sought is more easily supplied by the insurance industry. AMO's 2011 survey of insurance costs produced a sample size of 122 municipalities and assessed insurance cost increases over a five-year period. The survey revealed an average premium increase which exceeded 20% over that period.

All of the same forces remain at play in 2019 just as they were in 2011. Below are some key examples.

Ear Falls - The Township of Ear Falls reports that its insurance premiums have increased 30% over five years to \$81,686. With a population of only 995 residents (2016), this represents a per capita cost of \$82.09. This amount is a significant increase from AMO's 2011 Insurance Survey result. At that time, the average per capita insurance cost for a community with a population under 10,000 was \$37.56. While the Township has not been the subject of a liability claim, a claim in a community of this size could have significant and long-lasting financial and service implications. The Township has also had to impose stricter insurance requirements on groups that rent municipal facilities. This has had a negative impact on the clubs and volunteers' groups and as a consequence, many have cut back on the service these groups provide to the community.

Central Huron - For many years the municipality of Central Huron had a deductible of \$5,000. In 2014, the deductible was increased to \$15,000 to help reduce insurance costs. The municipality also increased its liability coverage in 2014 and added cyber security coverage in 2018. The combined impact of these changes represents a premium cost of \$224,774 in 2019, up from \$141,331 in 2010. Per capita costs for insurance alone are now \$29.67.

Huntsville - Since 2010, the Town of Huntsville reports an insurance premium increase of 67%. In 2019 this represented about 3.75% of the town's property tax levy. At the same time, Huntsville's deductible has increased from \$10,000 to \$25,000. The town also reports a reluctance to hold its own events for fear of any claims which may affect its main policy. Additional coverage is purchased for these events and these costs are not included above.

Ottawa - In August 2018, the City began working with its insurance broker, Aon Risk Solutions ("Aon"), to prepare for the anticipated renewal of the Integrated Insurance Program in April 2019. As the cost of the City's insurance premiums had risen by approximately 25% between 2017 and 2018, this early work was intended to ensure that any further increase could be properly accounted for through the 2019 budget process. Early indications of a possible further 10% premium increase prompted the City and Aon in late 2018 to explore options for a revised Program, and to approach alternative markets for the supply of insurance.

On January 11, 2019, an OC Transpo bus collided with a section of the Westboro Station transit shelter, resulting in three fatalities and numerous serious injuries. This was the second major incident involving the City's bus fleet, following approximately five years after the OC Transpo - VIA train collision in September 2013.

The January 2019 incident prompted insurance providers to re-evaluate their willingness to participate in the City Program. Despite Aon's work to secure an alternative provider, only Frank Cowan Company ("Cowan"), the City's existing insurer, was prepared to offer the City an Integrated Insurance Program. Cowan's offer to renew the City's Program was conditional on revised terms and limits and at a significant premium increase of approximately 84%, or nearly \$2.1 million per year. According to Cowan, these changes and increases were attributable to seven principle factors, including Joint and Several Liability:

1. Escalating Costs of Natural Global Disasters;
2. Joint and Several Liability;
3. Claims Trends (in the municipal sector);
4. Increasing Damage Awards;
5. Class Action Lawsuits;
6. New and/or Adverse Claims Development; and,
7. Transit Exposure.

Cowan also indicated that the primary policy limits for the 2019-2020 renewal would be lowered from \$25 million to \$10 million per occurrence, thereby raising the likelihood of increased costs for the City's excess liability policies.

Joint and Several in Action - Recent Examples

The following examples highlight joint and several in action. The following examples have occurred in recent years.

GTA Municipality – A homeowner rented out three separate apartments in a home despite being zoned as a single-family dwelling. After a complaint was received, bylaw inspectors and Fire Prevention Officers visited the property. The landlord was cautioned to undertake renovations to restore the building into a single-family dwelling. After several months of non-compliance, charges under the fire code were laid. The owner was convicted and fined. A subsequent visit by Fire Prevention Officers noted that the required renovations had not taken place. Tragically, a fire occurred which resulted in three fatalities. Despite having undertaken corrective action against the homeowner, joint and several liability loomed large. It compelled the municipality to make a payment of \$504,000 given the 1% rule.

City of Ottawa - A serious motor vehicle accident occurred between one of the City's buses and an SUV. The collision occurred at an intersection when the inebriated driver of the SUV failed to stop at a red light and was struck by the City bus. This collision resulted in the deaths of the SUV driver and two other occupants, and also seriously injured the primary Plaintiff, the third passenger in the SUV. The secondary action was brought by the family of one of the deceased passengers.

The Court ultimately concluded that the City was 20% liable for the collision, while the SUV driver was 80% at fault. Despite the 80/20 allocation of fault, the City was required to pay all of the approximately \$2.1 million in damages awarded in the primary case and the \$200,000 awarded in the secondary case, bringing the amount paid by the City to a total that was not proportionate to its actual liability. This was due to the application of the principle of joint and several liability, as well as the interplay between the various automobile insurance policies held by the SUV owner and

passengers, which is further explained below. Although the City appealed this case, the Ontario Court of Appeal agreed with the findings of the trial judge and dismissed it.

This case was notable for the implications of various factors on the insurance policies held by the respective parties. While most automobile insurance policies in Ontario provide for \$1 million in third party liability coverage, the insurance for the SUV was reduced to the statutory minimum of \$200,000 by virtue of the fact that the driver at the time of the collision had a blood alcohol level nearly three times the legal limit for a fully licensed driver. This was contrary to the requirements of his G2 license, which prohibit driving after the consumption of any alcohol. Further, while the Plaintiff passengers' own respective insurance provided \$1 million in coverage for underinsured motorists (as the SUV driver was at the time), this type of coverage is triggered only where no other party is in any way liable for the accident. As a result, the primary Plaintiff could only effectively recover the full \$2.1 million in damages if the Court attributed even a small measure of fault to another party with sufficient resources to pay the claim.

In determining that the City was at least partially responsible for the collision, the Court held that the speed of the bus – which according to GPS recordings was approximately 6.5 km/h over the posted limit of 60 kilometres an hour – and momentary inattention were contributing factors to the collision.

To shorten the length of the trial by approximately one week and accordingly reduce the legal costs involved, the parties had earlier reached an agreement on damages and that the findings regarding the primary Plaintiff would apply equally to the other. The amount of the agreement-upon damages took into account any contributory negligence on the part of the respective Plaintiffs, attributable to such things as not wearing a seat belt.

City of Ottawa, 2nd example – A Plaintiff was catastrophically injured when, after disembarking a City bus, he was struck by a third-party motor vehicle. The Plaintiff's injuries included a brain injury while his impairments included incomplete quadriplegia.

As a result of his accident, the Plaintiff brought a claim for damages for an amount in excess of \$7 million against the City and against the owner and driver of the third-party vehicle that struck him. Against the City, the Plaintiff alleged that the roadway was not properly designed and that the bus stop was placed at an unsafe location as it required passengers to cross the road mid-block and not at a controlled intersection.

Following the completion of examinations for discovery, the Plaintiff's claim against the Co-Defendant (the driver of the vehicle which struck the plaintiff) was resolved for \$1,120,000 comprising \$970,000 for damages and \$120,000 for costs. The Co-Defendant's policy limit was \$1 million. The claim against the City was in effect, a "1% rule" case where the City had been added to the case largely because the Co-Defendant's insurance was capped at \$1 million, which was well below the value of the Plaintiff's claim.

On the issue of liability, the pre-trial judge was of the view that the City was exposed to a finding of some liability against it on the theory that, because of the proximity of the bus stop to a home for adults with mental health issues, the City knew or should have known that bus passengers with cognitive and/or physical disabilities would be crossing mid-block at an unmarked crossing. This, according to the judge, could have resulted in a finding being made at trial that the City should

either have removed the bus stop or alternatively, should have installed a pedestrian crossing at this location.

The judge assessed the Plaintiff's damages at \$7,241,000 exclusive of costs and disbursements which he then reduced to \$4,602,930 exclusive of costs and disbursements after applying a reduction of 27.5% for contributory negligence and subtracting the \$970,000 payment made by the Co-Defendant's insurer.

Settlement discussions took place and the judge recommended that the matter be resolved for \$3,825,000 plus costs of \$554,750 plus HST plus disbursements.

Joint and Several Liability in Action - Other notable cases

Deering v Scugog - A 19-year-old driver was driving at night in a hurry to make the start time of a movie. She was travelling on a Class 4 rural road that had no centerline markings. The Ontario Traffic Manual does not require this type of road to have such a marking. The driver thought that a vehicle travelling in the opposite direction was headed directly at her. She swerved, over-corrected and ended up in a rock culvert. The Court found the Township of Scugog 66.7% liable. The at-fault driver only carried a \$1M auto insurance policy.

Ferguson v County of Brant - An inexperienced 17-year-old male driver was speeding on a road when he failed to navigate a curve which resulted in him crossing the lane into oncoming traffic, leaving the roadway, and striking a tree. The municipality was found to have posted a winding road sign rather than a sharp curve sign. The municipality was found 55% liable.

Safranyos et al v City of Hamilton - The plaintiff was leaving a drive-in movie theatre with four children in her vehicle at approximately 1 AM. She approached a stop sign with the intention of turning right onto a highway. Although she saw oncoming headlights she entered the intersection where she was struck by a vehicle driven 15 km/h over the posted speed limit by a man who had just left a party and was determined by toxicologists to be impaired. The children in the plaintiff's vehicle suffered significant injuries. The City was determined to be 25% liable because a stop line had not been painted on the road at the intersection.

Mortimer v Cameron - Two men were engaged in horseplay on a stairway and one of them fell backward through an open door at the bottom of a landing. The other man attempted to break the first man's fall and together they fell into an exterior wall that gave way. Both men fell 10 feet onto the ground below, one of whom was left quadriplegic. The trial judge determined both men were negligent, but that their conduct did not correspond to the extent of the plaintiff's injuries. No liability was attached to either man. The building owner was determined to be 20% and the City of London was found to be 80% liable. The Court awarded the plaintiff \$5 M in damages. On appeal, the City's liability was reduced to 40% and building owner was determined to be 60% liable. The City still ended up paying 80% of the overall claim.

2011 Review of Joint and Several Liability – Law Commission of Ontario

In February 2011 the Law Commission of Ontario released a report entitled, *"Joint and Several Liability Under the Ontario Business Corporations Act"*. This review examined the application of

joint and several liability to corporate law and more specifically the relationship between the corporation and its directors, officers, shareholders and stakeholders.

Prior to the report's release, AMO made a submission to the Law Commission of Ontario to seek to expand its review to include municipal implications. The Law Commission did not proceed with a broader review at that time, but the context of its narrower scope remains applicable to municipalities. In fact, many of the same arguments which support reform in the realm of the *Business Corporations Act*, are the same arguments which apply to municipal governments.

Of note, the Law Commission's¹ report highlighted the following in favour of reforms:

Fairness: "it is argued that it is unfair for a defendant, whose degree of fault is minor when compared to that of other defendants, to have to fully compensate a plaintiff should the other defendants be insolvent or unavailable."

Deep Pocket Syndrome: "Joint and several liability encourages plaintiffs to unfairly target defendants who are known or perceived to be insured or solvent."

Rising Costs of Litigation, Insurance, and Damage Awards: "Opponents of the joint and several liability regime are concerned about the rising costs of litigation, insurance, and damage awards."

Provision of Services: "The Association of Municipalities of Ontario identifies another negative externality of joint and several liability: municipalities are having to delay or otherwise cut back services to limit exposure to liability."

The Law Commission found that the principle of joint and several liability should remain in place although it did not explicitly review the municipal situation.

2014 Resolution by the Ontario Legislature and Review by the Attorney General

Over 200 municipalities supported a motion introduced by Randy Pettapiece, MPP for Perth-Wellington which called for the implementation a comprehensive, long-term solution in 2014. That year, MPPs from all parties supported the Pettapiece motion calling for a reform joint and several liability.

Later that year the Ministry of the Attorney General consulted on three options of possible reform:

1. The Saskatchewan Model of Modified Proportionate Liability

Saskatchewan has adopted a modified version of proportionate liability that applies in cases where a plaintiff is contributorily negligent. Under the Saskatchewan rule, where a plaintiff is contributorily negligent and there is an unfunded liability, the cost of the unfunded liability is split among the remaining defendants and the plaintiff in proportion to their fault.

¹ Law Commission of Ontario. "Joint and Several Liability Under the Ontario *Business Corporations Act*." Final Report, February 2011 Pages 22-25.

2. Peripheral Wrongdoer Rule for Road Authorities

Under this rule, a municipality would never be liable for more than two times its proportion of damages, even if it results in the plaintiff being unable to recover full damages.

3. A combination of both of the above

Ultimately, the government decided not to pursue any of the incremental policy options ostensibly because of uncertainty that insurance cost reductions would result. This was a disappointing result for municipalities.

While these reviews did not produce results in Ontario, many other common law jurisdictions have enacted protections for municipalities. What follows are some of the options for a different legal framework.

Options for Reform – The Legal Framework

To gain a full appreciation of the various liability frameworks that could be considered, for comparison, below is a description of the current joint and several liability framework here in Ontario. This description will help to reader to understand the further options which follow.

This description and the alternatives that follow are taken from the Law Commission of Ontario's February 2011 Report entitled, *"Joint and Several Liability Under the Ontario Business Corporations Act"* as referenced above.²

Understanding the Status Quo and Comparing it to the Alternatives

Where three different defendants are found to have caused a plaintiff's loss, the plaintiff is entitled to seek full payment (100%) from any one of the defendants. The defendant who fully satisfies the judgment has a right of contribution from the other liable parties based on the extent of their responsibility for the plaintiff's loss.

For example, a court may find defendants 1 (D1), 2 (D2) and 3 (D3) responsible for 70%, 20%, and 10% of the plaintiff's \$100,000 loss, respectively. The plaintiff may seek to recover 100% of the loss from D2, who may then seek contribution from D1 and D3 for their 70% and 10% shares of the loss. If D1 and/or D3 is unable to compensate D2 for the amount each owes for whatever reason, such as insolvency or unavailability, D2 will bear the full \$100,000 loss. The plaintiff will be fully compensated for \$100,000, and it is the responsibility of the defendants to apportion the loss fairly between them.

