



REGULAR COUNCIL MEETING AGENDA

September 12, 2022 5:30 PM

MEETING - Council Chambers , Civic Centre

Session # 100

Microsoft Teams meeting

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID:227 680 656 236

Passcode:FzzCmA

[Download Teams](#)|[Join on the web](#)us

Or call in (audio only)

[+1 807-701-5975](#).,[477460998#](#) Canada, Thunder Bay

Phone Conference ID:477 460 998#

Page

1. COUNCIL MEETING

(Session No. 100) to immediately follow the Committee of the Whole

- 1.1 Call to Order / Roll Call
- 1.2 Territorial Acknowledgement
- 1.3 Moment of Meditation
- 1.4 Disclosure of pecuniary interest and the general nature thereof.

2. Consent Agenda:

- 2.1 Items Referred from Committee of the Whole

Recommendation: THAT the following Consent items be approved:

Committee of the Whole Items 5.1, 5.2 and 5.3

3. Approval of Council Minutes: *

9 - 18

- 3.1 Regular Council Meeting Minutes Session 098 of August 8, 2022 and Special Council Meeting Minutes Session 099 of August 18, 2022

Recommendation: THAT the meeting minutes of Council Meeting Session No. 098 dated August 8, 2022 and the Special meeting minutes Session 099 of August 18, 2022 having been typed and distributed be approved..

4. Approval of Committee of the Whole Minutes: *

- 19 - 23 4.1 Committee of the Whole meeting minutes Session No. 104 dated August 8, 2022 having been typed and distributed be approved.

Recommendation: THAT the meeting minutes of Committee of the Whole being Session No. 10 dated August 8, 2022 having been typed and distributed be approved.

5. Resolutions from tonight's Committee of the Whole meeting

- 5.1 Section 357/358 Application for 842 Second Street East

Recommendation: THAT Council approve Report # AR-22-0031 for the adjustment of taxes for 2022 under Section 357/358 of the Municipal Act for property located at 842 Second Street East.

- 5.2 Justyna Garpos, Project Manager, WSP Canada Inc, - Town of Fort Frances New Official Plan and Comprehensive Zoning By-Law Review

Recommendation: THAT the deputation from Justyna Garpos, Project Manager, WSP Canada Inc regarding the Town of Fort Frances New Official Plan and Comprehensive Zoning By-Law Review be received as information

- 5.3 Mitch Lepage, Rob Coulbeck, Alex Eidson, SB Energy US Holdings One, Bioveld Energy Ventures and Brothers Marketing Inc to request a resolution from town council supporting the development of an battery energy storage facility at the Lagoon property.

Recommendation: THAT the deputation from Mitch Lepage, Rob Coulbeck, Alex Eidson, SB Energy US Holdings One, Bioveld Energy Ventures and Brothers Marketing Inc to request a resolution from town council supporting the development of an battery energy storage facility at the Lagoon property be received with appreciation

AND THAT the request be referred to the CBO\Planner for a recommendation

- 24 - 30 5.4 Minutes of Settlement for 838 Huffman Court (2020)

Recommendation: THAT Council approve Report # AR-22-0033 thereby processing the request for reconsideration minutes of settlement for the property located at 838 Huffman Court for the period December 9, 2020 to December 31, 2020 with a total impact of \$82.53.

- 31 - 37 5.5 Minutes of Settlement for 838 Huffman Court (2021)

Recommendation: THAT Council approve Report # AR-22-0035 thereby processing the request for reconsideration minutes of settlement for the property located at 838 Huffman Court for the period January 1, 2021 to December 31, 2021 with a total impact of \$1,339.57.

- 38 - 44 5.6 Minutes of Settlement for 401-405 Scott Street (2022)

Recommendation: THAT Council approve Report # AR-22-0036 thereby processing the request for reconsideration minutes of settlement for the property located at 401-405 Scott Street for the period January 1, 2022 to December 31, 2022 with a total impact of \$1,387.44.

- 45 - 47 5.7 Office of the Clerk Status Update and Reconciliation Policy / Plan
- Recommendation:** THAT Council receive report AR-22-0027 from the Municipal Clerk relating to the Office of the Clerk Status Update and the Reconciliation Policy/Plan as information
- AND THAT the reconciliation policy be postponed to be included in the new strategic plan with input and mandate for the First Nations Relations Advisory Committee
- 48 - 54 5.8 Establishment of the 2022 Municipal Election Compliance Audit Committee
- Recommendation:** THAT Council approval of this report AR-22-0025 from the Municipal Clerk / Returning Officer will agree to proceed with the enactment of a By-Law to establish the legislated required Compliance Audit Committee for the 2022 Municipal Elections
- 55 - 56 5.9 Award of RFP-CSEC-01 - Provision of Canteen Services at the Memorial Sports Centre
- Recommendation:** THAT the Council receive report AR-22-0039 and approves the award of RFP-CSEC-01 to Tess Coish, proprietor of Tess's Kitchen; and
- FURTHER THAT a by-law be prepared to authorize Mayor and Clerk to execute the agreement on behalf of the Corporation.
- 57 - 76 5.10 Active Transportation Fund Grant Agreement
- Recommendation:** THAT the Council of the Town of Fort Frances approve Report # AR-22-0029 and agree to enter into a funding agreement with her majesty the Queen in right of Canada for the acceptance of funding under the Permanent Public Transit Program – Active Transportation Fund Grant Agreement for the La Verendrye Parkway Expansion - Feasibility Study and Conceptual Design; and
- FURTHER THAT the authorizing by-law be brought forward to a future meeting of Council where the Mayor and Clerk will be authorized to execute the agreement on behalf of the Corporation.
- 77 - 137 5.11 Former Mill Properties Conceptual Land Use Plan - Resolution of Support
- Recommendation:** THAT Council of the Town of Fort Frances approve Report # AR -22-0030 and supports, in general, the Conceptual Land Use Plan for the Former Mill Properties as prepared by Scatliff + Miller + Murray May 2022.
- 138 - 146 5.12 GIS Datashare Agreement - Official Plan and Zoning By-Law Review Project
- THAT Council approval of report AR-22-0028 will agree to entering into a geospatial data license agreement with WSP to obtain the Town's GIS data to assist in the completion of the Official Plan and Zoning By-Law review

THAT the associated fees relating to the data as outlines in the User Fee By-Law be waived

AND THAT the Mayor and Clerk be authorized to execute the agreement on behalf of the Corporation.

6. By-Laws:

6.1 By-Laws to be enacted:

THAT the following by-laws be introduced and read, and finally passed, signed by the Mayor and the Clerk, sealed with the Corporate Seal and become law forthwith:

- By-Law 50-22, being a by law to authorize the execution of an agreement with Miller Group; re: Tender 2022-OF-10 – 2022 MSHW Service Provider
- By-Law 51-22, being a by law to authorize the execution of an agreement with Winnipeg Airport Services Corp; re: RFP 2022-OF-13 – Internal Quality Assurance Audit Service for the Fort Frances Airport Safety Management System
- By-Law 52-22, being a by-law to appoint a Joint Compliance Audit Committee

147 - 151 6.2 Execution of an agreement with Miller Group; re: Tender 2022-OF-10 – 2022 MSHW Service Provider

THAT By-Law 50-22, being a by law to authorize the execution of an agreement with Miller Group; re: Tender 2022-OF-10 – 2022 MSHW Service Provider be introduced, read and finally passed, signed by the Mayor and Clerk, sealed with the Corporate Seal and become law forthwith

152 - 202 6.3 Execution of an agreement with Winnipeg Airport Services Corp; re: RFP 2022-OF-13 – Internal Quality Assurance Audit Service for the Fort Frances Airport Safety Management System

THAT By-Law 51-22, being a by law to authorize the execution of an agreement with Winnipeg Airport Services Corp; re: RFP 2022-OF-13 – Internal Quality Assurance Audit Service for the Fort Frances Airport Safety Management System be introduced, read and finally passed, signed by the Mayor and Clerk, sealed with the Corporate Seal and become law forthwith

203 - 207 6.4 Appoint a Joint Compliance Audit Committee

THAT By-Law 52-22, being a by-law to appoint a Joint Compliance Audit Committee be introduced, read and finally passed, signed by the Mayor and Clerk, sealed with the Corporate Seal and become law forthwith

7. New Items:

7.1 Rainy River District Municipal Association Annual AGM and Conference Schedule September 21st, 2022 at 7:00 p.m. in Chapple, ON (Councillor Behan)

Recommendation: THAT Council approved the attendance of the following Council members to the Rainy River District Municipal Association Annual

AGM and Conference Scheduled September 21st, 2022 at 7:00 p.m. in Chapple, ON

AND THAT Pier Diems and Travel be permitted in accordance with the remuneration By-Law

208 - 370 7.2 Federal Electoral Boundaries (Councillor Judson)

Recommendation: WHEREAS the Federal Electoral Boundaries Commission for Ontario (“Commission”) released its proposed redistribution of federal riding boundaries in August 2022;

WHEREAS Northern Ontario would lose a seat in the House of Commons under the proposed redistribution;

WHEREAS the previous redistribution caused the Rainy River District to be joined into a riding with the City of Thunder Bay, with which Fort Frances-area municipalities have often found their economic interests at odds;

WHEREAS the new proposed distribution intends to further combine the main municipal population centres of the current Kenora and Thunder Bay—Rainy River ridings, further eroding effective representation for the rural and outlying communities of the Rainy River and Kenora districts;

WHEREAS the current proposal has been criticized as impractical and unfair for northern communities by both current and former MPs from across Northern Ontario, from all 3 major political parties;

WHEREAS the proposed redistribution fails to recognize the economic, historic, and cultural distinctions across the region and the rural-urban population divide between Thunder Bay and smaller centres in the Northwest;

WHEREAS the Northern Policy Institute has conducted research which confirmed that the Kenora and Rainy River districts are in a distinct economic region from Thunder Bay; and

WHEREAS the Commission has called for written submissions from citizens and stakeholders on its proposed redistribution by September 25, 2022;

THEREFORE IT IS RESOLVED THAT Council of the Town of Fort Frances (“Council”) conveys the following comments as submissions to the Commission:

1.Council is concerned by the loss of northern representation in the proposed redistribution and is of the view that 10 seats ought to be reserved for the north to account for its geographic, economic, and social diversity;

2.Council is concerned that the Town of Fort Frances' new proposed federal riding of Kenora—Thunder Bay—Rainy River fails to account for the vast geography of the region and the economic, historic, political, and demographic differences between the Kenora-Rainy River districts and the City of Thunder Bay;

3.Council is of the view that the current proposal creates boundaries for the purpose of adhering to a population formula without fully accounting for the unique geographic, economic, and cultural realities of northern communities and their different community interests;

4.Council is of the opinion that effective representation for the Northwest requires that travel times, Indigenous territorial boundaries, community history, provincial boundaries, and economic regions be reflected in federal electoral boundaries;

5.If the current 10 seats for Northern Ontario is not maintained, Council suggests that consideration be given by the Commission as to whether the City of Thunder Bay ought to be contained within a single riding in order to give more effective representation to rural and smaller communities in the region;

6.Council directs the administration to send a copy of this resolution to the Commission with a covering letter, by email (ON@redcoupage-federal-redistribution.ca); and

7.Council directs that a copy of this resolution be sent to:

a.the Northwestern Ontario Municipal Association;

b.all municipalities in the Kenora and Rainy River districts; and

c.the current MPs for Northwestern Ontario (eric.melillo@parl.gc.ca, patty.hajdu@parl.gc.ca, and marcus.powlowski@parl.gc.ca).

8. Information Correspondence:

- | | | |
|-----------|-----|--|
| 371 | 8.1 | CORR: Owen Sound Resolution: Changes to the Amber Alert System |
| 372 - 373 | 8.2 | CORR: Letter re: Open U.S. - Canada Border |

374 - 375 8.3 CORR: Town of Wasaga Beach Resolution re: Strong Mayors, Building Homes Act

9. Minutes of Local Boards / Committees: None

10. In-Camera:

10.1 Council proceeds in-Camera at _____ p.m.

THAT Council now meet in-camera in order to address a matter pertaining to:

1. Industrial Park Land Disposition

(c) a proposed or pending acquisition or disposition of land by the municipality or local board;

2. Ongoing Legal matter

(b) personal matters about an identifiable individual, including municipal or local board employees;

(d) labour relations or employee negotiations;

(e) litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board;

(f) advice that is subject to solicitor-client privilege, including communications necessary for that purpose;

3. Labour Relations Matter

(b) personal matters about an identifiable individual, including municipal or local board employees;

(d) labour relations or employee negotiations;

(e) litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board;

(f) advice that is subject to solicitor-client privilege, including communications necessary for that purpose;

4. RTR and Point Park Litigation (3 items)

(e) litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board;

(f) advice that is subject to solicitor-client privilege, including communications necessary for that purpose;

(g) a matter in respect of which a council, board, committee or other body may hold a closed meeting under another Act;

5. CAO Performance Appraisal - Update

(b) personal matters about an identifiable individual, including municipal or local board employees;

(h) information explicitly supplied in confidence to the municipality or local board by Canada, a province or territory or a Crown agency of any of them;

11. Public Session Resumes:

12. Resolutions Required as a result of In-Camera discussions:

13. ADJOURNMENT

13.1 The Council Meeting adjourned at _____ p.m.

THAT this meeting of the Council of the Town of Fort Frances be now closed.



TOWN OF FORT FRANCES

MINUTES

SESSION NO. 099

August 18, 2022

The Special meeting of Council of the Town of Fort Frances was held in the Council Chambers and Virtually

PRESENT: Mayor J. Caul, Chairperson; Councillors M. Behan, A. Hallikas, D. Judson, J. McTaggart and R. Wiedenhoeft, W. Brunetta (virtual).

ALSO PRESENT: Alyssha Hansma, Human Resources Manager
Tyler Young, Manager of Community Services
Paul Heayn, Integrity Commissioner
Gabrielle Lecuyer, Clerk

COUNCIL
(Session No. [099])

Call to Order
Mayor Caul called the meeting to order at 2:06 p.m.

Disclosure of pecuniary interest and the general nature thereof
There were no disclosures of pecuniary interest.

Integrity Commissioner Report

Paul S. Heayn, Town of Fort Frances Integrity Commission, re: Report of Investigation into Allegation of a Violation of the Town of Fort Frances Council Code of Conduct & Municipal Conflict of Interest Act relating to Mayor Caul.

Councillor Brunetta joined the meeting virtually at 2:10 p.m.
Deputy Mayor Hallikas assumed the Chair. Mayor Caul was provided an opportunity to speak relating to the investigation.
Councillor Judson called a point of order stating that Mayor Caul only has a right to reply.
Mayor Caul announced that she will vacate the room and will return when the Integrity Commissioner Report is over.
Deputy Mayor Hallikas ruled that Mayor Caul addressed the Council as her right to reply.

Motion to To amend motion 1066 and insert
Amend AND THAT Council request that the Mayor issue an apology to affected municipal staff and contactors

CARRIED.

Result:	CARRIED.
Mover:	Douglas Judson
Seconder:	John McTaggart
Ayes:	Douglas Judson, John McTaggart, Wendy Brunetta, and Rick Wiedenhoeft
Nays:	Michael Behan and Andrew Hallikas
COI:	June Caul

1066 **Recommendation:** THAT Council receive the report from the Integrity Commission regarding the investigation into a Code of Conduct and Conflict of Interest concerns regarding Mayor Caul and that
AND THAT Council request that the Mayor issue an apology to affected municipal staff and contactors
as amended

CARRIED.

Result:	CARRIED.
Mover:	Michael Behan
Seconder:	Rick Wiedenhoeft
Ayes:	Rick Wiedenhoeft, Wendy Brunetta, Douglas Judson, and John McTaggart
Nays:	Michael Behan and Andrew Hallikas
COI:	June Caul

INCAMERA

Council proceeds in-Camera at 3:05 p.m.
Councillor Brunetta did not participate in the Closed Session virtually Mayor Caul assumed the chair.

1067 THAT Council now meet in-camera in order to address a matter pertaining to:

- 1. Point Park\RTR Litigation
 - (e) litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board;

CARRIED

Result:	CARRIED
Mover:	John McTaggart
Seconder:	Andrew Hallikas

Point Park\RTR Litigation - Statement of Account (deferred from August 8, 2022)
The following staff member was present: Gabrielle Lecuyer, Clerk

Public Session Resumes:

Report out of the Closed Session

1068 **Recommendation to follow the closed session:** THAT Council of the Town of Fort Frances receives this report as information and has given direction to Administration.

Result:	
Mover:	Michael Behan
Seconder:	Rick Wiedenhoeft

ADJOURNMENT

The Special Council Meeting adjourned at 3:16 p.m.

1069 THAT this meeting of the Special Council of the Town of Fort Frances be now closed.

CARRIED

Result:	CARRIED
Mover:	John McTaggart
Seconder:	Andrew Hallikas

PRESENT: Mayor J. Caul, Chairperson; Councillors M. Behan, W. Brunetta, A. Hallikas, J. McTaggart and R. Wiedenhoeft. Councillor D. Judson attended virtually.

1. COUNCIL MEETING

1.1 Call to Order / Roll Call
Mayor Caul called the meeting to order at 6:19 p.m.

1.3 Moment of Meditation

1.4 Disclosure of pecuniary interest and the general nature thereof
There were no declarations.

2.1 Items Referred from Committee of the Whole

1049 THAT the following Consent items be approved:
Committee of the Whole Items # ~~5.2, 5.3~~, 5.4, 5.5, 5.6, 5.7, 5.8, 5.9, 5.10, 5.11 and 5.12
CARRIED

Result:	CARRIED
Mover:	Wendy Brunetta
Seconder:	Michael Behan

COW Request for Reconsideration Minutes of Settlement for 1124 Third St E Roll# 5912-5.4 030-007-06400-0000

CON-1049 **Recommendation:** *THAT the Committee of the Whole of Council recommend processing the request for reconsideration minutes of settlement for the property located at 1124 Third Street East for 2022 as received.*

CARRIED

COW BIA Request to place large Christmas Tree at Rainy Lake Square
5.5

CON -1049 **Recommendation:** THAT Council of the Town of Fort Frances supports the future development of a Christmas Tree site at the Rainy Lake Square

Page 2 of 8

FURTHER THAT Council recommends that the BIA engage an Engineer to develop a stand structure to be placed in one of the existing catchbasins with the support of Administration to determine potential guying locations.

CARRIED

COW Award of RFP 2022-OF-13 Internal Quality Assurance Audit Service for the Fort
5.6 Frances Airport Safety Management System

CON-1049 Council Approval of report AR-22-0020 will ensure that:
1. RFP 2022-OF-13 be awarded to Winnipeg Airport Services Corp.
2. a bylaw be prepared to authorize Mayor and Clerk to execute the agreement on behalf of the Corporation.

CARRIED

COW Approval of an unbudgeted capital expenditure for survey work at Riverview Cemetery
5.7

CON-1049 Council approval of report AR-22-0021 will agree with the recommendation of Administration that:
1. The unbudgeted expenditure of \$8,825.00 for the surveying and generation of required reference plans laying out additional single and double plots in the Riverview Cemetery and Holy Cross. 2. That the unbudgeted expense be funded by the Cemetery Care and Maintenance Fund

CARRIED

COW Award of Tender T-2022-10 - MHSW Services to host 2022 Household Hazardous
5.8 Waste Event

CON-1049 **Recommendation:** THAT Council approval of this report will ensure:
1. That the Miller Group out of Winnipeg be designated the Town 's 2022 MSHW service provider at an estimated cost of \$43,727.09 (includes HST) in accordance with the tender documents.
2. That the Town 's MSHW event day is scheduled on Saturday September 10, 2022 from 9:00 am to 3:00 pm.

CARRIED

COW June 2022 Water System Monthly Report
5.9

CON-1049 **Recommendation:** THAT Council approval of this report will accept the June 2022 report prior to it being made available to the general public.

CARRIED

COW Adoption of the Town's Levels of Service Framework
5.10

CON-1049 **Recommendation:** THAT Council approval of report AR-22-0023 adopts the Level of Service Framework for core assets in accordance with O. Reg 588/17

CARRIED

COW Make a Big Splash Spray Park Advisory Committee Update
5.11

CON-1049 **Recommendation:** THAT Council approval of report AR-22-0019 will:
1. Designate the members of the Make A Big Splash Spray Park Advisory Committee as listed in the report.
2. Accept the Draft Terms of Reference for the committee as presented.
3. Designate area in the Legion Park for the development of a Spray Park.

CARRIED

COW Entering into an easement agreement with the Township of Alberton
5.12

CON-1049 **Recommendation:** THAT Council approval of report number AP-22-0022 will ensure: THAT the Town of Fort Frances enter into an easement agreement with The Township of Alberton for the purposes of supplying water services to 11 Highway 11. FURTHER THAT a by-law be prepared authorizing the Mayor and Clerk to execute the easement agreement on behalf of the corporation.

CARRIED

3. **Approval of Council Minutes: ***

3.1 Regular Council Meeting Minutes Session No. 097 July 11, 2022

1050 THAT the meeting minutes of Council Meeting Session No. 097 dated July 11, 2022 having been typed and distributed be approved..

CARRIED

Result:	CARRIED
Mover:	John McTaggart
Second:	Rick Wiedenhoeft

4. **Approval of Committee of the Whole Minutes: ***

4.1 Committee of the Whole meeting minutes Session No. 103 dated July 11, 2022 having been typed and distributed be approved as amended.

1051 THAT the meeting minutes of Committee of the Whole being Session No. 103 dated July 11, 2022 having been typed and distributed be approved as amended.

CARRIED

Result:	CARRIED
Mover:	Andrew Hallikas
Second:	Wendy Brunetta

5. **Resolutions from tonight's Committee of the Whole meeting**

COW 2022 Moffat Funding Disbursement
6.1
(REG
5.1)

1052 ***THAT** approval of this report will endorse the inclusion of the application from 908 Rainy Lake Squadron Royal Canadian Air Cadets **AND FURTHER THAT** Council approve the grant funding allotted for 908 Rainy Lake Squadron Royal Canadian Air Cadets and the revised funding for the Kiwanis Club as recommended by the Moffat Fund Steering Committee for the year 2022.*

CARRIED

Result:	CARRIED
Mover:	John McTaggart
Second:	Wendy Brunetta

COW Lot 26 Industrial Park - Surplus Declaration for Disposition
6.3(REG
5.2)

1053 **Recommendation:** THAT Council approval of this report will recommend declaring Lot 26 in the Industrial Park, legally described as LOTS 26 PL48M353 MCIRVINE; TOWN OF FORT FRANCES (PIN 56019-1146), as surplus for the purpose of direct sale and that notice be provided once in the Fort Frances Times.

CARRIED

Result:	CARRIED
Mover:	Andrew Hallikas
Second:	Michael Behan

COW Contribution Agreement Amendment – Microgrid Feasibility Study
6.2
(REG
5.3)

- 1054 **Recommendation:** It is the recommendation of Administration:
THAT Council of the Town of Fort Frances authorize the amendment in the contribution agreement to reflect the change in project completion date;
AND FURTHER THAT the Mayor and Clerk be authorized to sign the amendment document on behalf of the corporation.

CARRIED

Result:	CARRIED
Mover:	Rick Wiedenhoeft
Second:	Wendy Brunetta

COW New Official Plan and Zoning By-Law - Technical Advisory Committee
5.2 COW Item 5.2 was pulled by Councillor Judson

- 1055 **Recommendation:** THAT on the recommendation of the Planning and Development Executive Committee Council approves the development of a Technical Advisory Committee for the facilitation of the new Official Plan

AND THAT the Zoning By-law consisting of the following Composition:

- 1. Up to two members of administration
- 2. One member of the Committee of Adjustment
- 3. One member of the Economic Development Executive Committee
- 4. One member of the MAT Committee
- 5. One member of the BIA Board
- 6. Up to four citizen members (local developers, stakeholders or general public)
- 7. One member of the Fort Frances Chamber of Commerce

And that the Terms of Reference of the Committee be brought back to Council at a future meeting for

approval.

CARRIED

Result:	CARRIED
Mover:	John McTaggart
Second:	Andrew Hallikas

COW Relocation of the Hallett & Owandem
5.3 COW Item 5.3 was pulled by Councillor McTaggart

- 1056 **Recommendation:** THAT the Council of the Town of Fort Frances approves the request to find a permanent home for the Hallett and Owandem, near the Sorting Gap Marina/Shevlin Wood Yard development, as detailed in the report attached by Kayleigh Speirs, Museum Curator, and

FURTHER THAT the Council approves an unbudgeted capital expenditure for 2022 that will be used to start the design phase of this project to ensure construction can begin in the summer of 2023.

CARRIED

Result:	CARRIED
Mover:	Michael Behan
Second:	Rick Wiedenhoeft

6. By-Laws:

6.1 By-Laws to be enacted:

- 1057 THAT the following by-laws be introduced and read, and finally passed, signed by the Mayor and the Clerk, sealed with the Corporate Seal and become law forthwith:
- THAT By law 49-22 to authorize the execution of a Transfer Payment Agreement between Her Majesty the Queen in right of Ontario as represented by the Minister of Infrastructure for the Investing in Canada Infrastructure Program Green Stream (ICIP Case #2021-08-1-1625055624)
 - THAT By-law 03-22A being a By-law to amend By-law 03-22 to approve an amending (change request form) funding agreement with Northern Ontario Heritage Fund Corporation (NOHFC) under the Community Enhancement Program (Rural Enhancement Stream) Project Number: 7510000 – Sorting Gap Marina Improvements
 - THAT By-law 50-22, being a by law to authorize the execution of an agreement with TBT Engineering; re: RFP 2022-OF-12 - Award of design works related to the upgrading of the power feed for the 52 Canadians Arena
 - THAT By-law 09-22 A, being a by law to amend By-Law 09-22 to authorize the execution of a contribution agreement between The Federal Economic Development Agency for Northern Ontario as represented by the Minister of Indigenous Services and Minister responsible for the Federal Economic Development Agency for Northern Ontario and the Corporation of the Town of Fort Frances re: 851-513365 Fort Frances Community Microgrid Feasibility Study

CARRIED

Result:	CARRIED
Mover:	Andrew Hallikas
Second:	Michael Behan

7. New Items:

7.1 Reconciliation Policy (Councillor Judson)

- 1058 **Recommendation:** WHEREAS on May 25, 2021, Council adopted resolution number 692, “THAT the report dated May 20, 2021 from E. Slomke, Clerk re: Creation of a Reconciliation Policy / Plan be approved to agree with the recommendation of the Administration & Finance Executive Committee to establish a Reconciliation Policy / Plan for the Town of Fort Frances as outlined in this report.”;

WHEREAS no reconciliation policy/plan has been brought forward for Council’s consideration;

THEREFORE IT IS RESOLVED THAT Council directs the administration to provide an update on the status of the reconciliation policy/plan at its first regular meeting in September 2022.

CARRIED

Result:	CARRIED
Mover:	Michael Behan
Second:	Andrew Hallikas

7.2 Welcome Centre (Councillor McTaggart)

- 1059 THAT the correspondence received regarding the Welcome Centre be referred to the Community Services Executive Committee and the Library Board for a recommendation.

CARRIED

Result:	CARRIED
Mover:	Wendy Brunetta
Second:	Rick Wiedenhoeft

8. Information Correspondence:

The following items were received. Council was provided an opportunity for clarification and questions relating to all information items.

- 8.1 Riverside Foundation Anniversary Gala
- 8.2 Proclamation - 22nd Annual Child Care Worker and Early Childhood Educator Appreciation Day
- 8.3 CORR 20220630 LETTER OF SUPPORT re Brantford (Former Mohawk Institute Residential School)
- 8.4 CORR 20220713 LETTER OF SUPPORT - Hastings & Brighton (Amber & Draven Alert)
- 8.5 CORR: Lakers Fort Frances request for ice time 2022

- 1060 THAT the correspondence received from Fort Frances Lakers be referred to the Community Services Executive Committee for a recommendation.

CARRIED

Result:	CARRIED
Mover:	Michael Behan
Second:	Rick Wiedenhoeft

- 8.6 Grey Highlands support for TBM Motion re Voter's List
- 8.7 NOMA June 28 2022 Board Meeting Report to Membership
- 8.8 Notice of Passing By-Law 28-2022 re GFL

9. Minutes of Local Boards / Committees:

The following items were received. Council was provided an opportunity for clarification and questions relating to all information items.

- 9.1 Session no 21 - 18 April 2022 - Revised - Accepted as presented
- 9.2 Community Services Executive Committee Meeting Minutes of Session No. 50 July 4th, 2022.
- 9.3 Administration and Finance Executive Committee Meeting Minutes of Session 24 May 17, 2022 and Session No. 25 July 5, 2022
- 9.4 Operations and Facilities Executive Committee Meeting Minutes of Session No. 10 July 6, 2022
- 9.5 Economic Development Executive Committee Meeting Minutes of Session No. 1 Jan 5, 2022

- Page 7 of 8
- 9.6 Fort Frances Non-Profit Housing Corporation Meeting Minutes of Session No. 1 May 5, 2022
- 9.7 Police Services Board Meeting Minutes Session No. 12 Jun 24, 2022

10. In-Camera:

- 10.1 Council proceeds in-Camera at 7:00 p.m. Staff in attendance: CAO F. Anwar and Deputy Clerk, K. Haney
- 1061 THAT Council now meet in-camera in order to address a matter pertaining to:

1. Approved 2022 Capital Budget - Purchase of Disaster Recovery Servers {2022-AMOC-1009}

(a) the security of the property of the municipality or local board;

2. Point Park \ RTR

(e) litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board;

3. RTR and Point Park Litigation - Statement of Account

(e) litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board;

4. CAO Performance Appraisal

(b) personal matters about an identifiable individual, including municipal or local board employees;

CARRIED

Result:	CARRIED
Mover:	John McTaggart
Seconder:	Wendy Brunetta

- 10.2 Purchase of Disaster Recovery Servers {2022-AMOC-1009} - IT Manager J. Hughes was in attendance for this item
- 10.3 Point Park \ RTR Litigation - Jerome Morse joined virtually for agenda item 10.3
- 10.4 Point Park\RTR Litigation - Statement of Account
- 10.5 CAO Performance Appraisal - Verbal Update
The Deputy Clerk Karyn Haney exited the meeting and the Human Resources Manager Alyssha Hansma was provided the delegated authority to Clerk agenda item 10.5 relating to the CAO performance Appraisal
- 10.6 Closed Meeting Minutes July 11, 2022
Deputy Clerk Karyn Haney resumed the Clerk duties and the Human Resources Manager Alyssha Hansma vacated the meeting.

11. Public Session Resumes:

- 11.1 Report out of the Closed Session
- 1062 **Recommendation to follow the Closed Session:** It is the recommendation of the Information Technology Manager:
THAT Council of the Town of Fort Frances authorize the purchase of servers from Dell at a cost of
\$125,761.36, including the Town’s portion of HST.

CARRIED

Result:	CARRIED
---------	---------

Page 8 of 8

Mover:	John McTaggart
Second:	Andrew Hallikas

- 1063 **Reg agenda item 10.3 Recommendation to follow the Closed Session:** THAT Council of the Town of Fort Frances provides direction to the Town's legal counsel.

CARRIED

Result:	CARRIED
Mover:	Wendy Brunetta
Second:	Rick Wiedenhoeft

- 1064 **Reg agenda Item 10.4 Recommendation to follow the closed session:** THAT Council of the Town of Fort Frances receives this report as information and has given direction to Administration.

CARRIED

Result:	CARRIED
Mover:	Michael Behan
Second:	Andrew Hallikas

12. **Resolutions Required as a result of In-Camera discussions:**

- 12.1 Closed Meeting Minutes

~~THAT the closed meeting minutes of the Council dated July 11, 2022 having been typed and distributed be approved.~~

13. **ADJOURNMENT**

- 13.1 The Council Meeting adjourned at 8:46 p.m.

- 1065 THAT this meeting of the Council of the Town of Fort Frances be now closed.

CARRIED

Result:	CARRIED
Mover:	John McTaggart
Second:	Rick Wiedenhoeft



SESSION NO. #104

REPORT

TOWN OF FORT FRANCES
COMMITTEE OF THE
WHOLE

August 8, 2022

A meeting of the Committee of the Whole of Council was held in the Council Chambers and virtually.

PRESENT: Councillor W. Brunetta, Chairperson; Mayor J. Caul; Councillors M. Behan, A. Hallikas, J. McTaggart, R. Wiedenhoeft and Councillor D. Judson (virtually)

ALSO PRESENT: F. Anwar, CAO, D. Galusha, Treasurer, T. Rob, Manager of Operations & Facilities, T. Young, Recreation & Culture Manager, A. Hansma, HR Manager, Gabrielle Lecuyer, Clerk (virtual) K. Haney, Deputy Clerk

1. Call to Order/Roll Call

Chair Brunetta called the meeting to order at 5:30 p.m.

2. Disclosure of pecuniary interest and the general nature thereof.

There were no declarations.

3. Delegations/Deputations: None

4. Council Reports on Board & Committee Activity:

- 4.1 Mayor Caul - Verbal update - Mayor Caul indicates she has had a busy month. She met with Marcus Powlowski to discuss homelessness issues and immigration possibilities. She was invited to and rode in the boat parade. An interview was held with Nick Shovan (FFNWHU) re a local safe consumption site. More information to follow on that. Invitation to Walmart to meet with Keira _____ Child's Network. Attended Culturama and enjoyed the drummers and Ukrainian dancers. Mayor Caul thanked Museum Curator Kayleigh Spears and Recreation and Culture Manager for their support with the event. Mayor Caul referenced 3 individual celebrations of life. June Keddy, Bruce Murray and Bruce Caldwell and expressed her gratitude for the honor in knowing these individuals.

Councillor Behan - Verbal update - Citizen of the Year committee. Nominations remain open for both categories. Applications can be downloaded from the Town website or are available at the front desk of the Civic Centre. Deadline for applications is September 30, 2022. To attend Rainy River District Municipal Association as Town of Fort Frances representative on August 24th to be held at the Alberton Municipal office. Next meeting to be held on September 21, 2022 @ 6:00 p.m.

Councillor Brunetta - Verbal update - Committees attended: Physician Recruitment Committee on July 7 - discussion involved focus and direction of committee as well as other items strategic planning process. Councilor Brunetta to facilitate process. Fort Frances Non Profit Housing meeting - June 30th. Presentation from auditors. Report concerning. Repairs required. Not enough funds to offset reserve. Next meeting: September 22nd. Northern workforce advisory committee held a couple weeks ago. Not as robust as originally thought. National strategy. Proposed expansion will not happen until fall of 2023. Undergrads take up to 10 years. Locum needs to be affiliated with NOSM or another medical school. Mini summit scheduled for later in fall. NOMA Board meeting held June 28, 2022. You tube learning channel for all elected officials. Various learning opportunities at ones' leisure.

Councillor Hallikas - No update

5. Consent Agenda:

5.1 Approval of Consent Agenda

234 **Recommendation:** THAT the matters listed on the Consent Agenda be referred to the Consent Agenda for the Regular Meeting of Council later tonight for approval being items ~~#5.2, 5.3,~~ 5.4, 5.5, 5.6, 5.7, 5.8, 5.9, 5.10, 5.11 and 5.12.

CARRIED

Result:	CARRIED
Mover:	John McTaggart
Seconder:	Andrew Hallikas

5.2 New Official Plan and Zoning By-Law - Technical Advisory Committee
Item 5.3 was pulled by Councillor Judson

Recommendation: THAT on the recommendation of the Planning and Development Executive Committee Council approves the development of a Technical Advisory Committee for the facilitation of the new Official Plan

AND THAT the Zoning By-law consisting of the following Composition:

- 1. Up to two members of administration
- 2. One member of the Committee of Adjustment
- 3. One member of the Economic Development Executive Committee
- 4. One member of the MAT Committee
- 5. One member of the BIA Board
- 6. Up to four citizen members (local developers, stakeholders or general public)
- 7. One member of the Fort Frances Chamber of Commerce

And that the Terms of Reference of the Committee be brought back to Council at a future meeting for approval.

5.3 Relocation of the Hallett & Owandem
Item 5.3 was pulled by Councillor McTaggart

Recommendation: THAT the Council of the Town of Fort Frances approves the request to find a permanent home for the Hallett and Owandem, near the Sorting Gap Marina/Shevlin Wood Yard development, as detailed in the report attached by Kayleigh Speirs, Museum Curator, and

FURTHER THAT the Council approves an unbudgeted capital expenditure for 2022 that will be used to start the design phase of this project to ensure construction can begin in the summer of 2023.

5.4 Request for Reconsideration Minutes of Settlement for 1124 Third St E Roll# 5912-030-007-06400-0000

Page 3 of 5

Recommendation: *THAT the Committee of the Whole of Council recommend processing the request for reconsideration minutes of settlement for the property located at 1124 Third Street East for 2022 as received.*

5.5 BIA Request to place large Christmas Tree at Rainy Lake Square

Recommendation: THAT Council of the Town of Fort Frances supports the future development of a Christmas Tree site at the Rainy Lake Square

FURTHER THAT Council recommends that the BIA engage an Engineer to develop a stand structure to be placed in one of the existing catchbasins with the support of Administration to determine potential guying locations.

5.6 Award of RFP 2022-OF-13 Internal Quality Assurance Audit Service for the Fort Frances Airport Safety Management System

Council Approval of report AR-22-0020 will ensure that:

1. RFP 2022-OF-13 be awarded to Winnipeg Airport Services Corp.
2. a bylaw be prepared to authorize Mayor and Clerk to execute the agreement on behalf of the Corporation.

5.7 Approval of an unbudgeted capital expenditure for survey work at Riverview Cemetery

Council approval of report AR-22-0021 will agree with the recommendation of Administration that:

1. The unbudgeted expenditure of \$8,825.00 for the surveying and generation of required reference plans laying out additional single and double plots in the Riverview Cemetery and Holy Cross.
2. That the unbudgeted expense be funded by the Cemetery Care and Maintenance Fund

5.8 Award of Tender T-2022-10 - MHSW Services to host 2022 Household Hazardous Waste Event

Recommendation: THAT Council approval of this report will ensure:

1. That the Miller Group out of Winnipeg be designated the Town 's 2022 MSHW service provider at an estimated cost of \$43,727.09 (includes HST) in accordance with the tender documents.
2. That the Town 's MSHW event day is scheduled on Saturday September 10, 2022 from 9:00 am to 3:00 pm.

5.9 June 2022 Water System Monthly Report

Recommendation: *THAT Council approval of this report will accept the June 2022 report prior to it being made available to the general public.*

5.10 Adoption of the Town's Levels of Service Framework

Recommendation: THAT Council approval of report AR-22-0023 adopts the Level of Service Framework for core assets in accordance with O. Reg 588/17

5.11 Make a Big Splash Spray Park Advisory Committee Update

Page 4 of 5

Recommendation: THAT Council approval of report AR-22-0019 will:

1. Designate the members of the Make A Big Splash Spray Park Advisory Committee as listed in the report.
2. Accept the Draft Terms of Reference for the committee as presented.
3. Designate area in the Legion Park for the development of a Spray Park.

5.12 Entering into an easement agreement with the Township of Alberton

Recommendation: THAT Council approval of report number AP-22-0022 will ensure: THAT the Town of Fort Frances enter into an easement agreement with The Township of Alberton for the purposes of supplying water services to 11 Highway 11.

FURTHER THAT a by-law be prepared authorizing the Mayor and Clerk to execute the easement agreement on behalf of the corporation.

6. Administration and Finance Division:

6.1 2022 Moffat Funding Disbursement

***THAT** approval of this report will endorse the inclusion of the application from 908 Rainy Lake Squadron Royal Canadian Air Cadets and **FURTHER THAT** Council approve the grant funding allotted for 908 Rainy Lake Squadron Royal Canadian Air Cadets and the revised funding for the Kiwanis Club as recommended by the Moffat Fund Steering Committee for the year 2022.*

6.2 Contribution Agreement Amendment – Microgrid Feasibility Study

Recommendation: It is the recommendation of Administration:

THAT Council of the Town of Fort Frances authorize the amendment in the contribution agreement to reflect the change in project completion date;

AND FURTHER THAT the Mayor and Clerk be authorized to sign the amendment document on behalf of the corporation.

7. Planning and Development Division:

7.1 Lot 26 Industrial Park - Surplus Declaration for Disposition

Recommendation: THAT Council approval of this report will recommend declaring Lot 26 in the Industrial Park, legally described as LOTS 26 PL48M353 MCIRVINE; TOWN OF FORT FRANCES (PIN 56019-1146), as surplus for the purpose of direct sale and that notice be provided once in the Fort Frances Times.

8. Operations and Facilities Division:

- 8.1 Verbal Update on Capital Projects - The Manager of Operations and Facilities provided a verbal update on capital projects with respect to: Memorial Sports Centre - Main Foyer Roof, 52 Canadians Arena Roof and 52 Sprinkler System, Road works, delay in storm sewer materials causing some issues, Kings Highway, Mowat Avenue. Also addressed were existing area closures due to flooding.

9. General:

Recommendation: THAT the delegated Integrity Commissioner for the Town of Fort Frances has provided notice that an inquiry with respect to an Allegation of a Violation of the Town of Fort Frances Council Code of Conduct & MCIA relating to Mayor Caul Complaint #5 has been completed and that a report overview will be provided at a Special Meeting to be scheduled for Thursday, August 18th at 2:00 p.m.

10. **Information:**

The following items were received.

- 10.1 2022 Reserves Q2 to Council
- 10.2 2022 General Fund
- 10.3 2022 June Water Sewer Fund
- 10.4 Fire Rescue Service May 2022 Report
- 10.5 Fire Rescue Service June 2022
- 10.6 Update on Blue Box Recycle Transition
- 10.7 June 2022 Wastewater Treatment Monthly Report

11. **ADJOURNMENT**

- 11.1 The meeting adjourned at 6:15 p.m..

235 **Recommendation:** THAT this meeting of the Committee of Whole of Council of the Town of Fort Frances be now closed

CARRIED

Result:	CARRIED
Mover:	Michael Behan
Seconder:	John McTaggart

ADMINISTRATIVE REPORT

Subject: Minutes of Settlement for 838 Huffman Court (2020)

Date: September 12, 2022

To: Mayor and Council

From: Dawn Galusha, Treasurer



ISSUE:

The attached request for reconsideration Minutes of Settlement for 838 Huffman Court has been returned from MPAC.

ADMINISTRATIVE RECOMMENDATION:

THAT Council approve Report # AR-22-0033 thereby processing the request for reconsideration minutes of settlement for the property located at 838 Huffman Court for the period December 9, 2020 to December 31, 2020 with a total impact of \$82.53.

STRATEGIC IMPACT:

N/A

OPTIONS & ALTERNATIVES:

1. Authorize the adjustment of taxes for December 9, 2020 to December 31, 2020.
2. Object to the application.

HISTORY:

Attached are the Minutes of Settlement for the 2020 taxation year for December 9, 2020 to December 31, 2020 under Section 39.1 of the *Assessment Act* from MPAC with regard to the following property:

838 Huffman Court- Residential (RT) CVA of 449,500 decreased to CVA of 380,500 resulting from an adjustment based on similar properties.

ANALYSIS:

The Municipality may object to the *Request for Reconsideration Minutes of Settlement* applications within 90 days after receiving the notice for the above referenced property filed under Section 39.1 of the *Assessment Act* as listed on the M.O.S. application being September 28, 2022.

Minutes of Settlement for 838 Huffman Court (2020)

That total financial impact of the Minutes of Settlement is \$82.53 consisting of a reduction of municipal revenue of \$75.90 and education revenue of \$6.63 as listed in the attached Tax Account Adjustment worksheet.

SUPPORTING DOCUMENTS:

[AR-22-0033- MOS 838 Huffman Court- info](#)

**Minutes of Settlement
2020 Tax Year
Results of Request for Reconsideration
Property Assessment Change Notice**



MUNICIPAL PROPERTY
ASSESSMENT CORPORATION
SOCIÉTÉ D'ÉVALUATION
FONCIÈRE DES MUNICIPALITÉS

ADAM JOSEPH MITCHELL
DANIELLE NICOLE GUSTAFSON-MITCHELL
RMB 2012
1425 HIGHWAY 11 East
Rural Route 2
FORT FRANCES ON P9A 3M3

Contact Us



Call: 1 866 296-MPAC (6722)
TTY 1 877 889-MPAC (6722)
Monday to Friday 8 a.m. to 5 p.m.



Email: enquiry@mpac.ca



Write: MPAC, 1340 Pickering Parkway
Suite 101, Pickering ON L1V0C4

If you have any accessibility
needs, please contact MPAC
for assistance.

This Minutes of Settlement document contains the results of the Municipal Property Assessment Corporation's (MPAC) review of your Request for Reconsideration for the following property. You have a choice to accept or reject the recommended property assessment below.

Owner name(s) MITCHELL, ADAM JOSEPH
GUSTAFSON-MITCHELL, DANIELLE NICOLE
Roll number 59-12-030-007-22427-0000
Property location and description 838 HUFFMAN CRT
PLAN 48M382 LOT 15
Municipality/Local taxing Authority FORT FRANCES TOWN

INFORMATION from your Property Assessment Change Notice

Adjustment Type*	Property Class / Qualifier**	Current Value Assessed	
		2012	2016
R	RT	\$453,626	\$449,500
Total		\$453,626	\$449,500

Adjustment Type*	Property Class / Qualifier**	Effective date: December 09, 2020 Phase-in Assessment for Taxation Years	
		2020	
R	RT	\$449,500	
Total		\$449,500	

RECOMMENDED change to your Property Assessment Change Notice

Adjustment Type*	Property Class / Qualifier**	Current Value Assessed	
		2012	2016
IM	RT	\$385,796	\$380,500
Total		\$385,796	\$380,500

Adjustment Type*	Property Class / Qualifier**	Effective date: December 09, 2020 Phase-in Assessment for Taxation Years	
		2020	
IM	RT	\$380,500	
Total		\$380,500	

Explanation of recommended change and other important information

- Adjustment based on similar properties

***Adjustment type**

IM Improvement to property
R Previously Omitted Realty Assessment

****Property class / qualifier**

RT Residential

What this change means to you

Under Ontario's *Assessment Act*, the January 1, 2016 assessed value and classification of your property will be used to calculate your 2020 property taxes.

Please check (✓) one of the following:

- ☒ I accept my recommended assessment
I understand that if I **accept** the recommended assessment on page one of this form, my municipality or local taxing authority will use it to adjust my property taxes. It also has the option to object to the recommended assessment and appeal it to the Assessment Review Board (ARB).

OR

- ☐ I reject my recommended assessment
I understand that if I **reject** the recommended assessment on page one of this form, the supplementary/omitted assessment of my property will stay the same as it appears on my 2016 Property Assessment Change Notice. I also understand that I may appeal MPAC's decision to the Assessment Review Board by March 28, 2022.

To complete your Request for Reconsideration, please check one of the above boxes, sign and send a copy of the entire document to MPAC in one of the following ways:



Email: enquiry@mpac.ca



Write: MPAC, 1340 Pickering Parkway,
Suite 101, Pickering ON L1V 0C4

We must receive your response no later than January 30, 2022. If you do not provide a response by checking one of the above boxes, the 2016 assessment of your property will not change.

Signature of property owner/representative <i>adam mitchell</i>	Print name Adam Mitchell	Date (yyyy/mm/dd) 06/29/2022
--	-----------------------------	---------------------------------

Signature of MPAC representative <i>Walter Veneruzzo</i>	Print name Walter Veneruzzo, Director, Valuation and Customer Relations	Date (yyyy/mm/dd) 2021/12/28
---	---	---------------------------------

Objection by Municipality or Local Taxing Authority

Signature of municipal representative	Print name and title	Date (yyyy/mm/dd)
---------------------------------------	----------------------	-------------------

Last date for a municipal appeal: September 28, 2022

PLEASE NOTE: MPAC reserves the right to revise the phased-in assessment amounts included in this Minutes of Settlement if there are any changes in the law that affect the 2016 Current Value Assessment (CVA).

Tax Year: 2020

Roll Number: 59-12-030-007-22427-0000

# Days	Year Affected	Roll #	Assessment Change	RTC/RTQ	Municipal Rate	School Rate	Municipal Amount	English Public	English Separate	French Public	French Separate	No Sup School	BIA	TOTAL
MOS	23	2020	3.7.22427	RTEP	-69,000	0.01750367	0.00153000	-75.90	-6,634,1803					-82,53

Batch: HH08292022MIT

Address Code	Description	Land Exempt Land	Improvements pt Improvements	Other Exempt Other	Total	Levy

General						
RTBP	Res/Farm Tx:Full - EPub	\$0	\$0	-\$69,000	-\$69,000	-\$82.53
		\$0	\$0	\$0		

	Total General	\$0	\$0	-\$69,000	-\$69,000	-\$82.53
		\$0	\$0	\$0		

	Report Total:					-\$82.53
=====						

Date: 8/29/2022 11:33:02 AM

User: hhatch

Town of Fort Frances

Distribution Summary

Property Taxes

Batch: HH08292022MIT

Account Number	Account Description	Amount
10-001-0000-0040-10241	Taxes Receivable- Current	-\$82.53
10-010-0150-0121-50018	Residential - EP	\$75.90
10-010-0151-0121-50018	Residential - EP	\$6.63
	Report Total:	\$0.00

*** E N D O F R E P O R T ***

ADMINISTRATIVE REPORT

Subject: Minutes of Settlement for 838 Huffman Court (2021)

Date: September 12, 2022

To: Mayor and Council

From: Dawn Galusha, Treasurer



ISSUE:

The attached request for reconsideration Minutes of Settlement for 838 Huffman Court has been returned from MPAC.

ADMINISTRATIVE RECOMMENDATION:

THAT Council approve Report # AR-22-0035 thereby processing the request for reconsideration minutes of settlement for the property located at 838 Huffman Court for the period January 1, 2021 to December 31, 2021 with a total impact of \$1,339.57.

STRATEGIC IMPACT:

N/A

OPTIONS & ALTERNATIVES:

1. Authorize the adjustment of taxes for January 1, 2021 to December 31, 2021.
2. Object to the application.

HISTORY:

Attached are the Minutes of Settlement for the 2020 taxation year for January 1, 2021 to December 31, 2021 under Section 39.1 of the *Assessment Act* from MPAC with regard to the following property:

838 Huffman Court- Residential (RT) CVA of 449,500 decreased to CVA of 380,500 resulting from an adjustment based on similar properties.

ANALYSIS:

The Municipality may object to the *Request for Reconsideration Minutes of Settlement* applications within 90 days after receiving the notice for the above referenced property filed under Section 39.1 of the *Assessment Act* as listed on the M.O.S. application being September 28, 2022.

Minutes of Settlement for 838 Huffman Court (2021)

That total financial impact of the Minutes of Settlement is \$1,339.57 consisting of a reduction of municipal revenue of \$1,234.00 and education revenue of \$105.57 as listed in the attached Tax Account Adjustment worksheet.

SUPPORTING DOCUMENTS:

[AR-22-0035- MOS 838 Huffman Court- info](#)

**Minutes of Settlement
2021 Tax Year
Results of Request for Reconsideration
Property Assessment Change Notice**



MUNICIPAL PROPERTY
ASSESSMENT CORPORATION
SOCIÉTÉ D'ÉVALUATION
FONCIÈRE DES MUNICIPALITÉS

ADAM JOSEPH MITCHELL
DANIELLE NICOLE GUSTAFSON-MITCHELL
RMB 2012
1425 HIGHWAY 11 East
Rural Route 2
FORT FRANCES ON P9A 3M3

Contact Us



Call: 1 866 296-MPAC (6722)
TTY 1 877 889-MPAC (6722)
Monday to Friday 8 a.m. to 5 p.m.



Email: enquiry@mpac.ca



Write: MPAC, 1340 Pickering Parkway
Suite 101, Pickering ON L1V 0C4

If you have any accessibility
needs, please contact MPAC
for assistance.

This Minutes of Settlement document contains the results of the Municipal Property Assessment Corporation's (MPAC) review of your Request for Reconsideration for the following property. You have a choice to accept or reject the recommended property assessment below.

Owner name(s)	MITCHELL, ADAM JOSEPH GUSTAFSON-MITCHELL, DANIELLE NICOLE
Roll number	59-12-030-007-22427-0000
Property location and description	838 HUFFMAN CRT PLAN 48M382 LOT 15
Municipality/Local taxing Authority	FORT FRANCES TOWN

INFORMATION from your Property Assessment Change Notice

Adjustment Type*	Property Class / Qualifier**	Current Value Assessed	
		2012	2016
R	RT	\$453,626	\$449,500
Total		\$453,626	\$449,500

Adjustment Type*	Property Class / Qualifier**	Effective date: January 01, 2021 Phase-In Assessment for Taxation Years	
		2021	
R	RT		\$449,500
Total			\$449,500

RECOMMENDED change to your Property Assessment Change Notice

Adjustment Type*	Property Class / Qualifier**	Current Value Assessed	
		2012	2016
IM	RT	\$385,796	\$380,500
Total		\$385,796	\$380,500

Adjustment Type*	Property Class / Qualifier**	Effective date: January 01, 2021 Phase-In Assessment for Taxation Years	
		2021	
IM	RT		\$380,500
Total			\$380,500

Explanation of recommended change and other important information

- Adjustment based on similar properties

***Adjustment type**

IM Improvement to property
R Previously Omitted Realty Assessment

****Property class / qualifier**

RT Residential

What this change means to you

Under Ontario's *Assessment Act*, the January 1, 2016 assessed value and classification of your property will be used to calculate your 2021 property taxes.

Please check (✓) one of the following:

- ☒ I accept my recommended assessment
I understand that if I accept the recommended assessment on page one of this form, my municipality or local taxing authority will use it to adjust my property taxes. It also has the option to object to the recommended assessment and appeal it to the Assessment Review Board (ARB).

OR

- ☐ I reject my recommended assessment
I understand that if I reject the recommended assessment on page one of this form, the supplementary/omitted assessment of my property will stay the same as it appears on my 2016 Property Assessment Change Notice. I also understand that I may appeal MPAC's decision to the Assessment Review Board by March 28, 2022.

To complete your Request for Reconsideration, please check one of the above boxes, sign and send a copy of the entire document to MPAC in one of the following ways:



Email: enquiry@mpac.ca



Write: MPAC, 1340 Pickering Parkway,
Suite 101, Pickering ON L1V 0C4

We must receive your response no later than January 30, 2022. If you do not provide a response by checking one of the above boxes, the 2016 assessment of your property will not change.

Signature of property owner/representative <i>adam mitchell</i>	Print name Adam Mitchell	Date (yyyy/mm/dd) 06/29/2022
--	-----------------------------	---------------------------------

Signature of MPAC representative <i>Walter Veneruzzo</i>	Print name Walter Veneruzzo, Director, Valuation and Customer Relations	Date (yyyy/mm/dd) 2021/12/28
---	---	---------------------------------

Objection by Municipality or Local Taxing Authority

Signature of municipal representative	Print name and title	Date (yyyy/mm/dd)
---------------------------------------	----------------------	-------------------

Last date for a municipal appeal: September 28, 2022

PLEASE NOTE: MPAC reserves the right to revise the phased-in assessment amounts included in this Minutes of Settlement if there are any changes in the law that affect the 2016 Current Value Assessment (CVA).

Tax Year: 2021

Roll Number: 59-12-030-007-22427-0000

# Days	Year Affected	Roll #	Assessment Change	RTC/RTQ	Municipal Rate	School Rate	Municipal Amount	English Public	English Separate	French Public	French Separate	No Sup School	BIA	TOTAL
MOS	2021	3.7.22427	RTEP	-69,000	0.01788408	0.00153000	-1,234.00	-105.57						-1,339.57

Batch: HH08292022MITC

Access Code	Description	Land Exempt Land	Improvements pt Improvements	Other Exempt Other	Total	Levy

General						
RTEP	Res/Farm Tx:Full - EPub	\$0	\$0	-\$69,000	-\$69,000	-\$1,339.57
		\$0	\$0	\$0		

	Total General	\$0	\$0	-\$69,000	-\$69,000	-\$1,339.57
		\$0	\$0	\$0		

Report Total:						-\$1,339.57
=====						

Date: 8/29/2022 11:58:05 AM
User: hhatch

Town of Fort Frances
Distribution Summary
Property Taxes

Page: 1

Batch: HH08292022MITC

Account Number	Account Description	Amount
10-001-0000-0040-10241	Taxes Receivable- Current	-\$1,339.57
10-010-0150-0121-50018	Residential - EP	\$1,234.00
10-010-0151-0121-50018	Residential - EP	\$105.57
	Report Total:	\$0.00

=====
*** E N D O F R E P O R T ***

ADMINISTRATIVE REPORT

Subject: Minutes of Settlement for 401-405 Scott Street (2022)

Date: September 12, 2022

To: Mayor and Council

From: Dawn Galusha, Treasurer



ISSUE:

The attached request for reconsideration Minutes of Settlement for 401-405 Scott Street has been returned from MPAC.

ADMINISTRATIVE RECOMMENDATION:

THAT Council approve Report # AR-22-0036 thereby processing the request for reconsideration minutes of settlement for the property located at 401-405 Scott Street for the period January 1, 2022 to December 31, 2022 with a total impact of \$1,387.44.

STRATEGIC IMPACT:

N/A

OPTIONS & ALTERNATIVES:

1. Authorize the adjustment of taxes for January 1, 2022 to December 31, 2022.
2. Object to the application.

HISTORY:

Attached are the Minutes of Settlement for the 2022 taxation year for January 1, 2022 to December 31, 2022 under Section 39.1 of the *Assessment Act* from MPAC with regard to the following property:

401-405 Scott Street-Commercial Vacant Land (CX) CVA of 112,000 decreased to CVA of 80,000 resulting from an adjustment based on similar properties and an adjustment to lot size.

ANALYSIS:

The Municipality may object to the *Request for Reconsideration Minutes of Settlement* applications within 90 days after receiving the notice for the above referenced property filed under Section 39.1 of the *Assessment Act* as listed on the M.O.S. application being unknown, as it is not listed.

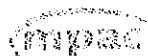
Minutes of Settlement for 401-405 Scott Street (2022)

That total financial impact of the Minutes of Settlement is \$1,387.44 consisting of a reduction of municipal revenue of \$1,115.94 and education revenue of \$271.50 as listed in the attached Tax Account Adjustment worksheet.

SUPPORTING DOCUMENTS:

[AR-22-0036- 401-405 Scott St- MOS- Info](#)

**Minutes of Settlement
2022 Tax Year
Results of Request for Reconsideration
Property Assessment Notice**



MUNICIPAL PROPERTY
ASSESSMENT CORPORATION
NOTICE D'ÉVALUATION
FONCIÈRE DES MUNICIPALITÉS

2747829 ONTARIO LIMITED
C/O JUSTIN GAROFALO PETRONE & PARTNERS
76 ALGOMA ST N
THUNDER BAY ON P7A 4Z4

Contact Us



Call: 1 866 296-MPAC (6722)
TTY 1 877 889-MPAC (6722)
Monday to Friday 8 a.m. to 5 p.m.



Email: enquiry@mpac.ca



Write: MPAC, 1340 Pickering Parkway
Suite 101, Pickering ON L1V0C4

If you have any accessibility
needs, please contact MPAC
for assistance.

This Minutes of Settlement document contains the results of the Municipal Property Assessment Corporation's (MPAC) review of your Request for Reconsideration for the following property. You have a choice to accept or reject the revised property assessment below.

Owner name(s) 2747829 ONTARIO LIMITED
Roll number 59-12-020-002-04900-0000
Property location and description 401-405 SCOTT ST
PLAN ALB LOT 367 PCL 7368
Municipality/Local taxing Authority FORT FRANCES TOWN

CURRENT Property Assessment

**Property
Classification**

Commercial: Vacant land (CX)
Total

Current Value Assessed

2012	2016
\$79,000	\$112,000
\$79,000	\$112,000

**Property
Classification**

Commercial: Vacant land (CX)
Total

Effective date: January 01, 2022

Phase-in Assessment for Taxation Years

2022
\$112,000
\$112,000

RECOMMENDED Property Assessment

**Property
Classification**

Commercial: Vacant land (CX)
Total

Current Value Assessed

2012	2016
\$79,000	\$80,000
\$79,000	\$80,000

**Property
Classification**

Commercial: Vacant land (CX)
Total

Effective date: January 01, 2022

Phase-in Assessment for Taxation Years

2022
\$80,000
\$80,000

Why your property assessment changed

- Adjustment based on similar properties
- Adjustment to lot size

What this change means to you

Under Ontario's *Assessment Act*, the January 1, 2016 assessed value and classification of your property will be used to calculate your 2022 property taxes.



☒ I accept my recommended assessment

I understand that if I accept the recommended assessment on page one of this form, my municipality or local taxing authority will use it to adjust my property taxes. It also has the option to object to the recommended assessment and appeal it to the Assessment Review Board (ARB).

OR

☐ I reject my recommended assessment

I understand that if I reject the recommended assessment on page one of this form, the assessed value of my property will stay the same as it appears on my 2016 Property Assessment Notice. I also understand that I may appeal MPAC's decision to the Assessment Review Board by November 7, 2022.

To complete your Request for Reconsideration, please check one of the above boxes, sign and send a copy of the entire document to MPAC in one of the following ways:



Email: enquiry@mpac.ca



Write: MPAC, 1340 Pickering Parkway,
Suite 101, Pickering ON L1V 0C4

We must receive your response no later than September 11, 2022. If you do not provide a response by checking one of the above boxes, the 2016 assessment of your property will not change.

Signature of property owner/representative 	Print name Justin Garofalo	Date (yyyy/mm/dd) 2022/08/25
--	-------------------------------	---------------------------------

Signature of MPAC representative 	Print name Walter Veneruzzo, Director, Valuation and Customer Relations	Date (yyyy/mm/dd) 2022/08/09
--------------------------------------	---	---------------------------------

Objection by Municipality or Local Taxing Authority

Signature of municipal representative	Print name and title	Date (yyyy/mm/dd)
---------------------------------------	----------------------	-------------------

Last date for a municipal appeal:

PLEASE NOTE: MPAC reserves the right to revise the phased-in assessment amounts included in this Minutes of Settlement if there are any changes in the law that affect the 2016 Current Value Assessment (CVA).

