

The Corporation of the
Municipality of Neebing

AGENDA for Regular Council meeting: August 7, 2024 at 6:00 p.m.
At the Municipal Office or join from your computer or mobile device:

[Click here to join the meeting](#)

or call-in (audio only): **1-647-794-5609**, Conference ID **363 150 155**

1. Preliminary Matters

- (a) Call to Order
- (b) Attendance
- (c) Town Hall Segment
- (d) Accept/Amend the Agenda for this Meeting
- (e) Request/Receive Declarations of Pecuniary Interests under the Municipal Conflict of Interest Act (if any)

2. Hear Deputations from Audience Members

- 2.1 Karen Coulson from Neebing Recreation Committee will address Council Regarding Blake Hall 100th Anniversary Celebration
- 2.2 Mark Shruiff from Neebing Emergency Services will address Council Regarding Introduction of the New Fire Department Leadership

3. Consent Agenda: Minutes, Reports and Correspondence

- 3.1 Minutes of the Special Meeting of Council sitting as Committee of the Whole held on July 10, 2024 (Recommendation to approve the minutes, with any error corrections, as required.) 1-2
- 3.2 Minutes of the Open Session portion of the Regular Meeting of Council held on July 10, 2024 (Recommendation to approve the minutes for both the open session (Item 3.2) and the Closed Session (Item 7.1), with any error corrections, as required.) 3-9
- 3.3 Report from Fire Chief Regarding June and July Fire Department Activity (Recommendation to receive the report for information) 10-11
- 3.4 Report from Roads Foreman Regarding May and June Road Report (Recommendation to receive the report for information) 12-16
- 3.5 Report from Clerk-Treasurer Regarding Administrative Activity (Recommendation to receive the report for information) 17-19
- 3.6 Report from Deputy Clerk-Treasurer Regarding Tax Relief (Recommendation to receive the report for information) 20
- 3.7 Correspondence from the OPP, received July 23, Regarding 2025 Billing (Recommendation to receive the correspondence for information) 21
- 3.8 Correspondence from the Town of Tecumseh, received July 5, Regarding Affordability of Water and Wastewater Systems (Recommendation to receive the correspondence for information) 22-29

4. Reports and Correspondence Requiring Direction

- 4.1 Report from Clerk-Treasurer Regarding Modernizing Wildland Fire (Recommendation to *) 30-45

4.2	Report from Clerk-Treasurer Regarding Modernizing the Emergency Management and Civil Protection Act (Recommendation to *)	46-60
4.3	Correspondence from Forbes, Received August 1, 2024, Regarding Request for Concurrence (Recommendation to approve signing the letter of concurrence.)	61-77
4.4	Report from Deputy Clerk-Treasurer Regarding Fire Protection Grant (Recommendation to submit the grant)	78-80
4.5	Report from Deputy Clerk Treasurer Regarding Tender Committee Recommendations (Recommendation to approve the recommendations)	81
4.6	Report from Deputy Clerk Treasurer Regarding Surplus Equipment (Recommendation to approve the disposition)	82
4.7	Report from Deputy Clerk Treasurer Regarding Possible Unbudgeted Expenses (Recommendation to approve the expenses)	83
4.8	Report from Deputy Clerk Treasurer Regarding Roads Maintenance Policy Review (Recommendation to approve changes to the policy.)	84-114
4.9	Report from Clerk Treasurer Regarding Integrity Commissioner (Recommendation to enter into an agreement for an Integrity Commissioner)	115-119
4.10	Correspondence from NOMA received July 16, Regarding Recognizing the Essential Role of Nurse Practitioners (Recommendation to support the resolution.)	120-123
4.11	Correspondence from AMO/OMA received July 9, Regarding Healthcare Resolution Campaign (Recommendation to pass the resolution attached to the letter.)	124-126
4.12	Correspondence from the County of Frontenac received July 19, Regarding a Request for the Province to Recognize the Physician Shortage (Recommendation to support the resolution.)	127-128
4.13	Correspondence from Town of Bradford West Gwillimbury, received June 20, Regarding Ontario Long Service Medals (Recommendation to support the resolution.)	129-130
4.14	Correspondence from Ministry of Natural Resources, received July 10, Regarding a Framework for Carbon Storage (Recommendation to provide direction)	131-134
4.15	Correspondence from the Town of Cochran, received July 12, Regarding a Blue Box for 'Ineligible' Sources (Recommendation to support the resolution.)	135-136
4.16	Correspondence from Northern Chambers of Commerce, received July 30, Regarding a Set-Aside for the Ontario Immigrant Nominee Program (Recommendation to support the correspondence.)	137-139

5. By-laws for Passage

5.1	By-law 2024-035 Require Dog Owners to be Responsible Pet Owners (Recommendation to pass the by-law)	140-146
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6. New Business – Announcements

Members of Council and Senior Administration have the opportunity to advise others of events or share other information.

7. Closed Session

Council will enter closed session under those paragraphs of Subsection 239(2) of the Municipal Act, 2001 for which the meeting was closed, to consider item 7.1 (minutes of the Closed session of the prior Council meeting); and Under paragraph 239(2)(d) to consider item 7.2, involving labour relations or employee negotiations

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| 7.1 | Minutes of the Closed Session portion of the Regular Meeting of Council held on July 10, 2024
(Recommendation to approve is in the consent agenda) | 147-148 |
| 7.2 | Report from Clerk-Treasurer Regarding Personell Matters
(Recommendation to provide direction.)
Council will rise from Closed Session | 149-172 |

Matters Arising from Closed Session

Resolutions relating to Item 7.2

8. Confirmation By-law

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| 8.1 | By-law 2024-036 to confirm the proceedings of the meeting
(Recommendation to pass the By-law) | 173 |
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9. Adjourn the Meeting

**THE CORPORATION OF THE MUNICIPALITY OF NEEBING
MINUTES OF THE SPECIAL MEETING OF COUNCIL,
SITTING AS COMMITTEE OF THE WHOLE**

Held in person at the Municipal Office and using Teams Web Conference System
On Wednesday, July 10, 2024 at 5:30 pm

PRESENT: Mayor Mark Thibert
Blake Councillor Katherine Hill
Crooks Councillor Brian Wright
Councillor at Large Gordon Cuthbertson
Pearson Councillor Gary Gardner
Pardee Councillor Curtis Coulson
Scoble Councillor Brian Kurikka

STAFF: Laura Jones, Deputy Clerk-Treasurer

1. PRELIMINARY MATTERS

- (a) Call to Order: Deputy Mayor Wright called the meeting to order at 5:00 p.m.
- (b) Attendance: Attendance was recorded.
- (c) Declarations of Interest:
No declarations of pecuniary interests under the Municipal Conflict of Interest Act were brought forward.

**2. PUBLIC MEETING UNDER SECTION 45 OF THE PLANNING ACT: MINOR VARIANCE
APPLICATION FOR 1390-1396 HIGHWAY 608**

- 2.1. Application B06-2024 (to allow larger second dwelling)
- 2.2. Report from Deputy Clerk-Treasurer Regarding the Application
Members present reviewed the report.
- 2.3. Receive Comments from Interested Members of the Public
No comments from the public were received.
- 2.4. Debate Recommendation for Council

Rec. No. 2024-07-10

Moved by: Councillor Wright
Seconded by: Councillor Coulson

BE IT RESOLVED THAT, a public meeting having been held with respect to the application by Sabrina Mclean, as agent for Reginald Hayward, the property owner, relative to property at Concession 1 Part North ½ Lot 12, Parcel 24097 (Scoble Township),

municipally known as 1390 and 1396 Highway 608, the Zoning By-law (By-law 2017-030) be amended as follows:

a site-specific amendment, applicable to this lot only, to allow for a second dwelling that is larger than the existing second dwelling;

and that the necessary by-law be presented to the Municipal Council for ratification.

3. PUBLIC MEETING UNDER SECTION 34 OF THE PLANNING ACT: SITE SPECIFIC ZONING BY-LAW AMENDMENT FOR 165 SCOBLE TOWNLINE ROAD

3.1. Application Z03-2024 (rezoning to allow second dwelling)

3.2. Report from Deputy Clerk-Treasurer Regarding the Application

Members present reviewed the report.

3.3. Receive Comments from Interested Members of the Public

No comments from the public were received.

3.4. Debate Recommendation for Council

Rec. No. 2024-07-10

Moved by: Councillor Wright

Seconded by: Councillor Coulson

BE IT RESOLVED THAT, a public meeting having been held with respect to the application by Randy and Lisa Prevost as agents for Patricia Rouillard, the property owner, relative to property municipally known as 165 Scoble Townline Road, and legally described as "Concession 4, South Part Lot 1, MR56, Parcel 4127, in the Municipality of Neebing (geographic Scoble Township) and the District of Thunder Bay, a site specific amendment be completed for Neebing's comprehensive Zoning By-law (By-law 2017-030) to allow two dwellings on this lot within the Rural Zone.:

and that the necessary by-law be presented to the Municipal Council for ratification.

The time being 5:40 pm Deputy Mayor Wright adjourned the Special Meeting of Council.

SPECIAL MEETING OF COUNCIL

Mark Thibert
MAYOR

Laura Jones
DEPUTY CLERK-TREASURER

**THE CORPORATION OF THE MUNICIPALITY OF NEEBING
MINUTES OF THE REGULAR MEETING OF COUNCIL**

Held in person at the Municipal Office and using Teams Web Conference System
On Wednesday, July 10, 2024

PRESENT: Mayor Mark Thibert
Councillor at Large Gordon Cuthbertson
Pearson Councillor Gary Gardner
Blake Councillor Katherine Hill
Crooks Councillor Brian Wright
Scoble Councillor Brian Kurikka
Pardee Councillor Curtis Coulson

STAFF: Laura Jones, Deputy Clerk-Treasurer

1. PRELIMINARY MATTERS:

(a) Call to Order: Mayor Thibert called the meeting to order at 6:00 p.m. and provided a land acknowledgement.

(b) Attendance: Attendance was recorded.

(c) Town Hall Segment:

No one attended the Town Hall Segment.

(d) Accept/Amend the Agenda:

Res. No. 2024-07-185

Moved by: Councillor Wright

Seconded by: Councillor Hill

BE IT RESOLVED THAT the agenda for this regular meeting of Council be amended by adding under subsection 239 2 of the Municipal Act 2001 paragraph 239 a, Item 7.5 a verbal report about the security of the municipality.

CARRIED ✓

(e) Declarations of Pecuniary Interest:

There were no declarations of pecuniary interest.

2. HEAR DEPUTATIONS FROM AUDIENCE MEMBERS

No Deputation requests were scheduled.

3. CONSENT AGENDA: MINUTES, REPORTS AND CORRESPONDENCE

- 3.1 Minutes of the Open Session portion of the Regular Meeting of Council held on June 19, 2024
(Recommendation to approve the minutes for both the open session (Item 3.1) and the Closed Session (Item 7.1), with any error corrections, as required.)
- 3.2 Minutes of the meeting of the Asset Management Committee held on July 3, 2024
(Recommendation to receive the minutes)
- 3.3 Minutes of the meeting of the Roads Committee held on July 3, 2024
(Recommendation to receive the minutes)
- 3.4 Minutes of the meeting of the Thunder Bay District Social Services Administration Board held on May 16, 2024
(Recommendation to receive the minutes)
- 3.5 Report from Clerk-Treasurer Regarding Administrative Activity
(Recommendation to receive the report for information)
- 3.6 Correspondence from ORNGE, received July 4, 2024, Regarding Helipad Maintenance Payment Adjustment
(Recommendation to have the Clerk sign the amended Agreement)
- 3.7 Correspondence from the Ministry of Municipal Affairs and Housing Regarding Changes to the Planning Act and Development Charges Act Regulations related to the Cutting Red Tape to Build More Homes Act, 2024 (Bill 185) received July 3, 2024
(Recommendation to receive the notice for information)
- 3.8 Notice from the City of Thunder Bay Regarding a planning meeting to be held on July 22, 2024
(Recommendation to receive the notice for information)
- 3.9 Notice from the Enbridge Gas Regarding a Billing Adjustment for Customers
(Recommendation to receive the notice for information)
- 3.10 Correspondence from Ministry of Natural Resources and Forestry, received July 5, 2024, Regarding Streamlining Aggregate Approvals
(Recommendation to receive the correspondence for information)

Councillor Hill inquired about Calcium for Lesnick Road was discussed.

Res. No. 2024-07-186

Moved by: Councillor Coulson
Seconded by: Councillor Gardner

BE IT RESOLVED THAT Council approve the recommendations from Administration with respect to all of the items on the consent agenda portion of this evening's meeting, being Items 3.1 through 3.10 and the Closed Session Minutes (Item 7.1), with any error corrections, as required.

CARRIED ✓

4. REPORTS AND CORRESPONDENCE RECEIVED REQUIRING DIRECTION:

4.1 Report from Clerk-Treasurer Regarding Recommendations from the OPP Detachment Board

Members present reviewed the report.

Res. No. 2024-07-187

Moved by: Councillor Coulson

Seconded by: Councillor Gardner

BE IT RESOLVED THAT Council approve a levy allocation for the Lakehead OPP Detachment Board based on percentage of total OPP billing, and that remuneration to members be paid as outlined in the report.

CARRIED ✓

4.2 Report from Deputy Clerk-Treasurer Regarding Fire Equipment Budget

Members present reviewed the report.

Res. No. 2024-07-188

Moved by: Councillor Kurikka

Seconded by: Councillor Gardner

BE IT RESOLVED THAT Council approve the unbudgeted purchase of an edraulics unit known as the Jaws of Life to a maximum of \$60,000 and replacement of SCBA units to a maximum of \$40,000, with a corresponding unbudgeted transfer from the fire department reserve fund

CARRIED ✓

4.3 Report from Acting Fire Chief Regarding Community Risk Assessment

Members present reviewed the report. Councillor Kurikka suggested that the next Community Risk Assessment include a review of the FireSmart plan and the potential fire risk caused by spruce budworm infestation.

Res. No. 2024-07-189

Moved by: Councillor Hill

Seconded by: Councillor Coulson

BE IT RESOLVED THAT Council approves the Community Risk Assessment, and the confidential portion of the Community Risk Assessment shown in item 7.4 retroactive to July 1, 2024.

CARRIED ✓

4.4 Report from Deputy Clerk-Treasurer Regarding Strategic Plan

Members present discussed the report and suggested some goals for the next Strategic Plan.

Res. No. 2024-07-0190

Moved by: Councillor Coulson

Seconded by: Councillor Kurikka

BE IT RESOLVED THAT Council schedules a Special Meeting of Council for October 9th at 6:00 pm to discuss the next Strategic Plan.

CARRIED ✓

4.5 Report from Deputy Clerk-Treasurer Regarding Asset Management Policy

Res. No. 2024-07-190

Moved by: Councillor Kurikka

Seconded by: Councillor Gardner

BE IT RESOLVED THAT Council approve the amended Asset Management Policy.

CARRIED ✓

4.6 Correspondence from Emergency Management Ontario, received July 3, 2024, Regarding Engagement on Proposed Modernization of the Emergency management and Civil Protection Act

This item was deferred.

4.7 Correspondence from Municipality of West Nipissing, received June 19, 2024, Regarding the Champlain Bridge Rehabilitation

This item was deferred.

4.8 Correspondence from Municipality of Oliver Paipoonge, received June 28, 2024, Regarding Planning Matters

Members present reviewed the correspondence. No resolution was passed.

5. BY-LAWS

5.1 By-law 2024-028 to appoint a Fire Chief and Deputy Fire Chiefs

Res. No. 2024-07-191

Moved by: Councillor Hill

Seconded by: Councillor Wright

BE IT RESOLVED THAT By-law 2024-028 to appoint a Fire Chief and Deputy Fire Chiefs, be passed.

CARRIED ✓

5.2 By-law 2024-029 to set Fire Department Honorariums

Res. No. 2024-07-192

Moved by: Councillor Cuthbertson

Seconded by: Councillor Hill

BE IT RESOLVED THAT By-law 2024-029 to set Fire Department Honorariums, be passed.

CARRIED ✓

5.3 By-law 2024-030 to appoint members to the OPP Detachment Board

Res. No. 2024-07-193

Moved by: Councillor Hill

Seconded by: Councillor Kurikka

BE IT RESOLVED THAT By-law 2024-030 to appoint members to the OPP Detachment Board, be passed.

CARRIED ✓

5.4 By-law 2024-031 to amend the Zoning By-law

Res. No. 2024-07-194

Moved by: Councillor Coulson

Seconded by: Councillor Cuthbertson

BE IT RESOLVED THAT By-law 2024-031 to amend the Zoning By-law, be passed.

CARRIED ✓

5.5 By-law 2024-032 to amend the Zoning By-law

Res. No. 2024-07-195

Moved by: Councillor Hill

Seconded by: Councillor Gardner

BE IT RESOLVED THAT By-law 2024-032 to amend the Zoning By-law, be passed.

CARRIED ✓

5.6 By-law 2024-033 to approve the Boundary Road Agreement with Gillies

Res. No. 2024-07-196

Moved by: Councillor Hill

Seconded by: Councillor Gardner

BE IT RESOLVED THAT By-law 2024-033 to approve the Boundary Road Agreement with Gillies, be passed.

CARRIED ✓

6. NEW BUSINESS - ANNOUNCEMENTS

Council determined that no one would attend the 2024 AMO Conference in August.

Council was asked about future maintenance for Stajkowski Road. Council would consider entering into a legal agreement to ensure all season maintenance, if a property owner was going to build a permanent residence and the owner obtain a survey to deed the necessary turn around to the Municipality.

Council decided that one bag of garbage was equal to one punch, regardless of the size of the bag.

Councillor Hill asked a question regarding the scrutiny of garbage, and whether landfill attendants could insist that recycling is placed in the recycle bin. She received a complaint from a resident that they were asked to remove a box from their bag.

7. CLOSED SESSION

Res. No. 2024-7-196

Moved by: Councillor Coulson
Seconded by: Councillor Cuthbertson

BE IT RESOLVED THAT. The time being 7:40 pm Council will enter closed session under those paragraphs of Subsection 239(2) of the Municipal Act, 2001 for which the meeting was closed, to consider item 7.1 (minutes of the Closed session of the prior Council meeting); AND Under paragraph 239(2)(b) to consider items 7.2 and 7.3, involving personal matters about identifiable individuals; AND Under paragraph 239(2)(a) to consider item 7.4, involving security of the property of the municipality

CARRIED ✓

During Closed session the following resolution was passed.

Res. No. 2024-07-197

Moved by: Councillor Kurikka
Seconded by: Councillor Coulson

BE IT RESOLVED THAT, the time being 8:30 p.m., Council rise from closed session and report in open session.

CARRIED ✓

7.1 Minutes of the Closed Session portion of the Regular Meeting of Council held on June 19, 2024

This item was approved as part of the consent agenda.

- 7.2 Report from Clerk-Treasurer Regarding Personnel Matters
- 7.3 Report from Clerk-Treasurer Regarding Appointments to OPP Detachment Board
- 7.4 Confidential portion of the Community Risk Assessment
- 7.5 Verbal Report from Deputy Clerk-Treasurer regarding Security

Res. No. 2024-07-198

Moved by: Councillor Coulson
Seconded by: Councillor Cuthbertson

BE IT RESOLVED THAT, with respect to Items 7.2 to 7.5 on this evening's Closed Session Agenda, Council authorizes Administration to proceed as directed in Closed Session.

CARRIED ✓

8. CONFIRMATION BY-LAW

- 8.1 By-law 2024-034, to confirm the proceedings of the meeting.

Res. No. 2024-07-199

Moved by: Councillor Kurikka
Seconded by: Councillor Cuthbertson

BE IT RESOLVED THAT By-law 2024-034, to confirm the proceedings of this evening's meeting, be passed as presented.

CARRIED ✓

9. ADJOURN THE MEETING:

There being no further business to attend to, Mayor Thibert adjourned the meeting at 8:31 p.m.

REGULAR MEETING OF COUNCIL

Mark Thibert
MAYOR

Laura Jones
DEPUTY CLERK-TREASURER

**The Corporation of the Municipality of Neebing
Administrative Report**

Date: 01 August, 2024 (for Council meeting on 7 August, 2024)

To: Mayor and Council

Subject: July Monthly Report

Submitted by: Mark Shruiff, Fire Chief

Overview

July saw a transition of new administration for NES, with the appointment of a new Fire Chief and 3 Deputy Chiefs. Chief officers are falling into their respective positions, with an overall vision of department advancement. Emergency response calls remain relatively low through the summer months, with 7 responses, 4 fire and 3 medical within the month of June, as July numbers are not yet available.

The 2024 Wildfire season has thus far not affected the Municipality; however, we remain hyper vigilant to changes on a daily basis.

DEPARTMENT MAINTENANCE

Vehicle Maintenance:

- **NES Fleet:** Any vehicle related issues have been corrected in house, most noticeably a failure of the on-board charging system for Pumper 105 which was replaced by Neebing personnel.

June saw the acquisition of Rescue 151, a replacement vehicle for Rescue 155 which has been slated for replacement. NES personnel travelled to the U.S. to bring the vehicle into Canada. Since it's arrival the vehicle has undergone all necessary importing inspections, annual safety inspections, and maintenance. The unit is currently undergoing upgrades to the lighting and radio systems being completed by NES personnel. Rescue 151 is slated to be in service before the end of August once all remaining modifications are complete to best suit the needs of Neebing Emergency Services

Hall Maintenance:

- **Hall 5:** Hall 5 asbestos project has been completed, with all harmful materials removed from the building. The hall has returned to full response status.
- **Hall 1:** Hall 1 had a Generac back up power source installed, powered by propane. This will allow instant back up electrical power to the hall in the event of power failure.

CALLS

During the months of June and July, NES responded to a total of 7 emergency calls, 4 fire and 3 medical.

TRAINING AND EDUCATION

Earlier in the summer, NES had made the decision to change our monthly schedule to accommodate for an extra training night each month. Hall maintenance and meetings are now scheduled on Tuesdays allowing for the 4th Thursday to be utilized for training of NES personnel.

Within the month of July training topics included Search and Rescue within a Structure, Pumper Operations, Vehicle Stabilization, and Nuclear Gauge Incident Awareness. The month of July did not include an Emergency First Response night as all instructors were away during the training times. However, August will include 2 first response nights of training as well as 2 fire nights.

Multiple members of NES attended courses hosted at the Oliver Paipoonge Regional Training Centre (OPRTC) over June and July. Courses included: Pumper Operations, and the inaugural Auto Extrication course.

ADMINISTRATION

Administration is in the transitional period at this time with all new Chief Officers assuming new duties.

The Community Fire Protection Profile is currently being updated for submission to the Fire Marshall for changes within the department.

The Province of Ontario has announced a Fire Protection Grant within its 2024 budget, allowing allocation of funds to Municipal Fire Departments for upgrades to current and new initiatives for Firefighter Cancer Prevention. Along with members of administration staff, we are preparing an application for submission to request additional gear washers, drying units, and particulate blocking fire hoods, among others.

Ongoing report management and FP2 inputs continue to be completed, as well as community outreach articles were completed within June and July.

NES has added a new position within its officer staff, the Public Information Officer. This position will be the point of contact for public inquires and outreach. The PIO will be responsible for public education as well as social media relations. NES is developing a new official Facebook Page as well as an Instagram account to better reach the public on going issues, initiatives, and upcoming events.

**The Corporation of the Municipality of Neebing
Administrative Report**

Date: August 2, 2024 (For August 7, 2024)
To: Mayor and Council
Subject: Roads Report – May, June 2024
Submitted by: Barry Livingston, Working Roads Foreman

RECOMMENDATION:

This Report is prepared for Council's information.

Equipment Maintenance:

MAY:

- Routine maintenance is ongoing.
- Plow frames were removed from Trucks for summer season.
- 140 CAT grader had entire crank seal replaced.
- Unit 6-17 had yearly safety done.
- Unit PW-1 had new set of tires installed.
- Utility lawn mower trailer had new tires installed.
- JD 772 Grader had 1 tire replaced.

JUNE:

- Routine maintenance is ongoing
- Unit 6-23 went to Peterbuilt for some fuel updates.
- Unit 6-15 had yearly safety inspection.
- Stinger teeth were fixed on JD 772

Road Maintenance

MAY:

- Routine grading is ongoing as needed.
- Boundary Drive Bridge had some repairs to guardrails and posts.
- Beaver dam removal is ongoing as required.
- Some roadside brushing was done.
- 4' culvert was changed on Olsen Road.
- Patching of chipseal roads is ongoing.
- Some gravel was hauled to Old Border Road at worst area.
- Some ditching was done on Klages Road and Brandl Road.

JUNE:

- Routine Grading is ongoing as required.
- Beaver dam removal is ongoing as needed.
- Bridge decks were washed off.
- Some boards were repaired on Cloud River Bridge deck.
- Chip seal patching is ongoing.
- Some roadside brushing was done on Larson Road.
- Ditching and gravel placement was completed on Brandl and Savoie Roads
- More gravel was hauled to Old Border Road.
- Culvert was changed on Gammond Road
- Some ditching was done on Jarvis Bay Road East
- Cooper Road had 2 inch lift of gravel hauled to it.
- Some gravel hauled to areas of ruts caused by heavy rains.
- Entrance culvert was installed on Seed Road.

Landfill Sites:**MAY and JUNE:**

- Both landfill sites were cleaned up

Parks & Building Maintenance**MAY:**

- Garbage Cans were placed at parks for summer season.
- Area was made for Generator at Blake Hall.
- Cloud Lake Boat Launch Ramp was repaired from ice damage.
- Blake Hall Furnace fuel tank was removed to may way for propane tank.

JUNE:

- New floor grate was made for garage drain.
- Buoys were put in at West Oliver Boat Launch.
- Fire Hall # 1 had parking lot cleared
- Grass cutting is ongoing at Parks abd Buildings

Roads Complaints

Council requested more detail regarding road complaints and request for service. The following information provides more detail.

May: 2 formal complaints and 11 requests for service received.

- #2024-032, May 1, 2024: Formal Complaint Jarvis Bay Road East. Road has potholes and is damaging her vehicle. Holes filled with cold patch May 3, 2024.
- #2024-33, May 2, 2024: Request for Service, Coppercliff Road. Numerous potholes. Some patching done with recycled Asphalt. More to be done later.
- #2024-034, May 6, 2024: Request for Service Little Pigeon Bay Road culvert blocked. May 6 Culvert unplugged. Dam removed, Trapper Called.
- #2024-035, May 6, 2024: Request for Service Boy Scout and Farm Road. Potholes at bridge needs to be filled. Potholes filled May 13, 2024.
- #2024-036, May 6, 2024: Request for Service Boy Scout - Potholes. Potholes filled May 13, 2024.
- 2024-037, May 2, 2024. Request for Service The whole of Sturgeon Bay Road is all torn up Request to fill and fix road. Cold patching done May 30 Hot patching to be completed later on.
- 2024-038, May 13, 2024. Request for Service Boundary Drive. Three major chinks of road are missing. Patching done at holes May 24, 2024.
- 2024-039, May 17, 2024. Request for Service Bradl Road. Municipal Truck went down and caved in the road and the turn around was very muddy and soft and now needs leveling. Also needs gravel. May 24 2024 Staal's truck damaged the road. The road was ditched, gravel added and turn around levelled.
- 2024-041, May 23, 2024. Request for Service. Margaret Street. Road is full of potholes and is wrecking the car. Road graded May 27 2024.
- 2024-042 May 27, 2024. Request for Service. The end of an entrance culvert on Margaret street is crushed and lifted. Please fix. Culvert dug out and lowered, crushed end fixed. Aug 2, 2024
- 2024-043 May 31, 2024. Formal Complaint Sturgeon Bay Road is full of potholes. Cold patching done May 30 Hot patching to be completed later on.
- 2024-044 May 31, 2024 Request for service. McCluskey Drive in awful shape. Road graded but potholes came back. Resolved June 4, 2024
- 2024-045 May 31, 2024. Request for service. Ditching was done last year and there is brush and tag alder from the ditching that need to be removed. It looks terrible. Road looked at - not enough manpower to clean all the wood debris from the ditches after the brusher goes through. Ditch looks OK. June 7, 2024

June: 2 formal complaints and 15 requests for service received.

- 2024-046 June 3, 2024 Request for service. Cloud Lake Hill. Potholes are dangerous. Fix with hot asphalt July 26, 2024.
- #2024-047, June 3, 2024: Request for Service Little Pigeon Bay Road culvert blocked. June 6 Culvert unplugged.
- #2024-048, June 4, 2024: Request for Service Little Pigeon Bay Road culvert blocked. June 6 Culvert unplugged.
- 2024-049 June 4, 2024. Request for Service. Pine Bay Boat Launch has no concrete. Buried his truck trying to launch his boat. Wants a new Concrete Boat Launch. July 3 Asset Management Committee reviewed. Concrete Boat launch still there but was buried by sand. Conditions change constantly at that location because of the river. There is already a “use at own risk” sign. Perhaps more signage? July 4 – Informed that the launch still exists.
- 2024-050 June 9, 2024 - Request for Service Tree across road. Tree removed June 11, 2024
- 2024-051 June 10, 2024 Request for Service. Memory Road – water pooling. Ditch cleaned out June 13, 2024
- 2024-052 June 11, 2024 Request for Service Mannisto Road. Road is dusty. Calcium placed at houses. Some areas not done to allow gravel to hauled later. July 4, 2024.
- 2024-053 June 11, 2024 Request for Service Larson Road The road was graded and now truck are creating dust every 15 minutes making a huge dust mess. Valium applied June 9, 2024
- 2024-054 June 12, 2024 Formal Complaint, Cloud Lake Hill. Nothing has been done. Needs fixing. Chipseal patched with hot asphalt July 26, 2024
- 2024-055 June 13, 2024. Request for Service. Need parking lot graded at Fire Hall 1 Graded June 21.
- 2024-056 June 20, 2024 Request for Service. Old Border Road. wooden culvert has collapsed and need replacing. Culver changed and some ditching done Aug 2, 2024
- 2024-057 June 21, 2024 Request for Service. Cloud Lake Road. Culvert Plugged. Beaver dam removed June 25, 2024.
- 2024-058 June 24, 2024 Request for Service, Hill on Pardee near Cloud Lake Road needs grading. June 25, 2024 – Road Graded
- 2024-059 June 24, 2024 Request for Service, Lesnick road sign is missing. Want it replaced.
- 2024-060 June 24, 2024. Formal Complaint Coppercliff Road. Feel discriminated against because his portion of the road was not chipsealed. Wants to know why all that money was spent and not maintained. Rod only needs some few shovels of Asphalt. Road Graded June 26, 2024.

- 2024-061 June 21, 2024 Request for Service Klages Road needs Calcium . Road hasn't been done for 10-12 years, Calcium applied July 8 , 2024
- 2024-062 June 26, 2024 Request for Service East Oliver Lake Road. Entrance culvert is collapsing. Culvert inspected pictures take. Ther is no issue with the culvert. July 7, 2024

ATTACHMENT: List of Vehicles and Equipment

ID	YEAR	MAKE / MODEL
TRAILERS		
PEQ 134	2017	Steamer Unit 2013, Storage Trailer
PV16	2019	30T Pintle Hitch Trailer
	2003	Tarnal Utility Trailer and Homewagon
	2018	Haulin Trailer
PUBLIC WORKS FLEET		
6-98	1998	1998 Western Star
6-13	2013	Kenworth T800 c/w sander/box/plow
6-15	2015	Peterbilt 367 Plow Truck
PW-2	2017	Ford F250 Pick-up
6-17	2017	International
PW-1	2020	Ford F250 Pick-up
6-23	2023	Peterbilt 367 Plow Truck
PW-18	2018	Ford F150
PUBLIC WORKS EQUIPMENT		
PEQ126	2002	CAT 140 Grader
PEQ136	2021	John Deere Grader
PEQ128	2015	Rubber Tire CAT Backhoe
PEQ121	2015	Broom Attachment for Backhoe
PEQ133	2016	250 Gallon Tar Kettle
PEQ 124	2021	Lawn Mower
PEQ119	2007	John Deer Brusher and Boom
PEQ125	2009	Hyundai Tracked Excavator
SCREEN	2003	Screener/Conveyor
CAT950	2004	CAT 950 Loader
TO BE SURPLUSED		
Exmark	2023	Lawn Mower
PW-4	2006	Ford F150

**The Corporation of the Municipality of Neebing
Administrative Report**

Date: August 2, 2024 (For Meeting on August 7, 2024)
To: Mayor and Council
Subject: Administrative Activity Report
Submitted by: Erika Kromm, Clerk-Treasurer

This report updates Council since the last activity report was prepared (July 5, 2024).

General:

1. Meetings, etc.: The list of meetings, events, office closures, etc. is appended.
2. Neebing News: Copies of the Neebing News are available at the office again. The next deadline for submission to the Neebing News is August 15th.
3. Landfill Site Work: KGS is preparing to complete the final phases of the expansion application for the Scoble Landfill and the associated attenuation zone.
4. Municipal Properties: Marketing is continuing for the final surplus municipal property.
5. Office Renovations: The final phase of renovations at the municipal office are almost complete. A new custom counter is on order and we are waiting on parts for the end of the new office cubicles.
6. New OPP Police Services Board: The Board does not meet again until September. Administration has been working with Westland Insurance to find insurance for the new Board.
7. Fire Hall Leases: The Ministry is completing their review of the request for Crown disposition relating to the Fire Hall 4 and 7 properties. Administration was advised that temporary land use permits will be issued while they work through the disposition process which could be lengthy.
8. West Oliver Lake: The Ministry of Natural Resources has resumed their review of the Crown disposition application. They cannot provide authorization for the vault toilet until their review is complete.
9. Asset Management: The next draft of the Capital Plan is being worked on. Asset Data is being updated. An Asset Management Meeting has been scheduled for August 27 at 6 PM. A revised Roads Maintenance Policy is included later in this agenda.