The descriptions that follow are abridged from pages 9-11 of the Law Commission of Ontario's report. These are some of the key alternatives to the status quo.

² Ibid. Page 7.

1. Proportionate Liability

a) Full Proportionate Liability

A system of full proportionate liability limits the liability of each co-defendant to the proportion of the loss for which he or she was found to be responsible. Per the above example, (in which Defendant 1 (D1) is responsible for 70% of loss, Defendant 2 (D2) for 20% and Defendant 3 (D3) for 10%), under this system, D2 will only be responsible for \$20,000 of the \$100,000 total judgement: equal to 20% of their share of the liability. Likewise, D1 and D3 will be responsible for \$70,000 and \$10,000. If D1 and D3 are unable to pay, the plaintiff will only recover \$20,000 from D2.

b) Proportionate Liability where Plaintiff is Contributorily Negligent

This option retains joint and several liability when a blameless plaintiff is involved. This option would cancel or adjust the rule where the plaintiff contributed to their loss. As in the first example, suppose the plaintiff (P) contributed to 20% of their \$100,000 loss. D1, D2 and D3 were responsible for 50%, 20% and 10% of the \$100,000. If D1 and D3 are unavailable, P and D2 will each be responsible for their \$20,000 shares. The plaintiff will remain responsible for the \$60,000 shortfall as a result of the absent co-defendants' non-payment (D1 and D3).

c) Proportionate Liability where Plaintiff is Contributorily Negligent with a Proportionate Reallocation of an Insolvent, Financially Limited or Unavailable Defendant's Share

In this option of proportionate liability, the plaintiff and remaining co-defendants share the risk of a defendant's non-payment. The plaintiff (P) and co-defendants are responsible for any shortfall in proportion to their respective degrees of fault.

Using the above example of the \$100,000 total judgement, with a shortfall payment of \$50,000 from D1 and a shortfall payment \$10,000 from D3, P and D2 must pay for the missing \$60,000. P and D2 have equally-apportioned liability, which causes them to be responsible for half of each shortfall - \$25,000 and \$5,000 from each non-paying defendant. The burden is shared between the plaintiff (if determined to be responsible) and the remaining defendants.

d) Proportionate Liability with a Peripheral Wrongdoer

Under this option, a defendant will be proportionately liable only if their share of the liability falls below a specified percentage, meaning that liability would be joint and several. Using the above example, if the threshold amount of liability is set at 25%, D2 and D3 would only be responsible for 20% and 10%, regardless of whether they are the only available or named defendants. However, D1 may be liable for 100% if it is the only available or named defendant. This system tends to favour defendants responsible for a small portion of the loss, but the determination of the threshold amount between joint and several liability and proportionate liability is arbitrary.

e) Proportionate Liability with a Reallocation of Some or All of an Insolvent or Unavailable Defendant's Share

This option reallocates the liability of a non-paying defendant among the remaining defendants in proportion to their respective degrees of fault. The plaintiff's contributory negligence does not

impact the application of this reallocation. Joint and several liability would continue to apply in cases of fraud or where laws were knowingly violated.

f) Court Discretion

Similar to the fraud exception in the option above, this option includes giving the courts discretion to apply different forms of liability depending on the case.

For example, if a particular co-defendant's share of the fault was relatively minor the court would have discretion to limit that defendant's liability to an appropriate portion.

2. Legislative Cap on Liability

Liability concerns could be addressed by introducing a cap on the amount of damages available for claims for economic loss.

3. Hybrid

A number of jurisdictions provide a hybrid system of proportionate liability and caps on damages. Co-defendants are liable for their portion of the damages, but the maximum total amount payable by each co-defendant is capped to a certain limit.

The Saskatchewan Experience

As referenced earlier in this paper, the Province of Saskatchewan responded with a variety of legislative actions to assist municipalities in the early 2000s. Some of those key developments are listed below which are abridged from *"A Question of Balance: Legislative Responses to Judicial Expansion of Municipal Liability – the Saskatchewan Experience."* The paper was written by Neil Robertson, QC and was presented to the annual conference of the Association of Municipalities of Ontario in 2013. Two key reforms are noted below.

1. Reforming joint and several liability by introducing modified proportionate liability: "The Contributory Negligence Act" amendments

The *Contributory Negligence Act* retained joint and several liability, but made adjustments in cases where one or more of the defendants is unable to pay its share of the total amount (judgement). Each of the parties at fault, including the plaintiff if contributorily negligent, will still have to pay a share of the judgement based on their degree of fault. However, if one of the defendants is unable to pay, the other defendants who are able to pay are required to pay only their original share and an additional equivalent share of the defaulting party's share.

The change in law allows municipalities to reach out-of-court settlements, based on an estimate of their degree of fault. This allows municipalities to avoid the cost of protracted litigation.

Neil Robertson provided the following example to illustrate how this works in practise:

"...If the owner of a house sues the builder for negligent construction and the municipality, as building authority, for negligent inspection, and all three are found equally at fault, they would each be apportioned 1/3 or 33.3%. Assume the damages are \$100,000. If the builder has no funds, then the municipality would pay only its share (\$33,333) and a 1/3 share of the builder's defaulting share

(1/3 of \$33,333 or \$11,111) for a total of \$44,444 (\$33,333 + \$11,111), instead of the \$66,666 (\$33,333 + \$33,333) it would pay under pure joint and several liability.”

This model will be familiar to municipal leaders in Ontario. In 2014, Ontario’s Attorney General presented this option (called the Saskatchewan Model of Modified Proportionate Liability) for consideration. At the time, over 200 municipal councils supported the adoption of this option along with the “Peripheral Wrongdoer Rule for Road Authorities” which would have seen a municipality never be liable for more than two times its proportion of damages, even if it results in the plaintiff being unable to recover full damages. These two measures, if enacted, would have represented a significant incremental step to address the impact of joint and several to Ontario municipalities.

2. Providing for uniform limitation periods while maintaining a separate limitation period for municipalities: “The Limitations Act”

This act established uniform limitation periods replacing many of the pre-existing limitation periods that had different time periods. The Municipal Acts in Saskatchewan provide a uniform one-year limitation period “from time when the damages were sustained” in absolute terms without a discovery principle which can prolong this period. This helps municipalities to resist “legacy” claims from many years beforehand. This act exempts municipalities from the uniform two-year discoverability limitation period.

Limitation periods set deadlines after which claims cannot be brought as lawsuits in the courts. The legislation intends to balance the opportunity for potential claimants to identify their claims and, if possible, negotiate a settlement out of court before starting legal action with the need for potential defendants to “close the books” on claims from the past.

The reasoning behind these limitations is that public authorities, including municipalities, should not to be punished by the passage of time. Timely notice will promote the timely investigation and disposition of claims in the public interest. After the expiry of a limitation period, municipalities can consider themselves free of the threat of legal action, and continue with financial planning without hurting “the public taxpayer purse”. Municipalities are mandated to balance their budgets and must be able to plan accordingly. Thus, legacy claims can have a very adverse affect on municipal operations.

Here in Ontario, there is a uniform limitations period of two years. Municipalities also benefit from a 10-day notice period which is required for slip and fall cases. More recently, the applicability of this limitation deadline has become variable and subject to judicial discretion. Robertson’s paper notes that in Saskatchewan, courts have accepted the one-year limitations period. A further examination of limitations in Ontario may yield additional benefits and could include the one-year example in Saskatchewan and/or the applicability of the 10-day notice period for slip and fall cases.

Other Saskatchewan reforms

Saskatchewan has also implemented other reforms which include greater protections for building inspections, good faith immunity, duty of repair, no fault insurance, permitting class actions, and limiting nuisance actions. Some of these reforms are specific to Saskatchewan and some of these currently apply in Ontario.

Insurance Related Reforms

Government Regulated Insurance Limits

The April 2019 provincial budget included a commitment to increase the catastrophic impairment default benefit limit to \$2 million. Public consultations were led by the Ministry of Finance in September 2019. AMO wrote to the Ministry in support of increasing the limit to \$2 million to ensure more adequate support those who suffer catastrophic impairment.

In 2016, the government lowered this limit as well as third-party liability coverage to \$200,000 from \$1 million. This minimum should also be increased to \$2 million to reflect current actual costs. This significant deficiency needs to be addressed.

Insurance Industry Changes

In 1989 the Ontario Municipal Insurance Exchange (OMEX) was established as a non-profit reciprocal insurance provider for Ontario's municipalities. It ceased operations in 2016 citing, "[a] low pricing environment, combined with the impact of joint & several liability on municipal claim settlements has made it difficult to offer sustainable pricing while still addressing the municipalities' concern about retro assessments."³ (Retro assessments meant paying additional premiums for retroactive coverage for "long-tail claims" which made municipal budgeting more challenging.)

The demise of OMEX has changed the municipal insurance landscape in Ontario. That joint and several liability is one of the key reasons listed for the collapse of a key municipal insurer should be a cause for significant concern. Fewer choices fuels cost. While there are other successful municipal insurance pools in Ontario, the bulk of the insurance market is dominated by for-profit insurance companies.

Reciprocal non-profit insurers are well represented in other areas across Canada. Municipalities in Saskatchewan, Alberta, British Columbia are all insured by non-profit reciprocals.

The questions for policy makers in Ontario:

Are there any provincial requirements or regulations which could better support the non-profit reciprocal municipal insurance market?

What actions could be taken to better protect municipalities in Ontario in sourcing their insurance needs?

How can we drive down insurance costs to better serve the needs of municipal property taxpayers?

³ Canadian Underwriter, August 11, 2016 <https://www.canadianunderwriter.ca/insurance/ontario-municipal-insurance-exchange-suspends-underwriting-operations-1004098148/>

Conclusion

This AMO paper has endeavoured to refresh municipal arguments on the need to find a balance to the issues and challenges presented by joint and several liability. It has endeavoured to illustrate that options exist and offer the reassurance that they can be successfully implemented as other jurisdictions have done.

Finding solutions that work will require provincial and municipal commitment. Working together, we can find a better way that is fair, reasonable, and responsible. It is time to find a reasonable balance.



JAN 22 2020

Society of St. Vincent de Paul
St. Ann's Conference
28 Robert Street
Penetanguishene ON L9M 1N2
549-2560

Dear Friends:

The St. Ann's Conference of the Society of St. Vincent de Paul had another busy year in 2019. All through the year, the food bank provides the necessary staples to those who were in need of our assistance. Over the course of the year, we were able to assist many local families as they were faced with a time of need. There were 617 calls to our food bank this year. This included 925 Adults, 382 children and 46 new families. As you can see the need for food banks continues to be a necessity in most communities.

Our favorite and busiest time of the year is always the preparation and distribution of Christmas hampers and toys. This year 131 families received a Christmas hamper of food. We also distributed over 71 gifts, you so generously provided, to the less fortunate children of this community. The parents of these children would also be opening packages on Christmas morning.

Once again, the generosity of you, the citizens of our local community and hardworking services and social clubs, schools and churches, make all these efforts possible. Without your ongoing support, we would be unable to provide the aid to those who call for our assistance.

On behalf of those who have been the recipients of our generosity and the members of our Society, we would like to thank you for all your donations. We look forward to your continued support and we will try to continue to be good stewards of all of your kindness.

Yours in Christ

The Society of St. Vincent de Paul
St. Ann's Conference, Penetanguishene.

COUNTY COUNCIL HIGHLIGHTS

Next steps for County of Simcoe Hub in Orillia

Council received an update on the vision that has emerged from the consultation process regarding the development of a community hub on the former Orillia District Collegiate and Vocational Institute (ODCVI) property in Orillia undertaken in spring/summer 2019. Based on input from 678 community members and organizations, the vision is one of a vibrant, diverse and inclusive regional hub which provides affordable housing options for seniors and other mixed income households, helps to alleviate the barriers to accessing essential community and social services for residents, and creates a sense of inclusion.

A two-phased approach was recommended to Council, with a multi-building campus design, including affordable housing and community services as well as County corporate and other business services. Council approved extending a Request for Proposal (RFP) for architectural design firms, in accordance with the County's procurement guidelines. In early 2020, the contract will be awarded for a feasibility study, site plan and conceptual design seeking input from staff and stakeholders, including the City of Orillia. Additional studies are required throughout the process.



Donation to Paramedic Services



In 2019, the Director and Chief of Paramedic Services was contacted by a past user of County Paramedic Services who wished to provide a sizable donation to support the mental health challenges faced by some first responders.

Council approved the establishment of an Interest-bearing Reserve Fund specific to this \$100,000 donation from the anonymous benefactor to support Paramedic Services staff's psychological well-being. Council and staff are incredibly grateful for this generous gift, and staff are working on a long-term plan to utilize this compassionate donation.

Simcoe County Hospice Alliance – 2019 Funding Request

In March 2017, County Council endorsed the Simcoe County Hospice Funding Policy and approved the allocation of \$500,000 annually for a three-year period extending from 2017 to 2019. The funding was allocated in the amount of \$60,000 per hospice bed over the three-year period as a method of distributing the funds across our area hospices.

This month, County Council approved the 2019 Simcoe County Hospice Alliance's funding request in the amounts specified by the Alliance's Chair. This funding will support our communities through the delivery of sustainable palliative services at Hospice Georgian Triangle, Hospice Huronia, Mariposa House Hospice and Matthews House Hospice.



Regional Government Review - Service Delivery Task Force

The County has always looked for opportunities to provide efficiencies and good value for tax dollars. The Province was clear in the fall that they wanted to see municipalities continue to identify innovative opportunities that meet the needs of our growing communities. On March 26, 2019 Council formed its own Regional Government Review Task Force to consider and make recommendations regarding service delivery models to the Province. Earlier this month, Council ratified the recommendations from the December 16, 2019 meeting of the County's Regional Government Review – Service Delivery Task Force.

These recommendations included asking Council to approve engaging a third-party consultant to conduct a comprehensive review of Fire Services, Land Use Planning and Library Services. The Service Delivery Task Force also recommended a collaborative municipal staff review of Water and Wastewater, Storm Water Management, Transit and Legal Services. Council voted that costs incurred through the third-party reviews will be drawn from Municipal Modernization and Efficiencies funding provided by the Province. Further collaborative discussions and reviews will occur throughout 2020.