Tax Year: 2022

Roll Number: 59-12-020-002-04900-0000

# Days	Year Affected	Roll #	Assessment Change	RTC/RTQ	Municipal Rate	School Rate	Municipal Amount	English Public	English Separate	French Public	French Separate	No Sup School	BIA	TOTAL
MOS	2022	2.2.04900	CX	-32,000	0.03487323	0.00848436	-1,115.94					-271.50		-1,387.44

Batch: HH0902202227478

Access Code	Description	Land Exempt Land	Improvements pt Improvements	Other Exempt Other	Total	Levy

General						
CXN	Com Tx:V/L - NoSup	\$0	\$0	-\$32,000	-\$32,000	-\$1,387.44
		\$0	\$0	\$0		

	Total General	\$0	\$0	-\$32,000	-\$32,000	-\$1,387.44
		\$0	\$0	\$0		

	Report Total:					-\$1,387.44
=====						

Date: 9/2/2022 3:50:55 PM
User: hhatch

Town of Fort Frances
Distribution Summary
Property Taxes

AGENDA ITEM #5.6
Page: 1

Batch: HH0902202227478

Account Number	Account Description	Amount
10-001-0000-0040-10241	Taxes Receivable- Current	-\$1,387.44
10-010-0150-0122-50016	Commercial Vacant Land - X	\$1,115.94
10-010-0151-0122-50016	Commercial Vacant Land - X	\$271.50
Report Total:		\$0.00

*** E N D O F R E P O R T ***

ADMINISTRATIVE REPORT

Subject: Office of the Clerk Status Update and Reconciliation Policy / Plan

Date: September 12, 2022

To: Mayor and Council

From: Gabrielle Lecuyer, Municipal Clerk



ISSUE:

Office of the Clerk Status Update / Reconciliation Policy / Plan

ADMINISTRATIVE RECOMMENDATION:

THAT Council receive report AR-22-0027 from the Municipal Clerk relating to the Office of the Clerk Status Update and the Reconciliation Policy/Plan as information

AND THAT the reconciliation policy be postponed to be included in the new strategic plan with input and mandate for the First Nations Relations Advisory Committee

STRATEGIC IMPACT:

N/A

OPTIONS & ALTERNATIVES:

Council may select to move forward with the reconciliation policy in consultation with the CAO

HISTORY:

- On May 25, 2021 Council approved resolution 692 to agree with the recommendation from the Administration and Finance Executive Committee through the Municipal Clerk (E. Slomke) to establish a Reconciliation Policy/Plan
- In addition the Clerk was directed to review and bring back a number of policies including the remuneration policy, the notice by-law while providing orientation to new staff in the Clerks Office and working on a rotation basis with other staff to Act as the CAO as a result of the CAO retirement
- Like all departments the Clerks Office was also operating for the past two years under a state of emergency as a result of COVID-19 where a number of delivery of certain services required new delivery method in order to maintain compliance requiring new methods of delivery including technology requirements to proceed business of the municipality

ANALYSIS:

Office of the Clerk Status Update and Reconciliation Policy / Plan

- Understanding that the Council role is governance and policy the creation of a reconciliation policy is within Councils mandate
- It is important to balance staff resources vs requests for new policy and programs and the timing (ongoing pandemic, elections, staff turnover, other legislated priorities such as Municipal Freedom of Information that take up staff time. All while we must ensure the current service level is maintained
- Though a reconciliation policy is a policy that we aim to achieve there are other policies that require attention that have not been discussed most importantly the lack of all mandated policies per the Municipal Act where the Town is currently not compliant
- It comes down to setting Council priorities understanding that there is a lot of clean up to be done in large part due to the last two years emergency, staff turnover and lack of resources
- The Town is due for a major review of all policies as they are all very dated and are either non compliant, non enforceable in some cases or no longer relevant as the legislation has been updated or changed
- Current priorities of the Clerks Office
 - Recruitment of Deputy Clerk
 - 2022 Municipal and School Board Election (training, compliance audit, receiving nominations /third party voting/accessibility procedures, candidate info session, communication)
 - Integrity Commissioner and Closed Meeting Investigator RFP issued and under review
 - Issuance of Marriage Licenses and Death Registry (Legislated)
 - Officiate scheduled weddings
 - Commissioner of Oath Services
 - Large influx of Municipal Freedom of Information Request (Legislated) and Information Privacy Commissioner appeals underway
 - Ongoing Council meetings, minutes, agenda, by-laws etc
 - Council orientation
 - Council inaugural ceremony
- An effective policy requires procedures/ action plan / purpose, goals and priorities example:
 - 1st a focus on reconciliation / indigenous relationship and cultural awareness training for all municipal employees and Council perhaps having a component for the public education as well
 - 2nd consulting and engaging with area first nation which is currently listed as an imperative of the Corporate Strategic Plan to determine the list of key priorities of the policy, being a great start particularly focusing their views and opinions as to what they feel key priorities should look like and then
 - 3rd build the policy and plan example: name change of roads "colonization road" part of the overall action plan within the policy
- Council's strategic plan expires in November of 2022 this would be an excellent addition to the new strategic plan and potentially rather than have a First Nations Relations Advisory Committee this should be a Committee on Truth and Reconciliation with representatives of First Nations with a mandate to oversee the creation of a policy and plan to be approved by Council

Office of the Clerk Status Update and Reconciliation Policy / Plan

CONSULTATION:

N/A

ADMINISTRATIVE REPORT

**Subject: Establishment of the 2022 Municipal Election
Compliance Audit Committee**

Date: September 12, 2022

To: Mayor and Council

From: Gabrielle Lecuyer, Municipal Clerk



ISSUE:

Establish a Compliance Audit Committee

ADMINISTRATIVE RECOMMENDATION:

THAT Council approval of this report will agree with the Municipal Clerk / Returning Officer to enact a By-Law to establish the legislated required Compliance Audit Committee for the 2022 Municipal Elections and that the Clerk bring forward the necessary By-Law for enactment

STRATEGIC IMPACT:

N/A

OPTIONS & ALTERNATIVES:

The By-Law is legislated by October 1st 2022, Council may choose to advertise for members and opt not to participate with other Municipalities this options provides for additional cost. Past experience there has been challenges to find interest to have individuals sit on this committee.

HISTORY:

- Section 88.37 of the Municipal Elections Act (MEA) requires a council to establish a compliance audit committee (CAC) before October 1st of an election year.
- The role of the CAC is to consider applications from an elector who is entitled to vote and who believes on reasonable grounds that a candidate or registered third-party has contravened a provision of the MEA pertaining to campaign finances. (MEA s.88.33)
- The CAC will also consider reports from the Clerk that determine whether any contributor to a candidate for office appears to have exceeded any of the contribution limits of the MEA. (MEA s.88.34(4))
- The MEA requires the composition of the committee be no fewer than three and not more than seven members.

Establishment of the 2022 Municipal Election Compliance Audit Committee

- The CAC shall have a four year term commencing on December 1, 2022 and ending on November 14, 2026.
- Who is ineligible to serve on the CAC:
 - employees or officers of the municipality or local board;
 - members of Council or local board;
 - any persons who are candidates in the election for which the committees are established or;
 - any persons who are registered third-partiers in the municipality in the election for which the committee is established
- Historically the District Clerk's have coordinated the creation of this Legislated Committee by designating each Clerk of each District Municipalities to serve on this Committee

ANALYSIS:

- Rules Governing Committee Members along with any requirements relating to conflict of interest have been established
- The benefit of this model is that the Municipality does not provide for any retainer fee
- Attached are the Terms of Reference for the CAC

CONSULTATION:

- Township of Atikokan
- Township of Alberton
- Township of La Vallee
- Township of Emo
- Township of Chapple
- Township of Lake of the Woods
- Township of Sioux Narrows Nester Falls
- Township of Morley
- Township of Dawson
- Township of Rainy River

SUPPORTING DOCUMENTS:

[by-law XX-22 Joint Compliance Audit Committee Terms of Reference](#)
[XX-22 schedule A Terms of Reference for Compliance Audit Committee](#)

THE CORPORATION OF THE TOWN OF FORT FRANCES

BY-LAW NO. XX-22

(Being a by-law to appoint a Joint Compliance Audit Committee.)

WHEREAS pursuant to the *Municipal Elections Act, 1996* a council or local board shall, before October 1st, 2022 establish a committee for the purpose of Section 81;

AND WHEREAS Council of the Corporation of the Town of Fort Frances deems it expedient to pass a by-law to adopt the terms of reference for a joint compliance audit committee;

NOW THEREFORE Council of the Corporation of the Town of Fort Frances **HEREBY ENACTS AS FOLLOWS:**

- 1. A Committee, to be known as the Joint Compliance Audit Committee, is hereby established to deal with the matters provided for in Section 81 of the *Municipal Elections Act, 1996*.
- 2. The Joint Compliance Audit Committee Composition and Terms of Reference be established as attached Schedule A.

This by-law shall come into force and take effect on the final passing thereof.

ENACTED and **PASSED** this 12th day of September 2022

J. Caul, Mayor

G. Lecuyer, Clerk

TERMS OF REFERENCE

FOR JOINT COMPLIANCE AUDIT COMMITTEE

1. Authority:

The powers and functions of the Compliance Audit Committee (hereinafter referred to as the "Committee") are set out in the *Municipal Elections Act, 1996*.

2. Roles and Responsibilities:

The role of the Compliance Audit Committee is to receive and make decisions about applications for compliance audits of candidate and Registered Third Party election campaign finances, appoint auditors where applicable, receive compliance audit reports and make decisions with regards to reports that indicate apparent contraventions of the rules.

- (a) Within 30 days of receipt of an application requesting a compliance audit, the Committee shall consider the compliance audit application and decide whether it should be granted or rejected;
- (b) If the application is granted, the Committee shall appoint an auditor to conduct a compliance audit of the candidate's election campaign finances;
- (c) The Committee will review the auditor's report within 30 days of receipt and decide whether legal proceedings should be commenced; and
- (d) If the auditor's report indicates that there were no apparent contraventions and if there appears there were no reasonable grounds for the application, the Committee shall advise Council accordingly.

3. Eligibility to Serve on Committee:

- (a) The Clerk or designate of each participating municipality shall be appointed as a Committee member for those participating municipalities as set out on Appendix 'A' attached hereto.
- (b) If a designate is appointed in place of the Clerk, the designate must have the necessary qualifications and experience in municipal elections and accounting to perform the duties as a Committee member.
- (c) Any person who has:
 - (i) participated as a candidate in the elections of the participating municipalities on whose Committee he or she is appointed as a member; or
 - (ii) conducted audits or provided financial advice in respect of such campaigns,
 is not eligible to be appointed to the Committee for the participating municipalities during the subject term.
- (e) Members of Council and candidates who are running for office in the 2022 municipal election are not eligible to be appointed to the Committee.

4. Rules Governing Committee Members:

- (a) If a Committee member at any time during the term of his or her appointment, either accepts employment with or registers as a candidate for any of the participating municipalities on whose Committee he or she serves as a Member, his or her

appointment to the Committee shall be terminated effective upon commencement of such employment or registration of candidacy.

- (b) Each Committee Member shall not at any time during the term of his or her appointment work for, or provide advice to, any candidate running for municipal office within the participating municipalities on whose Committee he or she serves as a Member.
- (c) To avoid any potential conflict of interest, any Committee member who has an accounting or auditing background shall not offer his or her services to any municipal election candidate.

5. Committee Composition:

The Committee of each participating municipality shall be comprised of three members.

When a municipality is in receipt of a compliance audit application, the Clerk of the municipality receiving the application shall contact that municipality's Committee members, as shown on Appendix 'A' hereto, and shall arrange for the three Members to hear the audit request during regular business hours. If one of the three appointed Committee members is unable to participate when the Committee is required to process a compliance audit application, an alternate will be appointed to the Committee in place of the member who is unable to participate. An alternate committee member will be any Clerk from any Participating Municipality, selected in order of next closest proximity to the Municipality requiring the Compliance Audit.

6. Term of Appointment:

The term of appointment to the Committee shall be equivalent to the term of Council during which the appointment was made.

7. Governance

Any responsibilities not clearly identified within these Terms of Reference shall be in accordance with the *Municipal Elections Act*.

8. Committee Chair:

The three-member Committee called to hear a request for a compliance audit shall, at its first meeting, select one of its Members to act as a Chair for the balance of its term of appointment.

9. Proposed Meeting Schedule:

The Committee shall meet during regular business hours, as required when a compliance audit application is received. Committee meetings shall be scheduled during regular business hours by the Clerk of the municipality in which an application is received, in consultation with the Committee Chair.

10. Staffing and Funding:

Administrative support for the Committee shall be provided by the municipality requiring the services of the Committee.

A municipality requiring the services of the Committee shall be responsible for all expenses associated with the Committee's processing of an application for a compliance audit on its behalf. The municipality requiring the compliance audit shall reimburse Committee members

for mileage at the rate of the committee members' municipality and for expenses incurred for which supporting documentation is provided.

11. Meetings:

Meetings of the Committee shall be conducted (during regular business hours) in accordance with the open meeting requirements of the provisions in the *Municipal Act, 2001*. Where an application will be considered at the meeting, the Clerk shall give reasonable notice by e-mail, telephone or by regular mail to the Applicant and Candidate of the time, place and purpose of the Committee Meeting, and of the fact that if either party fails to attend the meeting, the Committee may proceed in the party's absence and the party will not be entitled to further notice concerning the meeting.

12. Remuneration

Municipalities shall pay no retainer fee for participating in this agreement.

13. Conflict of Interest

Members shall abide by the rules outlined within the *Municipal Conflict of Interest Act, R.S.O. 1990*, and shall disclose the pecuniary interest to the recording secretary and absent themselves from meetings for the duration of the discussion and voting (if any) with respect to the matter.

APPENDIX ‘A’
to
Terms of Reference for Joint Compliance Audit Committee

Joint Compliance Audit Committee membership for each Participating Municipality

An alternate committee member will be any Clerk from any Participating Municipality, selected in order of next closest proximity to the Municipality requiring the Compliance Audit.

NAME OF MUNICIPALITY	COMMITTEE MEMBER	COMMITTEE MEMBER	COMMITTEE MEMBER
Atikokan	Fort Frances	Alberton	La Vallee
Fort Frances	Alberton	Atikokan	La Vallee
Alberton	Fort Frances	Atikokan	La Vallee
La Vallee	Fort Frances	Atikokan	Alberton
Emo	Chapple	Lake of the Woods	Sioux Narrows Nestor Falls
Chapple	Emo	Dawson	Sioux Narrows Nestor Falls
Morley	Dawson	Rainy River	Sioux Narrows Nestor Falls
Dawson	Morley	Chapple	Rainy River
Rainy River	Morley	Lake of the Woods	Dawson
Lake of the Woods	Morley	Emo	Rainy River
Sioux Narrows Nestor Falls	Emo	Lake of the Woods	Chapple

ADMINISTRATIVE REPORT

Subject: Award of RFP-CSEC-01 - Provision of Canteen Services at the Memorial Sports Centre

Date: September 12, 2022

To: Committee of the Whole of Council

From: Tyler Young, Recreation and Culture Manager



ISSUE:

Award of 2-year RFP for the provision of canteen services at the Memorial Sports Centre.

ADMINISTRATIVE RECOMMENDATION:

THAT the Council of the Town of Fort Frances awards RFP-CSEC-01 to Tess Coish, proprietor of Tess's Kitchen; and

FURTHER THAT a by-law be prepared to authorize Mayor and Clerk to execute the agreement on behalf of the Corporation.

STRATEGIC IMPACT:

Objective 13 - Maintain/Enhance existing levels of service.

OPTIONS & ALTERNATIVES:

- (1) Enter into the agreement.
- (2) Re-issue the tender.
- (3) Council provides alternative direction.

HISTORY:

The Town of Fort Frances is in need of a qualified individual to operate the canteen at the Memorial Sports Centre. With increased foot traffic expected in the building through the Fall and Winter months, having a fully functional canteen will help enhance the overall level of service that we can provide for our patrons, which in turn, will help elevate the customer experience, as a whole.

ANALYSIS:

Award of RFP-CSEC-01 - Provision of Canteen Services at the Memorial Sports Centre

The Town advertised a Request for Proposals (RFP) seeking qualified individuals interested in operating the Canteen at the Memorial Sports Centre. The RFP became public on July 18th. We received one proposal. On August 2nd, this proposal was opened publicly in the Committee Room of the Civic Centre. The proposal was from Tess Coish of the local catering company - Tess's Kitchen. She is proposing to operate the Canteen from October 2022 until June 30th, 2024. The exact schedule will be determined by the Recreation & Culture Manager. She will provide a monthly fee of \$500 to the Town of Fort Frances for each month of operation.

CONSULTATION:

N/A

ADMINISTRATIVE REPORT

Subject: Active Transportation Fund Grant Agreement
Date: September 12, 2022
To: Mayor & Council
From: Cody Vangel, Chief Building Official / Municipal Planner



ISSUE:

Consideration of entering into a funding agreement with her majesty the Queen in right of Canada for the acceptance of funding under the Permanent Public Transit Program – Active Transportation Fund Grant Agreement for the La Verendrye Parkway Expansion - Feasibility Study and Conceptual Design.

ADMINISTRATIVE RECOMMENDATION:

THAT the Council of the Town of Fort Frances approve Report # AR-22-0029 and agree to enter into a funding agreement with her majesty the Queen in right of Canada for the acceptance of funding under the Permanent Public Transit Program – Active Transportation Fund Grant Agreement for the La Verendrye Parkway Expansion - Feasibility Study and Conceptual Design; and

FURTHER THAT the authorizing by-law be brought forward to a future meeting of Council where the Mayor and Clerk will be authorized to execute the agreement on behalf of the Corporation.

STRATEGIC IMPACT:

- 2. Promotion of Tourism / Destination Tourism
- 13. Maintain / Enhance Existing Levels of Service
- 16. Mitigate risks of climate change
- 17. Improve Transportation Linkages

OPTIONS & ALTERNATIVES:

- 1. Approve and enter into agreement;
- 2. Amend then enter into agreement; or
- 3. Reject agreement.

HISTORY:

Council will recall in the fall of 2021 and winter of 2022 the discussions raised from members of the general public as well as members of council, surrounding the possibility of expanding/extending the existing La Verendrye Parkway to create better active transportation linkages within the Town of Fort Frances.

Active Transportation Fund Grant Agreement

Since these discussions had taken place, administration has actively sought funding opportunities to assist with completing a conceptual design and feasibility study for the extension of the parkway to determine what exactly needs to be considered for the expansion.

ANALYSIS:

The Town of Fort Frances has been awarded \$50,000.00 to undertake a planning study to determine necessary steps and considerations for an expansion of the La Verendrye Parkway. Administration intends to utilize these funds to retain a consultant that will conduct a feasibility study and conceptual design that will pave the way for detailed works to proceed with said expansion.

Administration, conditional of approval of the agreement, will issue an RFP to retain said consultant. The details of the RFP are being constructed but yet to be finalized.

A draft form of the agreement has been included with this report for information. The final details are to be input prior to by-law approval.

CONSULTATION:

The Active Transportation Fund Team

SUPPORTING DOCUMENTS:

[PTFP-1101-La Verendrye Parkway Expansion - Feasibility Study and Conceptual Design](#)

[GA - PTFP-1101-La Verendrye Parkway Expansion - Feasibility Study and Conceptual Design - CV notes](#)



June 28, 2022

Cody Vangel
Transportation Superintendent, Chief Building Official and Municipal Planner
The Corporation of the Town of Fort Frances
320 Portage Avenue
Fort Frances, Ontario P9A 3P9
cvangel@fortfrances.ca

Dear Cody Vangel:

It is my pleasure to inform you of the approval in principle of La Verendrye Parkway Expansion - Feasibility Study and Conceptual Design. This approval in principle is given following the successful review of your project under the terms and conditions of the Active Transportation Fund (ATF) of the Permanent Public Transit Program (PPTP).

For projects under the ATF, Canada will support 100% of the total eligible costs to a maximum of \$50,000. A federal grant in the amount of \$50,000, payable in a one-time lump sum payment, will be awarded to support the project.

With this approval in principle, eligible costs as determined under the terms and conditions of the PPTP and ATF and incurred as of the date of this letter, will be eligible for federal reimbursement subject to the timely execution of a grant agreement. If a grant agreement is not signed, the Government of Canada will not reimburse any costs incurred. Once signed, the grant agreement represents the final federal approval of the Project.

In addition to other terms and conditions that will be identified within the grant agreement, The Corporation of the Town of Fort Frances will establish and use a fair, transparent, competitive, and value-for-money procurement processes.

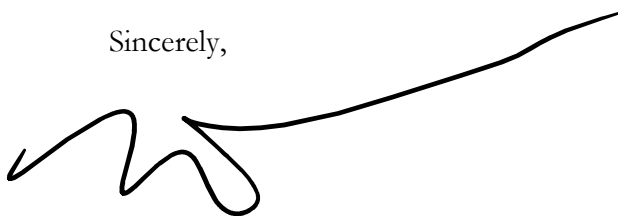
Due to the competitive nature of the ATF, changes to the scope of the Project require careful review and approval by Canada. As your Project is being approved in principle on the basis of the information in your application, please notify my officials in writing, should you expect changes in scope or timing of the project.

Departmental officials will contact you shortly to move forward with the negotiation of the grant agreement.

I would like to take this opportunity to thank you for your collaboration and commitment to the successful delivery of the ATF. I look forward to working with you as we continue to implement this long-term infrastructure program for the benefit of all Canadians.

Please accept my best regards.

Sincerely,

A handwritten signature in black ink, consisting of a series of loops and a long horizontal stroke extending to the right.

Mark Matz
Director General
Public Transit
Communities and Infrastructure Programs
Infrastructure Canada

CANADA – THE CORPORATION OF THE TOWN OF FORT FRANCES
PERMANENT PUBLIC TRANSIT PROGRAM – ACTIVE TRANSPORTATION FUND
GRANT AGREEMENT FOR LA VERENDRYE PARKWAY EXPANSION - FEASIBILITY STUDY
AND CONCEPTUAL DESIGN

This Agreement is made as of the date of last signature.

BETWEEN: HER MAJESTY THE QUEEN IN RIGHT OF CANADA, as represented by the Minister of Infrastructure and Communities, hereinafter referred to as the Minister of Intergovernmental Affairs, Infrastructure and Communities (“Canada”)

AND

[LEGAL NAME OF MUNICIPALITY, E.G. THE CITY/
CORPORATION/REGIONAL MUNICIPALITY OF X], continued or incorporated pursuant to the [ACT] (the “Recipient”),

individually referred to as a “Party” and collectively referred to as the “Parties”.

RECITALS

WHEREAS the Active Transportation Fund is the first federal fund to target active transportation. It is making \$400 million in federal funding available over five years to support a modal shift away from cars and toward active transportation, in support of Canada’s National Active Transportation Strategy;

WHEREAS the Minister of Intergovernmental Affairs, Infrastructure and Communities is responsible for the Permanent Public Transit Program - Active Transportation Fund (“the Program”) and wishes to provide financial support to The Corporation of the Town of Fort Frances under this Agreement;

WHEREAS the Recipient is a Municipality which is eligible under the Program and has submitted to Canada an application dated March 21, 2022, which successfully met the selection criteria and qualifies for funding under the Program;

WHEREAS the Recipient is responsible for carrying out the Project and Canada wishes to provide financial support for the Project and its objectives;

NOW THEREFORE, the Parties hereby agree as follows:

1. INTERPRETATION

1.1 DEFINITIONS

In addition to the terms defined in the recitals and elsewhere in this Agreement, a capitalized term has the meaning given to it in this Section.

“Agreement” means this grant agreement and all its schedules, as may be amended from time to time.

“Agreement End Date” means February 2, 2023.

“Communications Activity” or “Communications Activities” means, but is not limited to, public or media events or ceremonies including key milestone events, news releases, reports, web and social media products or postings, blogs, news conferences, public notices, physical and digital signs, publications, success stories and vignettes, photos, videos, multi-media content, advertising

Commented [CV1]: Is there any options for extension to this? Based on our municipal procurement policies and Council meetings/elections I believe we will be tight on this timeline to fulfill the project.

campaigns, awareness campaigns, editorials, multi-media products and all related communication materials under this Agreement.

“**Contract**” means an agreement between the Recipient and a Third Party whereby the latter agrees to supply a product or service to the Project in return for financial consideration.

“**Effective Date**” means the date of last signature of this Agreement.

“**Eligibility Criteria**” means the eligibility criteria as described in Schedule A.1 (Eligibility Criteria).

“**Project**” means the planning and design project submitted by the Recipient as described in Schedule A.2 (The Project).

“**Third Party**” means any person or legal entity, other than a Party, who participates in the implementation of the Project by means of a Contract.

1.2 ENTIRE AGREEMENT

This Agreement comprises the entire agreement between the Parties in relation to the subject of the Agreement. No prior document, negotiation, provision, undertaking or agreement has legal effect, unless incorporated by reference into this Agreement. No representation or warranty express, implied, or otherwise, is made by Canada to the Recipient except as expressly set out in this Agreement.

1.3 DURATION OF AGREEMENT

This Agreement will be effective as of the Effective Date and will terminate on the Agreement End Date subject to early termination in accordance with this Agreement.

1.4 SCHEDULES

The following schedules are attached to, and form part of this Agreement:

- Schedule A – Grant Details
- Schedule B – Eligible and Ineligible Expenditures
- Schedule C – Communications Protocol

2. PURPOSE OF AGREEMENT

The purpose of this Agreement is to establish the terms and conditions whereby Canada will provide funding to the Recipient for the Project.

3. OBLIGATION OF THE PARTIES

3.1 GRANT BY CANADA

- a) Canada agrees to make a grant payment to the Recipient for the total amount of fifty thousand dollars (\$50,000) under this Agreement which will be payable in accordance with the terms of this Agreement .
- b) The Parties acknowledge that Canada’s role in the Project is limited to making a grant payment to the Recipient for the Project and that Canada will have no involvement in the implementation of the Project. Canada is neither a decision-maker nor an administrator to the Project.

3.2 COMMITMENTS BY THE RECIPIENT

- a) The Recipient will inform Canada promptly should it no longer meet the Eligibility Criteria.
- b) The Recipient will complete the Project in accordance with the terms and conditions of this Agreement.
- c) The Recipient will repay to Canada any and all overpayments made under and according to the terms and conditions of this Agreement.
- d) The Recipient will inform Canada immediately should it no longer be able to

meet the terms and conditions of this Agreement or of any fact or event that could compromise wholly or in part the Project

3.3 APPROPRIATIONS AND FUNDING LEVELS

Notwithstanding Canada’s obligation to make any payment under this agreement, this obligation does not arise if, at the time when a payment under this agreement becomes due, the Parliament of Canada has not passed an appropriation that is sufficient and constitutes lawful authority for making the payment. Canada may reduce or terminate any payment under this Agreement in response to the reduction of appropriations or departmental funding levels in respect of transfer payments, the program under which this Agreement was made or otherwise, as evidenced by any appropriation act or the federal Crown’s main or supplementary estimates expenditures. Canada will promptly advise the Recipient of any reduction or termination of funding once it becomes aware of any such situation. Canada will not be liable for any direct, indirect, consequential, exemplary or punitive damages, regardless of the form of action, whether in contract, tort or otherwise, arising from any such reduction or termination of funding.

3.4 CHANGES DURING THE LIFE OF THE PROJECT

- a) Where a change to this Agreement is contemplated, the Recipient will submit to Canada a request for a change.
- b) Where the change is approved by Canada, the Parties will execute the corresponding amendment to the Agreement in accordance with Section 13.12 (Amendments).

4. RECIPIENT REPRESENTATIONS AND WARRANTIES

The Recipient represents and warrants to Canada that:

- a) the Recipient has the capacity and authority to enter into and execute this Agreement [INSERT EITHER “as duly authorized by [BY-LAW OR RESOLUTION REFERENCE], dated [DATE]” OR “by resolution of its Board of Directors, dated [DATE]”];
- b) The Recipient has the capacity and authority to carry out the Project;
- c) The Recipient and Project meet the Eligibility Criteria;
- d) This Agreement constitutes a legally binding obligation of the Recipient, enforceable against it in accordance with its terms and conditions;
- e) All information submitted to Canada as set out in this Agreement is true, accurate, and was prepared in good faith to the best of its ability, skill, and judgment.;
- f) Any individual, corporation or organization that the Recipient has hired, for payment, who undertakes to speak to or correspond with any employee or other person representing Canada on the Recipient’s behalf, concerning any matter relating to the contribution under this Agreement or any benefit hereunder and who is required to be registered pursuant to the federal *Lobbying Act*, is registered pursuant to that Act;
- g) The Recipient has not and will not make a payment or other compensation that is contingent upon or is calculated upon the contribution hereunder or the negotiation of the whole or any part of the terms and conditions of this Agreement to any individual, or corporation or organization with which that individual is engaged in doing business with, who is registered pursuant to the federal *Lobbying Act*;
- h) There are no actions, suits, investigations or other proceedings pending or, to the knowledge of the Recipient, threatened and there is no order, judgment or decree of any court or governmental agency which could materially and adversely affect the Recipient’s ability to carry out the activities

Commented [CV2]: We will need to sign agreement with an authorizing by-law, we do not have this by-law yet. Do you have any recommendations or experience with this clause on how to tweak for a by-law not passed yet?

contemplated by this Agreement. The Recipient will inform Canada immediately if any such action or proceedings are threatened or brought during the term of this Agreement;

- i) The Recipient is in good standing under the laws of the jurisdiction in which it is required to be registered;
- j) The Recipient will award and manage all Contracts in accordance with its policies and procedures and in a way that is transparent, competitive, consistent with value-for-money principles, or in a manner otherwise acceptable to Canada, and if applicable, in accordance with the Canadian Free Trade Agreement and international trade agreements.

5. GRANT PAYMENT(S)

- a) Canada will pay the grant payment to the Recipient in one lump sum within twenty (20) business days upon:
 - i. the Parties’ execution of this Agreement; and
 - ii. evidence provided by the Recipient, to Canada’s satisfaction, that the Recipient meets the Eligibility Criteria.

6. REPORTING

The Recipient will be required to submit a narrative report on their activities upon the completion of their planning strategy. The contents of this report would include:

- a) Project targeted within the strategy;
- b) Alignment of strategy goals with federal outcomes;
- c) Outreach to vulnerable populations carried out during the creation of the strategy;
- d) Communications Activities.

7. AUDIT AND EVALUATION

7.1 RECIPIENT AUDIT

Canada may, at its discretion, conduct a Recipient audit related to this Agreement during the term of this Agreement and up to two years after the Agreement End Date, in accordance with the Canadian Auditing Standards.

7.2 EVALUATION

The Recipient agrees to cooperate with Canada in the conduct of any evaluation of the Program during or after the term of this Agreement.

7.3 CORRECTIVE ACTION

The Recipient agrees to ensure that prompt and timely corrective action is taken in response of any audit findings and recommendations conducted in accordance with this Agreement.

7.4 RECORD KEEPING

The Recipient will keep proper and accurate financial accounts and records, including but not limited to its Contracts, invoices, statements, receipts, and vouchers, in respect of the Project, for at least six (6) years after the Agreement End Date.

7.5 ACCESS

The Recipient will provide Canada and its designated representatives with reasonable and timely access to the Project sites, facilities, and any documentation for the purposes of audit, evaluation, inspection and monitoring compliance with this Agreement.

8. COMMUNICATIONS

8.1 COMMUNICATIONS PROTOCOL

The Parties will comply with Schedule C (Communications Protocol).

8.2 RECOGNITION OF CANADA’S GRANT

The Recipient will acknowledge Canada’s grant in all signage and public communication produced as part of the Project or Agreement, in a manner acceptable to Canada, unless Canada communicates in writing to the Recipient that this acknowledgement is not required.

8.3 PUBLIC INFORMATION

The Recipient acknowledges that the following may be made publicly available by Canada:

- a) its name, the amount awarded by Canada, and the general nature of the Project; and
- b) any evaluation or audit report and other reviews related to this Agreement.

8.4 OFFICIAL LANGUAGES

The Recipient agrees that:

- a) all bilingual requirements for joint funding announcements, and any communications activity led by Canada, will be managed by Infrastructure Canada.
- b) it will provide its services, when appropriate, in such a manner as to accommodate the specific needs of both official language communities.

9. INTELLECTUAL PROPERTY

- a) All intellectual property that arises in the course of the Project will vest in the Recipient.
- b) The Recipient will obtain the necessary authorizations, as needed, for the implementation of the Project, from third parties to this Agreement who may own the intellectual property rights or other rights in respect of the Project. Canada will assume no liability in respect of claims from any third party to this Agreement in relation to such rights and to the Agreement.
- c) The Recipient hereby grants to Canada a free of charge, non-exclusive, royalty-free, perpetual, worldwide and irrevocable license to exercise the intellectual property rights including to collect, retain, use, reproduce, communicate, modify, disclose, translate, publish, and distribute, in whole or in part, products developed for the completion of the Project and any other information provided by the Recipient, for promotional, informational and reporting purposes, in relation to this Agreement, in any form and by any medium, for any purpose directly or indirectly related to the Program.
- d) Canada has the right to film or photograph the Recipient, its officers, servants, employees, or agents during visits, activities, and events for the purpose of promoting the Program. The Recipient further agrees that Canada can use or publish any such film or photograph internally or externally, in whole or in part, in any form and by any medium for the purposes of promoting the Program.

10. DISPUTE RESOLUTION

In the event of a dispute arising under the terms of this Agreement, the Parties agree to make a good faith attempt to settle the dispute. In the event that the Parties are unable to resolve the dispute through negotiation, they agree to give good faith consideration to resorting to other alternate dispute resolution processes to resolve the dispute. However, the Parties agree that nothing contained in this section will affect, alter or modify the rights of Canada under this Agreement to terminate the Agreement.

11. DEFAULT

11.1 EVENTS OF DEFAULT

The following events constitute Events of Default under this Agreement:

- a) the Recipient has not complied with one or more of the terms and conditions of this Agreement;
- b) the Recipient no longer meets the Eligibility Criteria;
- c) the Recipient has submitted false or misleading information to Canada or made a false or misleading representation in respect of the Project, except for an error in good faith, demonstration of which is incumbent on the Recipient, to Canada’s satisfaction.

11.2 DECLARATION OF DEFAULT

Canada may declare a default if:

- a) In Canada’s opinion, one or more of the Events of Default occurs;
- b) Canada gave notice to the Recipient of the event which constitutes an Event of Default; and
- c) The Recipient has failed, within thirty (30) business days of receipt of the notice from Canada, either to remedy the Event of Default or to notify Canada and demonstrate, to the satisfaction of Canada, that it has taken such steps as are necessary to remedy the Event of Default.

11.3 REMEDIES ON DEFAULT

In the event of default under this Agreement, Canada may exercise one or more of the following remedies, without limiting any remedy available to it at law:

- a) suspend any obligation by Canada to make a grant payment to the Project, including any obligation to pay an amount owing prior to the date of such suspension;
- b) terminate any obligation of Canada to make a grant payment to the Project, including any obligation to pay any amount owing prior to the date of such termination;
- c) require the Recipient to reimburse Canada all or part of the grant paid by Canada to the Recipient;
- d) terminate the Agreement.

12. LIMITATION OF LIABILITY AND INDEMNIFICATION

12.1 DEFINITION OF PERSON

In this section, “Person” includes, without limitation, a person, the Recipient, a Third Party, a corporation, or any other legal entity, and their officers, servants, employees or agents.

12.2 LIMITATION OF LIABILITY

In no event will Canada, its officers, servants, employees or agents be held liable for any damages in contract, tort (including negligence) or otherwise, for:

- a) any injury to any Person, including, but not limited to, death, economic loss or infringement of rights;
- b) any damage to or loss or destruction of property of any Person; or
- c) any obligation of any Person, including, but not limited to, any obligation arising from a loan, capital lease or other long term obligation;

in relation to this Agreement or the Project.

12.3 INDEMNIFICATION

The Recipient will at all times indemnify and save harmless Canada, its officers, servants, employees or agents, from and against all actions, claims, demands, losses, costs, damages, suits or other proceedings, whether in contract, tort (including negligence) or otherwise, by whomsoever brought or prosecuted in any manner based upon or occasioned by:

- a) any injury to any Person, including, but not limited to, death, economic loss or any infringement of rights;
- b) any damage to or loss or destruction of property of any Person; or
- c) any obligation of any Person, including, but not limited to, any obligation arising from a loan, capital lease or other long term obligation;

in relation to this Agreement or Project, except to the extent to which such actions, claims, demands, losses, costs, damages, suits or other proceedings are caused by the negligence or breach of the Agreement by an officer, servant, employee or agent of Canada in the performance of his or her duties.

13. GENERAL

13.1 SURVIVAL

The Parties’ rights and obligations, which by their nature extend beyond the termination of this Agreement, will survive any termination of this Agreement.

13.2 DEBTS DUE TO THE FEDERAL CROWN

Any amount owed to Canada under this Agreement by the Recipient will constitute a debt due to the federal Crown, which the Recipient will reimburse to Canada forthwith on demand.

13.3 INTEREST ON DEBTS DUE TO THE FEDERAL CROWN

Debts due to the federal Crown by the Recipient will accrue interest in accordance with the federal Interest and Administrative Charges Regulations.

13.4 SET-OFF BY CANADA

Any debt due to the federal Crown by the Recipient may be set-off against any amounts payable by Canada to the Recipient under this Agreement.

13.5 MEMBERS OF THE HOUSE OF COMMONS AND SENATE

No member of the House of Commons or the Senate of Canada will be admitted to any share or part of this Agreement, or to any benefit arising from it that is not otherwise available to the public. The Recipient will promptly inform Canada should it become aware of the existence of any such situation.

13.6 CONFLICT OF INTEREST

No current or former public servant or public office holder to whom any post-employment, ethics and conflict of interest legislation, guidelines, codes or policies of Canada applies will derive direct benefit from this Agreement unless the provision or receipt of such benefits is in compliance with such legislation, guidelines, policies or codes. The Recipient will promptly inform Canada should it become aware of the existence of any such situation.

13.7 NO AGENCY, PARTNERSHIP, JOINT VENTURE, ETC.

- a) No provision of this Agreement and no action by the Parties will establish or be deemed to establish a partnership, joint venture, principal-agent relationship or employer-employee relationship in any way or for any purpose whatsoever between Canada and the Recipient or between Canada and a Third Party.
- b) The Recipient will not represent itself, including in any agreement with a Third Party, as a partner, employee or agent of Canada.

13.8 NO AUTHORITY TO REPRESENT

Nothing in this Agreement is to be construed as authorizing any person, including a Third Party, to contract for or to incur any obligation on behalf of Canada or to act as an agent for Canada. The Recipient will take the necessary action to ensure that any Contract between the Recipient and any Third Party contains a provision to that effect.

13.9 ASSIGNMENT

The Recipient will not transfer or assign its rights or obligations under this Agreement without the prior written consent of Canada. Any attempt by the Recipient to assign any of the rights, duties or obligations of this Agreement without Canada’s express written consent is void.

13.10 COUNTERPART SIGNATURE

This Agreement may be signed in counterpart, including by electronic signature or PDF, and the signed copies will, when attached, constitute an original agreement.

13.11 SEVERABILITY

If for any reason a provision of this Agreement that is not a fundamental term of this Agreement between the Parties is found to be or becomes invalid or unenforceable, in whole or in part, and if both Parties agree, it will be deemed to be severable and will be deleted from this Agreement, but all the other terms and conditions of this Agreement will continue to be valid and enforceable.

13.12 AMENDMENTS

This Agreement, including its schedules, can only be amended in writing by the Parties.

13.13 WAIVER

A Party may waive any of its rights under this Agreement only in writing. Any tolerance or indulgence demonstrated by the Party will not constitute a waiver.

13.14 NOTICE

- a) Any notice, information or required documentation provided for under this Agreement must be delivered in person or sent by mail, email, or messenger to the identified representatives of the Parties at the following coordinates, unless otherwise specified by Canada:

Canada:

Active Transportation Fund
Infrastructure Canada
180 Kent Street Ottawa Ontario
ATF-FTA@infc.gc.ca

Recipient:
[TITLE OF POSITION]
[ADDRESS, EMAIL AND FAX NUMBER]

- b) Such notice will be deemed to have been received:
 - i. in person, when delivered;
 - ii. if sent by mail or email, when receipt is acknowledged by the other Party;
 - iii. if sent by messenger or registered mail, when the receiving Party has signed the acknowledgment of reception.
- c) If a Party changes its representative or the coordinates for that

Commented [CV3]: This will be our CAO, I will input after we have our meeting.

Protected B | Protégé B

PROTECTED B / PROTÉGÉ B

representative, it will advise the other Party as soon as possible.

13.15 COMPLIANCE WITH LAWS

The Recipient will comply with all applicable laws and regulations and all requirements of regulatory bodies having jurisdiction over the subject matter of the Project.

13.16 GOVERNING LAW

This Agreement is governed by, and is to be interpreted in accordance with, the applicable federal laws and the laws in force in **Ontario**. The Parties attorn to the jurisdiction of the Courts of **Ontario** and all courts competent to hear appeals from the Courts of **Ontario**.

13.17 SUCCESSORS AND ASSIGNS

This Agreement is binding upon the Parties and their respective successors and assigns.

Protected B | Protégé B

PROTECTED B / PROTÉGÉ B

14. SIGNATURES

This Agreement has been executed on behalf of Her Majesty the Queen in right of Canada by the Minister of Intergovernmental Affairs, Infrastructure and Communities and on behalf of The Corporation of the Town of Fort Frances by [TITLE].

HER MAJESTY THE QUEEN IN RIGHT OF CANADA [INSERT LEGAL NAME OF MUNICIPALITY]

Per: Marie-Pier Nassif, Senior Director
Active Transportation and Zero Emission
Buses, Infrastructure Canada Per: [INSERT NAME]
[INSERT TITLE]

Date [Date]

[If Recipient requires more than one signature to execute the agreement, use:]

Per: [INSERT NAME]
[INSERT TITLE]

[Date]

SCHEDULE A – GRANT DETAILS

SCHEDULE A.1: ELIGIBILITY CRITERIA

RECIPIENT ELIGIBILITY:

Municipal, local and regional governments such as service districts; Indigenous organizations; and not-for-profit organizations can apply for planning and design grants. The complete list of eligible applicants is:

- 1) Municipalities, local and regional governments established under provincial or territorial statute, including service districts.
- 2) Public sector bodies that are established by or under provincial or territorial statute, or by regulation, or are wholly-owned by a province, territory, municipal or regional government, including but not limited to:
 - a) Municipally-owned corporations;
 - b) Provincial or territorial organizations that deliver municipal services; and
 - c) Any other form of local governance that exists outside of the municipality description.
- 3) Indigenous governing bodies, including but not limited to:
 - a) A band council within the meaning of section 2 of the *Indian Act*;
 - b) A First Nation, Inuit or Métis government or authority established pursuant to a Self-Government Agreement or a Comprehensive Land Claim Agreement between Her Majesty the Queen in right of Canada and an Indigenous people of Canada, that has been approved, given effect and declared valid by federal legislation; and
 - c) A First Nation, Inuit or Métis government that is established by or under legislation whether federal or provincial that incorporates a governance structure.
- 4) Federally or Provincially incorporated not-for-profit organizations whose mandate is to improve Indigenous outcomes, organizations serving Indigenous communities living in urban centers and First Nations living off-reserve.
- 5) Indigenous development corporations.
- 6) Federally or Provincially incorporated not-for-profit organizations.

Please note that individuals; private citizens; and federal entities, including federal Crown corporations are ineligible.

PROJECT ELIGIBILITY:

Planning and design projects refer to the development or enhancement of formal active transportation strategic planning documents or stakeholder engagement. This could entail the development of an Active Transportation Strategy, that could support the National Active Transportation Strategy, or the development of an active transportation component which can be added to other planning documents, such as Official Community Plans, Sustainability Plans, and Transportation Plans. Eligible projects include:

- Research, including case studies, data collection initiatives, mapping of walkability and bikeability, community audits/assessments;
- Public and/or stakeholder engagement and outreach, education programs;
- Policy development, including drafting objectives/actions for inclusion in community land use and/or transportation plans;
- Feasibility studies, business cases, and detailed costing estimates relating to the design of a project or program; and
- Projects which support the implementation of Canada’s national active transportation strategy, such as events raising awareness and encouraging adoption of active transportation.

SCHEDULE A.2: THE PROJECT

The La Verendrye Parkway is located in the Town of Fort Frances and is approximately 3.0km in length and is situated on the beautiful upper Rainy River. The parkway is a forefront attraction for the municipality providing an active transportation route to the Town's Sorting Gap marina, and is utilized by citizens of all ages from all backgrounds to promote healthy active living, as well as the waterfront feature. The intent of this application will be to retain a consultant to conduct a feasibility study and conceptual design work to determine the best routes and opportunities for an approximately 2.3km extension to the parkway along the upper and lower rivers, and to identify opportunities for continuing an active transportation route through the westerly areas of Town. Completion of this study will provide the Town of Fort Frances with a comprehensive plan to be able to connect the east and west ends of Fort Frances with a transportation route spanning the entire Town of Fort Frances. A successful study will allow the Town to choose a "best fit" route, provide conceptual drawings, and provide the capability to plan for land procurement and detailed design works, which will then be put into motion through capital construction works.

As we begin to move forward from the COVID-19 pandemic the need for outdoor activities and health promoting amenities will be crucial to assist Canadians with mental health challenges that may have heightened over the last two years. By planning for the expansion of the La Verendrye Parkway it will put the Town in a better position to prepare for capital construction projects in the near future. Expansion of this parkway will provide an extensive active transportation link for citizens of the Town to enjoy, on the edge of Rainy River, where getting outside into the fresh air along the water can be enjoyed by all. This will allow all citizens to take one step closer to living a healthy and active lifestyle, and if at the very least provide them with a peaceful location to relax, unwind and escape the hectic world we live in.

SCHEDULE A.3: THE PROJECT BUDGET

Project Budget	Amount
Total Project Cost	\$50,000
Total Eligible Cost	\$50,000

Total INFC Contribution	Grant Payment	Total
	2022-23	
ATF – Planning Stream	\$50,000	\$50,000

Other Sources of Funding

Funding from the Recipient	\$0
Funding from Additional Sources	\$0
Total Other Sources of Funding	\$0

SCHEDULE B – ELIGIBLE AND INELIGIBLE EXPENDITURES

Eligible expenditures are those considered to be direct and necessary for the successful implementation of an eligible project under the overarching Permanent Public Transit Program and the Active Transportation Fund and are incurred by an Eligible Recipient, excluding those explicitly identified in the Ineligible Costs section below.

While a Recipient under this Agreement is not required to submit claims they should be mindful of what is considered as eligible and ineligible as part of the funding provided by this Grant.

The Program Analyst assigned to manage your agreement will provide additional support on interpreting the eligible and ineligible expenditures.

SCHEDULE B.1: ELIGIBLE EXPENDITURES:

- Expenditures directly associated with joint federal communication activities and with federal project signage;
- Costs/expenditures incurred for consultation or engagement with Indigenous groups on the project. These costs are retroactively eligible dating back to one year prior to the submission of the application for funding. These costs can include legal fees of the Indigenous groups, as part of overall consultation capacity funding, if they are incurred by an Indigenous group who is not a Recipient or an Ultimate Recipient of the given project, are reasonable, as determined by Canada, support consultation efforts, activities or tools and are not used to fund litigation against the Crown;
- Expenditures incurred for accommodation of adverse impacts on Aboriginal and Treaty rights;
- Incremental expenditures directly related to meeting specific program requirements, such as climate change and resiliency assessments, as well as creating community employment benefit plans;
- The incremental costs of the eligible recipients’ employees may be included as an eligible expenditure provided that the use of employees or equipment pertains solely to the implementation of the project, and:
 - There is a lack of private sector capacity to undertake the work; or
 - The work involves proprietary or specialized infrastructure or equipment that requires specific knowledge or skill of the recipient’s employees; or
 - A collective agreement requires the recipient to use their own unionized employees for certain project work.
- Costs associated with project monitors or independent certifiers

SCHEDULE B.2: INELIGIBLE EXPENDITURES

- Expenditures incurred before project funding approval and any and all expenditures related to agreements signed prior to project funding approval, except those specified under Section B.1 of this Schedule.
- Expenditures related to purchasing land, buildings and associated real estate and other fees;
- Expenditures related to cost overruns or incurred for cancelled projects;
- Furnishings and non-fixed assets which are not essential for the operation of the asset/project;
- General repairs and maintenance of a project and related structures, unless they are part of a larger capital project;
- Services on works normally provided by an eligible recipient, incurred in the course of implementation of the project, except those specified as eligible expenditures;
- Taxes for which the eligible recipient is eligible for a tax rebate and all other costs eligible for rebates;

Protected B | Protégé B

PROTECTED B / PROTÉGÉ B

- On-going operations, maintenance and/or electricity and fuel costs associated with the operations of capital assets;
- Legal fees, except those explicitly eligible under Section B.1 of this Schedule
- Financing, interest, and taxes, including principal and interest payments to the Canada Infrastructure Bank;
- Leasing land, buildings, equipment and other facilities except for equipment other than equipment directly related to the construction of the project, real estate fees and related costs;
- Provincial sales tax and Goods and Services tax/HST, for which the recipient is eligible for a rebate, and any other costs eligible for rebates;
- Purchase or maintenance of diesel buses;
- Expenditures related to any good and services which are received through donation or in-kind contribution;
- Employee costs, with the exception of incremental costs which pertain solely to the implementation of the project under Section B.1 of this Schedule; and
- Maintenance expenditures incurred as part of regular operations;

Protected B | Protégé B

PROTECTED B / PROTÉGÉ B

SCHEDULE C– COMMUNICATIONS PROTOCOL
INFORMING CANADIANS OF THE GOVERNMENT OF CANADA’S FUNDING

PURPOSE

This section outlines the roles and responsibilities of each of the Parties to this Agreement with respect to Communications Activities related to this Agreement and the Projects funded through it.

This section will guide the planning, development and implementation of all Communications Activities to ensure clear, consistent and coordinated communications to the Canadian public.

The provisions of this section apply to all Communications Activities related to this Agreement and any Projects funded under this Agreement.

GUIDING PRINCIPLES

Communications Activities undertaken in accordance with this section should ensure that Canadians are informed of infrastructure investments made to help improve their quality of life and that they receive consistent information about funded Projects and their benefits.

GOVERNANCE

The Parties will designate communications contacts that will be responsible for overseeing communication activities.

JOINT COMMUNICATIONS

Canada and the Recipient will jointly conduct Communications Activities about the funding of the Project(s) (“Joint Communications”).

Joint Communications under this Agreement should not occur without the prior knowledge and agreement of all Parties, where applicable.

All Joint Communications material will be approved by Canada and the Recipient prior to release, and will recognize the funding of all parties.

Each of the Parties may request Joint Communications to communicate to Canadians about the progress or completion of the Project(s). The requestor will provide at least fifteen (15) business days’ notice to the other Party. If the Communications Activity is an event, it will take place at a mutually agreed date and location.

The requestor of the Joint Communications will provide an equal opportunity for the other Parties to participate and choose their own designated representative (in the case of an event).

The Recipient will be responsible for providing onsite communications and logistics support.

Canada has an obligation to communicate in English and French. Joint Communications products must be bilingual and include the Canada word mark and Recipient’s logos. Canada will provide the translation services and final approval on products.

The conduct of all Joint Communications will follow the Table of Precedence for Canada.

Protected B | Protégé B

PROTECTED B / PROTÉGÉ B

INDIVIDUAL COMMUNICATIONS

Notwithstanding section 8 (Communications), Canada and the Recipient retain the right to meet their obligations to communicate information to Canadians about the Agreement and the use of funds through their own Communications Activities.

Canada will post a copy of this agreement on its website, in addition to information on any of the Recipients funded through it.

Canada, and the Recipient may each include general Program messaging and examples of Projects funded though the Agreement in their own Communications Activities. The authoring Party will not unreasonably restrict the use of such products or messaging by the other Parties; and if web or social-media based, from linking to it.

Canada and the Recipient may issue digital communications to communicate progress of the Project(s).

Where a Party establishes a web site or web page is created to promote or communicate progress on a funded Project or Projects, that Party must ensure that the site or page recognizes federal funding through the use of a digital sign or through the use of the Canada wordmark and the following wording, "This project is funded in part by the Government of Canada."

The Canada wordmark or digital sign must link to Infrastructure Canada's website. Canada will provide and publish guidelines for how this recognition is to appear.

OPERATIONAL COMMUNICATIONS

The Recipient is solely responsible for operational communications with respect to Projects, including but not limited to: calls for tender, or construction and public safety notices. Operational communications as described above are not subject to the federal official language policy.

Canada does not need to be informed on operational communications. However, such products should include, where appropriate, the following statement, "This project is funded in part by the Government of Canada."

MEDIA RELATIONS

Canada and the Recipient will share information promptly with the other Party should significant media inquiries be received or emerging media or stakeholder issues arise to a Project or the overall fund.

ADVERTISING CAMPAIGNS

Recognizing that advertising can be an effective means of communicating with the public, Canada and/or the Recipient may, at their own cost, organize an advertising or public information campaign related to this Agreement or eligible Projects. However, such a campaign will respect the provisions of this Agreement and the Government of Canada requirements for advertising. In the event of such a campaign, the sponsoring Party or Recipient will inform the other Parties or Recipient of its intention no less than twenty-one (21) working days prior to the campaign launch.

ADMINISTRATIVE REPORT

Subject: Former Mill Properties Conceptual Land Use Plan - Resolution of Support

Date: September 12, 2022

To: Mayor & Council

From: Cody Vangel, Chief Building Official / Municipal Planner



ISSUE:

Consideration of passing a resolution of general support for the Conceptual Land Use Plan for the Former Mill Properties to assist the property owners when seeking funding opportunities related to redevelopment.

ADMINISTRATIVE RECOMMENDATION:

THAT Council of the Town of Fort Frances approve Report # AR -22-0030 and supports, in general, the Conceptual Land Use Plan for the Former Mill Properties as prepared by Scatliff + Miller + Murray May 2022.

STRATEGIC IMPACT:

1. Attracting new industry and attracting investment for local business development.
2. Promotion of Tourism / Destination Tourism
17. Improve Transportation Linkages

OPTIONS & ALTERNATIVES:

1. Pass a resolution of support; or
2. Disregard resolution of support.

HISTORY:

Council will recall the creation of the Fort Frances/Aazhogan Renewal Planning Committee which set out to work collaboratively with 2670568 Ontario Ltd., Rainy River First Nations and Rainy River Future Developments Corporation. The goal of the planning committee was to engage a consultant to craft location specific land use planning policies, identify economic development opportunities and to provide recommendations that would be used to amend the Town of Fort Frances Official Plan and Zoning By-Law to assist in the redevelopment of the subject lands. The outcome of these amendments would intend to assist to mitigate delays and reduce turnaround times on planning applications associated with the subject lands and to promote redevelopment of the lands for a wide range of uses.

ANALYSIS:

Former Mill Properties Conceptual Land Use Plan - Resolution of Support

The Fort Frances/Aazhogan Renewal Planning Committee engaged Scatliff + Miller + Murray to develop a conceptual land use plan for the former Fort Frances Mill properties. The final report resulting from the planning study has been attached with this report and was subsequently presented to Council via deputation on June 27, 2022. Through further conversation amongst the members of the Fort Frances/Aazhogan Renewal Planning Committee, it was requested to bring forward a report to Mayor and Council seeking a resolution of general support. The intent of receiving a resolution of general support would be to assist the property owners in hopefully obtaining various forms of funding that would be utilized towards promoting redevelopment activities.

CONSULTATION:

Rainy River Future Development Corp.
Ziibi Anishinaabe Investments Inc.
BMI Restorative (2670568 Ontario Ltd.)

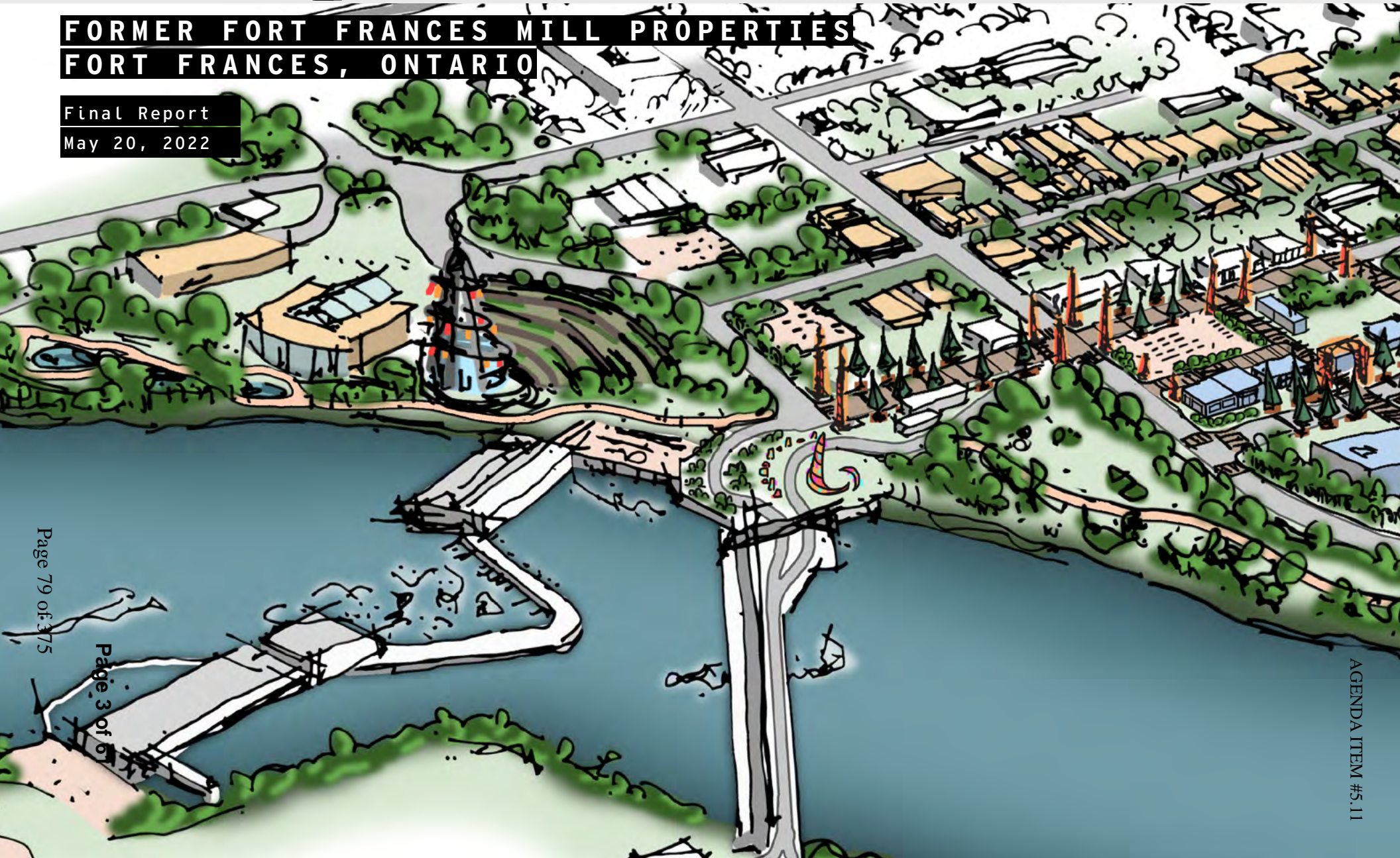
SUPPORTING DOCUMENTS:

[FFMR_FinalReport_May2022](#)

Conceptual Land Use Plan

**FORMER FORT FRANCES MILL PROPERTIES
FORT FRANCES, ONTARIO**

Final Report
May 20, 2022



Acknowledgments

2670568 Ontario Ltd., more commonly referred to as BMI Group, acquired the subject lands with the intent to engage in a redevelopment strategy in joint venture with Rainy River First Nations (RRFN). This joint venture operates as Aazhogan Renewal. Ziibi Anishinaabe Investments Inc. (Ziibi Investments) is the operating entity assigned by RRFN to act on its behalf for this project.

The Town of Fort Frances and Aazhogan Renewal have agreed to work together with the project team through an Advisory Committee to undertake the strategic planning for this project. This Committee is comprised of:

- Stacey Jack, Project Advisor, BMI Group
- Tim Friesen, Interim CEO, Ziibi Investments
- Cody Vangel, Chief Building Official & Municipal Planner, Town of Fort Frances
- Geoff Gillon, Executive Director, Rainy River Future Development Corporation
- Tannis Drysdale, Economic Development Consultant, Town of Fort Frances

This report and redevelopment concept were created on behalf of the Advisory Committee by the project team:

- Scatliff + Miller + Murray:
 - Tom Janzen
 - Wes Paetkau
 - Michael Blatz
 - Mike Scatliff
 - Cheryl Oakden
 - Matthew Peters
- KGS Group:
 - Burton Mikolayenko
 - Alison Barrett
- Compass:
 - Ian McCormack
- Indigenous Design and Public Art Advisor:
 - Cassandra Cochrane

Cassandra Cochrane also provided the otter tail and floral motifs used throughout this report.

Contents

INTRODUCTION.....	1	IMPLEMENTATION.....	23
Purpose	2	Partner Engagement	24
Process	2	Cultivate Development Partnerships	24
Study Area	2	Interim Activation	24
Context	5	Initial Technical Studies	26
VISION	7	Review Border Crossing Area Circulation	26
ASPIRATIONS	8	Planning Approvals	27
REDEVELOPMENT CONCEPT	9	Leveraging Financial Tools	27
Market Precinct	12	APPENDIX A: COMMUNITY PROFILE.....	28
Gateway Precinct	13	APPENDIX B: POLICY CONTEXT.....	35
Waterfront Precinct	15	APPENDIX C: MUNICIPAL SERVICING.....	51
Enterprise Precinct	16		
Wellness Precinct	17		
Utility Precinct	18		
Placemaking & Design	19		
Linkages & Circulation	20		

Introduction

The former Resolute Pulp and Paper Mill in Fort Frances was intrinsic to Fort Frances' identity and economy for generations. Not only dominating the Town's skyline, the Mill was the Town's main employer, and was a feature in the daily lives of most if not all of its residents. Straddling the entry point into Canada, it also provided an impressive and industrious gateway into Fort Frances, Treaty 3 Territory, and Northern Ontario.

The official closing of the Mill in 2014 continues to be felt deeply by Fort Frances and the surrounding region. Not surprisingly, there is intense community interest in the future plans for the Mill site and what those plans will mean for the future of Fort Frances. Just like the development of the Mill did in the early 1900s, the redevelopment of the subject lands represents an extraordinary opportunity to redefine and reaffirm the Town's identity and set the stage for sustainable investment and community building for generations to come.

PURPOSE

This plan represents a conceptual blueprint for the redevelopment of the former Mill site and its reintegration into the Town's urban fabric. Recognizing the magnitude of the project and its significance to Fort Frances, the intent is to define an overall vision for the redevelopment of the former Mill site that reflects community values, promotes renewal, guides future planning, and generates positive momentum in Fort Frances. It also provides sufficient flexibility to allow for creative interpretation and innovative solutions to meet the long-term development objectives for the former Mill site and Town.

PROCESS

This plan reflects the principles that conceptual planning should be inclusive, visionary, ambitious, and achievable. Its preparation evolved on the basis of the following inputs and processes:

1. A review of pertinent background reports, community profile, real estate and tourism market data, infrastructure servicing information as well as policies and regulations supporting the Town's land use and development planning framework.
2. A visit by project team members to the community and RRFN in early October 2021 to become more familiar with the conditions, issues and opportunities affecting the former Mill site and its context within the Town and surrounding region.
3. Collaborating in an iterative manner with Aazhogan Renewal representatives, the Advisory Committee, Town staff and Canada Border Services Agency (CBSA) staff to further assess and/or refine land use planning and redevelopment issues and opportunities, and to vet proposed ideas, strategies and recommendations for the former Mill site.

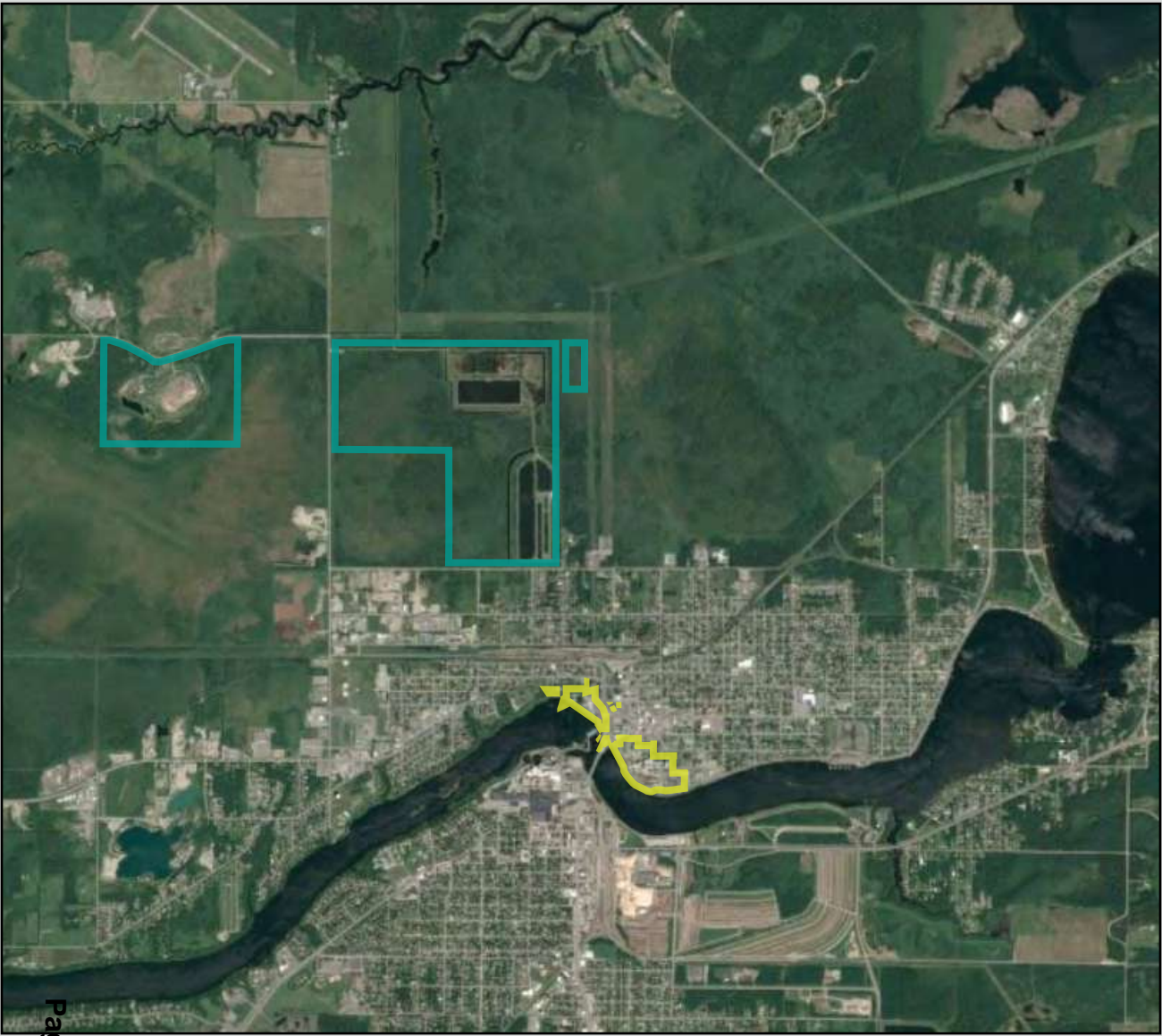
STUDY AREA

The subject lands, as shown on Figure 1 and Figure 2, comprise several properties totaling 294 hectares (725 acres), which are located in two areas within the Town. Area No. 1 is in the heart of Fort Frances, just west of downtown along the northern shore of Rainy River. This area comprises 25 hectares (61 acres) and was the focal point of the Mill operations, before it officially closed in 2014. The TransCanada Highway extends along its northerly extent, with additional access points provided by the downtown street network.