Planning:

10. Zoning By-law Amendment: One new minor variance application has been received.

11. Severance Applications: One new severance application has been received.

Administration recommends that Council schedules a public meeting to review the applications for September 4, 2024 at 5:30 pm.

12. Official Plan: Administration is working to find a consultant that can provide the report that MMAH requested to move the Official Plan forward for approval.

ATTACHMENTS: List of upcoming meetings, events and training courses involving members of Council.

ATTACHMENT: Upcoming Meetings/Events

Date/Time	Meeting	Attendees/Comments
August 7, 2024 @ 6:00 pm at the Municipal Office	Regular Council meeting	Open to the public (excepting Closed portion, if any)
August 12, 2024 @ 5:00 pm at the Municipal Office	Cemetery Board meeting	Councillors Hill and Coulson and Mrs. Jones
August 13, 2024 @ 9:15 pm at the Municipal Office	Health & Safety Committee	Councillors Wright and Ms. Kromm
August 24, 2024 at 8:00 am at the Little Trout Bay Conservation Area	Little Trout Bay Fish Derby	All
August 27, 2024 @ 6:00 pm at the Municipal Office	Asset Management Committee	Councillors Gardner, Coulson, Kurikka, Mrs. Jones
September 4, 2024 @ 6:00 pm at the Municipal Office	Regular Council meeting	Open to the public (excepting Closed portion, if any)
September 13 and 14, 2024 at the Blake Hall	Blake Hall 100 th Anniversary	All
September 18, 2024 @ 6:00 pm at the Municipal Office	Regular Council meeting	Open to the public (excepting Closed portion, if any)
September 19, 2024 @ 5:30 pm TBD	Lakehead OPP Detachment Board	Councillors Wright and Ms. Kromm
October 2, 2024 @ 6:00 pm at the Municipal Office	Regular Council meeting	Open to the public (excepting Closed portion, if any)
October 7, 2024 @ 6:00 pm at the Blake Hall	Recreation Committee	Councillors Hill and Coulson, Mrs. Jones
October 9, 2024 @ 6:00 pm At the Municipal Office	Special Council meeting to work the next Strategic Plan	Open to the public (excepting Closed portion, if any)
October 16, 2024 @ 6:00 pm at the Municipal Office	Regular Council meeting	Open to the public (excepting Closed portion, if any)
Nov 4, 2024 @ 5:00 pm at the Municipal Office	Cemetery Board meeting	Councillors Hill and Coulson and Mrs. Jones
Nov 11, 2024 @ 6:00 pm at the Blake Hall	Recreation Committee	Councillors Hill and Coulson, Mrs. Jones
Dec 9, 2024 @ 6:00 pm at the Blake Hall	Recreation Committee	Councillors Hill and Coulson, Mrs. Jones

Known "regular" committee meetings:

Asset Management Meets as required

NEDAC: Meets as required

Recreation Committee: second Monday of each month (7:00 p.m.; Blake Hall)

Cemetery Board: last Monday of mid-quarter months (5:00 p.m.; Municipal Office)

Waste Management Committee: second Monday of each month (5:30 p.m.; Municipal Office)

Lakehead Police Service Board: January 10, April 10, July 10, October 9 (6:00 p.m.; Virtual)

Lakehead Rural Municipal Coalition: Third Tuesday of every second month (5:30 p.m.; Oliver Paipoonge Municipal Office.)

**The Corporation of the Municipality of Neebing
Administrative Report**

Date: August 2, 2024 (For Meeting on August 7, 2024)

To: Mayor and Council

Subject: Tax Relief Bylaws

Submitted by: Laura Jones Deputy Clerk-Treasurer

RECOMMENDATION:

This report is prepared for Council Information.

DISCUSSION:

In 2016 the Municipal Act required Council to pass tax rebate and tax relief bylaws, one for registered charities and one for qualifying individuals. In 2016 Council passed two tax bylaws that address this requirement.

Bylaw 2016-028 provides tax rebates to Registered Charities if they have property that falls into either the commercial classes or industrial classes. Neebing has no properties that qualify for this tax rebate.

Bylaw 2016-029 provides tax relief to Eligible Low Income Seniors and Eligible Low Income Persons with Disabilities. The tax relief that is eligible is amounts where the tax increase is greater than \$250 of the prior year taxes and are in the residential property class

In 2024 44 properties had tax increases that were greater than \$250, and 6 of these properties were lots that did not exist in 2023, It is likely that almost all of these properties had an increase in the base Assessment value. As a comparison, A property valued at \$825,000 for both 2023 and 2024 would experience an increase of \$250.01

ATTACHMENTS: None

AVAILABLE UPON REQUEST: Tax Calculations, Copies of Bylaw 2016-28 and 2016-29.

Ontario
Provincial
Police

Police
provinciale
de l'Ontario



Municipal Policing Bureau
Bureau des services policiers des municipalités

777 Memorial Ave.
Orillia ON L3V 7V3

777, avenue Memorial
Orillia ON L3V 7V3

Tel: 705 329-6200
Fax: 705 330-4191

Tél. : 705 329-6200
Télec.: 705 330-4191

File Reference:600

July 23, 2024

Dear Mayor/Reeve/CAO/Treasurer,

The Ontario Provincial Police Association and the Provincial Government have ratified new uniform and civilian collective agreements in effect for the term January 1, 2023, through December 31, 2026 (four-year term agreements).

The new agreements include general salary year-over-year rate increases of 4.75% (2023), 4.5% (2024), and 2.75% (2025 and 2026). Additionally, effective September 1, 2024, many OPP detachment front-line constables and sergeants will be receiving an additional 3% front-line patrol premium.

Included in the new collective agreements were other compensation adjustments, which, for the most part, will take effect in the 2025 calendar year.

Further analysis is required before the OPP Municipal Policing Bureau communicates the full impact of the new agreements on municipal policing cost.

The OPP Municipal Policing Bureau will issue the 2025 annual billing statements in the fall of 2024 based on the estimates of the impact of the new collective agreement terms.

If you have any questions or concerns, please contact the OPP Municipal Policing Bureau at OPP.MunicipalPolicing@opp.ca

I would like to thank you for your support and look forward to our continued collaboration.

Yours truly,

Superintendent Steve Ridout
Municipal Policing Bureau Commander

Cc: OPP Regional and Detachment Commanders



July 4, 2024

The Honourable Doug Ford
Premier of Ontario
premier@ontario.ca

Attention: The Honourable Doug Ford, Premier of Ontario

Dear Mr. Ford:

**Re: Township of Pelee Support County of Renfrew Resolution
Rural and Small Urban Municipalities – Affordability of Water and Wastewater Systems**

The Council of the Town of Tecumseh, at its regular meeting held June 25, 2024, gave consideration and supported a resolution letter from Township of Pelee, regarding Rural and Small Urban Municipalities – Affordability of Water and Wastewater Systems

At their meeting, Tecumseh Council passed the following resolution:

“Motion: RCM - 145/24

Moved by Councillor Rick Tonial
Seconded by Councillor Alicia Higgison

That the Council of the Town of Tecumseh supports the County of Renfrew and the Township of Pelee's resolution to:

Advocate to the provincial and federal levels of government to make them aware that rural and small urban water and wastewater systems are financially unsustainable; and Advocate to the Association of Municipalities of Ontario (AMO), the Rural Ontario Municipalities Association (ROMA) and the Federation of Canadian Municipalities (FCM) to examine if the unaffordability of water and wastewater system operational costs is systemic provincially and nationally;

And that a copy of this resolution be circulated to The Honourable Doug Ford, Premier of Ontario; the Honourable Kinga Surma, Minister of Infrastructure (Ontario); the Honourable Dominic LeBlanc, Minister of intergovernmental Affairs, Infrastructure and Communities (Canada); the Honourable Paul Calandra, Minister of Municipal Affairs and Housing, the Honourable Andrea Khanjin, Minister of the Environment, Conservation and Parks (Ontario), Dave Epp, MP, Chatham-Kent-Leamington; Trevor Jones, MPP, Chatham Kent-Leamington; Irek Kusmierczk, MP, Windsor-Tecumseh, Andrew Dowie, MPP, Windsor-Tecumseh, AMO; ROMA; FCM; and all Municipalities in Ontario.

Please consider this letter as confirmation of the Town of Tecumseh's support on the above matter.

Yours very truly,



Robert Auger, LL.B.
Director Legislative Services & Clerk

RA/kb

Attachments

1. Township of Pelee Support County of Renfrew Resolution – Rural and Small Urban Municipalities, Affordability of Water and Wastewater Systems
2. County of Renfrew Resolution – Rural and Small Urban Municipalities – Affordability of Water and Wastewater Systems

cc: Mr. Doug Ford, Premier of Ontario (premier@ontario.ca)
Ms. Kinga Surma, Minister of Infrastructure Ontario (kinga.surmaco@pc.ola.org)
Mr. Dominic LeBlanc, Minister of Intergovernmental Affairs, Infrastructure and Communities (dominic.leblanc@parl.gc.ca)
Mr. Paul Calandra, Minister of Municipal Affairs and Housing (paul.calandra@pc.olg.org)
Ms. Andrea Khanjin, Minister of Environment, Conservation and Parks (andrea.khanjin@pc.ola.org)
Mr. Dave Epp, MP - Chatham-Kent-Leamington (dave.epp@parl.gc.ca)
Mr. Irek Kusmierczyk, MP – Windsor-Tecumseh (irek.kusmierczyk@parl.gc.ca)
Mr. Trevor Jones, MPP – Chatham-Kent-Leamington (trevor.jones@pc.ola.org)
Mr. Andrew Dowie, MPP – Windsor-Tecumseh (andrew.dowie@pc.ola.org)
Association of Municipalities of Ontario (amo@amo.on.ca)
Rural Ontario Municipal Association (roma@roma.on.ca)



THE CORPORATION OF THE

Township Of Pelee

1045 West Shore Road Pelee Island, ON NOR 1M0 Website: www.pelee.org
Tel: 519-724-2931 Fax: 519-724-2470

May 29, 2024

The Honourable Doug Ford
Premier of Ontario
premier@ontario.ca

DELIVERED VIA EMAIL

**RE: Township of Pelee Support County of Renfrew Resolution
Rural and Small Urban Municipalities – Affordability of Water and Wastewater Systems**

Please be advised that at the Township of Pelee's Regular Meeting of Council held on May 28th, 2024, the following resolution was passed:

Resolution 2024 – 78

Moved By: Councillor Dave DeLellis

Seconded By: Councillor Michelle Taylor

WHEREAS the Provincial Policy Statement (PPS) (Section 1.6.6.2) states that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety and that intensification and redevelopment within these settlement areas should be promoted; and

WHEREAS the PPS (Section 2.2.1 (f)) states that planning authorities shall protect, improve, or restore the quality and quantity of water by implementing the necessary restrictions on development and site alternation to protect all drinking supplies and designated vulnerable areas, and protect, improve, or restore vulnerable surface and ground water, sensitive surface water features and sensitive groundwater features, and their hydrologic functions; and

WHEREAS the PPS (Sections 2.2.1(h) and (i)) states that there is consideration of environmental lake capacity as well as stormwater management practices; and

WHEREAS the Ministry of the Environment, Protection and Conservation (MECP) Procedural Guideline B-1-5 Policy 2 provision states that water quality which presently does not meet the Provincial Water Quality Objectives shall not be further degraded and all practical measures shall be undertaken to upgrade the water quality to the Objectives;



1045 West Shore Road Pelee Island, ON NOR 1M0 Website: www.pelee.org
Tel: 519-724-2931 Fax: 519-724-2470

and

WHEREAS in 2014 the Township of Whitewater Region authorized Jp2gConsultants Inc. to undertake a Municipal Class Environmental Assessment (EA) for the purpose of evaluating viable options to upgrade the 1979 Cobden Wastewater Treatment Plant. This plant did not meet guidelines for effluent flow into Muskrat Lake and Cobden Wetland being highly sensitive, at-capacity, inland lake, and Provincial Significant Wetland (PSW) and acknowledged as one of the most eutrophic in the province. The plant had ongoing seasonal overflow events, and was operating at maximum capacity; and

WHEREAS in 2018 the Council of the Township of Whitewater Region approved the construction of a new parallel mechanical system that would meet all provincial environmental and regulatory requirements including accommodating future growth. Federal and provincial contributions only covered 50% of the final construction costs, as there was no ability to renegotiate with federal and provincial partners once real costs were known. As a result, the balance of costs (\$6M) was debentured over 30 years at interest rates that are slightly punitive to rural and small urban municipalities; and

WHEREAS in 2019 the Council of the Township of Whitewater Region conducted a Water and Wastewater Rate Study that demonstrated the need for rate increases of over 100% to fund the new wastewater treatment plant construction debenture and the significantly increased operating costs for a parallel mechanical system. Rural and small urban municipalities experience very limited growth as federal and provincial policies heavily support growth in urban centers. As there are no other sources of available operational funding, rural and small urban municipalities are expected to fund the construction and operation of these state-of-the-art systems from existing property owners and nominal forecasted growth; and

WHEREAS in 2023 the Township of Whitewater Region combined water and wastewater rates have risen to almost \$3,000/year for its five hundred and eleven (511) users and are among the highest in the County of Renfrew and across the Province of Ontario. There are similarly high user rates in the Township of Madawaska Valley as a result of Provincial regulations and a small number of users. Other examples of rapidly increasing rates include the Towns of Deep River, Renfrew, Arnprior, Laurentian Hills, and Petawawa, and the Townships of Bonnechere Valley, Laurentian Valley and Killaloe, Hagarty and Richards, where significant upgrades in short periods of time are making rates unaffordable even with an increased number of users.

NOW, THEREFORE BE IT RESOLVED THAT the Council of the Township of Pelee support the County of Renfrew's resolution to:



THE CORPORATION OF THE

Township Of Pelee

1045 West Shore Road Pelee Island, ON NOR 1M0 Website: www.pelee.org

Tel: 519-724-2931 Fax: 519-724-2470

Advocate to the provincial and federal levels of government to make them aware that rural and small urban water and wastewater systems are financially unsustainable; and Advocate to the Association of Municipalities of Ontario (AMO), the Rural Ontario Municipalities Association (ROMA) and the Federation of Canadian Municipalities (FCM) to examine if the unaffordability of water and wastewater system operational costs is systemic provincially and nationally.

AND THAT a copy of this resolution be circulated to The Honourable Doug Ford, Premier of Ontario; the Honourable Kinga Surma, Minister of Infrastructure (Ontario); the Honourable Dominic LeBlanc, Minister of Intergovernmental Affairs, Infrastructure and Communities (Canada); the Honourable Paul Calandra, Minister of Municipal Affairs and Housing, the Honourable Andrea Khanjin, Minister of the Environment, Conservation and Parks (Ontario), Dave Epp, MP, Chatham-Kent-Leamington; Trevor Jones, MPP, Chatham-Kent-Leamington; AMO; ROMA; FCM; and all Municipalities in Ontario.

Office of the
County Warden



9 INTERNATIONAL DRIVE
PEMBROKE, ON, CANADA
K8A 6W5
613-735-7288
FAX: 613-735-2081
www.countyofrenfrew.on.ca

January 31, 2024

The Honourable Doug Ford
Premier of Ontario
premier@ontario.ca

DELIVERED VIA EMAIL

RE: Rural and Small Urban Municipalities – Affordability of Water and Wastewater Systems

Dear Premier Ford,

Please be advised that at the Regular Council Meeting on January 31, 2024, The County of Renfrew passed the following resolution:

WHEREAS the Provincial Policy Statement (PPS) (Section 1.6.6.2) states that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety and that intensification and redevelopment within these settlement areas should be promoted; and

WHEREAS the PPS (Section 2.2.1 (f)) states that planning authorities shall protect, improve, or restore the quality and quantity of water by implementing the necessary restrictions on development and site alternation to protect all drinking supplies and designated vulnerable areas, and protect, improve, or restore vulnerable surface and ground water, sensitive surface water features and sensitive groundwater features, and their hydrologic functions; and

WHEREAS the PPS (Sections 2.2.1(h) and (i)) states that there is consideration of environmental lake capacity as well as stormwater management practices; and

WHEREAS the Ministry of the Environment, Protection and Conservation (MECP) Procedural Guideline B-1-5 Policy 2 provision states that water quality which presently does not meet the Provincial Water Quality Objectives shall not be further degraded and all practical measures shall be undertaken to upgrade the water quality to the Objectives; and

WHEREAS in 2014 the Township of Whitewater Region authorized Jp2gConsultants Inc. to undertake a Municipal Class Environmental Assessment (EA) for the purpose of evaluating viable options to upgrade the 1979 Cobden Wastewater Treatment Plant. This plant did not meet guidelines for effluent flow into Muskrat Lake and Cobden Wetland being highly sensitive, at-capacity, inland lake, and Provincial Significant Wetland (PSW) and acknowledged as one of

the most eutrophic in the province. The plant had ongoing seasonal overflow events, and was operating at maximum capacity; and

WHEREAS in 2018 the Council of the Township of Whitewater Region approved the construction of a new parallel mechanical system that would meet all provincial environmental and regulatory requirements including accommodating future growth. Federal and provincial contributions only covered 50% of the final construction costs, as there was no ability to renegotiate with federal and provincial partners once real costs were known. As a result, the balance of costs (\$6M) was debentured over 30 years at interest rates that are slightly punitive to rural and small urban municipalities; and

WHEREAS in 2019 the Council of the Township of Whitewater Region conducted a Water and Wastewater Rate Study that demonstrated the need for rate increases of over 100% to fund the new wastewater treatment plant construction debenture and the significantly increased operating costs for a parallel mechanical system. Rural and small urban municipalities experience very limited growth as federal and provincial policies heavily support growth in urban centers. As there are no other sources of available operational funding, rural and small urban municipalities are expected to fund the construction and operation of these state-of-the-art systems from existing property owners and nominal forecasted growth; and

WHEREAS in 2023 the Township of Whitewater Region combined water and wastewater rates have risen to almost \$3,000/year for its five hundred and eleven (511) users and are among the highest in the County of Renfrew and across the Province of Ontario. There are similarly high user rates in the Township of Madawaska Valley as a result of Provincial regulations and a small number of users. Other examples of rapidly increasing rates include the Towns of Deep River, Renfrew, Arnprior, Laurentian Hills, and Petawawa, and the Townships of Bonnechere Valley, Laurentian Valley and Killaloe, Hagarty and Richards, where significant upgrades in short periods of time are making rates unaffordable even with an increased number of users.

NOW, THEREFORE BE IT RESOLVED THAT the Council of the County of Renfrew:

Advocate to the provincial and federal levels of government to make them aware that rural and small urban water and wastewater systems are financially unsustainable; and Advocate to the Association of Municipalities of Ontario (AMO), the Rural Ontario Municipalities Association (ROMA) and the Federation of Canadian Municipalities (FCM) to examine if the unaffordability of water and wastewater system operational costs is systemic provincially and nationally.

AND THAT a copy of this resolution be circulated to The Honourable Doug Ford, Premier of Ontario; the Honourable Kinga Surma, Minister of Infrastructure (Ontario); the Honourable Dominic LeBlanc, Minister of Intergovernmental Affairs, Infrastructure and Communities (Canada); the Honourable Paul Calandra, Minister of Municipal Affairs and Housing, the Honourable Andrea Khanjin, Minister of the Environment, Conservation and Parks (Ontario), Cheryl Gallant, MP, Renfrew-Nipissing-Pembroke, John Yakabuski, MPP, Renfrew-Nipissing-Pembroke and Parliamentary Assistant to the Minister of the Environment, Conservation and Parks; AMO; ROMA; FCM; and all Municipalities in Ontario.

If you have any questions regarding the above resolution, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read 'Peter Emon', with a long horizontal flourish extending to the right.

Peter Emon, Warden

County of Renfrew

warden@countyofrenfrew.on.ca

cc: Honourable Kinga Surma, Minister of Infrastructure (Ontario)
Honourable Dominic LeBlanc, Minister of Intergovernmental Affairs, Infrastructure and Communities (Canada)
Honourable Paul Calandra, Minister of Municipal Affairs and Housing
Honourable Andrea Khanjin, Minister of the Environment, Conservation and Parks (Ontario), Cheryl Gallant, MP, Renfrew-Nipissing-Pembroke
John Yakabuski, MPP, Renfrew-Nipissing-Pembroke and Parliamentary Assistant to the Minister of the Environment, Conservation and Parks
AMO; ROMA; FCM; and all Municipalities in Ontario.

**The Corporation of the Municipality of Neebing
Administrative Report**

Date: July 30, 2024 (For Meeting on August 7, 2024)

To: Mayor and Council

Subject: Modernizing Ontario's Wildland Fire Management

Submitted by: Erika Kromm, Clerk-Treasurer

RECOMMENDATION:

Administration recommends the Council submit comments to the Ministry as outlined in this report.

PROPOSED CHANGES:

The Ministry of Natural Resources and Forestry is undergoing a consultation process with the intent to update and modernize wildland fire management across the province. They have released a discussion paper that outlines what is under review and questions for providing feedback. The entire document is attached for reference, but this report provides a summary of the changes that are under review.

This review is being done because of the increased number of fires and severity that has been seen across the country in recent years. The MNRF predicts that by 2040, Ontario will experience a 50 percent increase in the number of fires compared to those in 1990, with the area burned doubling by 2050.

There are five main objectives within the discussion paper:

1. Strengthen Collective Responsibility for Wildland Fire Management
2. Improve Ontario's Awareness of Wildland Fire Risk
3. Expand Prevention and Mitigation for Wildland Fire
4. Enhance Preparedness and Response to Wildland Fire
5. Strengthen rules and consequences for Non-compliance with Forest Fire Laws

Strengthen Collective Responsibility for Wildland Fire Management

Under this category, the legislative changes under consideration are:

- Enable the Minister to enter into agreements (e.g., with municipalities, First Nations) on all aspects of wildland fire management. Currently, the ability to enter into agreements is focused on the "prevention, control or extinguishment of grass, brush or forest fires". Broadening the scope for these agreements would allow and support partnerships and collaborations that can be more responsive to changing wildland fire risks.

Improve Ontario's Awareness of Wildland Fire Risk

Under this category, the MNRF is looking for ways to improve the assessment, communication and use of wildland fire risk information. Some of the things they are looking at include:

- The development of wildland fire risk assessment and information products to inform actionable planning decisions made by communities, industry, and the public.
- The methods by which risk assessments and wildland fire risk information are communicated, such as with focused campaigns to build a better understanding of wildland fire risk and what may be done to reduce the risk (at homeowner, site, community and broader scales). Wildland fire awareness campaigns may also promote greater understanding of the ecological role of wildland fire and understanding of wildland fire management roles and responsibilities.
- The integration of wildland fire risk information into enhanced wildland fire preparedness, planning, prevention and mitigation initiatives such as evacuation or emergency planning, open-air burning restrictions, staff training, land use planning, and vegetation management practices.

Expand Prevention and Mitigation for Wildland Fire

Under this category, the legislative changes under consideration are:

- Update and improve standards for wildland fire management planning and grant the authority to the Minister to require the development of, or revisions to these plans. This authority may be applied where a municipality or industry in the fire region does not have a plan, or where an existing plan does not adequately address wildland fire risk.
- Expand the Minister's ability to issue orders to address wildland fire management risks and actions more broadly. For example, an order could be made requiring specific prevention or mitigation activities.

Enhance Preparedness and Response to Wildland Fire

Under this category, the legislative changes under consideration are:

- Develop with industry input a standard set of terms and conditions when privately owned equipment and operator(s) are hired for controlling or extinguishing fires. Timely access to heavy equipment is important to support activities to respond to a wildland fire. This proposal seeks to better define the arrangements between the ministry and others in a fair and transparent manner.
- Clarifying the Minister's authorities and orders during emergency situations (e.g., ability to issue implementation orders to outline what can and cannot be done in a wildland fire emergency area, and to allow exemptions in certain circumstances).

Strengthen rules and consequences for Non-compliance with Fores Fire Laws

Under this category, the legislative changes under consideration are:

- Enable the issuance of administrative monetary penalties for specific infractions, creating a more efficient, cost-effective method for addressing non-compliance. An administrative monetary penalty is a monetary fine that can be imposed on persons who fail to comply with certain provisions of an Act or regulation without having to lay a charge. This approach can result in a quicker resolution of matters and reduce the burden on the courts.
- Improving the options available to decide whether, when and how to recover the costs and damages incurred by the Ontario government due to human-caused wildland fires.
- Provide the tools and powers required to effectively hold individuals and/or corporations responsible for contravening the Act and regulations, such as:
 - Extending the limitation period for when charges may be laid to provide more time to carry out investigations and determine the appropriate course of action.
 - Creating additional officer powers, e.g., stop powers, arrest powers in certain circumstances.
 - Increasing the maximum penalty for individuals and increasing the imprisonment period.
 - Expanding inspection and search powers (e.g., production orders, warrants to conduct tests).
 - Allowing courts to issue a broad range of orders to encourage compliance upon conviction.

DISCUSSION:

The province held an in-person consultation session on July 24th in Thunder Bay. Councillor Brian Kurikka and Deputy Fire Chief Cody Cheesman attended. Both have provided feedback for Council's consideration.

Councillor Kurikka has concerns about the current wildland fire management practices because Neebing is a large, forested community with a high percentage of protected land that has no forest management plan. These areas pose a high risk for wildland fires due to overmature dying trees and spruce budworm infestation. He provided the following comments related wildland fire management in the province:

1. Change to "Collective Agreements". We already have an agreement and should be reviewed. MNR must have sole responsibility for wildfires in the province.
2. Information on fires is pretty good. Should review and update FireSmart program. Our forest and mining industry is a fairly low risk in my opinion with work restrictions/shutdowns when fire hazard is high to extreme. Biggest industry fire threat in NW ON are the railways.

3. MNR could provide fire equipment caches to municipalities. Our fire department is usually first on the scene but should not be the lead on a wildland fire. This is MNR responsibility and should remain so. Continued training should be provided by MNR. Funding for FireSmart programs should be made available. Towns could build firebreaks, but this is not feasible for Neebing. Possibility have funding available for forest tending in high hazard areas? MNR needs to cut the red tape to allow immediate salvage operations to commence in area's affected by fire, blowdown and insect infestations.
4. More "eyes in the sky" after severe weather events. This could be aircraft and live satellite feed. Communications need to improve – Cody can respond to this. Forest company annual work schedules and mining exploration work should be provided to municipalities and fire departments so they will know where they are and can be prepared for any fire events.
5. Under the Forest Fire Prevention Act, forest fires should be sole responsibility of the province, and become a provincial offence if human caused. Small municipalities cannot afford the costs of a major fire, and further costs incurred trying to recoup these costs in court from the person or persons responsible for starting the fire. Like all other provincial offences, the crown is responsible for court action. Take this financial burden away from municipalities.

In addition to these comments, Council may also want to suggest to the province that land owned by conservation groups should have a requirement for forest management planning or wildland fire mitigation.

The Fire Chief will be attending the virtual session on August 7, 2024 and a verbal update will be provided at the Council meeting on any comments he may provide.

ATTACHMENTS:

Discussion Paper: Modernizing Ontario's Wildland Fire Management

AVAILABLE UPON REQUEST:

None

Modernizing Ontario's Wildland Fire Management

Discussion Paper

Introduction

With large and challenging wildland fire events in recent years, and continued rapid changes to our environment and society, the government of Ontario is taking steps to modernize wildland fire management. Wildland fire emergencies can threaten people and communities and contribute to significant social and economic disruption, and the potential for increased requests for emergency response and assistance can strain response efforts. Among other changes and challenges influencing wildland fire risk, Ontario is expected to face milder winters and a significant rise in the number of extreme heat days per year which leads to drier and more extreme fire conditions and may contribute to longer and more challenging fire seasons.

The Ontario Ministry of Natural Resources (MNR) is assigned responsibility for [seven types of emergencies](#) under the *Emergency Management and Civil Protection Act* and by Order-in-Council 1739/2022. These are 1) forest fires, 2) floods, 3) drought/low water, 4) dam failure, 5) crude oil and natural gas exploration and production, natural gas and hydrocarbon underground storage and salt solution mining emergencies, 6) erosion, and 7) soil and bedrock instability. Ontario's legislative authority for wildland fire management (forest fires) is outlined in the *Forest Fires Prevention Act* (the Act) which sets out prevention, response, and compliance measures.

The Act and its regulations also provide the MNR Minister with the authority to declare a restricted fire zone or a forest fire emergency area and order any actions or restrictions that are necessary for fire suppression and to protect or evacuate people from the area.

MNR's responsibilities include **wildland fire management** on provincial public (Crown) land, and leading the prevention and mitigation of, preparedness for, and response to wildland fires across Ontario's fire region. MNR delivers frontline operations for wildland fire management and provides support to municipalities, unincorporated communities, First Nation communities, [Emergency Management Ontario](#) and to other ministries with emergency management responsibilities in Ontario.

Ontario recognizes that wildland fires are an important natural disturbance in Ontario's forests and grasslands, and that wildland fires can provide long term ecological benefits. Fire renews the forest, creates healthy natural habitats, and supports ecologically diverse landscapes.

In **2021** the province experienced a severe wildland fire season that resulted in approximately:



793,000
hectares of
forests burned

= 1.5 Million
football fields



Projections suggest that Ontario may see an increase in the size, number and complexity of wildland fires in the coming years and decades. Ontario is already seeing years where the wildland fire season is lasting longer into the fall, and where wildland fire events are resulting in larger areas burned than in the past¹. For example, in 2021 the province experienced a severe wildland fire season that resulted in approximately 793,000 hectares of forests burned, amounting in size to nearly 1.5 million football fields. Research suggests that over the next several decades

Ontario's fire season will lengthen by more than 20 days². By 2040, Ontario is expected to experience an increase of nearly 50 percent in the wildland fire occurrences compared to numbers recorded prior to 1990³, and the average area burned in Ontario will increase significantly, potentially doubling by 2050⁴. By the 2070s, the annual area burned across northern Ontario is projected to see up to a four-fold increase⁵. Enhancing existing program response capacity alone cannot match these increases in wildland fire activity, necessitating the review and ongoing development of a modern approach to wildland fire management in Ontario.

Wildland fire emergencies can disproportionately affect Indigenous peoples compared to other residents of Ontario. Many First Nation communities in Ontario are situated in remote areas of the province and they are frequently impacted by smoke and wildland fires. First Nation communities can face greater risk of evacuation, and threats to their communities and to the lands that Indigenous peoples depend on for food, medicines, ceremony, and other uses.

Wildland fires are increasing in other places. In 2023, Canada experienced an unprecedented wildland fire season that started early and was marked by extreme fire behaviour at times. A record-setting 18 million hectares burned, more than seven times the national average. In recent years, western provinces (e.g., British Columbia) and states (e.g., California) have experienced mild winters and dry conditions that contributed to severe and prolonged wildfire activity. In response, these jurisdictions have increased focus on wildland fire science, recruited additional front-line staff, and developed action plans and strategies that seek to reduce wildland fire risk, restore fire-adapted landscapes, and protect public safety.



4.1-6



Ontario's Fire Region

The *Forest Fires Prevention Act* applies only to the fire region, which is comprised of the northeast, northwest and central regions of Ontario. Most of southern Ontario is not in the fire region.

Indigenous Peoples

Fire is central to many aspects of Indigenous life with the understanding that it is natural and beneficial, promotes ecological diversity, and is a form of medicine for Indigenous people and the land. Cultural burning practices have long been an important aspect of Indigenous peoples relationship with the land.



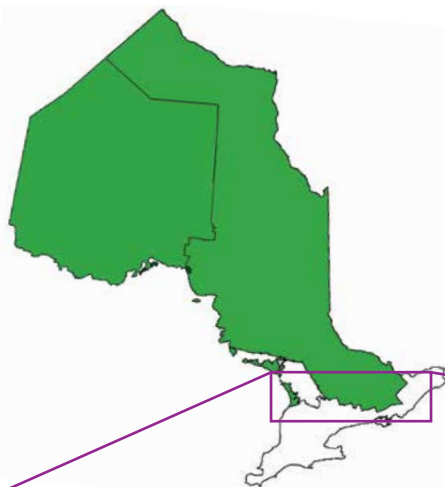
Proposed new vision for wildland fire management

Our wildland fire management Vision:

An Ontario that **works together**, through all sectors, to **reduce the risks and minimize the unwanted impacts of wildland fires**, creating **safer** and **more resilient communities**.

With this new wildland fire management vision, we are aiming to create a modernized approach to wildland fire management in Ontario that would:

1. Strengthen collective responsibility for wildland fire management
2. Improve awareness of wildland fire risk
3. Expand prevention and mitigation of wildland fire
4. Enhance preparedness and response to wildland fire
5. Strengthen rules and consequences for non-compliance with forest fire laws



To achieve these five objectives, the Ontario government has initiated a wildland fire program and policy review and is considering changes to the *Forest Fires Prevention Act*. The proposed program and policy enhancements and the potential changes to the *Forest Fires Prevention Act* are organized under each of the five objectives in the next section of the discussion paper. To help with gathering feedback, there are discussion questions for each objective.

Your feedback will be considered and help to inform any decisions about the final vision and the development of proposed changes to the *Forest Fires Prevention Act*. Comments may be submitted on the Environmental Registry and the Regulatory Registry websites or by email to: WildlandFire@ontario.ca.

Ontario's Fire Region, see more information at [Forest Fire Info Map](#)



Seeking your input to support modernizing Ontario's wildland fire management

With large and challenging wildland fire events in recent years, and continued rapid changes to our environment and society, Ontario is taking steps to modernize wildland fire management to help people, communities, industry and other partners prepare for an expected increase in wildland fire activity. We are starting by proposing a vision statement to guide continued modernization of wildland fire management in Ontario.