**NEW YEAR
NEW CURBSIDE
COLLECTION**
EFFECTIVE: FEBRUARY 3, 2020



Timber Sales Results – Fall 2019

Simcoe County has long recognized the many benefits of our 33,000 acres of municipally managed forests. Operating the largest municipally owned forest in Ontario is very significant for the long-term well-being of our environment, our communities and our economy. The management of our working forests through sustainable practices, such as thinning to promote new growth and forest regeneration, is critical not only to balance competing uses in the short term but to ensure that the many benefits of our forests are available for generations to come. Good long-term planning, promotion and education are key to ensuring continued growth and success, which is anchored by the [Simcoe County Forest 20-year Forest Management Plan \(2011-2030\)](#).

Timber sales revenue for 2019 is \$2,294,000, a historically high total. This is primarily due to the aging red pine growing stock planted during the first few decades after the establishment of the County Forest. As detailed in the 2011 – 2030 management plan, an increasing percentage of these highly valuable stands of timber are nearing the end of their rotation age. As the final harvests are occurring and conversion to mixed natural forest increases, a reduction in timber volume and associated revenue will occur within the next 10 to 20 years.



Service Simcoe

Communications and Events

Communications@simcoe.ca
705-726-9300 Extension 1773

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George Cornell, Warden
Mark Aitken, Chief Administrative Officer

The County Clerk's Dept. maintains the official record for all County government proceedings. This publication is intended to identify highlights of Committee and Council meetings.

**Public Works Committee
February 12, 2020**

Agenda

1. Call to Order:

2. Reports of Municipal Officials:

- 2.1 Report from the Director of Public Works
Report No. PW-2020-10
Re: Monthly Activity Report Public Works Department
- 2.2 Report from the Manager of Parks, Recreation & Facilities
Report No. PW-2020-07
Re: Monthly Activity Report – Parks, Recreation & Facilities
- 2.3 Report from the Manager of Roads & Fleet
Report No. PW-2020-11
Re: Monthly Activity Report Roads & Fleet
- 2.4 Report from the Water/Wastewater Superintendent
Report No. PW-2020-09
Re: Monthly Activity Report – Water Wastewater Operations
- 2.5 Report from the Director of Public Works
Report No. PW-2020-05
Re: Vac Truck Procurement Options
- 2.6 Report from the Director of Public Works
Report No. PW-2020-06
Re: Vac Truck Purchase
- 2.7 Report from the Director of Public Works
Report No. PW-2020-08
Re: MacKenzie Park Washroom Options
- 2.8 Report from the Director of Public Works
Report No. PW-2020-12
Re: 2020 Road Resurfacing

3. Other Business:

- 3.1 Correspondence from Georgian Landing Home Owners Association
Re: Wycliffe Speed Bumps and Traffic Calming

4. Items for Information:



STAFF REPORT

Department/Function: Public Works

Chair: Councillor Barry Norris

Meeting Date: February 12, 2020

Report No.: PW-2020-10

Report Title: Monthly Activity Report
Public Works Department

ORIGIN

Director of Public Works for the period from December 25, 2019 to February 4, 2020

ROADS/PARKS

- Wycliffe speed follow-up
- Snowriders agreement review and discussion
- Oakwood Rink – discussion with County
- Winter control discussion
- Bridge report review

WATER/WASTEWATER OPERATIONS

- Grandview Beach and Paradise Point hydrogeological study technical advisory committee meeting
- North Rock Group claim follow-up
- Tay Area WTP and Low Lift site visit

DEVELOPMENT

- 400 Newton review and meeting
- Calvert rink lots meeting
- Candlelight Park security release
- West Service Road – site plan meeting
- Waverley Heights easement follow-up

GENERAL

- Christmas, New Year, vacation and sickness resulted in many days out of the office

MEETINGS

- Department Heads' meetings
- Committee of All Council and Council

Prepared By:

Date Prepared: February 4, 2020

Peter Dance
Director of Public Works



STAFF REPORT

<u>Department/Function:</u>	Public Works
<u>Chair:</u>	Councillor Barry Norris
<u>Meeting Date:</u>	February 12, 2020
<u>Report No.:</u>	PW-2020-07
<u>Report Title:</u>	Monthly Activity Report – Parks, Recreation and Facilities

ORIGIN: Manager of Parks, Recreation & Facilities for the period of January 7, 2020 to February 4, 2020.

RECREATION

Winter Recreation Programs

The Winter Session of Recreation programs began the week of Jan 6th and run until the week of March 9th. Currently we have six programs running with approximately 90 participants

Port McNicoll Recreation Committee

The Port McNicoll Recreation Committee has been busy planning some great family events for the Family Day Weekend.

- Free Family Ice Fishing Derby – February 15th from 10am to 2pm at the Victoria Harbour Boat Launch area.
- Free Family Skating event on February 16th from 2pm to 4pm at the Tay Community Rink.

Spring Recreation Guide

The North Simcoe Recreation Guide will be distributed through the Midland Mirror on Thursday February 20th. This guides covers program information and events from mid-March until mid-June. This year's spring guide will feature information and registration details for the summer TOTS Soccer Program and Summer Day and Teen camp programs.

Tay Bike Day

The Tay Bike Day Committee has settled on Saturday June 27th for the date of their 2020 event. More details to come once confirmed.

Youth Dances

Youth dances are hosted by the Victoria Harbour Recreation Committee on the following dates from 7pm to 10pm. The fee is \$5 at the door.

Oakwood Community Centre

February 21, March 13, April 17 and May 15

PARKS

Outdoor Rinks

Staff has been diligently working on opening and maintaining the Outdoor Rinks at Bridgeview Park, Waverley Park and Oakwood Park. All three outdoor rinks opened for the season on January 21st. Due to fluctuating weather over the past three weeks we have been opened and closed at all location several times.

Summer Staff Recruitment

Recruitment has begun for various summer student employment opportunities within the Parks/Roads and Recreation divisions.

Veterans Park Playground Replacement

Staff has been working on the Request for Proposals for the Playground Replacement at Veterans Park in Waubaushe. It is anticipated that this project will get awarded in the March Council cycle.

FACILITIES

Tay Community Rink Operations

The Tay Community Rink continues to be well used by area residents. January saw a very good mix of free public times and private bookings. The facility has seen an increase in use on school strike and PA days and staff have been receiving great comments from the public on a condition of the ice.

2020 Energy Retro-fit Program

2020 will see the Township focus the energy retro-fit program on the lit baseball diamonds at Talbot Park, Bridgeview Park and Waverley Park. The current lights will be replaced with new LED heads. Staff is currently compiling quotes for the light purchases. It is anticipated that these projects will be completed before the May long weekend.

Victoria Harbour Fire Hall Lighting Retro-fit

The Waubaushe Fire Hall has been updated with a new LED fixtures and bulbs.

Floor Waxing

Staff has been busy completing floor stripping and waxing at the Community Centre's and Fire Halls.

Tables and Chairs

The new tables and chairs should be delivered by the end of February for Oakwood and Port McNicoll Community Centre's.

Date Prepared: February 4, 2020

Prepared By:

A handwritten signature in black ink, appearing to read 'B. Anderson', written over a horizontal line.

Bryan Anderson
Manager of Parks, Recreation and Facilities



STAFF REPORT

Department/Function: Public Works

Chair: Councillor Barry Norris

Meeting Date: February 12, 2020

Report No.: PW-2020-11

Report Title: Monthly Activity Report Roads and Fleet

ORIGIN

Manager of Roads and Fleet from January 1, 2020 to January 31, 2020.

OPERATIONS

Staff has been completing service requests and correcting deficiencies noted through regular road patrolling. Staff spent a lot of time performing maintenance and repair to Township equipment.

WINTER CONTROL

The Township responded to sixteen winter events. Staff hauled snow from areas that had sight line issues, and cleared catch basins.

FLEET

All units are receiving regular maintenance, and various small repairs.

- Unit 1020, Tandem plough truck was out of service for one week for sander repair.
- Unit 1221, Tandem plough truck, out of service for three weeks, EGR, ABS, rear end and engine codes.

MEETINGS

- Simcoe County Road Supervisors
- PW Committee meeting Re: 2020 Road Program

Prepared By:

Date Prepared: February 4, 2020

Lyell Bergstrom



STAFF REPORT

Department/Function: Public Works

Chair: Councillor Barry Norris

Meeting Date: February 12, 2020

Report No.: PW-2020-09

Report Title: Monthly Activity Report – Water Wastewater Operations

ORIGIN:

Superintendent of Water & Wastewater Operations for the period of January 1, 2020 to January 31, 2020

TREATMENT PLANTS:

Pilot testing by the Walkerton Clean Water Centre has been completed and we have the report on the Advance Oxidization Process (AOP) and the Granulated Activated Carbon Filter (GAC) performance. Both processes were successful in treating the taste and odour issues well in excess of our current levels of 10 ng/ml. Currently, the design engineers are reviewing the costs for each of the alternatives before reporting back with the preferred alternative.

The construction of the addition at the Low Lift station is nearing completion. The building shell is now complete and we have installed two 10,000 litre storage tanks and completed the electrical installation, currently we are awaiting the delivery of the overhead door and the installation of the metal siding. Staff is in the process of completing the internal plumbing and tank venting.

The additional membrane cassettes and the third process air compressor for the Tay Area WTP are expected to be delivered in the week of February 3, 2020. Upon arrival we will install the additional compressor in preparation for the installation of the cassettes and further programming of the Scada control system by Pall the week of the February 24, 2020.

DISTRIBUTION & COLLECTIONS SYSTEMS:

We have installed a new Endress Hauser Chlorine Analyzer in the Waubaushene Booster station to replace the failed Analyzer.

We had a broken water service which was repaired on January 16, 2020. We had two shut offs one on January 24, 2020 and another on January 29, 2020. It should be noted that these services likely froze during the cold spell due to insufficient heat in the residence and then thawed when the weather warmed up.

We had another failure of a force main for the Winfield Street SPS (Sewage Pumping Station) on January 27 & 28. Due to the enormity of the break we had to call in additional assistance for both the repairs and also the hauling of raw effluent to the VHWTP head works from both Winfield SPS and Ellen SPS. Spills Action were not contacted as there was no major spill involved with this failure. The failure occurred approximately 3 meters west of the previous repair to the Ellen Street force main break. In investigating the cause of this failure we discovered a hydrant lateral which was rubbing up against both force mains we therefore separated the force mains from this hydrant lateral during our repairs.

We had a failure of the Winfield SPS (Sewage Pumping Station) pump 2 pitless adapter which has a hole about 75 mm in diameter and we have temporarily disabled the pump until we can obtain replacement pitless adaptors we have requested these be expedited it will likely be 4 weeks before we receive these parts. After receiving the new pitless adaptors we will replace both adaptors in this sewage pumping station which was constructed August 1978.

Sewer Backups

There were no sewer backups during this period.

ADVERSE DRINKING WATER:

There were no adverse water quality reports during this period

Prepared By:

Date Prepared: Feb 3, 2020

Mike Emms,
Water/Wastewater Superintendent



STAFF REPORT

Department/Function: Public Works

Chair: Councillor Barry Norris

Meeting Date: February 12, 2020

Report No: **PW-2020-05**

Report Title: **Vac Truck Procurement Options**

RECOMMENDATION:

That Staff Report No. PW-2020-05 regarding Vac Truck Procurement Options be received;

At that staff sole source a used vac truck from an established vendor and report to Council with a proposed vehicle purchase.

INTRODUCTION/BACKGROUND:

Included in the 2020 budget was the replacement of the vac truck. Purchasing a new vac truck is a fairly standard process by either tendering or request for proposal which fits with the Township Procurement Policy. Purchasing a used vac truck the process can be more convoluted due to various methods to purchase. The analysis will outline several scenarios along with pros and cons for Council's consideration.

ANALYSIS:

Purchasing new:

- Tender or RFP
 - Simple and straight forward
 - Specify exactly what we want
 - Meets Township Procurement Policy
- Council approval after closing of bid
- 12-24 month delivery time
- 1 year warranty on equipment, may be possible to purchase extension
- Standard manufacturer's warranty on cab and chassis
- New car smell

Purchasing used

- RFP
 - Convoluted
 - Meets Township Procurement Policy
 - Council approval after closing of bid
 - Risk of buying a lemon
 - Small pool of used trucks to choose from
 - Not many vendors to respond to such an RFP
 - May have history of vac truck's maintenance, use and abuse
 - Fairly quick delivery
- Auction
 - Does not meet Township Procurement Policy, Council must grant staff purchasing authority with an upset limit
 - Potential for cheapest unit
 - Very little opportunity to inspect, large risk of getting a lemon
 - Risk of not getting the desired specifications or options
 - No history on unit's maintenance, use and abuse
 - Immediate delivery
 - Large risk
- Sole source from established vendor
 - Meets Township Procurement Policy
 - Can have final sale conditional on Council approval
 - Ability for full inspection
 - Ability to pick vendor that can provide service, support and parts in order to minimize downtime
 - Ability to pick a vendor with a good reputation, which will stand behind the product they sell to reduce the risk of purchasing a lemon.
 - Within reason, ability to negotiate terms and price
 - If truck not equipped with desired options vendor can outfit truck to meet desired specification
 - May have history of vac truck's maintenance, use and abuse.
 - Quick delivery

Due to the long delivery time on a new vac truck, it is recommended that the Township purchase a used unit, to get it working right away and alleviate the cost and reliance on outside contractors.

Staff's preference is to sole source from an established vendor, this gives staff the opportunity to work on sourcing a vac truck that best meets the needs of the Township and provides reassurance that the unit can be serviced and supported locally.

The Township Procurement Policy requires that Council authorization be provided for sole source purchases. If council is in favour of sole source procurement, staff feels that this situation satisfies the Procurement Policy for the following reasons:

- Goods are in short supply due to time of year and condition of available used equipment
- The specific vendors depth of knowledge of their product is far more advanced and experienced than others in the field
- The vendor is closest to the Township of Tay, stocks all parts for the equipment and has a full service shop specialized for vector trucks.

FINANCIAL/BUDGET IMPACT:

2020 capital budget has \$600,000 earmarked for the purchase of a vac truck.

CONCLUSION:

It is recommended that staff sole source a used vac truck from an established vendor and report to Council with a proposed vehicle purchase. This gives staff the ability to source a vac truck that meets the Township's needs and ensures the ability to get parts and service locally.