The Canada-United States (US) border runs within the river basin. The CBSA station is located adjacent to the International Bridge crossing, also within Area No. 1, just south of Church Street between Central and Mowat Avenues. Land uses adjacent to Area No. 1 include pockets of commercial, industrial and residential uses, as well as La Verendrye Hospital at the intersection of Front Street and Victoria Avenue.

Area No. 2 is in the northwest portion of the Town. This area provided private utility services in support of the former Mill operation, namely, a 203 hectare (501 acre) sewage lagoon and a 66 hectare (163 acre) landfill site.

Pursuant to acquiring the subject lands, BMI Group has engaged the demolition of most of the former Mill buildings and structures. The buildings and structures that are to remain and form part of the overall vision for the redevelopment of the former Mill site are shown on Figure 2.



Legend

Subject Lands

-  Area No. 1 (Shorelands): Site of Former Pulp and Paper Mill
-  Area No. 2: Site of Former Mill's Landfill and Lagoon

FIGURE 1: MAP OF SUBJECT LANDS IN FORT FRANCES



Legend











-  Subject Lands
-  Existing Buildings to Remain
-  1 Former Stores Warehouse No. 2
-  2 Historic Mill Building
-  3 Historic Mill Building
-  4 CBSA Station
-  5 Former Bio-Mass Building
-  6 Former Paint & Mason Shop
-  7 Former International Bridge & Terminal Building
-  8 Portage Warehouse

FIGURE 2: DETAIL MAP OF AREA NO. 1 (SHORELAND PROPERTIES)

CONTEXT

Abridged History

The area's long history begins with the Saulteaux peoples who lived on the local lands and waters since time immemorial. The area offered bountiful fishing and hunting, as well as trade via the Rainy River, enabling the Saulteaux to flourish. Change came with the influx of European settlers in the 1700s and 1800s, at first enabling more trading opportunities, including a Hudson's Bay Company trading post called Fort Frances, but eventually leading to the creation of new borders, countries, and reserves.

On October 3, 1873, the Anishinaabe and the British agreed to share the 55,000 square miles of territory covering present-day northwest Ontario and southeast Manitoba under Treaty No. 3. Treaty No. 3 was planned to be the first post-Confederation treaty, but the Anishinaabe held firm that they would not cede lands, nor allow farming or settlement, in their territory. Despite this, the area was ultimately settled, and the trading post of Fort Frances grew into the Town of Fort Frances.

The story of the industrial heart of Fort Frances began in part with the construction of the Minnesota and Ontario Company pulp and paper mill in 1912, as well as the original private international road and rail bridge between the community and International Falls, Minnesota. The Town and the Mill continued to grow in the 20th century, with the Mill eventually employing 700 people; however, very few of them were members of the local Treaty 3 Nations. The mill changed owners several times over its history before permanently closing in 2014. The loss of a major employer deeply affected the Town, whose population had been on the decline for at least 20 years prior. Still, the area is widely known as a fishing and hunting destination, bolstered by the international border crossing and tourists from the US. An extended community profile can be found in Appendix A.

Planning Policy

Redevelopment of the former Mill site will be informed by the Town of Fort Frances' policy documents. A summary of relevant policies is included below, and more detail can be found in Appendix B.

The Town of Fort Frances Official Plan was adopted in 2011, while the Mill was still operational, and designates the majority of the former Mill site (Area Nos. 1 and 2) as 'Employment Area'. A portion of land along the southerly extent of the Cornwall Avenue right-of-way is designated as 'Living Area,' and three parcels on the north side of the Central Avenue / Scott Street right-of-way are designated 'Downtown Business Area'. Additionally, portions of the former Mill site are subject to special policy regarding potential flooding, environmental occurrences, and the international gateway. Finally, the Official Plan includes a 'Gateway Economic Overlay'. Its focus is on specialized transportation and logistics uses, developed with high quality urban design.

The Town of Fort Frances Zoning By-law zones the majority of the shoreland portion of the former Mill site (Area No. 1) as 'M1 – Light Industrial', however three parcels on the north side of the Central Avenue / Scott Street right-of-way are zoned 'C2 – General Commercial'. Area No. 2 in the northwest portion of Town is zoned 'M2 – Heavy Industrial' and 'M3 – Waste Disposal Industrial'.

In addition, a portion of land at the foot of the International Bridge, including the CBSA station, is a "sterile zone" in which vehicle and pedestrian traffic is restricted to vehicles and individuals intending to cross the Canada-US border.

Lastly, the Shevlin Wood Yard and Gateway to Fort Frances Study identifies the importance of the Canada-US border crossing and the former Shevlin Wood Yard (re-branded as Shevlin Green) as key development opportunities for the Town. As shown on Figure 3, both have an intrinsic relationship with the downtown, and their proximity to the former Mill site represents an important consideration in the planning process.

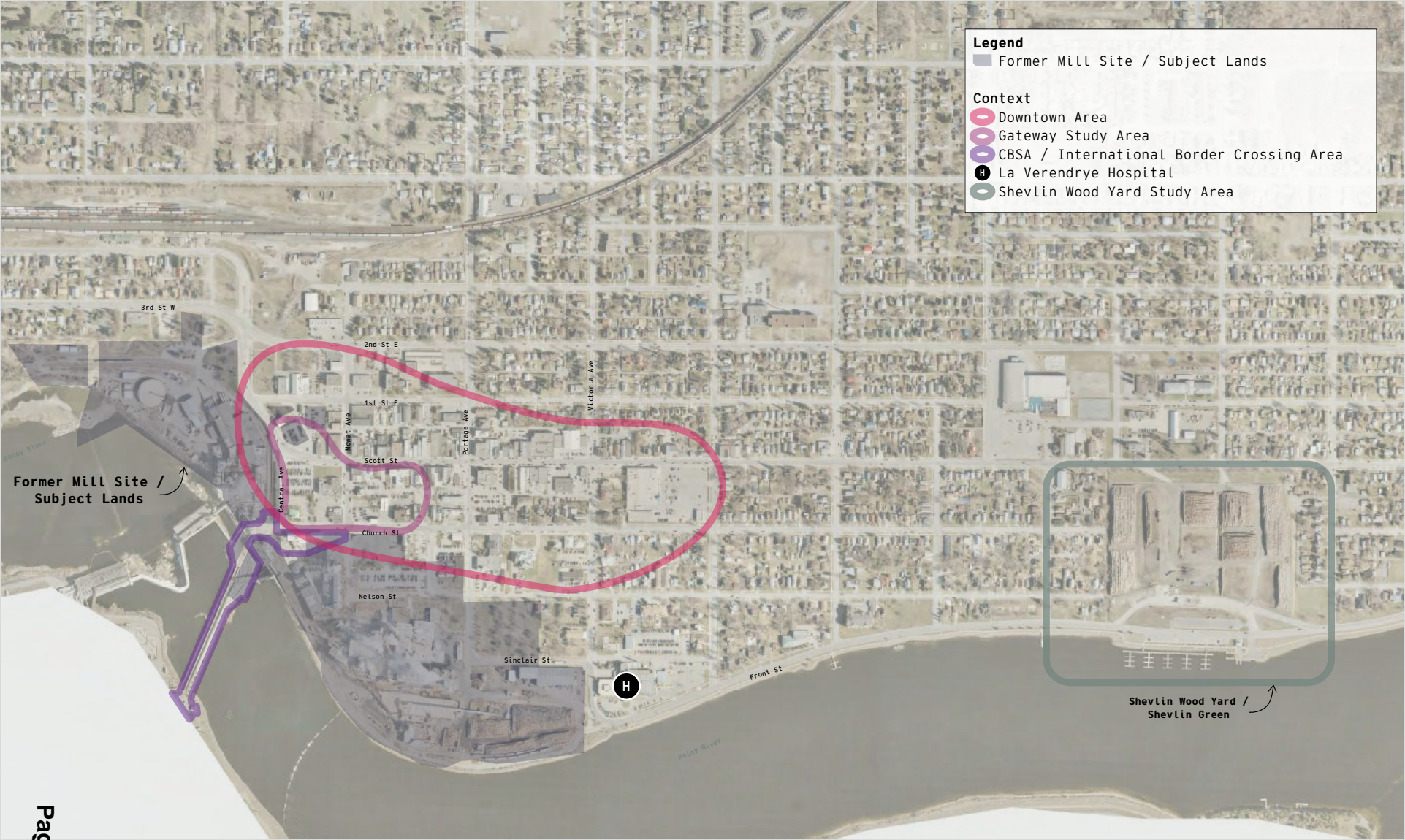


FIGURE 3: SHORELAND CONTEXT MAP

Vision

The redevelopment of the former Mill site is a monumental project for Aazhogan Renewal, Fort Frances and the surrounding district. Ushering in a new, sustainable future for the region, the redevelopment should be a model for economic regeneration, urban revitalization, and inclusive community building that transforms the former Mill site and reopens the waterfront in particular. It should be a home for innovation, bold ideas, and experimentation in design and land use.

ASPIRATIONS

The redevelopment vision is supported by the following aspirations:

Revitalization

Propel the complete transformation of the waterfront portion of the former Mill site into a thriving urban district, that showcases innovative community building, promotes design excellence, and supports the Fort Frances image as a regional centre.

Reception

Recognize and elevate the importance of the waterfront portion of the former Mill site as a gateway to Fort Frances, Canada, and Treaty 3 traditional territory.

Reconnection

Integrate the waterfront portion of the former Mill site back into the Town's structure, create links with Anishinaabe culture, and explore the possibilities for business and economic synergies.

Reconciliation

Build strong relations, embed Indigenous perspectives, and embrace reconciliation with Indigenous communities as a fundamental principle of the design and development of the former Mill site.

Resurgence

Stimulate sustainable economic development, promote innovation, and attract investment – both public and private – given the opportunities for the waterfront portion of the former Mill site to evolve as a thriving urban district and the northwest portion of the former Mill site to continue to support utility services, but on a broader community-wide basis.

Redevelopment Concept

The redevelopment framework is organized around six interconnected precincts, each intended to have distinct functional, land use, and design characteristics. Figures 4 and 5 depict the redevelopment concept in situ in Fort Frances. The concept is rooted in the vision and aspirations, as well as the pragmatic considerations outlined earlier in this report in order to support the Town as a destination / gateway and the Town's post-COVID recovery efforts.



Legend - Conceptual Land Uses & Features

Market Precinct

01 Retail Mixed-Use	02 Hospitality
03 Market	04 Cultural Arbour
05 Parking	

Gateway Precinct

06 Parks	07 CBSA Station
08 Parking / Landing Pad	09 Retail

Waterfront Precinct

10 Paths / Trails	11 Public Pier / Docks
-------------------	------------------------

Enterprise Precinct

12 Light Industry	
-------------------	--

Wellness Precinct

13 Seniors Housing	14 Potential Health Care Expansion
15 Wellness Facilities	



FIGURE 4: REDEVELOPMENT CONCEPT PLAN



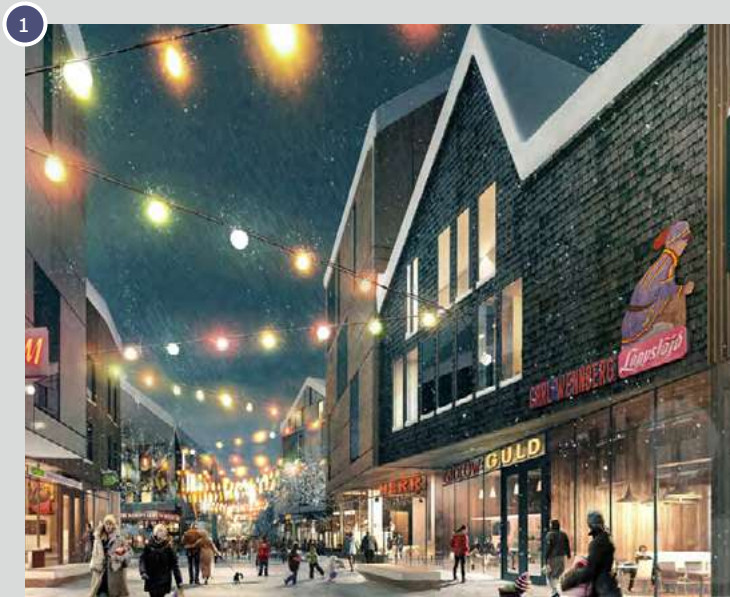
FIGURE 5: 3D RENDERING OF REDEVELOPMENT CONCEPT PLAN (LOOKING NORTHEAST)

MARKET PRECINCT

With a focus on cultural, leisure, and hospitality-related uses, the Market Precinct will function as an extension of Fort Frances' downtown. The vision for the Market Precinct centers around the rehabilitation and repurposing of a core set of historic Mill buildings into an animated market and cultural hub, drawing in both residents and visitors. As the gateway to Treaty 3, there is a significant opportunity to embed Indigenous design, art, and cultural uses to reinforce the connection to RRFN and their traditional territory. The redevelopment concept includes a large cultural harbour at the southernmost end of the Precinct that could serve as both an iconic architectural beacon and as a place for continental Indigenous gatherings.

Conceptual Land Uses & Features

- 1 Retail Mixed-Use
- 2 Market
- 3 Hospitality
- 4 Cultural Arbour
- 5 Parking



GATEWAY PRECINCT

The Gateway Precinct is envisioned as the grand entryway into Fort Frances and Treaty 3 Territory. In an ode to Northern Ontario's wilderness that draws so many visitors to the region, the Gateway Parks offer a snippet of greenery at the foot of the International Bridge. These parks, combined with Indigenous Public Art and the Cultural Arbour in the Market Precinct, provide a striking vista rooted in local culture.

The concept includes a reimagining of Church Street – with enhanced lighting and streetscaping – that welcomes returning residents and visitors to Fort Frances. The parking lot at the southeast corner of Church Street and Mowat Avenue, which has become an informal rendezvous point for inbound travelers, is proposed as a more purposeful area for visitors to rest, park, and connect. Linked via a plaza to new adjacent retail uses, this area is viewed as a 'landing pad' that provides easy access to downtown shops and the waterfront park; enticing visitors to stay and explore the Town.



Conceptual Land Uses & Features

- 1 Retail
- 2 Parking / Landing Pad
- 3 CBSA Station
- 4 Parks
- 5 Public Art



2



5



4



5



5



Page 95 of 375

Page 19 of 61

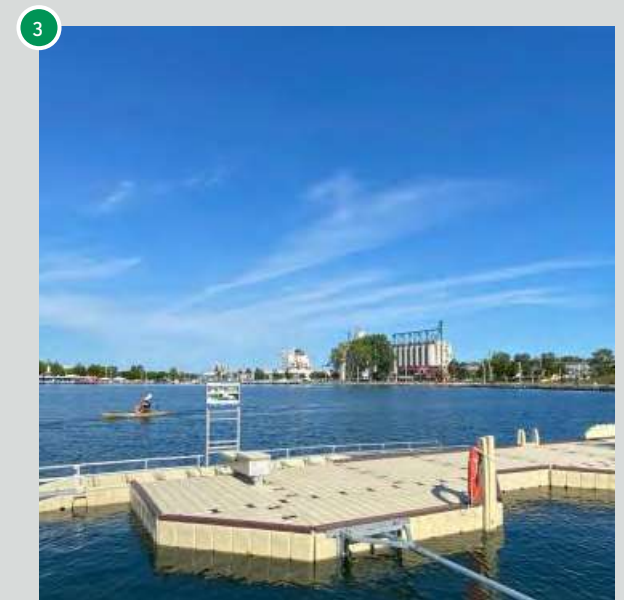
AGENDA ITEM #5.11

WATERFRONT PRECINCT

The focus of the Waterfront Precinct is to reconnect the Town to its riverfront through the development of a new parkway, parks and new public docking. The new parkway will establish a green link between all of the emerging Precincts within the former Mill site and extend Fort Frances' Waterfront Walk through the site, creating a continuous pedestrian and cycling connection to the International Bridge. Through public art, signage, and other interpretive elements, the Waterfront Precinct can tell the story of Fort Frances, RRFN, and Treaty 3, Rainy River and its ecology, as well as the history of the former Mill.

Conceptual Land Uses & Features

- 1 Waterfront Walk Extension
- 2 Public Parks & Green Space
- 3 Public Docking & Fishing Stations

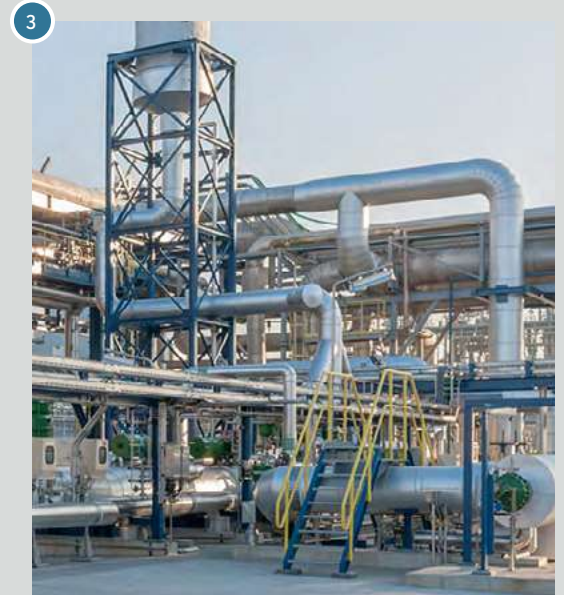
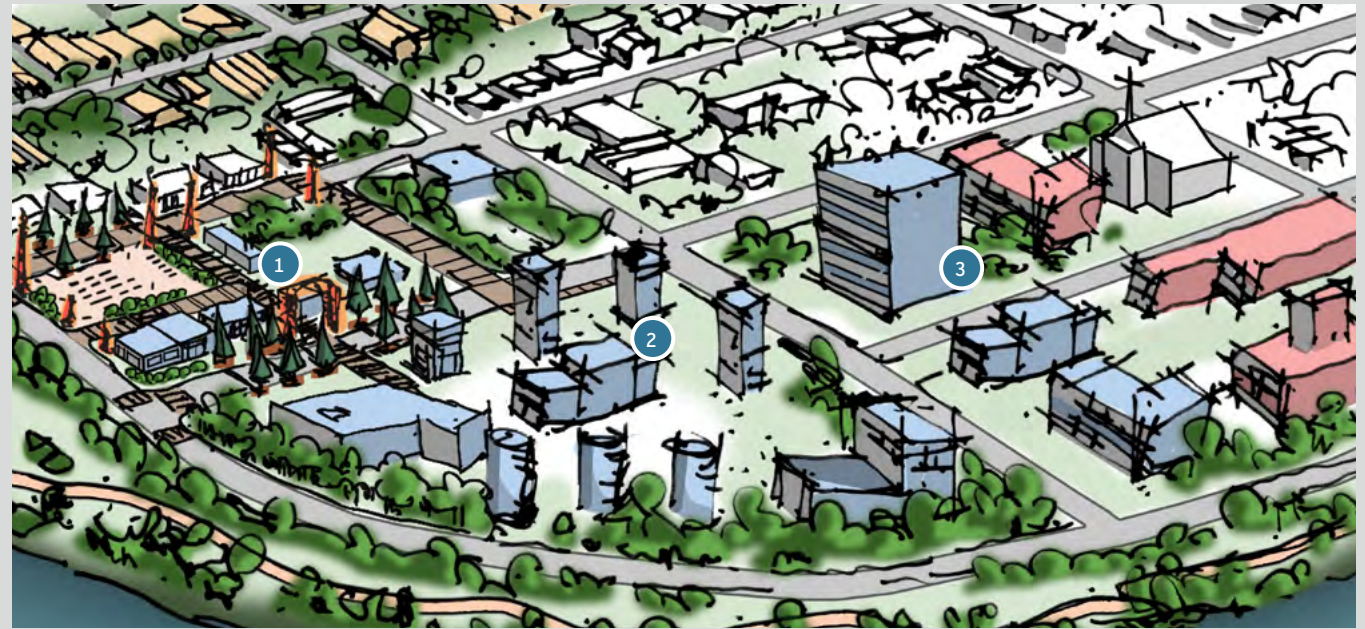


ENTERPRISE PRECINCT

The Enterprise Precinct is intended to support new industries and re-introduce production and employment-related uses to the former Mill site. With a predominant focus on green technology, the Enterprise Precinct will be an economic generator and a potential demonstration for leading-edge industrial development and transformation.

Conceptual Land Uses & Features

- 1 Ancillary Retail & Service Commercial
- 2 Employment Lands [+/- 4 hectares (10 acres)]
- 3 Green Industry

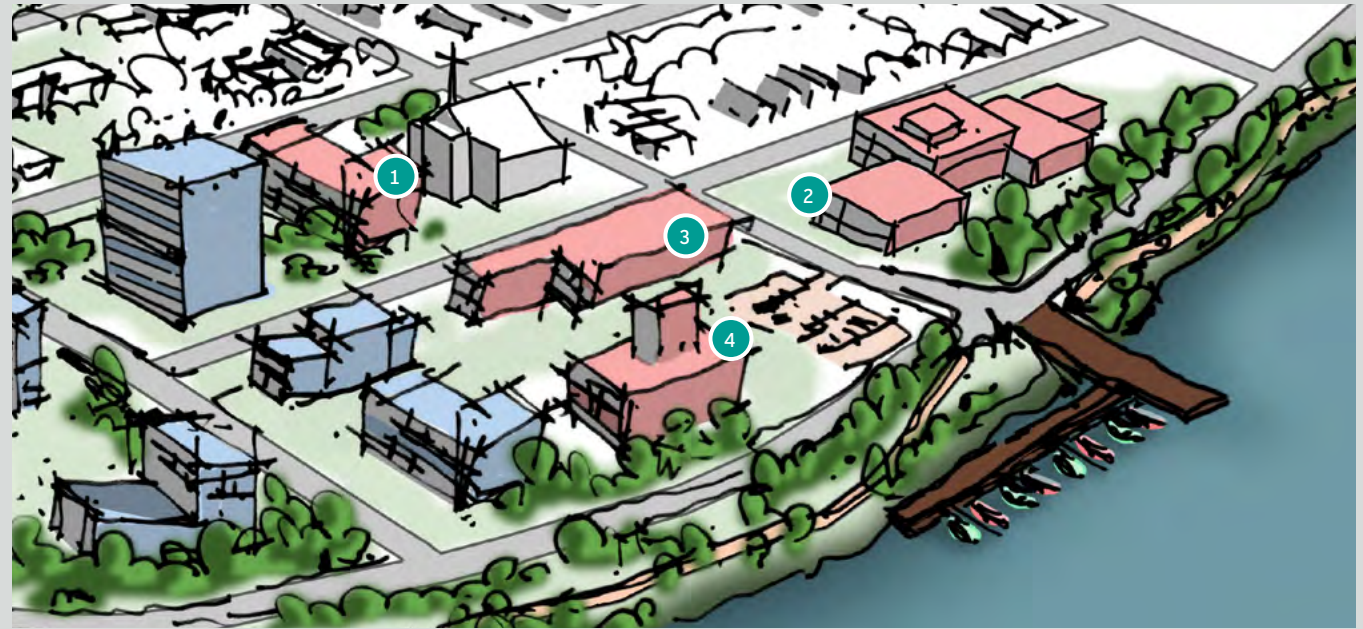


WELLNESS PRECINCT

The Wellness Precinct builds on the adjacency of the La Verendrye Hospital and the potential for its future expansion and development into an integrated health campus. Beyond the expansion of the hospital, the Wellness Precinct envisages new seniors housing and regional-serving facilities that provide a continuum of care in a setting that is connected to the waterfront and downtown.

Conceptual Land Uses & Features

- 1 Specialized multi-unit residential (e.g., seniors housing, extended stay housing, medical staff residences, etc.)
- 2 Potential Health Care Expansion
- 3 Medical/Health/Wellness Service & Supplies
- 4 Fitness & Rehabilitation Facilities

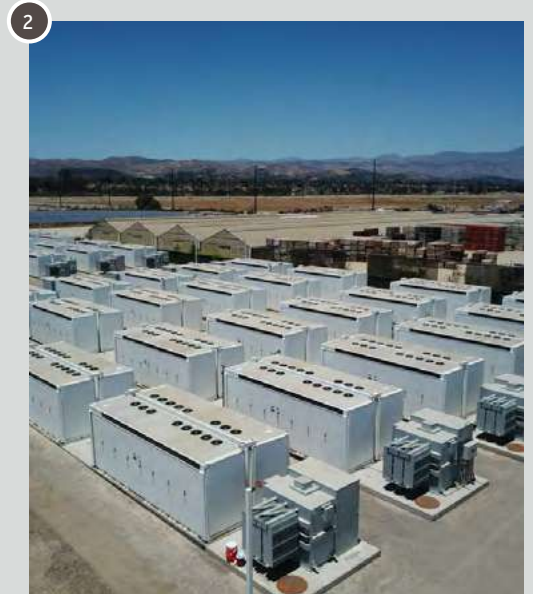


UTILITY PRECINCT

The Utility Precinct encompasses the former Mill's landfill and lagoon sites north of the Town, identified as "Area No. 2" on Figure 1. These sites have significant potential for future green energy generation and employment-related uses, connected with and supporting the new industrial uses envisioned in the Enterprise Precinct. In addition, these lands may also support future enhancement and expansion of municipal waste management facilities.

Conceptual Land Uses & Features

- 1 Public / Private Utilities
- 2 Green Energy Generation
- 3 Employment



PLACEMAKING & DESIGN

The design should welcome international travelers with a memorable and sought after experience while instilling pride for local residents who will live, work, and play on the lands. The design should strive for authenticity by drawing on local histories, vegetation, materials, traditions, cultures, art, and architecture.

Anishinaabe Culture

Embedding Anishinaabe culture in the design will be key to creating an authentic experience. This can be done by:

1. Seeking input from Knowledge Keepers regarding all open space designs, including the Cultural Arbour.
2. Incorporating plant life from Kay-Nah-Chi-Wah-Nung, as well as interpretive elements to explain their meanings.
3. Naming streets and places using Ojibwe words and phrases, potentially mirroring those used in Manitou, in a process guided by Knowledge Keepers.
4. Hiring Indigenous artists, architects, engineers, and planners to design elements including the Cultural Arbour, public art, building wraps, open spaces, and signage.

Mill History

The design should also draw on the historical industrial architecture of the former Mill buildings, and retrofit them for new uses. The unique style of these buildings has the potential to create a lasting image in visitors' minds. Additional elements could include reuse of masonry from demolished buildings as hardscape or metal work as public art.

LINKAGES & CIRCULATION

As shown on Figure 6, the former Mill site, Downtown Fort Frances, and Shevlin Green will primarily be linked by Scott Street. The westerly extension of Front Street to Mowat Avenue will provide another important link. Additionally, the redevelopment concept aims to connect and revitalize several key linkages:

1. **Downtown Fort Frances and Rainy River:** A proposed pier on the shore of the Rainy River at the end of either Portage Avenue or Victoria Avenue will enable river travelers to dock and walk downtown. Likewise, patrons of the downtown will be able to walk to the pier for recreation. Further, Scott Street's western terminus will overlook the proposed Cultural Arbour, Market Precinct, and Rainy River. While no river access is planned within the Market Precinct due to water conditions, the view of Rainy River will reinforce Fort Frances' identity as a waterfront community. Finally, the proposed western extension of Front Street would curve north to connect with Mowat Avenue, offering another connection between downtown and the waterfront. These linkages should be reinforced with wayfinding signage.
2. **Former Mill Site and Downtown Fort Frances:** The redeveloped former Mill site will connect to and extend the area's existing grid road network. These linkages will reintegrate the former Mill site into the adjacent urban fabric, including downtown, as well as break the large site into smaller, human-scaled blocks. The proposed land uses will complement the surrounding area. Both the Gateway and Market Precincts are intended to include limited small-scale retail similar to what is found downtown, but with a cultural or tourism focus. Likewise, the Wellness Precinct is intended to include medical/health/wellness services which will complement the nearby existing pharmacy, clinics, and similar services along Victoria Avenue.

3. **International Border Crossing:** The former Mill site straddles the international border crossing area and is the de facto welcome to Canada and Treaty 3 territory. Building on the Shevlin Wood Yard & Gateway to Fort Frances Study, the demolition of former Mill structures at the foot of the International Bridge would offer additional opportunities to improve cross-border traffic flow. As such, the redevelopment concept shows a softer corner for Canada-bound traffic between the foot of the International Bridge and the CBSA building. This is possible due to the planned demolition of several structures and could enable Canada-bound traffic to split into multiple queuing lanes earlier, which could help ease congestion. This potential change should be studied further, possibly as an update to the Shevlin Wood Yard & Gateway to Fort Frances Study.

The proposed Gateway Precinct also offers opportunity to capitalize on the '30 Minute Stop-Shop-and-Go-Market' by encouraging parking, including truck/trailer/boat parking, in the parking lot immediately east of the CBSA building, and activating the area with amenities such as food trucks, retail shops, a café or restaurant, and public washrooms. These amenities, in addition to the other redevelopment precincts within the former Mill site, along with the downtown and the Shevlin Green redevelopment, could encourage travelers to spend more time in Town.

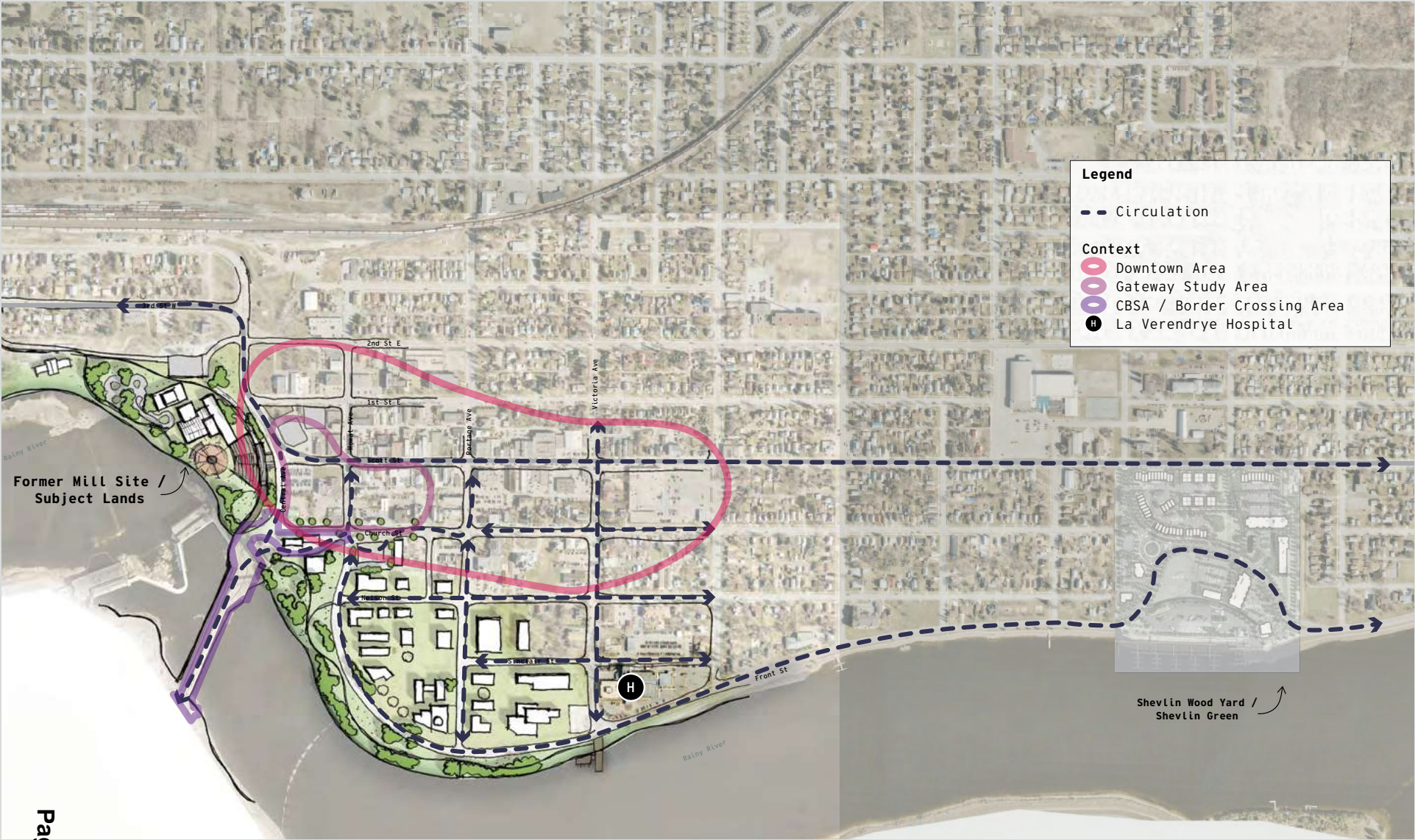


FIGURE 6: FORMER MILL SITE, DOWNTOWN & SHEVLIN GREEN CIRCULATION MAP

Finally, and as shown on Figure 7, the redevelopment concept shows a land use mix intended to complement and strengthen downtown Fort Frances. As such, any retail or commercial uses within the redeveloped Mill site should be located along Church Street or in the Market Precinct, adjacent to the downtown area.

Overall, the predominant land uses within the redeveloped Mill site will be employment, institutional, and cultural. The intent of this land use mix is to complement, rather than compete with, the existing commercial core and the proposed uses within the Shevlin Green redevelopment.

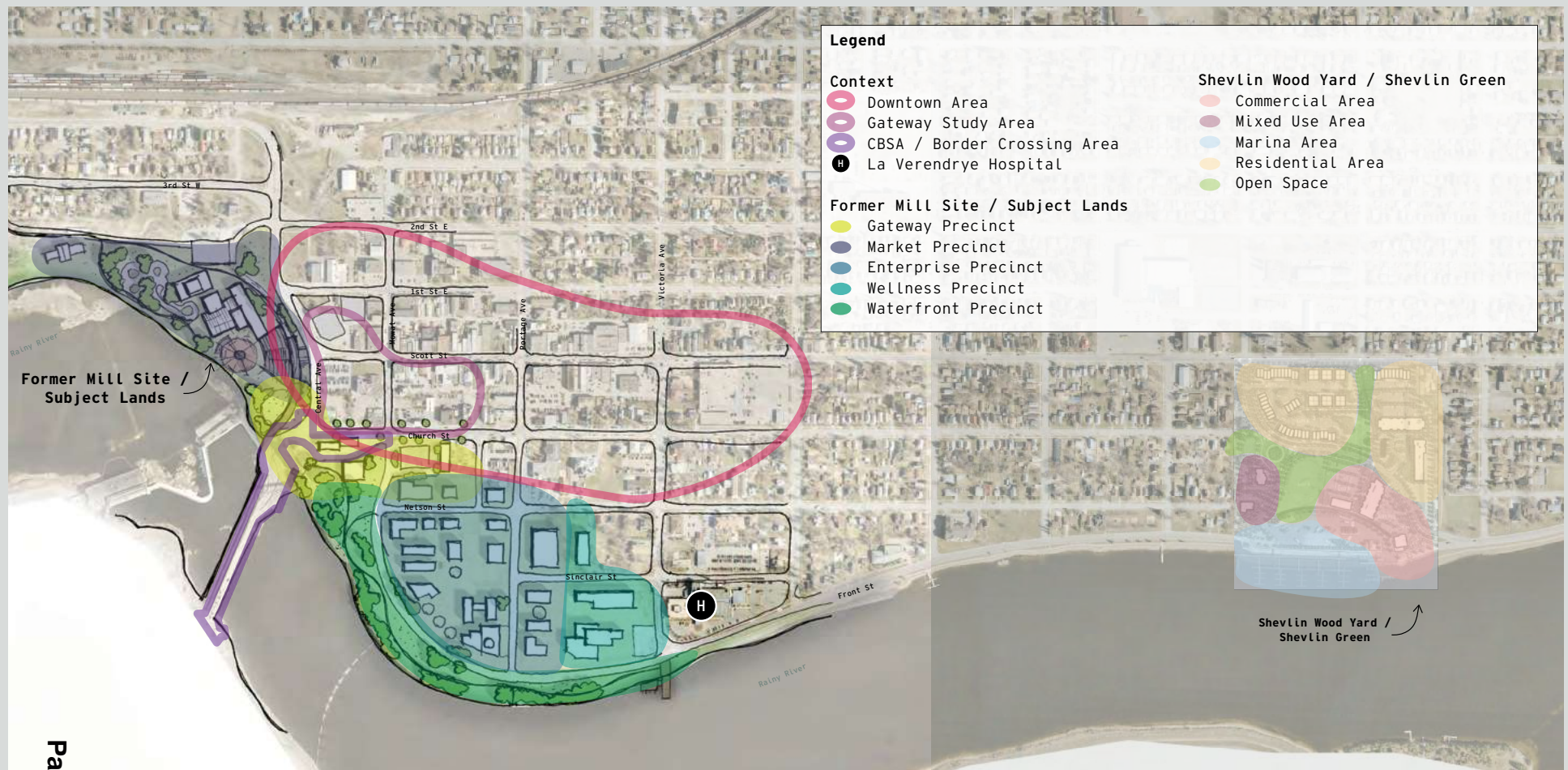


FIGURE 7: FORMER MILL SITE, DOWNTOWN & SHEVLIN GREEN LAND USE MAP

Implementation

While this plan articulates a vision for the redevelopment of the former Mill, it represents an early step in the overall planning and development process. The realization of this vision and the site's full redevelopment will require a sustained collective effort between Aazhogan Renewal, the Rainy River Future Development Corporation, and the Town of Fort Frances.

Given the sheer scale, complexity, and ambitious vision for the project, the transformation of the former Mill will take time. As such, concepts for the site will inevitably evolve over the course of successive planning, design, and development initiatives.

Fundamentally, this plan is about identifying the possibilities for the site, sparking interest in the redevelopment opportunity, and maintaining momentum in pursuit of the shared vision. With that, the following provides an overview of a core set of initial actions to advance the project and create the necessary conditions for its success.

PARTNER ENGAGEMENT

Aazhogan Renewal welcomes the opportunity to engage with interested parties to advance the revitalization concepts outlined in this plan and to identify potential new business opportunities.

CULTIVATE DEVELOPMENT PARTNERSHIPS

As evidenced by the outcome of this plan, a strong sense of partnership and collaboration has already been well established between Aazhogan Renewal, the Rainy River Future Development Corporation, and the Town of Fort Frances.

This collaborative approach – between public, private, institutional and community interests – will be foundational to the successful transformation of the former Mill. While this early concept is premised on creating a fertile ground for cultivating and strengthening partnerships, future planning initiatives and policies should explicitly promote partnerships to support the redevelopment of these lands. This includes continuing to advance collaborative efforts with Riverside Health Care in support of the potential future expansion of the La Verendrye Hospital, and the realization of the broader vision for the Wellness Precinct component of the project.



INTERIM ACTIVATION

While the ongoing demolition and remedial site works provide tangible evidence of progress, creative opportunities to activate the site on an interim or temporary basis should be pursued. In support of the broader community engagement efforts, activating the site through tactical projects would help build awareness around the development and also begin the process of re-acquainting the community with both the site and the waterfront. Some of the early ideas for interim activation projects are shown on Figure 8 and could include:

1. Pop-up park / plaza space at the foot of Victoria Avenue – this could be developed as part of an initial extension of the Waterfront Walk and future waterfront park.
2. Site enhancements to the parking lot at the southeast corner of Church Street and Mowat Avenue – this could include signage and lighting, stall demarcation (i.e., to create pull-through parking stalls for boat trailers and campers), and dedicated space for food trucks.
3. Public art – this could focus on lighting, murals, video projections, artist-designed construction hoarding, and/or other temporary installations that add interest to the site.



FIGURE 8: INTERIM ACTIVATION LOCATION MAP

INITIAL TECHNICAL STUDIES

The redevelopment of the former Mill is a complex undertaking. As the planning and design process moves forward, it may need to be supported by a variety of technical and engineering studies to ensure feasibility and identify integrated design solutions to support development objectives. Key studies may include, but are not limited to:

1. Municipal Servicing Studies – Water, Waste Water, and Stormwater.
2. Geotechnical and Hydrogeological Studies.
3. Environmental Site Assessment(s).
4. Transportation Impact Study.
5. Cultural Heritage Assessment.
6. Natural Heritage Assessment.
7. Utility Servicing – energy and telecommunications.
8. Environmental Assessments – including associated approvals – for planned decommissioned infrastructure works as well as any in-water and/or shoreland works.

A preliminary Municipal Servicing assessment, undertaken by KGS Group as part of this conceptual planning exercise, is included in Appendix C.

REVIEW BORDER CROSSING AREA CIRCULATION

The border crossing area and surrounding traffic circulation is a critical consideration in the redevelopment of the former Mill. In addition to Canada-US border security and operational considerations which are of paramount importance, any planned reconfiguration of the border crossing area must be mindful of the area's significance as a major gateway, as well as potential implications on the integration and connectivity of the future precincts to one another, the downtown and the broader Town.

While outside the scope of this plan, the Town and Aazhogan Renewal, in collaboration with CBSA, should review transportation circulation plans for the border crossing area – specifically the merits of converting two-way streets to one-way streets, as outlined in the Shevlin Wood Yard and Gateway to Fort Frances Study – in the context of CBSA operational needs, this concept plan and the emerging vision for the former Mill and its inter-relationships with the downtown.

This review may be done as part of a comprehensive Secondary Planning process for the former Mill site.

PLANNING APPROVALS

Given the importance of the redevelopment, the former Mill properties require specific recognition in the Town's Official Plan. At minimum, the former Mill properties should be identified as a Special Study Area, recognizing the site's significance and need for a comprehensive planning framework that builds on the conceptual work in this plan. While the current Official Plan identifies a number of Special Study Areas, it does not provide specific direction regarding the pathway for future planning of these areas.

As part of the Town's forthcoming Official Plan and Zoning By-law review process, in addition to adding the former Mill site to the roster of Special Study Areas, it should also provide clear guidance in terms of planning requirements. Likely the best vehicle to articulate and implement the vision for the former Mill properties, as well as the Shevlin Wood Yard, is by way of a Secondary Plan.

This conceptual plan should form the basis of an area-specific Secondary Plan that both enshrines the vision and establishes focused development policy directives into the Town's planning framework. A Secondary Plan that has received statutory approval creates a significant degree of development certainty that can contribute to market confidence and also streamline future planning approvals.

Following approval of the Secondary Plan, the Town, in collaboration with Aazhogan Renewal, should consider pre-zoning the former Mill site for its anticipated evolution in conformity with the Secondary Plan. The provision of pre-zoning is a major benefit in achieving the principles of development certainty and efficiency.

LEVERAGING FINANCIAL TOOLS

As part of the public-private collaborative effort, the overall redevelopment strategy should identify any and all opportunities to leverage available financial tools and potential public investment programs. As shown across Canada and North America, public sector investment signals a tangible commitment and in turn, creates market confidence that can stimulate significant private investment.

The Town of Fort Frances, through its existing Community Improvement Plan, has already established a suite of financial tools applicable to the Downtown Core and Waterfront Community Improvement Project Areas that can potentially be used to support the redevelopment of the former Mill. Beyond the Town's existing toolbox, the development partners should actively explore other funding opportunities, including but not limited to:

1. Federal Economic Development Agency for Northern Ontario (FedNor), Northern Ontario Heritage Fund Corporation (NOHFC), and Indigenous Services Canada (ISC) – various programs and initiatives are available to support economic development and job growth.
2. The Federation of Canadian Municipalities (FCM) – funding and financing programs are available to support brownfield redevelopment and the development of green infrastructure.
3. Canada Mortgage and Housing Corporation – financing is available for multi-family and affordable housing projects.
4. Canada Council for the Arts – grants are available for artists, groups, and organizations to support public art projects.
5. Other Federal and Provincial funding sources aimed at supporting economic development, green infrastructure, and other development innovations.

Given the regional and national significance of the project and the prospective economic opportunities for the Town, RRFN, and wider region, the potential for Federal and Provincial level investment, outside of prescribed programs, should be pursued.

Appendix A: Community Profile

LOCAL AND REGIONAL HISTORY

The Rainy River long served as a major transportation route for Indigenous Nations of the Saulteaux peoples, as it linked the Great Lakes with Lake of the Woods. As such, the Indigenous Nations flourished in the pre-contact era through fishing, hunting, and trade. Post-contact, European settlers recognized the river's importance and established various trading posts in the area, including the Hudson's Bay Company (HBC) trading post in 'Fort Frances', named after the HBC Governor's wife, Frances Ramsay Simpson.

European influence increased in the area and North America as a whole, eventually leading to the Treaty of Paris in 1783 which delineated the borders of two new countries – the US and what would eventually become Canada. As this new border ran along the basin of the Rainy River, it effectively split up the existing Indigenous Nations. On the Canadian side, Indigenous Nations negotiated and signed Treaty No. 3, which covers present-day northwest Ontario (ON) and southeast Manitoba (MB). The territory was important for regional trade, as it linked Fort Garry and Fort William (present-day Winnipeg, MB and Thunder Bay, ON respectively). Treaty No. 3 was planned to be the first post-Confederation treaty, but the Anishinaabe held firm that they would not cede lands, nor allow farming or settlement, in their territory. On October 3, 1873, the Anishinaabe and the British government agreed to share the 55,000 square miles of Anishinaabe territory.

In 1914, the Government of Canada amalgamated seven Rainy River Saulteaux Nations – Hungry Hall 1 Band of Rainy River Saulteaux, Hungry Hall 2 Band of Rainy River Saulteaux, Little Forks Band of Rainy River Saulteaux, Long Sault 1 Band of Rainy River Saulteaux, Long Sault 2 Band of Rainy River Saulteaux, Manitou Rapids 1 Band of Rainy River Saulteaux, and Manitou Rapids 2 Band of Rainy River Saulteaux – into what is now known as Rainy River First Nations. RRF currently has two reserves along the Rainy River, 40 kilometres (25 miles) west of Fort Frances.



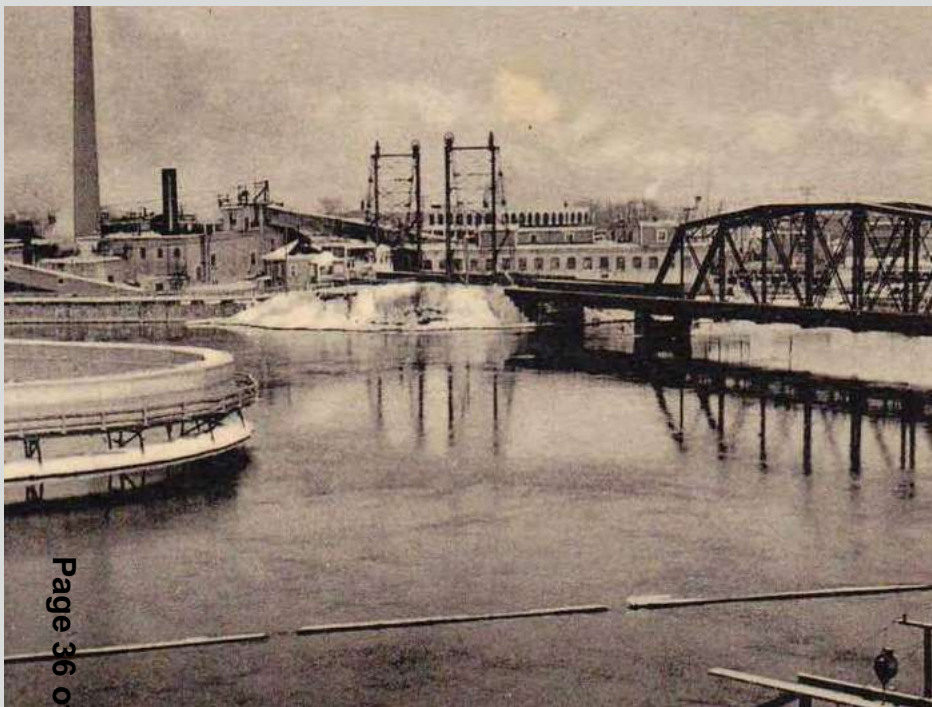


Kay-Nah-Chi-Wah-Nung, or Place of the Long Rapids, is a sacred place within RRFN, as the area was recurrently used and/or inhabited for more than 8,000 years. The site was home to the Ojibway people, including the Long Sault Reserve leading up to the time of the signing of Treaty No. 3 until 1914. Encompassing close to 4 kilometres (2.5 miles) of Rainy River shoreline, Kay-Nah-Chi-Wah-Nung contains the largest group of burial mounds and associated village sites in Canada. The first mound builders inhabited this region up to 2,000 years ago. Kay-Nah-Chi-Wah-Nung was declared a National Historic Site in 1970. The on-site visitors centre focuses on Ojibwe history, culture and traditions.

FORT FRANCES PROFILE

“We are a border town: we are the beginning of everything. We have always been the industrial capital of Northwest Ontario, and we will strengthen that role. We always were more than a mill town and we will be so much more than a mining town – aided by the lowest cost power and the most affordable industrial land in Ontario. We are the diversified industrial heartbeat of forestry, mining, agriculture, and tourism”.

Fort Frances, 2021



Despite the Mill's closure in 2014, the Town continues to serve as a regional centre in the Fort Frances Rainy River District (District) for healthcare, education, community services and businesses providing a range of professional, retail, and administrative services. Fort Frances enjoys strong connectivity with the rest of the region and Canada and the US through its airport (a Nav Canada point of entry from the US), rail service via Canadian National Railway (CNR), the provincial highway system, and the land border crossing into the US. The crossing supports tourism, a key economic sector in the region, with approximately 500,000 people crossing into Canada from the US each year. The crossing also provides access to markets in the US Midwest and beyond, with Minnesota having a population of 5.7 million alone. The industrial sector also remains strong, with the development of the New Gold mining and other milling operations in the region which continue to operate. The hydroelectric power generation site, proximate to the international crossing, provides the community and region with low cost, environmentally friendly power.



But despite these positive attributes, Fort Frances' population and economic growth trajectory faces some significant challenges:

1. **Population decline:** As shown on Figure 9, the population of Fort Frances has been declining over the last two decades; its population was 7,739 in 2016. This trend is not dissimilar to other communities in the District as well as in the cities of Kenora and Dryden.

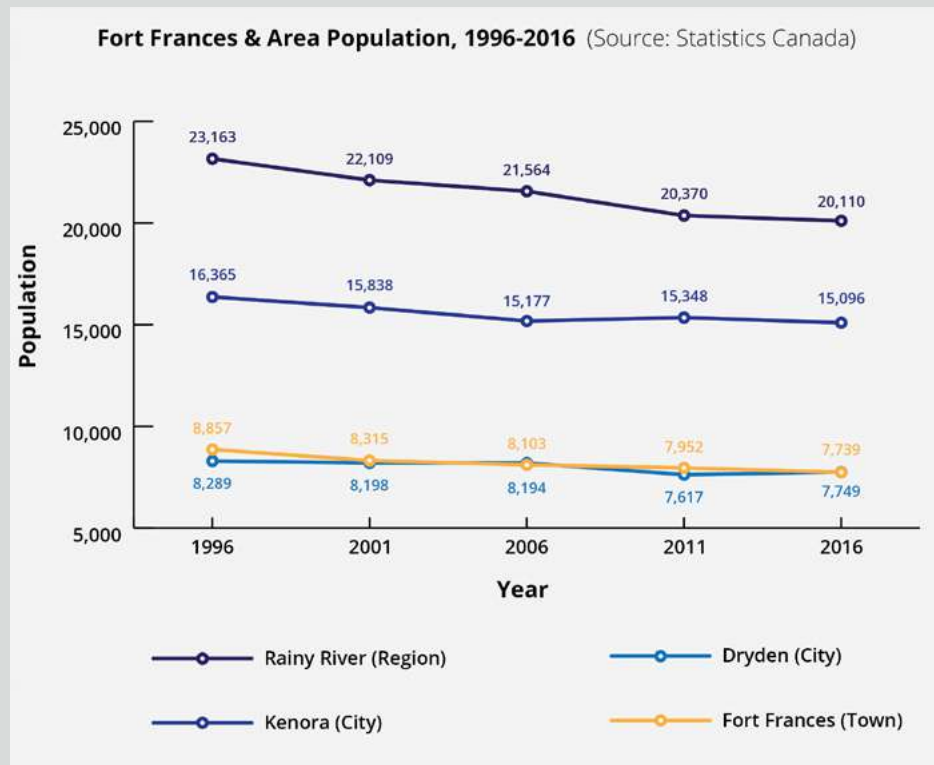


FIGURE 9: POPULATION GRAPH

This regional population decline is expected to continue. As shown on Figure 10, projections show approximately 40-45 fewer people per year in Fort Frances, resulting in a projected population of 6,649 in 2041. Conversely, the Northern Policy Institute projects that the Indigenous population in the region will grow by about 18% over the next ten years.

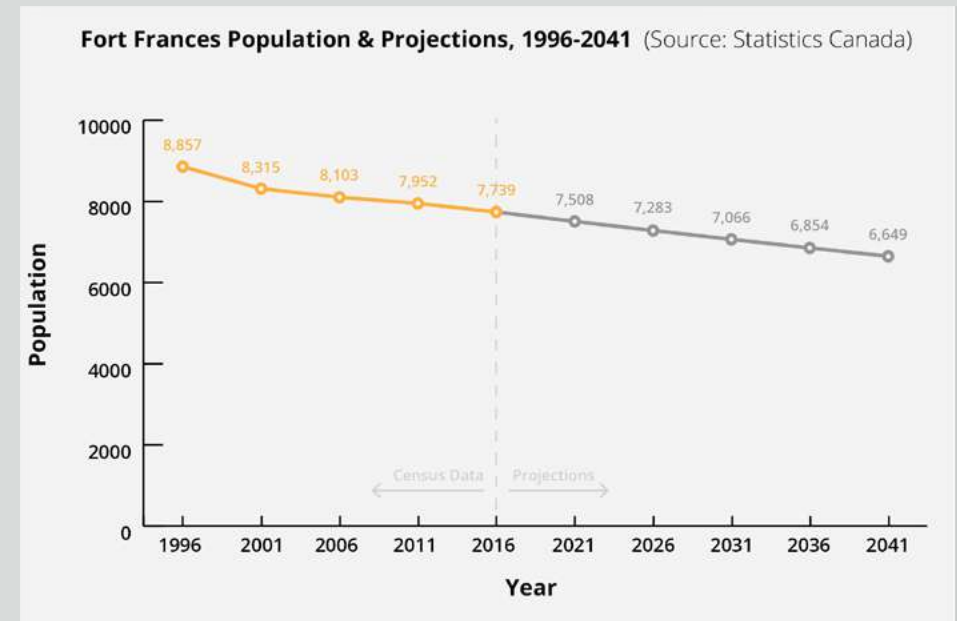


FIGURE 10: POPULATION PROJECTION GRAPH

- 2. Aging population:** The Town's population is aging. According to the Northern Policy Institute and as shown on Figure 11, younger age cohorts will shrink and make up smaller proportions of the total population, while the 65+ age cohort will grow. An aging population often contributes to a trend of smaller household sizes, which in turn could increase the demand for dwelling units required to house the population, even if the population is declining.

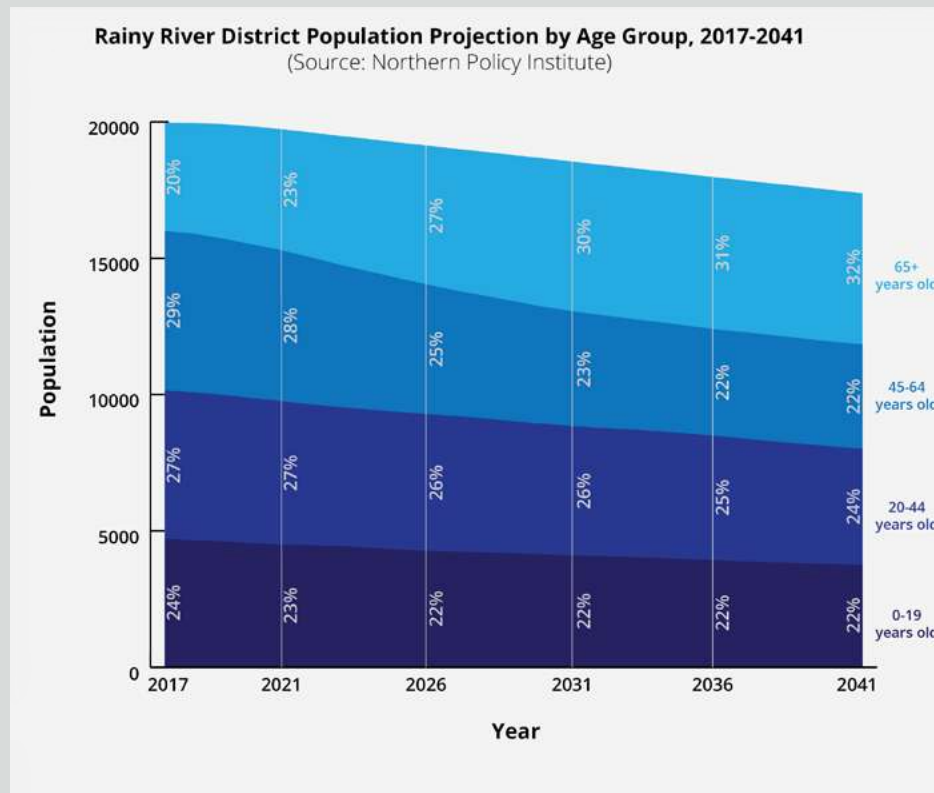


FIGURE 11: POPULATION PROJECTION BY AGE GROUP GRAPH

- 3. Static residential market and hospitality sectors:** The number of dwelling units in the Town has remained relatively static, increasing marginally from 2,875 units in 2013 to 2,900 in 2020. The residential real estate market has also remained slow over the past ten years: real estate listings have remained low (10-15 units), due in part, to a lack of alternative housing and supports for the Town's aging population. The increase in average assessed value of dwelling units has similarly been gradual, from \$396,000,000 in 2013 to \$464,000,000 in 2020, representing a 17% increase over the period (or 2.5% per year). As shown in Table 1, housing is older than that of the province, with 80% of the Town's housing constructed before 1980 compared to 53% in Ontario.

TABLE 1: AGE OF HOUSING STOCK

Period of Construction	Town of Fort Frances		Province of Ontario	
	Number of Dwellings	% of Total Dwellings	Number of Dwellings	% of Total Dwellings
1960 or before	1,645	48%	1,293,135	25%
1961 to 1980	1,120	32%	1,449,585	28%
1981 to 1990	320	9%	709,135	14%
1991 to 2000	230	7%	622,565	12%
2001 to 2005	60	2%	396,130	8%
2006 to 2010	25	1%	368,235	7%
2011 to 2016	40	1%	330,390	6%
Total	3,450	100%	5,169,175	100%

In addition, there has been little development in the hotel sector in the past ten years. There are seven hotels in Fort Frances, with approximately 300 to 350 beds combined. Prior to the COVID-19 pandemic, occupancy levels were averaging 65%. Most hotels/motels in the Town, due to their age and location, would be considered 'Highway Hotels', as they are geared to the traveling traffic passing through and not staying for an extended period. Two of the seven larger facilities have full-service accommodations, with meeting and food services. One of the seven properties would be considered a resort, but the suites do not lend themselves for extended stays. Other than the Super 8 Hotel which opened in 2019, the hotels do not appear to be on a routine re-modernization program as is typical with the chain facilities.

4. Effects of COVID-19 on the tourism sector: Fort Frances' tourism vision is threefold:

- a. A greater presence of a primary NW Ontario product – angling – with better leverage of Rainy Lake.
- b. A learn-to-fish/hunt/forage/track/cook market targeted at millennials and younger explorers.
- c. A simple low-on-the-ladder objective to help capture more tourism dollars, focusing on the '30 Minute Stop-Shop-and-Go-Market' and the '30-Hour-3-Day-Stay-and-Play-Market'.

From a functional perspective, the Town's tourism vision recognizes that enhancing the hospitality sector and engaging in placemaking strategies (via the 'Beautiful Fort Frances' initiative) could nurture brief and longer stays by elevating the quality and variety of the tourism experience. This is aligned well with tourism trends being seen and forecast across the region as families and small groups look for vacations that include more than one multi-experience, multi-night but shorter stays during their vacations that are generally connected to the land, outdoor recreation, and local culinary and cultural experiences. Unfortunately however, COVID-19 negatively impacted the tourism industry first, and is forecast to be the last to recover.

Appendix B: Policy Context

2020 PROVINCIAL POLICY STATEMENT

The 2020 Provincial Policy Statement (PPS), which is issued under the Planning Act, provides general policy guidance on matters of provincial interest related to land use planning and development. All municipal decision-making must be consistent with the 2020 PPS.

Noteworthy summations of the 2020 PPS regarding the subject lands are as follows:

1. Healthy, livable and safe communities are sustained by promoting cost-effective development patterns through such means as redevelopment and intensification.
2. Planning authorities shall engage with Indigenous communities and coordinate on land use planning matters.
3. Land uses shall be planned and developed to mitigate potential risks to public health and safety, support energy conservation and other sustainable design practices, and ensure the long-term viability of development.
4. Planning authorities may permit conversion of lands within identified employment areas to non-employment uses, where it has been demonstrated that the land is not identified as provincially / regionally significant; it is not required for employment purposes over the long term; and there is a need for the conversion.

GROWTH PLAN FOR NORTHERN ONTARIO

The Growth Plan for Northern Ontario (Growth Plan) is a provincial plan issued under the Places to Grow Act. Released in 2011, the Growth Plan is to be read in conjunction with the 2020 PPS. The Growth Plan states that the Province will focus economic development in a variety of sectors, such as forestry, manufacturing, arts and culture, renewable energy, and tourism. Some of the resulting economic development strategies are as follows:

1. Grow and retain existing competitive businesses and diversification into value-added business opportunities.
2. Attract investment by partnering with Indigenous communities as well as businesses, industry, education and research sectors, economic development organizations and northern communities.
3. Demonstrate leadership in sustainable growth and environmental management.
4. Respond to labour market needs and opportunities through training, education, and entrepreneurship.

TOWN STRATEGIC PLAN

The overall purpose of Strategic Plans is to provide a road map for proactive municipal decision-making and direct capacity building to identified priority areas within a community. The Town's own 2020-2022 Strategic Plan establishes its vision and mission statement as nurturing a safe, inclusive, sustainable and attractive community that enhances quality of life and promotes growth and prosperity with boundless opportunities.

The Strategic Plan sets out the following community development objectives to achieve this vision:

1. Attract a new primary industry to support job creation, and attract additional investment to develop, expand and retain businesses in other sectors.
2. Consider tourism potential when developing new projects in the community or investing in economic development initiatives.
3. Develop a plan for the former Shevlin Wood Yard, of which accommodating various housing forms and types shall be an important component.
4. Establish partnerships with nearby Indigenous communities as a means to promote reconciliation and community-region building.
5. Improve relationships with US border communities to take further advantage of mutually beneficial economic development opportunities, including those associated with the International Bridge crossing.
6. Work with local health system service providers to address health care facility needs and ensure that appropriate levels of service can be provided to vulnerable populations (both local and non-local).
7. Continue to advocate for increased post-secondary learning opportunities in the region.
8. Ensure the potential risks of climate change are considered and mitigated when undertaking new developments in the community.
9. Continue to advocate for improved transportation linkages between communities in Northwestern Ontario and to nearby markets to further support community-region building.
10. Position the Town as an attractive community for new immigrants, both international and from within Canada.