Objectives for a modern approach to wildland fire management

1. Strengthen Collective Responsibility for Wildland Fire Management

Wildland fire management in Ontario is a shared responsibility. The Ontario government recognizes the importance of strengthening collective responsibility for wildland fire management, with an emphasis on moving towards a collective, whole-of-society approach. A whole-of-society approach recognizes that everyone has a role to play in reducing wildland fire risk and that governments alone cannot build wildland fire resiliency. While there are communities in Ontario that have taken steps to plan and prepare for wildland fires, overall the approach varies across the fire region. With wildland fire activity and impact expected to increase, acting with urgency and collective responsibility for wildland fire management is important to reduce the exposure of people and communities to wildland fire risk.

By strengthening collective responsibility, and with strong and active involvement from Indigenous communities and partners in wildland fire management, the province will become more resilient. That's why MNR continues to advance partnership and relationship building with Indigenous communities, including striving to better integrate Indigenous knowledge and cultural burning practices into wildland fire management. Indigenous experiences and traditions are valuable and important for risk reduction.

To help bring the diversity of voices, organizations, and communities together to strengthen collective responsibility for wildland fire management, MNR is exploring approaches and models (e.g., a wildland fire advisory committee) that could provide leadership and support for information-sharing and action among Indigenous peoples, communities, industry, volunteers, and various levels of government.

Potential changes to the *Forest Fires Prevention Act* under consideration are:

- **Enable the Minister to enter into agreements (e.g., with municipalities, First Nations) on all aspects of wildland fire management. Currently, the ability to enter into agreements is focused on the "prevention, control or extinguishment of grass, brush or forest fires". Broadening the scope for these agreements would allow and support partnerships and collaborations that can be more responsive to changing wildland fire risks.**



Discussion Questions

1. Do you support strengthening *collective responsibility* for wildland fire management in Ontario? What steps can be taken to immediately strengthen collective responsibility for wildland fire management?
2. Do you have suggestions for an approach or model that would support advancing the collective responsibility for wildland fire management?

2. Improve Ontario's awareness of wildland fire risk

There are many ways to define and assess wildland fire hazard and risk; each at different landscape scales (e.g., regional, community, neighbourhood, site), timescales, or even by using slightly different definitions and processes. This can lead to inconsistency, confusion and uncertainty about whether, and to what extent, a hazard or risk exists, and equally important, what specifically to do about it. Generally, there are two main opportunities to better apply risk information. First, the assessment, communication and use of fire hazard/threat information to guide short-term preparedness and response actions. And, secondly, the long-term proactive assessment, communication and use of wildland fire risk to guide appropriate risk reduction efforts (e.g., fire prevention and mitigation activities).

During high wildland fire hazard, where the likelihood of fires starting and becoming more impactful is escalated (e.g., periods of very dry conditions, fire emergencies), people and communities need the best information possible to guide their decision-making and action. During the wildland fire season, MNR provides fire hazard or risk information through a variety of sources:

- The [Interactive Fire Map](#) identifies real time fire danger assessments.
- Provincial, regional and local level communications to partners, Indigenous communities, and the media (e.g., Ontario.ca, social media, media interviews, partner briefings, situational awareness documentation).

- [Daily fire indices](#) distributed to help industries working within forest areas of Ontario to assess and determine whether operational changes and mitigations are required to reduce wildland fire risk on or near their industrial worksites.

Prompt action is imperative during emergency situations. That's why MNR is exploring how real-time hazard and other information can be better communicated and integrated into the decision-making of fire managers, partners, industry, communities, and the public. As part of enhancing emergency communications, MNR is considering improvements to applied science and predictive service capabilities that will support continuous improvement, innovation and better decision making during escalated fire situations.

In addition, MNR is exploring how improvements to the assessment, communication and use of focused wildland fire risk information can better enable proactive (pre-event) and comprehensive risk reduction actions. Consistent, standardized, evidence-based approaches to assessing wildland fire risk can help communities, industries and individuals better assess and understand an evolving and changing wildland fire risk and ultimately take the appropriate actions. For example, MNR is investigating:

- The development of wildland fire risk assessment and information products to inform actionable planning decisions made by communities, industry, and the public.



Discussion Questions

3. What types of information and tools would help individuals and communities with identifying and understanding wildland fire risk?
4. Industrial activity can cause wildland fires. Many types of industrial activities are already subject to various fire prevention rules and regulations. Do you have suggestions about how to improve the approach to preventing and preparing for wildland fires caused by industrial activity?



- The methods by which risk assessments and wildland fire risk information are communicated, such as with focused campaigns to build a better understanding of wildland fire risk and what may be done to reduce the risk (at homeowner, site, community and broader scales). Wildland fire awareness campaigns may also promote greater understanding of the ecological role of wildland fire and

understanding of wildland fire management roles and responsibilities.

- The integration of wildland fire risk information into enhanced wildland fire preparedness, planning, prevention and mitigation initiatives such as evacuation or emergency planning, open-air burning restrictions, staff training, land-use planning, and vegetation management practices.

3. Expand prevention and mitigation of wildland fire

Catastrophic wildland fire emergencies that have occurred in recent years in Canada – such as the 2016 Horse River wildland fire that burned large parts of Fort McMurray, Alberta and the 2021 wildland fire that destroyed the town of Lytton, B.C. – are vivid examples of the potential dangers that wildland fires can create for people and communities. With the number of wildland fires expected to increase in Ontario in the coming decades, and the potential that wildland fire emergencies become more challenging to respond to, localized efforts to pro-actively implement wildland fire risk reduction activities are increasingly needed to help keep people and communities safe. Pro-active risk-reduction activities include taking steps to prevent unwanted fires and to mitigate the negative impacts associated with them. Proactive risk reduction activities significantly reduce fire-related losses and can provide a high return on investment. Municipalities, industry and other organizations all have an important role to play in providing local leadership and taking action to expand prevention and mitigation of wildland fire.

Wildland fire prevention initiatives and programs have been in place for many years. Specific prevention measures are required under the *Forest Fires Prevention Act* and its regulations. For example, the *Forest Fires Prevention Act* sets out that some facilities that are within 300 metres of a forest area must be cleared of flammable debris.

Mitigation programs and activities that are targeted at reducing the negative impacts of wildland fire are a more modern concept in wildland fire management. Additional prevention and mitigation actions are described in MNR's [Wildland Fire Management Strategy, 2014](#), including the analysis of trends in wildland fire causes to direct prevention activities, and promoting mitigation strategies, tactics and initiatives, such as [FireSmart™](#) (a national program that focuses on helping to increase neighbourhood resilience to wildland fire and minimize its negative impacts).



Discussion Questions

5. What resources and support are necessary for municipalities and industry to enhance wildland fire management planning that comprehensively addresses wildland fire risks?
6. How can we foster collaboration among individuals, municipalities, industry, Indigenous communities, and other emergency partners to build capacity, invest in, and take proactive measures for wildland fire prevention and mitigation?
7. What innovative approaches can we explore to collectively fund prevention and mitigation activities?

Building on initiatives to improve awareness of wildland fire risk, MNR is initiating efforts to update and enhance the effectiveness and consistent use of wildland fire prevention and mitigation activities, programs and policies. Specific enhancements that are being explored include:

- Improvements to open-air burning, or fire prevention, policies.
- Enhancements to fire prevention and mitigation program implementation supports (for example training, communications campaigns, advisory services, financial incentives and/or support programs) to help guide communities, industry, Indigenous communities, and partners in their ability to implement effective risk reduction plans and programs.



Did you know?

While it can vary from year to year, approximately 50 per cent of wildland fires MNR responds to are caused by people and the activities we engage in. Natural causes, primarily lightning, ignite the remaining 50 per cent of all wildland fires.

Over the past 50 years, the risk of lightning-caused fires has trended three weeks later into October⁶.

- Enhanced use of vegetation and fuel management (i.e. forest debris) efforts to proactively reduce wildland fire risk. This may include building upon and encouraging timber harvesting opportunities, thinning of hazardous forests, integrating fire risk reduction considerations into forest management planning and silviculture practices, as well as prescribed burning and the beneficial use of fire to reduce risks.
- Enhanced integration of land-use planning (or development) practices and wildland fire risk reduction to promote the consideration of wildland fire risk and the integration of mitigation tools.

Potential changes to the *Forest Fires Prevention Act* under consideration are:

- **Update and improve standards for wildland fire management planning and grant the authority to the Minister to require the development of, or revisions to these plans. This authority may be applied where a municipality or industry in the fire region does not have a plan, or where an existing plan does not adequately address wildland fire risk.**
- **Expand the Minister's ability to issue orders to address wildland fire management risks and actions more broadly. For example, an order could be made requiring specific prevention or mitigation activities.**



Wildland Fire

Any fire burning in forested areas, grass, or alpine/tundra vegetation. The term forest fire is synonymous with wildland fire.

Wildland Fire Management

Includes preventing, mitigating, preparing for, detecting and responding to wildland fires, and protecting people and communities, property, timber supply and infrastructure. In addition, wildland fire management involves using wildland fires and prescribed burns to meet objectives such as risk reduction, the natural regeneration of plants and forests, and resource management (the science-based management of land, water, soil, plants and animals).

Resilience

The ability to resist, absorb, accommodate and recover from the effects of a hazard in a timely and efficient manner.

4. Enhance Preparedness and Response to Wildland Fire

MNR has a comprehensive wildland fire management program which supports an appropriate response to all wildland fires occurring within the fire region of Ontario. During the annual fire season period of April 1 to October 31, MNR's management of wildland fires is guided by practices, procedures and protocols to prepare for, predict, detect, assess and respond to wildland fire. This includes monitoring weather conditions from over 100 weather stations across the province, modelling moisture in the ground and vegetation, and monitoring forest health conditions. MNR also uses specialized weather forecasts and conducts daily planning and preparation procedures, including maintaining resources such as aircraft, facilities like fire bases and aviation bases, and an extensive inventory of fire-suppression equipment to support response. MNR's wildland fire rangers are trained and capable wildland firefighters, organized into crews that are stationed at Fire Management Headquarters throughout the fire region. Crews are often moved across the province (or even deployed nationally or internationally) to support firefighting efforts, as needed. Ontario shares wildland firefighting duties, resources and crews with communities (e.g., local fire departments and contract service providers) and other jurisdictions (Canadian provinces and territories, other countries) depending on the need and availability.

As Ontario experiences drier and more extreme fire conditions, and as communities and recreational and industrial activity expand into the wildland and into Ontario's Far North, wildland fires are likely to become more complex and difficult to manage. Under these scenarios, wildland fire preparedness and

response demands will challenge MNR and local resources, service providers and mutual aid partners.

To enhance Ontario's preparedness and response to wildland fire, MNR is introducing improvements to:

- Ontario's wildland fire ranger workforce recruitment, retention, safety and training to support a safe, and experienced wildland fire, aviation and emergency management workforce.
- MNR information technology (IT) tools to support the increased demands and greater complexity of wildland fire management, and to support MNR's ability to use information technology to collaborate with partners, stakeholders and the public.
- Preparedness and response capabilities, strategies and tactics to meet the anticipated increasing future demands of wildland fire frequency and severity. This includes evaluating the effectiveness of aerial suppression techniques to inform future decisions, assessing aircraft types and numbers, and assessing where wildland fire facilities need to be located to best meet the demands of wildland fire and other natural hazard emergencies in the future.

Recognizing that many partners have demonstrated interest and value in responding to wildland fires and that increased capacity will at times be needed, MNR is exploring opportunities to build and improve partnerships with Indigenous communities, industry and other organizations. This will help ensure that enhanced preparedness and response capacity and resources



Discussion Questions

8. How should MNR better prepare and respond to wildland fires?
9. How could individuals, Indigenous partners, organizations and other governments better prepare and respond to wildland fires and how could capacity be enhanced?
10. What is needed for MNR and other emergency services, Indigenous partners, municipalities, and industry/businesses to improve coordination and sharing roles and resources?

(including equipment, aircraft and personnel) are available when necessary, to respond to wildland fire emergencies. These partnerships will include a focus on the safety and interoperability (ability to exchange information, communicate, and work well together) of all partners involved in wildland fire response.

Potential changes to the *Forest Fires Prevention Act* under consideration are:

- Develop with industry input a standard set of terms and conditions when privately owned equipment and operator(s) are hired for

controlling or extinguishing fires. Timely access to heavy equipment is important to support activities to respond to a wildland fire. This proposal seeks to better define the arrangements between the ministry and others in a fair and transparent manner.

- Clarifying the Minister's authorities and orders during emergency situations (e.g., ability to issue implementation orders to outline what can and cannot be done in a wildland fire emergency area, and to allow exemptions in certain circumstances).

5. Strengthen rules and consequences for non-compliance with forest fire laws

Warmer and drier conditions increase the likelihood of wildland fires occurring, including wildland fires caused by humans. Moreover, fires that occur during periods of warmer and drier conditions are more likely to become large or spread quickly. These wildland fire risks increase as residential and industrial development and infrastructure expand into new wildland areas. The rules and consequences for non-compliance with the *Forest Fires Prevention Act* play an important role in reducing the occurrence, and thus risks, of wildland fires, which helps to keep people and communities safe and reduces the response burden on government and wildland firefighters.

Wildland fires can be costly to contain and suppress. For example, suppression of the 2012 Timmins 9 Fire cost nearly \$14 million, plus additional costs for lost stumpage and the cost of regenerating forests. The human-caused fire ignited and traveled at

unprecedented rates of speed during the afternoon and late evening hours of May 20, 2012 and forced evacuations along Highway 144.

The *Forest Fires Prevention Act* sets out rules and consequences for non-compliance with the Act and its regulations. Enforcement of the Act involves conducting investigations of non-compliance, which could result in warnings, or charges being laid. The compliance and investigation aspects of the *Forest Fires Prevention Act* have not been updated in more than 50 years. By incorporating regulatory tools found in most other relevant provincial legislation, we can enhance the effectiveness of the Act and align with current best practices. Updating these provisions would enable the use of modern enforcement methods and remedies for non-compliance. The goal is to promote compliance and improve the ability to reduce unwanted wildland fire.



Discussion Questions

11. Are these proposals the appropriate enforcement and compliance measures to support compliance?
12. What additional measures or authorities should be considered to effectively encourage compliance with the Act or the regulations?
13. What further consequences should be contemplated for individuals, organizations and companies that fail to comply with the Act or the regulations?

Potential changes to the *Forest Fires Prevention Act* under consideration are:

- Enable the issuance of administrative monetary penalties for specific infractions, creating a more efficient, cost-effective method for addressing non-compliance. An administrative monetary penalty is a monetary fine that can be imposed on persons who fail to comply with certain provisions of an Act or regulation without having to lay a charge. This approach can result in a quicker resolution of matters and reduce the burden on the courts.
- Improving the options available to decide whether, when and how to recover the costs and damages incurred by the Ontario government due to human-caused wildland fires.

- Provide the tools and powers required to effectively hold individuals and/or corporations responsible for contravening the Act and regulations, such as:
 - ^ Extending the limitation period for when charges may be laid to provide more time to carry out investigations and determine the appropriate course of action.
 - ^ Creating additional officer powers, e.g., stop powers, arrest powers in certain circumstances.
 - ^ Increasing the maximum penalty for individuals and increasing the imprisonment period.
 - ^ Expanding inspection and search powers (e.g., production orders, warrants to conduct tests).
 - ^ Allowing courts to issue a broad range of orders to encourage compliance upon conviction.



Wildland Fire Prevention

Activities directed at reducing fire occurrence; includes public education, law enforcement, modifying industrial activity and reduction of fire hazards and risks.

Wildland Fire Mitigation

Activities taken to reduce the undesirable impacts of wildland fires before they occur.

Canadian Wildland Fire Prevention and Mitigation Strategy

This past June, the [Canadian Wildland Fire Prevention and Mitigation Strategy](#) was released. The strategy promotes a resilient Canada where all parts of society are prepared, empowered and engaged in preventing and mitigating the negative impacts of wildland fires. The strategy highlights the key steps required to make progress towards this goal. Ontario is an active partner in the national wildland fire community and contributed to the development of the strategy, which was prepared on behalf the Canadian Council of Forest Ministers Wildland Fire Management Working Group.



Conclusion

In the coming years, a number of factors will increasingly challenge our ability to manage wildland fire risks. Continued population expansion and industrial activity will mean more people living and working in areas of high wildland fire potential. More variable and extreme weather patterns are expected to result in longer and more severe fire seasons in some areas. Changes in the duration and extent of drought and forests damaged by wind, insects and disease will create more complex situations for wildland fire managers and increase the risks for communities and industry.

These continuing environmental and socio-economic changes reinforce why our proposed wildland fire management vision is about working together – with residents, communities, Indigenous communities, industry, volunteers, and governments – to enhance collective capabilities and proactively reduce the risks and unwanted impacts of wildland fires. These changes are why it is increasingly important that a collective responsibility – by all Ontarians – is brought to the preparedness, prevention, mitigation, response to, and recovery from, wildland fire emergencies.

Providing Feedback

The ministry is seeking your feedback and ideas to help inform the wildland fire program and policy updates, and the development of potential amendments to the *Forest Fires Prevention Act*. Comments may be submitted on the Environmental Registry and the Regulatory Registry websites or by email to: WildlandFire@ontario.ca. Thank you for your participation.



Building on our Progress so far

Ontario is internationally recognized as a leader in wildland fire management; its resources to fight wildland fires include hundreds of staff trained and skilled in managing wildland fires, specialized aircraft, 14 fire management headquarters, and several other supporting facilities.

Building on the progress made in MNR's [Wildland Fire Management Strategy, 2014](#), MNR has made recent investments to attract, retain and recognize wildland firefighting staff, and is continuing efforts to build collaborative community based approaches to wildland fire management.



Endnotes

- 1 Source information includes:
 - Albert-Green A., Dean C.B., Martell D.L., and Woolford D.G. 2013. A methodology for investigating trends in changes in the timing of the fire season with applications to lightning-caused forest fires in Alberta and Ontario, Canada. *Can. J. For. Res.* 43(1): 39–45.
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- 2 Source information includes:
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 - Flannigan, Mike & Cantin, M.D. & Groot, A.S. & Wotton, W.J. & Newbery, M. & Johnston, Lynn. (2013). Global wildland fire season severity in the 21st century. *Forest Ecology and Management*. 294. 64-71. 10.1016/j.foreco.2012.10.022.
- 3 Source information includes:
 - Wotton, Mike & Martell, David & Logan, K. (2003). Climate Change and People-Caused Forest Fire Occurrence in Ontario. *Climatic Change*. 60. 275-295. 10.1023/A:1026075919710.
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- 4 Source information includes:
 - Podur, Justin & Wotton, Mike. (2010). Will climate change overwhelm fire management capacity? *Ecological Modelling*. 221. 1301-1309. 10.1016/j.ecolmodel.2010.01.013.
 - Wotton, Mike & Nock, Charles & Flannigan, Mike. (2010). Forest fire occurrence and climate change in Canada. *International Journal of Wildland Fire*. 19. 253-271. 10.1071/WF09002.
 - Woolford, Douglas & Dean, C.B. & Martell, David & Cao, Jiguo & Wotton, Mike. (2014). Lightning-caused forest fire risk in Northwestern Ontario, Canada, is increasing and associated with anomalies in fire weather. *Environmetrics*. 25. 10.1002/env.2278.
- 5 Source information includes:
 - Natural Resources Canada, Canadian Forest Service. Fire Regime. <https://natural-resources.canada.ca/climate-change/climate-change-impacts-forests/forest-change-indicators/fire-regime/17780>, and described in the Ontario Provincial Climate Change Impact Assessment Technical Report, 2023. 40, 62.
- 6 Source information includes:
 - Albert-Green, A. et al. (2013). A methodology for investigating trends in changes in the timing of the fire season with applications to lightning-caused forest fires in Alberta and Ontario, Canada. *Canadian Journal of Forest Research*. 43(1): 39-45. <https://doi.org/10.1139/cjfr-2011-0432>

**The Corporation of the Municipality of Neebing
Administrative Report**

Date: July 30, 2024 (For Meeting on August 7, 2024)

To: Mayor and Council

Subject: Modernizing the Emergency Management and Civil Protection Act

Submitted by: Erika Kromm, Clerk-Treasurer

RECOMMENDATION:

Administration recommends the Council submit comments to the Ministry as outlined in this report.

AREAS UNDER REVIEW:

The Ministry of Natural Resources and Forestry is undergoing a consultation process with the intent to update and modernize the Emergency Management and Civil Protection Act. They have released a discussion paper that outlines what is under review and questions for providing feedback. The entire document is attached for reference, but this report provides a summary of the areas that are under review.

The Emergency Management and Civil Protection Act establishes the province's legal framework for managing emergencies. It has been over 15 years since the legislation has been updated. This consultation process will help to find opportunities to modernize the framework.

There are five focus areas within the discussion paper:

1. Scope of an Emergency and Emergency Management

Under this category, the Ministry is looking for opportunities to strengthen Ontario's collective ability to prevent, mitigate, prepare, respond to and recover from emergencies of varying scopes, types and sizes.

2. One Window Approach to Provincial Emergency Management Coordination

Under this category, the Ministry is looking for opportunities to enhance provincial emergency management coordination for hazards and risks, including wildland fires, floods, pandemics, cyber-attacks and nuclear incidents, through clearer roles and responsibilities for provincial actors and processes for how Ontario collaborates with other jurisdictions, including the federal government.

3. Enhancing Coordination Between Government and Emergency Management Partners

Under this category, the Ministry is looking for opportunities to enhance cross-sectoral collaboration and enhance emergency management capabilities, for example through Ontario Corps, to prepare for and respond to emergencies.

4. Improving the Consistency, Quality and Inclusivity of Emergency Management Programs

Under this category, the Ministry is looking for opportunities to align with international best practices for comprehensive, high-quality and inclusive emergency management programs with consideration of the needs of diverse and vulnerable populations in emergency management.

5. Reflecting on How Ontario Works with First Nations in Emergency Management

Under this category, the Ministry is looking for opportunities to guide how the province supports First Nations partners and Indigenous service organizations in Indigenous-led emergency management.

DISCUSSION:

The province held an in-person consultation session on July 25th in Thunder Bay. No one was able to attend this session. There will be virtual consultation sessions on August 7th and 8th. The CEMC will be attending the virtual sessions. A verbal update will be provided to Council during the meeting.

The CEMC's initial comments before attending the consultation sessions are as follows:

Much of the discussion paper is about the legislative framework. Municipalities are heavily regulated in this area. However, there is no recourse if the municipality is not compliant. This puts the community at risk. The CEMC would like to see more support in the resources developed for emergency management personnel. She really appreciates the exercise in a box developed by the province. It would be nice to see this program expanded with some geared towards rural areas.

The Community Emergency Preparedness Grant makes a big impact for communities like Neening and the CEMC would like to see this program continue in the future. Neening received funding from this program to install a generator at Blake Hall.

Comments are due to the province by August 26, 2024.

ATTACHMENTS:

Discussion Paper: Engagement on Proposed Modernization of the Emergency Management and Civil Protection Act

AVAILABLE UPON REQUEST:

None



Discussion Guide

Engagement on Proposed Modernization of the *Emergency Management and Civil Protection Act*



Contents

Introduction.....	2
Focus Area 1: Scope of an emergency and emergency management	4
Focus Area 2: One window approach to provincial emergency management coordination.....	6
Focus Area 3: Enhancing coordination between government and emergency management partners.....	6
Focus Area 4: Improving the consistency, quality and inclusivity of emergency management programs	8
Focus Area 5: Reflecting how Ontario works with First Nations in emergency management.....	10
Summary Questions.....	12
Additional Resources.....	12



Introduction

The province is committed to ensuring a safe, practiced and prepared Ontario – before, during and after emergencies.

Last year, Ontario released the first [Provincial Emergency Management Strategy and Action Plan](#), outlining the province's vision and roadmap for emergency management, designed to keep Ontario ready and prepared. On April 9, 2024, the province released the [first annual report on the plan](#), highlighting key actions Ontario has taken in coordination with partners to strengthen emergency management, as well as commitments to move the province's safety and resilience forward.

The [Emergency Management and Civil Protection Act](#) establishes the province's legal framework for managing emergencies. The legislation does this by setting out various authorities and responsibilities accorded to provincial ministries, municipalities and specific individuals.

The [Emergency Management and Civil Protection Act](#) and [Ontario Regulation 380/04: Standards](#) have not been comprehensively updated in over 15 years. Building on feedback to date from partners and stakeholders, Emergency Management Ontario has developed this discussion guide, taking into account what we have heard, to seek input to inform the proposed development of a modernized legislative framework that reflects an increasingly complex emergency landscape, is informed by best practices and lessons learned, and aligns with [Ontario's emergency management vision](#) for a safe, practiced and prepared Ontario.

Collaboration and coordination with partners and stakeholders are integral to advancing emergency management in the province. Responses from this engagement will help inform opportunities for how Ontario can modernize the emergency management legislative framework to strengthen the province's ability to prevent, mitigate, prepare for, respond to and recover from emergencies.

Focus Areas

To inform the development of a modernized emergency management legislative framework, Emergency Management Ontario is seeking input from emergency management partners, including municipalities, First Nation partners and Indigenous service organizations, critical infrastructure owners and operators, the broader public sector, non-governmental organizations (NGOs), as well as other interested individuals and organizations on the following **five key focus areas** to inform the proposed development of a modernized emergency management legislative framework reflective of Ontario's vision of a safe, practiced and prepared Ontario:

1. **The scope of an emergency and emergency management:** opportunities to strengthen Ontario's collective ability to prevent, mitigate, prepare, respond to and recover from emergencies of varying scopes, types and sizes.



2. **One window approach to provincial emergency management coordination:** opportunities to enhance provincial emergency management coordination for hazards and risks, including wildland fires, floods, pandemics, cyber-attacks and nuclear incidents, through clearer roles and responsibilities for provincial actors and processes for how Ontario collaborates with other jurisdictions, including the federal government.
3. **Enhancing coordination between government and emergency management partners, including broader public sector and external partners:** opportunities to enhance cross-sectoral collaboration and enhance emergency management capabilities, for example through Ontario Corps, to prepare for and respond to emergencies.
4. **Improving the consistency, quality and inclusivity of emergency management programs:** opportunities to align with international best practices for comprehensive, high-quality and inclusive emergency management programs with consideration of the needs of diverse and vulnerable populations in emergency management.
5. **Reflecting how Ontario works with First Nations in emergency management:** opportunities to guide how the province supports First Nations partners and Indigenous service organizations in Indigenous-led emergency management.

How to use this guide

The purpose of this guide is to ask for input to inform the proposed development of a modernized provincial emergency management legislative framework.

This guide has been designed to help organize your feedback. You do not need to answer all the questions in the guide and may answer questions that are of interest or concern to you.

Please send your response by email or regular mail **by August 26, 2024** as follows:

By e-mail to:

EMOpolicy@ontario.ca

By regular mail to:

Emergency Management Policy and Governance Branch
Emergency Management Ontario
Treasury Board Secretariat
315 Front St. W
Toronto, ON M7A 0B8



Focus Area 1: Scope of an emergency and emergency management

Emergencies can threaten public safety, health, the environment, property, continuity of critical services and the economy and can vary in intensity and complexity based on factors like timing, weather, infrastructure, geography, hazard type and demographics. Emergency management aims to support society to prevent, mitigate, prepare for, respond to and recover from these situations, minimizing negative impacts across the province.

To manage emergencies, communities across Ontario rely on local capabilities outlined in their emergency plans and procedures, including using mutual aid or assistance agreements that allow the sharing of resources (such as first responders and evacuation centres) across communities. When a situation occurs that exceeds local capacities, the province mobilizes emergency resources and expertise to assist.

Since the *Emergency Management and Civil Protection Act* was last comprehensively updated, Ontario's hazard and risk landscape has become increasingly complex – wildland fire seasons pose greater challenges, cyber-attacks are increasing in frequency and severity and critical infrastructure sectors face evolving threats while delivering essential services. To ensure that Ontario remains vigilant and flexible to address different types of emergencies, the *Provincial Emergency Management Strategy and Action Plan* outlines key principles and goals to guide emergency management partners in continuous and enhanced focus on planning, readiness and response.

To deliver on the Provincial Emergency Management Strategy and Action Plan and align with best practices towards the vision of a safe, practiced and prepared Ontario, Emergency Management Ontario has heard that there are opportunities to strengthen overall resilience to emergencies through increased flexibility to address emergencies of varying types and scales and additional clarity regarding roles and responsibilities for partners in all pillars of emergency management (prevention, mitigation, preparedness, response, recovery). In addition, Emergency Management Ontario has heard feedback that the *Emergency Management and Civil Protection Act* could better support municipalities as the lead for local emergency management, by enabling greater flexibility in municipal powers and clarifying processes for accessing provincial support to efficiently address emergencies of varying types and scales.

Discussion Questions

1. How can the province's emergency management legislative framework strengthen and ensure coordination in Ontario's collective roles and responsibilities to prevent, mitigate, prepare for, respond to and recover from the



adverse impacts of emergencies? How can the *Emergency Management and Civil Protection Act* reflect emergencies of varying scopes, types and sizes?

2. How can the provincial emergency management legislative framework better empower and support municipalities with efficiently managing emergencies of different scales and types to protect their communities?
3. How can the provincial emergency management legislative framework clarify how and when the province supports and coordinates with local partners in managing emergencies of different scales and types?



Focus Area 2: One window approach to provincial emergency management coordination

Emergencies can have widespread impacts on many parts of society and managing them requires provincial collaboration and coordination on hazards and risks across government in coordination with emergency management partners.

To facilitate this collaboration and coordination and as set out in the [Provincial Emergency Management Strategy and Action Plan](#), Emergency Management Ontario works as the one window for provincial emergency management coordination. In this role, Emergency Management Ontario proactively coordinates with municipalities, First Nations partners and Indigenous service organizations, provincial ministries, the federal government, organizations supporting vulnerable populations and other partners to facilitate preparedness, communication and information sharing, and emergency response supports.

Emergency Management Ontario has heard feedback that there are opportunities for the [Emergency Management and Civil Protection Act](#) to clarify and further enable Emergency Management Ontario's one-window role in coordinating and collaborating with emergency management partners to deliver on collective roles and responsibilities for emergency prevention, mitigation, preparedness, response and recovery. This includes consideration to ensure that the necessary resources, processes and capabilities can be efficiently mobilized to address a wide range of incidents, regardless of their specific cause (for example, natural or technological).

Discussion Questions

4. How can the province's emergency management legislative framework enhance provincial coordination through Emergency Management Ontario as the one window for provincial emergency management coordination in all pillars of emergency management?
5. How can the province's emergency management legislative framework enable provincial coordination in preparing for and responding to a wide range of hazards and risks? For example, would enabling specific roles, functions or responsibilities for provincial actors in any emergency be beneficial?

Focus Area 3: Enhancing coordination between government and emergency management partners

In alignment with the goals of the [Provincial Emergency Management Strategy and Action Plan](#), Ontario works together alongside emergency management partners, including municipalities, First Nations partners and Indigenous service organizations, federal partners, critical infrastructure owners and operators, the broader public sector and non-governmental organizations (NGOs), towards a shared commitment to safe and prepared communities across the province.



Ontario has been actively working to enhance the province's emergency management capabilities. This includes, for example, the development and mobilization of partnerships with NGOs through [Ontario Corps](#), and through the Ontario Critical Infrastructure Assurance Program, which works to assure Ontario's key facilities, systems and networks are resilient to threats from various hazards and risks.

There are a range of evolving threats and pressures that partners across Ontario face, such as extreme weather exacerbated by climate change or cyber-attacks, leaving them vulnerable and impacting their ability to maintain essential services. The current legislative framework does not sufficiently address cross-sectoral, cross-jurisdictional risk management and business continuity planning activities in Ontario that ensure the resilience of critical infrastructure or support integration with provincial and municipal programs.

To better support broader coordination and greater resiliency to hazards and risks across sectors (including critical infrastructure), Emergency Management Ontario recognizes that there are opportunities to formalize collaboration, information sharing and consistency in risk management practices across and within sectors. Emergency Management Ontario has also heard that there are opportunities to enhance coordination through leveraging agreements with NGOs and other stakeholders, supported by defined reporting and accountability measures.

Discussion Questions

6. How can the province's emergency management legislative framework:
 - a. Improve coordination across sectors including critical infrastructure entities and the broader public sector? Would enabling formalized roles and responsibilities support this goal?
 - b. Enhance situational awareness and proactive hazard and risk monitoring and data sharing across emergency management partners?
 - c. Enhance consistency in risk mitigation activities to support greater preparedness for hazards and risks across sectors?
7. How can the province's emergency management legislative framework support the effective coordination and oversight of partnerships with NGOs and other stakeholders to enhance the development and deployment of emergency management capabilities?



Focus Area 4: Improving the consistency, quality and inclusivity of emergency management programs

A key aspect of emergency management includes hazard and risk-based programs and activities. For example, under the *Emergency Management and Civil Protection Act*, municipalities in Ontario are responsible for developing and implementing emergency management programs (section 2.1). Current program requirements relate to preparedness and response activities and programs can include elements from all stages of emergency management.

The *Provincial Emergency Management Strategy and Action Plan* highlights Emergency Management Ontario's work with partners on opportunities to enhance the quality of emergency management programs. This includes proactive planning and monitoring, and strengthened exercising and testing of multi-sector emergency plans.

Through a review of international best practices, Emergency Management Ontario understands that there is an opportunity to update emergency management program requirements and evaluation tools so that they better address all pillars of emergency management, support continuous improvement and focus on outcomes versus outputs. Emergency Management Ontario has also heard that there are opportunities for emergency management program requirements to support resources for key activities that will have the greatest impact, reduce administrative burden and enable collaboration in emergency management programs.