Prepared by: Lyell Bergstrom, Manager of Roads and Fleet

Recommended by:

Date: January 30, 2020

Peter Dance
Director of Public Works

Reviewed by:

Date: January 31, 2020

Joanne Sanders
Acting Chief Administrative Officer



STAFF REPORT

Department/Function: Public Works

Chair: Councillor Barry Norris

Meeting Date: February 12, 2020

Report No: **PW-2020-06**

Report Title: **Vac Truck Purchase**

RECOMMENDATION:

That Staff Report No. 2020-06 regarding the sole source purchase of a 2019 vac truck be received;

And that the offer from Joe Johnson Equipment in the amount of \$489,500.00 plus HST to supply a 2019 Vac Truck be accepted;

And that staff be directed to prepare the by-law authorizing the execution of the contract between the Township of Tay and Joe Johnson Equipment.

INTRODUCTION/BACKGROUND:

Included in the 2020 capital budget was \$600,000 for the replacement of the vac truck.

In preparation for writing report PW-2020-05 on purchasing options, staff reached out to several vac truck vendors inquiring about inventory and cost. The two more local vendors that were contacted via email were Joe Johnson Equipment in Innisfil and C.M. Equipment Ontario Inc. in Ajax.

The only response received was from Joe Johnson Equipment which provided staff with two available used options that met the needs of the Township.

The first option located in Ottawa was a 2016 Western Star vac truck with 4,100 hours on the truck and 800 hours on the blower for \$385,500. The second truck located in Innisfil was a 2019 Western Star vac truck with 400 hours on the truck and 200 hours on the blower for \$489,500.

ANALYSIS:

Since the truck was within the allocated budget staff attended Joe Johnson Equipment Innisfil to take a look at the 2019 Western Star.

Staff reviewed the truck's specifications and equipment and feel that it is a good match to what the Township requires for a vac truck.

Main features are:

- Roots style blower, provides more vacuum and is quieter than the previous style
- New 500 foot flusher hose
- No auxiliary diesel (pup) motor to run the blower and water pumps, this saves weight and maintenance, also makes for a quieter truck during operation
- Hot water boiler enables the truck to be operated all year long. Although it is not ideal to use this truck in the winter it is capable if there is an emergency during winter months
- Water recirculation system to keep components from freezing
- Wireless controller for vac and flusher unit
- Built in scale that indicates when truck is nearing weight capacity to alleviate issues of operating over registered weight rating of chassis.

A truck with the same specifications and features would list around \$625,000 (excluding HST) new. Below is a table showing the initial capital cost of each unit excluding HST and a cost per year of each based on retaining equipment for 15 years from the year of manufacture. This does not take into account of the return at the time of disposing of this asset or any form of life cycle costing, it is only to indicate the capital cost over the time of ownership.

Truck	Years of Ownership	Acquisition Cost excl. HST	Cost per year of ownership
2021 (new)	15	\$625,000	\$41,666
2019	14	\$489,500	\$34,964
2016	11	\$385,500	\$35,045

As can be seen in the table above, the capital cost per year of ownership of the used 2019 vac truck is cheaper than the new option or the 2016 option. As noted in report PW-2020-05, delivery of a new unit would likely be 12 to 24 months from the time of ordering.

The benefit of purchasing new is that there is a 1 year warranty on the equipment and the standard warranty on the truck chassis. Purchasing used Joe Johnson has offered a 30 day warranty on the equipment, and the residual warranty on the truck chassis.

FINANCIAL/BUDGET IMPACT:

The 2020 Capital Budget for the replacement of the vac truck is \$600,000.

The agreed price from Joe Johnson Equipment of \$489,500 is excluding HST.

There will be some additional costs after delivery for licensing and to install existing two-way radio and GPS units.

The table below shows the anticipated cost of the vac truck:

Item	Price
Joe Johnson Price	\$489,500.00
Additional Costs (install GPS & Radio)	\$1,000.00
Sub total	\$490,500.00
Net HST 1.76%	\$8,632.80
Total Anticipated Cost	\$499,132.80

CONCLUSION:

As per the Township of Tay Procurement Policy, this purchase would fall into the Sole Source Procurement section. Pending outcome of report PW-2020-05, staff recommends that Council authorize staff to sole source the 2019 vac truck from Joe Johnson Equipment for the price of \$489,500 plus HST.

Prepared by: Lyell Bergstrom, Manager of Roads and Fleet

Recommended by:

Date: January 30, 2020

Peter Dance
Director of Public Works

Reviewed by:

Date: January 31, 2020

Joanne Sanders
Acting Chief Administrative Officer

VACTOR COMBO-i PD



Unit Not Exactly As Shown

CHASSIS

- 2019 Western Star 4700
- 370 HP Cummins L9 Engine
- Auto Trans Allison 3000 – 6 Speed
- 20,000lbs, Front Axle
- 40,000lbs, Tandem Rear Axles
- 100 U.S Gallon Fuel Capacity
- Driver Air Ride Seat
- Tele Tilt Steering Column
- Air Conditioning
- AM/FM/CD/Weatherband Stereo
- Dual Heated Mirrors

Vin: 5KKHAXFE2KPKG3526

S/N: 19-03V-18208

Est As Of Dec 1,18

STOCK: U022946

MILEAGE: 10,000 KM

CHASSIS: 400 Hrs

BLOWER: 200 Hrs

BODY

- 12 Yard Debris Body / Splash Shield / Wash Out
- PD Blower 18"
- 1,300 Gal Water
- 80 GPM @ 2,500 PSI
- 6" Knife Valve Rear Door With Cam Lock 6 & 3
- 60" High Dump Height For Waste Containers
- Centrifugal Separators For Improved Filtration
- 10' HYD Telescoping Boom With Joystick Control
- Hydraulic Rear Door / Debris Body Splash Shield
- Omnex T300 Wireless Control With Bellypack
- Tele/Rotate Hose Reel / Hydraulic Extending 15"
- Hand Gun Hose Reel With 50' Hose & HXX Circuit
- Extreme Cold Weather Recirc 25 GPM
- Accumulator For Jack Hammer Action
- Low Water Light & Alarm & Pump Flow Indicator
- Fold Down Pipe Rack Curb / Fixed Rear Pipe Rack
- Rodder Pump Ball Valve Drains
- Hydraulic Tool Package / Lube Manifold
- Pump Off Plumbing To Front With Ports
- Front & Rear LED Strobe
- Work Lights (2) Boom
- Behind Cab Tool Box



STAFF REPORT

Department/Function: Public Works

Chair: Councillor Barry Norris

Meeting Date: February 12, 2020

Report No.: PW-2020-08

Report Title: MacKenzie Park Washroom Options

RECOMMENDATION:

That Staff Report No. PW-2020-08 regarding the MacKenzie Park Washroom Building be received;

And that Staff proceed with a detailed architectural design based on the Option B conceptual design outlined in this report;

And that a Tender be issued once the detail architectural design is completed.

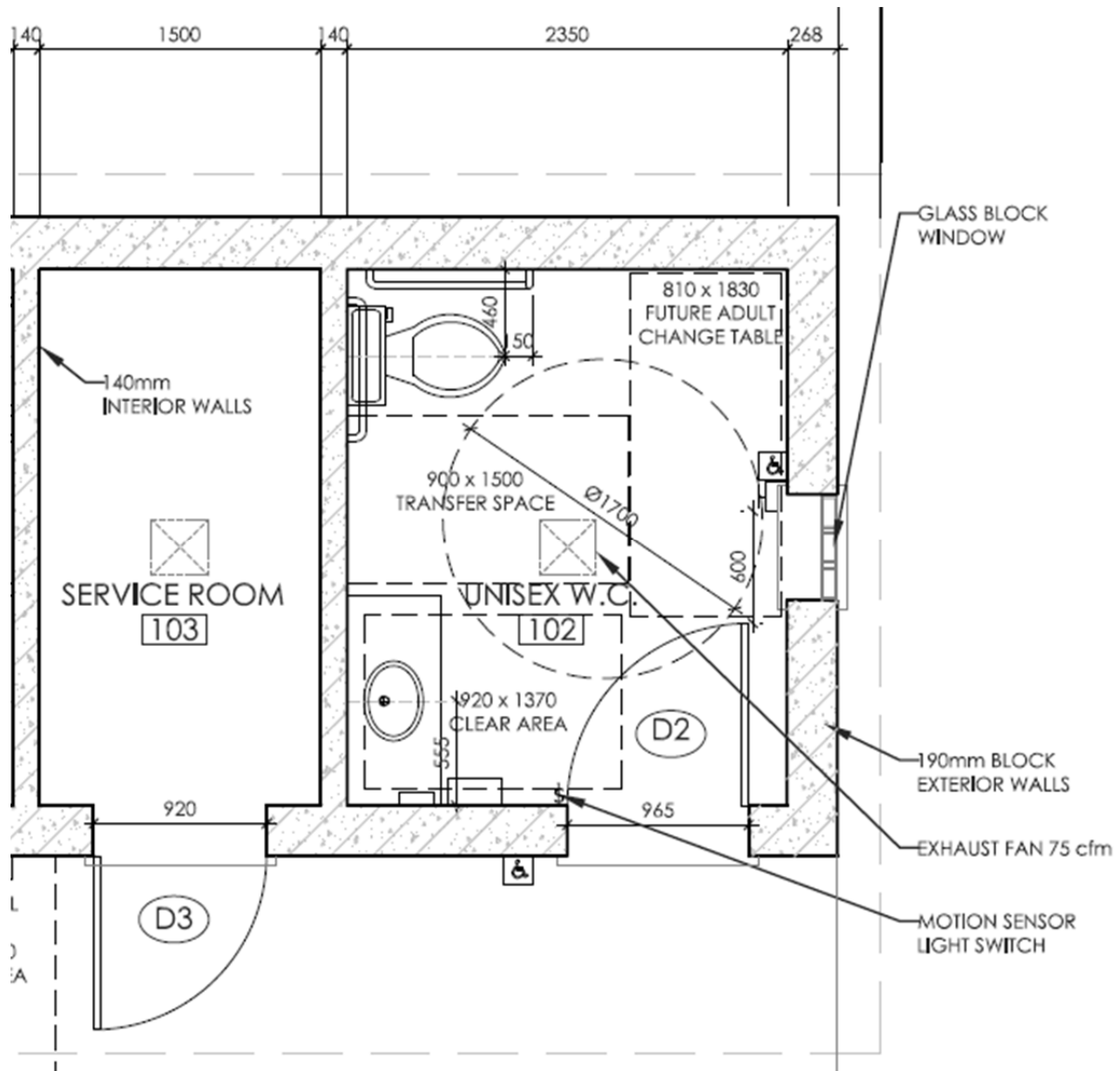
INTRODUCTION/BACKGROUND:

The 2020 Capital Budget included an allocation for a new washroom building at MacKenzie Park.

ANALYSIS:

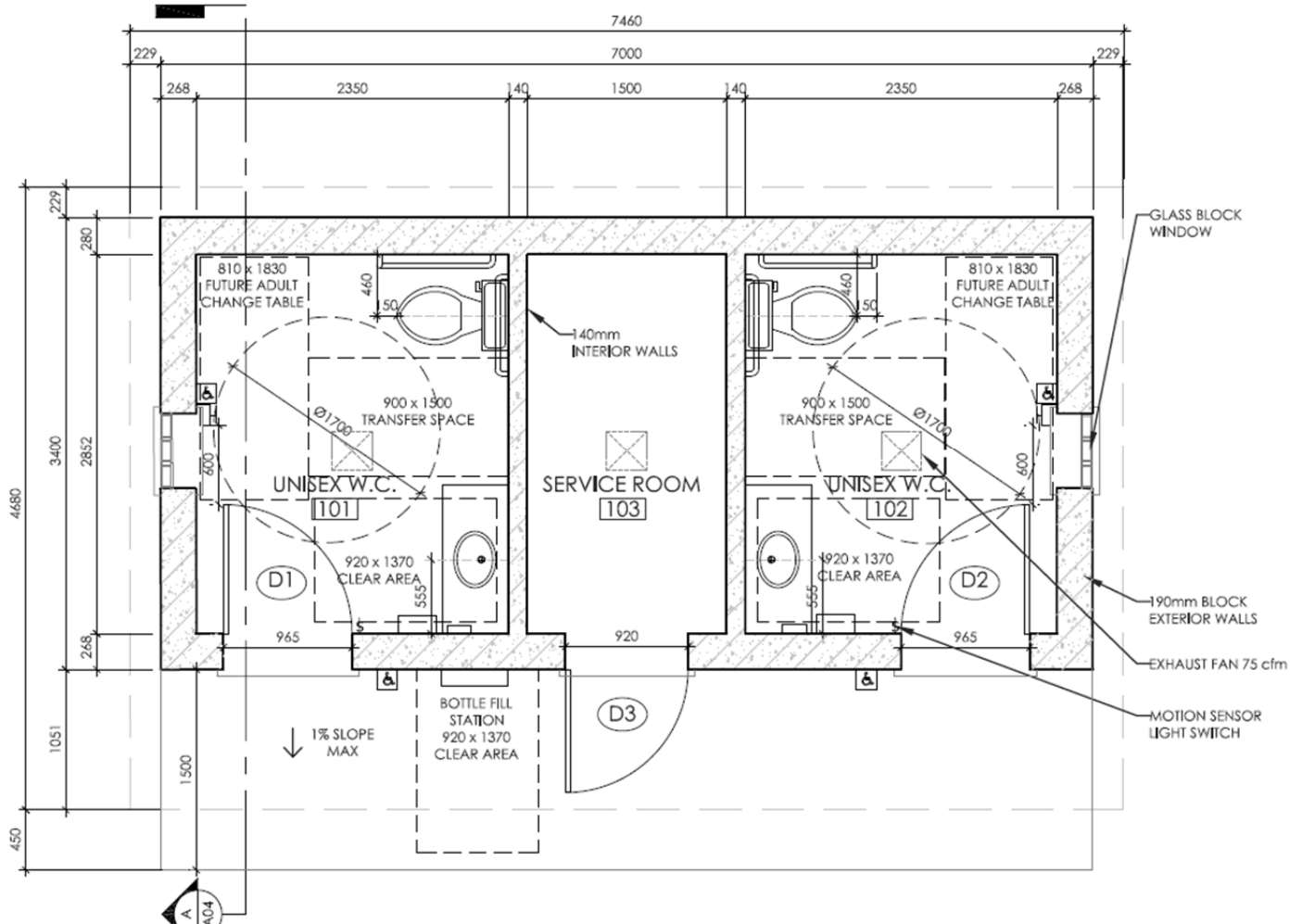
Before issuing a Tender document for the new washroom the Township will need to determine the size and scope of the proposed washroom. In keeping with the washroom design recently completed at the Albert St. Park site both options presented below would be similar to that building construction and appearance.