TOWN OFFICIAL PLAN

The Planning Act requires municipalities to prepare and adopt Official Plans that are consistent with the 2020 PPS as well as Provincial Growth Plans (if one is in effect). Official Plans provide a guide for future development in a community. Adopted by Town Council in 2011 and approved by the Province in 2012, the Town's Official Plan includes guiding principles, planning objectives, land use policies and special study areas to manage the Town's growth and development to the year 2031.

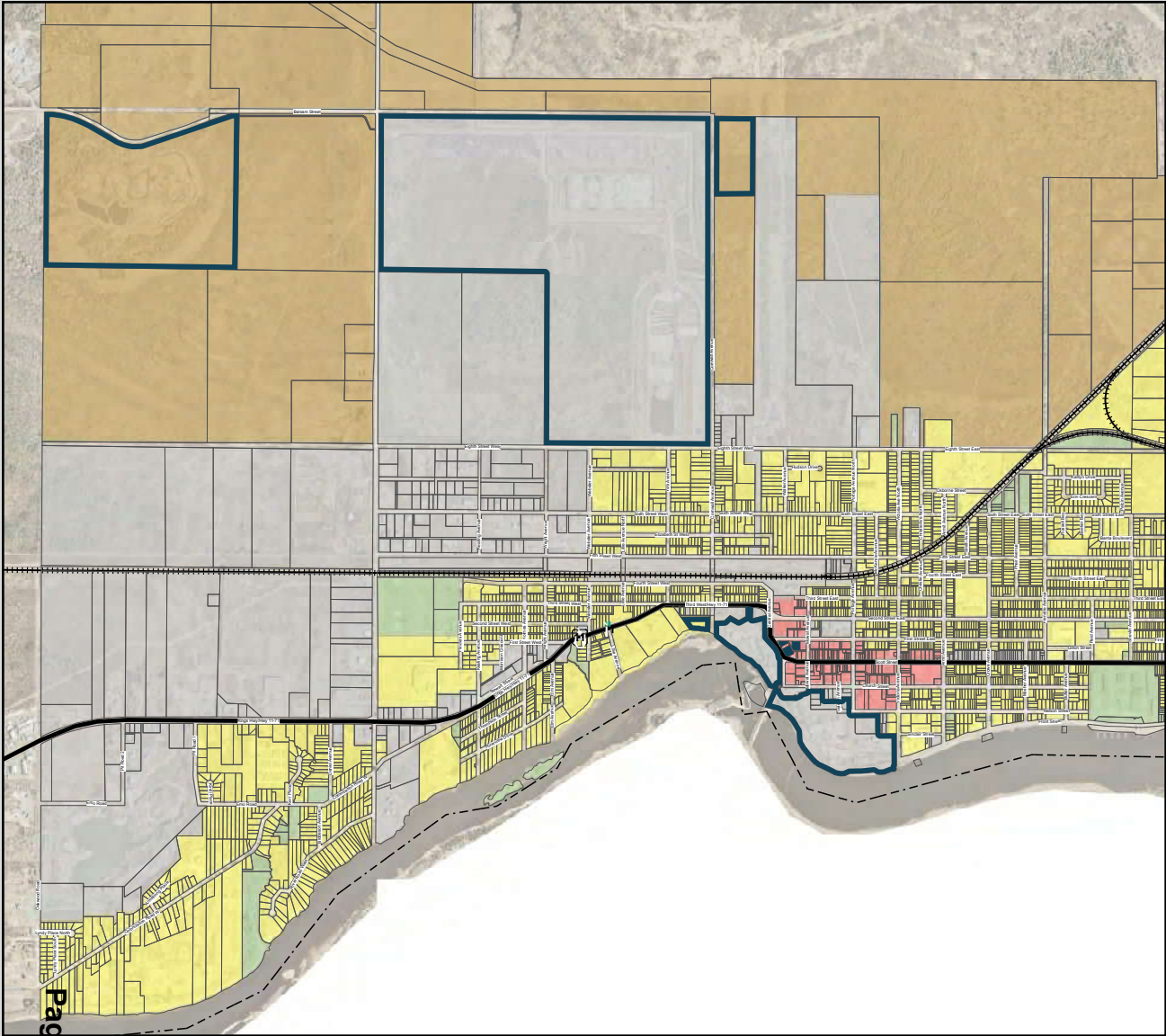
The guiding principles in Section 2 of the Official Plan focus on supporting initiatives that enable the Town to meet all peoples' needs as a safe, accessible and complete community; and promote the four pillars of sustainability – economic, social, cultural and environmental – as the over-arching framework to community building. These principles inform the general land use policies in Section 3 of the Official Plan and the land use designations in Section 4.

Pertinent highlights are as follows:

1. As per the Official Plan Schedules, which are consolidated on Figure 12 and Figure 13:
 - a. The Official Plan considers all lands abutting watercourses below corresponding high water marks to be subject to flooding. As such, there is a portion of the subject lands along the shoreline that is designated as 'Hazard Areas'. Unless proposed developments can demonstrate that the effects and risk to public safety are minor and can be mitigated, permitted uses in 'Hazard Areas' are generally limited to outdoor recreation, conservation, parks, docks, picnic pavilions, boat ramps, parking, water management, and erosion protection.

- b. There are three areas proximate to the subject lands shown as 'Environmental Occurrences'. These areas identify the presence of significant flora, fauna and/or wildlife habitat (i.e., the Tufted White Prairie Aster and Inland Bluegrass in this context). No development or site alteration shall occur within – or within a 1-kilometre radius – these areas unless an Environmental Impact Study determines there will be no negative impacts to identified natural features.
- c. As the pulp and paper mill was still operational pursuant to the effective date of the Official Plan, the majority of the subject lands is designated 'Employment Areas'. The objectives of 'Employment Areas' are:
 - i. to support the development of a diverse range of employment opportunities;
 - ii. to ensure there are sufficient lands to support future employment opportunities;
 - iii. to accommodate sufficient flexibility so 'Employment Areas' can adapt to changing conditions;
 - iv. to increase the attractiveness of 'Employment Areas' through high quality urban design guidelines; and
 - v. to ensure employment uses are compatible with adjacent uses.

Industrial, commercial, and business uses are permitted in 'Employment Areas'. However, future heavy industry is encouraged to locate in the northwest portion of the community. Further, the Town will require justification for any proposed conversion of existing 'Employment Areas' to non-employment uses.



Legend

Administrative

Subject Lands

Town Boundary

Parcel Line

Transportation

Highway

Railway

Official Plan

Downtown Business Area

Employment Area

Living Area

Recreation Area

Resource Development Area

FIGURE 12: OFFICIAL PLAN MAP (TOWN OVERVIEW)

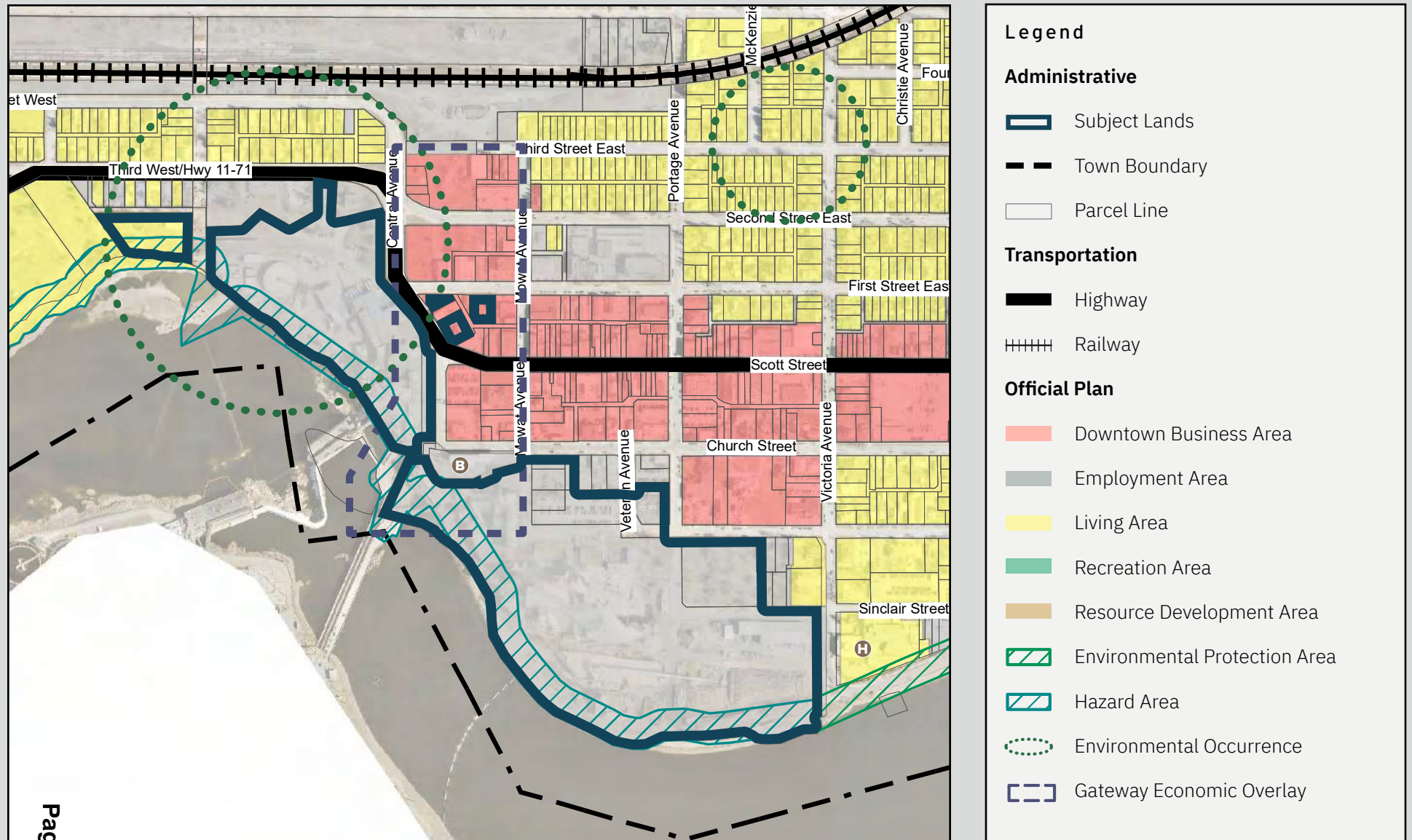


FIGURE 13: CONSOLIDATED OFFICIAL PLAN MAP (SHORELANDS)

- d. A portion of the subject lands along the southerly extent of the Cornwall Avenue right-of-way is designated as 'Living Area.' Its intent is to provide for residential uses and supporting local commercial, institutional and recreational uses. New housing should reflect a range of housing types to accommodate various market needs, including infill and intensification opportunities, generally at 12-16 units / net hectare (low density); 17-39 units / net hectare (medium density); and 40-plus units / net hectare (high density).
 - e. Three distinct parcels of the subject lands on the north side of the Central Avenue / Scott Street right-of-way are designated 'Downtown Business Area'. Its intent is to accommodate the broadest range of commercial uses (at the street line on ground level) and residential uses (located on the upper floors above the commercial uses).
 - f. The Official Plan includes a 'Gateway Economic Overlay' at the three main entrances into Town. The southern Gateway Economic Overlay includes portions of the subject lands along Central Avenue and Church Street via the International Bridge. Its focus is on specialized transportation and logistics uses, developed with high quality urban design.
2. Additional land use and development policies affecting the subject lands are as follows:
- a. Land use and development decisions by the Town shall be based on an ecosystems approach that considers the inter-relationships among air, land, water, plant life, wildlife and human activities.
 - b. Shoreline areas shall be kept in their natural state as much as possible.
 - c. The Town shall support the use and application of energy conservation, district heating, combined heat and power, and alternative and renewable energy sources in new development and redevelopment projects, in accordance with applicable regulations and provided potential negative impacts to adjacent lands are mitigated.
 - d. All new development shall have regard for the Town's cultural heritage resources (i.e., lands, archaeological sites, important views and vistas, and buildings of historic, cultural and architectural value) and shall, wherever possible, incorporate these resources into new development and redevelopment projects.
 - e. The Town supports the role of public art to enhance the public realm, enrich the visual experience of residents and visitors, and promote the Town's culture.
 - f. The Town recognizes the role of active transportation (e.g., cycling, walking, jogging, inline skating, skateboarding, etc.) in contributing to a healthy community as well as a safe, accessible and diverse local transportation system.
 - g. All new development that has access to municipal sewer and water and other public utilities shall be connected to these services.
 - h. The Town may undertake a planning study and/or implement a Secondary Plan to guide the development or redevelopment of a specific area of the community.
 - i. The Town is designated as a Site Plan Control Area. As such, all development and redevelopment shall be subject to Site Plan Control provisions, except for licensed pits and quarries, single-unit, semi-detached or two-unit dwellings, and any associated additions or renovations.

TOWN ZONING BY-LAW

The Town Zoning By-Law No. 3/14 (Zoning By-Law) must conform to the Official Plan. As per the Zoning By-Law Schedules, which are consolidated on Figure 14 and Figure 15:

1. The portion of the subject lands along the shoreline is zoned 'M1 – Light Industrial' (M1 Zone), recognizing that the pulp and paper mill was still operational pursuant to the effective date of the Zoning By-Law. Similarly, the portion of the subject lands in the northwestern portion of the Town is zoned 'M2 – Heavy Industrial' (M2 Zone) and 'M3 – Waste Disposal Industrial' (M3 Zone), recognizing their former use in supporting mill operations i.e. the waste disposal grounds (zoned M2 Zone), and the sewage lagoon (zoned M3 Zone).
2. The three distinct parcels of the subject lands on the north side of the Central Avenue / Scott Street right-of-way are zoned 'C2 – General Commercial' (C2 Zone), recognizing their location in the Town's downtown area.

Table 2 provides additional highlights of the zones affecting the subject lands and surrounding area.

TABLE 2: ZONING BY-LAW HIGHLIGHTS

	Zone	Description / Main Intent	Minimum Area
R1	Residential Type One	Single detached dwellings	460 m ²
R2	Residential Type Two	Apartments	240 m ² / unit
R3	Residential Mobile Home	Mobile home dwellings	14,000 m ²
SR	Seasonal Residential	Single detached dwellings	10,000 m ²
C1	Local Commercial	Bank, personal services, limited retail, offices	550 m ²
C2	General Commercial	Personal services, retail, offices, restaurant	230 m ²
E	Enterprise	Large format commercial / retail	4,000 m ²
TC	Tourist Commercial	Campground, hotel, marina, restaurant	4,000 m ²
M1	Light Industrial	Equipment sales, manufacturing, storage	2,050 m ²
M2	Heavy Industrial	Equipment sales, storage, resource extraction	20,000 m ²
M3	Waste Disposal Industrial	Recycling, solid waste, sewage lagoon	10,000 m ²
I	Institutional	Arena, community centre, school, hospital	550 m ²
RD	Resource Development	Agriculture, greenhouse, quarry	10,000 m ²
OS	Open Space	Parks, gardens, recreation, conservation	4,000 m ²

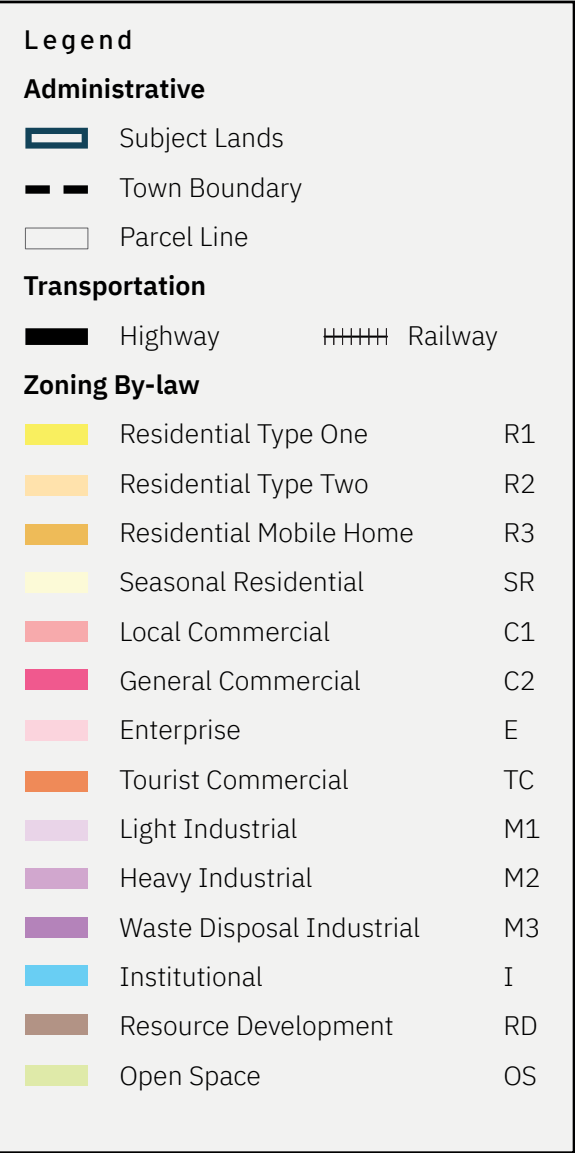
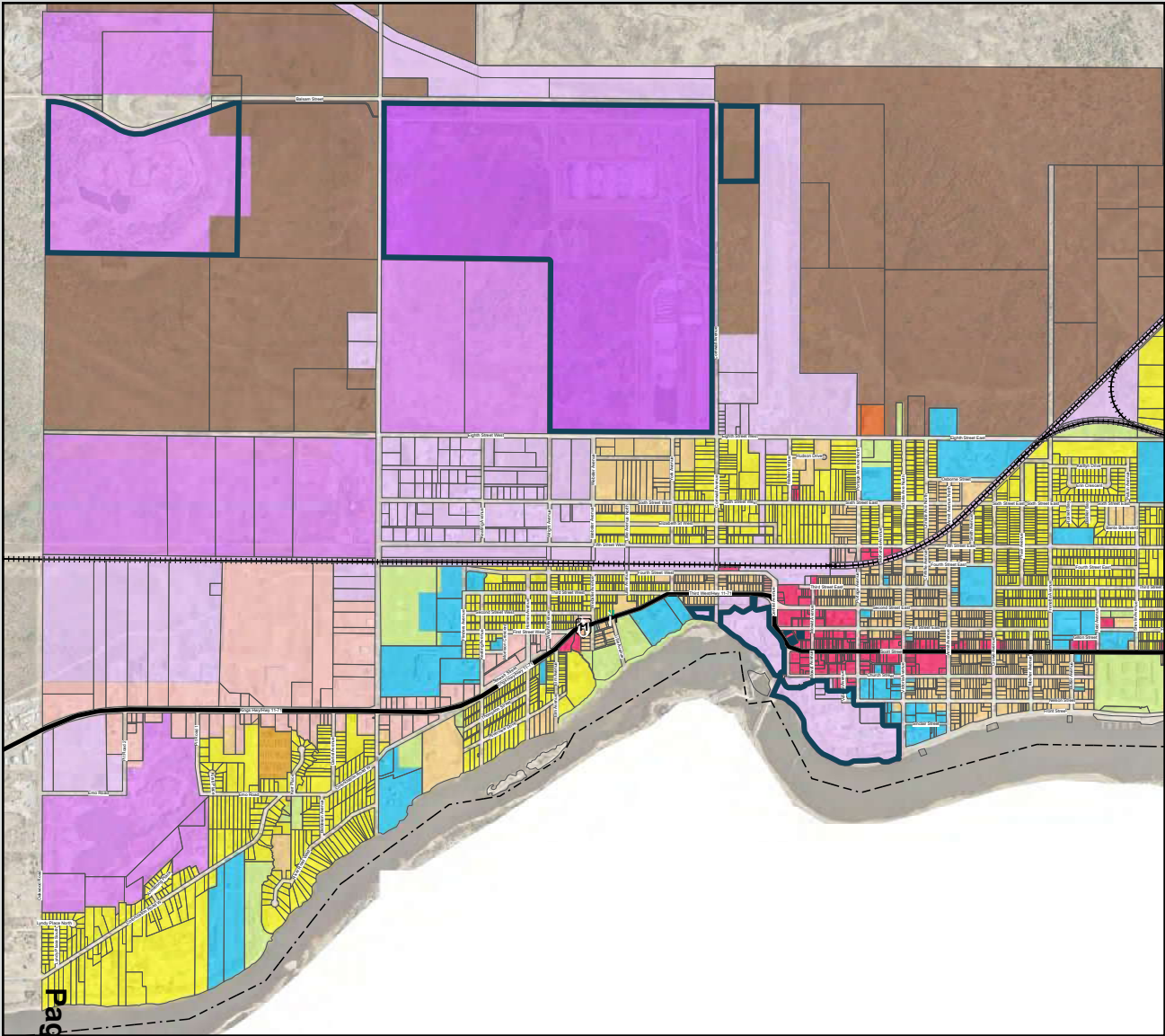


FIGURE 14: ZONING BY-LAW MAP (TOWN OVERVIEW)

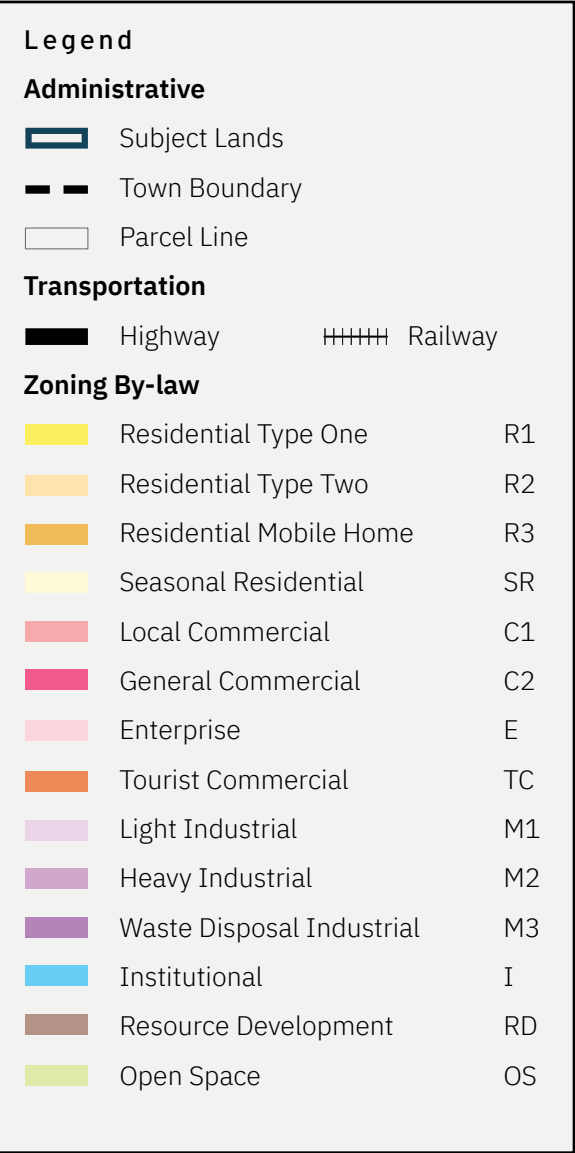
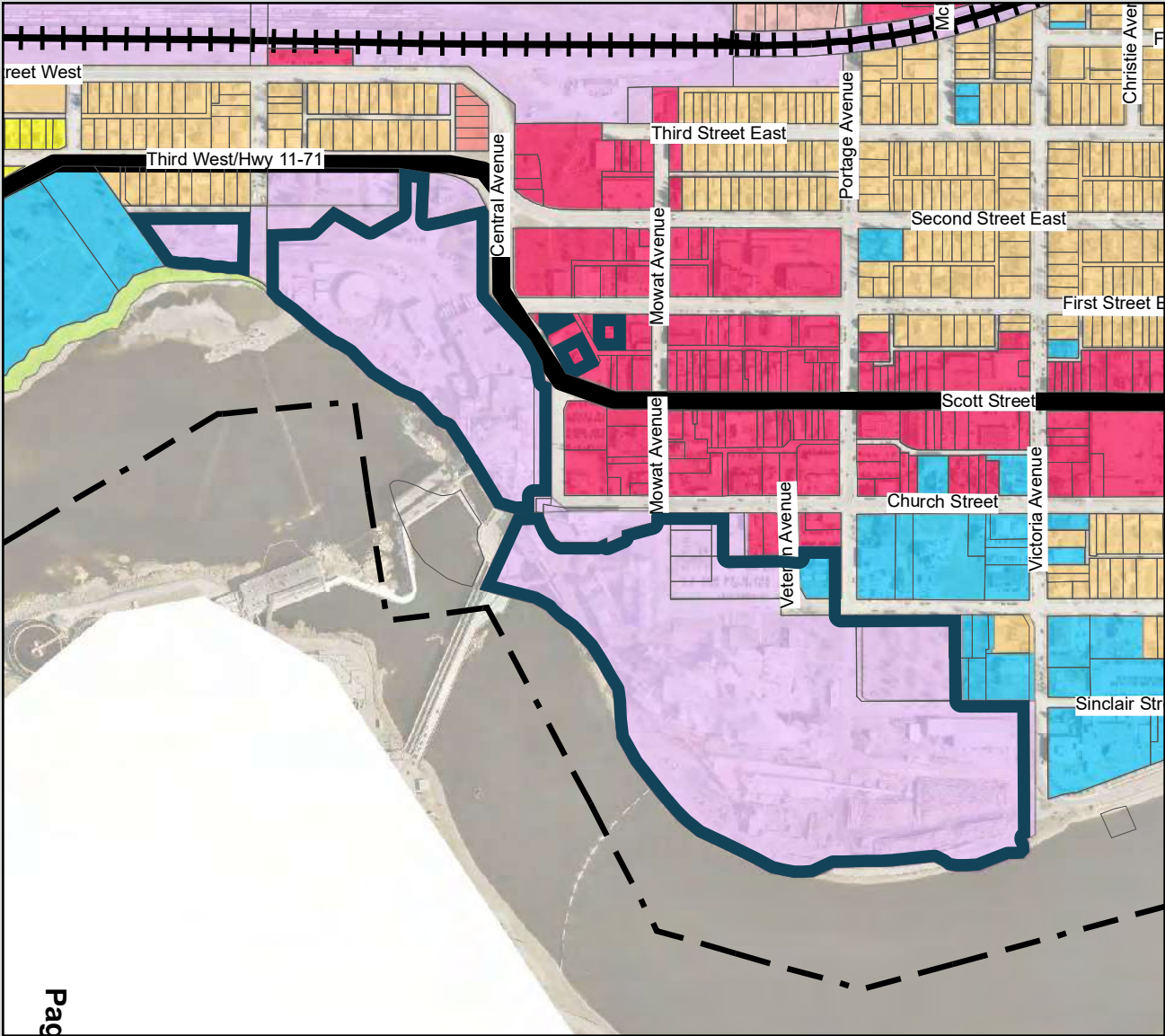


FIGURE 15: ZONING BY-LAW MAP (SHORELANDS)

COMMUNITY IMPROVEMENT PLAN

The Planning Act allows municipalities to identify Community Improvement Project Areas, prepare Community Improvement Plans (CIP), and provide incentive programs which stimulate redevelopment of lands as a means to maintain the vitality of the municipality.

The Town's CIP was initially adopted – and subsequently modified – by Town Council prior to the mill closure. As such, the CIP does not discuss specific improvements envisioned for the subject lands. Still, there are incentives to both stimulate and support future redevelopment initiatives within the CIP's three project areas, as shown on Figure 16 and highlighted below regarding the subject lands:

1. The portion of the subject lands along the shoreline is within the 'Downtown Core & Waterfront Project Area'. There are a range of programs and projects indicated, focusing on:
 - a. Façade and property restoration and improvement incentives.
 - b. Planning fee(s) and Development Charge and waivers / exemptions.
 - c. Residential conversion and intensification incentives.
 - d. Parking reduction / relief incentives.
 - e. Waterfront redevelopment projects, including recreational paths and trails, shoreline rehabilitation, tree planting, and lighting.

2. The northwestern portion of the subject lands is within the 'Resource Development Area' of the CIP. The main focus here is to promote the remediation, rehabilitation, adaptive re-use, redevelopment and overall improvement of brownfield sites through such means as property tax assistance (e.g., incentives, relief).

It is important to note that the programs and projects cited above shall be consistent with the intent of the Official Plan and are subject to funding being available through Town Council.

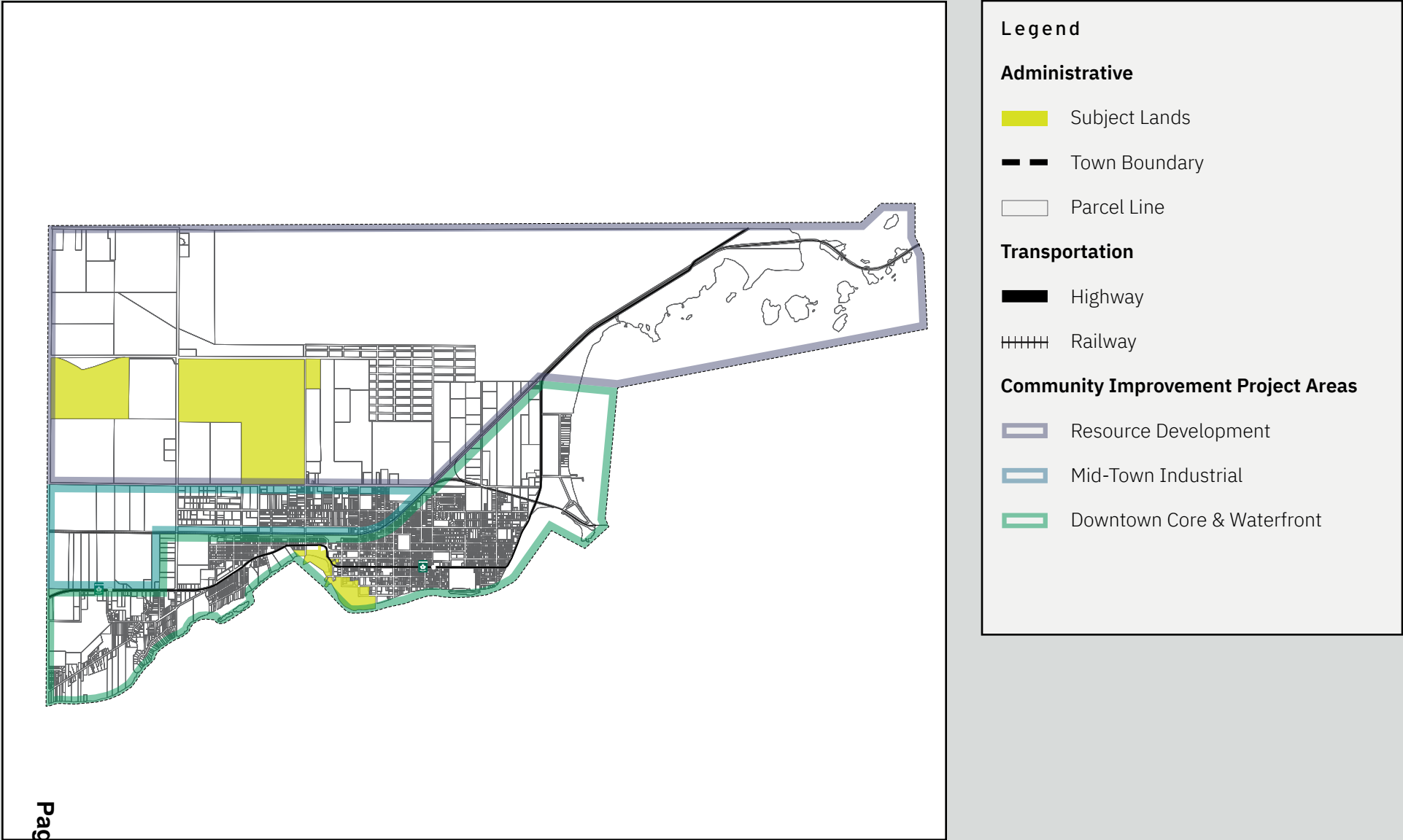


FIGURE 16: COMMUNITY IMPROVEMENT PLAN MAP

SHEVLIN WOOD YARD & GATEWAY TO FORT FRANCES STUDY

Borne out from the Town's Strategic Plan, the Shevlin Wood Yard and Gateway to Fort Frances Study was completed in 2021. It developed two plans: a land use plan for the redevelopment of the former Shevlin Wood Yard site, comprising roughly 7.3 ha. (18 acres) east of the subject lands; and a conceptual design for a new transportation corridor at the Canada border entry point via the International Bridge crossing:

1. As shown on Figure 17, the gateway concept included recommendations for:
 - a. Reconfiguring Mowat Avenue to include on-street parking bays on the east side serving standard cars and cars pulling trailers, as well as streetscaping, wayfinding and buffers around the Enbridge Gas facility. Mowat would remain two-way to ensure existing and future commercial properties remain easy to access.
 - b. Revising Central Avenue to one-way southbound, staging US bound traffic with one through lane and two queuing lanes. People could book a time for departure, allowing them to leave their vehicles while they wait.
 - c. Additional landscaping and streetscaping on Central Avenue, Scott Street and Mowat Avenue.
 - d. Bulb outs and other intersection improvements for safety and pedestrian comfort.
 - e. Additional parking behind Scott Street businesses.
 - f. Public parking areas along Central and Church Street that includes pull through trailer stalls to serve entering and exiting travelers.
 - g. Better wayfinding and information throughout.
 - h. A new pedestrian promenade linking to Rainy Lake Square from the new public parking area on Church Street (this space would be home to tourist information kiosks, wayfinding information, public art, interpretive signs and seasonal food trucks).
 - i. Relocating the tourist information and public washroom functions to the Fort Frances Museum.
 - j. A three-phased build-out of the improvements cited above, which would be driven by the Town.

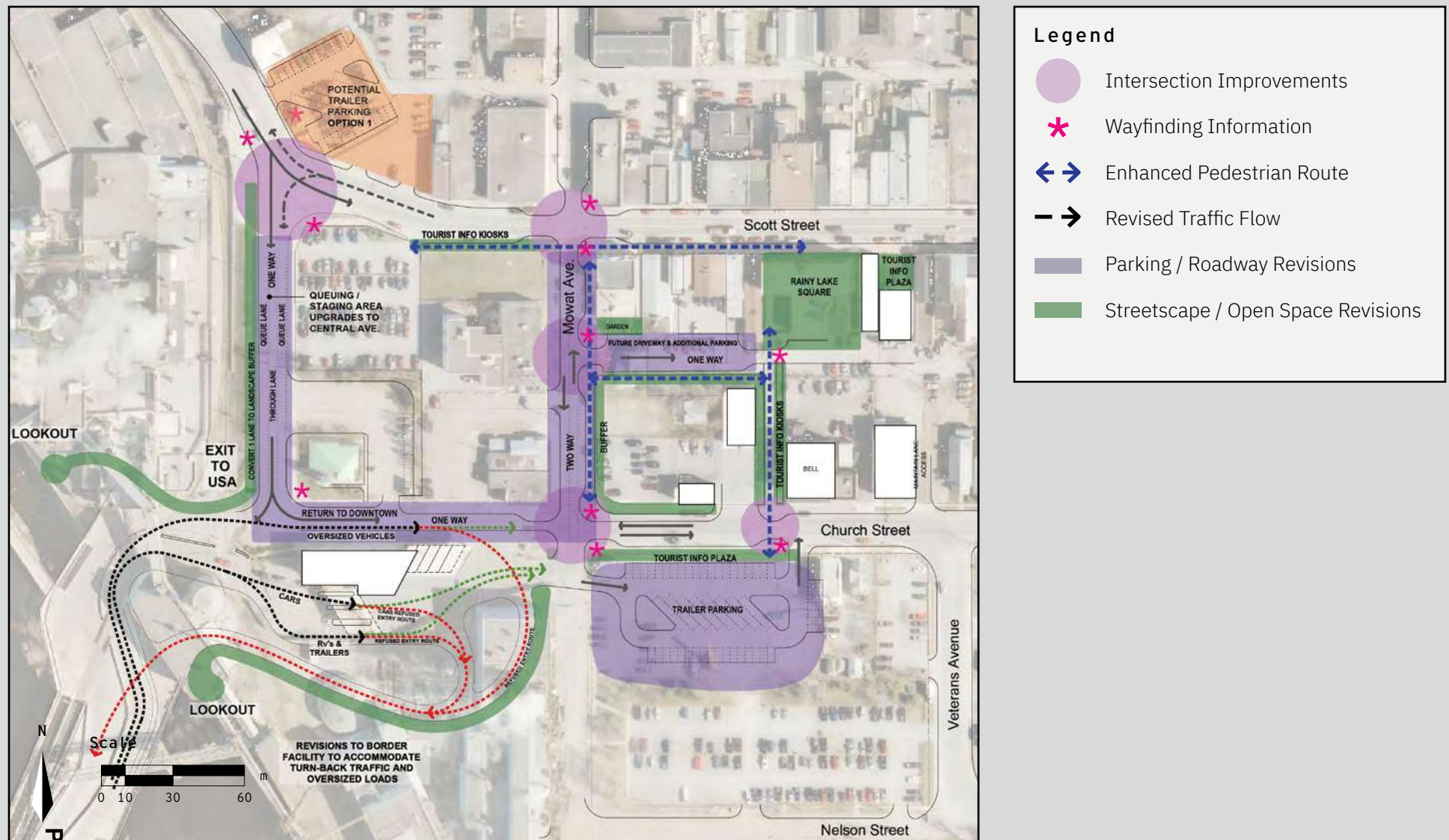


FIGURE 17: GATEWAY STUDY AREA MAP

2. As shown on Figure 18, the Shevlin Wood Yard site concept included recommendations for:
 - a. Commercial uses near Front Street i.e. brew pub / riverside patio, three-storey hotel, and pavilion / conference space.
 - b. Multi-unit residential uses in the northern portion of the site i.e. three-to-four storey apartments (complete with underground parking accessed off Scott Street); one-to-two storey townhomes; garden apartments.
 - c. Mixed use buildings in the northeastern portion of the site, ranging from two-to-three storeys, with commercial on the main floor and apartments above.
 - d. Open space improvements i.e. park spaces, paths and trails, tourism attraction (focusing on key outdoor activities of the Rainy River region), playground, and an upgraded marina promenade that links the commercial spaces.
 - e. Realigning Front Street northward to Scott Street through a roundabout with the east leg of Front Street connecting back to the existing alignment near the Lookout Tower and providing access to the marina parking lot.

Implementation of the development concept would be led by the Town, focusing on supporting Official Plan Amendments, Zoning By-Law Amendments, a topographic survey, an environmental assessment, urban design guidelines and an infrastructure implementation strategy.



FIGURE 18: SHEVLIN GREEN MAP

Appendix C: Municipal Servicing

SHORELAND SITE (AREA NO. 1)

Existing Town of Fort Frances sanitary sewer, water mains and land drainage sewers are located on the adjacent streets including Central Avenue, Church Street, Nelson Street, Sinclair Street, and Portage Avenue, as shown on Figure 19. Some are also understood to pass through portions of the former mill site through the west portions of the former Town right-of-way that had been taken over by the mill as it expanded during its lifespan, including:

1. Sinclair Street west of Victoria Avenue to the south projection of Mowat Avenue.
2. Nelson Street west of Portage Avenue to south projection of Mowat Avenue.
3. Portage Avenue from Nelson Street to Sinclair Street.
4. Mowat Avenue from Sinclair to Church Street.

The above areas are all south of the Canada Customs border crossing site. Future planning for redevelopment of the mill properties in this area will need to take into consideration the presence of these existing Town mains and will need to review any existing easements and agreements regarding operation and maintenance of these mains. There could be potential need for replacement of some of them depending upon their condition and/or limitations in their capacity. While the Town of Fort Frances did not express any immediate concerns regarding capacity limits on the sewers and water mains near the former mill sites, investigation is required for each future development phase to confirm servicing requirements and any associated potential servicing capacity implications.

Watermain Servicing Considerations

New development of the former Mill site will likely need connections to the Town's municipal water system to provide potable and fire protection water service. Servicing for these properties will need to consider the following:

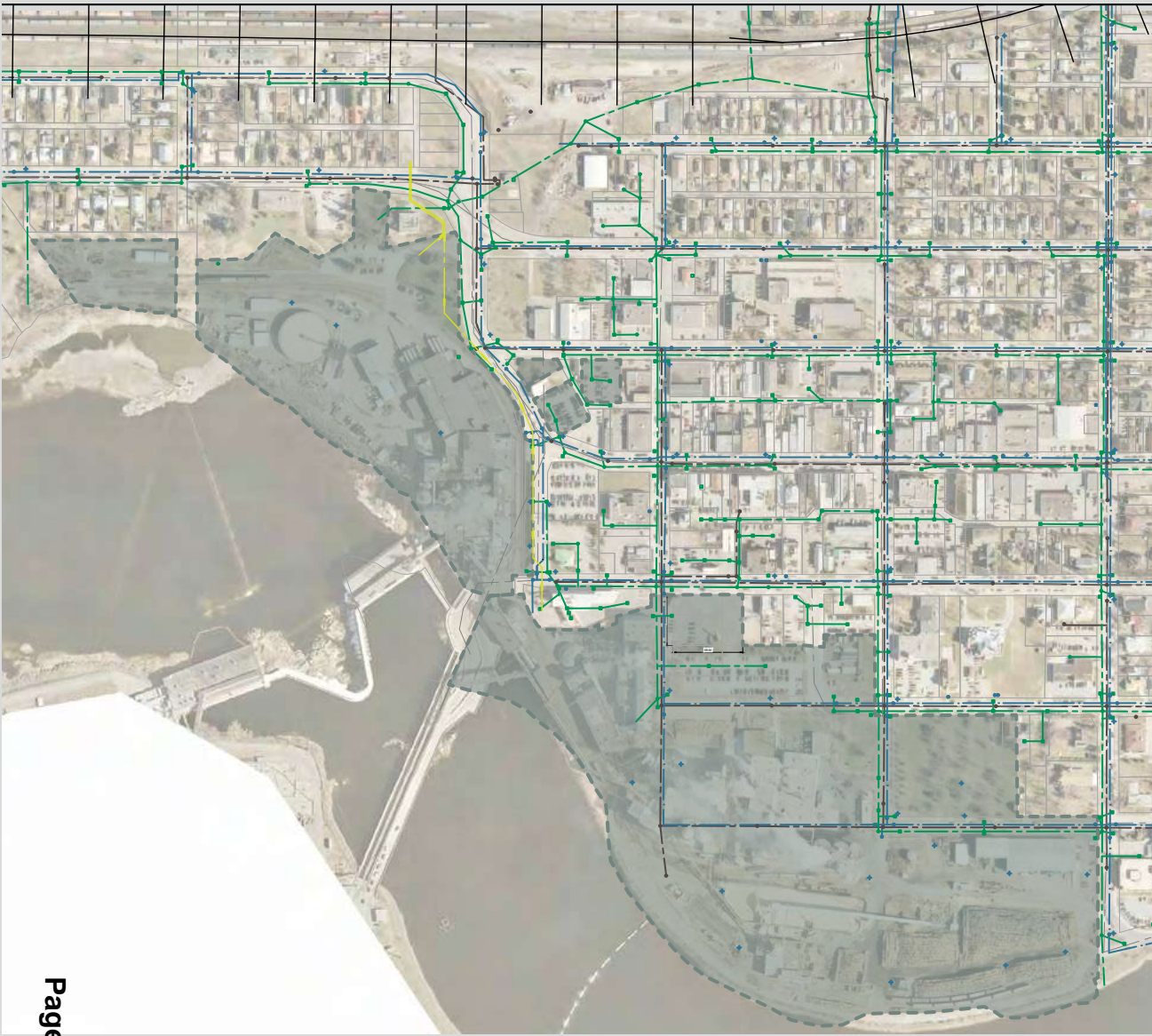
1. Capacity of existing water main to support additional flow demands from the new development.
2. Condition and suitability of existing water main located within the project site.

Future planning for the development for water servicing needs will need to include review of watermain capacity, through Town watermain system modeling and analysis to determine the existing available flows in the Town's water system and limits on the additional capacity in the system to support the planned development for potable and fire-protection needs.

Sanitary Sewer Servicing Considerations

Wastewater effluent from former mill process and production activities was connected to the mill's effluent treatment lagoon north of 8th Street W via a private dedicated effluent line which runs underneath Central Avenue north to the lagoon.

Wastewater from the planned redevelopment will need to connect to the Town's sanitary sewer system. The redevelopment will require a sanitary sewer study to confirm the capacity limits of the existing downstream system and identify whether the proposed redevelopment plans will require upgrades to the Town's downstream sanitary sewer or lagoon system to manage the additional flows.



Legend

Administrative

Subject Lands

Parcel Line

Services

Water Main

Sanitary Main

Stormwater Main

Effluent Line

FIGURE 19: EXISTING MUNICIPAL SERVICING MAP

Land Drainage Servicing Considerations

The Town supplied GIS information identifies that some parts of the former Mill site may have existing land drainage catch basins which direct stormwater runoff into the Town's land drainage sewer system. In particular, the two existing parking lots east of Central Avenue between 1st Street and Scott Street have their own internal land drainage systems. It is possible there are additional catchbasin connections to the Town's land drainage sewer system on other parts of the property.

Two unconfirmed land drainage outfalls which might pass through the former Mill site and discharge to the Rainy River include:

1. Outfall west of the intersection of Central Avenue and 1st Street, having passed underneath a former mill building.
2. Outfall near the southeast corner of former intersection of Nelson Street and Mowat Avenue.

Any existing outfalls confirmed passing through the former Mill site should be assessed for their condition and reviewed for their capacity to determine if replacement and/or upgrade as a part of replacement is necessary.

Future planning for these areas will also need to take any existing outfalls into account in terms of planning such that sufficient space for access to them for repair and maintenance work is provided. Ideally, there should be existing easements to allow the Town to access these pieces of infrastructure as they pass through the former Mill site. The widths of these easements should be reviewed with the Town of Fort Frances to verify that they are sufficient for future maintenance work and does not adversely affect the new developments. If there are no existing easement agreements, some will need to be established to minimize conflicts in the future.

Because the subject properties border the Rainy River, consideration should be made for potential development of new outfalls from the properties directly to the Rainy River where feasible, to minimize impact on the Town's existing land drainage infrastructure. A land drainage study will be necessary to identify the potential magnitude of land drainage flows from the site and the potential impact on the Town's existing land drainage sewer infrastructure.

Future design for land drainage should investigate the feasibility of connecting to any existing outfalls. A land drainage sewer impact study would help identify the feasibility and impact of such considerations.

LANDFILL AND LAGOON SITES (AREA NO. 2)

The north landfill site is not serviced by Town of Fort Frances watermain, sanitary sewer or land drainage sewer. All land drainage in and around the landfill site is understood to be via overland drainage.

The mill effluent lagoon site was supplied by a dedicated effluent line from the former pulp and paper mill. From GIS data provided by the Town, the mill effluent lagoon site does not appear to be serviced by any of the Town's municipal sewer and water main infrastructure. However, the southeast corner of the lagoon site abuts two streets that have some existing Town watermain and sanitary sewer mains.

The former Mill operated a private buried effluent line for conveying untreated process wastewater south of Church Street to the Mill effluent lagoon site northwest of Cornwall Avenue N and 8th Street W. The former Mill also operated a treated effluent line from its lagoon to discharge into the Rainy River west of Central Avenue. The untreated effluent line is understood to be a 750mm diameter pipe, and the treated effluent line a 900mm diameter pipe, both of unknown material and condition.

The untreated line runs from Church Street north along the west side of Central Avenue and continues north through a hydro line easement to 8th Street West, and then bears west along the 8th Street right-of-way to the former lagoon site. The return line of treated effluent is understood to run parallel to the discharge line from the former lagoon site heading south, where the treated effluent line is understood to diverge from the untreated line southeast of the Fort Frances Transformer Station. Both lines cross under the CN Rail lines between 4th Street West and 5th Street West.

Use of the effluent line was discontinued after closure of the mill. The Town of Fort Frances has expressed concerns about the effluent line and potential impact on nearby municipal infrastructure in the event of collapse from no longer being in-use and actively maintained. The Town has also identified concerns with potential conflicts with other buried infrastructure, particularly if emergency work is required. This concern is significant due in part to the large diameter of the lines and being of unknown age and condition.

Planning for redevelopment of the former mill properties will need to include provision for fully investigating the effluent lines to determine the best option for decommissioning them, whether full removal, abandonment, or potential re-use. The assessment and selection of a preferred option should be undertaken in collaboration with the Town and all governing authorities having jurisdiction.

Ministry of Environment Approvals

Any alterations, additions, or replacements to existing Town of Fort Frances watermain, sanitary sewer or land drainage sewers, will require an Environmental Compliance Approval (ECA) certificate obtained from the Ontario Ministry of Environment (MOE). Identification of what parts of any existing or proposed infrastructure will need an ECA from the MOE will need to be determined.

Decommissioning of the former mill effluent line will also likely require environmental assessment and approvals from the MOE.

Other Utility Considerations

Other utilities, such as gas, communications, and hydro, will need to be reviewed and coordinated with the appropriate utility companies. Coordination with these other utilities is typically done by the project electrical and mechanical engineers.



SCATLIFF + MILLER + MURRAY

Suite 1120, 201 Portage Avenue
Winnipeg, Manitoba R3B 3K6

204.927.3444
www.scatliff.ca

August 19, 2022.

Report To: Travis Rob, O&F Manager

From: Trish Law, GIS Expert

SUBJECT: Data Request WSP Canada Inc.

On August 9, 2022, I received a data request from WSP Canada Inc. (WSP) for access to the Town's Geospatial Data. WSP has been contracted by the Town of Fort Frances to complete a new Official Plan and Comprehensive Zoning By-Law. As such, WSP is requested the Town's GIS data for use in the creation of these updated plans. A letter dated August 9, 2022, from Justyna Garbos, Senior Planner at WSP was received asking for the GIS data (shapefiles and aerial photograph) to be granted at zero cost, as well as a Geospatial Data Share Agreement signed by WSP.

The data currently being requested from the Town's geospatial data share agreement for use is storm mains, catch basins, storm manholes, road centerlines, basemap with addresses, water mains, hydrants, valves, sanitary manholes, sanitary mains and aerial imagery. The cost of the layers requested is 10 @ 318.30 plus HST for vector data and \$1272.80 plus HST for the 2007 aerial photograph as per the current User Fee Schedule. Also requested but not listed under the Geospatial Data Share agreement is the current Zoning (2014) and Official Plan (2011) GIS files.

For references purposes, this is a listing of current Geospatial License Agreements with the Town:

- Ministry of Natural Resources (2009, 2010) - \$0 data exchange
- Union Gas (2009) - \$0 data exchange
- Rainy River District OPP (2009) - \$0 through Community Services
- Centra Transmission Holdings Inc./EFG (2010) - paid \$1071.00 (including HST)
- Hilderman Thomas Frank Cram (2010) - \$0 working for TOFF
- Hynde Paul Planners/Quartek (2010) - \$0 working for TOFF
- KGS Group, Winnipeg (2010) - \$0 working for TOFF
- Neegan Burnside (2011) - paid \$3809.68 (including HST)
- rePlan (2014) - \$0 fees waived for newGold development
- Vastamaki Consulting Service (2014) - \$0 working for FFPC
- Saulteaux Consulting and Engineering (2014) - \$0 working for FFPC
- Rainy River District Stewardship (2015) - \$0 tree inventory
- Rainy River District School Board (2015) - \$0 partner for tree inventory
- GISbiz (2016) - \$0 working for FFPC
- TBAYTEL/Telecon - paid \$639.40 (including HST)
- Fire Underwriters (2017) - \$0 request approved by Council
- OPP (2018) - \$0 request approved by Council
- Infratech Services (2019) - \$0 request approved by Council, working for TOFF

- Fire Underwriters Survey (2019) - \$0 request approved by Council
- Telecon (2019) - \$337.98 (including HST)
- Hilderman Thomas Frank Cram (2020) - \$0 request approved by Council, working for TOFF
- Hatch (2021) - \$0 request, approved by Council, working for TOFF
- Computational Hydraulics Inc. (2021) - \$0 request, approved by Council, working for TOFF
- TBT Engineering Limited (2021) - \$0 request, approved by Council, working for TOFF
- Scatliff + Miller + Murry (2021) - \$0 request, approved by Council, planning study for redevelopment of the former Resolute Mill site
- KGS Group (2021) - \$0 request, approved by Council, planning study for redevelopment of the former Resolute Mill site
- Compass Leadership (2021) - \$0 request, approved by Council, planning study for redevelopment of the former Resolute Mill site

After consideration of this request, I recommend the Town entering into a Geospatial Data License Agreement with WSP for the development of a new Official Plan and Comprehensive Zoning By-Law at \$0.

Respectively Submitted,



Trisha Law, MGIS
GIS Expert



August 9, 2022

Trish Law
GIS Expert
Town of Fort Frances
320 Portage Avenue
Fort Frances, ON, P9A 3P9
tlaw@fortfrances.ca

RE: Town of Fort Frances New Official Plan and Comprehensive Zoning By-law Review – Geospatial Data License Agreement

Dear Ms. Law:

On May 3, 2022, WSP Canada Inc. ("WSP") prepared a proposal in response to the Town of Fort Frances's ("Town") R.F.P. No. 22-PD-07 dated April 7, 2022 for the development of a New Official Plan and Comprehensive Zoning By-law. On May 24, 2022, Council approved Town staff's report recommending that the RFP be awarded to WSP in the amount of \$136,435 plus HST. At a regular meeting of Town Council on June 13, 2022, By-law No. 44-22 was passed authorizing the signing of the Consulting Agreement between WSP and the Town. WSP's winning proposal, Town staff's Council report, and the executed Consulting Agreement containing By-law No. 44-22 are enclosed for your reference.

As per the client expectations described in Section 2.7 on page 16 of WSP's proposal and the assumptions listed in Section 5.2 on pages 32 and 33, WSP kindly asks that the Town provide the GIS data needed to prepare a New Official Plan and Comprehensive Zoning By-law for the Town for \$0 as WSP is working directly for the Town under contract. The GIS data is an integral part of the project and will be used to prepare Official Plan and Zoning By-law schedules and develop the:

- Draft and Final Policy Directions and Recommendations Reports (Tasks 3.1 and 3.5 of the project work plan described in Section 6.1 and pages 34 to 44 of WSP's proposal),
- Draft, Revised Draft, Final Draft, and Final Official Plans (Tasks 4.1, 4.3, 5.2, and 5.5),
- Draft and Final Zoning By-law Discussion Papers (Tasks 4.4 and 4.6), and
- Draft and Final Draft Zoning By-laws (Tasks 4.7 and 6.1).

WSP Canada Inc. agrees to the terms set forth in the Town of Fort Frances Geospatial Data License Agreement. As requested on page 5 of the agreement, please upload the infrastructure and base data to this [OneDrive folder](#). In addition, please provide the Official Plan and Zoning By-law layers. Finally, please send the fully executed agreement to Jeff Knott, Senior Planning Technician at Jeff.Knott@wsp.com and 300-2611 Queensview Drive, Ottawa, ON K2B 8K2.

Suite 300
2611 Queensview Drive
Ottawa, ON, Canada K2B 8K2

T: +1 613 829-2800
F: +1 613 829-8299
wsp.com



If you require any additional information or clarification, please feel free to contact me at (613) 690-7463 or Justyna.Garbos@wsp.com.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Garbos'.

Justyna Garbos, MCIP, RPP
Senior Planner

Enclosures (3):

WSP Proposal, May 3, 2022

Town of Fort Frances Administrative Report, May 24, 2022

Town of Fort Frances By-law No. 44-22 and WSP Consultant Agreement, June 13, 2022

cc: Cody Vangel, Town of Fort Frances
Jeff Knott, WSP
Steven Gammon, WSP
Jill MacDonald, WSP
William Turman, WSP
Nadia De Santi, WSP

Town of Fort Frances Geospatial Data License Agreement

THIS AGREEMENT made to be effective this 28 day of JULY 2022
(Day) (Month) (Year)

BETWEEN:

THE CORPORATION OF THE TOWN OF FORT FRANCES
("The Town of Fort Frances")

- and -
WSP Canada Inc.
("Licensee")

WHEREAS The Town of Fort Frances has produced digital imagery and infrastructure data within the limits of The Town of Fort Frances (hereinafter referred to as Licensed data). The Town of Fort Frances is the owner of the intellectual property rights of the Licensed data addressed by the terms and conditions set forth in this Agreement.

AND WHEREAS the Licensee has requested a license from The Town of Fort Frances permitting the Licensee to utilize The Town of Fort Frances' digital mapping products and information (Licensed data), on the terms and conditions set forth in this agreement.

AND WHEREAS The Town of Fort Frances agrees to provide the Licensee with a non-exclusive, non-assignable & non-transferable perpetual license to utilize the digital mapping products and information (Licensed data) based upon the terms and conditions set forth in this Agreement;

THEREFORE, in consideration of the mutual benefits to be realized under this agreement, the parties hereto agree as follows:

1. Permitted use: The Licensee shall not lease, sell, sublet, distribute, transfer or assign the Licensed data or any derivatives, enhanced products or hard copy products created from the Licensed data to any other person or organization without the expressed written consent of The Town of Fort Frances. This includes the right of use or partial use of the Licensed data. Failure to adhere to this will result in the termination of the License Agreement.
2. Copies: The Licensee may only make one copy of the Licensed data for back-up purposes only and not for use by any other person or organization. This back up shall only be used if a problem occurs with the original data. The Licensed data may be used in more than one computer at one time, provided all computers are solely owned and operated by the Licensee.

3. Licensed data: All Licensed data is in ESRI shapefile format, with the exception of the digital aerial photography. The coordinate system is UTM Zone 15N, NAD83. The Town of Fort Frances may consider, but shall not be obliged to provide the Licensed Data in other GIS or digital file formats as may be requested by the Licensee for its mapping system requirements.

4. Maintenance: The data licensed from The Town of Fort Frances is licensed for the Licensee's use only, not for resale or exchange with other parties. Licensed data is distributed "AS IS" on a one-time basis and The Town of Fort Frances is under no obligation to inform the Licensee of any changes, updates or alterations to the data. The Licensee will not receive any updated data, unless a new license request is made. Available data is in "raw" format and is not a finished map product.

5. Reserved Rights: The Town of Fort Frances shall retain all rights, title and interest to the Licensed data in all formats, languages and media. This includes copyrights, intellectual property, all other proprietary rights and the right to license the digital data covered by this Agreement to other users. The Licensed data shall continue to be the exclusive property of the Town of Fort Frances.

6. Copyright: Any paper or hard copy products derived from the Licensed data shall clearly indicate the source of the Licensed data and its copyright. If the data is modified in any way, this must be described with the source information. The Licensee agrees to not misrepresent The Town of Fort Frances Licensed data, nor imply that The Town of Fort Frances has approved any changes made by the Licensee, unless the Town of Fort Frances has granted expressed written permission.

7. Warranty: The Town of Fort Frances makes no warranty, expressed or implied, to the use of the Licensed data. Use of the Licensed data is done at the user's own risk and The Town of Fort Frances shall not be liable for any problems; including financial or business loss, the fitness of the Licensed data with other datasets, installation of the Licensed data and or any foreseeable or unforeseeable damages which may result from the use of the Licensed data.

8. Data Delivery: Orders for Licensed data sets do not have priority over other projects and work demands of The Town of Fort Frances Engineering Department. Significant delays may occur in such instances as staff shortages or schedule constraints. All efforts will be made to prepare and distribute Licensed data in a timely fashion. The Town of Fort Frances assumes no liability for shipping costs incurred, nor any damage to the Licensed data that may occur during shipping. The standard method of data delivery will be CD (Compact Disc).

9. Fees: The Town of Fort Frances licenses use of the Licensed data set in consideration of payment by the Licensee of the appropriate fee set out in the

current Schedule of Fees for the Town of Fort Frances and as illustrated in the attached price schedule. Fees paid are non-refundable. Data exchanges between the Licensee and The Town of Fort Frances will be considered.

10. Termination: The Town of Fort Frances may terminate this Agreement at any time, for any reason. Any violation of the license renders it null and void. This agreement will terminate automatically, without notice, if the Licensee fails to comply with any of the terms of this agreement. The Licensee may elect to terminate this Agreement at any time. Licensee user rights expire on the revocation of this license. Any and all copies of the Licensed data must be returned to The Town of Fort Frances within 30 days from the date this license expires or immediately if the license is revoked.

11. Third-Party Requests: If the Licensee receives a third party request for the Licensed data, the Licensee shall provide The Town of Fort Frances' contact information to the third party.

12. The terms of this agreement shall be in force from the date of execution or delivery of the Licensed Data, whichever is the later, and shall continue unless terminated under the provisions of this Agreement.

13. This Agreement constitutes the entire agreement and understanding of both parties as to the scope of this license and supersedes any and all prior agreements, warranties, understandings, discussions, negotiations and commitments, either written or oral, expressed and or implied between them.

14. Amendments to this agreement, be it the terms or provisions, must be elected in writing and signed by both parties.

15. This Agreement shall be subject to and interpreted in accordance with the Laws of the Province of Ontario.

16. This agreement is binding to both parties but does not constitute a relationship of partnership, or joint venture between the two parties.

Town of Fort Frances

By (Signature): _____

I have the authorization to bind the Corporation

Position/Title: _____

Name (Print): _____

Date: _____

By (Signature): _____


I have the authorization to bind the Corporation

Position/Title: _____

Name (Print): _____

Date: _____

***Please be advised that all agreements must be discussed with the Engineering Department (GIS) prior to signing.*


LICENSEEBy (Signature):  _____

I have the authorization to bind the Corporation

Position/Title: Senior Planning Technician

Name (Print): Jeff Knott

Date: 2022/07/28

By (Signature):  _____

I have the authorization to bind the Corporation

Position/Title: Senior Manager, Urban and Community Planning

Name (Print): Steven O. D. Gammon, MSc PI, MCIP, RPP

Date: July 29, 2022

DATA LICENSE INFORMATION:

Data Available:

Infrastructure (separate layers): Sanitary Sewer manholes and mains; Storm Sewer manholes, catch basins, and mains; Water Distribution System mains, hydrants, and mainline valves; Road centre lines

Base Data: base map (with or without addresses), aerial photography (colour, April 2007 .ecw format only)

Data Requested:

Infrastructure and Base Data

Data Delivery Type:

☐ CD (mail) ☒ Digital transfer (email) ☐ hard copy (paper)

Disclaimer: Please be advised that the GIS data within The Town of Fort Frances' database is in a constant state of update. Every effort has been made to ensure that the Licensed data is the most current, updated version.

2022 Fee Schedule:

Hard Copy Maps: 8 ½" X 11" - \$6.40; 11" X 17" - \$12.70; 24" X 36" \$31.80

2007 Digital Aerial Photography: \$1272.80 (.ecw format only)

Shapefiles: \$318.30 per infrastructure shapefile layer
\$318.30 – base map (property lines and address numbers only)

*prices do not include applicable H.S.T.

THE CORPORATION OF THE TOWN OF FORT FRANCES
BY-LAW XX-22

(Being a by law to authorize the execution of an agreement with Miller Group; re: Tender 2022-OF-10 – 2022 MSHW Service Provider).

WHEREAS *the Municipal Act, 2001, c. 25 as amended, Section 9*, grants a municipality the capacity, rights, powers, and privileges of a natural person for the purpose of exercising its authority under the Act or any other Act;

AND WHEREAS *Section 10 (1) of the Municipal Act, 2001, c. 25 as amended*, authorizes a single-tier municipality to provide any service or thing that the municipality considers necessary or desirable for the public;

AND WHEREAS on August 8, 2022 Council received a report from the Manager of Operations and Facilities to award Tender 2022-OF-10– MHSW Services to host 2022 Household Hazardous Waste Event

AND WHEREAS The Council of the Corporation of the Town of Fort Frances deems it advisable to enter into an Agreement with Miller Group

NOW THEREFORE be it resolved that council of the Corporation of the Town of Fort Frances **HEREBY ENACTS** as follows:

1. **THAT** the Mayor and the Clerk be authorized on behalf of the Town, to execute, and to affix the Corporate Seal of the Town, to the agreement with Miller Group –in the form of Schedule “A” attached to and forming part of this By-Law
2. **THAT** this By-law shall come into force and take effect upon the final passing thereof.

Enacted and **passed** this 12th day of September 2022.

J. Caul, Mayor

G. Lecuyer Clerk

SCHEDULE 2 - AGREEMENT

THIS AGREEMENT made this _____ day of _____, 2022.

BETWEEN:

Miller Environmental Corporation

(Herein sometimes referred to as the "Tenderer" or the "Contractor")

- And -

The Corporation of the City of Dryden
(The "City")

Whereas the Contractor has represented to the City or Town that the Contractor is well able to perform the Work described in the Tender Documents for the respective Total Unit Price(s), Total Prices, and for the Year(s) quoted by the Tenderer in the Tender.