As outlined in the *Provincial Emergency Management Strategy and Action Plan*, the province is committed to addressing the unique needs of vulnerable populations throughout the emergency management cycle. While emergency management programs in Ontario have been actively evolving to include the varied needs of vulnerable populations across the province, there is an opportunity to strengthen emergency management programs to ensure they are inclusive and minimize adverse impacts from emergencies on diverse communities.

Discussion Questions

8. How can the province's emergency management legislative framework better enable emergency management programs that are collaborative, outcomes-driven and continuously improving?
9. How can the province's emergency management legislative framework more efficiently focus emergency management program requirements for partners, including municipalities, on activities with the greatest impact, while maintaining programs that are effective and continuously improving?
10. How can the province's emergency management legislative framework support effective coordination with emergency management partners and inclusive emergency management programs that consistently and effectively consider the



needs of specific populations who may experience unique challenges during emergencies?



Focus Area 5: Reflecting how Ontario works with First Nations in emergency management

The [Provincial Emergency Management Strategy and Action Plan](#) highlights the province's continued commitment to work with First Nations and Indigenous partners to understand community-specific challenges, needs and considerations for emergency management and to enhance opportunities for Indigenous-led approaches to emergency management. As outlined in the [2023 annual report](#) on progress, Ontario continues to enhance collaboration in support of this commitment by advancing the development of multilateral emergency management partnership agreements with First Nations communities, Indigenous service organizations and federal partners. These agreements will pave the way forward for a First Nations-led emergency management framework that recognizes First Nations as equal partners in emergency management, supports self-determination rights and ensures culturally appropriate and equitable emergency management services.

The [Emergency Management and Civil Protection Act](#) does not reflect how Ontario works with First Nations and Indigenous service organizations in emergency management. Further to ongoing engagement with First Nations partners and Indigenous service organizations, the province is seeking feedback on how the provincial emergency management legislative framework could guide how Ontario supports Indigenous-led emergency management. The province is also seeking feedback from Indigenous partners on how to best enable and support approaches to enhancing the inclusivity of Ontario's emergency management plans and programs, such as ensuring culturally appropriate supports for Indigenous peoples are considered in the design and implementation of provincial programs, plans, public education and response activities.

Discussion Questions

11. How can the province's emergency management legislative framework guide how Ontario supports First Nations partners and Indigenous service organizations in Indigenous-led emergency management? For example, could the framework:
 - Outline key principles to guide the relationship between the province and First Nations partners and Indigenous service organizations to support Indigenous-led emergency management?
 - Acknowledge that First Nations and Indigenous service organizations lead the development of their communities' emergency management plans.
 - Acknowledge that First Nations and Indigenous service organizations are partners with the province in emergency management.
12. How can the province's emergency management legislative framework enhance the inclusivity of Ontario's emergency management plans and programs to support Indigenous peoples?





Summary Questions

13. What key objectives and principles should guide the province's emergency management legislative framework?
14. The province continues to reflect on and learn from past emergencies. Are there lessons learned or other insights or considerations to modernize the province's emergency management legislative framework that you wish to share in relation to your experience in past emergencies?

Additional Resources

- [Emergency Management and Civil Protection Act](#)
- [Provincial Emergency Management Strategy and Action Plan](#)
- [Provincial Emergency Management Strategy and Action Plan 2023 Annual Report](#)
- [Emergency Management Ontario](#)



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 482 South Service Road East, Suite 130
 Oakville, Ontario L6J 2X6
www.forbesbrosLtd.ca

August 1, 2024

Sent via email

Erika Kromm, Clerk
 Municipality of Neebing
 4766 Highway 61
 Neebing, ON P7L 0B5

CLIENT: Tbaytel
RE: Request for Concurrence – 60m Self-Support Tower Telecommunication Site
SITE ID: OLIVER LAKE
ADDRESS: East Oliver Lake Road, Neebing, Ontario

Ms. Kromm,

Forbes Bros. Ltd. on behalf of Tbaytel is advising Neebing Township the land-use and public consultation process required by Innovation, Science and Economic Development Canada (ISED) is complete for Tbaytel proposed 60m self-support tower telecommunication site located on the east side of East Oliver Lake Road, directly northeast of Willowdale Road intersection, Neebing, Ontario.

The approval authority for wireless telecommunication towers is within ISED, under the *Radiocommunication Act*. ISED's *Radiocommunication and Broadcasting Antenna Systems – CPC-2-0-03, Issue 6* outlines the process for the proponent to follow and encourages the establishment of policies from the land-use authority as they are best positioned to contribute to optimum siting of facilities to meet their own community needs.

ISED's *Radiocommunication and Broadcasting Antenna Systems – CPC-2-0-03, Issue 6*, can be retrieved at: <http://tinyurl.com/ISED-CPC>

ISED requires the proponent to consult and obtain land-use authority concurrence in writing prior to moving forward with a proposed installation.

This site is located within Neebing Township which has not established their own policy. ISED's protocol for municipal and public consultation was completed with the following:

Land-Use Authority Consultation

Submitted Information package on June 18, 2024 for the proposed 60m self-support tower telecommunication site that provide Neebing with the following:

- Justification report
- Draft public consultation documents (Mail Notification and Public Notice)

Township confirmed Staff will assign and install the civic number, entrance and culvert at a cost to the proponent.

ISED - Default Public Consultation

- Mail notifications - sent to five (5) property owners within 3* height of proposed telecommunication site (3 * 60m = 180m) as well as MNRF – June 19, 2024
- Public notice - published in the July edition of the Neebing News
- Last day to received submissions – July 31, 2024

Public Consultation Summary

No submissions were received.

Concluding Public Consultation

No submissions received and public consultation is complete.

Requesting Concurrence

As the requirements of ISED's policy has been fulfilled we are requesting from Council a letter of concurrence for the proposed 60m self-support telecommunication tower site located on the east side of East Oliver Lake Road, directly northeast of Willowdale Road intersection, Neebing, Ontario as described in the information package submitted on June 18, 2024.

Thank you for the consideration of this proposal. If any further information is required, please do not hesitate to contact the undersigned.

Sincerely,

Jay Lewis

Land Acquisition & Government Relations
Forbes Bros. Ltd.

August 7, 2024

Jay Lewis
 Forbes Bros. Ltd.
 482 South Service Road East, Suite 130
 Oakville, ON L6J 2X6

**RE: TBayTEL
 Letter of Concurrence
 Proposed 60m Self-Support Tower Telecommunication Site**
SITE ID: OLIVER LAKE
ADDRESS: East Oliver Lake Road, Neebing, Ontario

Dear Mr. Lewis

The Municipality of Neebing acknowledges that the approval of the telecommunication tower site at the above-mentioned location and its design fall under exclusive jurisdiction of the Government of Canada through Innovation, Science and Economic Development Canada (ISED) in accordance with the *Radiocommunication Act*.

The Municipality has not enacted a consultation policy pertaining to establishing telecommunications sites and understands Forbes Bros. Ltd. on behalf of Tbaytel has completed the following:

Land-Use Authority Consultation

- Information package, including Justification Report submitted to Municipality – June 18, 2024

Public Consultation

- Mail notification – June 19, 2024
- Public notice published in the July edition of the Neebing News

The Municipality of Neebing understands ISED's consultation requirements have been met, has no objections to the proposal and passed resolution 2024-08-XXX at the August 7, 2024 Council meeting to provide a letter of concurrence.

Please accept this letter as concurrence for the proposed 60m self-support tower telecommunication site located on the east side of East Oliver Lake Road, directly northeast of Willowdale Road intersection, Neebing, Ontario as described in the information package submitted on June 18, 2024.

Sincerely,



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 Fax: (888) 622-4939
 482 South Service Road East, Suite 130
 Oakville, Ontario L6J 2X6
www.forbesbrosltd.ca

June 18, 2024

Sent via email

Erika Kromm, Clerk
 Municipality of Neebing
 4766 Highway 61
 Neebing, ON P7L 0B5

Client: Tbaytel
Re: Information Package - Proposed 60m Self-Support Tower Telecommunication Site
Site ID: OLIVER LAKE
Address: East Oliver Lake Road, Neebing, Ontario

Ms. Kromm,

Forbes Bros. Ltd. on behalf of Tbaytel is submitting this information package to Neebing for Tbaytel proposed 60m self-support tower telecommunication site on the east side of East Oliver Lake Road, directly northeast of Willowdale Road intersection, Neebing, Ontario to improve wireless services to Neebing, specifically Oliver Lake and the surrounding area.

The approval authority for wireless telecommunication towers is within jurisdiction of Innovation, Science and Economic Development Canada (ISED), formerly known as Industry Canada, under the *Radiocommunication Act*. ISED's *Radiocommunication and Broadcasting Antenna Systems – CPC-2-0-03, Issue 5* outlines the process for the proponent to follow and encourages the establishment of policies from the land-use authority as they are best positioned to contribute to optimum siting of facilities to meet their own community needs.

ISED's *Radiocommunication and Broadcasting Antenna Systems – CPC-2-0-03, Issue 6*, can be retrieved at: <http://tinyurl.com/ISED-CPC>

ISED requires the proponent to consult and obtain land-use authority concurrence in writing prior to moving forward with a proposed installation.

This site is located within Neebing which has not established their own policy and ISED's protocol will be followed for the municipal and public consultation for the proposed installation.

Land-Use Authority Consultation

This information package provides Neebing with the following:

- Justification Report
- Draft Public Consultation Documents (Mail Notification & Public Notice)

ISED - Default Public Consultation Process**Mail Notification**

- ISED requires a mail notification to be sent to adjacent property owners and neighbouring land-use authorities within 3 * height of proposed telecommunication site (3 * 60m = 180m measured from tower).
- The mail notification is proposed to send out by Wednesday, June 19, 2024 using a mailing list provided by the Municipality.

Public Notice

- ISED requires a public notice to be published in the local newspaper for towers greater than 30m.
 - The public notice is proposed to be published in the July edition of the local newsletter.

The purpose of the mail notification and public notice is to provide an opportunity for the local community to make a submission and for the proponent to address all relevant questions and concerns prior to requesting concurrence from the Municipality. The last day to receive submissions on this proposal is Wednesday, July 31, 2024.

At the end of the consultation process, if the proponent is satisfied that it has addressed all relevant questions and would like to move forward with the installation, a request for a letter of concurrence from Neebing will be submitted along with all correspondence from the consultation process. The letter of concurrence from the Municipality is to provide confirmation that the proponent has satisfied the consultation process by addressing all relevant questions and has consulted with Neebing.

I trust the information included in this package will be helpful for Neebing consideration of this proposal.

Sincerely,

Jay Lewis

Land Acquisition & Government Relations
Forbes Bros. Ltd.



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Fax: (888) 622-4939
482 South Service Road East, Suite 130
Oakville, Ontario L6J 2X6
www.forbesbrosltd.ca

JUSTIFICATION REPORT:

Proposed 60m Self-Support Tower Telecommunication Site

CLIENT: Tbaytel
SITE ID: OLIVER LAKE
ADDRESS: East Oliver Lake Road, Neebing, Ontario

Jay Lewis
Land Acquisition & Government Relations
Forbes Bros. Ltd.
jlewis@forbesbrosltd.ca

6/18/2024

Contents

1.0 INTRODUCTION..... 2

2.0 BACKGROUND..... 2

3.0 PROPOSAL..... 2

3.1 LOCATION..... 2

3.2 DESIGN 4

3.3 COLOCATION CAPACITY..... 4

3.4 PHOTO RENDERING 4

4.0 RATIONALE 5

4.1 GEOGRAPHIC SEARCH AREA..... 5

4.2 EVALUATION OF EXISTING STRUCTURES 5

4.3 LAND USE CONSIDERATION 6

4.4 COVERAGE MAP ANALYSIS 6

5.0 REVIEW OF DEVELOPMENT PLAN..... 8

5.1 FEDERAL JURISDICTION AND REQUIREMENTS..... 8

5.2 LAND-USE AUTHORITY CONSULTATION 8

5.3 DEFAULT PUBLIC CONSULTATION 8

5.4 FEDERAL REQUIREMENTS 9

 Impact Assessment Act..... 9

 Transport Canada’s Aeronautical Obstruction Marking Requirements..... 9

 Health Canada’s Safety Code 6 Compliance 9

 Engineering Practices..... 10

6.0 SUMMARY AND CONCLUSION 10

1.0 Introduction

Forbes Bros. Ltd. has been retained by Tbaytel to compete land-use authority and public consultation for the proposed 60m self-support tower telecommunication site at Part of Lot 7, Concession 3, East Oliver Lake Road, Neebing, Ontario. The purpose of this report is to provide justification in support of the proposed site and assist the land-use authority in providing comments.

2.0 Background

Continued growth in demand for wireless products and their associated services has created a need for increased wireless network infrastructure. Mobile phones and other wireless devices cannot operate without the necessary infrastructure, which is made up of transmitting and receiving antennas located on support structures, commonly referred to as cell sites.

New infrastructure requirements are determined by monitoring the wireless network and identifying areas with weak or insufficient coverage. Tbaytel network planners isolate those areas requiring improvements and conduct coverage studies to determine the ideal coordinates for a new site. Site acquisition and government relations specialists review real estate and land use considerations for potential sites that will achieve network objectives. A new site for Tbaytel may include installing equipment on an existing tower, a tall building or another feasible structure (colocation), if available, or a new structure will be proposed such as the proposed 60m self-support tower telecommunication site.

3.0 Proposal

Tbaytel is proposing a 60m self-support tower telecommunication site on the east side of East Oliver Lake Road, directly northeast of Willowdale Road intersection, Neebing, Ontario. The proposal site will provide enhanced wireless voice & data coverage and capacity residents in Neebing, specifically the Oliver Lake and surrounding area, and to meet rising demands for wireless services.

3.1 Location

Site Address: East Oliver Lake Road, Neebing, Ontario

Latitude: 48.260618° **Longitude:** -89.573325°

Legal Description: PCL 18858 SEC TBF; PT LT 7 CON 3 SCOBLE PT 1 55R3797; NEEBING

The 60m self-support tower telecommunication site is proposed abutting East Oliver Lake Road, directly northeast of Willowdale Road intersection, with the tower set back 23m from East Oliver Lake Road. A new gated entrance and access road to the site will be installed along with a chain-link fenced compound (will ensure public access is restricted).



Location Map



Location Map (Enlarged)

3.2 Design

Tbaytel has proposed a 60m self-support tower site. A self-support tower is a lattice tower that does not require guyed wires and has a wider base that tapers to the top of the tower.

Radio equipment to transmit, receive and process telecommunications will be installed on the tower with additional equipment located within an equipment shelter located at the base of the tower. Equipment shelter will have hydro service with battery back up and no fresh or wastewater systems.

Proposed tower and equipment shelter will be secured within a 15m x 15 chain-link fenced compound.

3.3 Colocation Capacity

The proposed tower can accommodate Tbaytel future equipment in addition to third parties who can request to co-locate equipment on the tower. Co-location reduces the potential need for additional towers in the immediate area.

3.4 Photo Rendering

Proposed 60m self-support tower telecommunication site as it would appear west on Willowdale Road facing east. Please note that although considered to be accurate, this is an artist's rendering only.



Photo Rendering – 60m Self-Support Tower

4.0 Rationale

The selection of a new telecommunication site within an existing network is a complex process. It is based on existing sites and taking into account current and future wireless demand, radio frequency engineering principles, local topography, land use consideration and land availability which determines the location of Tbaytel future sites.

Tbaytel typically identifies a geographic search area where a new site was required, concluded existing structures could not be utilized and then proposes the best site to achieve their coverage objectives while taking into consideration the local area.

4.1 Geographic Search Area

The performance of a wireless network is dependent on the geographic location of the sites, height of radio equipment, surrounding terrain and topology along with the demand and proximity of customers within the wireless network.

Tbaytel currently has three (3) existing sites (SOUTH GILLIES, MCCLUSKEYS and HIGHWAY 61) that provides cellular and mobile broadband wireless services to the surrounding area. Tbaytel RF engineers identified Oliver Lake and the surrounding area experiences poor coverage due to the signal strength diminishing with distance from these existing sites. A geographical search area was identified at the East Oliver Lake Road and Willowdale Road for a 60m self-support tower to address the coverage deficiency.



Tbaytel Existing and Proposed Sites

4.2 Evaluation of Existing Structures

Existing structures within the geographic search area are considered provided the existing structure has sufficient height for Tbaytel radio equipment and existing structure location can achieve

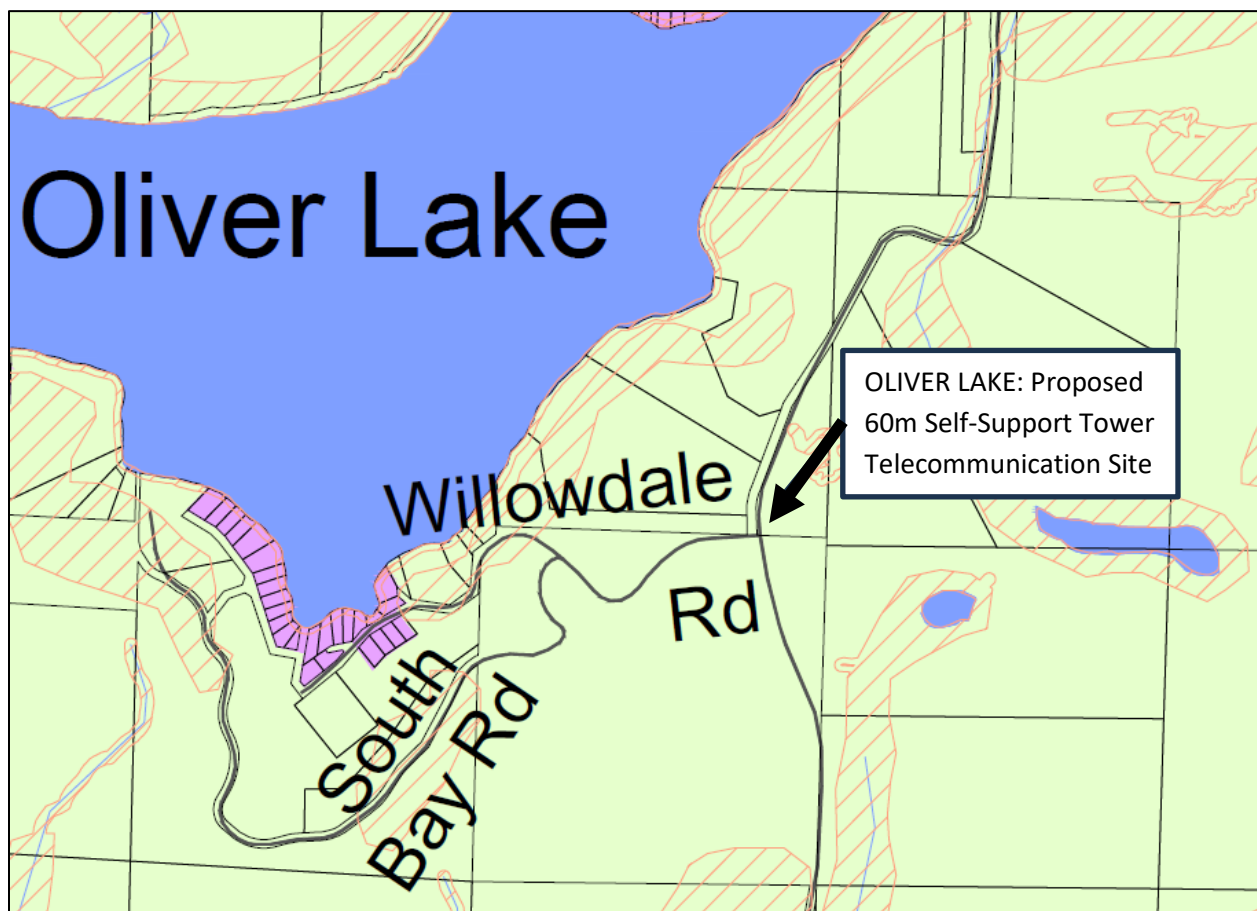
coverage objectives. Existing structures can include tall buildings (apartments, towers, etc.) or existing telecommunications towers.

A spectrum search of ISED registered frequencies was completed and no structures were identified in the geographical search area to be considered for co-location.

4.3 Land Use Consideration

Tbaytel RF engineers identified a new 60m self-support telecommunication site is required near the Willowdale Road and East Oliver Lake Road intersection. Properties in this immediate area zoned rural with the majority of development along the shoreline of Oliver Lake and minimal development along abutting the roads. The elevation near the intersection is higher than the surrounding area.

The subject property was secured as it provided greater elevation to compared to other areas to achieve coverage objectives while remaining a reasonable distance from Oliver Lake and resident dwellings.



Zoning Map

4.4 Coverage Map Analysis

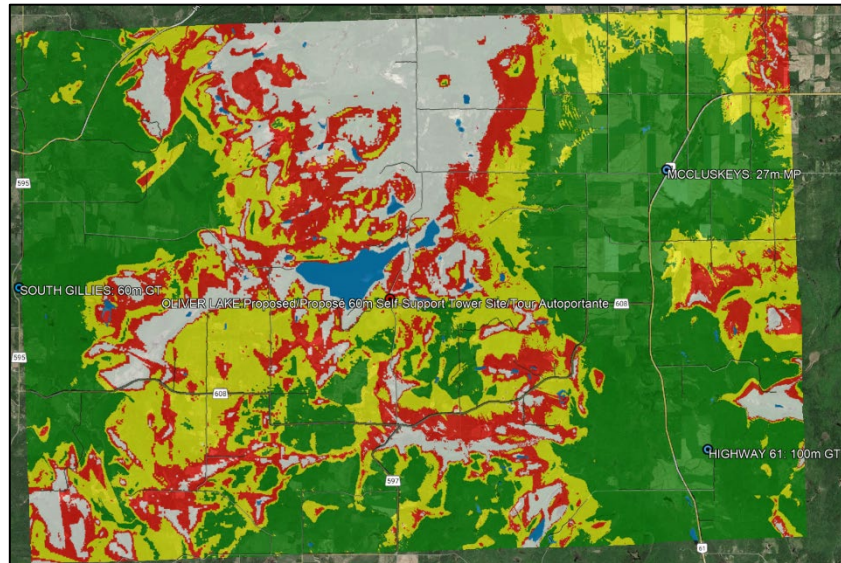
Coverage maps are an excellent tool to illustrate why a proposed site is required. A coverage map has a color classification scheme that represents the signal strength which is modelled based on the signal strength diminishing with distance from the source (existing and proposed sites) along with environmental factors such as buildings, topology, terrain and vegetation.

Tbaytel coverage objectives are to expand coverage to ensure fast, high speed data transfer and wireless communication.

Coverage Map – Existing Sites

As shown in the adjacent coverage map there is a significant coverage gap around Oliver Lake between the existing sites.

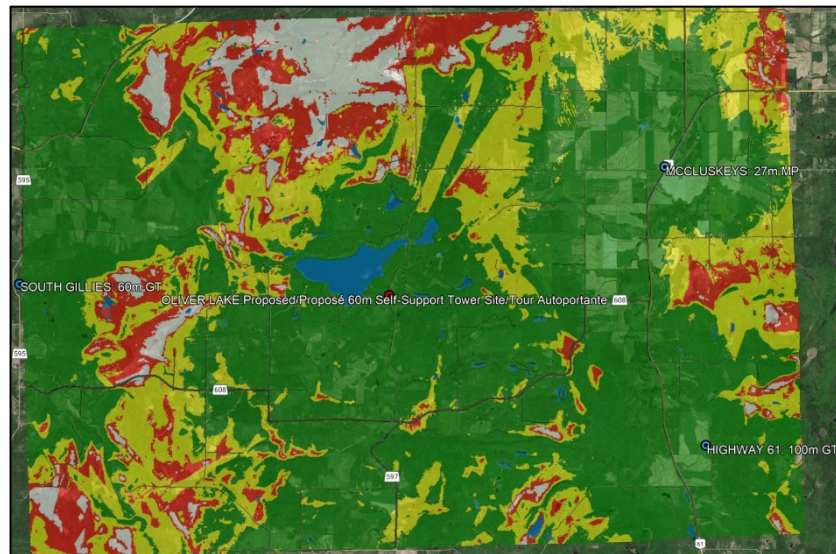
This lack of coverage results no service, dropped calls, latency and slow delivery of data.



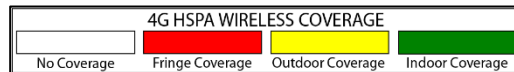
Coverage Map - Tbaytel Existing Sites

Coverage Map – Existing and Proposed Sites

As shown in the adjacent coverage map the proposed 60m self-support tower telecommunication site will expand coverage and address the existing coverage deficiency experienced around Oliver Lake and surrounding area.



Coverage Map – Tbaytel Existing and Proposed Sites



5.0 Review of Development Plan

5.1 Federal Jurisdiction and Requirements

Tbaytel wireless services and telecommunication sites are federally regulated under the *Radiocommunication Act* and licensed by Innovation, Science and Economic Development Canada (ISED). ISED's *Radiocommunication and Broadcasting Antenna Systems – CPC-2-0-03, Issue 6* outlines the process for the proponent to follow and encourages the establishment of policies from the land-use authority as they are best positioned to contribute to optimum siting of facilities to meet their own community needs.

ISED's *Radiocommunication and Broadcasting Antenna Systems – CPC-2-0-03, Issue 6*, can be retrieved at: <http://tinyurl.com/ISED-CPC>

The land-use authority and public consultation process established under ISED authority is intended to provide local land-use authorities an opportunity to address land-use concerns while respecting the federal government's exclusive jurisdiction in the siting and operation of telecommunication sites.

Tbaytel is required to follow established and documented protocols or policies regarding establishing telecommunication sites set forth by land-use authorities. As the provisions of the Ontario Planning Act and other municipal by-laws and regulations do not apply to federal undertakings, telecommunication sites are not required to obtain municipal permits of any kind.

Municipality of Neebing has not established a policy and ISED land-use authority consultation and default public consultation process will be followed.

5.2 Land-Use Authority Consultation

The submission of this justification report to the Municipality of Neebing is to commence the land-use authority consultation process. This report provides the necessary information on the site details, justification, process and federal requirements to allow the land-use authority an opportunity to discuss: site options, ensure any local process related to antenna systems are respected and address any preliminary concerns. Once all reasonable and relevant concerns from both the land-use authority and the public are addressed a summary of the public consultation will be provided to the land-use authority with a request for a letter of concurrence. Obtaining a letter of concurrence concludes this process.

5.3 Default Public Consultation

In accordance with ISED default public consultation process the proposed 60m self-support tower telecommunication site does not meet specific exclusion requirements and public consultation will consist of the following:

- Mail notification to be provided to property owners and neighbouring land-use authorities within 3 * height of proposed structure (3*60m = 180m), measured from the base or outer most point of the supporting structure.
- Public notice to be published in a locally circulated newspaper as the proposed structure is greater than 30m.

Notifications will contain basic information about the proposed site; contact information for the proponent, land-use authority and ISED; and, allow thirty (30) days for the public to make a submission. The proponent will acknowledge all submissions within 14 days; provide a response and address all reasonable and relevant concerns within 60 days; and, allow the party 21 days to reply to the proponent's response. This process is concluded if there are no submissions received within the 30-day public comment period or if no further submissions are received within the 21-day replay comment period.

5.4 Federal Requirements

In addition to land-use and public consultation requirements, Tbaytel must also fulfill other important obligations including the following:

Impact Assessment Act

ISED requires that the installation and modification of antenna systems be done in a manner that complies with appropriate environmental legislation. This includes the *Impact Assessment Act* (IAA) where the antenna system is incidental to a physical activity or project designated under IAA or is located on federal lands.

Tbaytel attests that the radio antenna system as proposed for this site is not located within federal lands or forms part of or incidental to projects that are designated by the Regulations Designating Physical Activities or otherwise designated by the Minister of the Environment as requiring an environmental assessment. In accordance with the *Impact Assessment Act*, this installation is excluded from assessment.

For additional detailed information, please consult the *Impact Assessment Act* at: <https://laws-lois.justice.gc.ca/eng/acts/I-2.75/>

Transport Canada's Aeronautical Obstruction Marking Requirements

Aerodrome safety is under the exclusive jurisdiction of NAV Canada and Transport Canada. An important obligation of wireless proponents is to comply with Transport Canada / NAV Canada aeronautical safety requirements. Transport Canada performs an assessment of the proposal with respect to the potential hazard to air navigation and notifies Tbaytel of any painting and/or lighting requirements for the antenna system.

Tbaytel anticipates the proposed tower will not require lighting/marketing for daytime and nighttime aeronautical protection.

For additional information, please see the Transport Canada website at: <http://tinyurl.com/TC-CAR621>

Health Canada's Safety Code 6 Compliance

Health Canada is responsible for research and investigation to determine and promulgate health protection limits for exposure to radio-frequency (RF) electromagnetic energy. Accordingly, Health Canada has developed a guideline entitled "Limits of Human Exposure to Radiofrequency Electromagnetic Fields in the Frequency Range from 3Khz to 300Ghz – Safety Code 6".

The exposure limits specified in Safety Code 6 are established by reviewing all peer-reviewed scientific research in the area of human health and RF exposure. Included in this review are hundreds of studies conducted over the past 50 years.

Radiocommunication, including technical aspects related to broadcasting, is under the responsibility of the Ministry of Innovation, Science and Economic Development Canada which has the power to establish standards, rules, policies and procedures. ISED, under this authority has adopted Safety Code 6 for the protection of the general public. With this adoption, ISED requires all proponents and operators to ensure that their installations comply with Safety Code 6 at all times, including any changes to the code and including any combined effects from other installations in the nearby radio environment.

Tbaytel attests that the radio antenna system described will comply with Health Canada's Safety Code 6 limits, as may be amended from time to time, for the protection of the general public including any combined effects of additional carrier co-locations and nearby installations within the local radio environment.

More information in the area of RF exposure and health is available at the following website:

<http://tinyurl.com/HC-SC6>

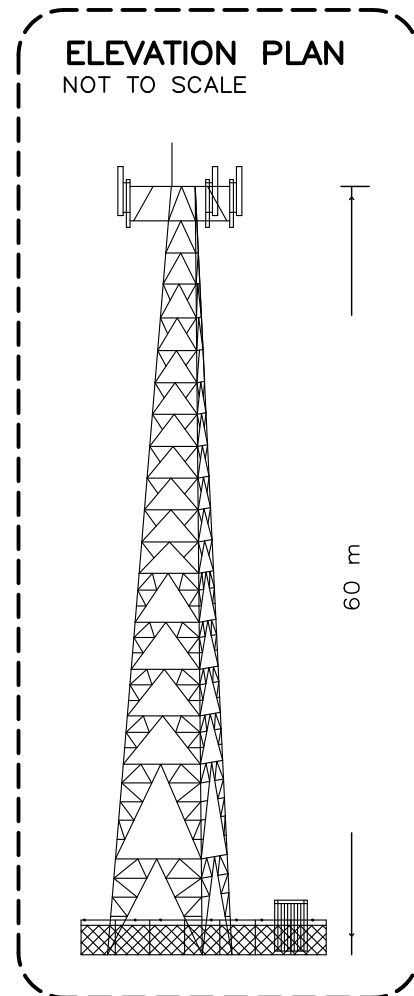
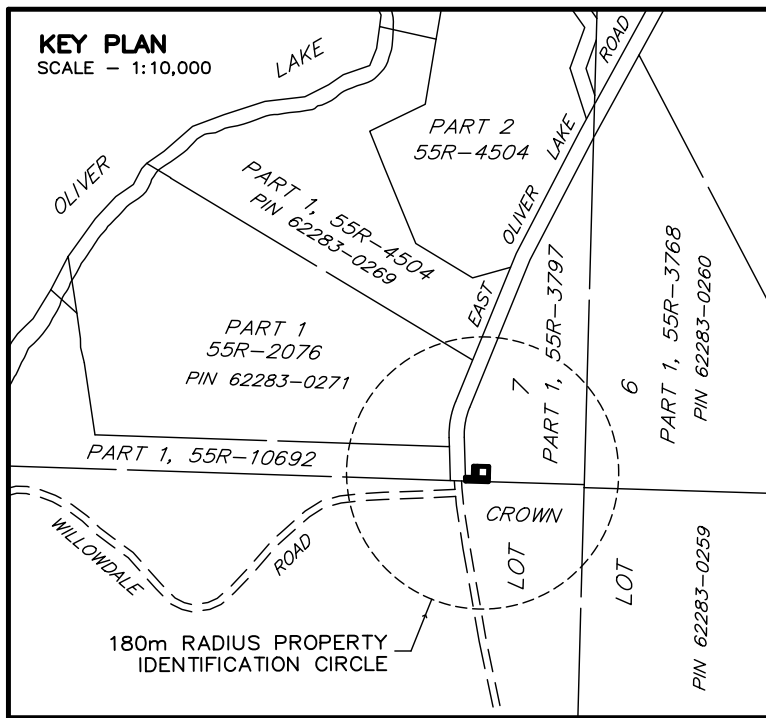
Engineering Practices

Tbaytel attests that the radio antenna system as proposed for this site will be constructed in compliance with the National Building Code; the Canadian Standards Association; and, comply with good engineering practices including structural adequacy.

6.0 Summary and Conclusion

As communities continue to grow to depend on wireless products and their services it will be necessary to improve network coverage and quality. Improving network coverage and quality is achieved by increasing telecommunication sites to fill coverage gaps and increase capacity for current and future wireless users.

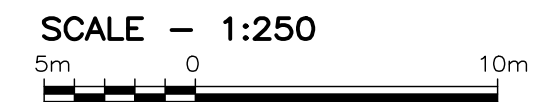
This justification report has provided the rationale that the proposed 60m self-support tower telecommunication site is necessary for Tbaytel to improve their wireless services for Neebing and the surrounding area while taking into land use consideration.