This option would have one fully accessible unisex washroom stall and a service room.



Option B – Two Stall Washroom Building

This option would have two fully accessible unisex washroom stalls and a service room. This design would be extremely similar to the Albert St Washroom building design.



Staff feel that, in keeping with the recently designed and constructed washroom facility at Albert St Park, Option B would be the design that would best suit the current and future needs of MacKenzie Park. The playground was recently renovated and upgraded, a new parking lot is under construction and a new pavilion is scheduled to be built in 2020. All of these revitalization efforts are being completed in order to attract more park users, which in turn would be a driving factor in the need for a two stall washroom facility.

Location

After reviewing the site for the most suitable building location it makes the most sense to keep the location approximately where the current building is. This location should help with hook-ups (existing) for water, sewer and (new) hydro lines that will be used to service the building. Also, it ensures that the building will not obstruct sightlines within the park to Georgian Bay. The washroom facilities will also be in close proximity to the parking lots and playground.



FINANCIAL/BUDGET IMPACT:

The budget set aside for this project is \$150,000. It is anticipated that this project would come in at or below the allocated budget.

The Option A building would be 4.97 metres long and the Option B building would be 7.46 metres long. However, the cost would not be reduced by the same ratio as building length (64%).

The cost savings relates to the fixtures and door that would not be included in Option A.

Option A would likely cost \$115,000 to \$130,000.

Option B is expected to cost approximately \$150,000.

CONCLUSION:

Staff feel Option B is the best washroom design for MacKenzie Park. Currently there is a two stall configuration at this Park and after all of the revitalization efforts occurring, with the hopes to increase users at this park, reducing the washroom size to one stall seems counterproductive.

Prepared By: Bryan Anderson, Manager of Parks, Recreation & Facilities

Recommended by:

Date:

Peter Dance, P. Eng.
Director of Public Works

Reviewed By;

Date:

Joanne Sanders
Acting Chief Administrative Officer



STAFF REPORT

Department/Function: Public Works

Chair: Councillor Barry Norris

Meeting Date: February 12, 2020

Report No: PW-2020-12

Report Title: 2020 Road Resurfacing

RECOMMENDATION:

That Staff Report No. PW-2020-12 regarding 2020 Road Resurfacing be received;

And that Council approves the sections of roads proposed;

And that Council approves the allocation of \$127,000 for the Seventh Avenue sidewalk project.

INTRODUCTION/BACKGROUND:

Included in the 2020 capital budget were funds allocated to capital road works and funds allocated to capital sidewalk works. This report outlines the sections of road desired to be resurfaced this season as per the meeting with staff and Councillors Norris and Bumstead held January 23, 2020.

ANALYSIS:

Below is a list of roads that are proposed to be resurfaced in the 2020 season. Included in this list are some bullet points outlining any works that are additional to the basic resurfacing project. Due to the list of roads being generated in January there may be additional works identified that need to be addressed.

Fifth Avenue – Arpin St to Hayes St (500m);

- Part of Water Project

Hayes Street – Fourth Ave to Fifth Ave (100m);

- Part of Water Project

Athabaska Street – Seventh Ave to Barnes Ave (150m);

- Part of Water Project
- Perhaps only eastern section

Gratrix Road - Vasey Rd to #1666 Driveway (3500m);

- 7 road crossing culverts require replacement
- Minor ditching
- Guide posts at the intersection of Vasey Rd. Shared cost with the County of Simcoe
- Asphalt gutters from Vasey Road to bottom of hill (50 metres)

Forgets Road - Wood Rd to Old Penetanguishene Rd (2300m);

- Drainage works only, in preparation to resurface in following year

Wardell Street – Third Ave to Fourth Ave (90m)

- No additional works proposed

Elliot Side Road – Old Fort Rd to Ron Jones Rd (1500m)

- Addition of 50mm of Granular-A gravel to sections of road that require profile corrections only.
- Culverts still require review.

Elliot Side Road –Ron Jones Rd to Wood Rd (1050m)

- Drainage works only, in preparation to resurface in following year

King Road – Albin Rd to End (720m)

- Addition of 50mm of Granular-A gravel to sections of road that require profile corrections only.
- Asphalt gutters on hill

Juneau Road – Hoyt Ave to End (440m)

- Addition of 150mm of Granular-A gravel from Hoyt 200 metres north to raise road where high lake levels are causing base issues.

Bergie Crescent – All (290m)

- No additional works proposed

Caswell Road – Hwy 12 to Sallows Dr (400m)

- Addition of 50mm of Granular-A gravel to sections of road that require profile corrections only.
- Asphalt gutters on hill

O'Leary Lane – Riverdale Subdivision to End (235m)

- Road needs to be raised and drainage issues need to be addressed.
- Ditching and culverts or storm drains/sewers need to be replaced or installed. Further investigation required.

Vents Beach Road – Bourgeois Beach Rd to O'Leary Lane (125m)

- No additional works proposed

Meadows Avenue – Duck Bay Rd to #39 Meadows (290m)

- Asphalt gutters on hill.

Meadows Avenue – Forest Harbour Pkwy to #63 Meadows (150m)

- Asphalt gutters on hill

John Dillingno – Park St to West Street (290m)

- Included in 2020 road program, but note there is still ongoing heavy construction taking place at the Victoria Woods subdivision, staff recommends to postpone this section until the construction works in the subdivision is completed.
- Addition of 50mm of Granular-A gravel to sections of road that require profile corrections only.
- Asphalt gutters on hill.
- Three road-crossing culverts require replacement.
- Cleaning of ditches.

Trillium St – John Dillingno to end (180m)

- one road crossing culvert requires replacement

Ivy Lane – John Dillingno to end (180m)

- one road crossing culvert requires replacement

Bayway Road – Duck Bay Road to end (490m)

- Drainage works
- Addition of 50mm of Granular-A gravel to sections of road that require profile corrections only.

Quarry Road – Duck Bay Rd to Hwy 400 ramp (440m)

- 3 road-crossing culverts require replacement; staff will investigate relining of existing culverts.
- From Duck Bay Rd 310 metres east, standard road build, addition of 50mm of Granular-A gravel to sections of road that require profile corrections only, 65mm asphalt.
- To accommodate heavy truck traffic accessing the Esso truck stop, staff recommends that the roadway platform be widened and thickened to 90mm asphalt. Staff will assess road base before recommending additional road base work.

Rumney Road – Hogg Valley Rd to North (840m)

- No additional works proposed

Tanners Road – Hwy 12 to Trail (400m);

- Minor ditching
- Asphalt gutters

Rosemount Road – Hwy 12 to Conners Ct (1520m)

- Extending paving to Conners Ct (510 m new asphalt)

Staff is proposing to undertake the following works in-house: cutting of shoulders, ditching and culverts. Staff is proposing to have a tender inclusive of: pulverizing, placement of gravel (in areas required), fine grade and compaction, asphalt paving and shouldering (0.5m). With this proposed work program staff will be hard pressed to complete these capital works and keep up with the routine maintenance.

By tendering this way it alleviates a lot of liability from the Township for construction related issues such as: shoulder drop offs, loose gravel, sharp edges, traffic control, temporary signage, etc.

FINANCIAL/BUDGET IMPACT:

Included in the 2020 Capital Budget is \$2,353,838 (\$2,226,838 for road resurfacing and \$127,000 for sidewalk construction). The initial cost estimates for the road sections noted in this report is \$2,310,000. The total amount of road works proposed is 14 kilometres.

CONCLUSION:

Before tendering the proposed works Staff wants to verify that Council is in agreement with above road sections and scope of work to be tendered. Staff also is requesting confirmation that the sidewalk budget is to be allocated to capital sidewalk works on Seventh Avenue.

Prepared by: Lyell Bergstrom, Manager of Roads and Fleet

Recommended by:

Date: February 5, 2020

Peter Dance
Director of Public Works

Reviewed by:

Date: February 5, 2020

Joanne Sanders
Acting Chief Administrative Officer

GEORGIAN LANDING HOME OWNERS ASSOCIATION

Date: January 10, 2020

To: Peter Dance, Director of Public Works, Township of Tay

From: Ted Chivers, Board President, GLHOA

[Sent by Email only]

RE: Wycliffe Speed Bumps and Traffic Calming

Dear Peter,

This communication is a formal response to your letter of December 5, 2019 in which you advised of Tay Council's November 27, 2019 Motion approving the installation of season speed bumps on Wycliffe Cove "provided that the Georgian Landing Home Owners Association agrees to pay for the requested speed bumps with the final location subject to approval by the Township."

On behalf of the Board of Directors of our Home Owner Association, I want to advise you and all members of Council that this is not only an unacceptable proposal, it is not within the mandate of our Association's regulations and By-laws to even consider.

..... Page 2

This is not an Association matter, inasmuch the safety hazards previously identified are not caused by our members and the dangers posed are primarily to individuals who do not live on our street – children, pedestrians and cyclists using Wycliffe Cove as a thoroughfare to access nearby businesses, public services and local amenities such as the parkette and beach on Albert Street. As indicated on numerous occasions, this is a community safety issue which should be addressed and dealt with by Tay Township authorities.

On behalf of all Georgian Landing Home Owner Association members, thanks to Township elected officials and staff for listening and responding to our concerns. We appreciate the time and effort which has been focused on safety liabilities posed by the inattentiveness of careless drivers who frequently speed along Wycliffe Cove.

We are encouraged by your willingness to continue addressing this issue, as stated during the Council meeting on Wednesday, January 8, 2020. Please don't hesitate to reach out to me, Joan Andersen or any other of our neighbours if we can assist and contribute to identifying and implementing a mutually acceptable, timely solution to Traffic Calming and enhanced Safety on Wycliffe Cove.

Page 3.

Sincerely,

Ted Chivers

Board President, GLHOA

C.C.

Board of Directors, GLHOA

Mayor Ted Walker & Tay Township Council Members

Alison Gray, Clerk Tay Township

**Planning & Development Committee
February 12, 2020**

Agenda

1. Call to Order:

2. Reports of Municipal Officials:

- 2.1 Report from the Chief Building Official
Report No. PD-2020-05
Re: Building Services Division Update – January 2020
- 2.2 Report from the Director of Planning & Development
Report No. PD-2020-06
Re: Planning & Development Director Update – January 2020
- 2.3 Report from the Director of Planning & Development
Report No. PD-2020-07
Re: Zoning Certificate Improvement Process
- 2.4 Report from the Director of Planning & Development
Report No. PD-2020-08
Re: 60 Maple Street Updated Easements

3. Other Business:

- 3.1 Verbal Report from Councillor Warnock
Re: Protecting Clean Water Sources - Request for Support

4. Items for Information:

- 4.1 Resolution from the Town of Collingwood
Re: Conservation Authorities
- 4.2 Correspondence from Georgian College
Re: Build Your Career
- 4.3 Correspondence from EDCNS
Re: EDO Report - January 16, 2020



STAFF REPORT

Department / Function: Planning and Development Committee

Chair: Councillor Warnock

Meeting Date: February 12, 2020

Report No: **PD-2020-05**

Subject: **Building Services Division Update – January 2020**

RECOMMENDATION:

That Report No. PD-2020-05 regarding Building Services Division Update January 2020 be received.

INTRODUCTION/BACKGROUND

The following is an overview of the activities of the Building Services Division for the January 2020 calendar month.

PERMITS	JANUARY 2019	JANUARY 2020
Number of Permits Issued this Month	18	11
Number of Permits Issued to Date	18	11
New Dwelling Units	0	0
Total New Dwelling Units to Date	0	0
Accessory Buildings(garages,sheds,gazebos etc.)	3	0
Additions	1	2
Decks	0	0
Demolition	2	1
Water line services/Plumbing	0	1
Farm Buildings	0	0
Renovations	8	6
Solid Fuel-Fired Appliances	0	0
Swimming Pool / Fence Permits	0	0
Commercial/Industrial/Institutional	2	1
Transfer	0	0
Temporary Structures (Foundations – SDD)	0	0

Other Government New	0	0
County of Simcoe Multi Residential Building-units	0	0
Residential Solar Panel/Mechanical	1	0
Change of Use	0	0
Septic System	1	0
Inspections and Orders		
Inspections Conducted	114	81
Site Inspections/Consultations Conducted without a Permit	22	46
Inspections Conducted to Date	136	127
Orders to Comply Issued	0	1
Stop Work Orders Issued	0	0
Orders to Remedy Unsafe Building Issued/Prohibited Use	0	0
Orders to Uncover	0	0
Permits Closed	29	13
Total Permits Closed to Date	29	13
Total Permits Outstanding	810	750
Fees and Construction Value		
Permit Fees	\$3,581.19	\$3,755.48
Total Permit Fees to Date	\$3,581.19	\$3,755.48
Construction Value	\$235,200.00	\$466,000.00
Total Construction Value to Date	\$235,200.00	\$466,000.00

Prepared by: Terry Tompkins, CBCO, CRBO, CPSO
Chief Building Official

Recommended by: Date: February 5, 2020

Steven Farquharson, B.URPL, MCIP, RPP
Director of Planning and Development

Reviewed by: Date: February 5, 2020

Joanne Sanders
Acting Chief Administrative Officer



STAFF REPORT

<u>Department/Function:</u>	Planning and Development
<u>Chair:</u>	Councillor Mary Warnock
<u>Meeting Date:</u>	February 12 th , 2020
<u>Report Number:</u>	PD-2020-06
<u>Report Title:</u>	Planning and Development Director Update January 2020

The following are the highlights from January 3rd, 2020 to January 31st, 2020:

Zoning Certificates

1. For the month of January, 12 applications were received and 11 were issued within 2.6 days, while the remaining application is on hold for additional information that is required as part of the zoning review.