Now therefore the Contractor and the City or Towns (herein sometimes referred to as the "Parties") undertake and agree as follows:

1. The Tenderer shall perform and complete the Work:
 - (a) To, and for, the benefit and satisfaction of each City or Town, in accordance with the Tender Documents;
 - (b) For the Year(s), and for the respective Total Unit Price(s) and Total Prices quoted by the Tenderer in the Tender Forms except as may be increased or decreased by increase or decrease in taxes (such as HST) as set out in paragraphs 3 and 4 of the Tender Forms.
2. The Tender Documents shall collectively be and the whole shall constitute the Contract between the Parties.
3. The City or Town agrees to pay to the Contractor in lawful money of Canada for the performance of the Work with the amounts to be paid on account thereof being determined by actual measured quantities in accordance with the Specifications and Other Provisions and subject to adjustments, additions, deductions, and deletions as provided in and by the Tender Documents. Each City or Town shall pay on account thereof

upon the approval of the City Manager, Operations and Facilities Division (in the Tender Documents the City or Town Manager, Operations and Facilities Division is sometimes referred to as the "Manager"). Upon receipt of invoices, any adjustments to monies owing will be made with notification to the Contractor.

4. If any City or Town fails to make payments to the Contractor as they become due under the terms of the Tender Documents, interest equal to the current bank prime rate + 2% per annum on such unpaid amounts shall become due and payable until payment.
5. If:
 - (a) The Contractor should be adjudged bankrupt, or becomes insolvent, or makes a general assignment for the benefit of creditors, or if a receiver is appointed of the Tenderer or the Tenderer's business or any part thereof; or
 - (b) A petition in bankruptcy for liquidation, reorganization, or other proceeding, is filed by or against the Tenderer;
 - (c) The Contractor fails or neglects to properly perform or complete the Work or otherwise fails to comply with the requirements of the Tender Documents (including, without limitation, failure to meet gradation specifications, or to meet delivery dates, or otherwise)

Any City or Town may, without prejudice to any other right or remedy it may have, terminate this Agreement by giving the Contractor written notice.

The Contractor's obligation under the Tender Documents as to quality, correction and warranty of the work performed by him up to the time of termination shall continue in force after such termination.

6. Time shall in all respects be of the essence.
7. Neither this Agreement nor any rights or entitlements under it shall be assignable or transferable by the Contractor without the prior written consent of the City or Town.
8. The municipality reserves the right, without cause and without penalty, to assign the contract to HWIN with a minimum sixty (60) days notice.
9. The municipality shall reserve the right, without cause and without penalty, to assign the requirements for payment of any or all parts of the contract to HWIN or other Industry Stewardship Organization (ISO) as applicable. Should this occur, the successful Proponent shall apply to HWIN or other

- Industry Stewardship Organization (ISO) as applicable for payment for any of the MHSW items that have been assigned to HWIN or other Industry Stewardship Organization (ISO) as applicable. All of the same Terms and Conditions of payment that apply to the municipality shall apply to HWIN or other Industry Stewardship Organization (ISO) as applicable should any of these items be assigned to HWIN.
10. Any notice required or permitted to be given hereunder shall be in writing and shall be effectively given if:
- (a) Delivered personally;
 - (b) Sent by prepaid courier service, mail, or email
 - (i) In case of notice to the City, as follows:

Allyson Euler, City Clerk
 City of Dryden
 30 Van Horne Ave
 Dryden, ON
 P8N 2A7
 aeuler@dryden.ca

- (ii) In case of the Contractor, as follows:

Carter Steinke

Miller Environmental

1803 Hekla Avenue

Winnipeg, MB R2R 0K3

carters@millerenvironmental.mb.ca

Any notice so given shall be deemed conclusively to have been given and received when so personally delivered or on the second day following the sending thereof by private courier or mail. Any Party hereto or others mentioned above may change any particulars of its address for notice by notice to the others in the manner aforesaid.

IN WITNESSETH WHEREOF the Parties hereto have executed this Agreement.

SIGNATURE OF CONTRACTOR:

Witness to signature of Tenderer

If a corporation, the person signing has
the authority to bind such corporation

Print name of Witness:

PRINT NAME AND TITLE OF PERSON
SIGNING:

Carter Steinke - Strategic Sourcing Coordinator

IF A CORPORATION, PRINT PROPER
NAME OF CORPORATION:

Miller Environmental Corporation

Address of Witness:

Address of Contractor:

1803 Hekla Avenue

Winnipeg, MB R2R 0K3

Phone Number of Witness:

Phone Number of Contractor:

204-594-9624

Fax Number: 204-925-9601

Cell Number: 204-930-5992

The Corporation of the City of Dryden
per:

per:

I/we have authority to bind the City.

THE CORPORATION OF THE TOWN OF FORT FRANCES
BY-LAW XX-22

(Being a by law to authorize the execution of an agreement with Winnipeg Airport Services Corp; re: RFP 2022-OF-13 – Internal Quality Assurance Audit Service for the Fort Frances Airport Safety Management System).

WHEREAS *the Municipal Act, 2001, c. 25 as amended, Section 9*, grants a municipality the capacity, rights, powers, and privileges of a natural person for the purpose of exercising its authority under the Act or any other Act;

AND WHEREAS *Section 10 (1) of the Municipal Act, 2001, c. 25 as amended*, authorizes a single-tier municipality to provide any service or thing that the municipality considers necessary or desirable for the public;

AND WHEREAS on August 8, 2022 Council received a report from the Manager of Operations and Facilities to award RFP 2022-OF-13 Internal Quality Assurance Audit Service for the Fort Frances Airport Safety Management System

AND WHEREAS The Council of the Corporation of the Town of Fort Frances deems it advisable to enter into an Agreement with Winnipeg Airport Services Corp

NOW THEREFORE be it resolved that council of the Corporation of the Town of Fort Frances **HEREBY ENACTS** as follows:

1. **THAT** the Mayor and the Clerk be authorized on behalf of the Town, to execute, and to affix the Corporate Seal of the Town, to the agreement with Winnipeg Airport Services Corp –in the form of Schedule “A” attached to and forming part of this By-Law
2. **THAT** this By-law shall come into force and take effect upon the final passing thereof.

Enacted and **passed** this 12th day of September 2022.

J. Caul, Mayor

G. Lecuyer Clerk

**WINNIPEG AIRPORT SERVICES CORP.
CONSULTING AND PROFESSIONAL SERVICE CONTRACT**

ARTICLES OF AGREEMENT

These **Articles of Agreement** are made as of the 09 day of August 2022.

BETWEEN

**WINNIPEG AIRPORT SERVICES CORP
("WASCO")**

- and –

**FORT FRANCES AIRPORT (TOWN OF FORT FRANCES)
("Client")**

WHEREAS the Client has requested that WASCO provide a proposal for the provision of professional airport operations, management and/or technical services.

AND WHEREAS the Client now wishes to enter an agreement with WASCO for the provision of the Services and the Contractor has agreed to provide such Services to the Client.

AND WHEREAS the Client and WASCO now wish to set out the terms and conditions relating to the provision of such Services.

NOW THEREFORE the Client and WASCO agree as follows:

- | | |
|--------------------|--|
| "Agreement" | means this contract between the Client and WASCO for the provision of the Services; |
| "Services" | means those Services outlined and described in the Contractor's previously submitted Proposal dated July 19, 2022. |

1. SERVICES

1.1. Services

- 1.1.1. WASCO agrees to fully perform the Services in a competent, timely and professional manner to the reasonable satisfaction of the Client within the term and for the price set out herein.
- 1.1.2. WASCO will perform the Services to the standards set out in the Proposal unless the parties otherwise agree, in writing.

1.2. Client Performance Obligations in Respect of the Services

- 1.2.1. The Client acknowledges and agrees the nature of the Services is such that in providing the Services WASCO is obliged to rely upon and is relying upon:
- (a) the ongoing cooperation, collaboration and full participation of the Client; and
 - (b) upon the accuracy, reliability and completeness of all information provided by the Client in respect of the Services.
- 1.2.2. The Client shall provide such cooperation, collaboration and participation as, in WASCO's reasonable professional opinion is necessary to enable it to provide the Services and shall make all reasonable efforts to ensure any information it provides to WASCO is reliable, accurate and complete (the Client's "**Service Obligations**").
- 1.2.3. The Client shall exercise all care, skill, and diligence of a prudent professional in discharging its Service Obligations and shall comply with all the terms and conditions of this Agreement.
- 1.2.4. To the extent the Client's failure to properly discharge its Service Obligations means WASCO is unable to, or materially hampered in its ability to provide the Services, WASCO shall not be in default of any obligation to provide such of the Services as are affected by the Client's failure. For the sake of certainty, the Clients' Service Obligations are not intended to oblige it to pay WASCO more than the Service Fees contemplated by this Agreement.
- 1.2.5. The Client represents it has provided or will, within reasonable time of the execution of this Agreement, provide WASCO with all the documents, records and other relevant information required by WASCO to perform the Services.
- 1.2.6. During the performance of the Services WASCO shall be entitled to rely on the accuracy, reliability and completeness of the reports and information to be provided by the Client except where WASCO expressly acknowledges in writing any such information is or may be inaccurate, unreliable or incomplete.

1.3. WASCO's Performance Obligations in Respect of the Services

- 1.3.1. WASCO shall exercise all care, skill, and diligence of a prudent professional in performing the Services and shall comply with all the terms and conditions of this Agreement.
- 1.3.2. WASCO acknowledges and agrees the nature of the Services is such that in providing the Services WASCO must, subject to regulatory requirements, act reasonably in the expectations it can place on the Client in respect of the Client's ability to respond to information requests, corrective action and the like.
- 1.3.3. To the extent WASCO's failure to properly perform the Services means the Client is unable to, or materially hampered in its ability to meet its Services Obligations the Client shall not be in default of any obligation to meet such of its Service Obligations as are affected by WASCO's failure.

1.4. Non-Exclusivity

- 1.4.1. WASCO shall provide the Services to the Client on a non-exclusive basis and shall be free to undertake work for third parties during the Term and any Renewal Term (if any).

1.5. Changes, Alterations and Additional Services

- 1.5.1. After giving Notice to WASCO, the Client may, in writing, at any time after the execution of the agreement or the commencement of the Services propose an extension, increase, variation, deletion or other alteration of the Services or the insurance requirements set out herein (a **"Proposed Change"**).
- 1.5.2. The parties shall exchange such information as may reasonably be required to make an informed decision as to the nature and potential ramifications of the Proposed Change in respect of this Agreement.
- 1.5.3. If a Proposed Change necessitates additional staff, services, or costs, WASCO shall be paid in accordance with Section 14.4.1 for such additional staff employed directly therein, together with such expenses and disbursements as allowed under Section 14.4.1
- 1.5.4. Any proposed reduction in the requirement for Services shall be the subject of negotiation and shall be confirmed in writing.

1.6. Term and Renewal

- 1.6.1. The term of this Agreement shall commence on November 1, 2022 and shall following final completion of the delivery of Services or end on November 1, 2025, (the **"Term"**) unless earlier terminated in accordance with Article 2 below or unless extended or renewed, by agreement in writing and in accordance with the following provisions:

Extension

- (a) This Agreement may be extended for up to a maximum of six (6) consecutive months following the end of the Term.
- (b) The party seeking to extend this Agreement must provide the other party one (1) months' Notice of its desire to extend.
- (c) Any extension shall be considered to be part of the **"Term"**.

Renewal

- (a) This Agreement may be renewed for such additional period or periods, in minimum increments of one (1) year, as the parties may agree (a **"Renewal Term"**).
- (b) Any renewal, including modifications as to scope, pricing, or otherwise is subject to mutual agreement of the parties.
- (c) The party seeking to renew this Agreement must provide the other party Notice of its desire to renew not earlier than one (1) year, but not later than six (6) months, prior to the expiry of the Term or of any

Renewal Term.

2. TERMINATION

2.1. This Agreement may be terminated prior to the expiry of the Term or Renewal Term (if any):

- a) By the Client, on six (6) months' Notice if the Client, acting reasonably and in good faith, is satisfied WASCO has, without reasonable cause and despite repeated warning, repeatedly been in material default in the performance of the Services.
- b) By WASCO, on six (6) months' Notice, if WASCO, acting reasonably and in good faith, is satisfied the Client has, without reasonable cause and despite repeated warning, repeatedly been in material default in the performance of the Client's Service Obligations.
- c) By WASCO, on immediate Notice, where a material breach of the Client of a material obligation under this Agreement substantially frustrates or renders it impossible for WASCO to perform its obligations under this Agreement for a continuous period of one (1) month following Notice to remedy the same by the WASCO to the Client.
- d) By the Client, on immediate Notice, where a material breach of WASCO of a material obligation under this Agreement substantially frustrates or renders it impossible for the Client to perform its obligations under this Agreement for a continuous period of one (1) month following Notice to remedy the same by the Client to the WASCO.
- e) By WASCO on immediate Notice if WASCO, acting reasonably and in good faith and having provided the Client with warning commensurate with the seriousness of the issue, is of the professional opinion the Client has failed or neglected, without reasonable cause, to implement material recommendations related to the Services and such failure or neglect poses an imminent and serious danger to the safety or health of the public.
- f) By WASCO on immediate Notice for a failure by the Client to pay an undisputed invoice that is due and payable by the Client under this Agreement, within ten (10) business days of service of a Notice to the Client requesting payment of the overdue sum.
- g) By either party on immediate Notice if either Party terminates or suspends its business, becomes subject to any bankruptcy or insolvency proceedings, or becomes subject to direct control by a trustee, receiver or similar authority.
- h) By either party on two (2) weeks' Notice if an actual or potential labour dispute delays or threatens to materially delay timely performance of the Services or the Client's Service Obligations.

- 2.2. This Agreement shall terminate as of the day set out in the written Notice for termination and WASCO shall forthwith invoice the Client for work performed up to the date of termination.
- 2.3. In the event this Agreement is terminated the Parties will co-operate in good faith and to the extent reasonable under the circumstances to ensure a smooth transition.
- 2.4. The rights of WASCO given in this section are in addition to, rather than a substitute for, any other rights WASCO may have under this agreement, or otherwise, for non- payment of WASCO's invoices by the Client.

3. INTELLECTUAL PROPERTY

3.1. Ownership of Intellectual Property

- 3.1.1. All materials and work product, including but not limited to any and all written material, graphs, diagrams, drawings, software, data, correspondence and other documents resulting from the Services, or prepared or developed by the WASCO in respect to the Services (the "**Work Product(s)**"), shall be the sole and exclusive property of WASCO.
 - (a) Without limiting the generality of the foregoing, Work Product(s) shall include all designs, reports, photographs, drawings, plans, specifications, computer software, surveys, calculations and other data, information and material collected, computed, drawn or produced, including computer printouts prepared or provided by WASCO in respect to the Services belongs to WASCO.
- 3.1.2. WASCO shall own exclusively and in perpetuity throughout the world, all rights, title and interest existing now or in the future of every kind and character in and to the Work Product(s). All such rights shall vest in WASCO immediately upon the creation of the Work Product(s) and the provision of the Services by WASCO and shall remain vested in WASCO in perpetuity whether this Agreement concludes in its normal course or is terminated by either party as provided for herein.
- 3.1.3. To the extent the Client has prepared, developed or contributed intellectual property in respect of any Work Product(s) it hereby grants to WASCO throughout the world and in perpetuity, all rights, title and interest the Client has, may, or will have in the future, including but not limited to copyright, in and to the Work Product(s) and the Client hereby waives any and all moral rights it has, may, or will have in such Work Product(s).
- 3.1.4. Notwithstanding the foregoing, WASCO shall grant to the Client a free, non-exclusive, perpetual licence to use the Work Product(s) at, and in respect of the airport(s) that are the subject of this Agreement, provided the Client accepts and uses them with no warranty as to their quality, suitability for the purpose and, in any event on the basis it uses such Work Product(s) at its own risk and without recourse against WASCO.
- 3.1.5. With the consent of the Client, WASCO may publish alone, or in conjunction with any other person, any articles, photographs, or other illustrations relating to the project. The Client's consent for the publication of such

materials shall not be unreasonably withheld.

3.2. Patents

3.2.1. For the sake of certainty but without limiting the generality of the foregoing, all concepts, products, or processes which are:

- (a) produced by, or resulting from, the Services.
- (b) otherwise developed, or first reduced to practice, by WASCO in the performance of the Services; or
- (c) patentable, capable of trademark, or otherwise,

shall be and remain the property of WASCO.

3.2.2. The Client shall have a non-exclusive, royalty-free licence to use all concepts, products, or processes, which are:

- (a) patentable, capable of trademark, or otherwise; or
- (b) produced by, or resulting from the Services, for the Term and for no other purpose, project or undertaking without the express written consent of WASCO.

4. CONFIDENTIAL INFORMATION

4.1. It is the responsibility of each party to identify to the other party all confidential information connected with this project.

4.2. Confidential information acquired in the course of this project shall not be used or divulged by either party, or their employees, consultants, subconsultants or agents, without the prior written approval of the other party, or as may be required by regulatory authorities having jurisdiction.

4.3. This requirement shall not prohibit WASCO from acting to correct or report a situation that WASCO may reasonably believe to endanger the safety or welfare of the public, provided WASCO notifies the Client that WASCO intends to provide such notice as soon as reasonably possible.

4.4. In the event that WASCO becomes legally compelled to disclose confidential information, WASCO shall forthwith notify the Client of this requirement. Such disclosure shall not result in any liability hereunder.

5. RECORDS

5.1. To provide data for the calculation of fees on a time basis, WASCO, WASCO's employees, consultants and subconsultants shall keep a detailed record of the hours worked by their staff employed on the project.

5.2. The Client may inspect these records during regular office hours, on receipt of reasonable notice respecting any item that the Client is required to pay on a time basis as a result of this agreement.

5.3. When requested by the Client, WASCO shall provide copies of receipts for

any disbursements for which WASCO claims payment under this agreement.

6. INDEMNIFICATION

- 6.1. Each party to this agreement shall indemnify and save harmless the other party from and against all claims, actions, losses, expenses, costs, or damages that the other party may suffer, sustain, or incur arising from the other party's negligent acts or the negligence of the other party's employees, directors, officers, consultants, subconsultants or agents in the performance of this agreement.
- 6.2. The Client further agrees to hold harmless, indemnify, and defend WASCO and WASCO's, directors, officers, employees, consultants and sub-consultants from and against any and all claims, losses, damages, liability, and costs of defense arising out of, or in any way connected with, incidents or accidents resulting from safety hazards identified by WASCO, either within or outside of the Services, which were not adequately rectified by the Client.

7. DISCLOSURE

- 7.1. Before commencing the Services, WASCO, on WASCO's behalf and on behalf of WASCO's consultants and sub-consultants, shall disclose to the Client all existing affiliations with firms or individuals who may participate in the execution of the project. During the term of this agreement, WASCO and WASCO's sub-consultants shall also disclose to the Client any new affiliations. Upon receipt of this disclosure, the Client shall accept or reject the affiliated firms or individuals or shall terminate this Agreement.

8. APPROVAL BY OTHER AUTHORITIES

- 8.1. Unless otherwise provided in this Agreement, or explicitly required by legislation, where the work of WASCO is subject to the approval or review of an authority, government department, or agency other than the Client, preparation of applications for approval or review shall be the Client's responsibility.

9. CONSULTANTS/SUBCONSULTANTS

- 9.1. The consultants and sub-consultants forming part of WASCO's team will be provided as needed for the clients acceptance and approval. These consultants and sub-consultants shall not be changed by WASCO without the Client's prior approval.

10. INSURANCE AND LIABILITY

10.1. General

- 10.1.1. The Client agrees that any and all claims that the Client has or hereafter may have against WASCO in any way arising out of or related to WASCO's duties and responsibilities pursuant to this agreement shall be limited to the value of the fees specified in Appendix A. For the purposes of this provision, "claim" or "claims" means a claim or claims in contract or tort and "WASCO" includes WASCO's officers, directors, employees, representatives and consultants.

10.2. Comprehensive General Liability and Automobile Insurance

- 10.2.1. The insurance coverage shall be \$5,000,000 for liability and \$2,000,000 for automobile insurance. When requested, WASCO shall provide the Client with proof of comprehensive General Liability and Automobile Insurance (inclusive limits) for both owned and non-owned vehicles.

10.3. Professional Liability Insurance (Errors and Omissions)

- 10.3.1. The insurance coverage shall be in the amount of \$ 2,000,000. When requested, WASCO shall provide to the Client proof of Professional Liability Insurance carried by WASCO.

10.4. Change in Insurance Coverage

- 10.4.1. It is understood and agreed that WASCO shall not change or cancel the insurance coverage provided for this project until 60 days after written notice of such change or cancellation has been personally delivered to the Client.

11. RESPONSIBILITIES OF THE CLIENT

11.1. General Responsibilities

- 11.1.1. The Client shall:
- (a) instruct WASCO fully as to the Client's requirements and make available to WASCO all relevant information WASCO requires, including objectives, constraints and criteria, special equipment and systems, site requirements, and project budget. WASCO shall be entitled to rely upon the accuracy and completeness of all such information and data furnished through the Client, or the Client's consultants, whether such consultants are engaged at WASCO's request or not.
 - (b) engage others directly, where required by WASCO, to perform the specialized services necessary to enable WASCO to carry out fully WASCO's duties. The retention of such specialized services by the Client shall be subject to the joint approval of the Client and WASCO.

- (c) give WASCO the authority to act as the Client's agent in all matters falling within the scope of the Services.
- (d) review promptly all documentation submitted by WASCO, and inform WASCO of decisions in time for the orderly progress of WASCO's services and of the project.
- (e) obtain and pay for all required consents, approvals, licenses, and permits from authorities having jurisdiction.
- (f) arrange and make provision for WASCO's entry and access to public and private property and the project site in the performance of the duties.
- (g) arrange and pay for tender advertising, and any legal, financial or insurance advice required for the project.
- (h) designate in writing a representative to have authority to transmit instructions to, and receive information from, WASCO, and advise WASCO in advance if this representative is to be changed.
- (i) notify WASCO immediately, whenever the Client, or the Client's representative, becomes aware of a defect or deficiency in the work, or the contract documents.

12. GOVERNANCE

12.1. Co-operative Governance Framework

- 12.1.1. Throughout the Term and the Renewal Term (if any) the Parties shall operate under a co-operative governance framework as set out in this Article.
- 12.1.2. The objectives of the co-operative governance framework are to:
 - (a) Ensure effective and timely oversight, contract management and decision-making through clearly defined roles and responsibilities and reporting mechanisms.
 - (b) Instill effective governance processes that provide for open and honest dialogue and the rapid escalation of relationship problems.
 - (c) Effectively identify and resolve difficult issues through a process of cooperative interest-based negotiations involving timely escalation, as required, through the governance process.
 - (d) Ensure an effective relationship management process exists throughout the life of the agreement including communication, decision-making, reporting, measurement, issue resolution and dispute resolution processes.
- 12.1.3. The Parties agree to adhere to the following guiding principles for governance:
 - (a) The parties should be proactive in identifying sources of disagreement and discord and take timely action before they become matters of dispute.

- (b) Issues should be resolved through a process of cooperative discussions and negotiations at the lowest appropriate level in the governance hierarchy.
- (c) If any such issues cannot be resolved at that level, they will be escalated upwards in accordance with this governance framework.
- (d) Successful implementation of this agreement will require a high degree of co-operation, communication and co-ordination (collectively, “**Co-operation**”) between them. Each commits to provide the necessary Co-operation during the Term and agrees the failure to do so shall be a relevant consideration in the resolution of any dispute arising in respect of this Agreement.
- (e) Instill effective governance processes that provide for open and honest dialogue and the rapid escalation of relationship problems.
- (f) Effectively identify and resolve difficult issues through a process of cooperative interest-based negotiations involving timely escalation, as required, through the governance process.
- (g) Ensure an effective relationship management process exists throughout the life of the agreement including communication, decision-making, reporting, measurement, issue resolution and dispute resolution processes.

12.1.4. Any governance processes and procedures should enable the parties to:

- (a) Understand and execute their responsibilities and accountabilities under this Agreement.
- (b) Work co-operatively together over the Term, subject to the specific rights of a party under this Agreement.
- (c) Develop and maintain high quality relationships; and
- (d) Accommodate the life cycle of the agreement and adapt to changing environments.

12.1.5. The Parties commit to utilizing this Governance Process, including by requiring their respective representatives to attend meetings and to participate in the activities associated with the effective governance of this Agreement.

12.2. Governance Process

12.2.1. To facilitate effective governance each Party shall assign:

- (a) An accountable contract manager to be the primary day-to-day point of contact for all issues related to this Agreement (collectively, the “**Contract Managers**”); and
- (b) A senior representative responsible for the overall implementation of this Agreement (collectively, the “**Senior Representatives**”).

12.2.2. The Contract Managers shall be responsible for all aspects of the day-to-day administration of this Agreement and, respectively, the performance of the Services and the Client’s Service Obligations. The Contract Managers shall

each have the authority to bind their respective principals in connection with the administration of this Agreement.

- 12.2.3. Any issues, disagreements, disputes, or the like (an “**Issue**”) related to this Agreement, the Services or the Client’s Service Obligations shall first be addressed by the Contract Managers.
- 12.2.4. In the event the Contract Managers are unable to resolve an Issue between them, the Issue shall be escalated to the Senior Representatives. The Contract Managers shall ensure the speed with which an Issue is escalated is commensurate with the significance and/or urgency of the situation and that the Senior Representatives are provided with such documentation and background information as they may reasonably require to make an informed decision in respect of the Issue.

13. DISPUTE RESOLUTION

- 13.1. In the event of any controversy or claim arising out of or relating to the Agreement, or the breach thereof (a “Dispute”) the parties agree that:
- 13.2. Both during and after the performance of the terms of this Agreement, each of them shall make bona fide efforts to resolve by good faith negotiations any Dispute, which negotiations shall not terminate until the Senior Representatives shall have considered the Dispute. The parties shall, on a without prejudice basis, provide frank, candid and timely disclosure of all relevant facts, information and documents to facilitate such negotiation.
- 13.3. If the parties are unable to resolve the Dispute in the foregoing manner within a period of twenty (20) business days or such other period as they may agree in writing, then upon Notice by either party to the other any unresolved Dispute shall be finally settled by arbitration administered by ICDR Canada in accordance with its Canadian Arbitration Rules. The Rules can be found at:
https://www.icdr.org/sites/default/files/document_repository/ICDR-Canada-Rules-English.pdf
- 13.4. Any arbitration shall be conducted by a sole arbitrator in Winnipeg, Manitoba and the language of the arbitration shall be English.
- 13.5. The arbitrator’s award shall be final and binding upon the parties.
- 13.6. Without limiting the binding nature of the parties’ commitment to settle all Disputes by arbitration and without prejudice to a party’s right to challenge the right of the other party to bring a court proceeding, if for any reason, a party brings court proceedings in respect of the arbitration of a Dispute, or in respect of this Agreement, the parties hereby attorn to the exclusive jurisdiction of the Manitoba Court of Queen’s Bench for such proceedings.

14. FEES AND DISBURSEMENTS

14.1. Definitions

14.1.1. For the purpose of this agreement, the following definitions shall apply:

- (a) Hourly Billing Rate - The hourly billing rate is defined as the hourly rate for billing purposes for each of WASCO's employees working on the various phases of the project. It shall include charges for computers and equipment used by WASCO for the project. This rate is subject to cost of living and merit adjustments on 12-month intervals from the date of this agreement.
- (b) Site - Site includes the actual project site and other locations where the work is carried out.

14.2. Basis of Payment

14.2.1. The Client shall pay WASCO in accordance with Appendix A and the following sections.

14.3. Fees Calculated on a Time Basis

14.3.1. The Client shall pay WASCO a fee, calculated on a time basis, for that part of the services described as such in Section 1.1.1. Fees shall be computed on the basis of hourly billing rates as included in Appendix A, which forms part of this agreement.

14.3.2. All time expended on the assignment shall be chargeable, whether it is expended in WASCO's office, at the Client's premises, or elsewhere. Chargeable time also includes, but is not limited to, time expended by technical and clerical staff to prepare such documents as reports and specifications.

14.3.3. Reimbursable expenses, specialized computer services and equipment, and applicable sales taxes are additional to the fees calculated on a time basis.

14.4. Fees on a Lump-Sum Basis

14.4.1. The Client shall pay WASCO a lump-sum fee (fixed fee) in accordance with Appendix A for that part of the services described as such in Section 1.1.1. Reimbursable expenses, specialized computer services and equipment, and applicable sales taxes are additional to the lump-sum fee unless otherwise noted in Appendix A.

14.5. Reimbursable Expenses

14.5.1. WASCO shall be reimbursed at cost, plus an administrative charge as indicated in Appendix A for all reasonable expenses WASCO incurs properly in connection with the project, including applicable sales taxes. Reimbursable expenses include, but are not limited to:

- (a) vehicle use charges;
- (b) travelling and living expenses;
- (c) long-distance telephone and telecommunication charges;
- (d) printing and reproductions;
- (e) progress photographs;
- (f) special or express delivery charges;
- (g) overtime premiums;
- (h) the cost of providing and maintaining a site office;
- (i) supplies and equipment;
- (j) others.

14.6. Applicable Sales Taxes

- 14.6.1. Applicable sales taxes comprise federal and provincial sales taxes, and value-added taxes applicable to WASCO's fees or any other payments hereunder, such as the Retail Sales Tax and the Goods and Services Tax.

15. PAYMENT.

15.1. When Fees are on a Lump-Sum Basis

- 15.1.1. WASCO shall monthly submit to the Client invoices based on the progress of the project. Monthly invoices shall include WASCO's fees, reimbursable expenses, specialized computer services and equipment, and applicable sales taxes.

15.2. Payment by the Client

- 15.2.1. The Client shall pay within 30 days after submission all invoices WASCO submits to the Client under this agreement.
- 15.2.2. Interest at 1.5% per month shall be paid on the total unpaid balance, commencing 30 days after the date of WASCO's invoice.

16. GENERAL

16.1. Entire Agreement

- 16.1.1. This Agreement including Appendix A, constitutes the entire agreement between the parties with respect to the subject matter hereof and cancels and supersedes any prior understandings and agreements between the parties hereto with respect thereto. There are no representations, warranties, forms, conditions, undertakings or collateral agreements, express, implied or statutory, between the parties other than as expressly set forth in this agreement.

16.2. Law Governing Agreement

- 16.2.1. This agreement shall be governed by the law of the Province of Manitoba.

16.3. Inurement

- 16.3.1. This Agreement shall inure to the benefit of, and be binding upon, the parties hereto and their executors, administrators, successors and assigns, except as otherwise provided herein. Neither party may assign this Agreement without the prior written consent of the other.

16.4. Execution in Counterparts

- 16.4.1. This Agreement may be signed in counterparts and each such counterpart shall constitute an original document and such counterparts, taken together, shall constitute one and the same instrument. Execution and delivery of this Agreement or a counterpart thereof by any Party by fax or electronically shall constitute valid and effective execution and delivery, but each Party shall retain an originally executed copy of the Agreement.

IN AGREEMENT WITH THE FOREGOING PROVISIONS AND IN THE PRESENCE OF WITNESSES, the parties hereto set down their signatures, by hand or by facsimile, and together bind themselves to this Agreement as of the _____ day of _____, 20_____.

FOR WASCO

FOR THE CLIENT

Name

Name

Title

Title

Signature

Signature

Witness Name

Witness Name

Witness Title

Witness Title

Witness Signature

Witness Signature

APPENDIX A



Town of Fort Frances

Attention:

Mr. Faisal Anwar
Administrator
Town of Fort Frances
320 Portage Ave.
Fort Frances, ON P9A 3P9

Tel: +1.807.274.5323
Email: fanwar@fortfrances.ca

Professional Services Proposal Internal Quality Assurance Audit of the Town of Fort Frances Municipal Airport Safety Management System for 2022 RFP # 2022-OF-13

July 19, 2022

Final Proposal Submission
Revision No.0 Dated July 19, 2022

Winnipeg Airport Services Corp.

201 – 2000 Wellington Avenue • Winnipeg, Manitoba R3H 1C2
Tel: 204.515.4246 • Fax: 204.813.6014 • Web: www.wasco.ca



Table of Contents

1.0	INTRODUCTION.....	1
1.1.	BACKGROUND.....	1
1.2.	SCOPE OF WORK.....	1
1.3.	UNDERSTANDING THE PROJECT	2
2.0	WINNIPEG AIRPORT SERVICES CORP. (WASCO)	2
2.1.	OVERVIEW	2
2.2.	WASCO – MISSION, VISION & VALUES.....	2
2.3.	SIMILAR PROJECT EXPERIENCE	3
2.4.	CORPORATE AUDITING EXPERIENCE.....	5
2.5.	FAMILIARITY WITH TRANSPORT CANADA.....	6
2.6.	PREVIOUS TRANSPORT CANADA AVIATION AUDIT EXPERIENCE.....	6
2.7.	PROJECT REFERENCES.....	7
2.8.	ABILITY TO DELIVER	7
3.0	PROJECT TEAM MEMBERS	8
3.1.	MANAGEMENT TEAM.....	8
3.2.	AUDIT TEAM	8
3.3.	ADDITIONAL RESOURCES.....	9
3.4.	TEAM ASSIGNMENT.....	10
4.0	APPROACH AND METHODOLOGY	10
4.1.	PROJECT OVERVIEW	10
4.2.	TASK 1 – PROJECT INITIATION (PHASE 1).....	10
4.3.	TASK 2 – AUDIT PREPARATION (PHASE 1).....	10
4.4.	TASK 3 – DOCUMENT REVIEW (PHASE 2)	11
4.5.	TASK 4 – AUDIT EXECUTION (PHASE 2).....	11
4.6.	TASK 5 – REPORTING (PHASE 3).....	11
4.7.	TASK 6 – DEVELOPMENT OF CORRECTIVE ACTION PLANS (PHASE 3).....	11
4.8.	TASK 7 – PROJECT CLOSEOUT MEETING (PHASE 3)	12
4.9.	PROJECT SCHEDULE	12
	Table 4-1 Proposed Project Delivery Schedule	12
5.0	PROFESSIONAL FEE ESTIMATE	13
5.1	PHASE I - PHASE III WORK PROGRAM	13

Professional Services Proposal

Internal Quality Assurance Audit of the Town of Fort Frances Municipal Airport Safety Management System for 2022

RFP #2022-OF-13

Table 5-1 Professional Fee Estimate Summary	13
6.0 SUBMISSION REQUIREMENTS	14
6.1. INSURANCE	14
6.2. HEALTH AND SAFETY	14
6.3. STATUTORY DECLARATION	14
6.4. SAMPLE AGREEMENT	14
7.0 CLOSING	14
Appendix A.....	15
Appendix B.....	16

1.0 INTRODUCTION

1.1. BACKGROUND

The Town of Fort Frances Municipal Airport (Airport) is a Transport Canada certified airport, owned and operated by the Town of Fort Frances under the leadership of the Airport Supervisor.

The Airport is served by a single paved runway, Runway 12-30, which measures 4,493 ft X 100 ft with published instrument approach procedures down to Non-Instrument limits. The airport is utilized by corporate, general aviation and medevac flight operations.

In accordance with Transport Canada regulatory requirements, the Airport is required to establish and maintain a Safety Management System inclusive of a Quality Assurance Program. Specifically, Canadian Aviation Regulations (CARs) states:

107.02 The applicant for, or the holder of, a certificate referred to in subsections 107.01 (1) or (2) shall establish and maintain a Safety Management System.

107.03 A Safety Management System shall include g) a quality assurance program

1.2. SCOPE OF WORK

As required per the Canadian Aviation Regulations (CARs) the objective of the quality assurance audit is to perform “*periodic reviews or audits of the activities authorized under a certificate*” (CARs 302.503(1)), which includes not just the physical airport infrastructure, but the performance and documentation of plans and programs outlined in the Airport Operations Manual.

The following outlines the plans and procedures authorized under the certificate:

- Town of Fort Frances Airport Safety Management System Plan
- Wildlife Management Plan
- Winter Maintenance Plan
- TP312
- Airport Operations Manual
- Emergency Response Plan
- Obligations of the Operator

As outlined in RFP #2022-OF-13, the Airport is seeking qualified proponents to submit a proposal to conduct a full quality assurance audit of all activities authorized under the Fort Frances Municipal Airport operating certificate to ensure compliance with Canadian Aviation Regulations and per the Fort Frances Municipal Airport Safety Management System manual.

1.3. UNDERSTANDING THE PROJECT

Winnipeg Airport Services Corp. (WASCO) understands firsthand the challenges and opportunities with operating airports and the associated regulatory compliance. As detailed below in our proposal submission, WASCO has developed an industry leading team of aviation Safety Management professionals, bridging the gap between ‘consultant’ and ‘operator’. Our focus is partnership and leveraging our team to improve the safety and economic viability of airports of all sizes across Canada.

The Safety Management Team is led by Trevor Zemliduk, who has extensive experience in all aspects of aviation, including airport design, regulatory compliance, operations and management. With over twenty years of aviation expertise, Trevor understands the issues facing Canadian airports and airport operators.

WASCO is confident that our experienced dedicated SMS team has the skills, knowledge and experience to successfully deliver the work program and exceeding the expectations of the Fort Frances Municipal Airport and WASCO is committed to delivering on that promise.

2.0 WINNIPEG AIRPORT SERVICES CORP. (WASCO)

2.1. OVERVIEW

WASCO is a wholly owned subsidiary of Winnipeg Airports Authority operator of the Winnipeg James Armstrong Richardson International Airport, the 7th busiest airport in Canada in terms of passenger activity. WASCO, either directly or through our wholly owned subsidiaries and joint ventures, is dedicated to providing innovative and cost-effective Airport Operations, Airport Management, Facility Maintenance and Technical Services solutions to airports throughout Canada.

WASCO was conceived from the idea that the Winnipeg Airports Authority team has an expertise and passion that can be shared and leveraged beyond the immediate borders of the Winnipeg International Airport to support the greater aviation community.

With this vision, WASCO was created.

Our first major undertaking was the award of the airport operations and management concession for the Iqaluit International Airport. Awarded by the Government of Nunavut, this 30-year PPP (Public Private Partnership) was the first of its kind in Canada and includes the design, build, finance, maintenance and operation of the Iqaluit International Airport. Nunavut Airport Services Limited (NASL) – a wholly owned subsidiary of WASCO – holds the Transport Canada airport operating certificate and is responsible for airport management and operations for the contract period.

2.2. WASCO – MISSION, VISION & VALUES

At WASCO, we believe that the most successful relationships are those that are built on partnership and collaboration, and we implement this philosophy in every project in which we are engaged. Although we provide professional services, we are not a consultancy and do not engage in projects simply to generate revenue or create profit. In fact, our ideal financial model is based upon a cost-plus recovery basis providing open financial transparency to our clients.

Put simply, we believe that in the broader aviation community we are all partners, and as leaders within this community it is incumbent that we share and leverage our expertise to drive innovation and growth not just within our immediate borders, but throughout Canada and abroad.

Shared by our corporate parent company, Winnipeg Airports Authority, our vision at WASCO is to lead transportation, innovation and growth under the mission of:

“With our community, we provide excellent airport services and facilities in a fiscally prudent manner.”

We achieve our vision and execute our mission through the following values:

- Respect
- Integrity
- Service
- Excellence

Through these values, WASCO is able to deliver innovative and cost-effective solutions that will not only drive the change necessary to ensure both regulatory compliance and effective resource utilization but will do so while fostering a collaborative partnership with the Airport to achieve your corporate objectives for your stakeholders in your local community.

2.3. SIMILAR PROJECT EXPERIENCE

WASCO has extensive Safety Management System and Quality Assurance experience at airports both large and small throughout Canada, including:

Government of Nunavut – Nunavut Airports Division

WASCO, through our subsidiary WASCO North, was appointed in 2017 to develop, implement, administer and manage the Safety Management System and Quality Assurance Program for the twenty-four airports owned and operated by the Government of Nunavut – Nunavut Airports Division.

Over the past 60 months since assuming administration and management of the program, WASCO has achieved the following successes:

- Obtained Corrective Action Plan approval from Transport Canada on several major findings dating back to 2014
- Completed re-write and simplification of the Safety Management System
- Reduced the number of daily forms submitted by airports from six to two (daily inspection report and hazard event report).
- Implemented a new digital reporting system (previously fax reports were used)
- Development of standard templates for Hazard Identification Risk Assessments, Safety Cases (proactive reporting), Five-Why's Root Cause Analysis and Hazard Registry
- Investigated several new software solutions to facilitate the reporting and documentation of hazard reporting, including: Q5, iAuditor (and associated Spotlight), SmartSheet with analytical support using Power BI, and digital fillable Adobe PDF

- Increased the daily participation rate of airports from less than 50% to over 95%
- Through review of the daily inspection reports, identified more than 1,500 hazards beyond those reported by individual airports
- Completed the first Quality Assurance Audit of all twenty-four airports in 2017
- Initiated the three-year cyclical Quality Assurance Audits at ten airports in 2018, eight airports in 2019, eight airports in 2020 and eight airports in 2021.
- Facilitated twenty-four table-top Emergency Response Plan exercises in twenty days (including debrief and submission to Transport Canada) following immediate Transport Canada finding
- Participated on sixteen Program Validation Inspections / Process Inspections in 2017, 2018 and 2019
- Reduced the number of outstanding hazard reports from over 1,200 to roughly 100
- Development of an intuitive 'health check' dashboard for use by Nunavut Airport management including Accountable Executive (Deputy Minister)

Winnipeg International Airport – Winnipeg Airports Authority

Appreciating the success of the Nunavut Airports Division solution, Winnipeg Airports Authority engaged WASCO to similarly simplify their Safety Management System and provide support through the appointment of a Manager and other support staff to ensure the success of the program. This included review of outstanding hazard reports and developing new systems to identify hazards through the daily 'tickets' logged by the Airport Operations Center using Maximo.

WASCO is further supporting Winnipeg Airports Authority through the custom development of a Safety Management interface in Maximo.

Iqaluit International Airport – Nunavut Airport Services Limited

WASCO, through our wholly owned subsidiary Nunavut Airport Services Limited, was engaged by the Government of Nunavut to maintain and operate the Iqaluit International Airport on a thirty-year P3 concession agreement. WASCO provides full Safety Management System services for the Iqaluit International Airport through our SMS Team.

Michael O’Gorman, Managing Director for WASCO, is also the Accountable Executive for the Iqaluit International Airport.

The Pas Airport, Manitoba

The Pas Airport is a small community Airport in northern Manitoba with daily scheduled passenger service by Calm Air. The Airport is a base for Manitoba Sustainable Resources (Wildfire Program) during summer months and is frequently used for medevac purposes.

In late 2016 WASCO was engaged by the Town of The Pas to provide Airport Management services. Due to challenges in filling a long-standing Airport Manager vacancy which ultimately resulted in enhanced enforcement, Transport Canada recommended WASCO to fill this vacancy

through long-term contract. Under the terms of the agreement, the Airport would continue to be owned and operated by the Town, however WASCO would provide an Airport Manager, working on a rotational basis from Winnipeg.

Additional SMS Services

The WASCO team has also provided Safety Management System program support to other airports throughout Canada, including delivering Risk Assessment Workshops and developing Corrective Action Plans for review and approval by Transport Canada.

Quality Management Program

Outside of Safety Management Systems, WASCO also operates three ISO Certified operations, including the entire Iqaluit International Airport maintenance and operation, the Airport Operations Centre, Pass Office and Baggage Operations at the Winnipeg International Airport and activities at the Kelowna International Airport.

Several WASCO staff are certified as ISO 9001:2015 Lead Auditors, including our Quality Manager and Airport Safety Programs Auditors/Coordinators.

2.4. CORPORATE AUDITING EXPERIENCE

WASCO has extensive experience inclusive and beyond that required per the Canadian Aviation Regulations. In addition to our experience in delivering Safety Management Systems for thirty-three airports, WASCO has conducted Canadian Aviation Regulations Quality Assurance Audits for seventy-three airports over the past five-years, WASCO also administers and manages three different ISO 9001 Certified airport operational environments, which includes:

- Iqaluit International Airport – Entire Airport Operations and Management
- Winnipeg International Airport
 - Airport Operations Centre
 - Pass Office
 - Baggage Operations Centre
 - Janitorial Services
- Kelowna International Airport
 - Airport Facility Maintenance
 - Janitorial Services
 - Airfield Electrical Services

Under these programs, WASCO is required to conduct annual performance services audits and participate in re-Certification audits to maintain ISO certification. With respect to the Iqaluit International Airport, under the term of the 30-year P3 (Public Private Partnership) WASCO is required to conduct annual audits of key airport plans, both regulatory and non-regulatory. These audits are then submitted to the Government of Nunavut in accordance with the Project Agreement.

WASCO has six staff, five of which are the SMS Auditors, who are certified as ISO Lead Auditors, with the sixth being the Manager responsible for auditing the Iqaluit International Airport ISO and Project Agreement audits.

2.5. FAMILIARITY WITH TRANSPORT CANADA

WASCO has extensive experience and familiarity with Transport Canada regulatory requirements, as demonstrated through our management of five different airport operating certificates through either WASCO, our parent company or our wholly owned subsidiaries. These airports include The Pas Airport, Dawson Creek, Stephenville International Airport, Iqaluit International Airport and the Winnipeg James Armstrong Richardson International Airport.

Further to this, WASCO is directly associated with the operation of twenty-five other airports, including the twenty-four airports owned and operated by the Government of Nunavut and the Kelowna International Airport.

Additionally, WASCO staff, including Mr. Zemliduk and several other key staff, have extensive experience in airport operations, management, planning, design and regulatory compliance. Our team works closely with Transport Canada on behalf of our airport partners, having participated and supported over twenty-four Transport Canada Program Validation Inspection (PVI) or Process Inspection (PI) audits conducted by Transport Canada over the past five years.

2.6. PREVIOUS TRANSPORT CANADA AVIATION AUDIT EXPERIENCE

Over the past five years, WASCO has completed seventy-three full or partial Safety Management Systems Quality Assurance Program Audits at the following airports:

- Nunavut Airports – 56 Audits at 24 Airport Sites
- Winnipeg International Airport (Partial Audit)
- Thunder Bay International Airport (Full Audit)
- Kelowna International Airport (Partial Audit)
- Iqaluit International Airport (Partial Audit)
- The Pas Airport (Full Audit)
- Fort Frances Municipal Audit (Full Audit)
- Moosonee Airport (Full Audit)
- Sioux Lookout Municipal Airport (Full Audit)
- Timmins Victor M Power Airport (Full Audit)
- Stephenville International Airport (Full Audit)
- Dawson Creek Airport (Full Audit)
- Northern Rockies Regional Airport (Full Audit)
- Penticton Airport (Full Audit)

- Port Hardy Airport (Full Audit)
- Sandspit Airport (Full Audit)
- Victoria Harbour Airport (Full Audit)
- Churchill Airport (Full Audit)

2.7. PROJECT REFERENCES

Airport The Pas Airport
 Client Name Jennifer Early
 Accountable Executive
 Town of The Pas
 Client Contact Phone: +1.204.627.1109
 Email: jenne@townofthepas.ca

Airport Sioux Lookout Municipal Airport
 Client Name Ben Hancharuk
 Airport Manager
 Corporation of the Municipality of Sioux Lookout
 Client Contact Phone: +1.807.737.0559
 Email: manager@cyxl.ca

Airport Timmins Victor M Power
 Client Name Dave Dayment
 Airport Manager
 Town of Timmins
 Client Contact Phone: +1.705.360.2610
 Email: David.Dayment@timmins.ca

2.8. ABILITY TO DELIVER

WASCO commits that our team has the capability to deliver the work program, as detailed above, in conjunction with any existing or future commitments. WASCO commits to undertaking the audit with the final report delivered by September 30, 2022.

3.0 PROJECT TEAM MEMBERS

3.1. MANAGEMENT TEAM

The following summarizes the skills, knowledge and experience of our project management team.

Trevor Zemliduk

Director, Airports

Mr. Trevor Zemliduk is a talented operation executive with more than 20 years' experience in the aviation industry. His energy, motivation and passion for excellence has powered his aviation career. He is currently the Director, Airports for WASCO.

Trevor has led a team at WASCO to develop, implement and deliver a Safety Management System (SMS) program and Quality Assurance Program (QAP) for 32 airports across Canada (compliant with Canadian Aviation Regulations 'CARS') and the Caribbean (compliant with International Civil Aviation Organization 'ICAO'). Trevor has managed station operations for a leading Canadian airline along with leveraging his experience to improve their global deice manual, training, quality assurance program, oversight and continuous improvement initiatives. He was fundamental to the successful startup and operation of the YWG CDF, Waterloo and Chicago O'Hare de-icing operations. Throughout his career, fostering of relationships and solution-based approach to all scenarios has proven beneficial for customers/partners and driven business development.

Trevor is a Certified Member (CM) of the International Association of Airport Executives (IAAE), member in 'good standing' Society of Automotive Engineers (SAE) G12, member of the Manitoba Aviation Council (MAC), has previously chaired and co-chaired Airline Consultative Deice Committees and participated in the airport best practices committee.

Nevin Edmundson

Manager, Airport Safety Programs

Nevin Edmundson leads the WASCO SMS team and is responsible for the delivery of SMS programs for 32 Airports. As the person managing the Safety Management System, Mr. Edmundson works closely with Transport Canada, Nav Canada, and air carriers to continuously improve and refine SMS programs under administration and management of WASCO. Nevin has an extensive background in Airfield and Airport Operations with the Winnipeg James Armstrong Richardson International Airport, including 3 years as an Airfield Equipment Operator, 9 Years as an Airfield Electrician, before moving into the Air Terminal Building as a Manager, Airport Operations for 3 years.

3.2. AUDIT TEAM

The following summarizes the skills, knowledge and experience of our project audit team:

Mr. Chris Angulo

Airport Safety Auditor

Chris Angulo joined WASCO in 2019 and has over 30 years of progressive aviation experience. As a member of the WASCO team, Chris plans, coordinates and manages the delivery of the Quality Assurance Program to our airport partners.

Prior to joining WASCO, Mr. Angulo was a coordinator at a major regional airline. Chris is certified as an ISO lead Auditor (TPECS) Quality Management System.

Mr. Syed Rizvi

Airport Safety Auditor

Mr. Syed Rizvi joined WASCO in 2017 and has 4 years aviation experience and is a graduate from Georgian College, Aviation Management Advance Diploma program. Mr. Rizvi held two co-op terms in operational airport environments, one at the Region of Waterloo International Airport and the other at the Billy Bishop Toronto City Airport. Since joining WASCO, Mr. Rizvi has participated or led audits at over 10 airport sites, including at the Winnipeg International Airport. Mr. Rizvi is also certified as an ISO Lead Auditor (TPECS) Quality Management System.

3.3. ADDITIONAL RESOURCES

The following outlines the additional resources that makeup the WASCO SMS team:

SMS Manager – Overall responsibility for the implementation and delivery of the Safety Management System. Reviews corrective action plans and chairs monthly safety meetings with airport staff. Delivers quarterly meetings with Accountable Executives and jointly establishes annual goals and objectives.

SMS Coordinator(s) – Reviews daily inspection reports and hazard reports and creates event reports in accordance with the approved safety management system. Depending on the initial risk score, will prepare a corrective action plan, or where appropriate, execute an investigation. Assigns corrective actions to the appropriate manager and confirms completion of the corrective action plan. Identifies needs for proactive reporting and executes safety studies and Hazard Identification Risk Assessments. Participates in monthly safety meetings and the supports the development of annual goals and objectives.

SMS Technician – Receives all daily inspection reports and event reports and creates, where applicable, an event report to be actioned by the Coordinator(s). Prepares all template reports and manages all data associated with event reports, corrective action plans and risk assessments. Maintains data in software database for further data analytics and Transport Canada reporting.

Quality Assurance Auditor(s) – Acting independently from the SMS team, the Quality Assurance Auditor(s) conducts the physical, regulatory and performance audit of the airport environment, regulatory programs and safety management system once every three years. The results of the audits are then submitted to the Accountable Executive for review and once approved are input into the Safety Management System for action. Quality Assurance Audit team has ISO 9001:2015 Lead Auditor Certification.

3.4. TEAM ASSIGNMENT

On this assignment, it is proposed that Mr. Zemliduk will hold overall executive responsibility of the program supported by Mr. Edmundson as Project Manager. Depending on the audit schedule, it is proposed that Mr. Angulo will lead the on-site Audit and will be supported by Mr. Rizvi. Both Mr. Angulo and Mr. Rizvi will participate as part of the document review with peer review conducted by Mr. Edmundson.

Development of the Corrective Action Plans will be led by Mr. Nevin Edmundson and will be supported by the SMS Coordinator(s) and SMS Technician.

It is proposed that a minimum of two individuals will participate on the on-site portion of the SMS Audit to ensure full physical assessment, full performance review and key person interviews.

4.0 APPROACH AND METHODOLOGY

4.1. PROJECT OVERVIEW

WASCO proposes to successfully execute the work program in three distinct work phases:

Phase 1 – Planning the Audit

Phase 2 – Conducting the Audit

Phase 3 – Audit Reports

The following outlines the methodology that WASCO proposes to undertake in delivering the work program as per the three phases detailed above.

4.2. TASK 1 – PROJECT INITIATION (PHASE 1)

At the outset of the project, it is proposed that the WASCO audit team would coordinate a kick-off meeting via conference call. In advance of this kick-off meeting, the WASCO team would circulate an agenda and a list of documents required to conduct the audit. At a minimum, documents would include the plans listed in S.1.2 of this proposal but may include additional items not currently listed. During the kick-off call the project schedule would be finalized, including dates of the proposed audit and delivery of the final audit report. It is proposed that minutes would be circulated following the kick-off meeting.

4.3. TASK 2 – AUDIT PREPARATION (PHASE 1)

Once WASCO receives the Airport documents, it is proposed that a pre-audit review of all background documents would be conducted to prepare for the audit execution. During this time, the Audit Plan would be prepared and circulated to the Airport for review. The WASCO Audit Plan would be circulated at least two weeks prior to conducting the audit.

4.4. TASK 3 – DOCUMENT REVIEW (PHASE 2)

Immediately following receipt of the documents, it is proposed that WASCO would complete the document review. This portion of the review is the most time-consuming aspect of the audit, since all documents will be reviewed based on: Transport Canada regulatory requirements, industry best practices. It is proposed that WASCO will utilize standard and custom developed check-list to execute the document review.

It is proposed that WASCO would supplement standard documents checklists with those developed by WASCO, which provide additional information and analytics to the Airport incorporation into the Safety Management System.

4.5. TASK 4 – AUDIT EXECUTION (PHASE 2)

The Quality Assurance Audit would be conducted over a period of two days on-site and would include a physical infrastructure audit of the airfield, on-site document review, records and documentation review and interviews.

It is proposed that immediately following the completion of the audit, that a verbal debrief of key findings would be provided. Immediately following the physical audit, a re-review of the documents would take place to validate the document review against the on-site physical airport infrastructure.

4.6. TASK 5 – REPORTING (PHASE 3)

Following the document review, it is proposed that WASCO would provide a detailed report, including completed checklists, of the completed audit. A draft of the audit report would be initially circulated, then following a conference call, would be finalized.

The audit report would include copies of any photographs taken and check-lists utilized. Records of the interviews would not be provided to maintain confidentiality.

4.7. TASK 6 – DEVELOPMENT OF CORRECTIVE ACTION PLANS (PHASE 3)

The following task is proposed to be delivered by WASCO as a value-add solution with respect to incorporating the Quality Assurance findings back into the Safety Management System. In our experience in delivering SMS programs, we have found that often Airport resources are overloaded immediately following an audit, making it difficult to implement corrective actions. It is therefore proposed that WASCO would continue to support the Airport following the delivering of the audit findings through the drafting and submission of Corrective Action Plans.

Once drafted, the Corrective Action Plans would be reviewed by the Airport SMS Committee, with WASCO making any necessary revisions. The Corrective Action Plans would follow the Transport Canada format and include the following components:

- Factual review of the finding
- Pre and post mitigation risk
- Root Cause analysis
- Short term action plan with expected completion date

- Long term action plan with expected completion date
- Evaluation of Corrective Action Plan

It is proposed that the findings identified, and subsequent Corrective Action Plans developed as a result of the Audit will be executed in a similar manner to Transport Canada findings. In that a factual review of the findings and root cause analysis will be developed based on the governing finding or identified trend.

4.8. TASK 7 – PROJECT CLOSEOUT MEETING (PHASE 3)

At the close of the project, once all Corrective Action Plans have been addressed, or at a time when the Airport chooses to end the work program, an project close-out meeting would take place directly with the Airport team. It is proposed that the project will be completed, as required per the RFP, no later than December 1, 2022.

4.9. PROJECT SCHEDULE

The following Table 4-1 outlines the proposed project schedule:

Table 4-1 Proposed Project Delivery Schedule

	Estimated Start	Duration	Estimated Completion
Phase I: Planning the Audit	AUG 15, 2022	2 Weeks	AUG 26, 2022
Phase II: Conducting the Audit	AUG 29, 2022	1 Week	SEPT 2, 2022
Phase III: Audit Reports	SEPT 5, 2022	2 Weeks	SEPT 16, 2022
Town Review of Draft Report	SEPT 19, 2022	1 Weeks	SEPT 23, 2022
Prepare Final Report	SEPT 26, 2022	1 Week	SEPT 30, 2022

It is proposed that the Draft Report would be presented to the Town September 19, 2022 and that any comments would be received by the Town no later than September 23, 2022. WASCO would then finalize any comments and submit the final report September 30, 2022.

5.0 PROFESSIONAL FEE ESTIMATE

5.1 PHASE I - PHASE III WORK PROGRAM

The following outlines the professional fee estimate for the Phase I -III of the work programs as outlined in Section 4, above.

Table 5-1 Professional Fee Estimate Summary

	TZ \$150/HR	NE \$100/HR	SMS Tech \$85/HR	Total (Hrs)	Total Cost
Phase I: Planning the Audit					
Task 1 – Project Initiation	1.0	1.0	2.0	4.0	\$420.00
Task 2 – Audit Preparation	--	4.0	4.0	8.0	\$740.00
Phase II: Conducting the Audit					
Task 3 – Document Review	1.0	4.0	16.0	21.0	\$1,910.00
Task 4 – Audit Execution	--	--	48.0	48.0	\$4,080.00
Phase III: Audit Reports					
Task 5 – Reporting	--	4.0	8.0	12.0	\$1,080.00
Task 6 – Development of CAPs	N/C	N/C	N/C	N/C	--
Task 7 – Project Close Out	1.0	1.0	2.0	4.0	\$420.00
Sub-Total Professional Fees	3.0	14.0	80.0	97.0	\$8,650.00
Disbursements (Estimated)					
Travel (Vehicle, Meals & Accommodation)					\$1,550.00
Sub-Total Disbursements					\$1,550.00
HST (excluding Disbursements)					1,124.50
Total					\$11,324.50

Notes:

1. Fixed professional fees.
2. Audit team anticipated to spend approximately two days on-site.
3. All disbursements are estimated.
4. SMS Tech is a blended rate of Airport Regulatory Programs Coordinator(s) and Airport Regulatory Programs Auditor(s)
5. It is proposed that two staff will be on-site during the audit.
6. All fees excluding applicable taxes.

6.0 SUBMISSION REQUIREMENTS

6.1. INSURANCE

As a wholly owned subsidiary of Winnipeg Airports Authority, WASCO confirms that we have and will maintain throughout the duration of the Contract, a comprehensive insurance policy of Professional Liability in the amount of not less than \$2,000,000.00 inclusive per occurrence. Proof of insurance will be provided upon request of the Town of Fort Frances.

6.2. HEALTH AND SAFETY

As a wholly owned subsidiary of Winnipeg Airports Authority, WASCO maintains a robust Health and Safety Program for our employees, management and contractors. WASCO commits that all activities delivered under this work program will be in accordance with our internal Health and Safety Program in addition to any additional obligations under the Occupational Health and Safety Act.

6.3. STATUTORY DECLARATION

Please find enclosed Appendix A, an executed copy of the Statutory Declaration.

6.4. SAMPLE AGREEMENT

Please find enclosed as Appendix B a sample copy of our standard agreements. Please note that this is a sample only and WASCO is open to discussions on content.

7.0 CLOSING

Winnipeg Airport Services Corp. appreciates the opportunity to partner with the Town of Fort Frances on the delivery of an Internal Quality Assurance Audit of the Town of Fort Frances Municipal Airport Safety Management System.

Our objective at WASCO North is to focus on the process of safety management, so that you and your staff can focus on the performance of safety management.

If you have any questions, please do not hesitate to call.

Sincerely,



Trevor Zemliduk, C.M.
Director, Airports
Winnipeg Airport Services Corp.

Appendix A

STATUTORY DECLARATION

In submitting this proposal, I/We, on behalf of WINNIPEG AIRPORT SERVICES CORP. (WASCO)
 Legal Name of Company
 certify the following:

- (a) I/We have a health and safety policy and will maintain a program to implement such policy as required by clause 25(2) (j) the *Occupational Health and Safety Act*, R.S.O. 1990, c.O.1, as amended, (the "OHSA").
- (b) With respect to the services being offered in this proposal, I/We and our proposed sub-contractors, acknowledge the responsibility to, and shall:
 - (i) fulfill all of the "employer" obligations under the OHSA and ensure that all work is carried out in accordance with the OHSA and its regulations.
 - (ii) ensure that adequate and competent supervision is provided as per the OHSA to protect the health and safety of workers; and
 - (iii) provide information and instruction to all employees to ensure they are informed of the hazards inherent in the work and understand the procedures for minimizing the risk of injury or illness.
- (c) I/We agree to take every precaution reasonable in the circumstances for the protection of worker health and safety, as required under the OHSA.

Dated at WINNIPEG this 7th day of July 2022.

TREVOR ZENLIUK
 (Authorized signing agent for the Firm)

WASCO - DIRECTOR, AIRPORTS
 (Title)

204.291.0290
 (Telephone Number)

Appendix B

**WINNIPEG AIRPORT SERVICES CORP.
CONSULTING AND PROFESSIONAL SERVICE CONTRACT**

ARTICLES OF AGREEMENT

These **Articles of Agreement** are made as of the DD day of MONTH, YEAR.

BETWEEN

WINNIPEG AIRPORT SERVICES CORP.
(referred to as "WASCO")

- and -

(INSERT CLIENT NAME HERE)
(referred to as the "Client")

WHEREAS the Client has requested that WASCO provide a proposal for the provision of professional airport operations, management and/or technical services;

AND WHEREAS the Client now wishes to enter an agreement with WASCO for the provision of the Services and the Contractor has agreed to provide such Services to the Client;

AND WHEREAS the Client and WASCO now wish to set out the terms and conditions relating to the provision of such Services;

NOW THEREFORE the Client and WASCO agree as follows:

"Agreement"	means this contract between the Client and WASCO for the provision of the Services;
"Services"	means those Services outlined and described in the Contractor's Proposal dated December 22, 2016 and attached hereto as Appendix "A" .

1. SERVICES

1.1. Services

- 1.1.1. WASCO agrees to fully perform the Services in a competent, timely and professional manner to the satisfaction of the Client within the term and for the price set out herein;
- 1.1.2. WASCO will perform the Services to the standards set out in the Proposal unless agreed, in writing, by mutual agreement between the Client and WASCO.

1.2. Term & Renewal

- 1.2.1. The term of this Agreement shall commence on January 30, 2017 and shall following final completion of the delivery of Services or end on January 29, 2020, (the “Term”) unless earlier terminated in accordance with Article 8 below.
- 1.2.2. This Agreement may be renewed for one (1) additional period of three (3) years (the “Renewal Term”) on the following basis:
- 1.2.3. Any renewal, including modifications as to scope, is subject to mutual agreement of the Parties.
- 1.2.4. The party seeking to renew this Agreement must provide the other party Notice of its desire to renew not earlier than one (1) year, but not later than six (6) months, prior to the expiry of the Term.