SITE DATA

	EXISTING	PROPOSED
PROPERTY AREA	4.52 ha	
BUILDING AREA		4 sq. m
LOT COVERAGE		0.009 %
AREA LEASED BY TBAYTEL COMPOUND (PART 1)(EXCLUSIVE)		225.0 sq. m
ACCESS (PART 2)(NON-EXCLUSIVE)		225.8 sq. m
PROPOSED UNITS		1 TOWER
HEIGHT OF TOWER		60 m
SETBACKS (PROPOSED TOWER)		
FRONT (EAST OLIVER LAKE ROAD)		23.2 m
SIDE (SOUTH)		12.5 m

PLAN OF PROPOSED TOWER SITE
PART OF LOT 7
CONCESSION 3
GEOGRAPHIC TOWNSHIP OF SCOBLE
MUNICIPALITY OF NEEBING
DISTRICT OF THUNDER BAY



LEGEND

- DENOTES A PLANTED SURVEY MONUMENT
- DENOTES A FOUND SURVEY MONUMENT
- ⊗ DENOTES WOOD STAKE
- SIB DENOTES STANDARD IRON BAR
- RSK DENOTES R.S. KIRKUP & SON LIMITED
- DENOTES UTILITY POLE
- OH — DENOTES AERIAL UTILITY WIRES
- / — DENOTES NOT TO SCALE

NOTES

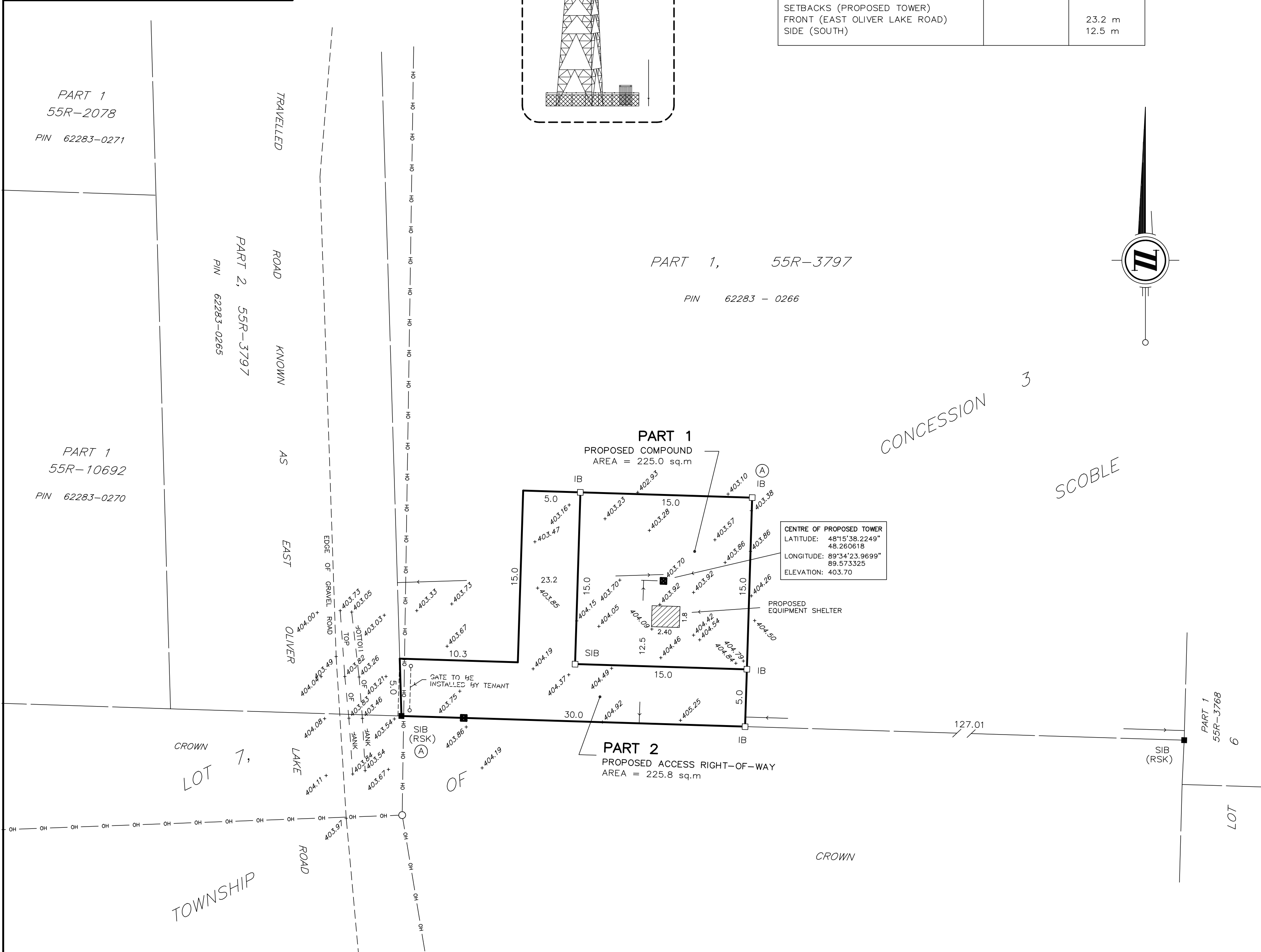
DISTANCES ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.999990.

METRIC

DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

ELEVATION NOTE

ELEVATIONS SHOWN ON THIS PLAN ARE GEODETIC CGVD28, ESTABLISHED FROM GPS OBSERVATIONS USING NATURAL RESOURCES CANADA, PRECISE POINT POSITIONING SERVICE. NATURAL RESOURCES CANADA GEOID MODEL HTv2.0 HAS BEEN APPLIED TO GENERATE GEODETIC ELEVATIONS.



COORDINATES BELOW ARE DERIVED FROM GPS OBSERVATIONS USING THE PRECISE POINT POSITIONING SERVICE AND ARE REFERRED TO UTM ZONE 16, NAD83 (CSRS)(2010).
 COORDINATES COMPLY WITH RURAL ABSOLUTE ACCURACY PER SEC.14(2) OF O.REG. 216/10

POINT ID	NORTHING	EASTING
A	5 348 456.94	308 994.68
B	5 348 476.00	309 025.30

COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

SURVEYOR'S CERTIFICATE

I CERTIFY THAT THE SURVEY WAS COMPLETED ON MAY 2, 2024.

MAY 29, 2024
 DATE

Peter de Haan
 PETER de HAAN
 ONTARIO LAND SURVEYOR

TBT ENGINEERING CONSULTING GROUP
 TBT SURVEYORS INC. - A WHOLLY OWNED SUBSIDIARY OF TBT ENGINEERING LIMITED

1918 YONGE STREET, THUNDER BAY, ON P7E 6T9
 T: (807) 624-5160 F: (807) 624-5161 www.tbte.ca

DRAWN BY: B.F. | CHECKED BY: PdeH | DATED 2024/05/29

File: Y:\Projects\2023\23-546 Forbes Legal\23-546-7 Oliver Lake\MSurvey\23-546-7 PLN.dwg

**The Corporation of the Municipality of Neebing
Administrative Report**

Date: August 2, 2024 (For Meeting on August 7, 2024)
To: Mayor and Council
Subject: Fire Protection Grant
Submitted by: Laura Jones Deputy Treasurer

RECOMMENDATION:

Council direct Administration to submit an application for the Fire Protection Grant.

DISCUSSION:

The Ministry of the Solicitor General announced a new Fire Protection Grant in April and the grant is now open for applications. Eligible expenditures include fire department infrastructure, personal protective equipment, specialized decontamination tools to clean and sanitize fire gear.

An application must be submitted by September 5, 2024. Initial discussion with the Fire Chief indicate a need for another gear washer and dryer, and gear itself.

Council approval is request to for the Fire Chief and Administration to apply for the Fire Protection Grant.

ATTACHMENTS: Letter dated April 23 from the Ontario Fire Marshal announcing the grant.

AVAILABLE UPON REQUEST: Grant Application and Guidelines document, Grant Application

Ministry of the Solicitor General**Office of the Fire Marshal**

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**

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



MEMORANDUM TO: All Ontario Fire Chiefs

FROM: John Snider
Acting Ontario Fire Marshal

DATE: April 23, 2024

SUBJECT: Fire Protection Grant

On March 26, 2024, the Ontario government announced a new three-year \$30 million Fire Protection Grant for municipal fire departments.

This is an application-based grant. Municipal fire departments will be able to apply for funding for fire department infrastructure, personal protective equipment and specialized decontamination tools to clean and sanitize firefighter gear.

The grant will operate as three consecutive one-year grants of \$10 million per year and will be available for any new and existing qualifying initiatives which will be completed within the grant year.

The Office of the Fire Marshal will administer the grant through the Transfer Payment Ontario (TPON) system. Municipalities whose fire departments are interested in applying for this grant must set up a *My Ontario* account in the TPON system (many municipalities may be set up on this system already). More information on setting up a *My Ontario* account can be found on the [TPON website](#).

As with other grants offered by the ministry, applicants are required to develop proposals with supporting information to demonstrate need, return on investment, and benefit to public safety. We encourage fire departments to begin preparing this information to ensure a compelling grant application can be developed.

Additional information about the Fire Protection Grant and an information package will be available shortly.

Sincerely,

A handwritten signature in black ink that reads "John Snider". The signature is written in a cursive style with a large, looped initial "J".

John Snider

Acting Ontario Fire Marshal

c: Mario Di Tommaso, O.O.M.
Deputy Solicitor General, Community Safety

**The Corporation of the Municipality of Neebing
Administrative Report**

Date: August 1, 2024 (for meeting on August 7, 2024)
To: Mayor and Council
Subject: Tender 2024-02 and 2024-03
Submitted by: Laura Jones, Deputy Clerk-Treasurer

RECOMMENDATION:

Council direction is requested.

DISCUSSION:

Tender 2024-02 is to supply, haul and apply gravel to Cloud Lake Road and closes on August 2, 2024 at 12:00 pm.

Tender 2024-03 is to haul and apply municipal gravel to Larson Road and closes on August 6, 2024 at 12:00 pm.

The Tender Review Committee will review the tender submissions on August 6 and 7 and a recommendation from the Committee will be presented to Council on August 7th.

ATTACHMENTS: None

AVAILABLE UPON REQUEST: Tender Documentation

**The Corporation of the Municipality of Neebing
Administrative Report**

Date: August 2, 2024 (For Meeting on August 7, 2024)

To: Mayor and Council

Subject: Surplus Equipment

Submitted by: Laura Jones Deputy Treasurer

RECOMMENDATION:

Administration recommends that Council approves the listed disbursement plans for surplus assets.

BACKGROUND

The Municipal Act requires that before an item can be disposed, Council must pass a resolution which declares the item surplus, and it must be disposed of in such a way that offers the best utility for the municipality.

DISCUSSION:

Council passed a resolution in July of 2023 for the disbursement of some assets using the GovDeals website. This website is useful when items are of higher value or in short supply, however using the GovDeal website for items that are of scrap value only can be problematic. GovDeals has specific formats and images that must be included with all listings, which takes time to collect and upload, GovDeals takes 30% of the sale proceeds, and GovDeals automatically collects HST. The Municipality is not set up to collect HST, and this reporting alone causes a significant administration burden both for Neebing and CRA.

In July 2023 the following items were declared surplus with the intent to list them on the Gov Deals Website, however Administration has had no time to do this.

Dept	Item	Description	Past Actions
Roads	2006 F150	VIN 1FTPW14536FB46293	Declared surplus in 2023
Roads	2003	Lawn Mower, broken	Declared surplus in 2023
Fire	P-151 1985 Ford F 800	Truck is almost 40 years old and has become unreliable, and parts are hard to source	Declared surplus in 2023

Administration recommends instead of using Gov Deals that the best utility for the Municipality would be to offer these scrap value items in the Neebing News and if no bids are received then to sell the items for scrap.

ATTACHMENTS: None

AVAILABLE UPON REQUEST: None

**The Corporation of the Municipality of Neebing
Administrative Report**

Date: August 1, 2024 (For Meeting on August 7, 2024)

To: Mayor and Council

Subject: Possible Unbudgeted Expense

Submitted by: Laura Jones Deputy Treasurer

RECOMMENDATION:

Council approve unbudgeted expense for Gravel Crushing.

BACKGROUND

The Municipality budget to have gravel crushed every two years. In 2021 Gravel was crushed at the Stanley Pit and Jarvis Pit. In 2023 Gravel was crushed at the Jarvis Pit.

DISCUSSION:

The amount of Gravel crushed in 2023 at Jarvis pit was not adequate to haul to Old Borer Road and Larson Road. The pit would have no remaining supply to meet other road maintenance requirements. The Vendor with the lowest quoted price last year had a crushing machine available in Neebing (they were working on the MTO improvements and finished those requirements in late July). They also had a window of time available in July where they could perform crushing at Neebing's Jarvis Pit. Some crushing of Gravel for Larson Road was performed, and this expense is included the Larson Road improvement.

The provisions of our purchasing bylaw were followed, as three quotes were obtained in 2023, and the value of the work performed to replace the gravel for Larson Road is under the threshold amount required for tendering.

While the crushing machine was located at Jarvis Pit, an additional amount of crushing was requested to replace the gravel that was hauled to Old Border Road. This expense was not budgeted but was important to ensure adequate supply for repairs of the road network. At the time of writing, it was unknown whether there was enough material in the Jarvis pit to meet the needs of this second unbudgeted request. A status report of any additional crushing should be available at the Council meeting.

ATTACHMENTS: Past quotes for crushing and comparisons

**The Corporation of the Municipality of Neebing
Administrative Report**

Date: August 2, 2024 (For Meeting on August 7, 2024)

To: Mayor and Council

Subject: Roads Maintenance Policy

Submitted by: Laura Jones Deputy Clerk-Treasurer

RECOMMENDATION:

Approve the attached amended Roads Maintenance Policy.

DISCUSSION:

The Roads Committee meet on July 3, 2024 and recommended that Council consider the following changes to the Roads Maintenance Policy:

- Mink Mountain Drive can be reclassified as a Class 5 Road.
- In the section on traffic counts change the word shall to may.
- Change the Routine Maintenance definition to read “and may include dust control application”
- Dolly’s Lane was removed from the list of private Roads: Dolly’s Lane is a Colloquial term for the portion of Old Border Road that branches and rejoins the main road. Neebing has been maintaining the branch for years and houses on the branch are addressed as Old Border Road. The existing Roads policy correctly states how Neebing Maintains Old Border Road. Identify Dolly’s lane as a Colloquial term for a portion of Old Border Road.

ATTACHMENTS: Revised Roads Maintenance Policy showing changes

THE CORPORATION OF THE MUNICIPALITY OF NEEBING ROADS MAINTENANCE POLICY

Reviewed by Council October 6, 2021, October 20, 2021, February 2, 2022, August 7, 2024

PURPOSE

The purpose of this policy is to adopt maintenance standards for the **Road** network within **Neebing**. Maintenance standards in this policy are considered to be a balance between affordability and desired efficacy of **Road** maintenance. The **Council** considers the performance standards in this policy to provide a practical, safe and reasonable level of maintenance for a reasonable cost.

OBJECTIVES

The objective of this policy is to provide residents, property owners and other users of the **Municipal Highways** within the geographic boundaries of the **Corporation** with information relating to the standards by which the **Corporation** will maintain its **Municipal Highways**. Users of the **Municipal Highways** will be able to apply the information in this policy to determine an appropriate, safe and responsible level of their activity on **Municipal Highways**.

GOVERNING PRINCIPLES

The travelling public should be safe on the **Corporation's Highways**. That having been said, **Neebing** is a Northwestern Ontario rural municipality with finite and limited resources. The maintenance standards set out in this policy are considered to be minimums. Wherever possible, the **Corporation** will strive to exceed them, however, it is the standards set out in this policy that **Municipal Highway** users can expect.

Council considers the standards in this policy to represent a reasonable and appropriate balance between acceptable maintenance service levels and the **Corporation's** fiscal responsibilities.

Even the highest standards of **Highway** maintenance cannot guarantee safety. Motorists and pedestrians must abide by all rules of the road, including obeying speed limits and road signs, such as stop signs and yield signs. Wildlife abounds within the Corporation's geographical boundaries, and driving habits need to be adjusted accordingly. Climate change can result in unexpected or unusual **Storm Conditions** that require adaptation. It is only working together that the **Corporation** and **Municipal Highway** users can improve **Highway** safety for everyone.

DEFINITIONS OF TERMS

Where used in this policy with their initial letters capitalized, the words in this section of the policy are intended to have the meanings as indicated. Definitions apply to all tenses and numbers of the words used.

1. "**As Soon as Practicable**" means without undue delay, having regard to all of the circumstances at the time. Circumstances **Include**: the nature of the repair required and the number of occupied properties that a road accesses. **As Soon as Practicable** is a shorter time period for a minor repair than it is for a repair that causes a significant hazard. **As Soon as Practicable** on a Class 5 **Municipal Highway** is a shorter time period than it is on a Class 6

Municipal Highway. It is a shorter period on a Class 6A **Municipal Highway** than on a Class 6 **Municipal Highway**, etc.

2. “**Corporation**” means The Corporation of the Municipality of Neebing.
3. “**Council**” means the elected municipal council for the **Corporation**.
1. “**Culvert**” means a man-made conduit for water which is installed as part of the substructure of a **Highway**, and functions to channel water underneath the **Highway**. The term excludes a structure that would otherwise meet this definition, but which is equal to, or greater than six feet in diameter. Such structures are considered to be “bridges”. For the purposes of this Policy, the term “**Culvert**” alone excludes any such structures that are installed parallel to the route of travel on a **Highway** to allow for vehicular access to and from adjacent property. These are “**Driveway Culverts**”.
2. “**Day**” means a twenty-four (24) hour calendar day. (See “**Working Day**” below.)
3. “**Driveway Culvert**” means a man-made conduit for water which is installed as part of the substructure of a Highway, which is installed parallel to the route of travel on the **Highway** to allow for vehicular access to and from adjacent property.
4. “**Highway**” means a public assumed road right of way, intended for vehicular traffic. It includes the travelled road surface (“**Road**”), and all of the services relevant to the **Road** within the right of way, such as: ditches, shoulders, signs, **Culverts**, bridges, etc. Highways may be “open” or “closed” by passage of a municipal by-law. “Open” **Highways** may be “**Maintained**”, “**Seasonally Maintained**” or “**Unmaintained**” as defined.
5. The use of the word “**Include**” in any tense is not intended to limit in any way the words that precede or follow it.
6. “**Lane**” means that portion of a **Road** designated for a single file of vehicles to travel over, in one direction. The **Lane** width is typically one half of the **Road** width.
7. “**Maintained**” is an adjective describing a **Municipal Highway** which receives **Routine Maintenance & Repair** in all seasons.
8. “**Municipal Highway**” means a **Highway** listed in Appendix “A” to this policy.
9. “**Neebing**” means the geographical area under the authority of the **Corporation**.
10. “**Obstruction**” means anything (other than snow, slush or ice) that is on a **Municipal Highway** without the consent of the **Corporation** that is reasonably likely to cause damage to a motor vehicle or to injure a person in a motor vehicle.
11. “**OSIM**” means the “Ontario Structure Inspection Manual (OSIM)” by the Ministry of Transportation, Policy Planning & Standards Division, Engineering Standards Branch, Bridge Office (October 2000), as amended.
12. “**Ontario Traffic Manual**” means a series of books published by the Ministry of Transportation of Ontario, and available through the Ministry’s website.

13. “**Private Highway**” means a portion of land utilized for motor vehicle travel which is neither owned nor maintained by the **Corporation** or any other order of government.
14. “**Provincial Highway**” means a portion of land utilized for motor vehicle travel which is owned, operated and maintained by the Province of Ontario, over which the **Corporation** has no jurisdiction or authority.
15. “**Representative Road**” means a **Road** identified in this policy which is considered to be representative of the conditions of other **Roads** in **Neebing**. Refer to Section 3.02.
16. “**Road**” means the travelled road surface on a **Municipal Highway**.
17. **Road Construction** means any work that is outside of **Routine Maintenance & Repair** as defined in this policy, and Includes the building and rebuilding, or **Structural Maintenance**, of **Highways**.
18. **Routine Maintenance & Repair** means those activities completed in the routine maintenance and repair of a **Highway**, described as follows:
- i. “hardtop surface maintenance”, which **Includes** frost heave repair; base repair; utility cut repair; hot and cold mix patching; shoulder maintenance; surface maintenance **Including** crack sealing, slurry sealing and spray patching; surface sweeping; surface flushing; and routine patrolling;
 - ii. “gravel surface maintenance”, which **Includes** pothole and washboard repair, shoulder maintenance, grading, application of additional gravel where required, and **may include** dust control application;
 - iii. “**Winter** control”, which includes snowplowing, combination plowing/ice control, ice control, winging back, snow removal, winter patrol, culvert steaming, and spring clean-up;
 - iv. “traffic operations”, which **Includes** pavement markings, illumination, signals, signs, safety devices, etc.;
 - v. “roadside work”, which **Includes** vegetation management, **Including** roadside mowing, weed control, tree planting and removal, tree trimming; removal of beaver dams (or other wildlife structures) as necessary to protect the **Highway**, guardrail and fence maintenance;
 - vi. “**Structure** work”, which **Includes** washing and component repair for concrete and steel **Culverts**, bridges of all types, and their approaches; and
 - vii. “stormwater management”, which **Includes** roadside ditching; and **Driveway Culvert** maintenance
- Routine Maintenance & Repair** does not **Include Road Construction**.
19. “**Seasonally Maintained**” is an adjective describing a **Municipal Highway** that does not receive **Routine Maintenance & Repair** for all 12 months of any given calendar year.

20. “**Snow Accumulation**” means snow or slush laying upon the **Road** which is not part of the snow-packed surface of the **Road** as set out in Section 3.03 of this policy, and which covers more than one-half of one **Lane** width. It could be comprised of newly fallen snow (or slush) or snow that has been blown onto the **Road**.
21. “**Storm Conditions**” **Include:** wind, rising and moving water, precipitation, temperatures below minus fifteen degrees Celsius, snowfall, freezing rain, hail, and/or blowing snow.
22. “**Structural Maintenance**” means work required to maintain the physical structure of a **Highway**. It Includes such work as: repair after severe weather damage, component repair for concrete or steel **Culverts**. For the purposes of this policy, the term also **Includes** the mandatory asset inspections and the cost of engineering studies associated with **Highways**.
23. “**Structure**” means a bridge, culvert, tunnel, retaining wall or sign support, as those terms are defined in the OSIM.
24. “**Summer**” means May 1st through September 30th in any year.
25. “**Surfaced Road**” means a **Municipal Highway** on which the **Road** has been surfaced with asphalt emulsion (sometimes referred to as “chip-seal”).
26. “**Unmaintained**” is an adjective that describes a **Municipal Highway** which is open to the public but is not Maintained.
27. **Unopened Highways on Government Land** are portions of land utilized for motor vehicle travel which may or may not be Maintained to create access to gravel pits
28. “**User Fee Bylaw**” refers to bylaw 2016-006 as amended, or to the current user fee bylaw
29. “**Winter**” means October 1st of one year, through to April 30th of the following year.
30. “**Working Day**” means a day in which the Neebing Municipal Office is open for business, as well as November 11th, annually.
31. “**Working Roads Foreman**” means a person appointed to that position by the **Corporation**. In his or her absence, it means the person delegated the responsibilities of **Working Roads Foreman**.

1.00 GENERAL PROVISIONS

1.01 Classification of Highways

- 1) Classes of **Highways** within **Neebing**
 - i) “**Class 5**” **Highways** have **Roads** with an average annual daily traffic volume of between 50 and 199 vehicles, and a speed limit of 60 kilometers per hour or lower.

ii) “**Class 6**” **Highways** have **Roads** with an average annual daily traffic volume of between 0 and 49 vehicles, and a speed limit of 60 kilometers per hour or lower. In Neebing, some Class 6 Highways are further sub-divided as “Class 6A” and “Class 6B” Highways.

iii) “**Class 6A**” **Highways** are Class 6 **Highways** on which only one or two permanent residences exist for their entire length, or for a portion of their entire length from a particular intersection.

iv) “**Class 6B**” **Highways** are Class 6 **Highways** on which there is no permanent residence for their entire length, or for a portion of their entire length from a particular intersection.

v) “**Class 6C**” **Highways** are Class 6 **Highways** which are not maintained by the **Corporation** at all during the **Winter**. They are considered **Seasonally Maintained Highways**.

vi) “**Unmaintained Municipal Highways**” are **Roads** which are open to the public but are not Maintained.

vii) **Private Highways** are portions of land utilized for motor vehicle travel which is neither owned nor Maintained by the **Corporation** or any other order of government. Some **Private Highways** are privately constructed/used extensions to the ends of open **Municipal Highways** undertaken by persons other than the **Corporation** to create access to mines, logging areas, farming fields, seasonal residences, historic homesteads no longer standing, etc.

2) **Roads in Neebing** are Class 5 **Highways**:

See Appendix A for the **Roads in Neebing** are Class 5 **Highways**

3) **Roads in Neebing** are Class 6 **Highways**:

Any and all **Municipal Highways** which are not **Private Highways**, **Unmaintained Municipal Highways**, or Class 5, 6A, 6B or Class 6C **Municipal Highways**. See Appendix A for the list of Class 6, 6A, 6B, and 6C **Municipal Highways**.

4) The following **Roads in Neebing** are **Unmaintained Municipal Highways**:

See Appendix A for the list **Unmaintained Municipal Highways**.

6) The following are **Private Highways**:

- a) Bunt Lane;
- b) Delazzer Road;
- c) Garbo Road, also known as Pine River Road;
- d) John’s Place
- e) Little Pine Road;
- f) Pete’s Place;

- g) Van Johnson Drive;
- h) The following privately constructed/used extensions to the ends of open **Municipal Highways** undertaken by persons other than the **Corporation** to create access to mines, logging areas, farming fields, seasonal residences, historic homesteads no longer standing, etc.:
- Hill Top Road beyond the end of the **Maintained** portion of the **Highway**, which is 0.4 kilometers from its intersection with Highway 608;
 - Klages Road, beyond the end of the **Maintained** portion of the **Highway**, which is 2 kilometers from its intersection with Scoble Townline Road;
 - Lake Lenore Road as it extends west of the terminus of the Municipal **Highway** at the top of the hill, at the lake;
 - Lake Lenore Road as it extends east of the terminus of the Municipal **Highway** at the top of the hill, at the lake;
 - Lankinen Road beyond the end of the **Maintained** portion of the **Highway**, which is 1 kilometer from its intersection with Highway 595;
 - Lautsch Road beyond the point where a gate has been erected, which is at the end of the **Maintained** portion of the **Highway**, which is 1.6 kilometers from its intersection with Pardee Road;
 - Those portions of Lloyd Johnson Drive which veer from the **Maintained** portion of the **Highway**, to access lots 9-13, and again to access lots 22-26 on Plan of Subdivision M612;
 - Mates Road beyond the end of the **Maintained** portion of the **Highway**, which is 0.8 kilometers from its intersection with Scoble Townline Road;
 - Memory Road beyond the end of the **Maintained** portion of the **Highway**, which is 7.5 kilometers from its intersection with Highway 61;
 - Mighton Road beyond the end of the **Maintained** portion of the **Highway**, which is 1.8 kilometers from its intersection with Union School Road South;
 - Moose Lodge Road beyond the point where a gate has been erected, which is at the end of the **Maintained** portion of the **Highway**, which is 2 kilometers from its intersection with Pardee Road
 - Oinonen Road beyond the end of the **Maintained** portion of the **Highway**, which is 0.1 kilometers from its intersection with Highway 595; and
 - Rabbit Mountain Road beyond the end of the **Maintained** portion of the **Highway**, which is 0.5 kilometers from its intersection with Oliver Creek Road.
- 9) Jarvis Bay Road East, at approximately 3.5 kilometers east of Highway 61, is a road on land owned by the Province of Ontario and is not a Municipal Highway. The **Corporation** maintains the road for its own purposes to allow access to a gravel pit operated by the Corporation. The standards in this Policy do not apply to this portion of Jarvis Bay Road East. Members of the public utilize this road at their own risk.

1.02 Municipal Rights of Way

History/Ownership

Crown surveyors in Northwestern Ontario very often did not set aside municipal “road allowances” between lots and concessions as was the case in Southern Ontario. Settlers created roads in locations convenient to them. The **Corporation** was, in many cases, incorporated after the network of roads had been created by others. Accordingly, the **Corporation** does not always technically own the land beneath the **Municipal Highway**. Despite the fact that it may not have “paper title” to the land, the **Corporation** is considered at law to be the legal owner, based on its having assumed and maintained the **Municipal Highway** without any objection from the paper title holder. Those paper title holders are considered to have “dedicated” the land to the **Corporation**.

Municipal “Road Allowance” Widths

The standard width of a **Municipal Highway** in Ontario, based on the original crown surveys, is sixty-six (66’) feet (historically referred to as a “chain”, and equal to 20.1168 meters). In all cases excepting those discussed under the heading “Width Exceptions” below, for its **Municipal Highways**, the **Corporation** considers itself to be the legal owner of all of the property, on both sides of the **Road** on a **Municipal Highway** which is within thirty-three (33’) feet from the center line of the **Road**, whether or not it is the paper title holder of all of that property.

Where a **Municipal Highway** is shown on a registered plan of subdivision, the **Highway** was dedicated to the Corporation through the subdivision process. The width would typically be the standard sixty-six (66’) foot size, however, the size depicted on the particular plan is the actual size of the Road Allowance.

Width Exceptions

a) Some Highways in Plans of Subdivision that are not On the Plan

Within Neebing, there are some lots located on plans of subdivision which were historically approved and registered showing the existence of **Highways** on property where it was either physically impossible to construct a **Highway**, or prohibitively expensive to construct a **Highway**. Developers of these properties, like original settlers, created roads to access some of the subdivisions lots in locations where it was possible to do so. As such, there are **Municipal Highways** that cross lots within plans of subdivision, dissecting them. In these cases, where the **Highway** is considered a **Municipal Highway**, the width of the road allowance that is considered to be owned by the **Corporation** may be less than sixty-six (66’) feet. In all of these cases, the **Corporation** owns the road bed, and all property within sixteen and one-half (16.5’) feet of the center line of the **Road** on both sides. In some cases, it may own additional property beyond that measurement. Individual circumstances will require individual attention and response to determine with any precision the width of the municipal road allowance.

There are circumstances in Neebing where roads that dissect lots are **Private Highways**. Those are not subject to the preceding paragraph.

As set out in the **Corporation’s** Zoning By-law, roads that dissect lots on registered plans of subdivision are not considered to have severed the lot in accordance with the Planning Act, R.S.O. 1990, c. P.13, as amended.

b) Narrow Roads Due to Topography

The topography of Neebing includes cliffs, steep hills, the rugged shoreline of Lake Superior, and several smaller lakes. Some **Municipal Highways** were historically developed through land which, due to its topography, does not contain sufficient flat land for a full sixty-six (66') foot road allowance. Examples **Include**: Cloud Lake Road, where it exists between the lake and some cliffs, Sturgeon Bay Road, where it exists between Sturgeon Bay and cliffs, and some parts of Cottage Drive where it exists between some lots adjacent to the lake and a steep incline.

Objects, Parking and Obstructions

Residents and property owners within **Neebing** are prohibited by by-law from placing structures, **Including** landscaping features, or other items, and **Including** snow moved from private property, on any portion of a **Municipal Highway**. Any items, fixtures or substances placed on the **Highway** may be damaged or removed by the **Corporation's** staff or volunteers. The person who placed the removed or damaged item will be responsible for all associated costs, **Including**: the cost to repair damage caused to the **Corporation's** vehicles; damages caused to third parties who claim against the **Corporation**; the cost to remove and dispose of the item, fixture or substance, and more.

Exceptions to the general prohibition are made for mailboxes and for emergency response property numbers, however, the **Corporation** will not be liable for damage to these items.

Short-term parking of vehicles on the shoulder of the **Highway** is permitted, however, overnight and long-term parking is not.

For more information, refer to By-law Number 616-2002.

1.03 Roads that Form or Traverse Municipal Boundaries

The Corporation is a party to "Boundary Road Agreements" with The Corporation of the Municipality of Oliver Paipoonge and The Corporation of the Township of Gillies that impact the following Municipal Highways:

Oliver Paipoonge:

- Boundary Drive East
- Boundary Drive West
- Candy Mountain Drive
- McCluskey Drive

Gillies:

- Union School Road North
- Chimo Road

In accordance with the agreements, the other party may be providing maintenance on a **Municipal Highway**. In circumstances where that is the case, the maintenance standards of that municipality apply, and the maintenance standards in this policy do not, subject to the terms and conditions of the relevant agreement.

1.04 Hours of Work

Except in response to **Storm Conditions**, no **Routine Maintenance & Repair** will be undertaken on any **Highway** between the hours of 8:00 o'clock p.m. of one **Day**, and 4:00 o'clock a.m. of the following **Day**

1.05 Definitions of “Winter” and “Summer”

Winter and **Summer** are defined generally. It is acknowledged that particular tasks and needs are not dependent upon a calendar date, but rather, upon weather conditions.

1.06 Weight Restrictions

The **Corporation** will protect undue damage to **Municipal Highways** by imposing weight restrictions for vehicles travelling on those **Municipal Highways** whenever conditions warrant it. It is normal for spring thaw conditions to warrant weight restrictions, which may be imposed at any time when the thaw commences, and will continue to be in place until the frost has left the **Municipal Highway** roadbed. Historically, these restrictions are placed on all **Municipal Highways** from approximately mid-March to approximately mid-June annually. Climatic changes alter freeze/thaw patterns and may extend or abridge the weight restriction time frame. The **Corporation** will make its determination regarding the length of the annual spring weight restrictions as conditions warrant.