Development

2. Staff continue to review the site plan application for 400 Newton Street, for a senior's housing development which includes 86 units. A technical working meeting is scheduled for February 3rd, 2020.
3. Staff have received and deemed complete a site plan application for 4956 Talbot Street. The applicant is proposing to construct a new 670 m² (7,211ft²) light industrial storage facility.
4. Staff completed a set of interviews with local builders, designers and surveyors to discuss the Zoning Certificate process and ways in which it can be improved. A summary of those discussions will be outlined in report PD-2020-07.

5. At the Simcoe County Planners Meeting the County of Simcoe went through a variety of Planning studies that they will be commencing in 2020. The most impactful one is the Municipal Comprehensive Review. As shown as Attachment 1 to this report is the presentation that County Staff provided to the Planning Directors.

Archaeological Management Plan

On December 4, 2019, County Council endorsed the County's first Archaeological Management Plan (AMP) document.

The final AMP document and the following supporting AMP technical reports are available at <https://simcoe.ca/amp>

- Thematic History of Simcoe County and Colonial Period Archaeological Potential
- Contingency Plan for the Protection of Archaeological Resources in Urgent Situations.
- Histories of Indigenous Communities with Interest in Simcoe County

The GIS-based "Archaeological Potential" mapping layer is now available to the local planners through our municipal GIS layer loader and to the public on the County's interactive mapping website at <https://maps.simcoe.ca>.

Trails Connecting Communities Program,

The Trails Connecting Communities Program (TCCP) dedicates County funds to assist local area municipalities with the development of trails and active transportation routes that contribute to the creation of an interconnected system across the County.

The fillable Application Form for the County of Simcoe's 2020 Trails Connecting Communities Program can be accessed on our Trails webpage here: [Trails and Transportation](#)

County OPA's in process and proposed

Waste Management Policies

The County is in the process of updating its Official Plan policies as it relates to Waste Management. Staff are still reviewing this OPA but it appears two properties are being added to Schedule 5.6.2 "Private, Other Municipal and Government Waste Disposal Sites" in the Official Plan. These two sites include 1967 Gratrix Road and 2472 Newton Street. Both of these sites are being added as a result of investigations and site visits completed by the Ministry of Environment, Conservation and Parks.

Staff will continue to review the proposed policy changes, and provide comments back to the County as part of the public process. The County has indicated that they would

hold a public open house and public meeting required under the Planning Act. Both of these meeting dates have not been set to date.

Age Friendly Policies

The County is presently working on these new policies and will be circulating them to Township when available.

Meetings/Training

6. Attended Department Head Meetings
7. Bi-weekly meetings with Building and Planning Staff
8. Bi-Weekly meeting with Municipal By-law staff
9. Committee of Adjustment
10. Completed interview with the County as they update the Economic Development Strategy Update
11. Attended the Regional EDO Networking Meeting at the County.
12. Various meetings with residents

Prepared and Recommended By;

Date: February 6th, 2020

Steven Farquharson, B.URPL, MCIP, RPP
Director of Planning and Development



County of Simcoe Planning – MCR Update and Discussion

simcoe.ca

MCR – What is it?



Planning Instrument	Key component	Results
Planning instrument where upper and single-tier municipalities must bring their OP's into full conformity with Growth Plan(2019)	Key component is long term population and employment growth management until the year 2041	Results in a County OPA, and lower-tier OPA's to implement the conformity updates



Key Tasks



MCR Components

Settlement Area Hierarchy

Infrastructure Capability Review

Consideration of Alternative Density and Intensification targets

Employment Strategy

Land Budget and Land Needs Assessment (residential and employment);

Ag. and NH System Refinements;

Climate Change Strategy;

Policy and Schedule Updates – OPA's.

SA boundary expansion considerations and excess lands management;

Employment lands conversions or additions;



❑ New Growth Plan Approved

- MCR requirement and components;
- SABE and Employment Conversions outside/in advance of MCR.

❑ Regional Government Review

- Potential for change in roles and responsibilities;
- County Council – Regional Government Review Service Delivery Task Force;
 - Land Use Planning;
 - Water and Wastewater;
 - Stormwater Management.

❑ Current Provincial Planning Model

- MZO approvals – what impacts would they have?



Ongoing Matters to Consider



- ❑ Review and Update of Provincial Inputs to MCR
 - Land Needs Assessment Methodology Update – ONGOING;
 - Schedule 3 Forecasts – UNDER REVIEW.

- ❑ Potential Change to Process
 - Phased MCR;

- ❑ Simcoe County Specific Matters
 - Size and Scale of Simcoe County unique;
 - Market demand;
 - Mobility Hub Orbit – unique opportunity.



What has Occurred?



- ❑ Municipal Fact Sheets
- ❑ Land Budget Update
- ❑ Land Needs Assessment Methodology engagement sessions
- ❑ Growth Plan(2019) Policy review for MCR Implications
 - SABE outside/in advance of MCR;
 - Employment lands conversions in advance of MCR;
 - MCR requirements review.



General Outline is a 3 Phase Approach



Phase I - Background Work and Studies Initiation

- Interim Policy Guidance – County Report;
- Growth Principles – County Report;
- MCR Work plan – County Report;
- Land Budget completion;
- RFP Issuance for Consultants:
 - Project Management;
 - Ag. and NHS Review;
 - Transportation Master Plan Update;
 - Residential Land Needs Assessment;
 - Employment Trends Strategy and Land Needs Assessment;
 - Climate Change Action Plan.



Phase 2 - Growth Management

- Alternative Density and/or Intensification – Local Input;
- Land Needs Assessment Completion (Residential and Employment);
- Infrastructure Review – Local Input;
- Settlement Area Boundary expansions – Local Input;
- Employment lands expansions or conversions – Local Input;
- Excess Lands Management – Local Input;
- Preferred Growth Options – County Report.



Phase 3 - County Official Plan Amendment

- Background Studies transition to policies;
- Draft Official Plan Amendment produced for review;
- Draft Official Plan Amendment considered by County Council;
- Province considers OPA approval;
- Deadline for completion July 2022;
- Lower-Tier OP Conformity 1 year from County OPA approval.



Lower Tier Engagement



Phase 1

- Land Budget;
- Interim Policy: 40 ha SABE and Employment Conversion Guidelines;
- AG. and NHS Review;
- Employment Trends Strategy and Needs Assessment.

Phase 2

- Alternative Density and Intensification targets;
- Settlement Area Boundary expansions – if applicable then where?
- Infrastructure Review;
- Employment lands expansions or conversions – if applicable then where?
- Excess lands – best management strategy.

Phase 3

- OPA draft policies input.



□ Public Communication Strategy

- County website portal to be used;
- Reports and studies made available on portal for review, with comment periods established;
- Presentations and reports provided to County Council and Committees at specific intervals;
- The County's OP update will follow the required Planning Act process once the MCR program is completed and ready for implementation.





QUESTIONS and DISCUSSION





County of Simcoe
Social Services
Social Housing Division
1110 Highway 26
Midhurst On L9X1N6

Victoria Harbour Affordable Housing Development
60 Maple Street
Victoria Harbour, ON

BI-WEEKLY PROJECT REPORT

PROJECT REPORT – January 23, 2020

Report by: Jesse Marchand

Report Period: January 3, 2020 – January 17, 2020





PROGRESS/COMMENTS

Construction Activity

- On Going Safety, Hoarding and clean up
- Newmarket-Tay Hydro mobilized, pole work on Industrial Rd and Park St Ongoing
- Third floor stairwell safety railings Installed
- Third floor masonry Complete
- Masonry flat roof/penthouse curbs Complete
- Winter heating/hoarding of first floor Ongoing
- Third floor Hollow metal frame installation Complete
- First floor mechanical rough in Ongoing
- First/Second floor plumbing rough in Ongoing
- First floor electrical rough in Ongoing
- First/Second/Third floor temporary lighting Installed
- Second floor heavy gauge steel and green board is Complete
- Third floor heavy gauge steel and green board Ongoing
- Second floor windows - wood blocking Ongoing
- Structural steel for roof slabs is Complete
- All precast slabs are now Installed
- ERV Curb installation is Complete
- ERV delivery and placement on Roof is Complete

Upcoming Activity

- Ongoing Mechanical and Electrical Rough in
- Third Floor heavy gauge steel and green board
- Parapets for both low roofs
- Third floor windows – wood blocking
- Second/Third floor windows – install
- Precast slab coring on third floor and roof
- Slab on grade for entrance, lobby and laundry room
- Permeate vapor barrier Application
- Roof truss delivery/install
- Install of mod-bit roofing on flat roof areas

Total Number of Workers Onsite: 25



Progress Photos:



Third Floor Safety Rails



Ground Floor Winter Heating and Hoarding



Victoria Harbour Affordable Housing Development
60 Maple Street
Victoria Harbour, ON

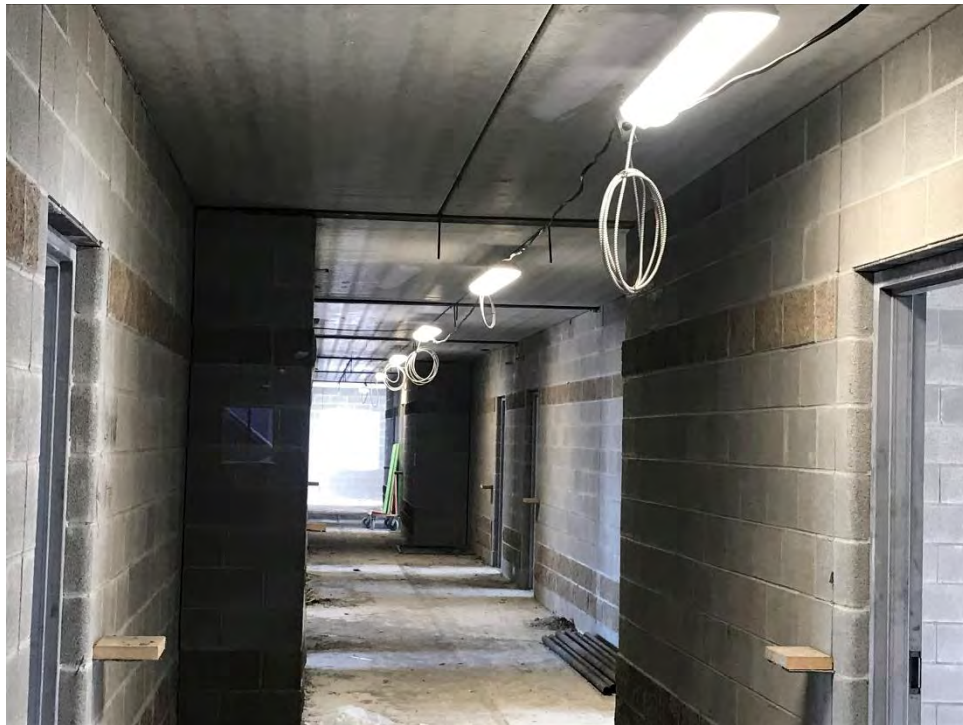
BI-WEEKLY PROJECT REPORT



Ground Floor Mechanical/Electrical Rough in



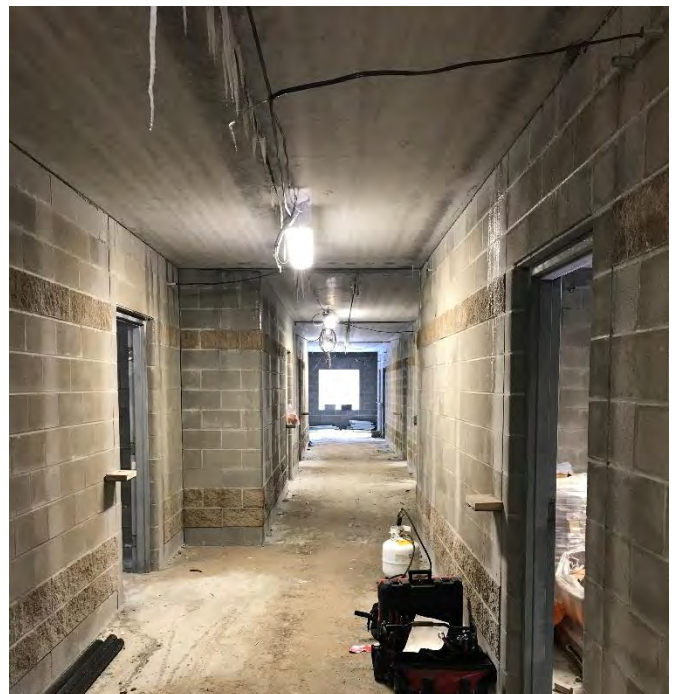
Second Floor Plumbing Stacks in Suites



Temporary Lighting in Corridor



2nd Floor Temporary Lighting in Corridor



3rd Floor Temporary Lighting in Corridor



ERV Curb Installed on Flat Roof



ERV Unit in Place on Flat Roof



Third Floor Heavy Gauge Steel Framing – West Side



Site Overview



STAFF REPORT

Department/Function: Planning and Development

Chair: Councillor Mary Warnock

Meeting Date: February 12th, 2020

Report No.: **PD-2020-07**

Subject: **Zoning Certificate Improvement Process**

RECOMMENDATION:

That Staff Report No. PD-2020-07 regarding Zoning Certificate Improvement Process be received;

And further, that the Council supports the implementation of the proposed changes as outlined in Staff Report PD-2020-07, and that the proposed changes come into effect immediately.

INTRODUCTION/BACKGROUND:

As part of Planning staffs' continuous efforts to ensure that the zoning review portion of the building permit process is streamlined, Planning staff completed a series of interviews with local builders, designers and Ontario Land Surveyor (OLS). As a result of these interviews, suggestions were provided to staff, which are summarized in this report. Staff also included as part of this review were the Chief Building Official (CBO) and the Manager of Roads and Fleet.

Since the Planning First approach to building permits was implemented on April 1, 2016, Planning staff have processed a total of 700 Zoning Certificates (152 in 2016, 165 in 2017, 191 in 2018 and 192 in 2019). The Township is experiencing an increase in the number of building permits since

2015 which is common across Simcoe County. It is anticipated that the existing draft plan approved subdivisions and recently registered subdivisions would continue to be developed in 2020. The implementation of the Zoning Certificate has allowed staff to provide an improved overall customer service experience to the residents, contractors and developers.