1.3. Client Performance Obligations in Respect of the Services

- 1.3.1. The Client acknowledges and agrees the nature of the Services is such that in providing the Services WASCO is obliged to rely upon the ongoing cooperation, collaboration and full participation of the Client.
- 1.3.2. The Client shall provide such cooperation, collaboration and participation as, in WASCO’s reasonable professional opinion is necessary to enable it to provide the Services (the Client’s “Service Obligations”).
- 1.3.3. The Client shall exercise all care, skill, and diligence of a prudent professional in discharging its Service Obligations and shall comply with all the terms and conditions of this Agreement.
- 1.3.4. To the extent the Client’s failure to properly discharge its Service Obligations means WASCO is unable to, or materially hampered in its ability to provide the Services, WASCO shall not be in default of any obligation to provide such of the Services as are affected by the Client’s failure. For the sake of certainty, the Clients’ Service Obligations are not intended to oblige it to pay WASCO more than the Service Fees contemplated by this Agreement.
- 1.3.5. In providing the Services WASCO expressly relies on the completeness and accuracy of the information provided by the Client.
- 1.3.6. The Client represents that it has provided or will, within reasonable time of the execution of this Agreement, provide WASCO with all of the documents, records and other relevant information required by WASCO to perform the Services.
- 1.3.7. During the performance of the Services WASCO shall be entitled to rely on the completeness and accuracy of the reports and information to be provided by the Client except where WASCO expressly acknowledges in writing any such information is or may be incomplete, or inaccurate.

1.4. WASCO’s Performance Obligations in Respect of the Services

- 1.4.1. WASCO shall exercise all care, skill, and diligence of a prudent professional in performing the Services and shall comply with all the terms and conditions of this Agreement.
- 1.4.2. WASCO acknowledges and agrees the nature of the Services is such that in providing

the Services WASCO must, subject to regulatory requirements, act reasonably in the expectations it can place on the Client in respect of the Client's ability to respond to information requests, corrective action and the like.

- 1.4.3. To the extent WASCO's failure to properly perform the Services means the Client is unable to, or materially hampered in its ability to meet its Services Obligations the Client shall not be in default of any obligation to meet such of its Service Obligations as are affected by WASCO's failure.

1.5. Non-Exclusivity

- 1.5.1. WASCO shall provide the Services to the Client on a non-exclusive basis and shall be free to undertake work for third parties during the Term and the Renewal Term (if any).

2. GENERAL CONDITIONS

2.1. Ownership of Documents

- 2.1.1. The copyright in all designs, reports, photographs, drawings, plans, specifications, computer software, surveys, calculations and other data, information and material collected, computed, drawn or produced, including computer printouts. (the "documents") prepared or provided by WASCO in connection with the project belong to WASCO. But the Client shall have a non-exclusive, royalty-free licence to use the documents for the purpose of the project.
- 2.1.2. The Client shall not use the documents other than for the purpose of the project without WASCO's prior written approval and upon such terms as may be agreed between the Client and WASCO.
- 2.1.3. With the consent of the Client, WASCO may publish alone, or in conjunction with any other person, any articles, photographs, or other illustrations relating to the project. The Client's consent for the publication of such materials shall not be unreasonably withheld.

2.2. Patents

- 2.2.1. All concepts, products, or processes which are:
- produced by, or resulting from, the services rendered by WASCO in connection with the project;
 - otherwise developed, or first reduced to practice, by WASCO in the performance of the services; or
 - patentable, capable of trademark, or otherwise,
- shall be and remain the property of WASCO.
- 2.2.2. The Client shall have a non-exclusive, royalty-free licence to use all concepts, products, or processes, which are:
- patentable, capable of trademark, or otherwise; or
 - produced by, or resulting from, the services rendered by WASCO in connection with the project, for the life of the project, and for no other purpose or project.

2.3. Confidential Information

- 2.3.1. It is the responsibility of each party to identify to the other party all confidential information connected with this project.
- 2.3.2. Confidential information acquired in the course of this project shall not be used or divulged by either party, or their employees, consultants, subconsultants or agents, without the prior written approval of the other party, or as may be required by regulatory authorities having jurisdiction.
- 2.3.3. This requirement shall not prohibit WASCO from acting to correct or report a situation that WASCO may reasonably believe to endanger the safety or welfare of the public, provided WASCO notifies the Client that WASCO intends to provide such notice as soon as reasonably possible.
- 2.3.4. In the event that WASCO becomes legally compelled to disclose confidential information, WASCO shall forthwith notify the Client of this requirement. Such disclosure shall not result in any liability hereunder.

2.4. Successors and Assigns

- 2.4.1. This agreement shall inure to the benefit of, and be binding upon, the parties hereto and their executors, administrators, successors and assigns, except as otherwise provided herein. Neither party may assign this agreement without the prior written consent of the other.

2.5. Changes, Alterations and Additional Services

- 2.5.1. After giving notice to WASCO, the Client may, in writing, at any time after the execution of the agreement or the commencement of the Services, extend, increase, vary, delete or otherwise alter the services or the insurance requirements forming the subject of this agreement.
- 2.5.2. If such action by the Client necessitates additional staff, services, or costs, WASCO shall be paid in accordance with Section 6 for such additional staff employed directly therein, together with such expenses and disbursements as allowed under Section 6.
- 2.5.3. Any reduction in the requirement for Services shall be the subject of negotiation. No such change shall require the execution of a formal amendment to this agreement.

2.6. Termination and Suspension

- 2.6.1. By notice in writing to WASCO, the Client may at any time suspend or terminate the Services or any portion thereof at any stage of the undertaking. Upon receipt of such written notice, WASCO shall perform no further services other than those reasonably necessary to close out WASCO's Services.
- 2.6.2. If either party to this agreement is in default in the performance of any of the party's obligations set forth in this agreement, the other party may require that such default be corrected by written notice. If within 30 days of receipt of such notice such default is not corrected, the other party may immediately terminate this agreement, without limiting any other right or remedy he or she may have.
- 2.6.3. If the Client changes significantly the requirement for WASCO's Services, and subsequent negotiations fail to resolve the matter, WASCO may terminate this agreement by notice in writing to the Client.

- 2.6.4. In the event of suspension or termination of the project resulting from the aforementioned circumstances, the Client shall pay WASCO for all Services performed. Payment shall be calculated in accordance with Section 6.3.1 for any of WASCO's staff employed directly thereon, together with such expenses and disbursements as are allowed under Sections 6.5.1.

2.7. Records

- 2.7.1. To provide data for the calculation of fees on a time basis, WASCO, WASCO's employees, consultants and subconsultants shall keep a detailed record of the hours worked by their staff employed on the project.
- 2.7.2. The Client may inspect these records during regular office hours, on receipt of reasonable notice respecting any item that the Client is required to pay on a time basis as a result of this agreement.
- 2.7.3. When requested by the Client, WASCO shall provide copies of receipts for any disbursements for which WASCO claims payment under this agreement.

2.8. Indemnification

- 2.8.1. Each party to this agreement shall indemnify and save harmless the other party from and against all claims, actions, losses, expenses, costs, or damages that the other party may suffer, sustain, or incur arising from the other party's negligent acts or the negligence of the other party's employees, directors, officers, consultants, subconsultants or agents in the performance of this agreement.
- 2.8.2. The Client further agrees to hold harmless, indemnify, and defend WASCO and WASCO's sub-consultants from and against any and all claims, losses, damages, liability, and costs of defense arising out of, or in any way connected with, incidents or accidents resulting from safety hazards identified by WASCO, either within or outside of the Services, which were not adequately rectified by the Client.

2.9. Disclosure

- 2.9.1. Before commencing the Services, WASCO, on WASCO's behalf and on behalf of WASCO's consultants and sub-consultants, shall disclose to the Client all existing affiliations with firms or individuals who may participate in the execution of the project. During the term of this agreement, WASCO and WASCO's sub-consultants shall also disclose to the Client any new affiliations. Upon receipt of this disclosure, the Client shall accept or reject the affiliated firms or individuals or shall terminate this Agreement.

2.10. Approval by Other Authorities

- 2.10.1. Unless otherwise provided in this Agreement, or explicitly required by legislation, where the work of WASCO is subject to the approval or review of an authority, government department, or agency other than the Client, preparation of applications for approval or review shall be the Client's responsibility.

2.11. Consultants/Subconsultants

- 2.11.1. The consultants and sub-consultants forming part of WASCO's team are listed in Appendix A. These consultants and sub-consultants shall not be changed by WASCO without the Client's prior approval.

2.12. Law Governing Agreement

2.12.1. This agreement shall be governed by the law of the Province of Manitoba.

2.13. Entire Agreement

2.13.1. This Agreement including Appendix A and Appendix B, constitutes the entire agreement between the parties with respect to the subject matter hereof and cancels and supersedes any prior understandings and agreements between the parties hereto with respect thereto. There are no representations, warranties, forms, conditions, undertakings or collateral agreements, express, implied or statutory, between the parties other than as expressly set forth in this agreement.

3. INSURANCE AND LIABILITY

3.1. General

3.1.1. The Client agrees that any and all claims that the Client has or hereafter may have against WASCO in any way arising out of or related to WASCO's duties and responsibilities pursuant to this agreement shall be limited to the value of the fees specified in Appendix B. For the purposes of this provision, "claim" or "claims" means a claim or claims in contract or tort and "WASCO" includes WASCO's officers, directors, employees, representatives and consultants.

3.2. Comprehensive General Liability and Automobile Insurance

3.2.1. The insurance coverage shall be \$5,000,000 for liability and \$2,000,000 for automobile insurance. When requested, WASCO shall provide the Client with proof of comprehensive General Liability and Automobile Insurance (inclusive limits) for both owned and non-owned vehicles.

3.3. Professional Liability Insurance (Errors and Omissions)

3.3.1. The insurance coverage shall be in the amount of \$ 2,000,000. When requested, WASCO shall provide to the Client proof of Professional Liability Insurance carried by WASCO.

3.4. Change in Insurance Coverage

3.4.1. It is understood and agreed that WASCO shall not change or cancel the insurance coverage provided for this project until 60 days after written notice of such change or cancellation has been personally delivered to the Client.

4. RESPONSIBILITIES OF THE CLIENT

4.1. General Responsibilities

4.1.1. The Client shall:

- a) instruct WASCO fully as to the Client's requirements and make available to WASCO all relevant information WASCO requires, including objectives, constraints and criteria, special equipment and systems, site requirements, and project budget. WASCO shall be entitled to rely upon the accuracy and completeness of all such information and data furnished through the Client, or the Client's consultants, whether such consultants are engaged at WASCO's request or not;

- b) engage others directly, where required by WASCO, to perform the specialized services necessary to enable WASCO to carry out fully WASCO's duties. The retention of such specialized services by the Client shall be subject to the joint approval of the Client and WASCO;
- c) give WASCO the authority to act as the Client's agent in all matters falling within the scope of the Services;
- d) review promptly all documentation submitted by WASCO, and inform WASCO of decisions in time for the orderly progress of WASCO's services and of the project;
- e) obtain and pay for all required consents, approvals, licences, and permits from authorities having jurisdiction;
- f) arrange and make provision for WASCO's entry and access to public and private property and the project site in the performance of the duties;
- g) arrange and pay for tender advertising, and any legal, financial or insurance advice required for the project;
- h) designate in writing a representative to have authority to transmit instructions to, and receive information from, WASCO, and advise WASCO in advance if this representative is to be changed;
- i) notify WASCO immediately, whenever the Client, or the Client's representative, becomes aware of a defect or deficiency in the work, or the contract documents.

5. GOVERNANCE

5.1. Co-operative Governance Framework

5.1.1. Throughout the Term and the Renewal Term (if any) the Parties shall operate under a co-operative governance framework as set out in this Article.

5.1.2. The objectives of the co-operative governance framework are to:

- a) Ensure effective and timely oversight, contract management and decision-making through clearly defined roles and responsibilities and reporting mechanisms;
- b) Instill effective governance processes that provide for open and honest dialogue and the rapid escalation of relationship problems;
- c) Effectively identify and resolve difficult issues through a process of cooperative interest-based negotiations involving timely escalation, as required, through the governance process;
- d) Ensure an effective relationship management process exists throughout the life of the agreement including communication, decision-making, reporting, measurement, issue resolution and dispute resolution processes.

5.1.3. The Parties agree to adhere to the following guiding principles for governance:

- a) The parties should be proactive in identifying sources of disagreement and discord and take timely action before they become matters of dispute;

- b) Issues should be resolved through a process of cooperative discussions and negotiations at the lowest appropriate level in the governance hierarchy;
- c) If any such issues cannot be resolved at that level, they will be escalated upwards in accordance with this governance framework;
- d) Successful implementation of this agreement will require a high degree of co-operation, communication and co-ordination (collectively, “**Co-operation**”) between them. Each commits to provide the necessary Co-operation during the Term and agrees the failure to do so shall be a relevant consideration in the resolution of any dispute arising in respect of this Agreement;
- e) Instill effective governance processes that provide for open and honest dialogue and the rapid escalation of relationship problems;
- f) Effectively identify and resolve difficult issues through a process of cooperative interest-based negotiations involving timely escalation, as required, through the governance process;
- g) Ensure an effective relationship management process exists throughout the life of the agreement including communication, decision-making, reporting, measurement, issue resolution and dispute resolution processes.

5.1.4. Any governance processes and procedures should enable the parties to:

- a) Understand and execute their responsibilities and accountabilities under this Agreement;
- b) Work co-operatively together over the Term, subject to the specific rights of a party under this Agreement;
- c) Develop and maintain high quality relationships; and
- d) Accommodate the life-cycle of the agreement and adapt to changing environments.

5.1.5. The Parties commit to utilizing this Governance Process, including by requiring their respective representatives to attend meetings and to participate in the activities associated with the effective governance of this Agreement.

5.2. Governance Process

5.2.1. To facilitate effective governance each Party shall assign:

- a) An accountable contract manager to be the primary day-to-day point of contact for all issues related to this Agreement (collectively, the “**Contract Managers**”); and
- b) A senior representative responsible for the overall implementation of this Agreement (collectively, the “**Senior Representatives**”).

5.2.2. The Contract Managers shall be responsible for all aspects of the day-to-day administration of this Agreement and, respectively, the performance of the Services and the Client’s Service Obligations. The Contract Managers shall each have the authority to bind their respective principals in connection with the administration of this Agreement.

- 5.2.3. Any issues, disagreements, disputes, or the like (an “Issue”) related to this Agreement, the Services or the Client’s Service Obligations shall first be addressed by the Contract Managers.
- 5.2.4. In the event the Contract Managers are unable to resolve an Issue between them, the Issue shall be escalated to the Senior Representatives. The Contract Managers shall ensure the speed with which an Issue is escalated is commensurate with the significance and/or urgency of the situation and that the Senior Representatives are provided with such documentation and background information as they may reasonably require to make an informed decision in respect of the Issue.
- 5.3. Arbitration**
- 5.3.1. In the event of a material failure of the Governance Process, matters in dispute under this agreement may be referred to arbitration.
- 5.3.2. No person shall be appointed to act as an arbitrator who has an interest, financial or otherwise, in the conduct of the work on the project, or the business or other affairs of either the Client or WASCO.
- 5.3.3. The arbitrator’s award shall be final and binding upon the parties. The provisions of the Manitoba Arbitration Act shall apply.

6. FEES AND DISBURSEMENTS

6.1. Definitions

- 6.1.1. For the purpose of this agreement, the following definitions shall apply:
- a) Hourly Billing Rate - The hourly billing rate is defined as the hourly rate for billing purposes for each of WASCO’s employees working on the various phases of the project. It shall include charges for computers and equipment used by WASCO for the project. This rate is subject to cost of living and merit adjustments on 12-month intervals from the date of this agreement.
 - b) Site - Site includes the actual project site and other locations where the work is carried out.

6.2. Basis of Payment

- 6.2.1. The Client shall pay WASCO in accordance with Appendix B and the following sections.

6.3. Fees Calculated on a Time Basis

- 6.3.1. The Client shall pay WASCO a fee, calculated on a time basis, for that part of the services described as such in Section 1.1.1. Fees shall be computed on the basis of hourly billing rates as included in Appendix B, which forms part of this agreement.
- 6.3.2. All time expended on the assignment shall be chargeable, whether it is expended in WASCO’s office, at the Client’s premises, or elsewhere. Chargeable time also includes, but is not limited to, time expended by technical and clerical staff to prepare such documents as reports and specifications.
- 6.3.3. Reimbursable expenses, specialized computer services and equipment, and applicable sales taxes are additional to the fees calculated on a time basis.

6.4. Fees on a Lump-Sum Basis

- 6.4.1. The Client shall pay WASCO a lump-sum fee (fixed fee) in accordance with Appendix B for that part of the services described as such in Section 1.1.1. Reimbursable expenses, specialized computer services and equipment, and applicable sales taxes are additional to the lump-sum fee unless otherwise noted in Appendix B.

6.5. Reimbursable Expenses

- 6.5.1. WASCO shall be reimbursed at cost, plus an administrative charge as indicated in Appendix B for all reasonable expenses WASCO incurs properly in connection with the project, including applicable sales taxes. Reimbursable expenses include, but are not limited to:

- vehicle use charges;
- travelling and living expenses;
- long-distance telephone and telecommunication charges;
- printing and reproductions;
- progress photographs;
- special or express delivery charges;
- overtime premiums;
- the cost of providing and maintaining a site office;
- supplies and equipment;
- others.

6.6. Applicable Sales Taxes

- 6.6.1. Applicable sales taxes comprise federal and provincial sales taxes, and value-added taxes applicable to WASCO's fees or any other payments hereunder, such as the Retail Sales Tax and the Goods and Services Tax.

7. PAYMENT

7.1. When Fees are Calculated on a Time Basis

- 7.1.1. Unless the Client has consented to the contrary, WASCO shall submit monthly to the Client an invoice identifying the:
- a) WASCO's consultants' and sub-consultants' employees;
 - b) time spent by these employees on the project; and
 - c) hourly billing rates, reimbursable expenses, specialized computer services and equipment, and applicable sales taxes for all services completed in the immediately preceding month.

7.2. When Fees are on a Lump-Sum Basis

- 7.2.1. WASCO shall monthly submit to the Client invoices based on the progress of the project. Monthly invoices shall include WASCO's fees, reimbursable expenses, specialized computer services and equipment, and applicable sales taxes.

7.3. Payment by the Client

7.3.1. The Client shall pay within 30 days after submission all invoices WASCO submits to the Client under this agreement.

7.3.2. Interest at 1.5% per month shall be paid on the total unpaid balance, commencing 30 days after the date of WASCO's invoice.

8. TERMINATION

8.1. Right to Terminate Services

8.1.1. This Agreement may be terminated prior to the expiry of the Term or Renewal Term (if any):

- a) By the Client, on six (6) months' Notice if the Client, acting reasonably and in good faith, is satisfied WASCO has, without reasonable cause and despite repeated warning, repeatedly been in material default in the performance of the Services;
- b) By WASCO, on six (6) months' Notice, if WASCO, acting reasonably and in good faith, is satisfied the Client has, without reasonable cause and despite repeated warning, repeatedly been in material default in the performance of the Client's Service Obligations;
- c) By WASCO, on immediate Notice, where a material breach of the Client of a material obligation under this Agreement substantially frustrates or renders it impossible for WASCO to perform its obligations under this Agreement for a continuous period of one (1) month following Notice to remedy the same by the WASCO to the Client;
- d) By the Client, on immediate Notice, where a material breach of WASCO of a material obligation under this Agreement substantially frustrates or renders it impossible for the Client to perform its obligations under this Agreement for a continuous period of one (1) month following Notice to remedy the same by the Client to the WASCO;
- e) By WASCO on immediate Notice if WASCO, acting reasonably and in good faith and having provided the Client with warning commensurate with the seriousness of the issue, is of the professional opinion the Client has failed or neglected, without reasonable cause, to implement material recommendations related to the Services and such failure or neglect poses an imminent and serious danger to the safety or health of the public;
- f) By WASCO on immediate Notice for a failure by the Client to pay an undisputed invoice that is due and payable by the Client under this Agreement, within ten (10) business days of service of a Notice to the Client requesting payment of the overdue sum;
- g) By either Party on immediate Notice if either Party terminates or suspends its business, becomes subject to any bankruptcy or insolvency proceedings, or becomes subject to direct control by a trustee, receiver or similar authority;
- h) By either Party on two (2) weeks' Notice if an actual or potential labour dispute delays or threatens to materially delay timely performance of the

Services or the Client's Service Obligations;

- 8.1.2. This Agreement shall terminate as of the day set out in the written Notice for termination and WASCO shall forthwith invoice the Client for work performed up to the date of termination.
- 8.1.3. In the event this Agreement is terminated the Parties will co-operate in good faith and to the extent reasonable under the circumstances to ensure a smooth transition.
- 8.1.4. The rights of WASCO given in this section are in addition to, rather than a substitute for, any other rights WASCO may have under this agreement, or otherwise, for non-payment of WASCO's invoices by the Client.

IN AGREEMENT WITH THE FOREGOING PROVISIONS AND IN THE PRESENCE OF WITNESSES, the parties hereto set down their signatures, by hand or by facsimile, and together bind themselves to this Agreement as of the _____ day of _____, 20____.

FOR WASCO

FOR THE CLIENT

Name

Name

Title

Title

Signature

Signature

Witness Name

Witness Name

Witness Title

Witness Title

Witness Signature

Witness Signature

APPENDIX A
SPECIFIC SERVICES PROVIDED UNDER THIS AGREEMENT

APPENDIX B
CONTRACT PRICE AND REIMBURSABLE EXPENSES

THE CORPORATION OF THE TOWN OF FORT FRANCES

BY-LAW NO. XX-22

(Being a by-law to appoint a Joint Compliance Audit Committee.)

WHEREAS pursuant to the *Municipal Elections Act, 1996* a council or local board shall, before October 1st, 2022 establish a committee for the purpose of Section 81;

AND WHEREAS Council of the Corporation of the Town of Fort Frances deems it expedient to pass a by-law to adopt the terms of reference for a joint compliance audit committee;

NOW THEREFORE Council of the Corporation of the Town of Fort Frances **HEREBY ENACTS AS FOLLOWS:**

- 1. A Committee, to be known as the Joint Compliance Audit Committee, is hereby established to deal with the matters provided for in Section 81 of the *Municipal Elections Act, 1996*.
- 2. The Joint Compliance Audit Committee Composition and Terms of Reference be established as attached Schedule A.

This by-law shall come into force and take effect on the final passing thereof.

ENACTED and **PASSED** this 12th day of September 2022

J. Caul, Mayor

G. Lecuyer, Clerk

TERMS OF REFERENCE

FOR JOINT COMPLIANCE AUDIT COMMITTEE

1. Authority:

The powers and functions of the Compliance Audit Committee (hereinafter referred to as the "Committee") are set out in the *Municipal Elections Act, 1996*.

2. Roles and Responsibilities:

The role of the Compliance Audit Committee is to receive and make decisions about applications for compliance audits of candidate and Registered Third Party election campaign finances, appoint auditors where applicable, receive compliance audit reports and make decisions with regards to reports that indicate apparent contraventions of the rules.

- (a) Within 30 days of receipt of an application requesting a compliance audit, the Committee shall consider the compliance audit application and decide whether it should be granted or rejected;
- (b) If the application is granted, the Committee shall appoint an auditor to conduct a compliance audit of the candidate's election campaign finances;
- (c) The Committee will review the auditor's report within 30 days of receipt and decide whether legal proceedings should be commenced; and
- (d) If the auditor's report indicates that there were no apparent contraventions and if there appears there were no reasonable grounds for the application, the Committee shall advise Council accordingly.

3. Eligibility to Serve on Committee:

- (a) The Clerk or designate of each participating municipality shall be appointed as a Committee member for those participating municipalities as set out on Appendix 'A' attached hereto.
- (b) If a designate is appointed in place of the Clerk, the designate must have the necessary qualifications and experience in municipal elections and accounting to perform the duties as a Committee member.
- (c) Any person who has:
 - (i) participated as a candidate in the elections of the participating municipalities on whose Committee he or she is appointed as a member; or
 - (ii) conducted audits or provided financial advice in respect of such campaigns,
 is not eligible to be appointed to the Committee for the participating municipalities during the subject term.
- (e) Members of Council and candidates who are running for office in the 2022 municipal election are not eligible to be appointed to the Committee.

4. Rules Governing Committee Members:

- (a) If a Committee member at any time during the term of his or her appointment, either accepts employment with or registers as a candidate for any of the participating municipalities on whose Committee he or she serves as a Member, his or her

appointment to the Committee shall be terminated effective upon commencement of such employment or registration of candidacy.

- (b) Each Committee Member shall not at any time during the term of his or her appointment work for, or provide advice to, any candidate running for municipal office within the participating municipalities on whose Committee he or she serves as a Member.
- (c) To avoid any potential conflict of interest, any Committee member who has an accounting or auditing background shall not offer his or her services to any municipal election candidate.

5. Committee Composition:

The Committee of each participating municipality shall be comprised of three members.

When a municipality is in receipt of a compliance audit application, the Clerk of the municipality receiving the application shall contact that municipality's Committee members, as shown on Appendix 'A' hereto, and shall arrange for the three Members to hear the audit request during regular business hours. If one of the three appointed Committee members is unable to participate when the Committee is required to process a compliance audit application, an alternate will be appointed to the Committee in place of the member who is unable to participate. An alternate committee member will be any Clerk from any Participating Municipality, selected in order of next closest proximity to the Municipality requiring the Compliance Audit.

6. Term of Appointment:

The term of appointment to the Committee shall be equivalent to the term of Council during which the appointment was made.

7. Governance

Any responsibilities not clearly identified within these Terms of Reference shall be in accordance with the *Municipal Elections Act*.

8. Committee Chair:

The three-member Committee called to hear a request for a compliance audit shall, at its first meeting, select one of its Members to act as a Chair for the balance of its term of appointment.

9. Proposed Meeting Schedule:

The Committee shall meet during regular business hours, as required when a compliance audit application is received. Committee meetings shall be scheduled during regular business hours by the Clerk of the municipality in which an application is received, in consultation with the Committee Chair.

10. Staffing and Funding:

Administrative support for the Committee shall be provided by the municipality requiring the services of the Committee.

A municipality requiring the services of the Committee shall be responsible for all expenses associated with the Committee's processing of an application for a compliance audit on its behalf. The municipality requiring the compliance audit shall reimburse Committee members

for mileage at the rate of the committee members' municipality and for expenses incurred for which supporting documentation is provided.

11. Meetings:

Meetings of the Committee shall be conducted (during regular business hours) in accordance with the open meeting requirements of the provisions in the *Municipal Act, 2001*. Where an application will be considered at the meeting, the Clerk shall give reasonable notice by e-mail, telephone or by regular mail to the Applicant and Candidate of the time, place and purpose of the Committee Meeting, and of the fact that if either party fails to attend the meeting, the Committee may proceed in the party's absence and the party will not be entitled to further notice concerning the meeting.

12. Remuneration

Municipalities shall pay no retainer fee for participating in this agreement.

13. Conflict of Interest

Members shall abide by the rules outlined within the *Municipal Conflict of Interest Act, R.S.O. 1990*, and shall disclose the pecuniary interest to the recording secretary and absent themselves from meetings for the duration of the discussion and voting (if any) with respect to the matter.

APPENDIX ‘A’
to
Terms of Reference for Joint Compliance Audit Committee

Joint Compliance Audit Committee membership for each Participating Municipality

An alternate committee member will be any Clerk from any Participating Municipality, selected in order of next closest proximity to the Municipality requiring the Compliance Audit.

NAME OF MUNICIPALITY	COMMITTEE MEMBER	COMMITTEE MEMBER	COMMITTEE MEMBER
Atikokan	Fort Frances	Alberton	La Vallee
Fort Frances	Alberton	Atikokan	La Vallee
Alberton	Fort Frances	Atikokan	La Vallee
La Vallee	Fort Frances	Atikokan	Alberton
Emo	Chapple	Lake of the Woods	Sioux Narrows Nestor Falls
Chapple	Emo	Dawson	Sioux Narrows Nestor Falls
Morley	Dawson	Rainy River	Sioux Narrows Nestor Falls
Dawson	Morley	Chapple	Rainy River
Rainy River	Morley	Lake of the Woods	Dawson
Lake of the Woods	Morley	Emo	Rainy River
Sioux Narrows Nestor Falls	Emo	Lake of the Woods	Chapple



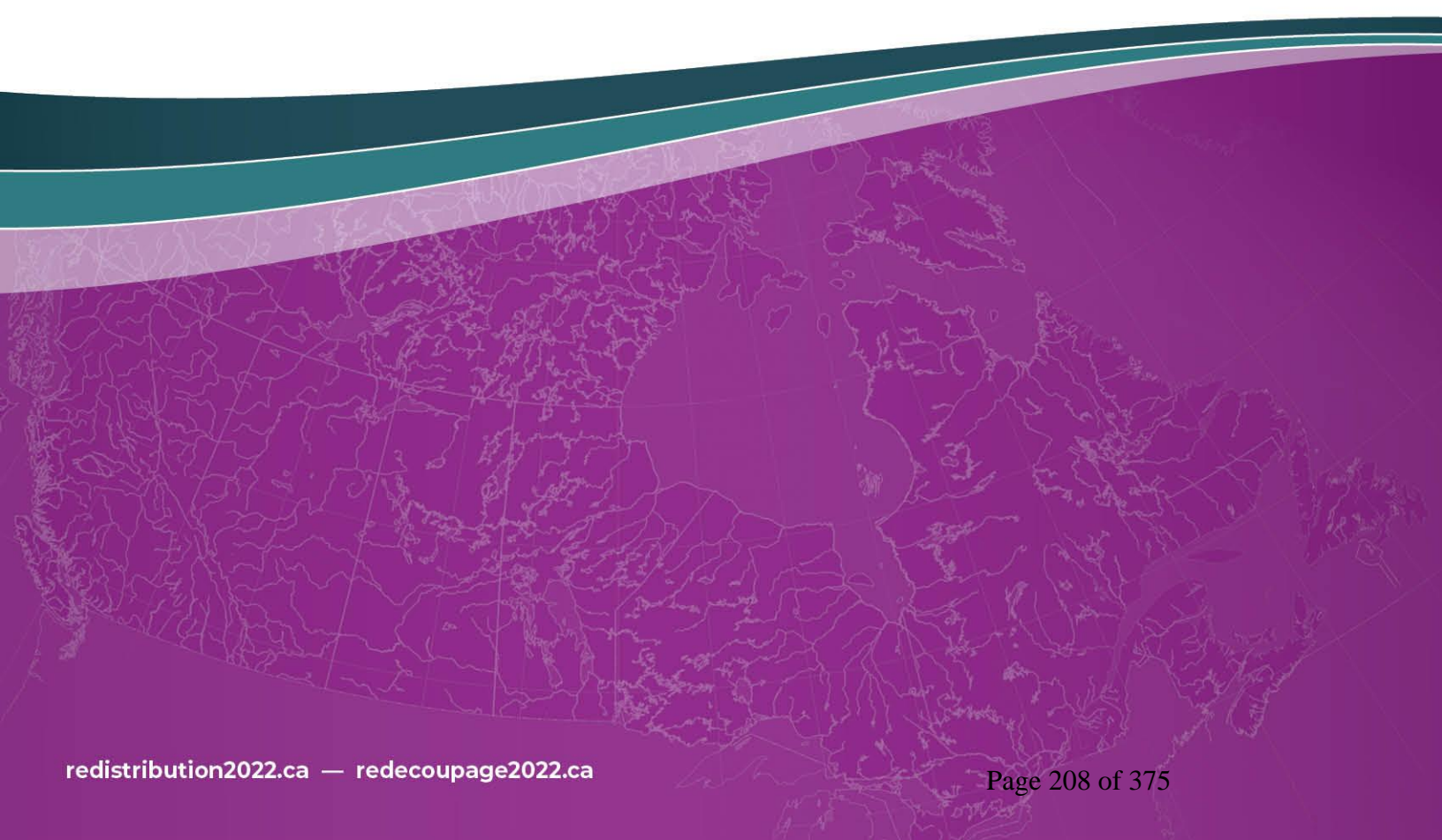
Redistribution
Federal Electoral Districts

Redécoupage
Circonscriptions fédérales



Proposal of the Federal Electoral Boundaries Commission for the Province of **Ontario**

Published pursuant to the
Electoral Boundaries Readjustment Act



ISBN 978-0-660-44721-6

Cat. No.: SE3-123/10-2022E-PDF

© Federal Electoral Boundaries Commission for the Province of Ontario, 2022

All rights reserved

Table of Contents

Overview of the Proposed Redistribution Plan	5
Background	7
The assignment of seats to Ontario.....	7
The population of Ontario and calculation of the Provincial Electoral Quota	7
The establishment of the Electoral Boundaries Commission	7
The legislative rules.....	8
The Commission's Rationale for Its Proposed Redistribution Plan	9
Details of the Proposed Redistribution Plan	11
Part A – Geographic pieces in which the number of districts has changed	11
Northern Ontario.....	11
City of Toronto.....	16
Halton, Guelph, and Wellington	21
Brampton, Caledon, and Dufferin	25
Central Ontario, Eastern Greater Toronto Area & Northern Greater Toronto Area	29
Central Ontario	30
Northern Greater Toronto Area	34
Eastern Greater Toronto Area.....	38
Part B – Geographic Pieces in the Balance of the Province, from East to West	42
Eastern Ontario	42
Ottawa.....	46
Central East Ontario	50
Mississauga.....	54
Hamilton and Niagara.....	58
South Central Ontario.....	62
Southwestern Ontario.....	66
Southernmost Ontario	70

Process for Public Consultation	74
Public consultation	74
How to make a submission	74
Schedule of public meetings	75
The process following the public hearings	77
 APPENDIX – Maps, Proposed Boundaries and Names of Electoral Districts	 79
Province of Ontario	142
Central Ontario	143
Southwestern Ontario	144
Eastern Ontario	145
City of Barrie	146
City of Belleville	147
County of Brant	148
Cities of Cambridge, Kitchener and Waterloo	149
Regional Municipality of Durham (part)	150
City of Greater Sudbury	151
City of Guelph	152
Regional Municipality of Halton	153
City of Hamilton	154
City of Kingston	155
City of London	156
City of Ottawa	157
Regional Municipality of Peel (part)	158
Cities of St. Catharines and Thorold	159
City of Thunder Bay	160
City of Toronto	161
City of Windsor	162
Regional Municipality of York (part)	163

Overview of the Proposed Redistribution Plan

Redistribution of federal electoral boundaries is governed by the *Electoral Boundaries Readjustment Act*, which sets out the Commission's mandate and rules to be applied in redrawing boundaries.

The legislation mandates that each electoral district shall, as close as reasonably possible, correspond to the Provincial Electoral Quota ("the Quota"). The Quota is the total population divided by the number of districts. In addition, the Commission is obliged to also consider communities of interest or communities of identity in, and the historical pattern of, electoral districts, and a manageable geographic size for districts in sparsely populated, rural or northern regions of the province.

Pursuant to this mandate, the Commission proposes many new electoral boundaries for Ontario.

These proposed boundary changes are necessary due to the allocation of one additional district (bringing the total number of districts in the province to 122); and to correct wide variations in voter equality that have emerged across the province over the past decade due to population changes.

Some boundary adjustments are significant.

The ridings in Northern Ontario have been reduced by one, from ten to nine.

The ridings in the City of Toronto have been reduced by one, from 25 to 24.

The ridings in Halton, Guelph, and Wellington have been increased by one, from six to seven.

The ridings in Brampton, Caledon, and Dufferin have been increased by one, from six to seven.

One additional riding has also been added to Central Ontario, Eastern GTA, and Northern GTA.

It is necessary to adjust the boundaries of many other districts and rename districts as a result.

The Commission is presenting its proposal by referencing 15 geographic pieces. For each of these, the report presents visual illustrations of the existing and proposed electoral districts. It also provides a description of the most significant changes. In addition, the Commission has included two tables for each geographic piece, with the districts listed in alphabetical order.

The first table (A) lists the existing electoral districts, their populations in 2011, and their deviations from the 2012 Provincial Electoral Quota (i.e., at the time they were created), followed by their populations in 2021 and the resulting deviations from the 2022 Provincial Electoral Quota. The bottom rows present summary data for those existing districts including, most notably, the average deviation from the Quota and the range in deviations from the Quota. The range indicates the total magnitude of deviation from the Quota between the least and most populous districts in a geographic piece. This first table thus reveals the variation from population equality within a geographic piece as well as the changes that have arisen since the last redistribution.

The second table (B) lists the proposed electoral districts, their 2021 populations and their deviations from the 2022 Provincial Electoral Quota. The bottom row presents summary data for the proposed districts, including the range in deviations from the 2022 Provincial Electoral Quota.

Detailed maps of each of the proposed electoral districts with legal descriptions can be reviewed online at redistribution2022.ca via the Map Viewer tool, which allows each user to enter a specific address and locate the applicable electoral district.

Background

The *Electoral Boundaries Readjustment Act* creates an independent non-partisan process for the review and, if necessary, revision of the federal electoral map following the most recent decennial census.

The assignment of seats to Ontario

The Chief Electoral Officer calculates the number of seats assigned to each province in accordance with the representation formula in the *Constitution Act, 1867* (see [redistribution2022.ca](https://www.elections.ca/redistribution2022.ca)).

Pursuant to that formula, Ontario has been allocated 122 seats. There is one additional seat from the last redistribution plan prepared in 2012.

The population of Ontario and calculation of the Provincial Electoral Quota

On February 9, 2022, the Chief Statistician of Canada certified that the population of Ontario, as ascertained by the 2021 Census of Population, is 14,223,942.

The Quota, as previously described, is determined by dividing Ontario's total population by the total number of seats. For 2022, the Quota is therefore 116,590.

The establishment of the Electoral Boundaries Commission

The *Electoral Boundaries Readjustment Act* provides that the Chair of the Commission for the province shall be appointed by the Chief Justice of that province and the other two members of the Commission shall be appointed by the Speaker of the House of Commons.

The Order in Council dated November 1, 2021, established the Ontario Commission. Madam Justice Lynne Leitch of the Superior Court of Justice serves as Chair. Dr. Karen Bird and Dr. Peter Loewen are the other members of the Commission. Dr. Bird and Dr. Loewen are Professors of Political Science at McMaster University and the University of Toronto, respectively.

Each Commission is assigned a geography specialist who assists the Commission in drawing proposed boundaries.

The legislative rules

The Commission is to prepare a report setting out its recommended boundaries for each electoral district, a description for each district, and a name for each district.

The *Electoral Boundaries Readjustment Act* provides that in preparing its report the Commission shall be governed by certain rules.

The population of each electoral district shall, as close as reasonably possible, correspond to the Quota.

In determining reasonable electoral district boundaries, the Commission shall consider the communities of interest or communities of identity in, and the historical pattern of, electoral districts, and a manageable geographic size for districts in sparsely populated, rural or northern regions of the province.

The right to vote is enshrined in the *Canadian Charter of Rights and Freedoms*. Section 3 states that “every citizen of Canada has the right to vote in an election of members of the House of Commons or of a legislative assembly and to be qualified for membership therein.”

The Supreme Court of Canada in the leading case, *Reference Re Provincial Electoral Boundaries (Sask)*, [1991] 2 S.C.R. 158, concluded that “the right to vote enshrined in s. 3 of the *Charter* is not equality of voting power per se but the right to ‘effective representation’.” Effective representation entails voter parity as the primary concern, but deviations are permitted for reasons such as “geography, community history, community interests and minority representation” in order to “effectively represent the diversity of our social mosaic.” The Court noted that the right of a Commission to depart from voter parity is circumscribed by the reasons set forth in the Act and only to the extent that the special circumstances properly permit.

However, as required by the *Electoral Boundaries Readjustment Act*, absent extraordinary circumstances, the Commission must make every effort to ensure that the population of each electoral district in the province remains within 25 per cent more, or 25 per cent less, of the Quota.

The Commission's Rationale for Its Proposed Redistribution Plan

This Commission was committed to achieving voter parity throughout the province as much as reasonably possible, as mandated by the *Electoral Boundaries Readjustment Act*. Historical patterns, communities of interest and identity, and manageable geographic size were also considered. However, the Commission has concluded that the effect of uneven population shifts across the province over the past decade requires adjustments to many existing district boundaries in order to address patterns of voter under-representation and over-representation. This has resulted in many important changes reflected in the proposed electoral map.

The Commission had the responsibility of creating one new electoral district, given that Ontario had been allocated 122 seats.

The Commission noted that there had been significant population growth in Ontario and the Quota had increased as a result. The Commission further noted that the population growth was uneven across the province, with significant growth in some areas and only modest growth in others.

As a result of this uneven population growth over the past decade, combined with relatively wide population disparities in the 2012 map, there are substantial population inequalities across electoral districts today. The Commission has sought to remedy this.

The Commission considered—and respected where possible—the historical pattern of electoral districts. However, a redrawing of the boundaries was often required in order to rectify the grave disparities from population equality across the province. In other words, the deviations from the 2022 Quota were not reasonable.

In determining population counts, data from the 2021 Census was used. The 2021 demographic data will not be released by Statistics Canada until after the preparation of this proposal. Therefore, the Commission has utilized the available demographic data, namely, from the 2016 Census.

In creating the proposed redistribution plan, the Commission endeavoured to limit the deviation from the Quota to no more than plus or minus 10 per cent.

The Commission achieved that result in all parts of the province other than Northern Ontario, where the proposed redistribution plan envisions eight electoral districts with populations within or close to within plus or minus 15 per cent of the Quota, and one riding where the Commission found “extraordinary circumstances.” The Commission concluded that the sparse population throughout this remote and expansive area, and the Indigenous communities of interest that are

predominant in this part of Northern Ontario, justified this one proposed “extraordinary circumstances” district. The eight other proposed districts in this geographic piece are all of manageable geographic size and accessible via major roadways.

In drawing the boundaries of each electoral district, the Commission referenced major geographical features such as highways, main roads, rail lines, rivers, lakes and other bodies of water, escarpments, and municipal boundaries.

The Commission concluded that the municipal boundaries could not always serve as an electoral boundary, considering the legislative rules the Commission is obliged to apply. For example, municipal boundaries could not be used as electoral boundaries for a number of mid-sized and larger cities whose populations have grown to exceed the Quota and where continued population growth is expected.

The Commission considered the location of all First Nations reserves and communities and has sought to ensure that no such community would be arbitrarily divided by an electoral district boundary.

If an electoral district included a First Nations reserve that had not participated in the census, the Commission considered the population data available from the *Indian Registration System* as reported by *Crown-Indigenous Relations and Northern Affairs Canada (CIRNAC)* in proposing the boundary for that electoral district.

Where a community of Francophones represented a substantial percentage of an electoral district, proposed boundaries ensure that such representation is not diminished.

The Commission also strived to respect urban and rural communities of interest.

Where possible, the Commission implemented many very helpful suggestions arising from the submissions made following the invitation for early public input.

The proposed redistribution plan was compared against projected growth in population based on applying the Ontario Ministry of Finance's *Ontario Population Projections* (<https://www.ontario.ca/page/ontario-population-projections#section-6>) (published June 23, 2021) to ensure as much as possible that the populations of the new electoral districts would not vary substantially in size over the period of time to the next census.

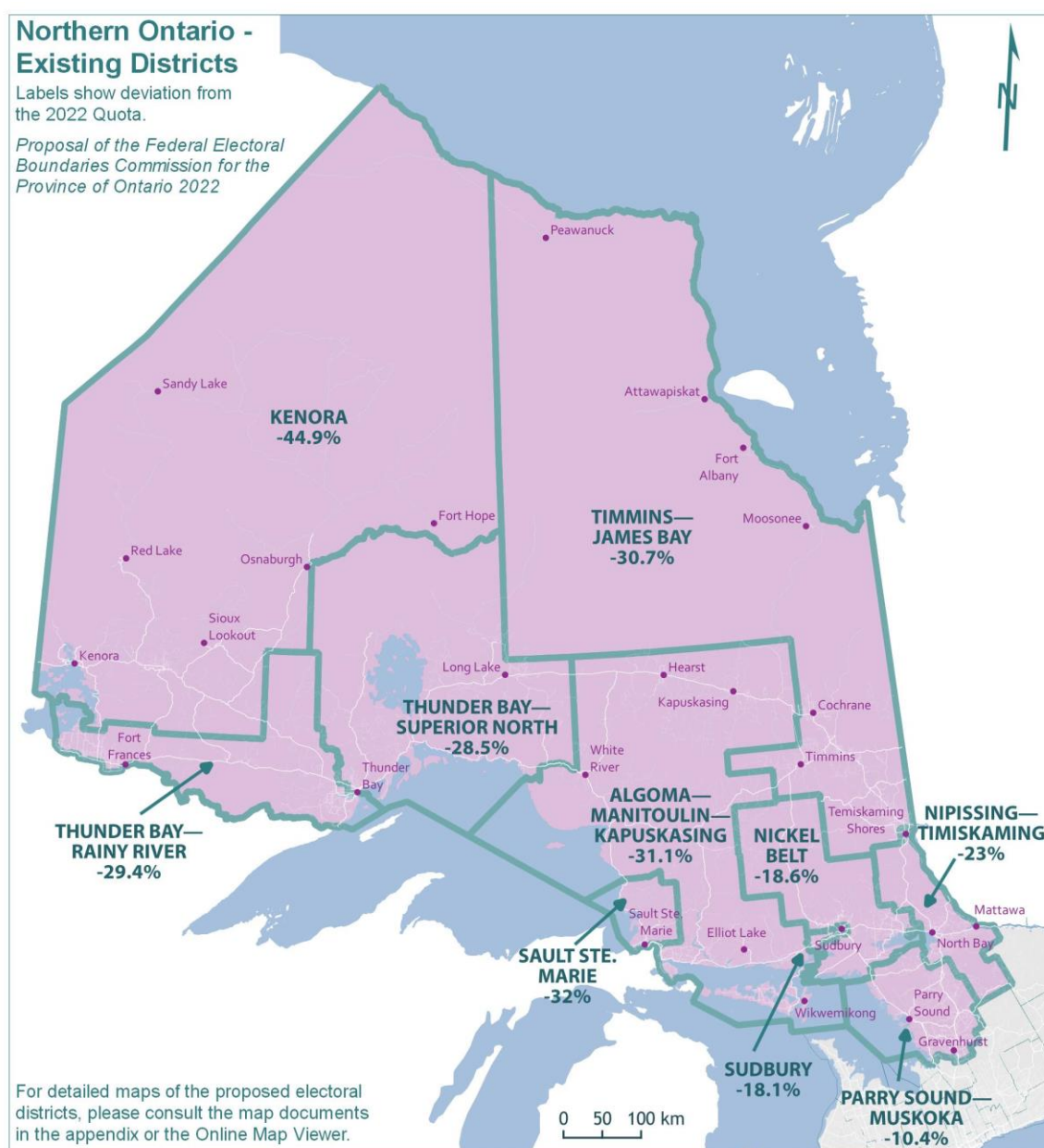
A number of minor technical adjustments, not affecting population, have also been made to the electoral boundaries, for example, to follow the correct alignment with roads, rail lines, rivers, ravines, etc. Boundaries have been updated where road or municipal boundaries have changed.

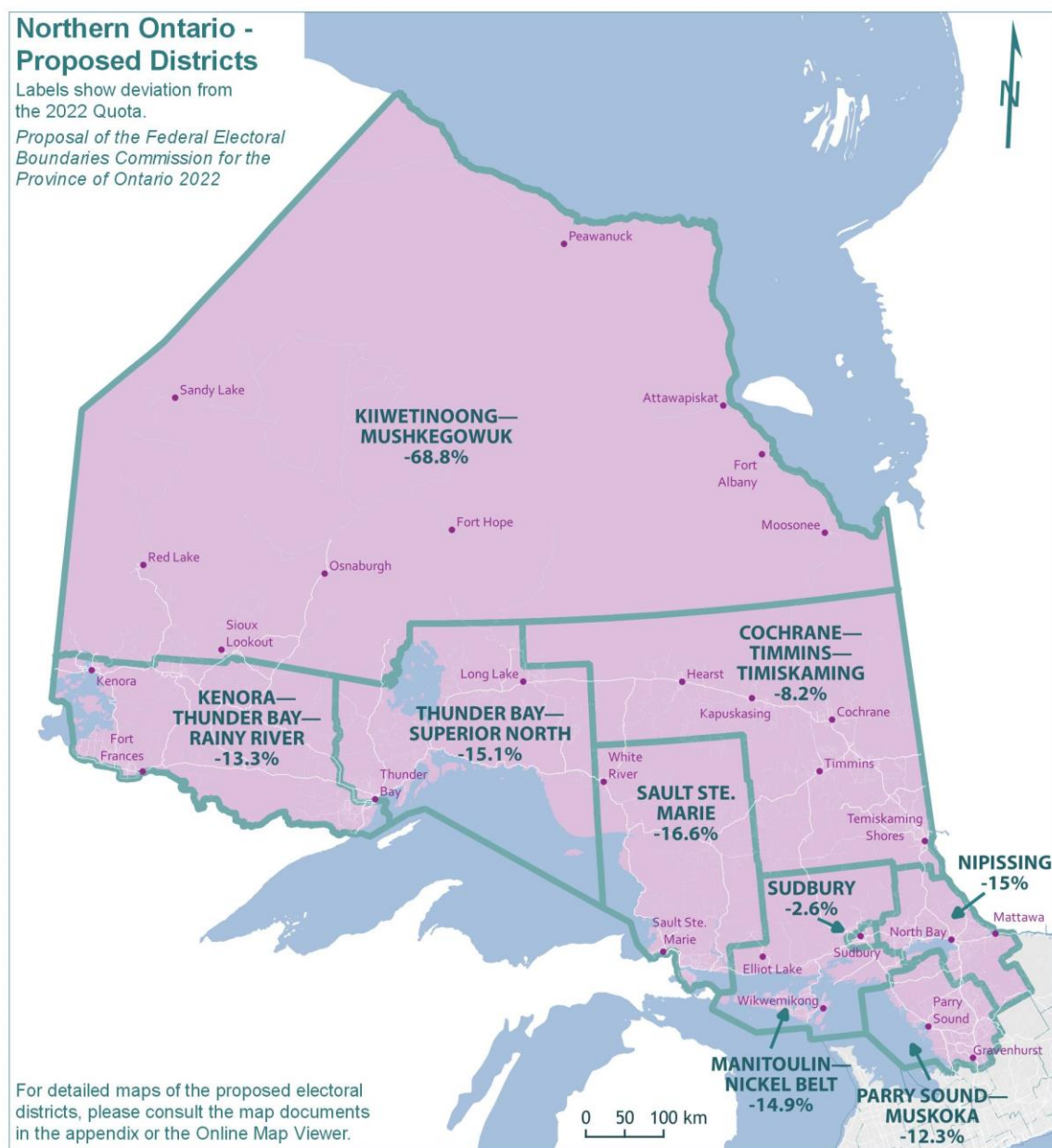
Finally, in proposing district names, the Commission sought to maintain the historical connection of communities to the electoral districts, while ensuring that names are inclusive, meaningful, and connote a clear sense of location or geographic reference. In some instances, the Commission has proposed Indigenous names.

Details of the Proposed Redistribution Plan

Part A – Geographic pieces in which the number of districts has changed

Northern Ontario





There was only modest population growth in Northern Ontario over the past decade.

The population of Northern Ontario grew by 2.8%, from 831,984 in 2011 to 855,138 in 2021. The remainder of Ontario grew by 11.2% in the same period.

The populations and deviations from the Quota for the 10 existing electoral districts in Northern Ontario are shown in Table 1A. These districts have an average 2021 population of 85,513—a figure that is 26.7% below the Quota of 116,590. While Kenora was deemed an “extraordinary circumstances” district in the 2012 electoral map, there are presently five additional districts with populations that fall more than 25 per cent below the 2022 Quota.

Table 1A – Northern Ontario Existing Electoral Districts

Electoral Districts	Population – 2011	Deviation from Quota – 2012	Population – 2021	Deviation from Quota – 2022
Algoma—Manitoulin—Kapuskasing	79,801	-24.87%	80,310	-31.12%
Kenora (Extraordinary Circumstance)	55,977	-47.30%	64,261	-44.88%
Nickel Belt	90,962	-14.36%	94,947	-18.56%
Nipissing—Timiskaming	90,996	-14.33%	89,781	-22.99%
Parry Sound—Muskoka	91,233	-14.10%	104,494	-10.37%
Sault Ste. Marie	82,052	-22.75%	79,331	-31.96%
Sudbury	92,048	-13.34%	95,537	-18.06%
Thunder Bay—Rainy River	82,984	-21.87%	82,357	-29.36%
Thunder Bay—Superior North	82,827	-22.02%	83,325	-28.53%
Timmins—James Bay	83,104	-21.76%	80,785	-30.71%
Average	83,198	-21.67%	85,513	-26.65%
Range (most populous to least populous)	36,071	33.96 pp	40,233	34.51 pp
Average – Excluding Extraordinary Circumstance	86,223	-18.82%	87,874	-24.63%
Range – Excluding Extraordinary Circumstance	12,247	11.53 pp	25,163	21.59 pp

pp = percentage points

Given these extreme disparities from population equality and the distinctive challenges of representation in the North, the Commission discussed at great length the meaning of 'effective representation' and the challenges of balancing the considerations set forth under the *Electoral Boundaries Readjustment Act*.

The Commission noted that in 2016 the province of Ontario established the *Far North Electoral Boundaries Commission* to make recommendations regarding the creation of at least one, and no more than two, new provincial electoral districts from the geography of the current provincial electoral districts of Kenora—Rainy River and Timmins—James Bay.

This Commission further noted the distinctions between its own mandate as set out in the rules prescribed by the federal *Electoral Boundaries Readjustment Act* and the legislative mandate of the Ontario *Far North Electoral Boundaries Commission*. Our Commission is constrained by its mandate and by the smaller number of districts to be created.

The census population data and mandate respecting voter parity revealed the potential for a reduction of two electoral districts in Northern Ontario. The Commission considered this possibility but decided to propose a reduction of one district, thus resulting in nine districts in total, including one “extraordinary circumstances” district. The Commission acknowledged that most of the eight non-extraordinary districts in Northern Ontario have significant deviations from the Quota (see Table 1B). However, the Commission concluded that any further reduction in the number of districts in the North would imperil the principle of effective representation in this part of the province, considering its widely dispersed population and communities of interest.

The proposed redistribution plan establishes one “extraordinary circumstances” district which encompasses and reflects the exceptional nature of the far North—an isolated and geographically substantial area, in large part not accessible by road, in which the majority of the population is Indigenous. While geographically vast (520,307 square kilometers), the proposed district of KIIWETINOONG—MUSHKEGOWUK would not be the largest in Canada and, furthermore, is accessible via regular flight routes (from the Timmins hub along the James Bay coast and from hubs in Thunder Bay, Sioux Lookout and Winnipeg serving the western portion).

The eight other proposed electoral districts in Northern Ontario are of manageable geographic size, and accessible via the well-established roadway network anchored by Highways 11 and 17. Their boundaries have also been redrawn to reduce the large deviations from the Quota.

As previously noted, where a community of Francophones represented a substantial percentage of a riding, the proposed boundaries ensure that their representation is not diluted or diminished within this redistribution plan.

In addition to the proposed riding name of KIIWETINOONG—MUSHKEGOWUK, other reconfigured districts have been renamed to reflect the communities comprising them.

The new deviations from the Quota in the proposed redistribution plan are shown in Table 1B.

Table 1B – Northern Ontario Proposed Electoral Districts

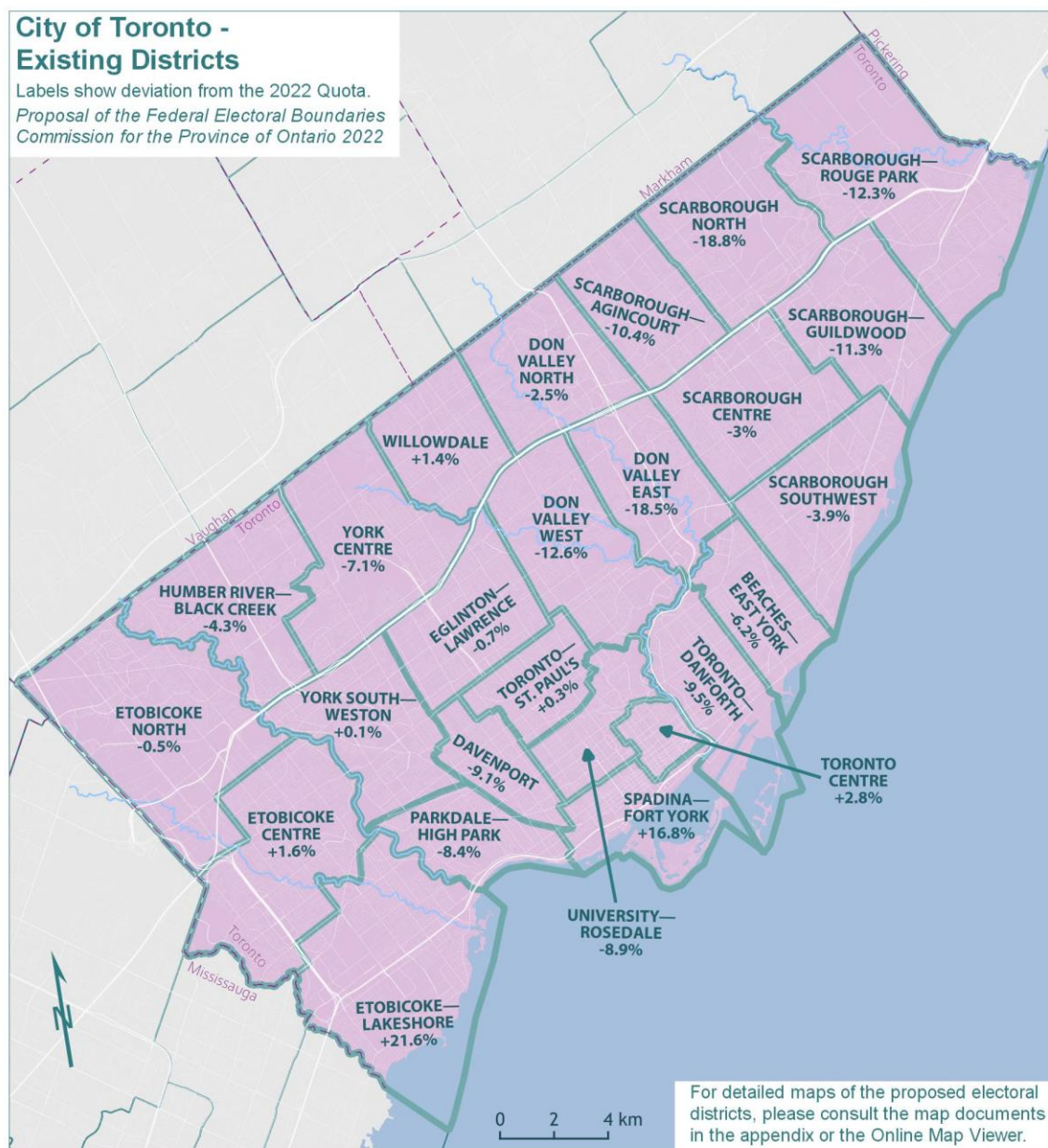
Electoral Districts	Population – 2021	Deviation from Quota – 2022
Cochrane—Timmins—Timiskaming	107,092	-8.15%
Kenora—Thunder Bay—Rainy River	101,097	-13.29%
Kiiwetinoong—Mushkegowuk (Extraordinary Circumstance)	36,325	-68.84%
Manitoulin—Nickel Belt	99,268	-14.86%
Nipissing	99,149	-14.96%

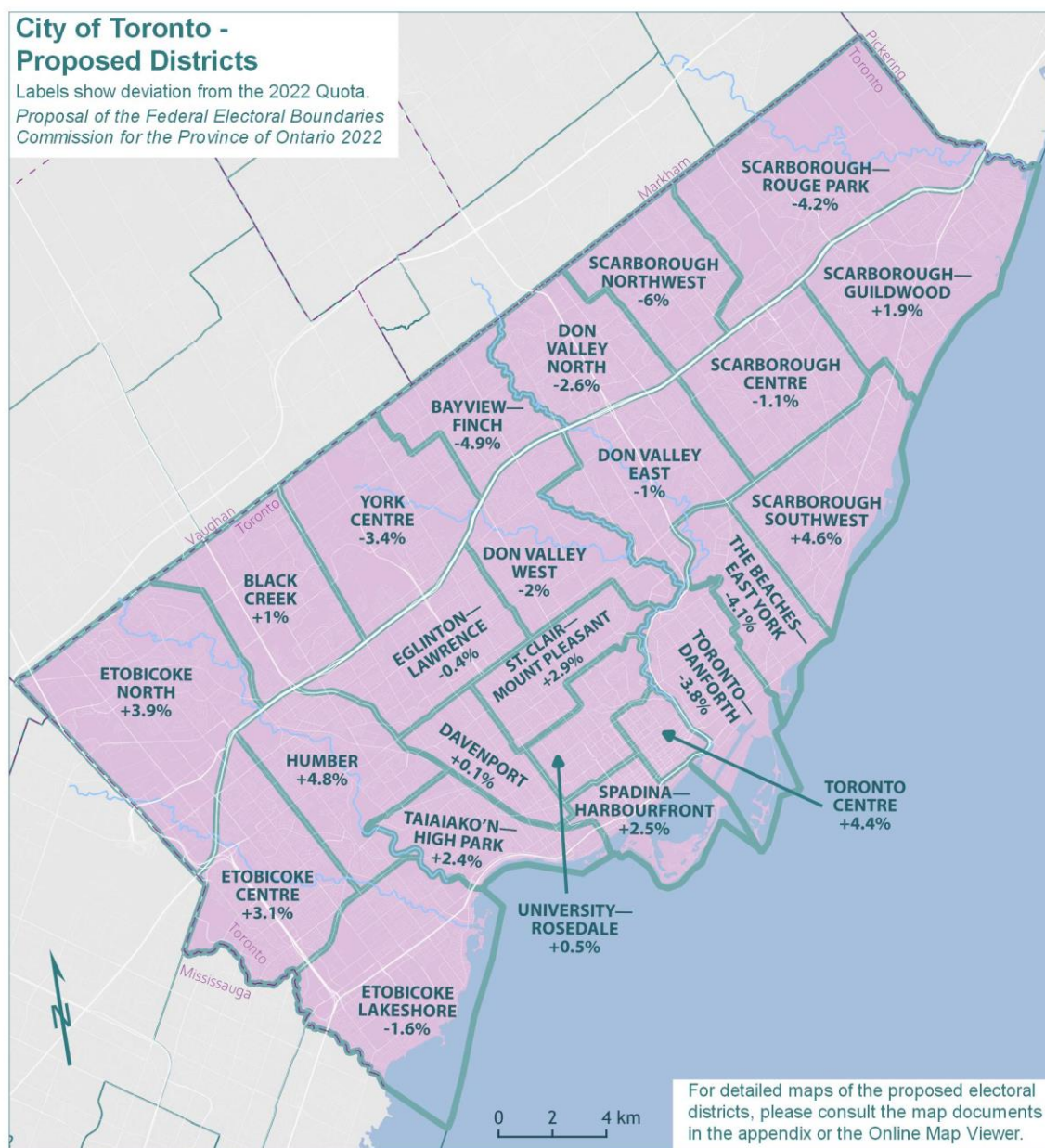
Table 1B – Northern Ontario Proposed Electoral Districts

Electoral Districts	Population – 2021	Deviation from Quota – 2022
Parry Sound—Muskoka	102,255	-12.30%
Sault Ste. Marie	97,299	-16.55%
Sudbury	113,618	-2.55%
Thunder Bay—Superior North	99,035	-15.06%
Average	95,015	-18.51%
Range (most populous to least populous)	77,293	66.29 pp
Average – Excluding Extraordinary Circumstance	102,352	-12.22%
Range – Excluding Extraordinary Circumstance	16,319	14.00 pp

pp = percentage points

City of Toronto





The population of Toronto grew by 6.9%, from 2,615,060 in 2011 to 2,794,356 in 2021. The remainder of Ontario grew by 11.7% in the same period.

The existing 25 electoral districts in Toronto would have an average 2021 population of 111,774—a figure that falls 4.1% below the Quota of 116,590. Furthermore, as indicated by the range of deviations relative to the 2022 Quota (40.3 percentage points), there are substantial disparities in the population size of districts across the City of Toronto. The populations and deviations from the Quota for the existing electoral districts are shown in Table 2A.