From time to time it will be necessary to impose weight restrictions on some or all of the **Municipal Highways** during other parts of the year. When weight restrictions apply, appropriate signage will advise the motoring public of that fact. Permits for hauling heavier loads in special circumstances may be available at the Municipal Office.

By-law 943-2012 governs weight restrictions on **Surfaced Highways** year-round. Fees for permits to haul are set out in the **User Fee By-law**.

1.07 Weather Monitoring

During **Winter**, both the current weather conditions and the forecasted conditions over the next twenty-four (24) hours shall be checked and recorded a minimum of three (3) times per **Day**. The first check shall occur between the hours of 4:00 a.m. and 8:00 a.m. The second check shall occur between the hours of 11:00 a.m. and 4:00 p.m. The third check shall occur between the hours of 6:00 p.m. and midnight. There shall be a minimum of three (3) hours separation between any two checks of weather conditions.

During **Summer**, both the current weather conditions and the forecasted conditions over the next twenty-four (24) hours shall be checked and recorded a minimum of once per **Day**, between the hours of 7:30 a.m. and 4:00 p.m.

1.08 Annual Road Tour

The **Council** will review road conditions annually and may arrange for a patrol, to be attended by a minimum of three (3) members of the **Council**, together with the Working Roads Foreman and an administrative staff member to record notes, at least once annually, in May or June, after the frost has left the road beds. Patrolling a **Municipal Highway** means observing it from the vantage point of a moving vehicle.

The purpose of this patrol is to allow the members of **Council** attending to observe the condition of the **Municipal Highways** after the **Winter** season.

Council may choose to conduct a second tour prior to the onset of **Winter**, however, only the spring patrol is mandatory.

Despite the number of members of **Council** present on a patrol, a road patrol is never considered a municipal **Council** meeting and nothing discussed among members of **Council** during the patrol constitutes a resolution of **Council**. This is true whether or not the Clerk is in attendance.

1.09 Record Keeping

The **Working Roads Foreman** is responsible for maintaining the records that are required to be kept by this policy. Records shall be initially prepared by the Roads Department staff on paper or electronically, as the staff person in question finds comfortable. Paper records shall be converted to electronic content within sixty (60) **Working Days** of having been prepared so that all records required by this policy will ultimately be electronic records.

The **Working Roads Foreman** will co-ordinate with the Clerk to keep all of the electronic records in a format accessible to both him (or her) and the Clerk at all times.

Records will be maintained in accordance with the Records Retention By-law of the **Corporation**.

1.10 Traffic Counts

Traffic counts may be undertaken at least every three years on Class 5 **Municipal Highways**.

Traffic counts may be undertaken in frequencies as determined by the **Working Roads Foreman** for all other Classes of **Municipal Highway**, except that, if the **Working Roads Foreman** suspects that the traffic level on a **Municipal Highway** has changed to the extent that it will alter which class of **Municipal Highway** that one constitutes, he shall undertake a traffic count on that **Municipal Highway** within one (1) year of developing that suspicion.

All traffic counts shall be properly recorded and maintained on file either electronically, in paper, or both.

1.11 Obtaining Information

Road conditions are determined by the **Working Roads Foreman**, or by a municipal employee, agent or contractor whose duties include one or more of the following:

- a) patrolling the **Municipal Highways**;
- b) performing any **Routine Maintenance & Repair**;
- c) supervising employees who perform duties set out in (a) or (b).

Road conditions, **Including** the depth of **Snow Accumulation** or the existence of ice, are determined in any one of the following ways:

- a) personal inspection of a **Road**, which need not **Include** any actual measurement of any condition, but must **Include**, in the absence of an actual measurement, a recorded visual estimate of the condition;
- b) monitoring the weather; or
- c) receipt of a report from a resident or other **Municipal Highway** user that the condition exists, with confirmation through personal inspection of a **Representative Road**.

1.12 Policy Review

This Policy will be reviewed at least once within each term of **Council**. In addition, this Policy will be reviewed within sixty (60) days of the date that any Regulation that impacts this Policy is passed or amended under the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended, comes into force and takes effect. Administration will make note of building permits for new seasonal or permanent dwelling construction, and will bring to Council any amendments to road classifications in this Policy that are required as a result of additional residences being located on any particular road.

2.00 SUMMER MAINTENANCE

2.01 Grading

Every Class 5 and Class 6 **Municipal Highway** shall be graded (unless it has been hard surfaced) annually. Class 6A, 6B and 6C **Municipal Highways** shall be graded every second year.

2.02 Application of Gravel (Beyond Pothole Repair)

Gravel is applied when work conditions for the Roads Department staff allow, on an as-needed basis, based on known conditions. Weather and traffic impact gravel surfaces.

2.03 Dust Control

Dust suppression material is applied to reduce the amount of dust from a gravel road to adjacent agricultural areas and/or residences. It also helps to bind the gravel to the **Highway** surface.

In normal **Summer** conditions, dust control is applied annually on all Class 5 gravel **Municipal Highways**. In particularly wet **Summer** seasons, it may not be necessary to apply dust control at all. The **Working Roads Foreman** shall determine when and where dust control is applied.

Dust control may be applied on **Municipal Highways** in the Class 6 category from time to time, at the discretion of the **Working Roads Foreman**, in consultation with Council's Roads Chair, in keeping with local conditions.

2.06 Ditching

Ditches will be excavated and cleared of obstructions once every fifteen (15) years or as needed on all Class 5 **Municipal Highways**.

Ditches will be excavated and cleared on **Municipal Highways** in the Class 6 category, from time to time, at the discretion of the **Working Roads Foreman**, in consultation with Council's Roads Chair, in keeping with local conditions.

2.07 Unmaintained Municipal Highways

Unmaintained Municipal Highways are not repaired or managed by the Corporation, whether on an irregular basis or at all. Persons who access **Unmaintained Municipal Highways** do so at their own risk.

Persons who wish to improve the condition of an **Unmaintained Municipal Highway** for personal use may do so only with the prior approval of the Council as evidenced by a Council resolution. Indemnification of the **Corporation** for any damage or loss may be a condition of use.

3.00 WINTER MAINTENANCE

3.01 Snow Plowing/Sanding/Salting Routes and Methods

The **Working Roads Foreman** plans snow clearing routes on the basis of these maintenance standards, coupled with the geography of the network of **Municipal Highways** and the abilities of the equipment. The majority of the Corporation's snow clearing equipment is one-way plow style, and thus they travel in the direction that works with the angle of the snow plow, making most turns to the right.

Priority cannot be given to any **Municipal Highways** over others on any basis, **Including** whether or not a school bus travels that **Highway**, whether there is a person with an illness residing on that **Highway**, whether there is a person with unusual working hours on that **Highway**, or for any other reason. The **Corporation** does not have the resources to prioritize **Municipal Highway** plowing or sanding/salting in this manner.

When sand and salt is applied simultaneously with plowing, the sand/salt is applied to inclines and corners on the **Municipal Highways**, and not on the portions of **Highways** in between those areas, on the first pass of the plow truck. Vehicles will return to place sand and salt on the longer stretches of road when the plowing is completed, which may not be until the following day or two. Plow trucks require the weight of the sand/salt in order to be able to

plow. Accordingly the sand/salt mix is applied sparingly until plowing has been completed. Otherwise, the plow truck would need to leave a **Municipal Highway** partially unplowed in order to re-fill the truck when it becomes empty. This is inefficient and causes undue delays in plowing operations. Users of the **Municipal Highways** must adjust their driving accordingly.

3.02 Representative Roads

The **Corporation's Representative Road** for wind blown conditions is Valley Road East and West. The **Corporation's Representative Road** for ice or snow conditions is the hill portion of Cloud Lake Road, approximately two (2 km) kilometers west of the intersection of Cloud Lake Road and Highway 61.

3.03 Snow Packed Condition

In **Winter**, **Municipal Highways** are not expected to be kept plowed to a bare condition. **Municipal Highways** are snow packed **Highways**. The acceptable snow pack surface of a **Municipal Highway** (of any class) is between one-half (0.5 cm) of one centimeter to approximately five (5 cm) centimeters. Road surfaces will cause the snow pack thickness to vary.

3.04 Removal of Snow Accumulation

After the **Working Roads Foreman** becomes aware that **Snow Accumulation** has reached a depth of ten (10 cm) centimeters on any **Municipal Highway, Including a Representative Road**, resources to remove the **Snow Accumulation** from the **Roads** shall be deployed **As Soon as Practicable**.

After the **Working Roads Foreman** becomes aware that **Snow Accumulation** has reached a depth of ten (10 cm) centimeters on any **Municipal Highway, Including a Representative Road**, he shall cause the **Snow Accumulation** to be removed from the **Municipal Highways** identified in the first column of Table 3.04, within the time period identified in the second column of Table 3.04.

Table 3.04

Class of Municipal Highway	Time
Class 5	24 hours
Class 6	48 hours
Class 6A	72 hours
Class 6B	Once per month

When the **Storm Conditions** that caused the **Snow Accumulation** have ceased, the **Working Roads Foreman** shall cause the **Snow Accumulation** on the **Road** to be addressed to reach a depth less than ten (10 cm) centimeters on the **Municipal Highways** identified in the first column of Table 3.04, within the time period identified in the second column of Table 3.04. The total width of **Road** cleared in this regard shall be a minimum of five (5 m) meters.

For Classes 5, 6 and 6A, “addressing” the Snow Accumulation in the prior paragraph **Includes**:

- a) plowing the Road;
- b) putting a salt/sand mix on the Road; or
- c) a combination of (a) and (b).

Salt and/or sand are not applied to Class 6B **Municipal Highways**.

Any person may request that the **Corporation** provide winter snow plowing to an **Unmaintained Municipal Highway** or to a **Seasonally Maintained Municipal Highway** for the purposes of accessing property. The Working Roads Foreman, in consultation with Council’s Roads Chair, shall determine when (or if) such a request can be positively replied to. The **Corporation** will not sanction winter maintenance in circumstances where it places workers in hazardous conditions. The availability of time and equipment will be other considerations. Salt and/or sand will not be applied to **Unmaintained Municipal Highways** or to **Seasonally Maintained Municipal Highways**. Indemnification of the **Corporation** for any damage or loss may be a condition of use.

3.05 Ice

The **Corporation** will act responsibly in attempting to prevent ice formation on **Municipal Highways**. This is undertaken through weather monitoring (in accordance with Section 1.07 of this Policy), patrolling (in accordance with Section 4.02 of this Policy), inspecting **Representative Roads** (in accordance with Section 4.03 of this Policy), and/or receipt of information in accordance with Section 1.11(c) of this Policy).

Where the **Working Roads Foreman** determines that there is a substantial probability that ice will form on the Road in any Municipal Highway, he shall cause the **Road** to be treated to prevent the formation of ice by applying a mixture of salt and sand. The treatment for ice must be applied to the **Municipal Highways** identified in the first column of Table 3.05, within the time period identified in the second column of Table 3.05.

Table 3.05

Class of Municipal Highway	Time
Class 5	16 hours
Class 6	24 hours
Class 6A	36 hours
Class 6B	N/A

Salt and/or sand are not applied to Class 6B or 6C **Highways** or to **Unmaintained Municipal Highways**.

3.06 Vegetation Removal

Vegetation removal from the untraveled portion of the **Municipal Highways** will be undertaken only as time permits, unless the **Working Roads Foreman** becomes aware that vegetation on the untraveled portion of a **Municipal Highway** is obscuring a sign, obscuring a sight line, or causing some other hazard.

In circumstances where there is a hazard, the **Working Roads Foreman** shall cause the issue to be addressed **As Soon as Practicable** after becoming aware of the hazard.

3.07 Culvert Steaming

From time to time it is necessary to remove ice accumulation from a **Culvert** by applying steam to the ice. This prevents water from flowing over the **Highway** in which the **Culvert** exists.

The **Working Roads Foreman** shall cause the **Culvert** to be steamed **As Soon as Practicable** after he becomes aware that it requires steaming.

3.08 Unmaintained and Seasonally Maintained Municipal Highways

Unmaintained Municipal Highways and **Seasonally Maintained Municipal Highways, Including Class 6C Highways**, receive no **Winter** maintenance service and are not repaired or managed by the **Corporation** during **Winter**, whether on an irregular basis or at all. Persons who access **Unmaintained Municipal Highways** or **Seasonally Maintained Highways** during **Winter** do so at their own risk.

Persons who wish to improve the condition of an **Unmaintained Municipal Highway** or a **Seasonally Maintained Municipal Highway** for personal use may do so only with the prior approval of the Council as evidenced by a Council resolution. Indemnification of the **Corporation** for any damage or loss may be a condition of use.

4.00 YEAR ROUND MAINTENANCE

4.01 Removal of Obstructions or Hazards

The **Working Roads Foreman** shall cause any **Obstruction** on a **Municipal Highway** to be removed **As Soon as Practicable** after becoming aware of its existence.

4.02 Regular Patrols of Municipal Highways

Patrolling a **Municipal Highway** means observing the **Highway** from the vantage point of a moving vehicle. Patrolling is undertaken to check **Municipal Highways** for conditions **Including**: presence of ice or **Snow Accumulation** or **Obstructions**; damages to the surface of the **Road** such as cracks or potholes; fallen trees; the visibility of signs; etc.

The **Working Roads Foreman** may direct other staff or contractors to patrol the **Municipal Highways** and record their observations of the conditions at the same time as those persons are undertaking **Routine Maintenance & Repair**.

Class 5 **Municipal Highways** shall be patrolled at least once every thirty (30) **Days**.

Class 6 **Municipal Highways** shall be patrolled at least once every six (6) months.

Class 6A and Class 6B **Municipal Highways** shall be patrolled at least once annually.

4.03 Patrols of Representative Roads

This Section 4.03 does not apply in circumstances where the roads crew have already been deployed and are working to address the condition of concern.

Despite Section 4.02, if weather monitoring determines that there is a likelihood of **Snow Accumulation** or ice formation on the **Municipal Highways**, the **Representative Roads**, regardless of what class they fall into, shall be patrolled to check for those conditions. The weather monitoring will determine how soon the **Representative Road** will be patrolled as follows:

If the weather monitoring leads to a conclusion that the **Snow Accumulation** or ice formation will occur prior to the time of day shown in the first column of Table 4.03, the person monitoring the weather shall patrol the **Representative Road** (or cause it to be patrolled by another person) by the time indicated in the same row in the second column of Table 4.03.

Table 4.03:

Time of day when condition expected	Time of day when patrol of Representative Roads to be undertaken
Between 12:01 a.m. and 6:00 a.m.	Between 4:00 a.m. and 5:30 a.m.
Between 6:01 a.m. and 6:00 p.m.	At a time approximating one hour prior to the anticipated development of the condition, and at one and one-half intervals thereafter.
Between 6:01 p.m. and midnight	Once during this time period.

The patrol of the **Representative Highway** is patrol of the **Road** only, and does not **Include** inspections of streetlights, signs or sidewalks.

4.04 Shoulder “Drop-Off”

A shoulder drop off is the vertical difference between the surface of the **Road** on a **Surfaced Road** and the shoulder of the **Surfaced Road**. There is no shoulder drop-off on a gravel **Highway**.

When the **Working Roads Foreman** becomes aware of a shoulder drop off that has a length of twenty (20m) meters or more and a depth that is equal or greater than eight (8cm) centimeters, the **Working Roads Foreman** shall cause the **Highway** to be repaired to remove the shoulder drop off or to reduce it to a measurement less than eight (8 cm) centimeters. The repair must be completed for the **Municipal Highways** identified in the first column of Table 4.04, within the time period identified in the second column of Table 4.04.

Table 4.04

Class of Municipal Highway	Time
Class 5	30 days
Class 6	90 days

There are no Class 6A, 6B or 6C **Municipal Highways** that are **Surfaced Roads**.

4.05 Discontinuities

A surface discontinuity is a vertical discrepancy in the surface of a **Municipal Highway** that causes a step formation at:

- a) joints or cracks in the surface of the **Surfaced Road**;
- b) at bridge deck joints;
- c) at bridge expansion joints; and/or
- d) at the approaches to a bridge,

where the step formation measures five (5 cm) centimeters or more.

When the **Working Roads Foreman** becomes aware of a surface discontinuity in a **Road** (but not on a bridge), the **Working Roads Foreman** shall cause the **Road** to be repaired to remove the surface discontinuity. The repair must be completed for the **Municipal Highways** identified in the first column of Table 4.05, within the time period identified in the second column of Table 4.05.

Table 4.05

Class of Municipal Highway	Time
Class 5	21 days
Class 6	30 days
Class 6A or Class 6B	60 days
Class 6C	180 days during the Maintenance period from May 1 to September 30

The **Working Roads Foreman** shall cause a surface discontinuity on a bridge to be repaired to remove the surface discontinuity **As Soon as Practicable** after becoming aware of the situation.

4.06 Pothole Repair

When the **Working Roads Foreman** becomes aware of a pothole in a **Road** which is not a **Surfaced Road**, and the pothole exceeds both the surface area and depth set out in the second and third columns of Table 4.06A, he or she shall cause the **Road** to be repaired to remove the pothole, or reduce it to a size less than that shown within Table 4.06A, within the time period identified in the fourth column of Table 4.06A.

Table 4.06A

Class of Municipal Highway	Surface Area of Pothole	Depth of Pothole	Time
Class 5	fifteen hundred (1500 cm ²) square centimeters	twelve (12 cm) centimeters	30 days
Class 6	fifteen hundred (1500 cm ²) square centimeters	thirteen (13 cm) centimeters	45 days

Class 6A or 6B	Two thousand (2000 cm ²) square centimeters	thirteen (13cm) centimeters	60 days
Class 6C	Twenty five hundred (2500 cm ²) square centimeters	Fifteen (15 cm) centimeters	180 days

When the **Working Roads Foreman** becomes aware of a pothole in a **Surfaced Road**, and the pothole exceeds both the surface area and depth set out in the second and third columns of Table 4.06B, he or she shall cause the **Road** to be repaired to remove the pothole, or to reduce its size to less than the sizes shown in Table 4.06B, within the time period identified in the fourth column of Table 4.06B.

Table 4.06B

Class of Municipal Highway	Surface Area of Pothole	Depth of Pothole	Time
Class 5	one thousand (1000 cm ²) square centimeters	eight (8cm) centimeters	30 days
Class 6	twelve hundred (1200 cm ²) square centimeters	nine (9cm) centimeters	45 days

There are no **Surfaced Roads** that are in Class 6A, Class 6B, or Class 6C.

When the **Working Roads Foreman** becomes aware of a pothole in the shoulder of a **Municipal Highway**, and the pothole exceeds both the surface area and depth set out in the second and third columns of Table 4.06C, he or she shall cause the **Highway** to be repaired to remove the pothole, or reduce it to a size less than that shown within Table 4.06C, within the time period identified in the fourth column of Table 4.06C.

Table 4.06C

Class of Municipal Highway	Surface Area of Pothole	Depth of Pothole	Time
Class 5	fifteen hundred (1500 cm ²) square centimeters	twelve (12 cm) centimeters	60 days
Class 6	fifteen hundred (1500 cm ²) square centimeters	thirteen (13 cm) centimeters	75 days
Class 6A or 6B	Two thousand (2000 cm ²) square centimeters	thirteen (13cm) centimeters	90 days
Class 6C	Twenty five hundred (2500 cm ²) square centimeters	Fifteen (15 cm) centimeters	180 days

4.07 Crack Repair

When the **Working Roads Foreman** becomes aware of a crack in a **Surfaced Road**, and the crack exceeds both the width and depth set out in the second and third columns of Table 4.07 he or she shall cause the **Road** to be repaired to remove the crack, or to reduce its size to less than the sizes shown in Table 4.07, within the time period identified in the fourth column of Table 4.07.

Table 4.07

Class of Municipal Highway	Width of Crack	Depth of Crack	Time
Class 5 or 6	five (5 cm) centimeters	five (5 cm) centimeters	180 days

There are no **Surfaced Roads** that are in Class 6A, 6B or 6C.

4.08 Bridge Deck Spalls

A bridge deck spall is a cavity left by one or more fragments detaching from the surface of a Surfaced Road or from the shoulder of a bridge.

When the **Working Roads Foreman** becomes aware of a bridge deck spall with a surface area and depth as set out in the second and third columns of Table 4.08, he or she shall cause the bridge deck spall to be repaired (or reduced to a measurement less than shown in columns two and three of Table 4.08) The repair must be completed for the **Municipal Highways** identified in the first column of Table 4.08, within the time period identified in the fourth column of Table 4.08.

Table 4.08

Class of Municipal Highway	Surface Area of Bridge Spall	Depth of Bridge Spall	Time
Class 5	one thousand (1000 cm ²) square centimeters	eight (8 cm) centimeters	7 days
Class 6	twelve hundred (1200 cm ²) square centimeters	ten (10 cm) centimeters	14 days
Class 6B	thirteen hundred (1300 cm ²) square centimeters	ten (10 cm) centimeters	21 days

There are no bridges on any Class 6A or 6C **Highways**. The only Class 6B highway with one or more bridges is Pardee Road.

4.09 Signs

For the purposes of the inspection standards for signs, there are two types of signs. Class 1 signs are the following:

- a) Checkerboard signs;

- b) Curve sign with advisory speed tab;
- c) Do not enter sign;
- d) Load Restricted Bridge sign;
- e) Low Bridge or Low Bridge Ahead signs;
- f) One Way traffic sign;
- g) Stop or Stop Ahead or New Stop Ahead signs;
- h) Two-Way Traffic Ahead signs;
- i) Wrong Way signs; and
- j) Yield, Yield Ahead, and New Yield Ahead signs.

All other signs that are included in the **Ontario Traffic Manual** are Class 2 signs.

Signs, regardless of which class they fall into, are to be inspected for their basic requirements, and to test whether or not they meet the retro-reflectivity requirements of the **Ontario Traffic Manual** at least once per calendar year. The annual inspections may not be spaced more than sixteen (16) months apart.

Where it becomes apparent through an inspection, or in any other manner, that a Class 1 sign on a **Municipal Highway** does not meet the retro-reflectivity requirements of the **Ontario Traffic Manual**, or is illegible, improperly oriented, obscured or missing, the **Working Roads Foreman** will cause the sign to be repaired or replaced, such that it does meet all requirements, **As Soon as Practicable** after becoming aware of the condition of the sign.

Where it becomes apparent through an inspection, or in any other manner, that a Class 2 sign on a **Municipal Highway** does not meet the retro-reflectivity requirements of the **Ontario Traffic Manual**, or is illegible, improperly oriented, obscured or missing, the **Working Roads Foreman** will cause the sign to be repaired or replaced, such that it does meet all requirements, in a time frame commensurate with the class of Highway upon which the sign is erected. The repair or replacement must be completed for signs erected upon the **Municipal Highways** identified in the first column of Table 4.09, within the time period identified in the second column of Table 4.09.

Table 4.09

Class of Municipal Highway	Time
Class 5	30 days
Class 6	60 days
Class 6A or Class 6B	90 days
Class 6C	180 days

5.00 ENTRANCES/DRIVEWAYS

5.01 Application Process for New Entrance Approval

A person who wishes to install driveway access from a **Municipal Highway** to private property must apply for a new entrance approval, using a form approved by the **Working Roads Foreman** from time to time.

As a general rule, only one permanent entrance is permitted per lot. Exceptions may be made by the Working Roads Foreman, in consultation with the Roads Chair, to allow more than one permanent entrance per lot in circumstances where there is frontage on more than one Highway, or where terrain divides a property from an access perspective.

Refer to the **User Fee By-law** to determine whether or not a fee has been imposed for entrance approvals, and, if so, what the fee is.

When the application form has been completed, and the fee (if any) has been paid, the **Working Roads Foreman** will cause an inspection of the site to be undertaken. The inspection will determine whether the applicant's desired location for the driveway meets the **Corporation's** criteria for safe placement. If the desired location is not appropriate, the **Working Roads Foreman** will examine the property to determine other alternative locations.

When the entrance shown on the application, or an alternative entrance determined by the **Working Roads Foreman** and agreed upon by the applicant, has been approved, the **Working Roads Foreman** will arrange to have the **Driveway Culvert** installed.

A second entrance may be approved on a temporary basis if required. The approval will be for a specified time period, after which time the temporary entrance must be removed. If it is not removed by the property owner, the **Corporation** will notify the property owner of the requirement to remove it. If it remains in place sixty (60) days after the **Corporation** provides the notice, the **Corporation** will remove it and charge the property owner for all costs associated with the removal.

5.02 Installation of Driveway Culverts

Culvert Supply

When an entrance application is received by the Municipality, the Working Roads Foreman will inspect the location and approve the location (or recommend an alternate location) and determine the size of culvert that is required. The office will determine the price paid for the culvert plus 15% and charge the applicant the fee determined for the culvert. When the applicant has paid for the culvert, the Working Roads Foreman will be informed to schedule the installation of the culvert as well as the Fire Number Emergency sign.

Timing for Installation

The **Corporation** will supply and install the **Driveway Culvert** within ten (10) **Working Days** of the **Working Day** upon which it receives the payment for the culvert. **Storm Conditions** or other emergency circumstances may disrupt timing of installation. In such cases, the applicant will be advised, and will be provided with an alternative time frame for the installation, based on the nature of the **Storm Condition** or other emergency circumstance.

Materials

The **Corporation** will supply, free of charge, gravel for use in the installation process.

5.03 Maintenance/Replacement of Driveway Culverts

Once installed in the municipal road allowance, the **Driveway Culvert** becomes the property of the **Corporation**, and all maintenance and repairs to the **Driveway Culvert** will be the responsibility of the **Corporation**. **Driveway Culverts** will not be routinely inspected. Should a problem arise, the property owner must provide notice to the **Corporation** of the nature and extent of the issue. The **Working Roads Foreman** will cause the problem to be corrected **As Soon as Practicable** after being notified of the issue.

Where it is obvious that the **Driveway Culvert** was damaged due to willful activity or negligence, as opposed to natural deterioration over time, the **Corporation** may charge the property owner for the repair.

<h3>6.00 SHORELINE ROAD ALLOWANCES</h3>

The **Corporation** owns the sixty-six foot road allowances on the shoreline of Lake Superior and on the shorelines of some of the inland lakes (where such allowances exist). Over time and from time to time, persons with adjacent property have requested to purchase the shoreline road allowance abutting their lands.

The **Corporation** reviews each such request when received, and will consider each request on its merits. A standard price is established (per linear foot) for such purchases and reviewed from time to time. The **User Fee By-law** should be consulted for the current pricing.

Where the **Corporation** owns the shoreline road allowance, that road allowance is considered to be an **Unmaintained Municipal Highway**. The public may access the shoreline road allowance from adjacent public lands (if any) or from the water via watercraft or personal swimming.

APPENDIX “A” – MUNICIPAL HIGHWAYS

The following table lists the **Highways** within **Neebing** which are **Municipal Highways** as defined in this policy. **Municipal Highways** are listed alphabetically.

Name	Township	Approx Length	Description	Classification	Roads By-Law
Albert Place	Crooks	0.125 km	South from Little Trout Bay Road	6	2016-006
Anderson Road	Crooks	0.6 km	Southeasterly from Highway 61	6B	2016-006
Belanger Road	Pardee	1.5 km	Off Highway 595	6A	2016-006
Benjamin Place	Crooks	0.125 km	South from Little Trout Bay Road	6	2016-006
Blake Hall Road	Blake	1.5 km	East from Highway 61, then turns south	6	2016-006
Boundary Drive East	Blake	5.1 km	East from Highway 61	5	2016-006
Boundary Drive West	Scoble & Blake	6.4 km	West from Highway 61, Boundary Road with Oliver-Paipoonge	5	2016-006
Boy Scout Road	Blake	3.8 km	East from Highway 61,	6	2016-006
Brandl Road	Crooks	0.6 km	South from Larson Road	6	2016-006
Cameron Road	Pearson	1.1 km	East from Highway 597	6	2016-006
Candy Mountain Drive	Scoble	4.0 km	Northern Boundary Road with Oliver-Paipoonge	6	2016-006
Carlson Road North	Blake	1.2 km	North from Valley Road East	6	2016-006
Carlson Road South	Blake	0.3 km	South from Valley Road East	6	2016-006
Charles Place	Crooks	0.125 km	South from Little Trout Bay Road	6	2016-006
Chimo Road	Pearson	2.0 km	starts at Highway 608 within Gillies Township, travel south	6	2016-006
Cloud Bay Road North	Crooks	0.4 km	North from Jarvis Bay Road East	Unmaintained	2016-006
Cloud Bay Road South	Crooks	4.3 km	South from Jarvis Bay Road East	5	2016-006
Cloud Lake Road	Blake, Crooks & Pardee	11.7 km	West from Highway 61 to Highway 597 and Pardee Road	5	2016-006
Cloud River Road East	Crooks	2.15 km	East from Highway 61	6	2016-006
Cloud River Road West	Crooks	3.35 km	West from Highway 61	6	2016-006
Cooper Road	Crooks	0.2 km	East from Little Trout Bay Road	6	2016-006
Copper Cliff Road East	Blake	6.7 km	East from Highway 61	5	2016-006
Copper Cliff Road East	Blake	0.4 km	Unmaintained	Unmaintained	No
Copper Cliff Road West	Blake	0.5 km	West from Highway 61	6A	2016-006
Cottage Drive East	Crooks	2.18 km	East from Cloud Bay Road South	6	2016-006
Cottage Drive West	Crooks	1.0 km	West from Cloud Bay Road South	6	2016-006
Cottonwood Road	Blake	0.4 km	East from Highway 61	6A	2016-006

Name	Township	Approx Length	Description	Classification	Roads By-Law
Coulson Road	Pardee	1.0 km	South from Highway 595	6A	2016-006
Coulson Road	Pardee	2.0 km	South from the 1 km mark	6C	2016-006
East Oliver Lake Road	Scoble	6.8 km	North from Highway 608	5	2016-006
Falls Road	Blake	2.4 km	South from Boundary Drive East	6	2016-006
Farm Road	Blake	2.6 km	South from Boundary Drive East	6	2016-006
Flank Road East	Pearson	1.5 km	East from Highway 597	6A	2016-006
Flank Road West	Pearson	0.8 km	West from Highway 597	6A	2016-006
Gammond Road	Blake	1.0 km	South from Sturgeon Bay Road	6B	2016-006
Griffis Road	Scoble	1.3 km	Southwesterly from East Oliver Lake Road	6	2016-006
Hill Top Road	Scoble	0.4 km	North from Highway 608	6	2016-006
Hunter Lane	Scoble	1.1 km	Northwesterly from Boundary Drive West and Oliver Creek Road	6	2016-006
Island Avenue	Blake	2.0 km	east-west direction from the terminus of Mink Mountain Drive	6	2016-006
Jarvis Bay Road East	Crooks	3.6 km	East from Highway 61	5 & 6	2016-006
Jarvis Bay Road West	Crooks	0.8 km	West from Highway 61 to Milne Road	6	2016-006
Jarvis Bay Road West	Crooks	0.4 km	unmaintained – beyond Milne Road	Unmaintained	2016-006
John's Place	Scoble	0.3 km	from Willowdale Road	Unmaintained	2020-023
Kivela Road East	Pearson	0.8 km	East from Highway 595	6	2016-006
Kivela Road West	Pearson	1.6 km	West from Highway 595	6	2016-006
Klages Road	Scoble	2.0 km	West from Scoble Townline Road	6	2016-006
Kotala Road	Pearson	2.7 km	West from Highway 595, Part forms a boundary with Fraleigh	6A	2016-006
Lake Lenore Road	Crooks & Pardee	2.8 km	Southwest from Highway 61	6B	2016-006
Lake Lenore Road	Crooks & Pardee	0.5 km	Hill up to Lake	6C	2016-006
Lankinen Road	Pearson	1.0 km	Southeast from Highway 595	6	2016-006
Larson Road	Crooks & Pardee	7.5 km	Northwest from Highway 61	6	2016-006
Lautsch Road	Pardee	1.6 km	West from Pardee Road	6B	2016-006
Lesnick Road	Blake	1.6 km	North from Copper Cliff Road	6	2016-006
Lex Road	Pardee	0.2 km	West from Highway 597	6A	2016-006
Little Pigeon Bay Road	Crooks	4.15 km	East from Highway 61	6	2016-006
Little Trout Bay Road	Crooks	6.4 km	Southeasterly and then South from Highway 61	6	2016-006
Lloyd Johnson Drive	Crooks	1.4 km	Northeast from Little Pigeon Bay Road	6	2016-006