ANALYSIS:

Through the interviews with local builders, designers and OLS, the following suggestions were made and are proposed to be implemented and considered by staff.

Submission of joint applications:

Some of the feedback that staff received through this process was that applicants had to make two trips to the municipal office to drop off their zoning certificates and building permits. One of the process improvements proposed would be for those applicants who submit both applications at the same time. The building permit application would not be considered complete nor be reviewed by Building Services until clearance from Planning has been received. Currently, under the User Fee and Services By-law a \$100 (non-refundable) fee is collected as part of the building permit application process, should the applicant desire to apply prior to planning approval. By allowing for the submission of a building permit application at the same time as the zoning certificate it would not impact the goals and objectives of the "Planning First" approach and would not affect the timeframes as regulated by the Ontario Building Code Act for the Building Permit to be reviewed. Once the zoning certificate is issued, it would form part of a "complete" building permit application submission, at which time the building permit can be reviewed and issued.

There are two options presented to staff as it pertains to the \$100 review fee for the Building permit, when zoning has not been cleared. One option was to eliminate it completely, while the second option is for it to be considered a deposit and would be deducted from the total building permit fees upon issuance of a building permit. Through additional discussions with the Chief Building Official, it was agreed that if the process is to change to a 2 in 1 submission, that the \$100 fee is not required, and that the building permit fees would be collected at the start of the process review.

It is important to note that with a 2 in 1 submission stream, if the development is going a Planning Act process such as site plan control or

minor variance, and the applicants requesting the building department to do a review of the building permit, then the \$100 fee would be applied.

An additional suggestion during the interviews was to accept the same size plans as building permits. Planning staff have reviewed this and agree that the plans for Zoning Certificates can be larger than the current size of 11" x 17". This would ensure that all the plans being reviewed as part of the building permit process would have stamps of approval by Planning and Building services, but also public works on lot grading reviews.

Staff are also recommending that the Zoning Certificate be valid for 6 months instead of one year for those applications that come forward with a zoning approval first prior to a building permit. This would require the applicant to apply for and obtain a building permit within 6 months from the issuance of the zoning certificate. If after 6 months no building permit has been applied for and obtained, the Zoning Certificate would become void, and the applicant would be required to apply for a new zoning approval. Once the building permit has been issued the Zoning Certificate would be valid so long as the building permit was not closed by the CBO, even if the zoning standards have changed.

Planning Services would continue to be the first point of contact for counter or phone inquiries relating to development plans. This would ensure that projects can be reviewed for compliance with various planning documents prior to the submission of a "complete" building permit application. The purpose is to provide guidance to residents and developers regarding items they need to provide in order for staff to determine if the project meets the Township's Official Plan and Zoning By-law, and any other planning related regulations and policies.

Ontario Land Surveyor (OLS) Verification

To ensure that the requirements of the Zoning By-law are being maintained, applicants are presently required to provide verification from an Ontario Land Surveyor (OLS) when the proposed building/structure or addition is within one (1) metre of any required setback or height limit of the Zoning By-law. This verification is provided to the Township by an Ontario Land Surveyor.

In reviewing the OLS requirements, staff are proposing to modify this to provide verification only when proposed development is right at the setbacks of the Zoning By-law. If the project is granted approval from the Committee of Adjustment, then OLS verification would continue to be required, to ensure the decision of the Committee is being met.

Staff are proposing to eliminate the OLS requirement to verify height of a building or structure with the exception of a boathouse or when approval was given through a minor variance.

One additional item that staff are adding, which would reduce the need and cost to obtain a new survey is if an applicant has an existing survey showing the dwelling or accessory structure and it is stamped by an OLS, is less than 10 years old and if no substantial development has occurred, the applicant can use survey as part of the site plan drawing. This would eliminate the need to have the addition verified by an OLS, even if the development is occurring at the required setback.

Adding Decks to Exemption List

Under the current process, any deck that is constructed requires a zoning certificate, even if a building permit is not required. In an effort to align the zoning review for the construction of decks with the requirements of the Ontario Building Code **(Portions in Bold)**, staff are proposing the following:

*Decks which are located in the side and rear yards and are no greater than 10 square metres, **less than 600mm (24 in.) above grade which are not attached to the building/structure** and are not covered, shall not require a zoning certificate, but are remain subject to the standards of the Zoning By-law.*

By not requiring a zoning certificate for decks meeting the above criteria, it would allow for these types of smaller projects to proceed, in a more streamlined manner such as garden sheds less than 10 square metres. If the Chief Building Official determines that the proposed deck, even when it meets the above criteria requires a building permit, then a zoning certificate would be required.

Discussions also occurred with the CBO in regards to foundation repairs and when they should or shouldn't be coming through the zoning certificate process. While this item is presently listed on the exemption list, the CBO has suggested it be expanded to not require a zoning certificate, if there is no increase to the footprint of the building and the foundation repair is no higher than 600mm (2 feet), then the applicant can proceed directly to the building permit stage. While staff do not process to many of these types request, it is making the process more streamlined so that permits can be issued in a more timely manner.

Other Service Improvements

In addition to changes to the zoning certificate process, staff asked during the interviews if there were other items that the Township should be investigating to improve the planning and building processes.

The following is list of what those suggestions were:

- Develop an online zoning mapping tool;
- Invest in the ability to submit zoning certificates and building permits online;
- Ensure the website is more user friendly so planning and building information is easily accessible;
- Create a dedicated counter with a computer for planning staff to use and retrieve zoning information;
- Review small projects right at the counter and offer same day turn around;
- Update the phone system for booking inspections, similar to what the Town of Midland offers;
- Provide the building officials with tablets and equipment to review plans and complete inspections in the field; and
- While the lot grading procedure is more expensive, it is more streamlined but the timeframes for approval could be improved.

FINANCIAL/BUDGET IMPACT:

With the elimination of the \$100 building permit review fee, this would have some impact on the budget. Through discussions with the CBO, there have been approximately 20 in total for 2 in 1 submissions, which would translate to approximately \$2000.00

CONCLUSION:

The Zoning Certificate process has allowed Planning staff to review applications in a more efficient way to ensure customers can obtain building permits in a timely manner. The Planning division is of the opinion that these changes would simplify the zoning approval process and enable staff to maintain an efficient level of customer service for zoning reviews.

Prepared and Recommended By:

Date: February 5th, 2020

Steven Farquharson, B.URPL, MCIP, RPP
Director of Planning and Development

Reviewed By:

Date: February 5th, 2020

Joanne Sanders
Acting Chief Administrative Officer



STAFF REPORT

Department/Function: Planning and Development

Chair: Councillor Mary Warnock

Meeting Date: February 12th, 2020

Report No.: **PD-2020-08**

Report Title: **60 Maple Street Updated Easements**

RECOMMENDATION:

That Staff Report No. PD-2020-08 regarding the addition of underground hydro and fibre optic communication to the existing easement to service the development at 60 Maple Street be received;

And that the appropriate By-law be brought forward to update the easement to include hydro and communications.

INTRODUCTION/BACKGROUND:

The County of Simcoe is presently completing construction of a 41 unit affordable housing project that is geared for seniors at 60 Maple Street in Victoria Harbour. As part of this project the County has obtained easements on municipal lands adjacent to Oakwood Community Centre in order to ensure that stormwater and wastewater can come off of Park Street and service the building, across the lands legally known as Lot 14, Concession 7, being Part 4 on plan of reference 51R-41673 (see Attachment 1). It was through further discussions with the Township, that the County is now requesting that the underground hydro and communications be included in the easement which would require an additional easement over the Township lands described as Part 1 on Plan 51R-42294 and shown as Attachment 2 to this report.

ANALYSIS:

The County would like to update the easement so that they can connect the building to the County fibre network for the County building maintenance and management purposes, while also including the underground hydro services. Staff

have reviewed the request and do not foresee an issue with updating the easement so that it would encompass sanitary sewers, stormwater sewers, underground primary electrical service and communications.

FINANCIAL/BUDGET IMPACT:

There is no direct financial impact associated with this report.

CONCLUSION:

It is recommended that Council approves that the easement be updated to include sanitary sewers, stormwater sewers, underground primary electrical service and communications.

Attachment 1- Existing Registered Plan showing easements

Attachment 2- New Easement R-Plan

Attachment 3- Draft By-law

Prepared and Recommended By:

Date: February 5th, 2020

Steve Farquharson, B.URPL, MCIP, RPP
Director of Planning and Development

Reviewed By:

Date: February 5th, 2020

Joanne Sanders
Director of Finance/Acting Chief Administrative Officer

PLAN OF SURVEY

OF PART OF LOT 14, CONCESSION 7
AND PART OF LOVELLY STREET, REGISTERED PLAN 483

TOWNSHIP OF TAY COUNTY OF SIMCOE

SCALE 1:750

J. C. STANTON O.L.S., O.L.P., C.A.S.
2018

PLAN 51R-4163

RECEIVED AND DEPOSITED
DATE July 19, 2018
BY J. C. Stanton
ONTARIO LAND SURVEYOR
CANADA LANDS SURVEYOR

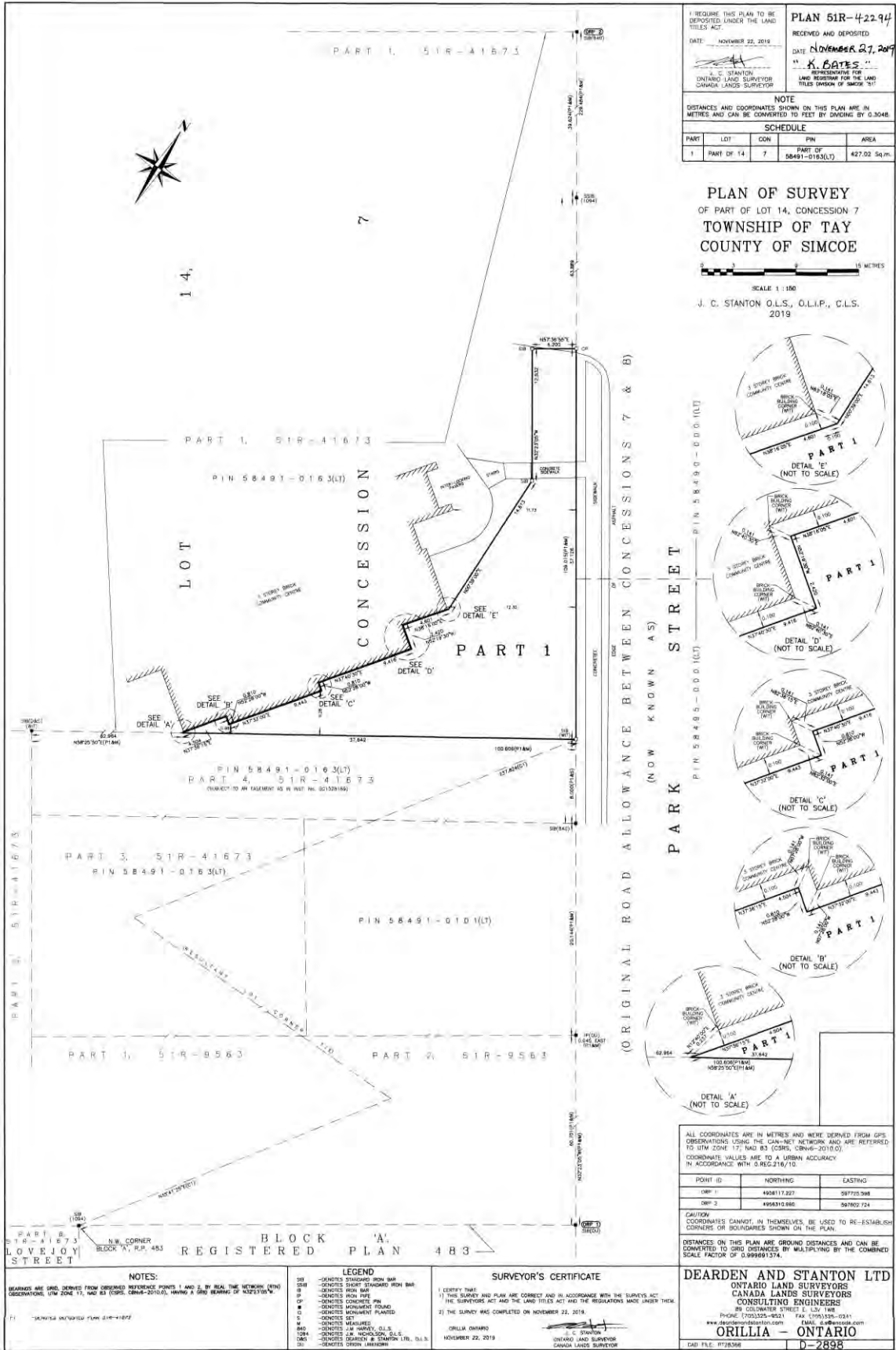
NOTE
DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

PART	LOT	CONC.	PRN	AREA
1				3.4357 Ha
2				1.1830 Ha
3	PART OF 14	7	ALL OF 58481-0105(LT)	1055.39 Sqm
4				809.74 Sqm
5				1243.79 Sqm
6	PART OF LOVELLY STREET	483	ALL OF 58481-0105(LT)	1011.24 Sqm

NOTES:

1. -CONVEYED C.P. 0346, O.L.S.
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Attachment 2- New Easement R-Plan



Attachment 3- Draft By-law
THE CORPORATION OF THE TOWNSHIP OF TAY

BY-LAW NO. 2020-XX

Being a By-law of the Corporation of the Township of Tay to authorize an easement for, sanitary sewers, stormwater sewers, underground primary electrical service and fibre optic communication over part of Lot 14, Concession 7, being Part 4 on plan 51R-41673 and Part 1 on plan 51R-42294 attached hereto as Schedule "A" and Schedule "B" to The Simcoe County Housing Corporation.