Table 2A – City of Toronto Existing Electoral Districts

Electoral Districts	Population – 2011	Deviation from Quota – 2012	Population – 2021	Deviation from Quota – 2022
Beaches—East York	107,084	0.82%	109,359	-6.20%
Davenport	102,360	-3.63%	105,946	-9.13%
Don Valley East	93,007	-12.43%	95,039	-18.48%
Don Valley North	103,073	-2.96%	113,663	-2.51%
Don Valley West	99,820	-6.02%	101,959	-12.55%
Eglinton—Lawrence	113,150	6.53%	115,832	-0.65%
Etobicoke Centre	114,910	8.19%	118,483	1.62%
Etobicoke—Lakeshore	115,437	8.68%	141,751	21.58%
Etobicoke North	117,601	10.72%	116,003	-0.50%
Humber River—Black Creek	108,198	1.87%	111,593	-4.29%
Parkdale—High Park	105,103	-1.05%	106,750	-8.44%
Scarborough—Agincourt	104,499	-1.61%	104,423	-10.44%
Scarborough Centre	108,826	2.46%	113,104	-2.99%
Scarborough—Guildwood	101,914	-4.05%	103,449	-11.27%
Scarborough North	101,080	-4.83%	94,717	-18.76%
Scarborough—Rouge Park	102,646	-3.36%	102,254	-12.30%
Scarborough Southwest	106,733	0.49%	111,994	-3.94%
Spadina—Fort York	82,480	-22.35%	136,213	16.83%
Toronto Centre	93,971	-11.53%	119,901	2.84%
Toronto—Danforth	104,017	-2.07%	105,472	-9.54%
Toronto—St. Paul's	103,983	-2.10%	116,953	0.31%
University—Rosedale	98,605	-7.16%	106,216	-8.90%
Willowdale	109,680	3.26%	118,218	1.40%
York Centre	100,277	-5.59%	108,307	-7.10%
York South—Weston	116,606	9.78%	116,757	0.14%
Average	104,602	-1.52%	111,774	-4.13%

Table 2A – City of Toronto Existing Electoral Districts

Electoral Districts	Population – 2011	Deviation from Quota – 2012	Population – 2021	Deviation from Quota – 2022
Range (most populous to least populous)	35,121	33.07 pp	47,034	40.34 pp

pp = percentage points

The Commission noted that the overrepresentation in Toronto has emerged due to uneven population growth between Toronto and surrounding areas, which is expected to continue or increase in the future.

As a result, the Commission concluded that the districts in Toronto be reduced by one.

This reduction, together with the obligation to address the wide population disparities of electoral districts within the City of Toronto, has required shifting many boundaries. The most significant proposed changes fall in the eastern portion of the City of Toronto, particularly around Scarborough, where deviations below the Quota were most pronounced. This area, broadly described as lying to the east of Victoria Park Avenue, has been reduced from six districts to five.

Proposed new electoral boundaries are formed by City of Toronto boundaries and, for the most part, follow the contours of major highways, roads, rail lines, ravines, and rivers.

Several district names have been changed to better describe their locations or reflect the neighbourhoods and communities that comprise these reconfigured districts.

With 24 districts, the average population in each district becomes 116,432. The maximum deviation from the Quota is 6%. The new deviations from the Quota in the proposed redistribution plan are shown in Table 2B.

Table 2B – City of Toronto Proposed Electoral Districts

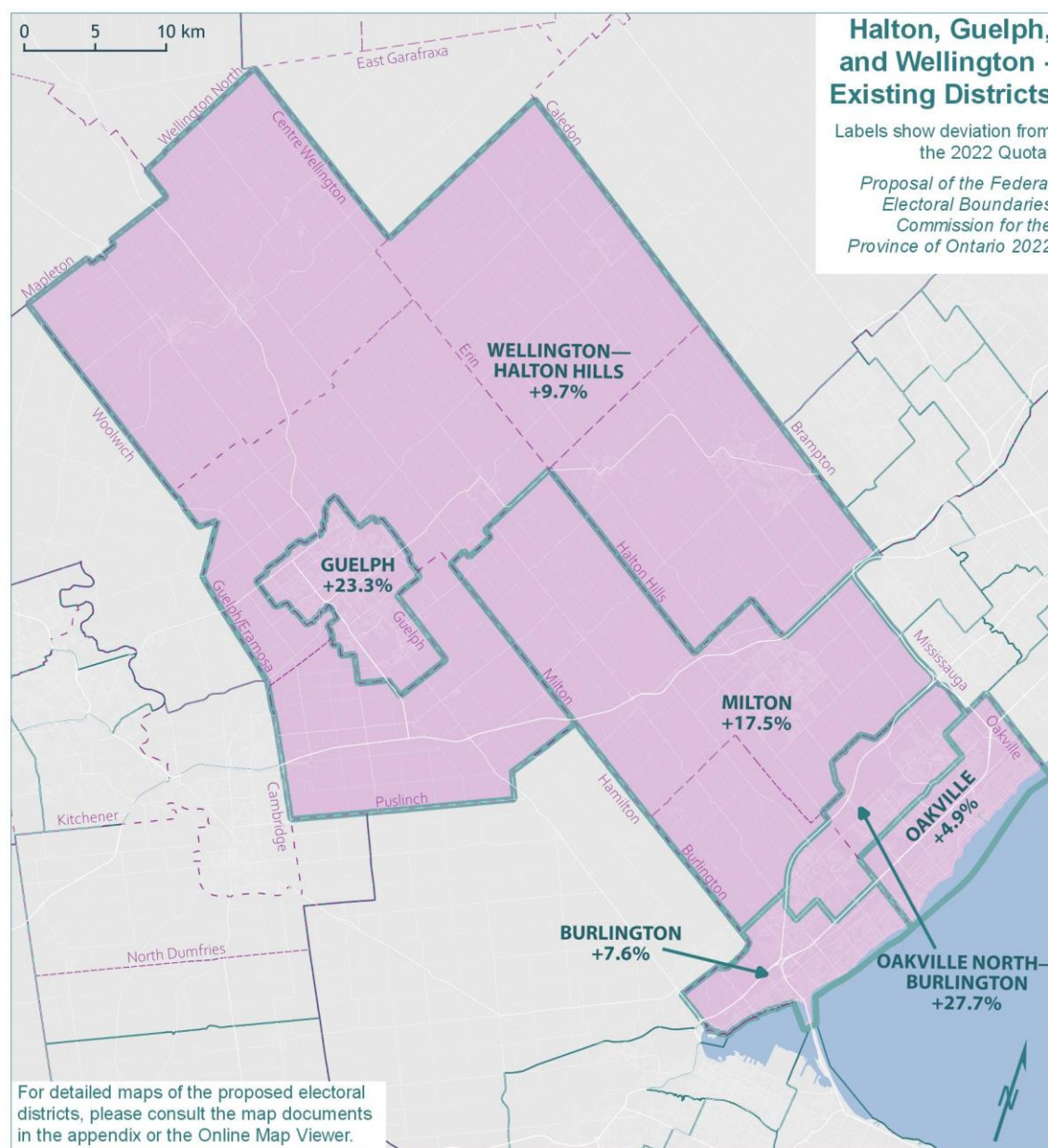
Electoral Districts	Population – 2021	Deviation from Quota – 2022
Bayview—Finch	110,908	-4.87%
Black Creek	117,740	0.99%
Davenport	116,728	0.12%
Don Valley East	115,456	-0.97%
Don Valley North	113,537	-2.62%
Don Valley West	114,229	-2.03%

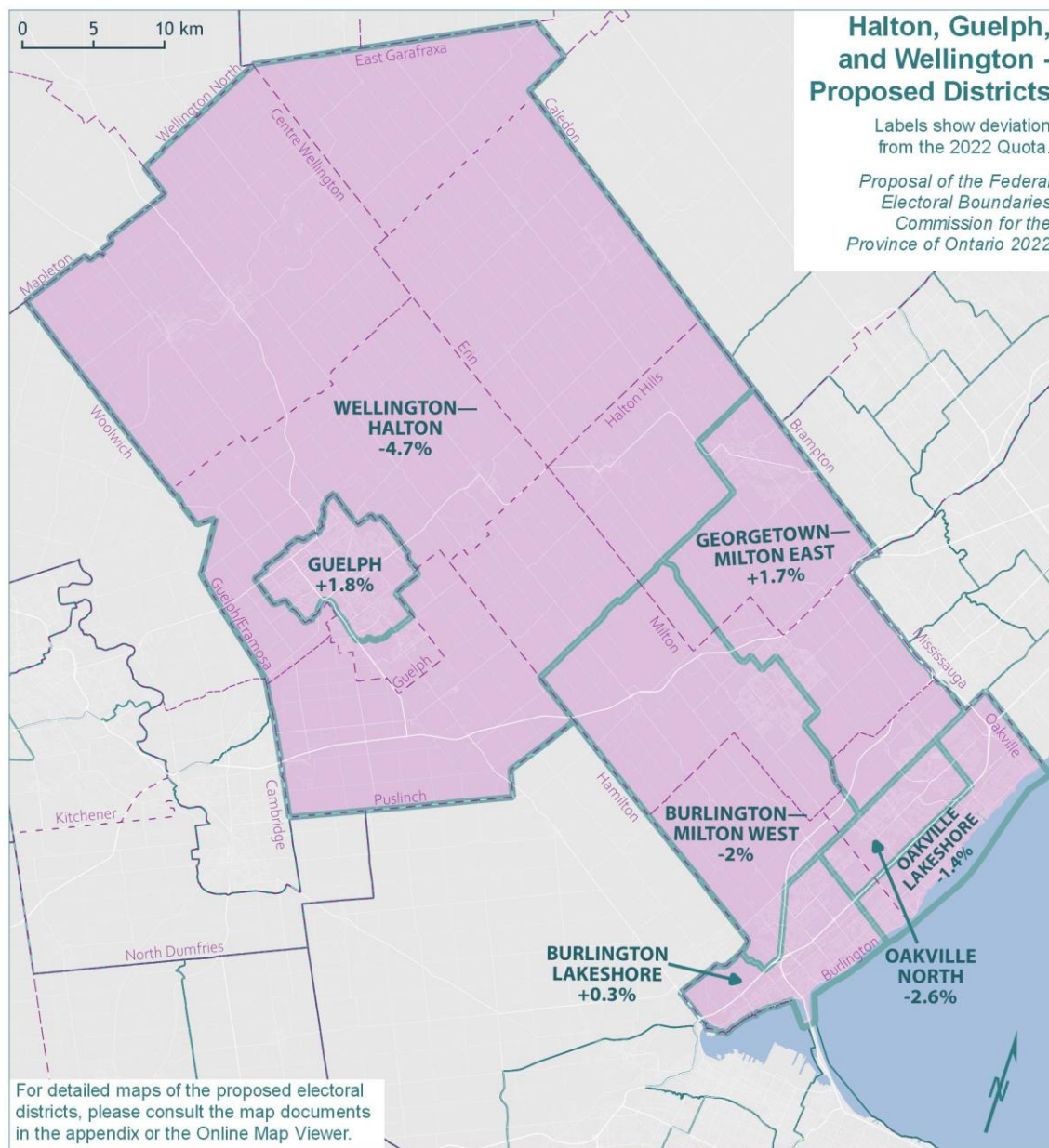
Table 2B – City of Toronto Proposed Electoral Districts

Electoral Districts	Population – 2021	Deviation from Quota – 2022
Eglinton—Lawrence	116,139	-0.39%
Etobicoke Centre	120,157	3.06%
Etobicoke Lakeshore	114,714	-1.61%
Etobicoke North	121,107	3.87%
Humber	122,220	4.83%
Scarborough Centre	115,260	-1.14%
Scarborough—Guildwood	118,754	1.86%
Scarborough Northwest	109,568	-6.02%
Scarborough—Rouge Park	111,713	-4.18%
Scarborough Southwest	121,947	4.59%
Spadina—Harbourfront	119,497	2.49%
St. Clair—Mount Pleasant	119,935	2.87%
Taiaiaiko'n—High Park	119,421	2.43%
The Beaches—East York	111,805	-4.10%
Toronto Centre	121,703	4.39%
Toronto—Danforth	112,119	-3.83%
University—Rosedale	117,119	0.45%
York Centre	112,580	-3.44%
Average	116,432	-0.14%
Range (most populous to least populous)	12,652	10.85 pp

pp = percentage points

Halton, Guelph, and Wellington





The population of Halton, Guelph, and Wellington grew by 18.4%, from 680,234 in 2011 to 805,299 in 2021. The remainder of Ontario grew by 10.2% in the same period.

The six electoral districts in this geographic piece would have an average 2021 population of 134,217 and an average deviation of 15.1% above the Quota. The existing districts of Oakville North—Burlington, Guelph and Milton are at the highest end for population size across the province, with populations that are, respectively, 27.7%, 23.3% and 17.5% above the Quota. The populations and deviations from the Quota for the existing electoral districts are shown in Table 3A.

Table 3A – Halton, Guelph, and Wellington Existing Electoral Districts

Electoral Districts	Population – 2011	Deviation from Quota – 2012	Population – 2021	Deviation from Quota – 2022
Burlington	120,569	13.52%	125,435	7.59%
Guelph	121,688	14.57%	143,740	23.29%
Milton	88,065	-17.09%	136,993	17.50%
Oakville	119,649	12.65%	122,322	4.92%
Oakville North—Burlington	114,378	7.69%	148,936	27.74%
Wellington—Halton Hills	115,885	9.11%	127,873	9.68%
Average	113,372	6.74%	134,217	15.12%
Range (most populous to least populous)	33,623	31.66 pp	26,614	22.82 pp

pp = percentage points

The Commission proposes a new electoral district to resolve the underrepresentation in these districts, considering the current population and anticipated population growth.

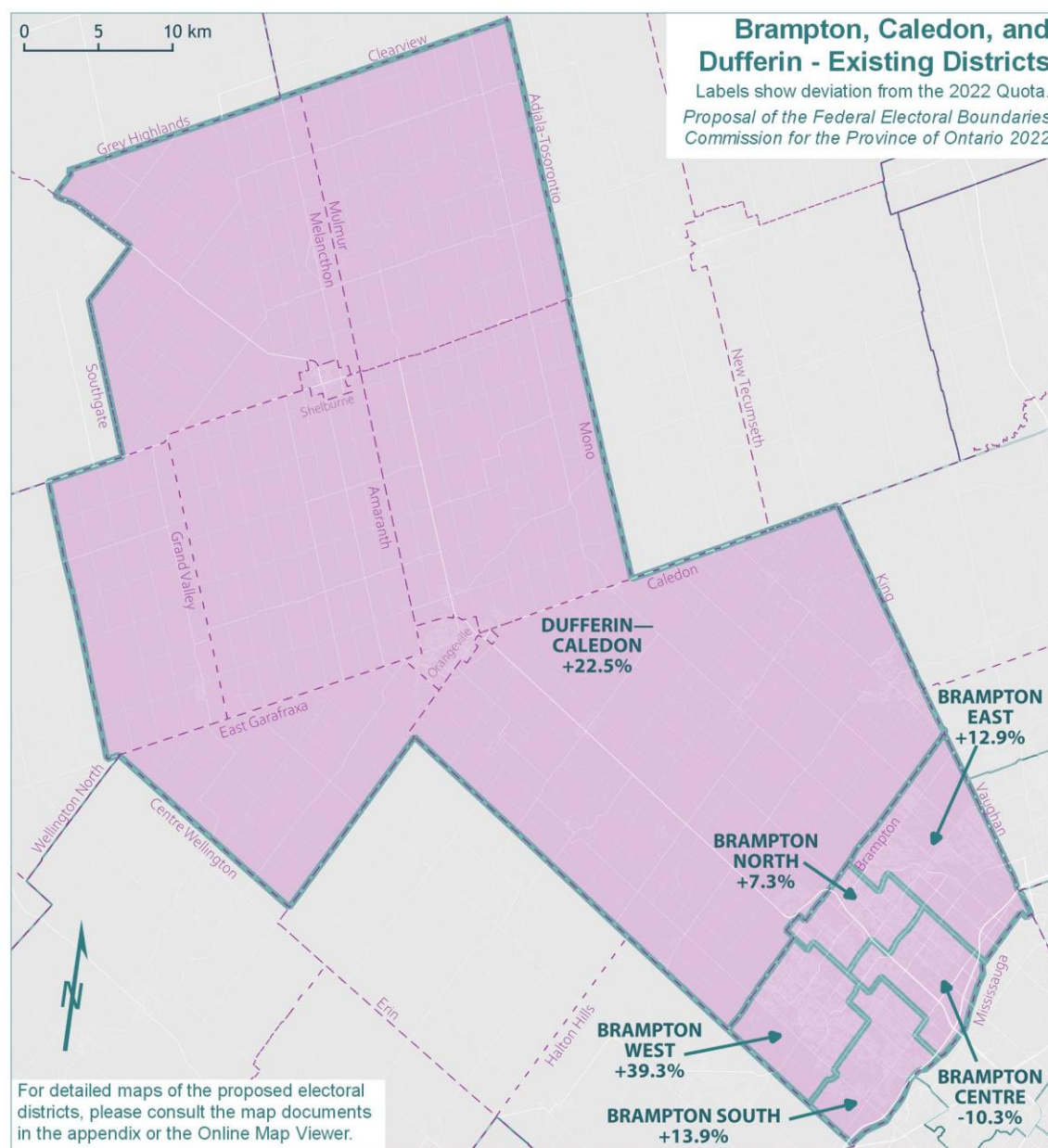
This proposal sees five districts in the southernmost part of this geographic piece, where there were previously four. These southernmost districts are now much more balanced in population size and correspond more closely with the boundaries of Halton Region. In the northern part of this geographic piece, the revised district of WELLINGTON—HALTON picks up portions of Guelph, thus bringing the population of the district of GUELPH much closer to the provincial quotient.

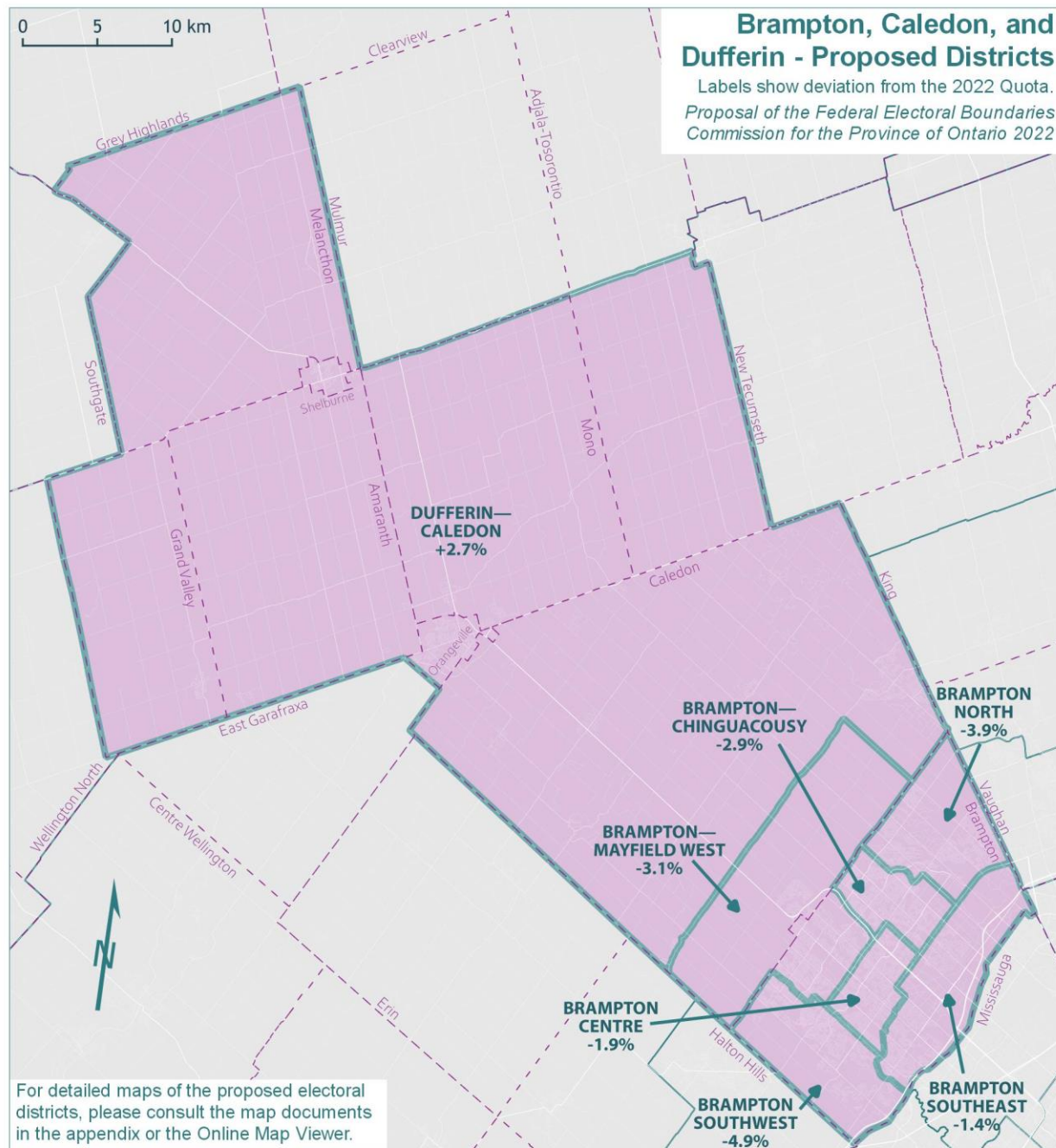
The new deviations from the Quota in the proposed redistribution plan are shown in Table 3B.

Table 3B – Halton, Guelph, and Wellington Proposed Electoral Districts		
Electoral Districts	Population – 2021	Deviation from Quota – 2022
Burlington Lakeshore	116,984	0.34%
Burlington—Milton West	114,218	-2.03%
Georgetown—Milton East	118,559	1.69%
Guelph	118,686	1.80%
Oakville Lakeshore	114,917	-1.43%
Oakville North	113,574	-2.59%
Wellington—Halton	111,155	-4.66%
Average	115,442	-0.98%
Range (most populous to least populous)	7,531	6.46 pp

pp = percentage points

Brampton, Caledon, and Dufferin





Brampton is another area that has seen considerable population growth over the past decade. The City of Brampton itself, with a current population of 656,480, has risen by 25.3% since 2011, with density spreading northward into Caledon and Dufferin County. This is the largest population growth of any Ontario city with a population over 100,000. Taken as a geographic piece, the population of Brampton, Caledon, and Dufferin grew by 24.8%, from 640,247 in 2011 to 799,318 in 2021. The remainder of Ontario grew by 9.9% in the same period.

The existing six electoral districts in this geographic piece would have an average 2021 population of 133,220, which falls 14.3% above the Quota. Brampton West (with 162,353 residents) currently has the highest population of all districts in the province, while Dufferin—Caledon also falls near the top. As indicated by the deviation range (49.6 percentage points)

relative to the 2022 Quota, there are substantial disparities in population size between districts, particularly between the adjacent ridings of Brampton West and Brampton Centre. The populations and deviations from the Quota for the existing electoral districts are shown in Table 4A.

Table 4A – Brampton, Caledon, and Dufferin Existing Electoral Districts

Electoral Districts	Population – 2011	Deviation from Quota – 2012	Population – 2021	Deviation from Quota – 2022
Brampton Centre	103,122	-2.91%	104,557	-10.32%
Brampton East	99,712	-6.12%	131,677	12.94%
Brampton North	111,951	5.40%	125,141	7.33%
Brampton South	107,364	1.08%	132,752	13.86%
Brampton West	101,757	-4.20%	162,353	39.25%
Dufferin—Caledon	116,341	9.53%	142,838	22.51%
Average	106,708	0.46%	133,220	14.26%
Range (most populous to least populous)	16,629	15.65 pp	57,796	49.57 pp

pp = percentage points

Given its population size and anticipated growth, the Commission concluded that this area requires a new electoral district.

The proposed addition of a seventh district, together with the obligation to address the wide population disparities described above, requires significant boundary reconfigurations, especially of those districts that lay within the City of Brampton.

These proposed district boundaries all align with historical boundaries between the City of Brampton and the City of Mississauga (to the south), the Regional Municipality of Halton (to the west), and the City of Vaughan and the Township of King (to the east). However, the proposed district of BRAMPTON—MAYFIELD WEST extends northward beyond the municipal boundary to pick up a portion of the neighbouring district of Dufferin—Caledon. These revised boundaries thus reduce the population of the DUFFERIN—CALEDON district, drawing it closer to the Quota.

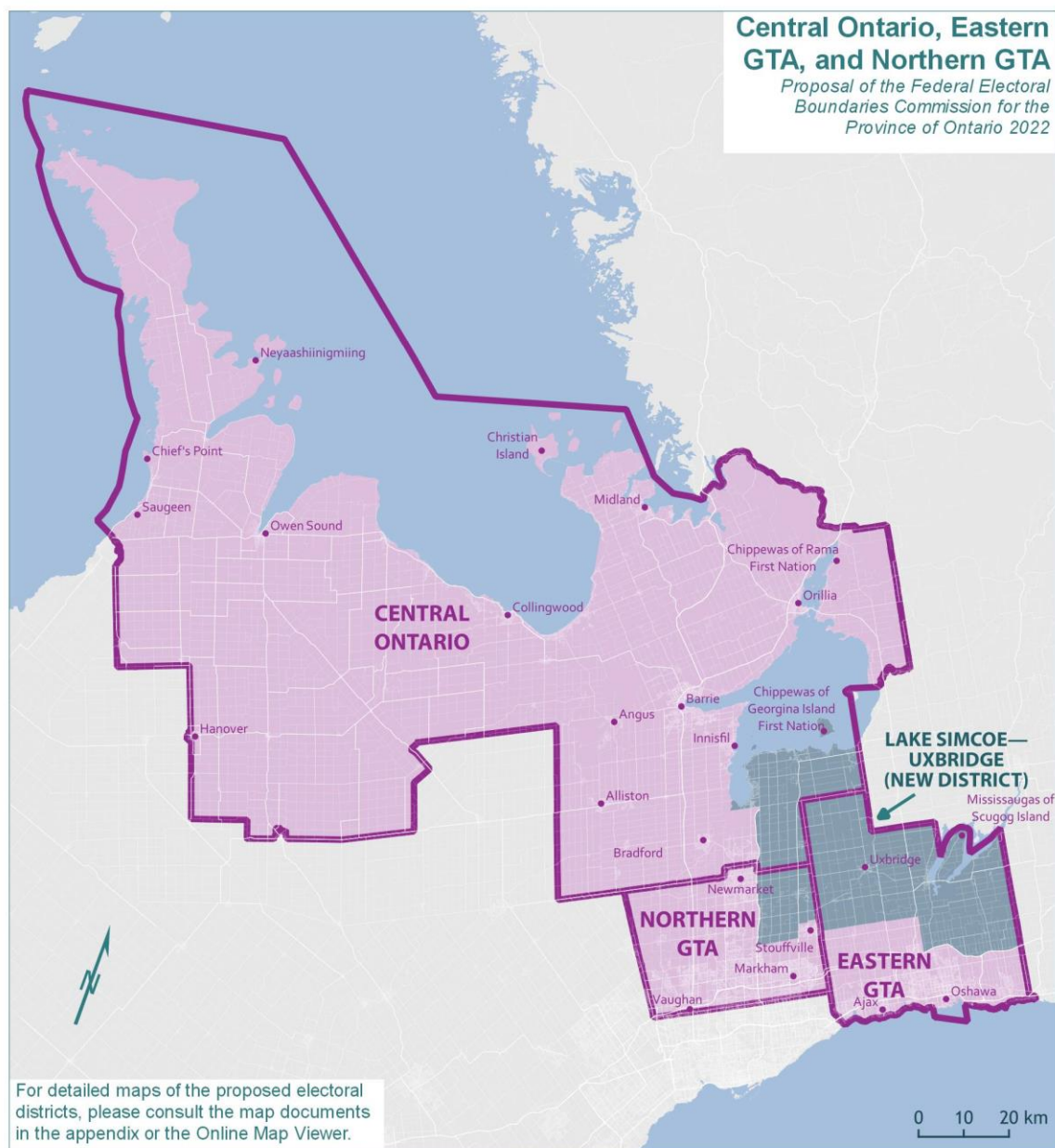
Pursuant to the proposed redistribution plan, these seven districts in this geographic piece all have comparable populations and manageable geographic size and respect as much as possible distinctive historical communities.

The new deviations from the Quota in the proposed redistribution plan are shown in Table 4B.

Table 4B – Brampton, Caledon, and Dufferin Proposed Electoral Districts		
Electoral Districts	Population – 2021	Deviation from Quota – 2022
Brampton Centre	114 422	-1.86%
Brampton—Chinguacousy	113,201	-2.91%
Brampton—Mayfield West	112,994	-3.08%
Brampton North	112,082	-3.87%
Brampton Southeast	114,952	-1.40%
Brampton Southwest	110,855	-4.92%
Dufferin—Caledon	119,767	2.72%
Average	114,039	-2.19%
Range (most populous to least populous)	8,912	7.64 pp

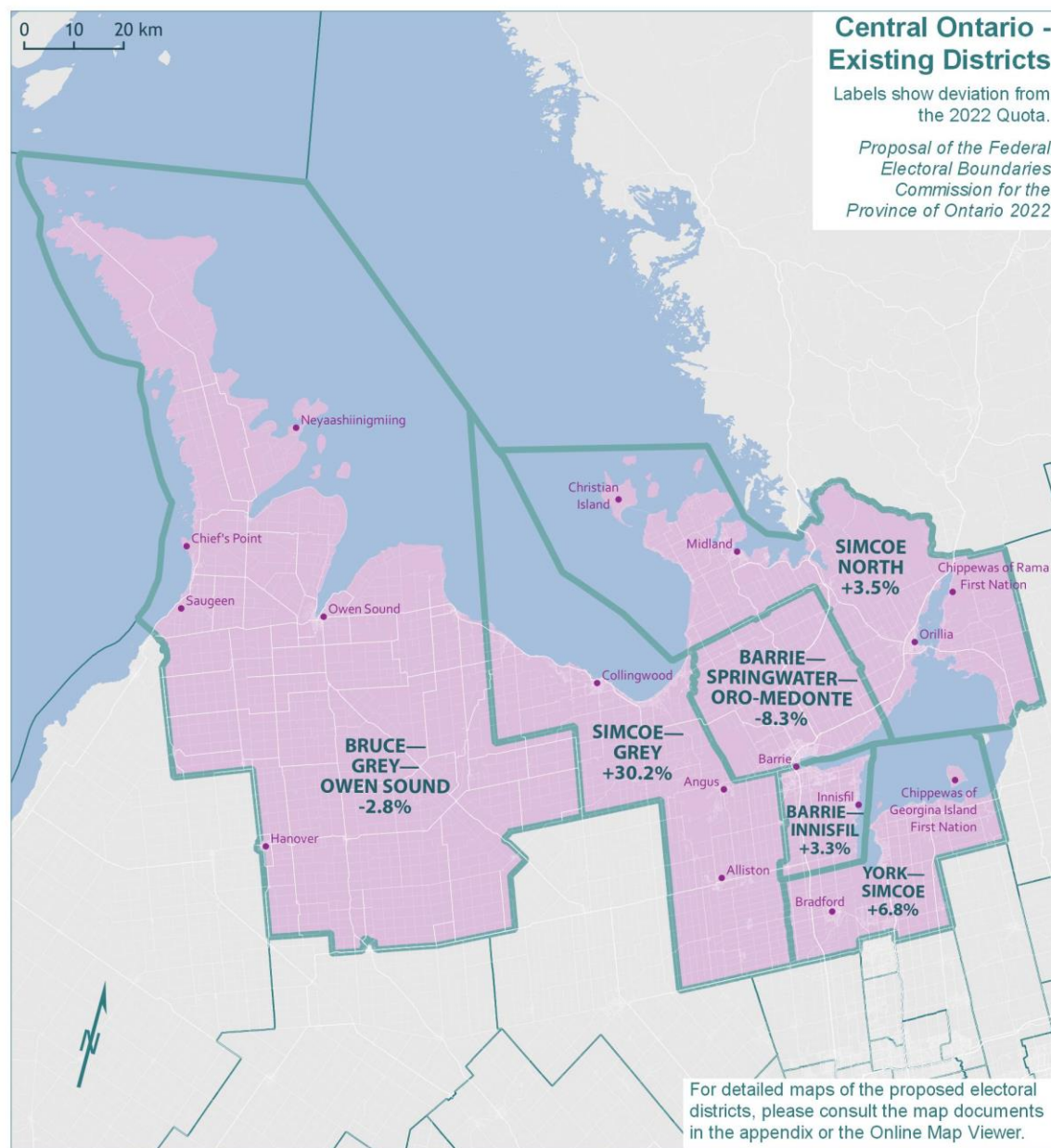
pp = percentage points

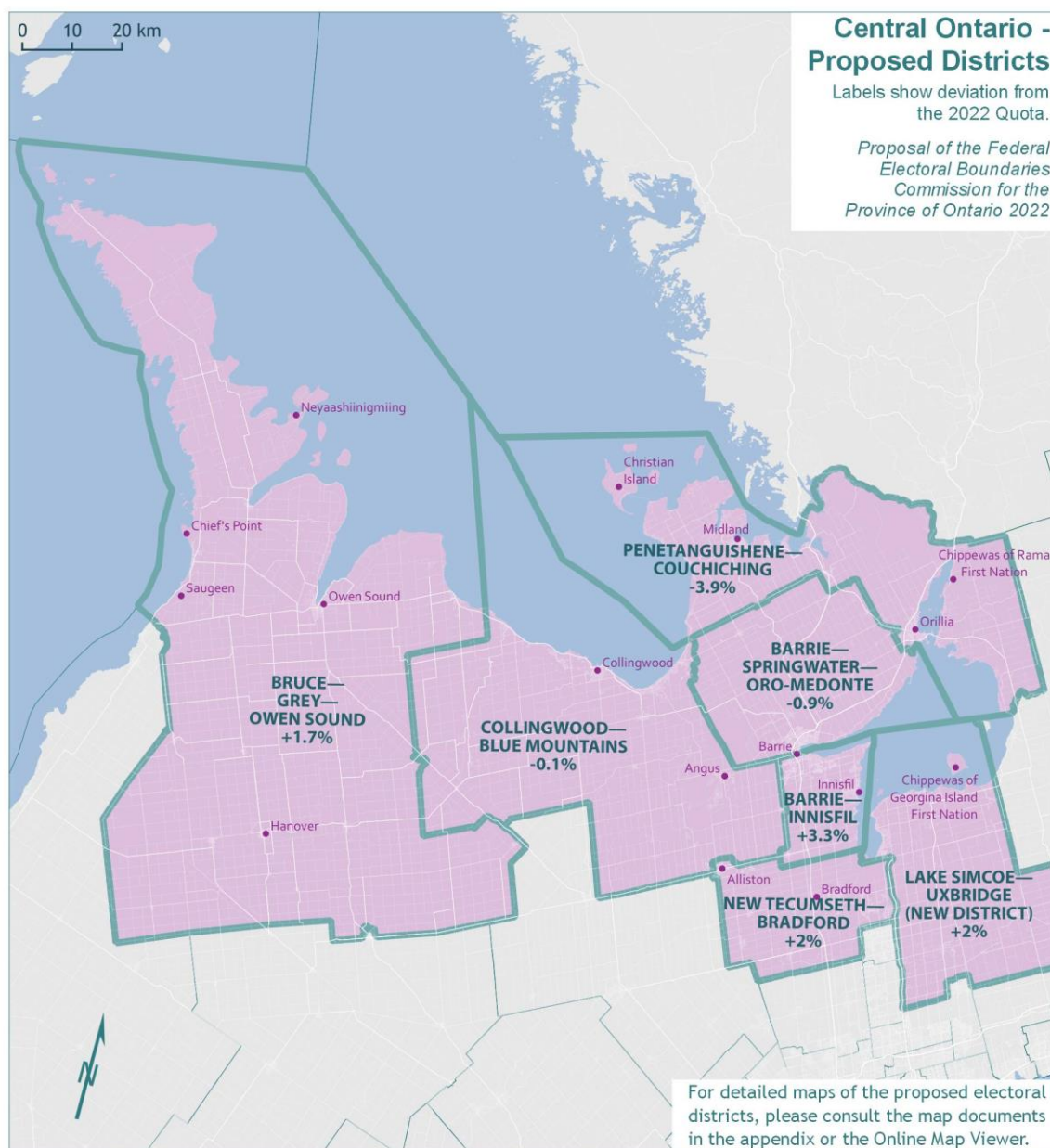
Central Ontario, Eastern Greater Toronto Area, & Northern Greater Toronto Area



We turn next to the broad region fanning north from the Greater Toronto Area (GTA) towards Georgian Bay, Lake Simcoe, and Lake Scugog. The Commission proposes the addition of a single new electoral district, LAKE SIMCOE—UXBRIDGE, which lies at the geographic centre of this region and has implications cascading outward. We present this discussion in three geographic pieces, beginning with Central Ontario, moving down to Northern GTA, then across to Eastern GTA.

Central Ontario





The population of Central Ontario grew by 17.9%, from 625,530 in 2011 to 737,495 in 2021. The remainder of Ontario grew by 10.3% in the same period.

The existing six electoral districts in Central Ontario have an average 2021 population of 122,916 and fall 5.4% above the Quota. As indicated by the deviation range (38.5 percentage points), there are substantial disparities in the population size of districts. Simcoe—Grey has grown especially large, whereas other districts fall reasonably close to the 2022 Quota.

The populations and deviations from the Quota for the existing electoral districts are shown in Table 5A.

Table 5A – Central Ontario Existing Electoral Districts				
Electoral Districts	Population – 2011	Deviation from Quota – 2012	Population – 2021	Deviation from Quota – 2022
Barrie—Innisfil	101,584	-4.36%	120,378	3.25%
Barrie—Springwater—Oro-Medonte	97,876	-7.85%	106,871	-8.34%
Bruce—Grey—Owen Sound	106,475	0.25%	113,348	-2.78%
Simcoe—Grey	116,307	9.50%	151,784	30.19%
Simcoe North	108,672	2.31%	120,656	3.49%
York—Simcoe	94,616	-10.92%	124,458	6.75%
Average	104,255	-1.85%	122,916	5.43%
Range (most populous to least populous)	21,691	20.42 pp	44,913	38.53 pp

pp = percentage points

The proposed new district of LAKE SIMCOE—UXBRIDGE encompasses a portion of the existing district of York—Simcoe (as shown in the illustration above), plus portions of the existing districts of Markham—Stouffville (shown below in Northern GTA), and Pickering—Uxbridge and Durham (shown below in Eastern GTA).

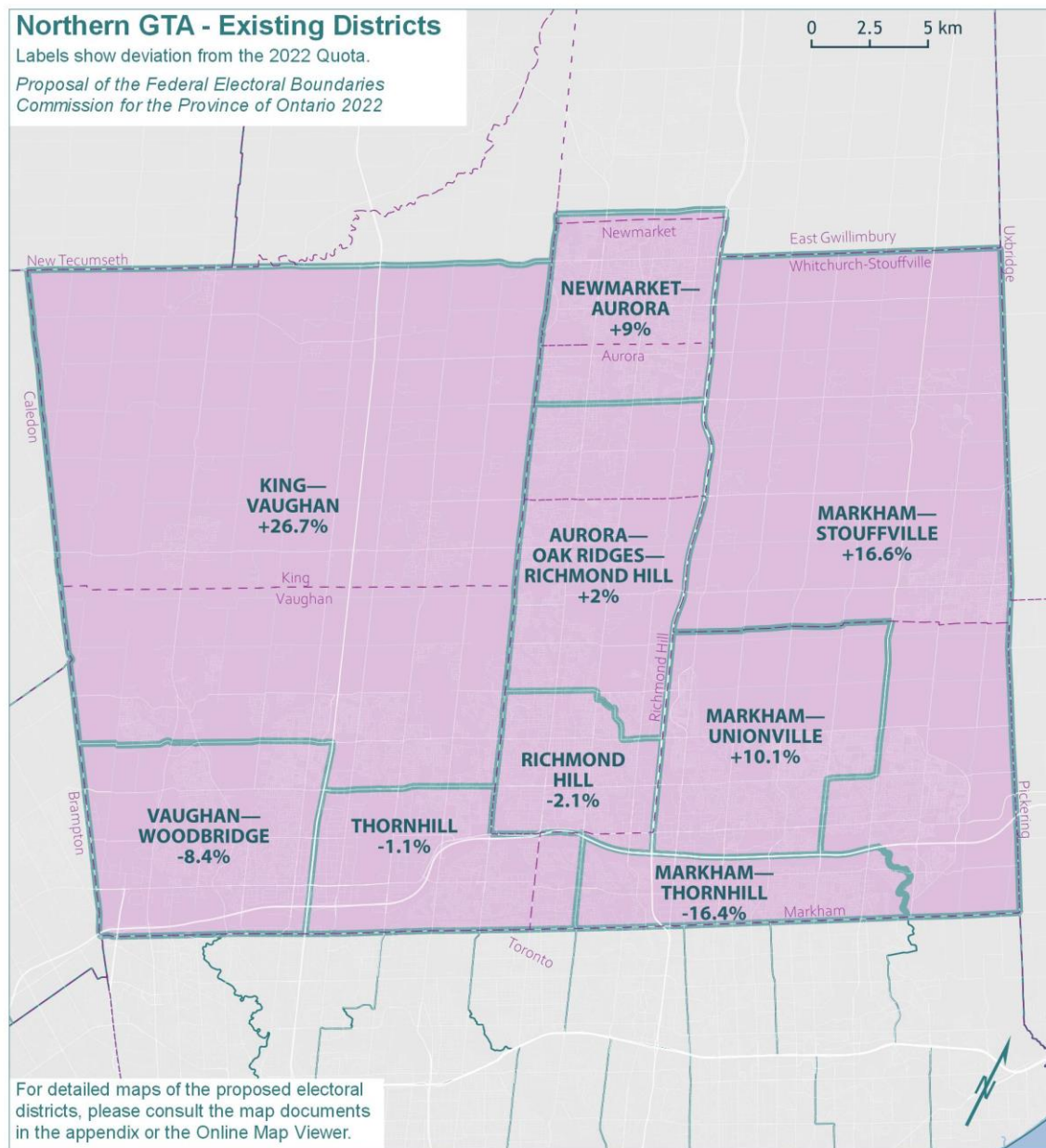
In addition to the new district, boundaries are redrawn to balance the populations of the other six districts. In particular, the southern boundary of the existing district of Simcoe—Grey is shifted north and this district is renamed COLLINGWOOD—BLUE MOUNTAINS. The growing community of New Tecumseth now falls in a newly named district, NEW TECUMSETH—BRADFORD.

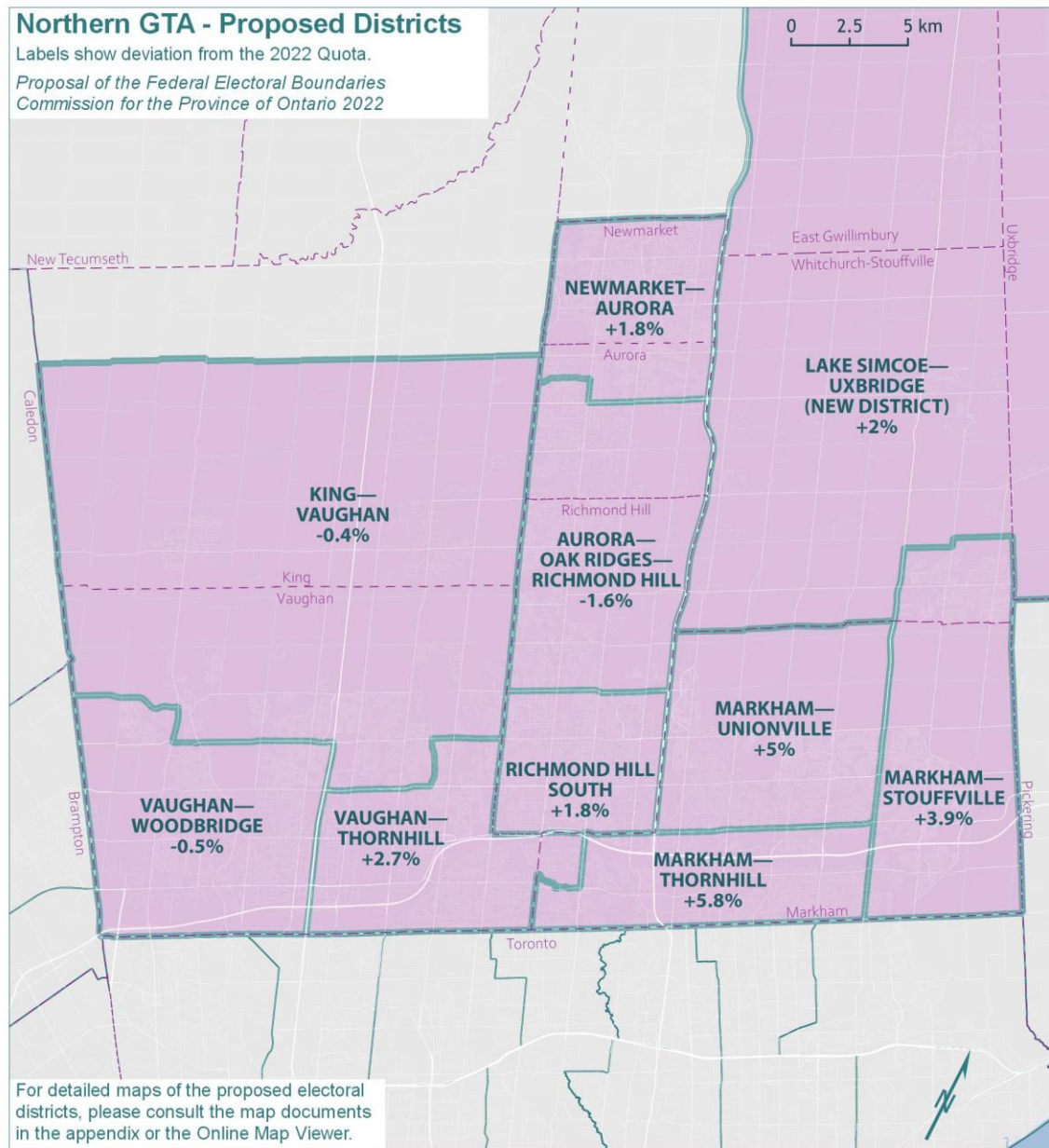
The new deviations from the Quota in the proposed redistribution plan are shown in Table 5B.

Table 5B – Central Ontario Proposed Electoral Districts		
Electoral Districts	Population – 2021	Deviation from Quota – 2022
Barrie—Innisfil	120,378	3.25%
Barrie—Springwater—Oro-Medonte	115,495	-0.94%
Bruce—Grey—Owen Sound	118,588	1.71%
Collingwood—Blue Mountains	116,511	-0.07%
Lake Simcoe—Uxbridge (New District)	118,867	1.95%
New Tecumseth—Bradford	118,958	2.03%
Penetanguishene—Couchiching	112,022	-3.92%
Average	117,260	0.57%
Range (most populous to least populous)	8,356	7.17 pp

pp = percentage points

Northern Greater Toronto Area





The population of Northern GTA grew by 13%, from 965,985 in 2011 to 1,091,756 in 2021. The remainder of Ontario grew by 10.5% in the same period.

The existing nine electoral districts in Northern GTA would have an average 2021 population of 121,306 and an average deviation of 4% from the Quota. The range between the least and most populous districts would be 43.1 percentage points. As shown in Table 6A below, there are wide population disparities among the electoral districts within this geographic piece.

Table 6A – Northern GTA Existing Electoral Districts

Electoral Districts	Population – 2011	Deviation from Quota – 2012	Population – 2021	Deviation from Quota – 2022
Aurora—Oak Ridges—Richmond Hill	106,064	-0.14%	118,883	1.97%
King—Vaughan	109,235	2.84%	147,695	26.68%
Markham—Stouffville	109,780	3.36%	135,944	16.60%
Markham—Thornhill	102,221	-3.76%	97,510	-16.37%
Markham—Unionville	104,693	-1.43%	128,308	10.05%
Newmarket—Aurora	109,457	3.05%	127,134	9.04%
Richmond Hill	108,658	2.30%	114,180	-2.07%
Thornhill	110,427	3.97%	115,292	-1.11%
Vaughan—Woodbridge	105,450	-0.72%	106,810	-8.39%
Average	107,332	1.05%	121,306	4.04%
Range (most populous to least populous)	8,206	7.73 pp	50,185	43.05 pp

pp = percentage points

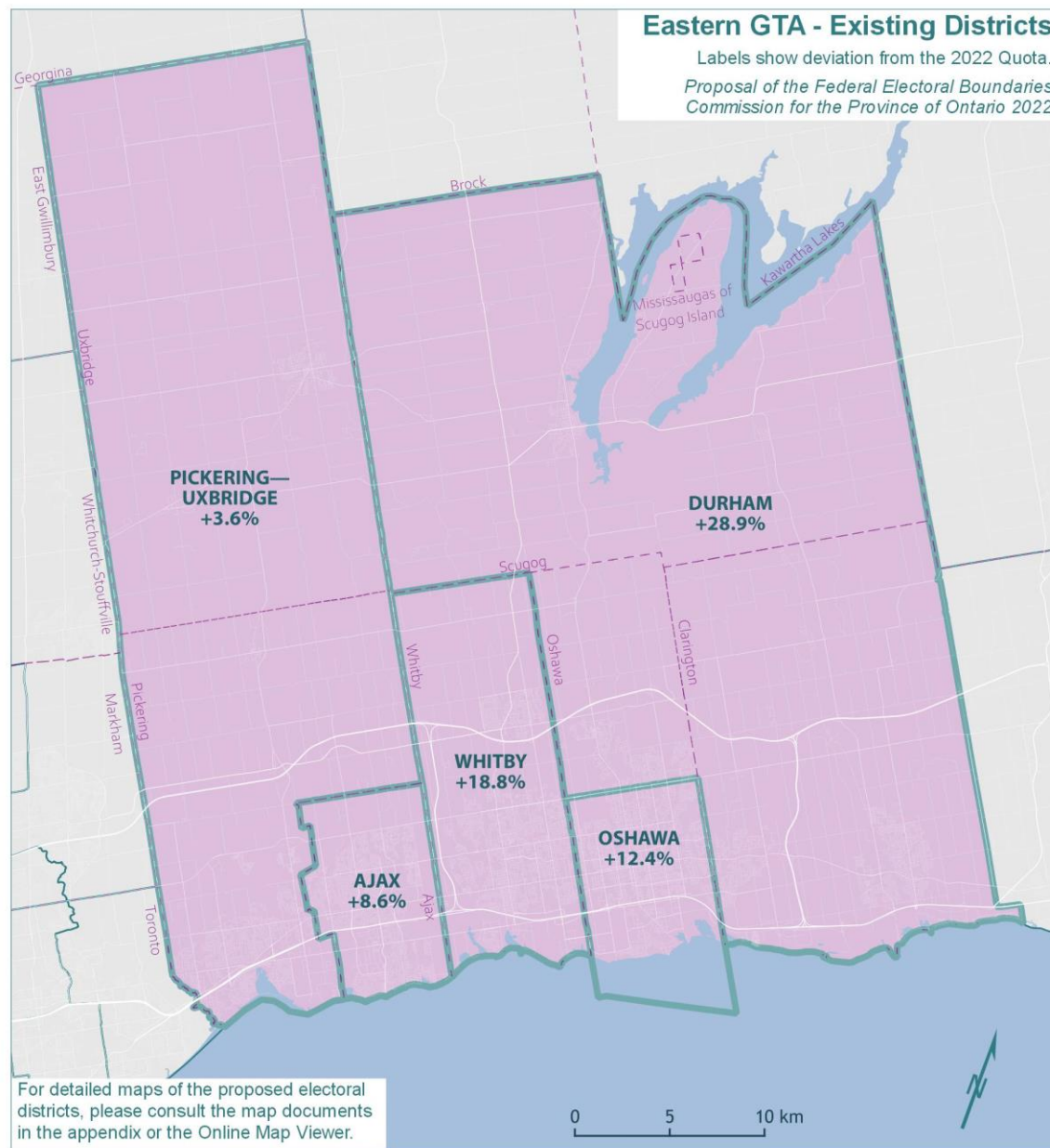
The Commission noted that significant changes are required to ensure voter parity as much as reasonably possible. As shown in the illustrations, the new district of LAKE SIMCOE—UXBRIDGE encompasses all of the northern portion of the current Markham—Stouffville district. In the southeast corner of this geographic piece, the boundaries of the adjacent districts of MARKHAM—STOUFFVILLE, MARKHAM—THORNHILL and MARKHAM—UNIONVILLE are adjusted to bring those districts closer to population parity. Adjustments are also proposed to address the fast-growing population in the existing district of King—Vaughan. The boundary between KING—VAUGHAN and VAUGHAN—WOODBIDGE is shifted northward to balance the populations of these adjacent ridings.

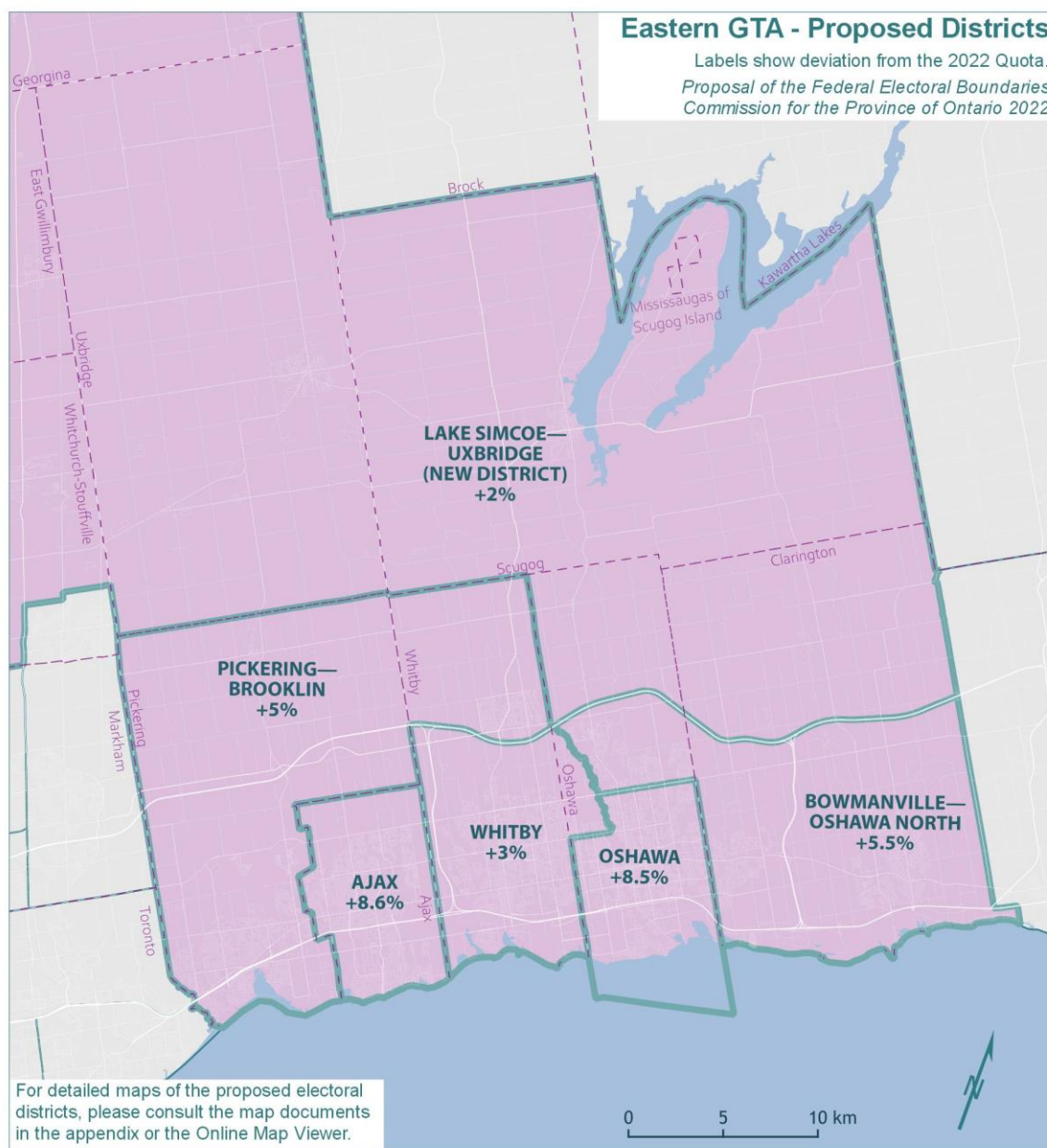
The new deviations from the Quota in the proposed redistribution plan are shown in Table 6B.

Table 6B – Northern GTA Proposed Electoral Districts		
Electoral Districts	Population – 2021	Deviation from Quota – 2022
Aurora—Oak Ridges—Richmond Hill	114,676	-1.64%
King—Vaughan	116,118	-0.40%
Lake Simcoe—Uxbridge (New District)	118,867	1.95%
Markham—Stouffville	121,176	3.93%
Markham—Thornhill	123,400	5.84%
Markham—Unionville	122,401	4.98%
Newmarket—Aurora	118,666	1.78%
Richmond Hill South	118,679	1.79%
Vaughan—Thornhill	119,771	2.73%
Vaughan—Woodbridge	115,957	-0.54%
Average	118,971	2.04%
Range (most populous to least populous)	8,724	7.48 pp

pp = percentage points

Eastern Greater Toronto Area





The population of Eastern GTA grew by 14.6%, from 582,132 in 2011 to 667,211 in 2021. The remainder of Ontario grew by 10.5% in the same period.

The existing five electoral districts in Eastern GTA would have an average 2021 population of 133,442 and an average deviation of 14.5% from the Quota. The absolute range between the least and most populous districts would be 25.3 percentage points. The populations and deviations from the Quota for the existing electoral districts are shown in Table 7A.

Table 7A – Eastern GTA Existing Electoral Districts

Electoral Districts	Population – 2011	Deviation from Quota – 2012	Population – 2021	Deviation from Quota – 2022
Ajax	109,600	3.19%	126,666	8.64%
Durham	115,395	8.64%	150,235	28.86%
Oshawa	125,771	18.41%	131,067	12.42%
Pickering—Uxbridge	109,344	2.95%	120,742	3.56%
Whitby	122,022	14.88%	138,501	18.79%
Average	116,426	9.61%	133,442	14.45%
Range (most populous to least populous)	16,427	15.46 pp	29,493	25.30 pp

pp = percentage points

Population growth over the past decade in the Durham Region necessitates a number of significant boundary adjustments in this geographic piece.

The new district of LAKE SIMCOE—UXBRIDGE, as seen in the illustration, incorporates the northern portions of the existing districts of Pickering—Uxbridge and Durham. As a result of this change and of population growth in the City of Whitby (and the community of Brooklin in particular), the Commission proposes to place Brooklin in the district of PICKERING—BROOKLIN. The area constituting the southern portion of the current district of Durham is renamed BOWMANVILLE—OSHAWA NORTH.

The adjusted districts OSHAWA and WHITBY are now more compact in size, with populations much closer to the Quota. The boundaries of AJAX are unchanged.

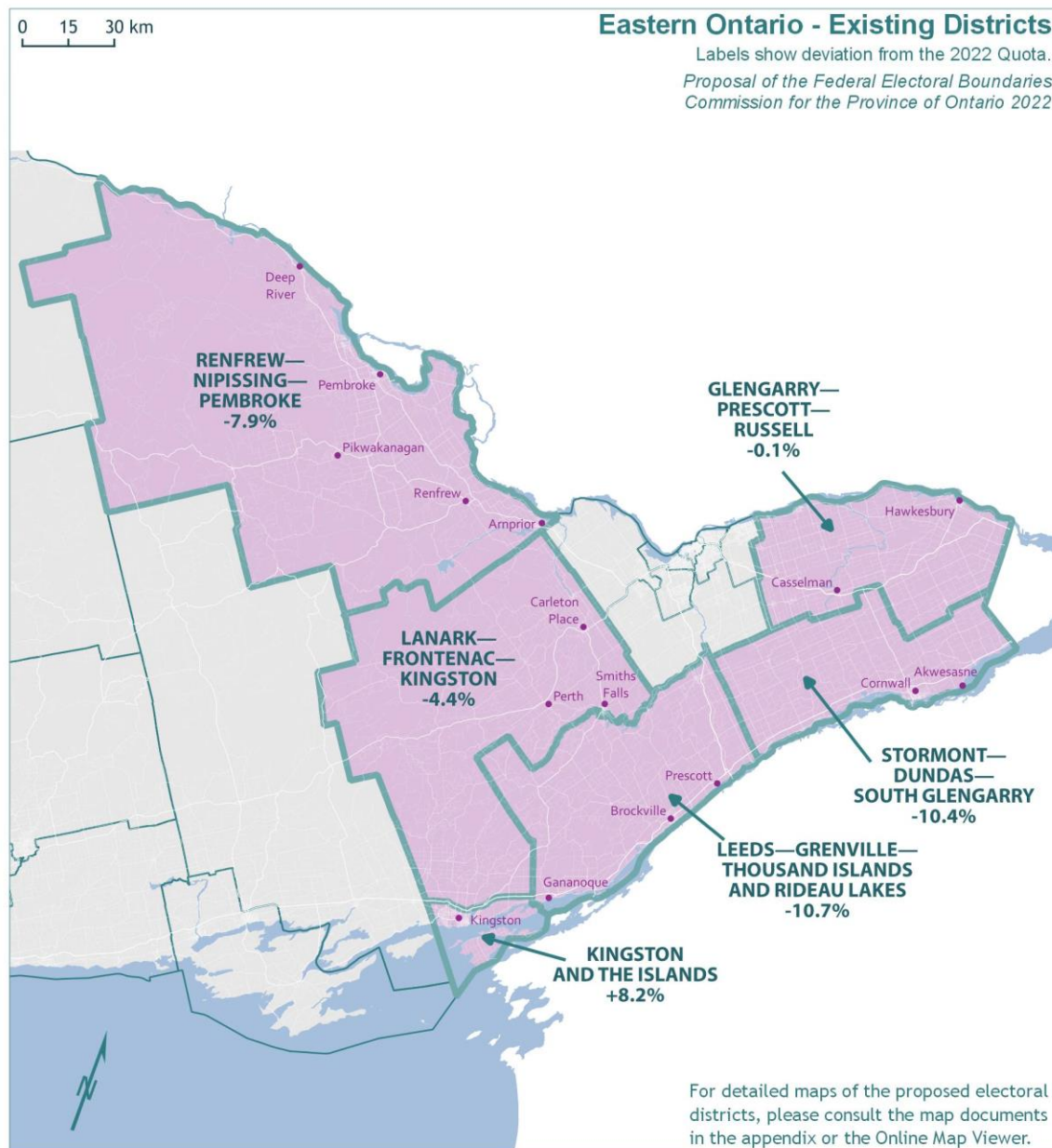
Table 7B – Eastern GTA Proposed Electoral Districts

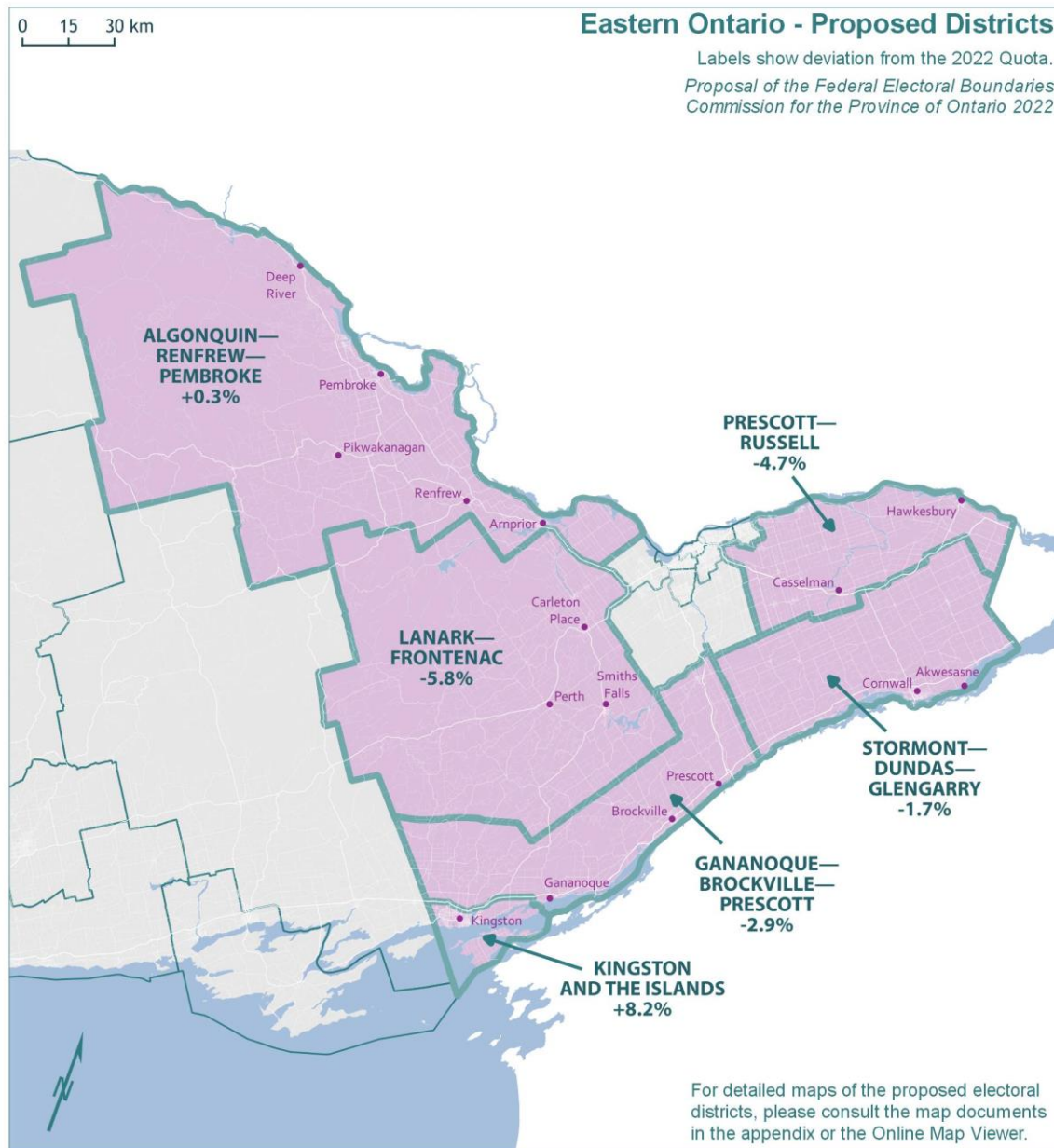
Electoral Districts	Population – 2021	Deviation from Quota – 2022
Ajax	126,666	8.64%
Bowmanville—Oshawa North	123,036	5.53%
Lake Simcoe—Uxbridge (New District)	118,867	1.95%
Oshawa	126,499	8.50%
Pickering—Brooklin	122,430	5.01%
Whitby	120,078	2.99%
Average	122,929	5.44%
Range (most populous to least populous)	7,799	6.69 pp

pp = percentage points

Part B – Geographic Pieces in the Balance of the Province, from East to West

Eastern Ontario





The population of Eastern Ontario grew by 7.3%, from 624,416 in 2011 to 669,976 in 2021. The remainder of Ontario grew by 10.8% in the same period.