Name	Township	Approx Length	Description	Classification	Roads By-Law
Lone Star Road	Scoble	1.5 km	South from Highway 608	6	2016-006
Loukala Road	Pearson	1.0 km	North from Highway 595	6A	2016-006
Mannisto Road	Pearson	4.9 km	West from Highway 597	6	2016-006
Mannisto Road	Pearson		East from Highway 597	Unmaintained	2016-006
Margaret Street North	Blake	0.75 km	North from Sturgeon Bay Road	6	2019-32
Margaret Street South	Blake	2.4 km	South from Sturgeon Bay Road	6	2016-006
Mates Road	Scoble	0.8 km	West from Scoble Townline Road	6	2016-006
Matson Road	Pearson	1.6 km	South/southeast from Wamsley	6	2016-006
McCluskey Drive	Scoble	2.8 km	East from Oliver Creek Road	6	2016-006
Memory Road	Crooks	7.5 km	East from Highway 61	5	2016-006
Mighton Road	Pearson	1.8 km	West from Union School Road	6	2016-006
Milne Road	Crooks	1.0 km	North from Jarvis Bay Road	6	2016-006
Milne Road	Crooks		From end of Maintained portion	Unmaintained	No
Mink Mountain Drive	Blake	3.2 km	Southeast from Sturgeon Bay Road	5	2016-006
Moose Lodge Road	Pardee and Crooks	2.0 km	East from Pardee Road	6	2016-006
Nicolson Road	Pearson	0.6 km	South from Highway 597	6A	2016-006
Nicolson Road	Pearson		From end of Maintained portion	Unmaintained	2016-006
Oinonen Road	Pearson	0.8 km	South from ninety degree on Highway 595	6	2016-006
Old Border Road	Pardee	2.5 km	West from Highway 593	6	2016-006
Oleksuk Road	Blake	0.85 km	West from Highway 61	6	2016-006
Oliver Creek Road	Scoble	4.0 km	North from Hunters Lane and Boundary Road West	6	2016-006
Olsen Road	Pearson	0.8 km	West from Salo Road	6	2016-006
Pardee Road	Pardee	18.7 km	Southeast from Cloud Lake Road and Highway 597 to Highway 593	6 & 6B	2016-006
Pearson Road	Pearson/ Scoble boundary	0.8 km	East from Union School Road South	6A	2016-006
Pete's Place	Scoble	0.4 km	West from Willowdale	Unmaintained	2020-023
Pit Road	Blake	0.8 km	South from Sturgeon Bay Road	6C	2016-006
Podres Road East	Scoble	0.7 km	East from West Oliver Lake Rd	6	2016-006
Podres Road West	Scoble	1.8 km	West from West Oliver Lake Road	6	2016-006
Ponderosa Road	Pardee	1.0 km	Northeast from Highway 597	6C	2016-006
Rabbit Mountain Road	Scoble	0.5 km	Westerly from Oliver Creek Road	6	2016-006
Salo Road	Pearson	5.0 km	Southwest from Wamsley Road	6	2016-006
Sand Hill Road	Crooks	0.5 km	Northwesterly from Highway 61	6	2016-006
Savoie Road	Crooks	0.5 km	North from Larson Road	6A	2016-006

Name	Township	Approx Length	Description	Classification	Roads By-Law
Savoie Road	Crooks		Unmaintained from end of travelled road	Unmaintained	2016-006
Scoble Townline Road	Scoble & Blake	3.3 km total	South from Boundary Drive West to Highway 608	6	2016-006
Seed Road	Scoble	2.9 km	North from Highway 608	6	2016-006
South Bay Road	Scoble	2.0 km	South from Willowdale Drive	6	2016-006
Spruce Drive	Blake	0.8 km	South from Boundary Drive West	6	2016-006
Stajkowski Road	Pardee	0.3 km	West from Pardee Road	6C	2016-006
Stewart Road	Pardee	1.6 km	South from Highway 597	6A	2016-006
Sturgeon Bay Road	Blake	16 km	East from Highway 61	5	2016-006
Tower Road	Blake	2.6 km	East from Blake Hall Road	6	2016-006
Turkey Trail Road	Scoble	0.9 km	East from Highway 608 and West Oliver Lake Road	6A	2016-007
Union School Road North	Scoble & Pearson	2.0 km	North from Highway 608, Boundary with Gillies	6	2016-008
Union School Road South	Pearson	5.3 km	South from Highway 608, Boundary with Gillies	6	2016-009
Valley Road East	Blake	1.8 km	East from Highway 61	6	2016-010
Valley Road East	Blake		Unmaintained	Unmaintained	No
Valley Road West	Blake	1.8 km	West from Highway 61	6A	2016-010
Walker Road North	Blake	2.9 km	North from Sturgeon Bay Road	6B	2016-010
Walker Road South	Blake	0.8 km	South from Sturgeon Bay Road	6A	2016-010
Walker Road South	Blake	1.3 km	South from 0.8 km past Sturgeon Bay Road	6C	2016-010
Wamsley Road	Pearson	11.4 km	West from Highway 597 to Highway 595	6	2016-010
West Oliver Lake Road	Scoble	3.2 km	North from Highway 608	5	2016-010
Willowdale ROAD	Scoble	1.3 km	West from East Oliver Lake	6	2016-010
Zebedee Place	Crooks	0.125 km	South from Little Trout Bay Road	6	2016-010

APPENDIX “B” – MUNICIPAL HIGHWAYS

The following table lists the **Highways** within **Needing** which are **Municipal Highways** as defined in this policy. **Municipal Highways are listed by Maintenance Classification.**

Name	Township	Approx Length	Description	Classification	Roads By-Law
Boundary Drive East	Blake	5.1 km	East from Highway 61	5	2016-006
Boundary Drive West	Scoble & Blake	6.4 kn	West from Highway 61, Boundary Road with Oliver-Paipoonge	5	2016-006
Cloud Bay Road South	Crooks	4.3 km	South from Jarvis Bay Road East	5	2016-006
Cloud Lake Road	Blake, Crooks & Pardee	11.7 km	West from Highway 61 to Highway 597 and Pardee Road	5	2016-006
Copper Cliff Road East	Blake	6.7 km	East from Highway 61	5	2016-006
East Oliver Lake Road	Scoble	6.8 km	North from Highway 608	5	2016-006
Memory Road	Crooks	7.5 km	East from Highway 61	5	2016-006
Mink Mountain Drive	Blake	3.2 km	Southeast from Sturgeon Bay Road	5	2016-006
Sturgeon Bay Road	Blake	16 km	East from Highway 61	5	2016-006
West Oliver Lake Road	Scoble	3.2 km	North from Highway 608	5	2016-010
Jarvis Bay Road East	Crooks	3.6 km	East from Highway 61	5 & 6	2016-006
Albert Place	Crooks	0.125 km	South from Little Trout Bay Road	6	2016-006
Benjamin Place	Crooks	0.125 km	South from Little Trout Bay Road	6	2016-006
Blake Hall Road	Blake	1.5 km	East from Highway 61, then turns south	6	2016-006
Boy Scout Road	Blake	3.8 km	East from Highway 61,	6	2016-006
Brandl Road	Crooks	0.6 km	South from Larson Road	6	2016-006
Cameron Road	Pearson	1.1 km	East from Highway 597	6	2016-006
Candy Mountain Drive	Scoble	4.0 km	Northern Boundary Road with Oliver-Paipoonge	6	2016-006
Carlson Road North	Blake	1.2 km	North from Valley Road East	6	2016-006
Carlson Road South	Blake	0.3 km	South from Valley Road East	6	2016-006
Charles Place	Crooks	0.125 km	South from Little Trout Bay Road	6	2016-006
Chimo Road	Pearson	2.0 km	starts at Highway 608 within Gillies Township, travel south	6	2016-006
Cloud River Road East	Crooks	2.15 km	East from Highway 61	6	2016-006
Cloud River Road West	Crooks	3.35 km	West from Highway 61	6	2016-006
Cooper Road	Crooks	0.2 km	East from Little Trout Bay Road	6	2016-006

Name	Township	Approx Length	Description	Classification	Roads By-Law
Cottage Drive East	Crooks	2.18 km	East from Cloud Bay Road South	6	2016-006
Cottage Drive West	Crooks	1.0 km	West from Cloud Bay Road South	6	2016-006
Falls Road	Blake	2.4 km	South from Boundary Drive East	6	2016-006
Farm Road	Blake	2.6 km	South from Boundary Drive East	6	2016-006
Griffis Road	Scoble	1.3 km	Southwesterly from East Oliver Lake Road	6	2016-006
Hill Top Road	Scoble	0.4 km	North from Highway 608	6	2016-006
Hunter Lane	Scoble	1.1 km	Northwesterly from Boundary Drive West and Oliver Creek Road	6	2016-006
Island Avenue	Blake	2.0 km	east-west direction from the terminus of Mink Mountain Drive	6	2016-006
Jarvis Bay Road West	Crooks	0.8 km	West from Highway 61 to Milne Road	6	2016-006
Kivela Road East	Pearson	0.8 km	East from Highway 595	6	2016-006
Kivela Road West	Pearson	1.6 km	West from Highway 595	6	2016-006
Klages Road	Scoble	2.0 km	West from Scoble Townline Road	6	2016-006
Lankinen Road	Pearson	1.0 km	Southeast from Highway 595	6	2016-006
Larson Road	Crooks & Pardee	7.5 km	Northwest from Highway 61	6	2016-006
Lesnick Road	Blake	1.6 km	North from Copper Cliff Road	6	2016-006
Little Pigeon Bay Road	Crooks	4.15 km	East from Highway 61	6	2016-006
Little Trout Bay Road	Crooks	6.4 km	Southeast and then South from Highway 61	6	2016-006
Lloyd Johnson Drive	Crooks	1.4 km	Northeast from Little Pigeon Bay Road	6	2016-006
Lone Star Road	Scoble	1.5 km	South from Highway 608	6	2016-006
Mannisto Road	Pearson	4.9 km	West from Highway 597	6	2016-006
Margaret Street North	Blake	0.75 km	North from Sturgeon Bay Road	6	2016-006
Margaret Street South	Blake	2.4 km	South from Sturgeon Bay Road	6	2016-006
Mates Road	Scoble	0.8 km	West from Scoble Townline Road	6	2016-006
Matson Road	Pearson	1.6 km	South/southeast from Wamsley	6	2016-006
McCluskey Drive	Scoble	2.8 km	East from Oliver Creek Road	6	2016-006
Mighton Road	Pearson	1.8 km	West from Union School Road	6	2016-006
Milne Road	Crooks	1.0 km	North from Jarvis Bay Road	6	2016-006
Moose Lodge Road	Pardee and Crooks	2.0 km	East from Pardee Road	6	2016-006
Oinonen Road	Pearson	0.8 km	South from ninety degree on Highway 595	6	2016-006
Old Border Road	Pardee	2.5 km	West from Highway 593	6	2016-006

Name	Township	Approx Length	Description	Classification	Roads By-Law
Oleksuk Road	Blake	0.85 km	West from Highway 61	6	2016-006
Oliver Creek Road	Scoble	4.0 km	North from Hunters Lane and Boundary Road West	6	2016-006
Olsen Road	Pearson	0.8 km	West from Salo Road	6	2016-006
Podres Road East	Scoble	0.7 km	East from West Oliver Lake Rd	6	2016-006
Podres Road West	Scoble	1.8 km	West from West Oliver Lake Road	6	2016-006
Rabbit Mountain Road	Scoble	0.5 km	Westerly from Oliver Creek Road	6	2016-006
Salo Road	Pearson	5.0 km	Southwesterly from Wamsley Road	6	2016-006
Sand Hill Road	Crooks	0.5 km	Northwesterly from Highway 61	6	2016-006
Scoble Townline Road	Scoble & Blake	3.3 km total	South from Boundary Drive West to Highway 608	6	2016-006
Seed Road	Scoble	2.9 km	North from Highway 608	6	2016-006
South Bay Road	Scoble	2.0 km	South from Willowdale Drive	6	2016-006
Spruce Drive	Blake	0.8 km	South from Boundary Drive West	6	2016-006
Tower Road	Blake	2.6 km	East from Blake Hall Road	6	2016-006
Union School Road North	Scoble & Pearson	2.0 km	North from Highway 608, Boundary with Gillies	6	2016-008
Union School Road South	Pearson	5.3 km	South from Highway 608, Boundary with Gillies	6	2016-009
Valley Road East	Blake	1.8 km	East from Highway 61	6	2016-010
Wamsley Road	Pearson	11.4 km	West from Highway 597 to Highway 595	6	2016-010
Willowdale Drive	Scoble	1.3 km	West from East Oliver Lake	6	2016-010
Zebedee Place	Crooks	0.125 km	South from Little Trout Bay Road	6	2016-010
Pardee Road	Pardee	18.7 km	Southeast from Cloud Lake Road and Highway 597 to Highway 593	6 & 6B	2016-006
Belanger Road	Pardee	1.5 km	Off Highway 595	6A	2016-006
Copper Cliff Road West	Blake	0.5 km	West from Highway 61	6A	2016-006
Cottonwood Road	Blake	0.4 km	East from Highway 61	6A	2016-006
Flank Road East	Pearson	1.5 km	East from Highway 597	6A	2016-006
Flank Road West	Pearson	0.8 km	West from Highway 597	6A	2016-006
Kotala Road	Pearson	2.7 km	West from Highway 595, Part forms a boundary with Fraleigh	6A	2016-006
Lex Road	Pardee	0.2 km	West from Highway 597	6A	2016-006
Loukala Road	Pearson	1.0 km	North from Highway 595	6A	2016-006
Nicolson Road	Pearson	0.6 km	South from Highway 597	6A	2016-006
Pearson Road	Pearson/Scoble boundary	0.8 km	East from Union School Road South	6A	2016-006
Savoie Road	Crooks	0.5 km	North from Larson Road	6A	2016-006

Name	Township	Approx Length	Description	Classification	Roads By-Law
Stewart Road	Pardee	1.6 km	South from Highway 597	6A	2016-006
Turkey Trail Road	Scoble	0.9 km	East from Highway 608 and West Oliver Lake Road	6A	2016-007
Valley Road West	Blake	1.8 km	West from Highway 61	6A	2016-010
Walker Road South	Blake	0.8 km	South from Sturgeon Bay Road	6A	2016-010
Coulson Road	Pardee	1.0 km	South from Highway 595	6A	2016-006
Anderson Road	Crooks	.6 km	Southeasterly from Highway 61	6B	2016-006
Gammond Road	Blake	1.0 km	South from Sturgeon Bay Road	6B	2016-006
Lake Lenore Road	Crooks & Pardee	2.8 km	Southwest from Highway 61	6B	2016-006
Lautsch Road	Pardee	1.6 km	West from Pardee Road	6B	2016-006
Walker Road North	Blake	2.9 km	North from Sturgeon Bay	6B	2016-010
Coulson Road	Pardee	2.0 km	South from the 1 km mark	6C	2016-006
Lake Lenore Road	Crooks & Pardee	0.5 km	Hill up to Lake	6C	2016-006
Pit Road	Blake	0.8 km	South from Sturgeon Bay Road	6C	2016-006
Ponderosa Road	Pardee	1.0 km	Northeast from Highway 597	6C	2016-006
Stajkowski Road	Pardee	0.3 km	West from Pardee Road	6C	2016-006
Walker Road South	Blake	1.3 km	South from 0.8 km past Sturgeon Bay Road	6C	2016-010
Jarvis Bay Road West	Crooks		Unmaintained – beyond Milne Road	Unmaintained	2016-006
John's Place	Scoble	0.3 km	from Willowdale Road	Unmaintained	2020-023
Mannisto Road	Pearson		East from Highway 597	Unmaintained	2016-006
Milne Road	Crooks		From end of Maintained portion	Unmaintained	No
Pete's Place	Scoble	0.4 km	West from Willowdale	Unmaintained	2020-023
Savoie Road	Crooks		Unmaintained from end of travelled road	Unmaintained	2016-006
Valley Road East	Blake		Unmaintained	Unmaintained	No
Cloud Bay Road North	Crooks	0.4 km	North from Jarvis Bay Road East	Unmaintained	2016-006
Copper Cliff Road East	Blake	0.4 km	Unmaintained	Unmaintained	No
Nicolson Road	Pearson		From end of Maintained portion	Unmaintained	No

**The Corporation of the Municipality of Neebing
Administrative Report**

Date: July 31, 2024 (For Meeting on August 7, 2024)

To: Mayor and Council

Subject: Integrity Commissioner/Closed Meeting Investigator

Submitted by: Erika Kromm, Clerk-Treasurer

RECOMMENDATION:

The Clerk-Treasurer recommends that Council enter into a contract with Mr. Fraser for integrity commissioner/closed meeting investigator services.

BACKGROUND:

An integrity commissioner is a municipal accountability officer who is responsible for applying the rules governing the ethical conduct of members of municipal councils and local boards (including codes of conduct), and for providing advice and education on those rules.

Every municipality must establish a code of conduct for members of councils and local boards, and appoint an integrity commissioner or use the services of an integrity commissioner from another municipality. Integrity commissioners must function in an independent manner and report directly to municipal council.

The functions of integrity commissioners include:

- Applying the code of conduct and any procedures, rules and policies governing the ethical behavior of members of councils and local boards, including conducting investigations and inquiries into complaints about alleged contraventions of a code of conduct;
- Conducting inquiries concerning alleged contraventions of the *Municipal Conflict of Interest Act*;
- Providing advice to members respecting their obligations under the code of conduct, procedures, rules or policies governing the ethical behavior of members, and the *Municipal Conflict of Interest Act*; and
- Providing educational information about the code of conduct and the *Municipal Conflict of Interest Act*.

If a municipality does not appoint an Integrity Commissioner then the Ontario Ombudsman's office would carry out the investigation. While that office's services are at no cost, the Ombudsman's office has a reputation for being very hard on municipalities, and highly critical of them in the public reports that result from investigations.

Municipalities are also required to appoint a closed meeting investigator. Usually, this task will be contracted to the Integrity Commissioner as well.

Neebing originally had an agreement with each of Darrell Matson, Sheelagh Hendrick and Tim Commisso for the provision of services of integrity commissioners and closed meeting investigators. After the contracts expired, Mr. Matson had agreed to stay on as an Integrity Commissioner but the other two opted to discontinue their services. A new contract with Mr. Matson still needs to be signed.

DISCUSSION:

It is beneficial to have more than one Integrity Commissioner in the event one is unavailable or unable to investigate a particular complaint.

Administration has received a quote and letter of engagement from Cody Fraser for Integrity Commissioner services. Mr. Fraser is a lawyer with Cheadles law firm and was recommended by the Township of Gillies. Like Mr. Matson, he does not charge an annual fee or retainer. He would only be paid if he is tasked to investigate a complaint. It is not unusual for someone to charge an annual fee or retainer for this service.

Since an Integrity Commissioner was first appointed, Neebing has not had any complaints relating to either improper closed meetings or violations by Council of its Code of Conduct. That having been said, it is mandatory to appoint integrity commissioners and closed meeting investigators, or to have to rely on the Ontario Ombudsman to investigate in the event a complaint is received.

ATTACHMENTS:

Bio and Engagement Letter for Cody Fraser

AVAILABLE UPON REQUEST:

None

ATTACHMENT: Bio and Engagement Letter for Cody Fraser

Cody is a lawyer at Cheadles LLP, where he works in multiple areas of law, focusing on municipal law, real estate law, Aboriginal law, and corporate law. The bulk of Cody's practice is advising Municipalities on private-public partnerships, by-law drafting, commercial and residential real estate, tax enforcement, and matters related to the Planning Act, the Municipal Act, the Municipal Elections Act, and the Municipal Freedom of Information and Protection of Privacy Act. He also acts for private companies and individuals on Municipal-related matters and has appeared for his clients at the Ontario Land Tribunal and Superior Court of Justice. Cody also routinely assists large institutional clients maneuver the intricacies of Aboriginal and First Nations Law, specifically partnerships and property-related matters.

Cody was born and raised in Thunder Bay and is active within the community. He was elected to Thunder Bay City Council (Neebing Ward) for the 2018-2022 term and served as a councillor on many committees and boards.

In law school, Cody was selected by his peers to be the Valedictorian of the graduating class of 2019. Cody was active in the Lakehead University Student Union during his undergraduate studies and was a member of the Lakehead University Senate. Before practicing law, Cody worked in Indigenous business consulting and as a project support person for a government-led commission known as the Far North Electoral Boundaries Commission. Through his work and education, Cody has gained a unique skill set and is knowledgeable in the complexity of First Nation-Crown relations and business-government relations.

Professional Associations

- Law Society of Ontario
- Canadian Bar Association
- Thunder Bay Law Association

Community Involvement

- Director – Thunder Bay Law Association (2023 – Present)
- City Councillor – City of Thunder Bay (Neebing Ward) (2018-2022)
- Chair – City of Thunder Bay Audit Committee (2018-2022)
- Board Member – Thunder Bay Community Auditorium (2018-2022)
- Member – Sister City Advisory Committee (2018-2022)
- Member – Anti-Racism and Respect Committee (2018-2022)
- City Council Representative – City of Thunder Bay Elders Council (2018-2020)

Bar Admission

- 2020 (Ontario)

Education

- 2016 – Lakehead University – HBA (Indigenous Learning)
- 2019 – Lakehead University – JD

cheadles

lawyers & trademark agents

July 30, 2024

VIA EMAIL

clerk@neebing.org

Erika Kromm

4766 Highway 61

Neebing ON P7L 0B5

Suite 2000, 715 Hewitson St.

P.O. Box 10429

Thunder Bay, ON P7B 6T8

T: 807.622.6821

F: 807.623.3892

www.cheadles.com

Cody J.W. Fraser

Direct Line: 807.625.6602

E-mail: fraser@cheadles.com

Dear: Ms. Kromm

RE: Integrity Commissioner Appointment

Pursuant to your email to me dated June 25, 2024, the Municipality of Neebing ("the Municipality") is considering appointing a new Integrity Commissioner at the next Council meeting.

Integrity commissioners carry out a range of functions for municipalities (and their local boards). They assist in developing the ethical framework, for example, by suggesting content or commentary for codes of conduct. They conduct education and training for council members and outreach for community members. One of the most important functions is providing advice and guidance to members to help sort out ethical grey areas or confirm activities supporting compliance. And finally, but not principally, they investigate allegations that a person has fallen short of compliance with the municipality's ethical framework. Where appropriate, they submit public reports on their findings and make recommendations, including recommending sanctions.

Though it is not an Integrity Commissioner's only or even primary function, they also serve as an independent investigator when there are allegations that a Member has contravened the Code of Conduct, conflict of interest provisions or breached the municipality's ethical framework in other ways. When I deliver reports following an investigation, I provide tangible guidance for course correction, where appropriate, and improvement going forward.

If I am selected as the Municipality's Integrity Commissioner, I will conduct all work within the scope of the Municipality's by-laws.

Regarding invoicing, I use a reduced rate for integrity commissioner work, namely \$230 per hour for myself and \$150 per hour for clerical work. If any of my work as an integrity commissioner

requires travel, I will invoice for all reasonable travel-related expenses, including meals, hotel, gas, and mileage at a rate of \$0.61 per kilometer for car travel. I trust this is satisfactory.

Please do not hesitate to contact me with any questions or concerns. Thank you for the opportunity to provide integrity commissioner services to the municipality.

Yours very truly,

CHEADLES LLP

Per:

CODY J.W. FRASER, J.D.
CF



Representing the Districts of Kenora, Rainy River and Thunder Bay
 P.O. Box 10308, Thunder Bay, ON P7B 6T8
 www.noma.on.ca
 p. 807.683.6662 e. admin@noma.on.ca

July 16, 2024

Dr. Michelle Acorn
 CEO of the Nurse Practitioners' Association of Ontario (NPAO)
 18 King Street East, Suite 1400
 Toronto, Ontario, M5C 1C4
 Sent via Email: macorn@npao.org

RE: SUPPORT FOR NURSE PRACTITIONERS TO OBTAIN BILLING NUMBERS

Dear Dr. Acorn,

On behalf of the Northwestern Ontario Municipal Association (NOMA), I am writing to express our full support for the Nurse Practitioner Association of Ontario (NPAO) in their efforts to obtain billing numbers for Nurse Practitioners (NPs).

Nurse Practitioners play a vital role in our healthcare system, particularly in Northern Ontario where access to primary care services can be challenging. As the shortage of family physicians continues to persist, Nurse Practitioners have emerged as essential healthcare professionals who fill the gaps and provide much-needed care to our communities.

In remote rural areas, where access to emergency rooms can be limited, Nurse Practitioners have become the backbone of healthcare delivery. Their expertise and ability to provide comprehensive care have allowed remote rural emergency rooms to remain open, ensuring that residents have access to critical healthcare services when they need it the most.

By granting Nurse Practitioners the right to have billing numbers, it would not only recognize their expertise, but also enhance their ability to deliver quality care to patients. This would enable NPs to have a more sustainable practice, attracting and retaining highly skilled professionals in our communities.

We believe that Nurse Practitioners have demonstrated their competence and dedication in delivering high-quality care, and it is only fitting that they are granted the recognition and support they deserve. By granting them billing numbers, it would further empower NPs to continue their exceptional work, bridging the gap in healthcare access and improving the overall health outcomes of our communities.

NOMA stands firmly in support of the Nurse Practitioner Association of Ontario's advocacy efforts to secure billing numbers for Nurse Practitioners. We will actively engage with our municipal partners to raise awareness of this issue and advocate for the necessary changes to ensure that Nurse Practitioners are recognized and supported in their vital role.

Thank you for your ongoing commitment to advancing the interests of Nurse Practitioners and improving healthcare access across Ontario. We look forward to working together to achieve this important milestone.

Sincerely,



Wendy Landry, President, NOMA
Mayor, Municipality of Shuniah

CC:

Hon. Sylvia Jones, Deputy Premier & Minister of Health

MPP Kevin Holland – Thunder Bay-Atikokan

MPP Lise Vaugeois - Thunder Bay-Superior North

MP Marcus Powlowski – Thunder Bay-Rainy River

MP Eric Melillo – Kenora

MP Patty Hajdu – Thunder Bay – Superior North

Association of Municipalities of Ontario (AMO)

Federation of Northern Ontario Municipalities (FONOM)

Leaders of the opposition parties of Ontario

Northwestern Ontario Municipal Association Clerks and CAOs



Representing the Districts of Kenora, Rainy River and Thunder Bay
 P.O. Box 10308, Thunder Bay, ON P7B 6T8
 www.noma.on.ca
 p. 807.683.6662 e. admin@noma.on.ca

Date: July 16, 2024

Resolution 2024-32: Recognizing the Essential Role of Nurse Practitioners in Northwestern Ontario Municipal Association (NOMA) Healthcare Services

Background:

WHEREAS Nurse Practitioners (NPs) possess the necessary skills and expertise to independently handle CTAS 3, 4, and 5 cases in the emergency room, as well as provide valuable assistance to Medical Doctors (MDs) in managing CTAS 1 and 2 cases;

WHEREAS in situations where MDs are unavailable, NPs have the capability to collaborate with MD support (virtually) to effectively manage and treat CTAS 1 and 2 cases, ensuring continuity of care for patients in NOMA;

WHEREAS NPs play a vital role in patient health continuity by providing comprehensive and holistic care, addressing not only the physical ailments of patients but also considering their mental and emotional well-being, thereby promoting overall wellness;

WHEREAS NPs significantly contribute to the overall patient care by utilizing their expertise to refer patients to specialists, write prescriptions, and order specialized testing, ensuring timely access to appropriate healthcare services and enhancing the quality of patient care;

WHEREAS NPs have demonstrated their ability to deliver high-quality healthcare services, improve patient satisfaction, and bridge the gaps in healthcare access, particularly in underserved areas of the NOMA catchment area;

WHEREAS NPs have undergone extensive education, training, and certification, equipping them with the necessary knowledge and skills to provide competent and compassionate care to patients in Northwestern Ontario;

Recommendation:

THEREFORE, BE IT RESOLVED THAT:

1. THAT NOMA recognizes and appreciates the invaluable contributions of Nurse Practitioners in the healthcare system, particularly in the emergency room setting.
2. THAT NOMA supports the autonomy of NPs in handling CTAS 3, 4, and 5 cases independently, as well as their collaborative role in assisting MDs with CTAS 1 and 2 cases, recognizing their expertise and ability to provide safe and effective patient care.
3. THAT NOMA acknowledges and encourages virtual collaboration between NPs and MDs in

the absence of an MD, ensuring that CTAS 1 and 2 cases are effectively managed and treated, thereby promoting seamless continuity of care for patients.

4. THAT NOMA recognizes and values the significant role NPs play in maintaining patient health continuity, providing comprehensive care that encompasses physical, mental, and emotional well-being, and fostering long-term relationships with patients.

5. THAT NOMA acknowledges and appreciates the expertise of NPs in referring patients to specialists, writing prescriptions, and ordering specialized testing, thereby enhancing the quality of patient care and facilitating timely access to necessary healthcare services.

6. THAT NOMA commits to advocating for the recognition and support of NPs at all levels, including government bodies, healthcare organizations, and the public, to ensure that NPs can continue to make significant contributions to the healthcare system and improve patient outcomes in Northwestern Ontario.

7. THAT NOMA will actively engage in initiatives and campaigns aimed at raising awareness about the essential role of NPs, promoting their professional development, and advocating for policies that enhance their practice and remove barriers to their full scope of practice in Northwestern Ontario.

8. THAT NOMA will collaborate with relevant stakeholders, including nursing associations and healthcare organizations, to promote the advancement and recognition of NPs, fostering an environment that values their expertise and contributions in NOMA healthcare services.

AND FURTHER BE IT RESOLVED THAT a copy of this motion be sent to the Deputy Premier and Minister of Health Sylvia Jones, Dr. Michelle Acorn CEO of NPAO, NOSM University, FONOM, AMO, all MPs and MPPs, TDBML, KDMA, RRDMA, and all municipal association clerks and CAOs.

Moved By: Eric Pietsch, Councillor of Greenstone

Seconded By: Rick Dumas, Mayor of Marathon

CARRIED



President, NOMA

Erika Kromm

From: Kimberly Moran and Colin Best <amopresident@amo.on.ca>
Sent: Tuesday, July 9, 2024 12:00 PM
To: Erika Kromm
Subject: AMO/OMA Joint Health Resolution Campaign



Association of Municipalities of Ontario (AMO)
 155 University Ave., Suite 800
 Toronto, Ontario M5H 3B7
 Telephone: 416.971.9856
 Toll-free in Ontario: 1.877.426.6527
 Fax: 416.971.6191

Ontario Medical Association
 150 Bloor St. West, Suite 900
 Toronto, ON M5S 3C1
 Canada
TF: 1.800.268.7215
T: 416.599.2580
F: 416.533.9309
E: info@oma.org
oma.org

Dear Heads of Council and Clerks,

Communities across Ontario have been facing critical healthcare challenges, including long waitlists for primary care, shortages of doctors and other healthcare workers; and emergency room closures. These cracks in Ontario's health care system are impacting economic development, health, and well-being at the local level.

In response, the Ontario Medical Association (OMA) and the Association of Municipalities of Ontario (AMO) are working collaboratively to advocate for a better healthcare system for Ontario's residents and communities.

We have jointly developed the attached draft council resolution (Appendix A - Also in [PDF](#) and [Word](#) Versions), urging the provincial government to recognize the physician shortage in your municipality and the rest of Ontario. By adopting this resolution, your municipality can play a crucial role in highlighting the urgent need for more healthcare resources and support.

AMO is excited to welcome everyone to Ottawa for our annual conference from August 18-21, 2024. We are pleased to inform you that the OMA will be participating at this year's conference. Along with sponsoring the Rural Caucus Lunch on August 20, the OMA has reserved meeting room at the Fairmont Château Laurier for both August 20 and 21 to meet directly with municipal leaders. During these meetings, we would like to hear what you are seeing on the ground and discuss opportunities to work closer with you. We believe that collaboration between Ontario's doctors and all 444 municipalities is essential in addressing the healthcare needs of your community.

To set up a meeting with the OMA, please reach out to Tarun.Saroya@OMA.org (Senior Advisor for Government Relations and Advocacy) to book a 15-30 minute time slot at your earliest convenience.

We look forward to your positive response and to working together towards a healthier future for all Ontarians.

Yours sincerely,



Kimberly Moran
CEO, Ontario Medical Association



Colin Best
AMO President

Appendix A:

WHEREAS the state of health care in Ontario is in crisis, with 2.3 million Ontarians lacking access to a family doctor, emergency room closures across the province, patients being de-rostered and 40% of family doctors considering retirement over the next five years; and

WHEREAS it has becoming increasingly challenging to attract and retain an adequate healthcare workforce throughout the health sector across Ontario; and

WHEREAS the Northern Ontario School of Medicine University says communities in northern Ontario are short more than 350 physicians, including more than 200 family doctors; and half of the physicians working in northern Ontario expected to retire in the next five years; and (Northern Ontario only)

WHEREAS Ontario municipal governments play an integral role in the health care system through responsibilities in public health, long-term care, and paramedicine.

WHEREAS the percentage of family physicians practicing comprehensive family medicine has declined from 77 in 2008 to 65 percent in 2022; and

WHEREAS per capita health-care spending in Ontario is the lowest of all provinces in Canada, and

WHEREAS a robust workforce developed through a provincial, sector-wide health human resources strategy would significantly improve access to health services across the province;

- NOW THEREFORE BE IT RESOLVED THAT the Council of (the name of municipality) urge the Province of Ontario to recognize the physician shortage in (name of municipality) and Ontario, to fund health care appropriately and ensure every Ontarian has access to physician care.

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155 University Ave Suite 800 | Toronto, ON M5H 3B7 CA

This email was sent to clerk@neebing.org.

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Whereas Ontario municipal governments play an integral role in the health care system through responsibilities in public health, long-term care, paramedicine, and other investments; and,

Whereas the percentage of family physicians practicing comprehensive family medicine has declined from 77 in 2008 to 65 percent in 2022; and,

Whereas per capita health-care spending in Ontario is the lowest of all provinces in Canada, and,

Whereas a robust workforce developed through a provincial, sector-wide health human resources strategy would significantly improve access to health services across the province;

Now Therefore Be It Resolved That the Council of the County of Frontenac urges the Province of Ontario to recognize the physician shortage in Frontenac County and Ontario, to fund health care appropriately, and ensure every Ontarian has access to physician care.

Carried

Should you have any questions or concerns, please do not hesitate to contact me at 613-548-9400, ext. 302 or via email at jamini@frontenacounty.ca.

Yours Truly,



Jannette Amini, Dipl.M.M., M.A. CMO
Manager of Legislative Services/Clerk

Copy: File

June 20, 2024

SENT VIA EMAIL

Hon. Doug Ford MPP
Premier of Ontario
Premier's Office, Main Legislative Building
Queen's Park, Toronto, Ontario

Dear Premier,

As I know you will agree, Ontario's paramedics, police officers and firefighters are our frontline heroes, regularly putting themselves at risk to protect the rest of us.