WHEREAS the Council for the Township of Tay by resolution dated June 27, 2018, deemed it expedient that the property described as Part of Lot 14, Concession 7, Tay, being Parts 2 and 5 on plan of reference 51R-41673 attached hereto as Schedule "A", be sold to The Simcoe County Housing Corporation for the sum of \$1.00;

AND WHEREAS the Council for the Township of Tay by resolution dated June 27, 2018, deemed it expedient that an easement for storm water sewers and sanitary sewers services over part of Lot 14, Concession 7, being Part 4 on plan of reference 51R-41673 attached hereto as Schedule "A", be granted to The Simcoe County Housing Corporation;

AND WHEREAS it is deemed expedient that **an easement for, sanitary sewers, stormwater sewers, underground primary electrical service and communications** over part of Lot 14, Concession 7, being Part 4 on plan of reference 51R-41673 attached hereto as Schedule "A", and over part of Lot 14, Concession 7, being Part 1 on plan of reference 51R-42294 attached hereto as Schedule "B", be granted to the Simcoe County Housing Corporation;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWNSHIP OF TAY ENACTS AS FOLLOWS:

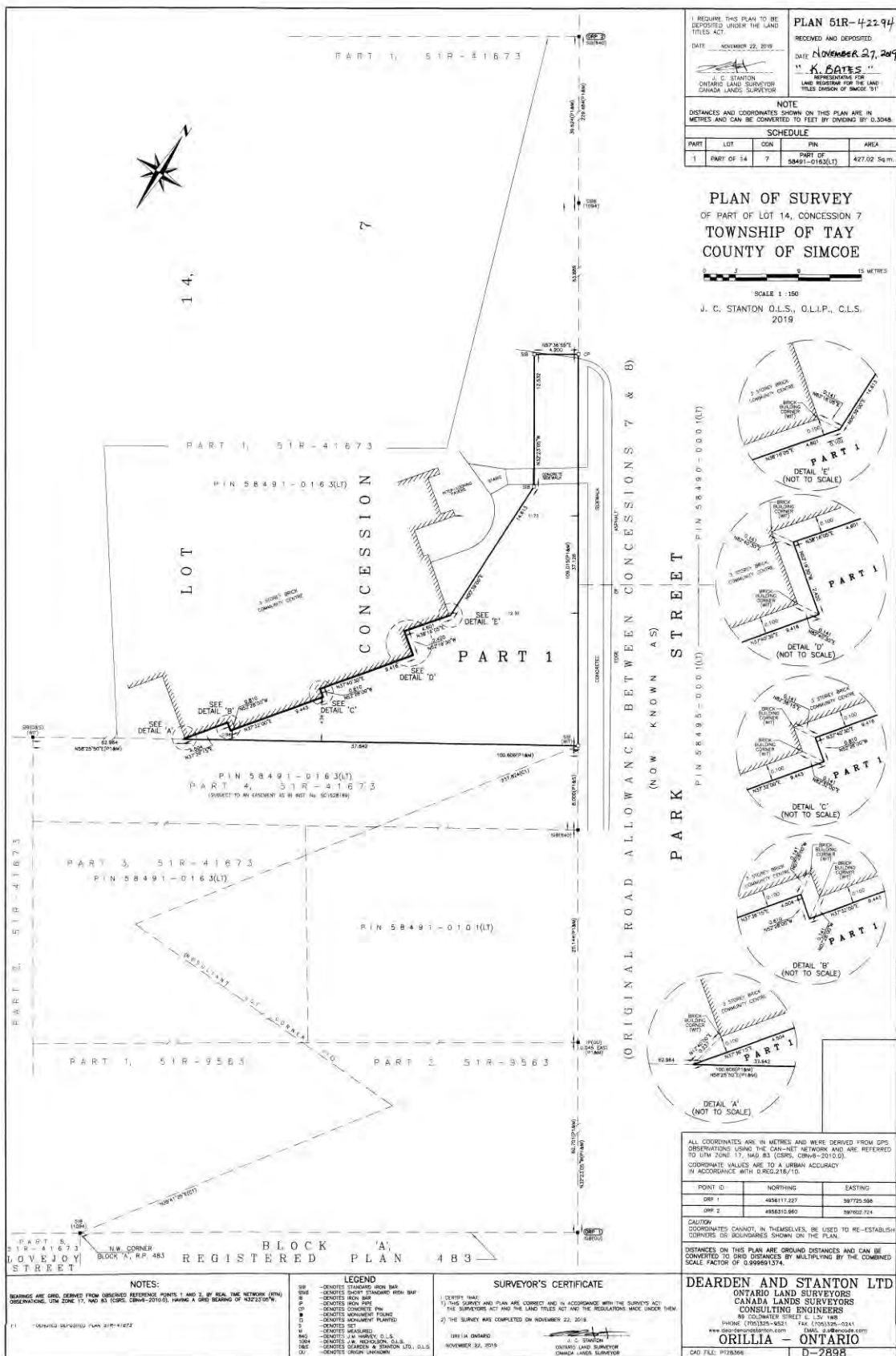
1. That Council authorizes the granting of **an easement for, sanitary sewers, stormwater sewers, underground primary electrical service and communications** over part of Lot 14, Concession 7, being Part 4, on plan of reference attached hereto as Schedule "A", and over part of Lot 14, Concession 7, being Part 1 on plan of reference attached hereto as Schedule "B" to the Simcoe County Housing Corporation.
2. That this By-law shall come into force and take effect immediately after the final passing hereof.

BY-LAW READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED THIS 26th DAY OF FEBRUARY, 2020.

TED WALKER, MAYOR

ALISON GRAY CLERK

Schedule 'B' to By-law 2020-XX



From: Councillor Mary Warnock
Sent: January-29-20 3:51 PM
To: donna deneault; Mayor Ted Walker; _Council
Cc: Alison Gray
Subject: RE: Dear Mayor and Councillor Warnock

Good Afternoon Donna,

I am happy that Tiny Township is offering their assistance by writing to the government & the quarries requesting to await further studies. After your recent deputation there was some discussion around how Tay in partnership with Tiny could help your organization protect the water in our Townships. We can certainly bring this information to all of Council at our next meeting & ask for their consideration in sending a letter of support to the ministry as Tiny has done. You have my support & hopefully the other members will be onside as well. Thank you once again for keeping us updated on this important matter. Protecting our clean water sources should always be a priority.

Best Regards,
Councillor Mary Warnock

Mary Warnock
Councillor Ward 2
Tay Township
705-534-7248 x294 | tay.ca | [@TayTownship](https://www.facebook.com/TayTownship)

From: donna deneault [
Sent: January 29, 2020 2:24 PM
To: Mayor Ted Walker <TWalker@tay.ca>; Councillor Mary Warnock <MWarnock@tay.ca>; donna deneault

Subject: Dear Mayor and Councillor Warnock

Perhaps you have seen that Tiny Township Council are making a request to the Ministry as follows:

=====

Tiny Township Council last night voted to ask the Ontario government and the owner of quarries on the Simcoe Uplands near Waverley to await the findings of a study that will examine why the area's groundwater is the purest to have been scientifically tested.

The motion, moved by Councillor Tony Mintoff and seconded by Councillor Gibb Wishart, passed unanimously – with Councillor Cindy Hastings absent.

“The Township is fundamentally opposed to the extraction and washing of aggregate in environmentally sensitive areas,” said Mayor George Cornell, reading from the motion.

The motion calls on the Ministry of Natural Resources and Forestry and CRH Canada Group Inc. to await the results of a study being undertaken by a stellar cast of Canadian hydrogeologists headed by Dr. John Cherry of the University of Guelph which will attempt to explain why the water is so clean.

Dr. William Shotyk of the University of Alberta, who has been testing the water for two decades, said in a [recent open letter](#) that it seems likely the filtration process takes place in the soils which cover the hills to the east (ie the Simcoe Uplands).

“”This unique water is part of our heritage. We need to learn from the water, and we need to protect it,” said AWARE Simcoe chair Don Morgan.

“The Township of Tiny has taken a step in the right direction, acknowledging the importance of the scientific research done so far and still to be done. We look forward to their continued leadership in this regard.”

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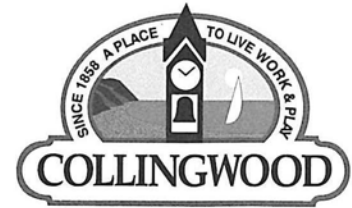
May we request that Tay express in writing same; a similar motion? I am hoping all of the affected Townships will follow suit.

We would greatly appreciate it. We are all writing to Premier Ford as well. We are confident in saying that this issue is going to go down in history. Let us be among those who positively saved the cleanest water in the World.

Thank you for reading my letter. We also want to thank you for your past dedication on this critical matter.

Best Wishes,
Donna and Verne Deneault

TOWN OF COLLINGWOOD



Becky Dahl, Deputy Clerk

97 Hurontario St. P.O. Box 157
Collingwood, ON L9Y 3Z5
Tel: (705) 445-1030 Ex. 3230
Fax: (705) 445-2448
Email: bdahl@collingwood.ca

January 21, 2020

The Honourable Jeff Yurek
Minister of Environment, Conservation and Parks
College Park 5th Floor, 777 Bay Street
Toronto, ON M7A 2J3

Re: Conservation Authorities

On behalf of the Council for the Corporation of the Town of Collingwood, I write to advise you of the following recommendation approved at its meeting held on January 20, 2020 for your consideration:

- WHEREAS** the Town of Collingwood has recently declared a Climate Emergency;
- AND WHEREAS** the Town of Collingwood has committed to nine core principles of sustainability;
- AND WHEREAS** the Town of Collingwood is a beneficiary of the upstream environmental remediation work done by the Nottawasaga Valley Conservation Authority (NVCA);
- AND WHEREAS** the Town of Collingwood is a member of the NVCA, with representation on its Board of Directors;
- AND WHEREAS** under the direction of the Board of Directors, the NVCA provides programs and services addressing local priorities to the residents of Collingwood and its other member municipalities, including inclusive outdoor education and recreation, water quality monitoring, preservation of species at risk as well as protecting life and property through a variety of measures;
- AND WHEREAS** the NVCA provides the Town of Collingwood with expert advice on the environmental impact of land use planning proposals and that the Municipality does not have staff with comparable expertise or experience;
- AND WHEREAS** the Ministry of the Environment, Conservation and Parks provides approximately one percent of the budget for programs and services currently delivered by the NVCA;
- THEREFORE BE IT RESOLVED THAT** the Town of Collingwood supports Conservation Authority regulations under Bill 108 being completed in consultation with municipalities, the NVCA and Conservation Ontario;
- AND THAT** the Town of Collingwood supports continuation of the critical programs and services included in the mandate of Conservation Authorities;
- AND THAT** during the fulsome review and consultations the Minister of Environment, Conservation and Parks continue to allow local municipalities' designated representatives


to determine which programs will be delivered and mandatory, along with the use of a Board-directed fair municipal levy as per current Regulation;

AND THAT this resolution be forwarded to the Minister of the Environment, Conservation and Parks, Premier Doug Ford, MPP Jim Wilson, the Association of Municipalities of Ontario, Nottawasaga Valley Conservation Authority, Conservation Ontario, all Ontario municipalities, and the County of Simcoe.

Should you require anything further, please do not hesitate to contact the undersigned at 705-445-1030 ext. 3230 or clerk@collingwood.ca.

Yours truly,

~~TOWN OF COLLINGWOOD~~



Becky Dahl
Deputy Clerk, Clerk Services

c.c. Premier Doug Ford
Jim Wilson, MPP
Association of Municipalities of Ontario
Nottawasaga Valley Conservation Authority
Conservation Ontario
County of Simcoe
Ontario municipalities

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Don't know where to start?
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Electrician, Welder and Plumber
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Are you 16 years of age or older,
a Canadian citizen or a landed
immigrant, and not already
registered as an apprentice?

THIS PROGRAM MAY BE FOR YOU!



ATTEND AN INFORMATION SESSION!

Robbert Hartog
Midland Campus
6:00 p.m.

JAN
27

FEB
24

MAR
23

STARTS APRIL 13, 2020

APPLY BY MARCH 31, 2020

**FREE
33-WEEK
PROGRAM**

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- includes a 12-week paid placement with local employers
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FOR MORE INFORMATION

EMAIL jason.skinner@georgiancollege.ca
OR denyse.wigglesworth@georgiancollege.ca
GeorgianCollege.ca/MIDLAND

FOCUS ON BUSINESS RETENTION AND EXPANSION & ASSOCIATED MARKETING

Objective: To Create Awareness of North Simcoe in the
“Heart of Georgian Bay” resulting in Business
Growth, Expansion, Productivity, Innovation,
Investment and Jobs

**WE LIVE IT,
YOU'LL *Love* IT!**

 <p>Producing BIG music in a small town - with Marlon... 1K views • 3 months ago</p>	 <p>The Story Behind Poppy & Peonies 1K views • 2 months ago</p>	 <p>Igniting the Magic of the Season at First Light 654 views • 1 month ago</p>	 <p>Planting New Roots in North Simcoe with Dr. Emily... 628 views • 4 weeks ago</p>	 <p>Success can be messy sometimes... 451 views • 2 months ago</p>	 <p>Talkin' Tarts with Sans Souci Tart Co 370 views • 1 month ago</p>
 <p>A High Tech Company with a Historical Twist - Makk... 361 views • 3 months ago</p>	 <p>Starting an Entertainment Empire from their Small Town 255 views • 2 months ago</p>	 <p>Building a Marketing Company in a New Town -... 246 views • 3 months ago</p>	 <p>Building Community Connections with Assisting... 208 views • 1 month ago</p>	 <p>How a Toy Maker is Treating Dementia 204 views • 1 month ago</p>	 <p>Weaving Success in a Small Town - Georgian Bay... 201 views • 3 months ago</p>
 <p>Signs of Success with North Simcoe Signs 175 views • 2 months ago</p>	 <p>Frieda Baldwin and the Trails of North Simcoe 168 views • 3 weeks ago</p>	 <p>In The Business of Play with Action Play Centre 150 views • 2 months ago</p>	<div style="display: flex; align-items: center;"> <div style="background-color: #4CAF50; border-radius: 50%; width: 150px; height: 150px; display: flex; align-items: center; justify-content: center; margin-right: 20px;"> <div style="color: white; font-size: 48px; font-weight: bold;">6,071</div> <div style="color: white; font-weight: bold;">views*</div> </div> <div>  <div style="margin-left: 10px;"> <h1 style="margin: 0;">YouTube</h1> <p style="margin: 0; color: #4CAF50;">122 Subscribers</p> <p style="margin: 0;">EDCNS DEDICATED CHANNEL - EDCNSimcoe</p> </div> </div> </div>		

*October – December 2019

<https://www.youtube.com/EDCNSimcoe>