In recent months, local resident, paramedic and former volunteer firefighter, Charles Shaw, has been advocating for paramedics and all police officers to receive the same long-service medal as exists today for firefighters and Ontario Provincial Police officers.

Our Town Council agrees with Mr Shaw, and passed the below resolution unanimously requesting the province create such medals. Here is the resolution:

Resolution 2024-206

Whereas paramedics, firefighters and police officers are our frontline heroes, regularly putting their own health and safety at risk to help others in need;

Whereas the Ontario Fire Services Long Service Medal was created in 1971 to honour firefighters who have served the public for twenty-five years or more and the Governor General's Fire Services Exemplary Service Medal was created in 1985 and 'honours members of a recognized Canadian fire service who have completed 20 years of service, ten years of which have been served in the performance of duties involving potential risks;

Whereas the Ontario Provincial Police Long Service and Good Conduct Medal honours OPP officers who have served for twenty years or more and the Governor General's Police Exemplary Service Medal, created in 1983, 'recognizes police officers who have served in an exemplary manner having completed 20 years of full-time service with one or more recognized Canadian police forces;

Whereas many non-OPP police services have similar local long-service medals within their forces, but there is not a province-wide long-service medal for non-OPP police officers;

Whereas the Governor General's Emergency Medical Services Exemplary Service Medal, created in 1994, recognizes 'professionals in the provision of pre-hospital emergency medical services to the public who completed 20 years of exemplary service, including at least 10 years in the performance of duties involving potential risk;

Whereas there is no province-wide long-service medal for paramedics in Ontario;

Therefore, The Corporation of the Town of Bradford West Gwillimbury Council:

- 1. Endorse the creation of a province-wide long-service medal for police and for paramedics, modelled after the existing such award for firefighters;*
- 2. In furtherance of this resolution, that the Mayor write to the Premier, Minister of Health, Solicitor General, Minister of Citizenship and our local MPP urging them to work collaboratively to create such awards; and*
- 3. That a copy of this resolution be sent to all Ontario municipalities.*

I believe this is a relatively simple but important measure your government could take to honour our paramedics and police officers, as we already honour our firefighters. I understand the creation of such an award would involve several different ministries, and I hope you might instruct your cabinet to work together to create this award.

Thank you very much for your consideration.

Sincerely yours,



James Leduc
Mayor
Town of Bradford West Gwillimbury

cc

Hon. Sylvia Jones, Minister of Health
Hon. Michael Krezner, Solicitor General
Hon. Michael Ford, Minister of Citizenship and Multiculturalism
Hon. Caroline Mulroney, MPP for York—Simcoe
Cllr Jonathan Scott, Town of Bradford West Gwillimbury
Mr. Charles Shaw
Ontario's Municipal Councils

Ministry of Natural ResourcesDevelopment and Hazard Policy
Branch
Policy Division
300 Water Street
Peterborough, ON K9J 3C7**Ministère des Richesses naturelles**Direction de l'élaboration et des politiques
relatives aux dangers
Division de l'élaboration des politiques
300, rue Water
Peterborough (Ontario) K9J 3C7

July 10, 2024

Subject: *Proposal Regarding Developing a commercial-scale framework for geologic carbon storage*

Hello,

The Ministry of Natural Resources is seeking feedback on the development of a legislative and regulatory framework for commercial-scale geologic carbon storage. The current posting is available at <https://ero.ontario.ca/notice/019-8767>. It provides an overview of how various components of the framework could function and has a series of questions at the end seeking feedback on how Ontario could regulate the activity.

This proposal follows four previous engagement opportunities related to the framework development in January 2022, November 2022, April 2023 and September 2023. A roadmap towards regulating geologic carbon storage was released in November 2022 and can be found at <https://www.ontario.ca/page/geologic-carbon-storage>.

Although Ontario's framework would apply provincially, to help provide for the responsible development of commercial-scale projects, the framework could initially focus on enabling commercial-scale projects within saline aquifers and depleted oil and gas reservoirs in southwestern Ontario at depths of 800 metres or more. These are expected to be the most viable opportunities for geologic carbon storage in Ontario given the current state of carbon storage technologies. To continue to advance the development of new technologies, projects that do not meet the above criteria could be permitted under a testing and demonstration permit.

For more information on what geologic carbon storage is, and where it could occur, Ontario has included a background information document at the end of this letter.

If you would like more information or have any questions, please contact Andrew Ogilvie, Manager of Resources Development Section, through email: Resources.Development@ontario.ca.

Sincerely,

Jennifer Keyes
Director, Development and Hazard Policy Branch

Attachment: Geologic Carbon Storage background document

Introduction

Large quantities of carbon dioxide (CO₂) are generated through industrial processes such as the production of cement, steel and fertiliser, from power generation, during oil and gas refining, and as a by-product of creating hydrogen from methane.

One way of reducing the impact of CO₂ emissions from these large emission sources is to take captured CO₂ that would have otherwise been emitted into the atmosphere and to permanently store (sequester) it in deep underground rock formations (storage formations). This process is termed ‘geologic carbon storage,’ and is one tool being considered to manage Ontario’s emissions.

Geologic carbon storage is necessary for economically achieving emissions targets and net-zero emissions, especially for carbon-intensive industries.

According to the Global CCS Institute, “the injection and storage of CO₂ is the final stage in the carbon capture and storage process and has been working safely and effectively for over 50 years” and “close to 300 million tonnes of CO₂ has been injected into storage formations underground.”¹

How is CO₂ stored?

Captured carbon dioxide emissions from industrial processes are transported and

injected into a storage well that injects the CO₂ into deep geologic formations.

Depth is an important factor in geologic carbon storage. As depth increases below the surface, temperature and pressure increase. At depths greater than 800 metres (about 1.5 times the height of the CN Tower) temperature and pressure are high enough that CO₂ reaches a ‘supercritical’ state – it has the density of a liquid but flows like a gas – which allows the CO₂ to be stored efficiently.²

Underground storage formation characteristics are also important. The following technical requirements are considered when determining if a formation is a good fit for geologic carbon storage:²

- **Porosity:** the pore space in which the CO₂ can be stored.
- **Permeability:** the interconnectedness of the pore spaces that enables the injected CO₂ to flow throughout the formation.
- **Cap rock:** the presence of an impermeable barrier to flow around the formation to contain the CO₂ permanently.

Detailed, site specific studies need to be conducted to prove site suitability for geologic carbon storage.

After injection activities end, wells are plugged, and the site is decommissioned and monitored to mitigate any potential safety risks to the public or the environment.

¹ Global Carbon Capture and Storage Institute Ltd. <https://www.globalccsinstitute.com/ccs-101-storage/>. Used under Creative Commons Attribution-Noncommercial-NoDerivatives 4.0 International Licence. © 2024 Global Carbon Capture and Storage Institute Ltd.

² Carter, T., Gunter, W., Lazorek, M., Craig, R. (2007). *Geological Sequestration of Carbon Dioxide: A Technology Review and Analysis of Opportunities in Ontario*. Climate Change Research Report CCRR-07. Ontario Ministry of Natural Resources. ISBN 978-1-4249-4557-3

What happens to the CO₂ after it is injected?

Carbon dioxide can be trapped in several ways:

- **Structural trapping** occurs when the rock layers above the storage formation form a cap or seal that prevents the upward movement of CO₂.
- **Solution trapping** occurs when the injected CO₂ dissolves into saline water that is present in the storage formation.
- **Residual trapping** occurs when CO₂ is trapped in pores within the storage formation.
- **Mineral trapping** occurs when the CO₂ reacts with the reservoir rocks and fluids to form solid carbonate minerals that permanently trap the CO₂.

Where could CO₂ be stored in Ontario?

Currently, there are no geologic carbon storage projects in Ontario. Most projects in other jurisdictions have occurred in deep sedimentary rock formations including:

- saline aquifers
- depleted oil and gas reservoirs

Previous desktop research has suggested the most suitable storage formations in Ontario may be found beneath the beds of Lake Huron and Lake Erie and surrounding onshore areas, which also coincide with many of the province's largest point source emitters of CO₂.

Ontario is taking a phased approach to create a regulatory framework for geologic carbon storage which will play an important role in supporting industry, encouraging sector innovation, and helping industry manage emissions and meet emissions targets. Our roadmap to regulating geologic carbon storage can be found online at [Roadmap towards regulating geologic carbon storage](https://www.ontario.ca/page/geologic-carbon-storage).³

³ <https://www.ontario.ca/page/geologic-carbon-storage>

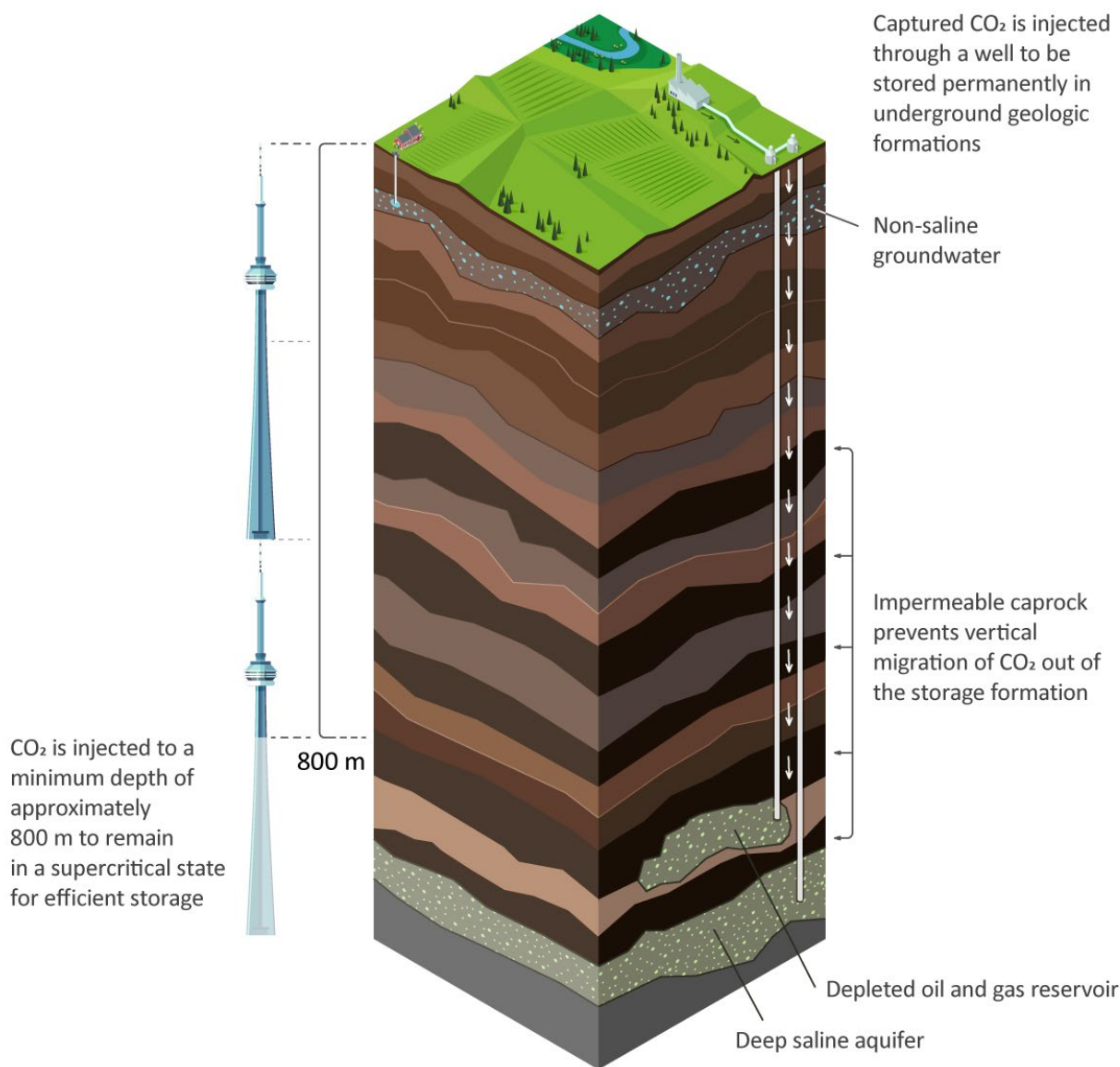


Figure 1: Schematic diagram of geologic carbon storage in a depleted oil and gas reservoir and a deep saline aquifer. This diagram is for illustrative purposes only. Objects shown are not drawn to scale.

“Via Email: Premier@ontario.ca”

July 12th, 2024

The Honorable Doug Ford
Premier of Ontario

Re: Ontario Regulation 391/21: Blue Box for ‘Ineligible’ Sources

This will serve to advise you that Council of the Corporation of the Town of Cochrane, at its regular meeting held Tuesday, July 9th, 2024, passed the following resolution pertaining to the above noted:

“Resolution No. 402-2024

Moved by: Councillor Sylvie Charron-Lemieux

Seconded by: Councillor Marck Recoskie

WHEREAS under Ontario Regulation 391/21: Blue Box producers are fully accountable and financially responsible for their products and packaging once they reach their end of life and are disposed of, for 'eligible' sources only;

WHEREAS 'ineligible' sources which producers are not responsible for including businesses, places of worship, daycares, campgrounds, public-facing and internal areas of municipal- owned buildings, and not-for-profit organizations, such as shelters and food banks;

WHEREAS should a municipality continue to provide services to the 'ineligible' sources, the municipality will be required to oversee the collection, transportation, and processing of the recycling, assuming 100% of the costs;

WHEREAS The Town of Cochrane has approximately 191 or more "non-eligible" sources that will not be provided service from the Producer Responsibility Organization after transition begins;

THEREFORE, BE IT RESOLVED THAT the Town of Cochrane hereby request that the province amend Ontario Regulation 391/21: Blue Box so that producers are responsible for the end-of-life management of recycling products from all sources;

AND FURTHER THAT Council hereby request the support of all Ontario Municipalities;

AND FURTHER THAT this resolution be forwarded to the Honourable Doug Ford, Premier of Ontario, the Honourable Andrea Khanjin, Minister of the Environment, Conservation, and Parks, the Honourable John Vanthof, MPP Timiskaming-Cochrane, the Federation of Canadian Municipalities, the Association of Municipalities of Ontario, and all Ontario Municipalities.

CARRIED.”



Your attention to this matter is greatly appreciated!

Yours truly,
THE CORPORATION OF THE TOWN OF COCHRANE



Alicè Mercier
Clerk

AM/ed

c.c: Minister of Environment, Conservation, and Parks, Hon. Andrea Khanjin;
Timiskaming-Cochrane MPP, John Vanthof;
Association of Municipalities of Ontario;
Federation of Canadian Municipalities;
All Ontario Municipalities



THE VOICE OF NORTHERN BUSINESS



Re: Request for Council Resolution: Support a Set-Aside for Northern Ontario within the OINP

On July 25th, 2024, over 40 organizations from across Northern Ontario came together to formally support an initiative to increase provincially led immigration to Northern Ontario communities. Northern Ontario Chambers of Commerce, Municipalities, Economic Development Agencies, Community Futures Development Corporations, Local Immigration Partnerships, Réseau du Nord, and more are working together to advocate for a Northern Ontario "set-aside" within the Ontario Immigrant Nominee Program (OINP).

As the Government of Ontario has full authority to set the parameters and allocations for the OINP. We are requesting 3,000 nominations, annually, be specifically set aside for immigrants coming to Northern Ontario to fill labour shortages. These 3,000 immigrants would help our communities maintain their current standard of living. Meaning there would be enough people to support vital services in our communities, pay taxes, and keep businesses open.

Currently, Northern Ontario is only receiving between 1-3% of all allocations through the OINP (approximately 100-200 nominees per year for the past 14 years). Meanwhile, the GTA receives approximately 90% of ALL immigration to Ontario. OINP has 21,500 total spots to allocate in 2024, up from 9,000 spots just three years ago. That means there is plenty of room to make a set-aside for Northern Ontario work without detracting from the GTA and other Ontario communities.

We need your help ASAP. To put pressure on the provincial government, **we are requesting your Council pass a resolution formally supporting a 3,000-nomination set-aside within the OINP for Northern Ontario communities.**

The allocation of these 3,000 spots would be spread among communities, ensuring that the benefits of immigration are extended beyond the largest cities in Northern Ontario. Importantly, the set-aside would **work alongside existing programs**, like the federal Rural and Northern Immigration Pilot (and future iterations of it). Also, in-need occupations would be identified specifically for Northern Ontario communities to help address our unique labour shortages.

The federal Rural and Northern Immigration Pilot has brought over 4,000 immigrants to Northern Ontario since its inception five years ago. Targeted, community-level immigration works for Northern Ontario. Help us keep the momentum going.

For questions or more information, please contact:

Charla Robinson, President, Thunder Bay Chamber of Commerce at charla@tbchamber.ca

THE VOICE OF NORTHERN BUSINESS



Table: Proposed Allocations for Northern Ontario OINP “Set-Aside”

OINP Proposed Northern Ontario Allotments, CMA/CAs and CDs (Rural)		
Geography	Geographic Level	Allocations
Greater Sudbury	CMA	689
Timmins	CA	166
Sault Ste. Marie	CA	310
Thunder Bay	CMA	498
North Bay	CA	290
Kenora	CA	60
Nipissing	District**	52
Manitoulin	District	56
Sudbury	District	72
Greater Sudbury*	District**	0
Timiskaming	District	127
Cochrane	District**	149
Algoma	District**	150
Thunder Bay	District**	95
Rainy River	District	79
Kenora	District**	206

Source: Northern Policy Institute.

Definitions: A census metropolitan area (CMA) must have a total population of at least 100,000. A census agglomeration (CA) must have a core population of at least 10,000. Census divisions (CDs) are intermediate geographic areas between the province/territory level and the municipality.

Note: *The Greater Sudbury CMA overlaps completely with the Greater Sudbury CD. Thus, for simplicity, all the allocations are included under the Greater Sudbury CMA.

**Districts represent the CD population minus the CMA/CA population (if there is a CMA/CA present within the CD). This allows there to be a specific allotment for rural areas

Source: Author's calculations. Based on an allotment of 3,000 spots for Northern Ontario divided amongst regions based on population share. Data obtained from 2021 Census of the Population.

THE VOICE OF NORTHERN BUSINESS



Sample Motion

WHEREAS employers across Northern Ontario are experiencing a critical shortage of skilled workers, contributing to a shrinking labour market with an estimated 50,000 newcomers needed by 2041 to sustain current Northern Ontario population levels; and

WHEREAS, the labour shortage is causing significant economic hardship for Northern Ontario communities, including reduced productivity and business closures; and

WHEREAS population and migration trends to 2021 suggest that Northern Ontario needs **100,000 newcomers by 2041** to sustain current population; and

WHEREAS the success of the federal Rural and Northern Immigration Pilot (RNIP) demonstrates the effectiveness of allocating nomination spots to address regional labour shortages in attracting newcomers to Northern Ontario; and

WHEREAS, the Ontario Immigrant Nominee Program has been expanded from 9,750 nominees in 2022 to a goal of 21,500 nominees in 2024;

NOW, THEREFORE, BE IT RESOLVED BY (town / city) COUNCIL (insert municipality name) to:

Urges the Government of Ontario to address the critical labour market shortage in Northern Ontario by allocating 3,000 Ontario Immigrant Nominee Program spots to support the region's economic growth and development.

BE IT FURTHER RESOLVED THAT:

Copies of this resolution be forwarded to: the Ontario Minister of Labour, Immigration, Training & Skills Development; local Members of Provincial Parliament; the Northwestern Ontario Municipal Association/Federation of Northern Ontario Municipalities; and the Thunder Bay Chamber of Commerce

THE CORPORATION OF THE MUNICIPALITY OF NEEBING

By-law number 2024-035

Being a By-law requiring the Owners and keepers of Dogs to be responsible pet Owners.

Recitals:

WHEREAS the *Dog Owners' Liability Act*, R.S.O. 1990, Chapter D.16, provides that by-law enforcement officers may enforce the Act for animal control;

AND WHEREAS the *Municipal Act, 2001*, S.O. 2001, Ch. 25, provides that by-laws may be passed by the council of a municipality for prohibiting and regulating the keeping of animals, running at large of dogs in the community and dangerous dogs;

AND WHEREAS Council wishes to consolidate all Dog by-laws, By-law 2014-028 is hereby repealed and replaced;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE MUNICIPALITY OF NEEBING ENACTS AS FOLLOWS:

Section One: Definitions and Interpretation:

- 1.01 **Definitions:** Whenever a term set out below appears in the text of this By-law with its initial letter capitalized, the term is intended to have the meaning set out for it in this Section 1.01. Whenever a term below appears in the text of this By-law in regular case, it is intended to have the meaning ordinarily attributed to it in the English language.
- a. **“By-law”** means this By-law, as it may be amended from time to time, unless another By-law is expressly referenced by name or number. The Recitals to, and any Schedules attached to, this By-law are considered integral parts of it.
 - b. **“Council”** means the elected municipal council for the Corporation.
 - c. **“Dog”** means a male or female dog over the age of twelve (12) weeks.
 - d. **“Dangerous Dog”** means a dog that, in absence of reasonably mitigating factors such as self-defense, protection of young or protection of people and property from criminal activity, bites, causes injury to a person or other domestic animal, chases or approaches any person or domestic animal off of its premises in a menacing fashion, or is prone to attack as demonstrated by growling or snarling while unsecured on or off of its premises.
 - e. **“Dog Control Officer”** means municipal by-law enforcement officer or other delegate contracted by Council for impounding of dogs at large or dangerous dogs.
 - f. **“Includes”** The use of the word “includes” in any tense (for example, “including”, “included”, or “include”) is not intended to restrict or limit any of the words or phrases either preceding or following it.
 - g. **“Neebing”** means the geographic area under the jurisdiction of the Corporation.

- h. **“Owner”** of a dog includes any person who is responsible for, possesses or harbours a dog and where the owner is a minor, person responsible for the custody of the minor. “Owns” or “Owned” have corresponding meanings.
- i. **“Running at Large”** means when found at a place off of its premises and not under the control of any person by leash of up to 1.8 metres (6 Feet) in length or when on its premises but not secured by a fence, enclosure or leash of less than the distance to the property edge, as required by this by-law.
- j. **“Working Dog”** means a farm dog kept and utilized for the purpose of herding, securing and protecting livestock.

- 1.02 **Gender/Plurals:** Terms expressed in a masculine gender may be interpreted in the feminine gender, and vice-versa, whenever the context requires it. Terms expressed in plural may be interpreted in a singular, and vice-versa, whenever the context requires it.
- 1.03 **Citing Legislation and By-laws:** When provincial legislation is cited in this By-law using a date within the title to the legislation, the reference is to the Statutes of Ontario for that particular year. Where the title does not have a date in it, the reference is to the Revised Statutes of Ontario, 1990. In both cases, the term refers to the legislation as amended from time to time, and includes successor legislation. Where another By-law is cited by a number in this By-law, the reference is to the By-law of the Corporation which has that number. The references includes that By-law, as amended from time to time, including any successor By-law.
- 1.04 **Text Organization:** The organization of this By-law into sections or paragraphs, and the use of headings, is intended to assist readers, and is not intended to imply any particular interpretation.
- 1.05 **Changes over Time:** If a person is referred to in this By-law by virtue of an office held, or an organization is referred to in this By-law by name, and the title of the office or the name of the organization changes. The By-law text is deemed to continue to refer to the holder of the title (as changed) or the particular organization (as renamed).
- 1.06 **Acting Directly or Indirectly:** Where this By-law prohibits action, or requires a person to undertake an action, the prohibition or requirement applies both directly and indirectly. This means that a person prohibited from doing something is also prohibited from causing, allowing or permitting that action to be done. Likewise, a person may fulfil the requirements of this By-law to undertake a particular action by causing, allowing or permitting the action to be undertaken.
- 1.07 **Nouns:** Reference to any noun is considered to be a reference to all or any part of that item. For example, reference to “a Cage” should be interpreted as reference to “all or any portion of a Cage”.
- 1.08 **Severability:** If any portion of this By-law is considered by a court or tribunal of competent jurisdiction to be unenforceable or void, that ruling will not apply to the balance of the By-law, which shall be considered to remain in full force and effect.

- 1.09 **Conflicts with other By-laws:** In the event of any conflict between this By-law and any other By-law passed by the Corporation, the more restrictive provision prevails unless applicable law requires otherwise.

Section Two: Dog Owner Responsibilities & Offences

- 2.01 **Disturbances:** It is an offence for an Owner to allow a dog to make persistent noise by barking, howling, yelping, whining or other sounds audible to neighbours or passersby. Any persistent barking, howling, yelping, whining or other noise beyond thirty (30) minutes will be considered a violation of and an offence under this By-law.
- 2.02 **Feces:** It is an offence for an Owner to not remove its dog's feces from public or private property within the Township.
- 2.03 **Limitations on Number of Dogs:** It is an offence for an Owner or Owners to have more than three (3) dogs reside, permanently or temporarily, on a property that is less than one (1) hectare in size and is located:
- on land which is zoned "Residential 1" with the symbol "R1" under the Corporation's Zoning By-law;
 - on land which is zoned "Residential 2" with the symbol "R2" under the Corporation's Zoning By-law;
 - on land which is zoned "Seasonal" with the symbol "S" under the Corporation's Zoning By-law;
 - on land which is zoned "Lakefront Residential" with the symbol "LR" under the Corporation's Zoning By-law; or
 - on land which is within a registered plan of subdivision.
- 2.04 **Exemptions:** For clarity, the keeping of newly born puppies with their mother for a maximum time frame of six (6) months from the date of the puppies' birth; and/or the temporary care of Dogs, on a non-commercial basis, for a period of time no longer than thirty (30) days are exempted from this provision and related offences.
- Further, sled dogs and dogs utilized in an employment, business or volunteer service, search and rescue or a similar operation are exempted from this provision and related offences, as reasonably determined by Council upon any information requested by the Corporation.
- 2.05 **Restriction Secured Dogs:** It is an offence for an owner to confine a Dog outside within 50 metres of any neighbouring property line when no responsible adult is on the premises to monitor and address disturbances.
- 2.06 **Dogs Running at Large:** It is an offence for an Owner to permit a Dog to run at large.
- 2.07 **Dangerous Dogs:** It is an offence to possess or harbour a Dangerous Dog without meeting applicable conditions or to allow a Dangerous Dog to run at large, chase, attack or bite any other domestic animal or person.

Section 3: Dog Control Officer

- 3.01 Where a Dog Control Officer has reasonable and probable grounds to believe there has been a contravention of this By-law, he or she may order such restrictions on the Dog as required to prevent undue noise disturbance or for public safety, seize the Dog wherever it is located and impound the Dog, or return the Dog to its Owner with or without conditions for care and restraint.
- 3.02 A Dog Control Officer may dispose of any Dangerous Dog on sight, without notice to or complaint against the Owner, where that Dog represents a threat to the safety of persons or other domestic animals.
- 3.03 A Dog Control Officer may enter onto private property to inspect Dogs and their care conditions at any reasonable time upon reasonable notice to the property owner and or tenant.
- 3.04 A Dog Control Officer may not enter a private dwelling without the consent of inhabitants or a warrant, to inspect for an offence or to seize a Dog, unless he or she has reasonable grounds to suspect an imminent risk to a person or other domestic animal.
- 3.05 Council may establish fees, from time to time, for the care and maintenance of impounded Dogs, including reasonably necessary veterinarian expenses, and charge such fees to the Owner as a pre-condition to a Dog's release.

Section 4: Dangerous Dogs

- 4.01 Any Dog shall be deemed to be Dangerous Dog by the Dog Control Officer if it has made an unprovoked attack upon any person or domestic animal in the course of which the person or animal is bitten, injured or where the person suffers damage to clothing or other personal property.
- 4.02 Every Owner of a Dangerous Dog shall:
- a. Chip the Dangerous Dog for identification, ownership and address purposes;
 - b. Ensure the Municipality has an up-to-date address for the Dangerous Dog at all times and is notified forthwith of any change in ownership or death of the Dangerous Dog;
 - c. Ensure that the Dangerous Dog has an up-to-date rabies shot;
 - d. Ensure the Dangerous Dog is spayed or neutered;
 - e. Display a sign at all entrances to the property and buildings where the Dangerous Dog is kept that warns there is a Dangerous Dog on the premises. The signs shall be visible and legible from the nearest road or thoroughfare;
 - f. Ensure the dog is inside the house, a secured pen of a minimum 2 meters by 4 meters and 1.8 meters in height with the sides anchored a minimum of 30 cm into the ground, or within an enclosed fence of a minimum height of 1.8 meters (6 feet); and
 - g. Obtain, provide and maintain a policy of liability insurance in the amount of at least two million (\$2,000,000) dollars for injuries due to the Dangerous Dog. The policy shall name

the Municipality as an additional insured for the sole purpose of the Municipality being notified of any cancellation or expiration of the policy.

- 4.03 When a Dangerous Dog is off its Owner's property the Owner shall:
- a. Ensure the dog is muzzled in a humane manner at all times;
 - b. Ensure the dog is on a leash not longer than 1.8 meters (6 feet);
 - c. Ensure the dog is under the control of a responsible adult; and
 - d. Advise the municipality forthwith if the Dangerous Dog is running at large or has bitten, injured or attacked any person or domestic animal.
- 4.04 Any at Dangerous Dog may be impounded by the Dog Enforcement Officer or another police or peace officer and it may be destroyed immediately if it is deemed to pose an immediate threat to a person or a domestic animal or upon assessment in impound.

Section 5: Impoundment

- 5.01 The Dog Control Officer may impound any dog running at large or upon a report of a Dangerous Dog that has bitten, chased or attacked another person or domestic animal or engaged in threatening behaviour toward a person or domestic animal.
- 5.02 The Dog Control Officer shall make all reasonable efforts to identify and contact the Owner of every stray dog or Dangerous Dog impounded, whether the animal is living or dead.
- 5.03 The Dog Control Officer shall ensure the dog is kept for a minimum of three (3) days after the day of impoundment, not including statutory holidays or any day the pound is not open to the public.
- 5.04 An impounded Dog may be claimed during this time upon proof of ownership, if the Dog is chipped or agreement to have it chipped, and upon payment of impoundment and related fees and charges.
- 5.05 To claim an impounded Dangerous Dog, the Owner must abide by the Conditions imposed on Dangerous Dogs under Section 4 and any further particular conditions imposed by the Dog Control Officer.
- 5.06 If a Dog or Dangerous Dog is not claimed within three (3) days of impoundment, the Dog may be put up for adoption, sold or euthanized, in the discretion of the Dog Control Officer.
- 5.07 Where a Dog seized and impounded is injured or ill and is treated by a veterinarian, the Municipality shall, in addition to any impoundment fees, be entitled to charge the Owner the cost of treatment.

Section Six: Exemptions

- 6.01 The provisions of this By-law do not apply to any animal hospital, animal clinic, animal research facility, boarding kennel lawfully licensed and operated for professional animal

services, or Working Dogs as reasonably determined by Neebing from time to time upon information requested by the Corporation.

Section 7: Enforcement and Offences

- 7.01 This By-law may be enforced by Municipality Dog Control Officer or by way or private information sworn by any person in accordance with the *Provincial Offences Act*, R.S.O. 1990, c.P.33.
- 7.02 Any person who contravenes this By-law is guilty of an offence and upon conviction be subject to the penalties provided by the *Provincial Offences Act*, *Municipal Act* and this By-law.
- 7.03 Each day of a continuing violation of this By-law constitutes a separate offence.
- 7.04 Where any person has contravened this By-law twice or more in one (1) calendar year, an elevated penalty will be sought.
- 7.05 The Dog Control Officer may issue an Order to discontinue an offence under this By-law or to meet conditions imposed upon a Dangerous Dog. Should an Owner fail to implement the Order, the Municipality may impound the Dangerous Dog and charge the costs of same, meeting conditions imposed or destruction of the Dog to the property owner of the Dog Owner's premises as taxes. Any failure to abide by an Order to Discontinue is an offence.
- 7.06 The Dog Control Officer may issue a work Order to correct the contravention of this By-law after the time for Owner compliance in the Order has expired, and charge to the property owner of the Dog Owners premises as taxes.

Section 8: General Provisions

- 8.01 **Other Provincial Laws:** Notwithstanding anything in this By-law, Dog Owners are subject to the *Dog Owners Liability Act*, R.S.O. 1990, c.D.16, the *Protection of Livestock and Poultry Act*, R.S.O. 1990, c.L.24 and any other applicable legislation.
- 8.02 **Repeals:** By-law 2014-028 is repealed.
- 8.03 **Effective Date:** This By-law shall come into force and take effect upon the date that it is passed.

ENACTED AND PASSED IN COUNCIL this 19th day of November, 2014 as witnessed by the corporate seal of the Corporation and the hands of its proper Officers duly authorized in that behalf.

THE CORPORATION OF THE
MUNICIPALITY OF NEEBING

Mayor

Clerk-Treasurer

Short Form Wording and Set Fines for By-law 2024-0XX:

Item	Column 1 Short Form Wording	Column 2 Offence Creating Provision	Column 3 Set Fine (includes costs)
1	Allow Dog to make persistent noise	Section 2.01	\$75.00
2	Fail to remove dog feces from public or private property	Section 2.02	\$75.00
3	Own more than four (4) Dogs in prohibited area	Section 2.03	\$75.00
4	Secure or Confine Dog too close to property line	Section 2.05	\$50.00
5	Allow Dog to Run at Large	Section 2.06	\$150.00
6	Possess or harbour a Dangerous Dog without meeting applicable conditions	Section 2.07	\$150.00
7	Allow Dangerous Dog to run at large, chase, attack or bite	Section 2.07	\$150.00