The existing six electoral districts in Eastern Ontario would have an average 2021 population of 111,663 and an average deviation of -4.2% from the Quota. The absolute range between the least and most populous districts would be 18.9 percentage points. The populations and deviations from the Quota for the existing electoral districts are shown in Table 8A.

Table 8A – Eastern Ontario Existing Electoral Districts

Electoral Districts	Population – 2011	Deviation from Quota – 2012	Population – 2021	Deviation from Quota – 2022
Glengarry—Prescott—Russell	106,240	0.02%	116,463	-0.11%
Kingston and the Islands	116,996	10.15%	126,106	8.16%
Lanark—Frontenac—Kingston	98,424	-7.33%	111,424	-4.43%
Leeds—Grenville—Thousand Islands and Rideau Lakes	99,306	-6.50%	104,070	-10.74%
Renfrew—Nipissing—Pembroke	102,537	-3.46%	107,420	-7.87%
Stormont—Dundas—South Glengarry	100,913	-4.99%	104,493	-10.38%
Average	104,069	-2.02%	111,663	-4.23%
Range (most populous to least populous)	18,572	17.48 pp	22,036	18.90 pp

pp = percentage points

Proposed changes to boundaries in this geographic piece result from the goal of achieving population equality; however, these changes are relatively minor in comparison with those of other parts of the province. The Commission endeavoured to maintain districts of manageable size and respect communities of interest.

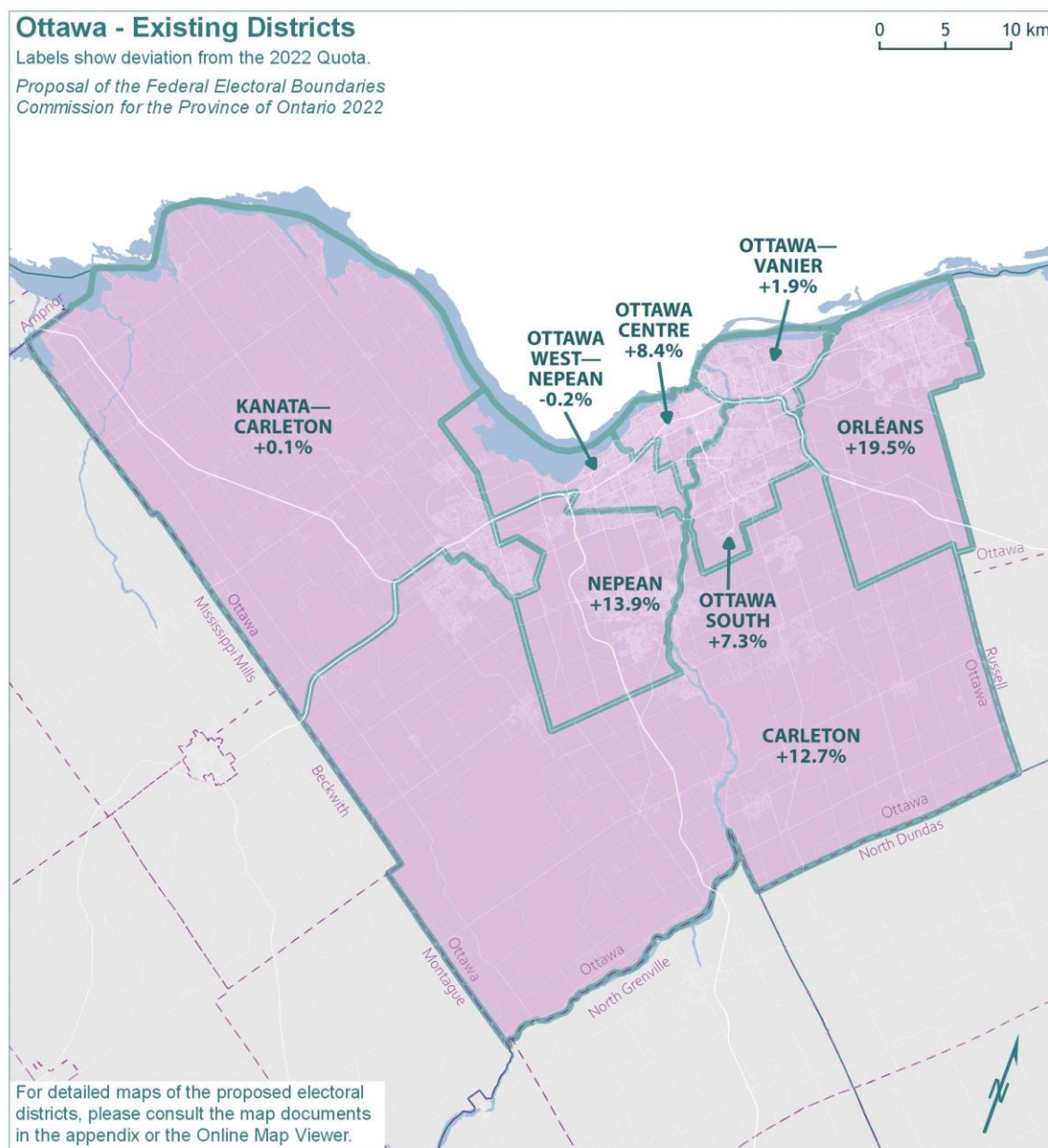
The majority representation of the Francophone community in the existing district of Glengarry—Prescott—Russell is maintained in the proposed district of PRESCOTT—RUSSELL.

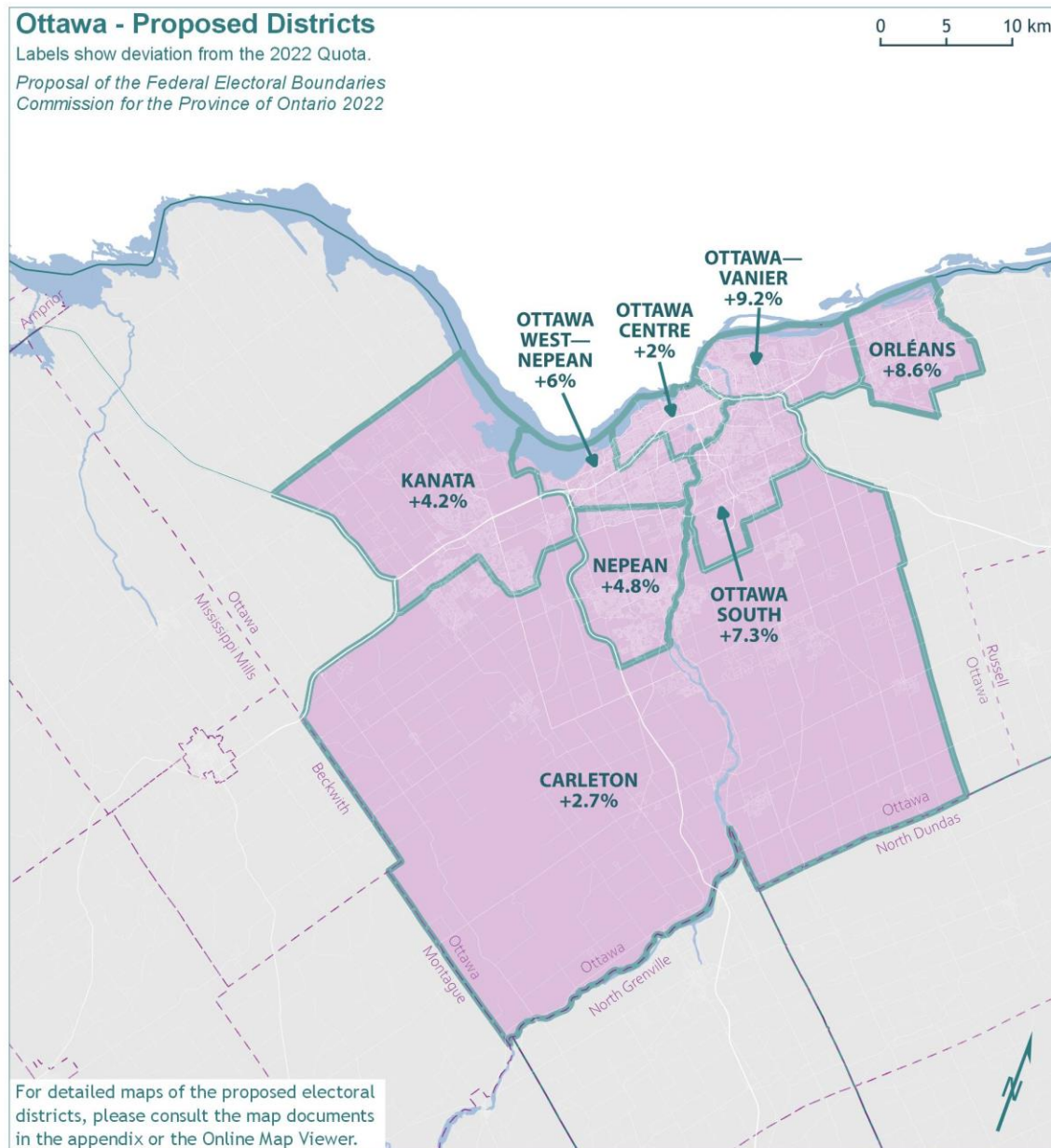
The new deviations from the Quota in the proposed redistribution plan are shown in Table 8B.

Table 8B – Eastern Ontario Proposed Electoral Districts		
Electoral Districts	Population – 2021	Deviation from Quota – 2022
Algonquin—Renfrew—Pembroke	116,900	0.27%
Gananoque—Brockville—Prescott	113,266	-2.85%
Kingston and the Islands	126,106	8.16%
Lanark—Frontenac	109,784	-5.84%
Prescott—Russell	111,163	-4.65%
Stormont—Dundas—Glengarry	114,637	-1.68%
Average	115,309	-1.10%
Range (most populous to least populous)	16,322	14.00 pp

pp = percentage points

Ottawa





The population of the Ottawa geographic piece grew by 15.4%, from 872,783 in 2011 to 1,006,769 in 2021. The remainder of Ontario grew by 10.3% in the same period.

The existing eight electoral districts in the Ottawa geographic piece would have an average 2021 population of 125,846 and an average deviation of 7.9% from the Quota. The absolute range between the least and most populous districts would be 19.7 percentage points. The populations and deviations from the Quota for the existing electoral districts are shown in Table 9A.

Table 9A – Ottawa Existing Electoral Districts

Electoral Districts	Population – 2011	Deviation from Quota – 2012	Population – 2021	Deviation from Quota – 2022
Carleton	89,522	-15.72%	131,375	12.68%
Kanata—Carleton	100,846	-5.05%	116,651	0.05%
Nepean	104,775	-1.35%	132,769	13.88%
Orléans	119,247	12.27%	139,309	19.49%
Ottawa Centre	113,619	6.97%	126,360	8.38%
Ottawa South	121,894	14.76%	125,090	7.29%
Ottawa—Vanier	110,999	4.51%	118,806	1.90%
Ottawa West—Nepean	111,881	5.34%	116,409	-0.16%
Average	109,098	2.72%	125,846	7.94%
Range (most populous to least populous)	32,372	30.48 pp	22,900	19.65 pp

pp = percentage points

Significant redrawing was required, given the large deviations from the Quota in the suburban area comprised of the existing districts of Carleton, Nepean, and Orléans. The Commission noted that these three districts are underrepresented with populations that are, respectively, 12.7%, 13.9% and 19.5% above the Quota. The proposed boundary changes bring these districts closer to the Quota.

The most notable change concerns ORLÉANS, where an adjustment to the southern boundary, pushing it up towards the Ottawa River, will bring its population much closer to parity with surrounding districts.

Population growth in the existing districts of Nepean and Carleton necessitates further boundary changes that in turn impact the existing district of Kanata—Carleton. The Commission proposes shifting the boundaries of the proposed district of KANATA to the east to address these disparities.

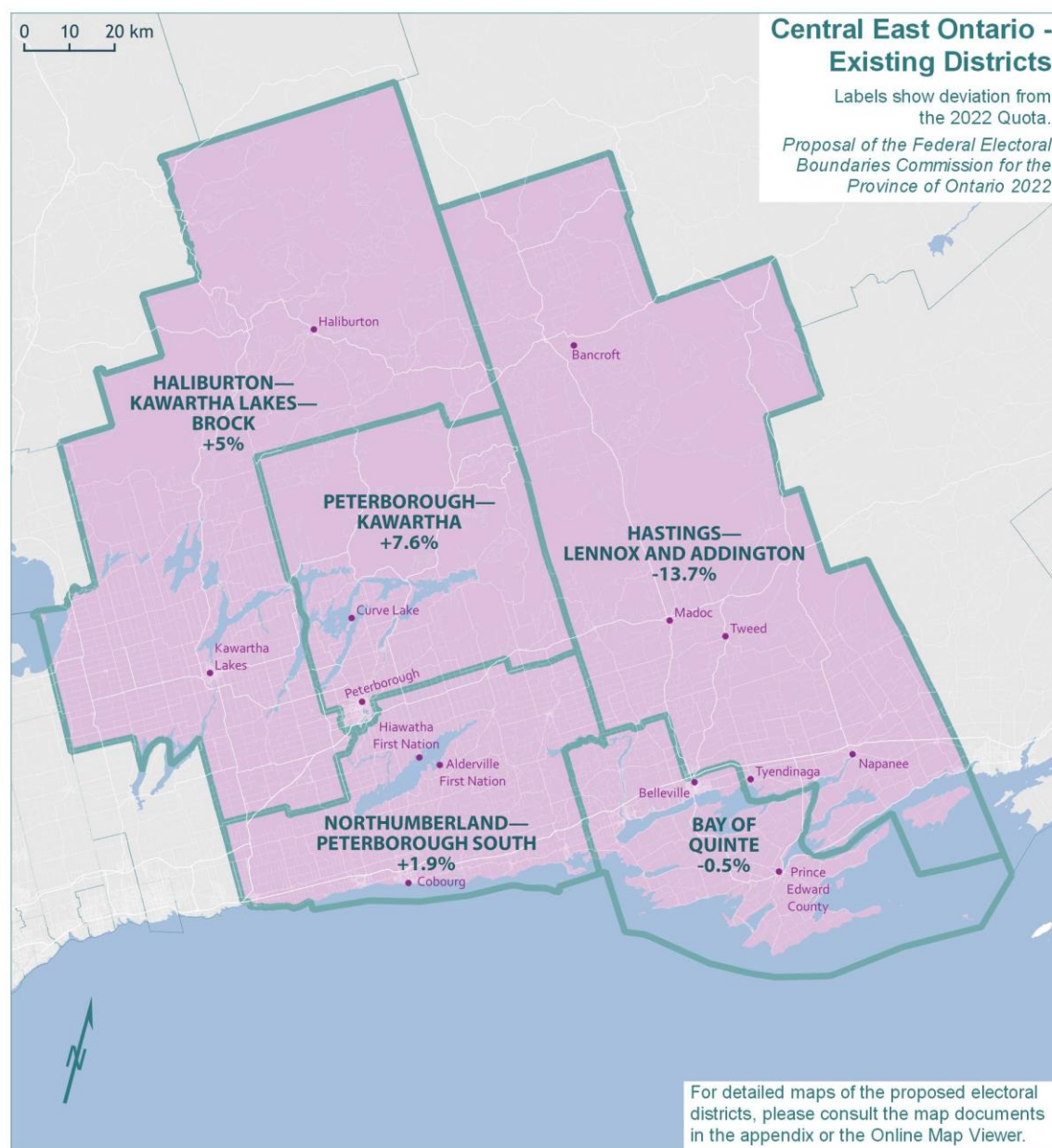
The Commission has endeavoured to respect the interests of the Francophone community by ensuring that their representation in the proposed districts of ORLÉANS, OTTAWA—VANIER and OTTAWA SOUTH are not diluted.

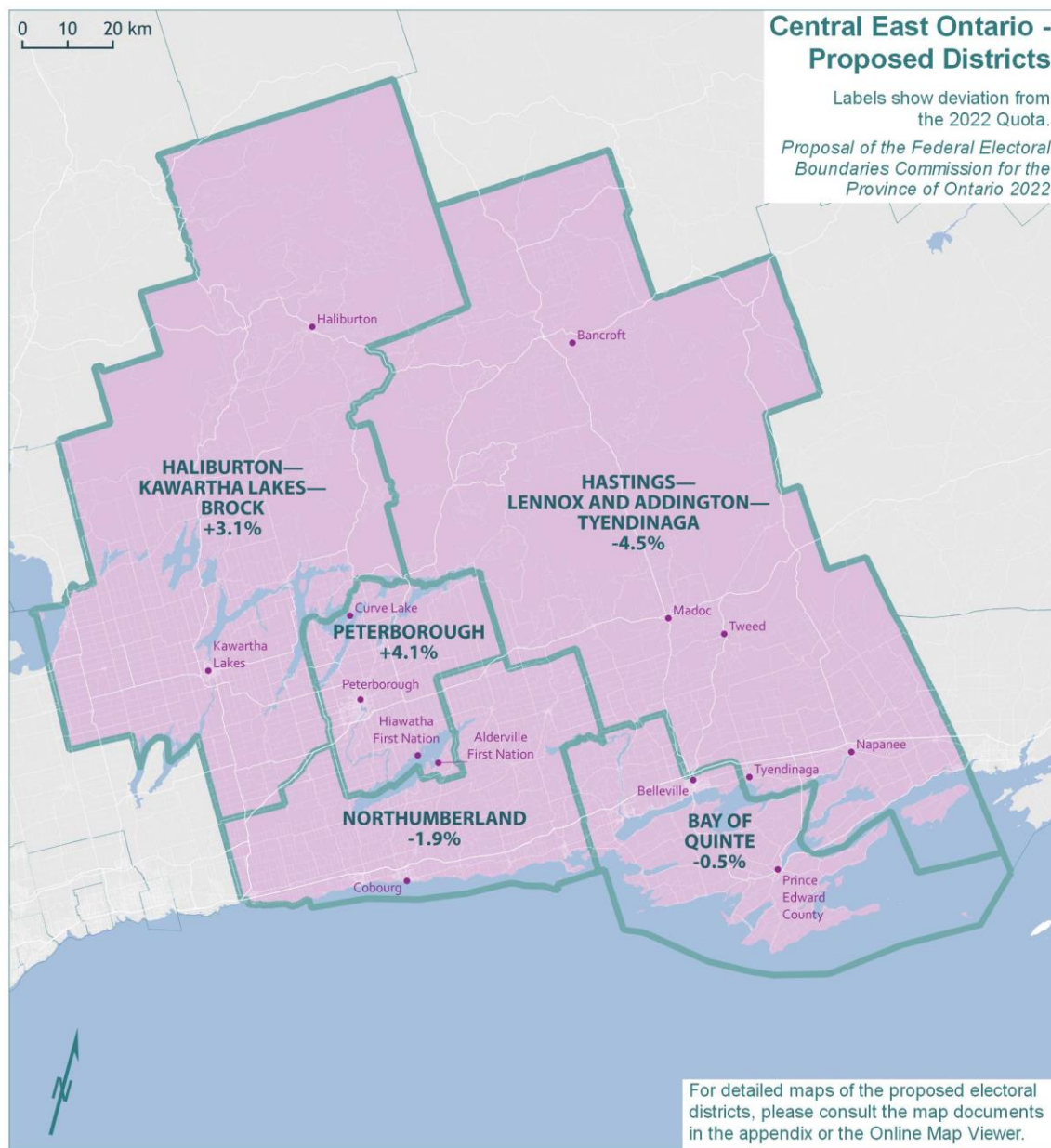
The new deviations from the Quota in the proposed redistribution plan are shown in Table 9B.

Table 9B – Ottawa Proposed Electoral Districts		
Electoral Districts	Population – 2021	Deviation from Quota – 2022
Carleton	119,737	2.70%
Kanata	121,458	4.18%
Nepean	122,229	4.84%
Orléans	126,662	8.64%
Ottawa Centre	118,950	2.02%
Ottawa South	125,075	7.28%
Ottawa—Vanier	127,255	9.15%
Ottawa West—Nepean	123,533	5.96%
Average	123,112	5.60%
Range (most populous to least populous)	8,305	7.13 pp

pp = percentage points

Central East Ontario





The population of Central East Ontario grew by 9%, from 535,322 in 2011 to 583,287 in 2021. The remainder of Ontario grew by 10.8% in the same period.

The existing five electoral districts in Central East Ontario would have an average 2021 population of 116,657 and an average deviation of 0.1% from the Quota. The absolute range between the least and most populous districts would be 21.3 percentage points. The populations and deviations from the Quota for the existing electoral districts are shown in Table 10A.

Table 10A – Central East Ontario Existing Electoral Districts

Electoral Districts	Population – 2011	Deviation from Quota – 2012	Population – 2021	Deviation from Quota – 2022
Bay of Quinte	109,488	3.08%	116,016	-0.49%
Haliburton—Kawartha Lakes—Brock	110,217	3.77%	122,401	4.98%
Hastings—Lennox and Addington	92,513	-12.90%	100,636	-13.68%
Northumberland—Peterborough South	107,840	1.53%	118,756	1.86%
Peterborough—Kawartha	115,264	8.52%	125,478	7.62%
Average	107,064	0.80%	116,657	0.06%
Range (most populous to least populous)	22,751	21.42 pp	24,842	21.30 pp

pp = percentage points

The Commission shifted boundaries to balance the population of the districts across this geographic piece. This affects most significantly the existing district of Hastings—Lennox and Addington.

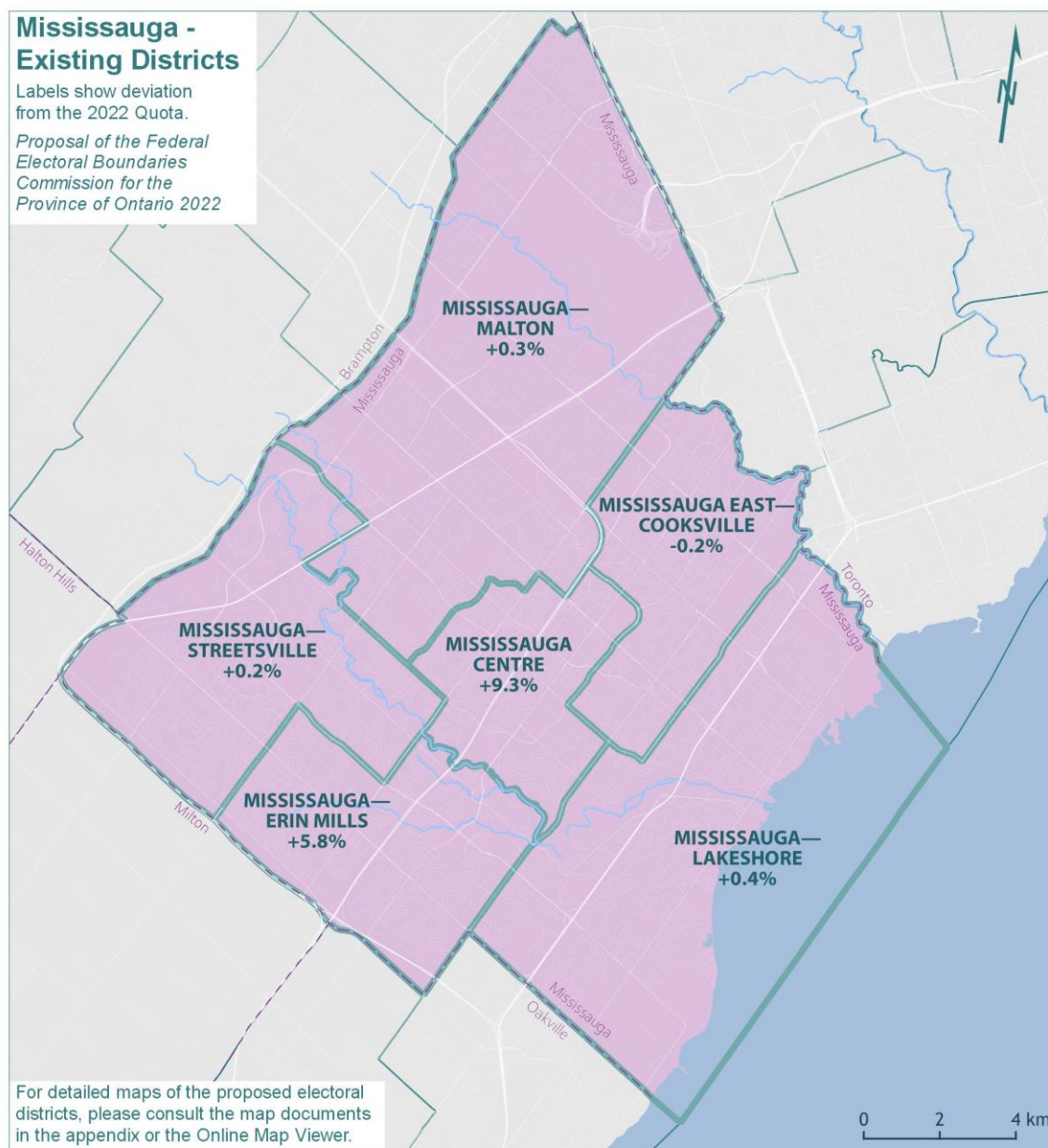
The Commission also proposes shifting the boundaries of the existing district of Peterborough—Kawartha southward to ensure that the reserves of the Alderville First Nation lie within the same district and to recognize the established connection of the Township of Otonabee-South Monaghan with Peterborough. This district is renamed as PETERBOROUGH.

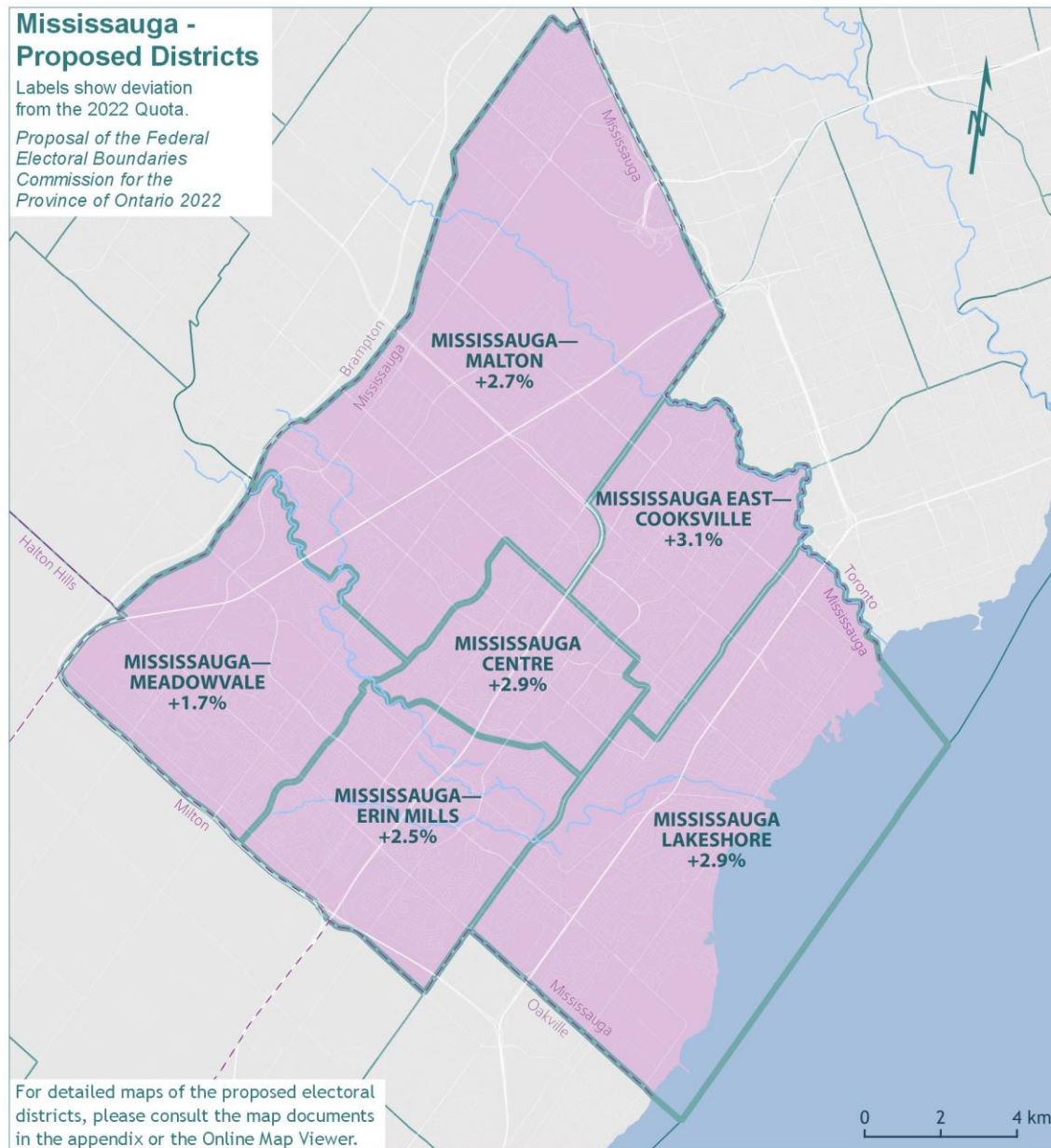
The new deviations from the Quota in the proposed redistribution plan are shown in Table 10B.

Table 10B – Central East Ontario Proposed Electoral Districts		
Electoral Districts	Population – 2021	Deviation from Quota – 2022
Bay of Quinte	116,016	-0.49%
Haliburton—Kawartha Lakes—Brock	120,254	3.14%
Hastings—Lennox and Addington—Tyendinaga	111,331	-4.51%
Northumberland	114,335	-1.93%
Peterborough	121,336	4.07%
Average	116,654	0.06%
Range (most populous to least populous)	10,005	8.58 pp

pp = percentage points

Mississauga





The population of Mississauga has remained relatively constant, with population growth of 0.6%, from 713,443 in 2011 to 717,961 in 2021. The remainder of Ontario grew by 11.3% in the same period.

The existing six electoral districts in Mississauga would have an average 2021 population of 119,660 and an average deviation of 2.6% from the Quota. The absolute range between the least and most populous districts would be 9.5 percentage points. The populations and deviations from the Quota for the existing electoral districts are shown in Table 11A.

Table 11A – Mississauga Existing Electoral Districts

Electoral Districts	Population – 2011	Deviation from Quota – 2012	Population – 2021	Deviation from Quota – 2022
Mississauga Centre	118,756	11.81%	127,377	9.25%
Mississauga East—Cooksville	121,792	14.67%	116,346	-0.21%
Mississauga—Erin Mills	117,199	10.34%	123,371	5.82%
Mississauga—Lakeshore	118,893	11.94%	117,095	0.43%
Mississauga—Malton	118,046	11.14%	116,908	0.27%
Mississauga—Streetsville	118,757	11.81%	116,864	0.24%
Average	118,907	11.95%	119,660	2.63%
Range (most populous to least populous)	4,593	4.33 pp	11,031	9.46 pp

pp = percentage points

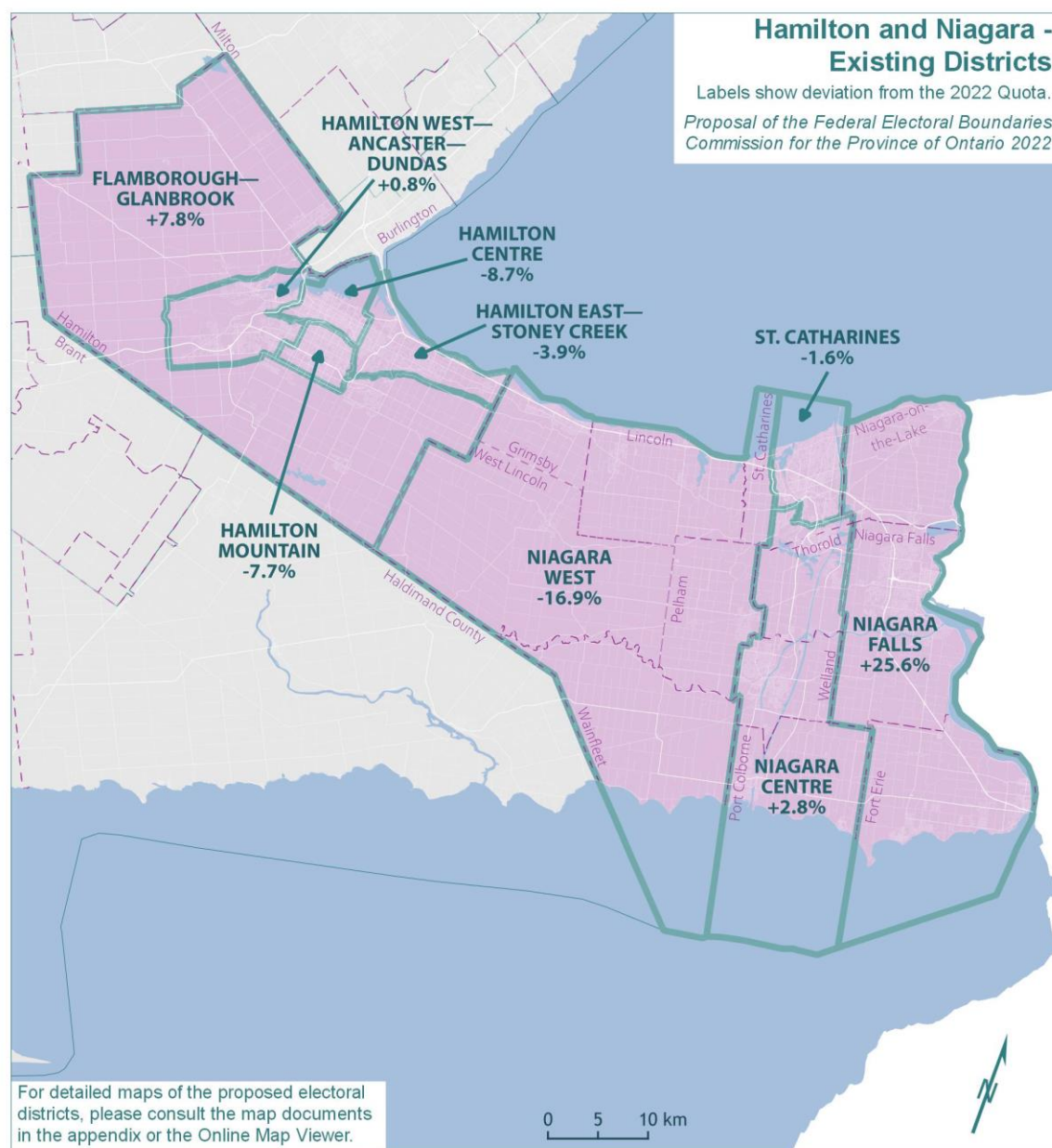
The Commission proposes minor boundary adjustments to balance the populations of the six existing districts in Mississauga. These districts remain within the municipal boundaries of the City of Mississauga, and their boundaries align with major roads, the Credit River, and the Canadian Pacific rail line.

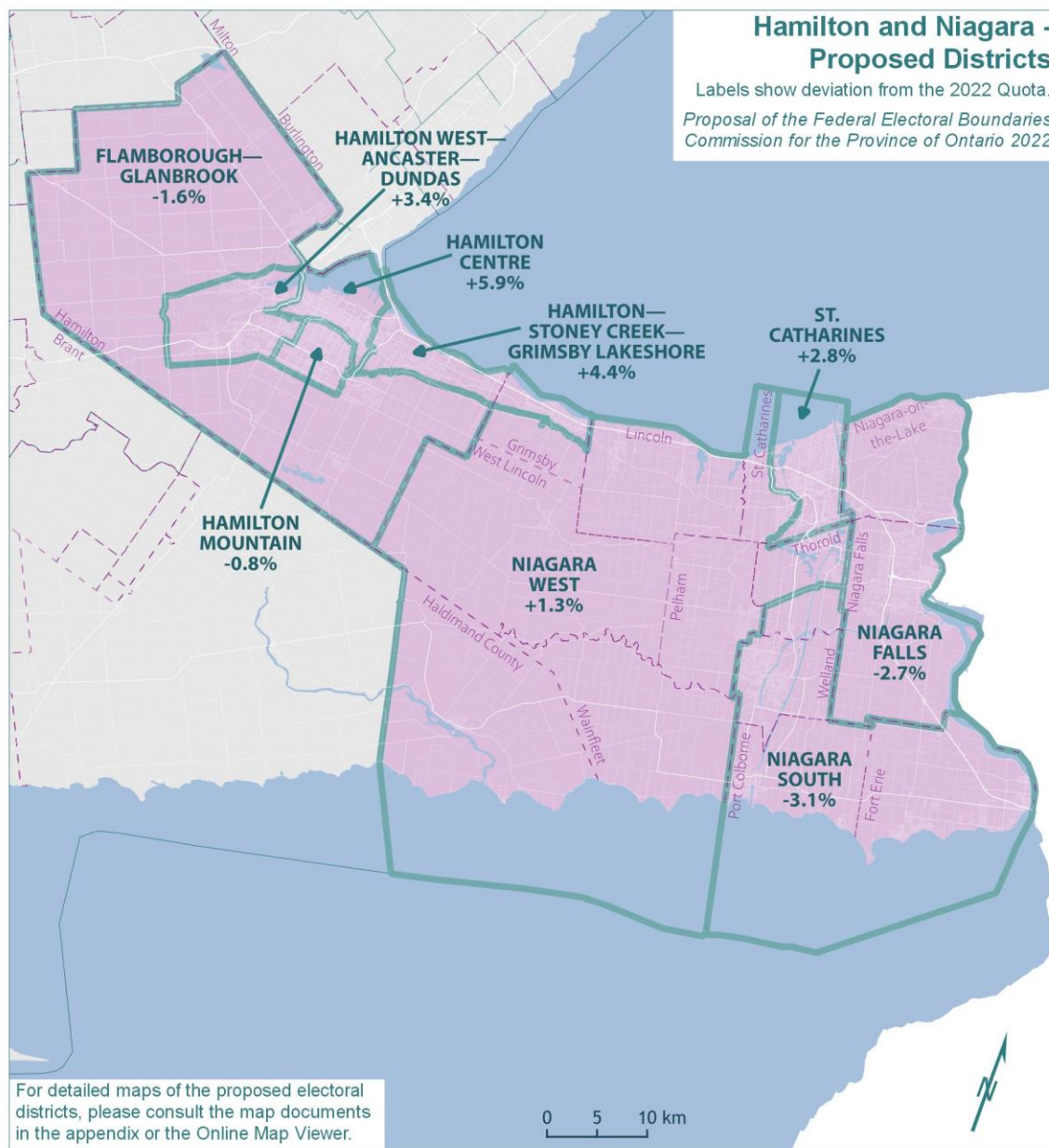
The new deviations from the Quota in the proposed redistribution plan are shown in Table 11B.

Table 11B – Mississauga Proposed Electoral Districts		
Electoral Districts	Population – 2021	Deviation from Quota – 2022
Mississauga Centre	119,975	2.90%
Mississauga East—Cooksville	120,196	3.09%
Mississauga—Erin Mills	119,526	2.52%
Mississauga Lakeshore	119,936	2.87%
Mississauga—Malton	119,741	2.70%
Mississauga—Meadowvale	118,587	1.71%
Average	119,660	2.63%
Range (most populous to least populous)	1,609	1.38 pp

pp = percentage points

Hamilton and Niagara





The population of Hamilton and Niagara grew by 10.1%, from 951,295 in 2011 to 1,047,294 in 2021. The remainder of Ontario grew by 10.7% in the same period.

The existing nine electoral districts in this geographic piece would have an average 2021 population of 116,366, which falls just 0.2% below the Quota. However, the Commission noted the unacceptably high range of deviation (42.4 percentage points) between the least and most populous districts. The populations and deviations from the Quota for the existing districts are shown in Table 12A.

Table 12A – Hamilton and Niagara Existing Electoral Districts

Electoral Districts	Population – 2011	Deviation from Quota – 2012	Population – 2021	Deviation from Quota – 2022
Flamborough—Glanbrook	97,081	-8.60%	125,692	7.81%
Hamilton Centre	101,932	-4.03%	106,439	-8.71%
Hamilton East—Stoney Creek	107,786	1.48%	112,028	-3.91%
Hamilton Mountain	103,615	-2.45%	107,629	-7.69%
Hamilton West—Ancaster—Dundas	109,535	3.13%	117,565	0.84%
Niagara Centre	105,860	-0.33%	119,809	2.76%
Niagara Falls	128,357	20.85%	146,404	25.57%
Niagara West	86,533	-18.53%	96,946	-16.85%
St. Catharines	110,596	4.13%	114,782	-1.55%
Average	105,699	-0.48%	116,366	-0.19%
Range (most populous to least populous)	41,824	39.38 pp	49,458	42.42 pp

pp = percentage points

Within the Niagara Peninsula, the Commission noted unreasonable variations in the population size of the existing districts of Niagara Falls and Niagara West. Significant adjustments were required to achieve population equality, with resulting impacts on contiguous areas.

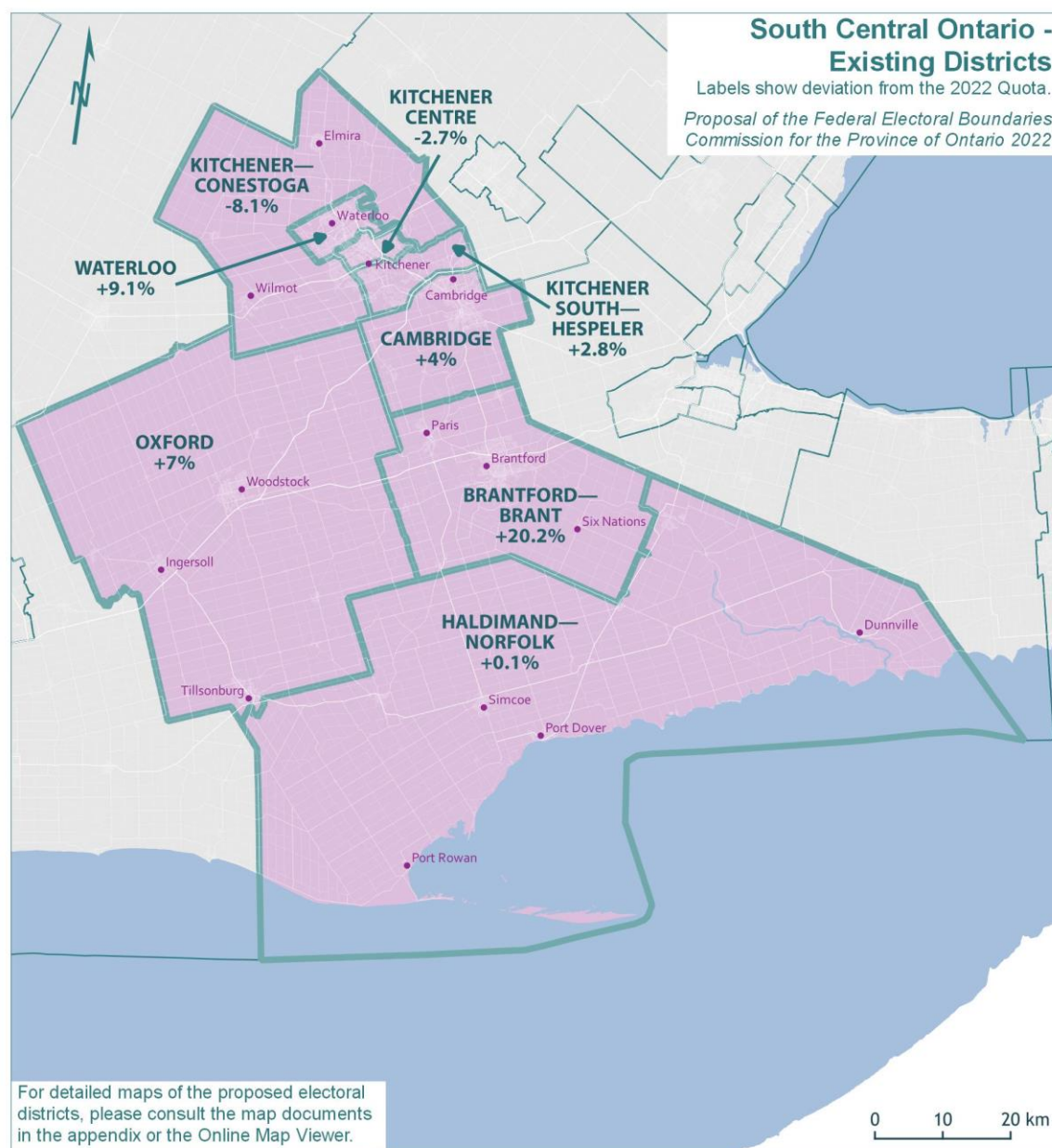
In the Hamilton area, the Commission made minor boundary adjustments to achieve voter parity. One resulting change was the inclusion of the urban portions of the Municipality of Grimsby within the newly named district of HAMILTON—STONEY CREEK—GRIMSBY LAKESHORE. This is a consequence of changes that were necessary in the Niagara area.

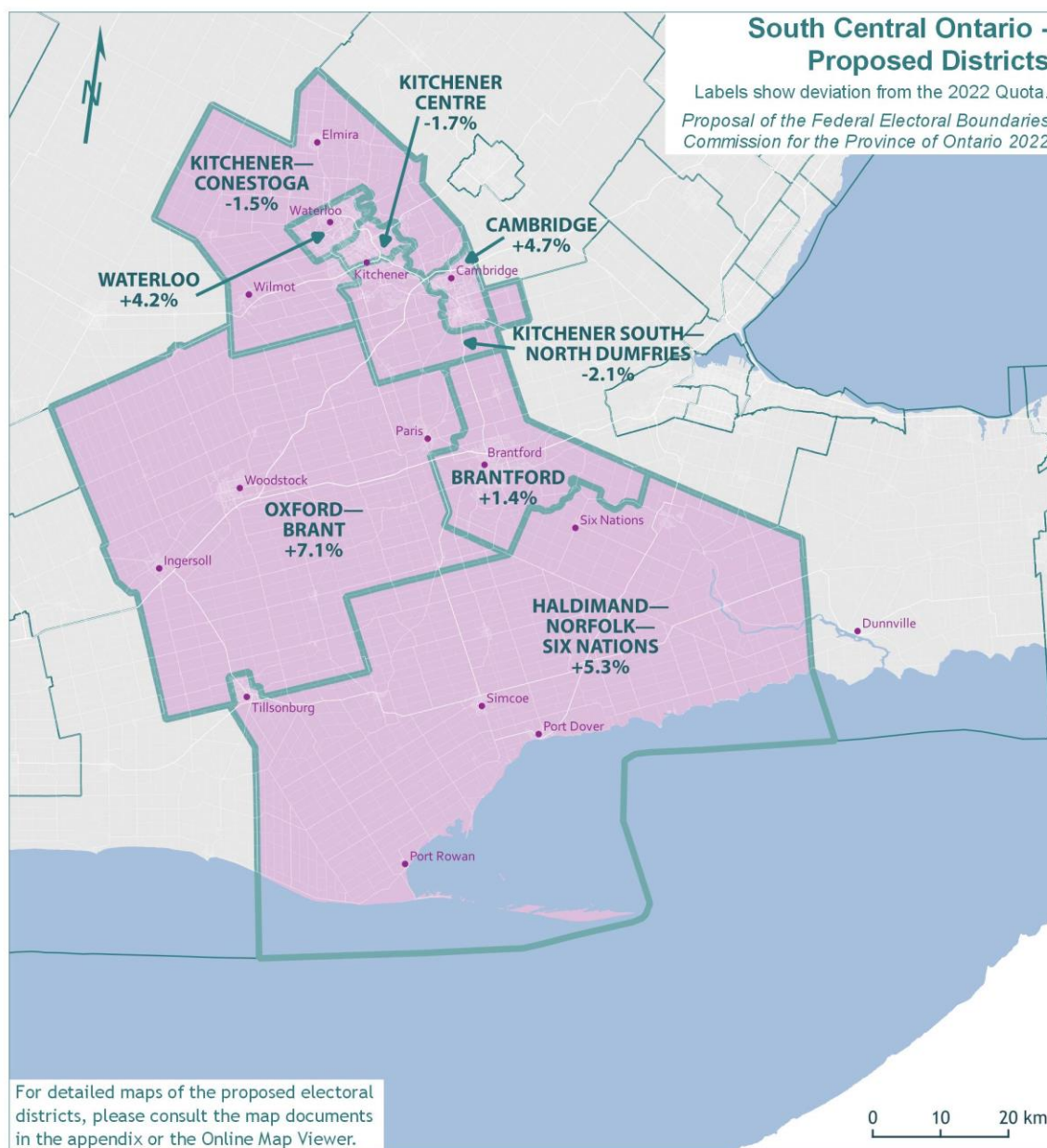
The new deviations from the Quota in the proposed redistribution plan are shown in Table 12B.

Table 12B – Hamilton and Niagara Proposed Electoral Districts		
Electoral Districts	Population – 2021	Deviation from Quota – 2022
Flamborough—Glanbrook	114,701	-1.62%
Hamilton Centre	123,520	5.94%
Hamilton Mountain	115,634	-0.82%
Hamilton—Stoney Creek—Grimsby Lakeshore	121,709	4.39%
Hamilton West—Ancaster—Dundas	120,551	3.40%
Niagara Falls	113,503	-2.65%
Niagara South	112,928	-3.14%
Niagara West	118,158	1.34%
St. Catharines	119,873	2.82%
Average	117,842	1.07%
Range (most populous to least populous)	10,592	9.08 pp

pp = percentage points

South Central Ontario





The population of South Central Ontario grew by 13.1%, from 857,968 in 2011 to 970,608 in 2021. The remainder of Ontario grew by 10.5% in the same period.

The existing eight electoral districts in South Central Ontario would have an average 2021 population of 121,326 and an average deviation of 4.1% from the Quota. The absolute range between the least and most populous districts would be 28.3 percentage points. The populations and deviations from the Quota for the existing electoral districts are shown in Table 13A.

Table 13A – South Central Ontario Existing Electoral Districts

Electoral Districts	Population – 2011	Deviation from Quota – 2012	Population – 2021	Deviation from Quota – 2022
Brantford—Brant	132,443	24.69%	140,139	20.20%
Cambridge	111,693	5.16%	121,301	4.04%
Haldimand—Norfolk	108,051	1.73%	116,706	0.10%
Kitchener Centre	102,433	-3.56%	113,452	-2.69%
Kitchener—Conestoga	93,827	-11.66%	107,134	-8.11%
Kitchener South—Hespeler	97,673	-8.04%	119,851	2.80%
Oxford	108,656	2.30%	124,790	7.03%
Waterloo	103,192	-2.85%	127,235	9.13%
Average	107,246	0.97%	121,326	4.06%
Range (most populous to least populous)	38,616	36.35 pp	33,005	28.31 pp

pp = percentage points

The Commission noted the significant deviation from the Quota in the prior redistribution in the existing district of Brantford—Brant. To address this, the Commission has reduced the geographic size of this district and proposed it be renamed BRANTFORD.

As a result, several communities have been re-assigned to surrounding districts to the west and south in order to balance populations. Notably, the community of Six Nations of the Grand River has been preserved but is now located within the district to the south, newly named as HALDIMAND—NORFOLK—SIX NATIONS.

Additionally, in the interest of achieving voter parity, a series of minor boundary changes were made to balance populations in the districts surrounding Kitchener, Waterloo, and Cambridge.

The community of Hespeler, south of the Speed River, has been added to the proposed district of CAMBRIDGE to better unify the City of Cambridge. The Township of North Dumfries has been shifted from the existing district of Cambridge and into the proposed district of KITCHENER SOUTH—NORTH DUMFRIES.

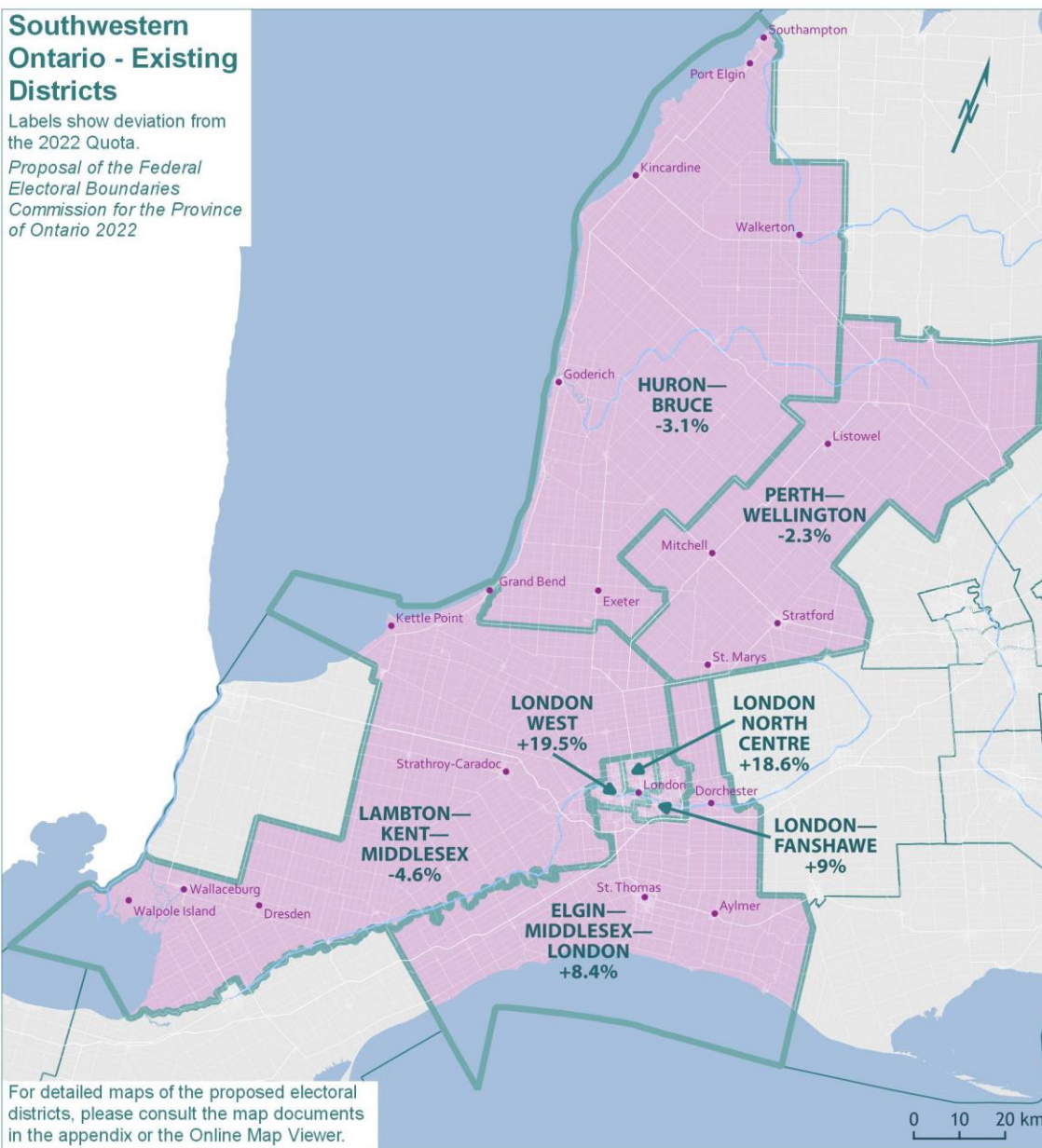
Several district names have been changed to better describe their locations or reflect communities of interest within the districts.

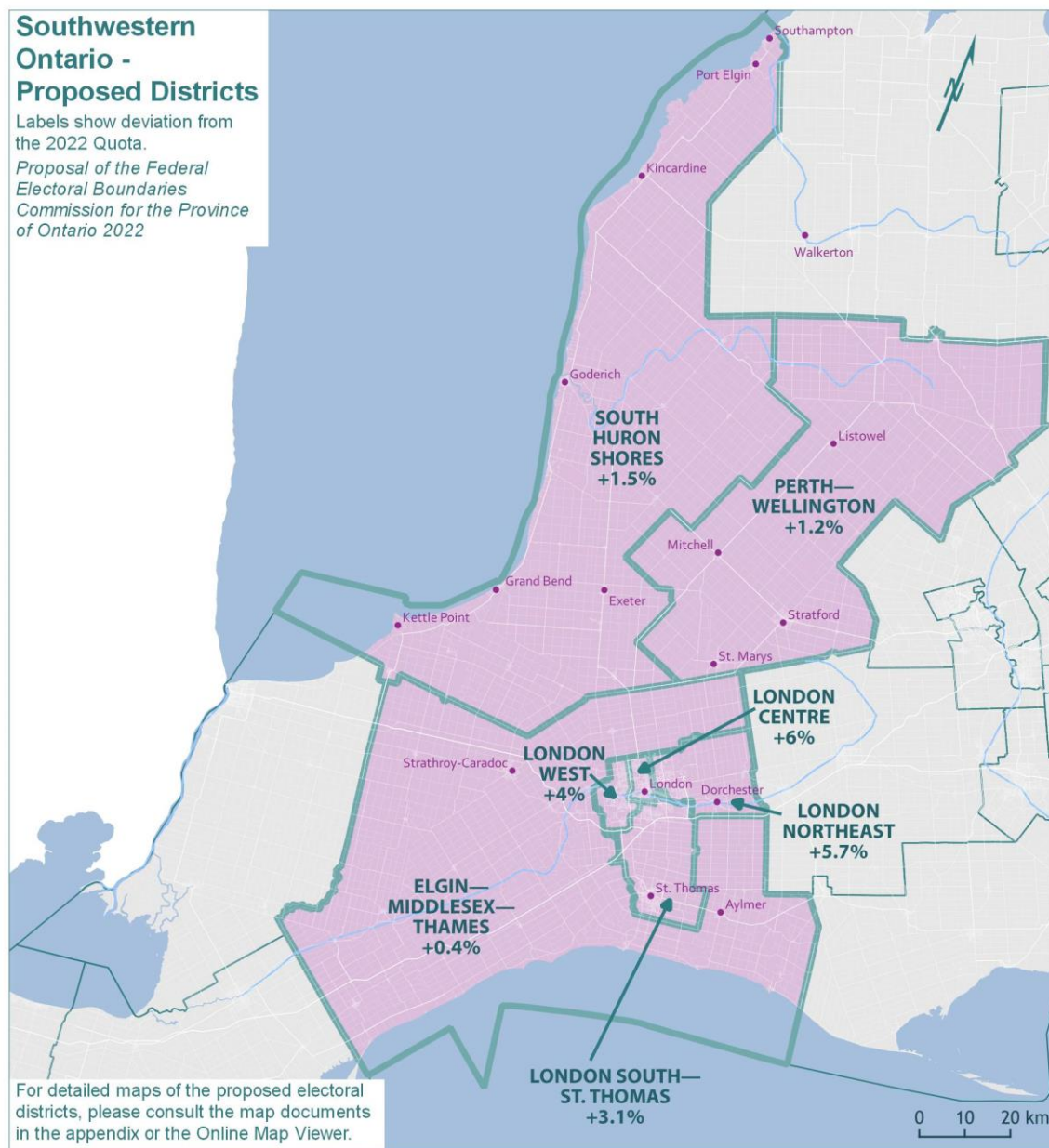
The new deviations from the Quota in the proposed redistribution plan are shown in Table 13B.

Table 13B – South Central Ontario Proposed Electoral Districts		
Electoral Districts	Population – 2021	Deviation from Quota – 2022
Brantford	118,167	1.35%
Cambridge	122,099	4.73%
Haldimand—Norfolk—Six Nations	122,813	5.34%
Kitchener Centre	114,595	-1.71%
Kitchener—Conestoga	114,856	-1.49%
Kitchener South—North Dumfries	114,179	-2.07%
Oxford—Brant	124,844	7.08%
Waterloo	121,436	4.16%
Average	119,124	2.17%
Range (most populous to least populous)	10,665	9.15 pp

pp = percentage points

Southwestern Ontario





The population of Southwestern Ontario grew by 11.1%, from 782,285 in 2011 to 869,137 in 2021. The remainder of Ontario grew by 10.6% in the same period.

The existing seven electoral districts in this geographic piece would have an average 2021 population of 124,162 and an average deviation of 6.5% from the Quota. The absolute range between the least and most populous districts would be 24.1 percentage points. The populations and deviations from the Quota for the existing electoral districts are shown in Table 14A.

Table 14A – Southwestern Ontario Existing Electoral Districts

Electoral Districts	Population – 2011	Deviation from Quota – 2012	Population – 2021	Deviation from Quota – 2022
Elgin—Middlesex—London	110,109	3.67%	126,428	8.44%
Huron—Bruce	104,842	-1.29%	112,929	-3.14%
Lambton—Kent—Middlesex	105,919	-0.28%	111,242	-4.59%
London—Fanshawe	119,334	12.35%	127,068	8.99%
London North Centre	118,079	11.17%	138,255	18.58%
London West	119,090	12.12%	139,305	19.48%
Perth—Wellington	104,912	-1.23%	113,910	-2.30%
Average	111,755	5.22%	124,162	6.49%
Range (most populous to least populous)	14,492	13.64 pp	28,063	24.07 pp

pp = percentage points

The Commission noted that the three existing and largely urban districts within the City of London are underrepresented with populations that are 9%, 18.6% and 19.5% above the Quota. Consequently, considerable redrawing was required. Recognizing the urban growth in all directions, the boundaries of these three districts are reconfigured to better balance populations with adjacent and more rural districts.

Recognizing the development in the southern part of the City of London and the northern part of the City of St. Thomas, these areas are both included in the proposed district of LONDON SOUTH—ST. THOMAS.

In the more northern part of the City of London, the boundaries of LONDON WEST and the newly named LONDON CENTRE (the existing district of London North Centre) are modestly changed. The boundaries of the existing district of London—Fanshawe are shifted to the east, and this district is renamed LONDON NORTHEAST.

In the southern portion of this geographic piece, the newly named ELGIN—MIDDLESEX—THAMES extends from Kent Bridge Road (County Road 15) in Chatham-Kent at its western edge and wraps around the City of London along the east. This district comprises portions of the existing districts of Elgin—Middlesex—London and Lambton—Kent—Middlesex.

In the northern portion of this geographic piece, the districts of PERTH—WELLINGTON and the newly named SOUTH HURON SHORES (the existing district of Huron—Bruce) are largely unchanged.

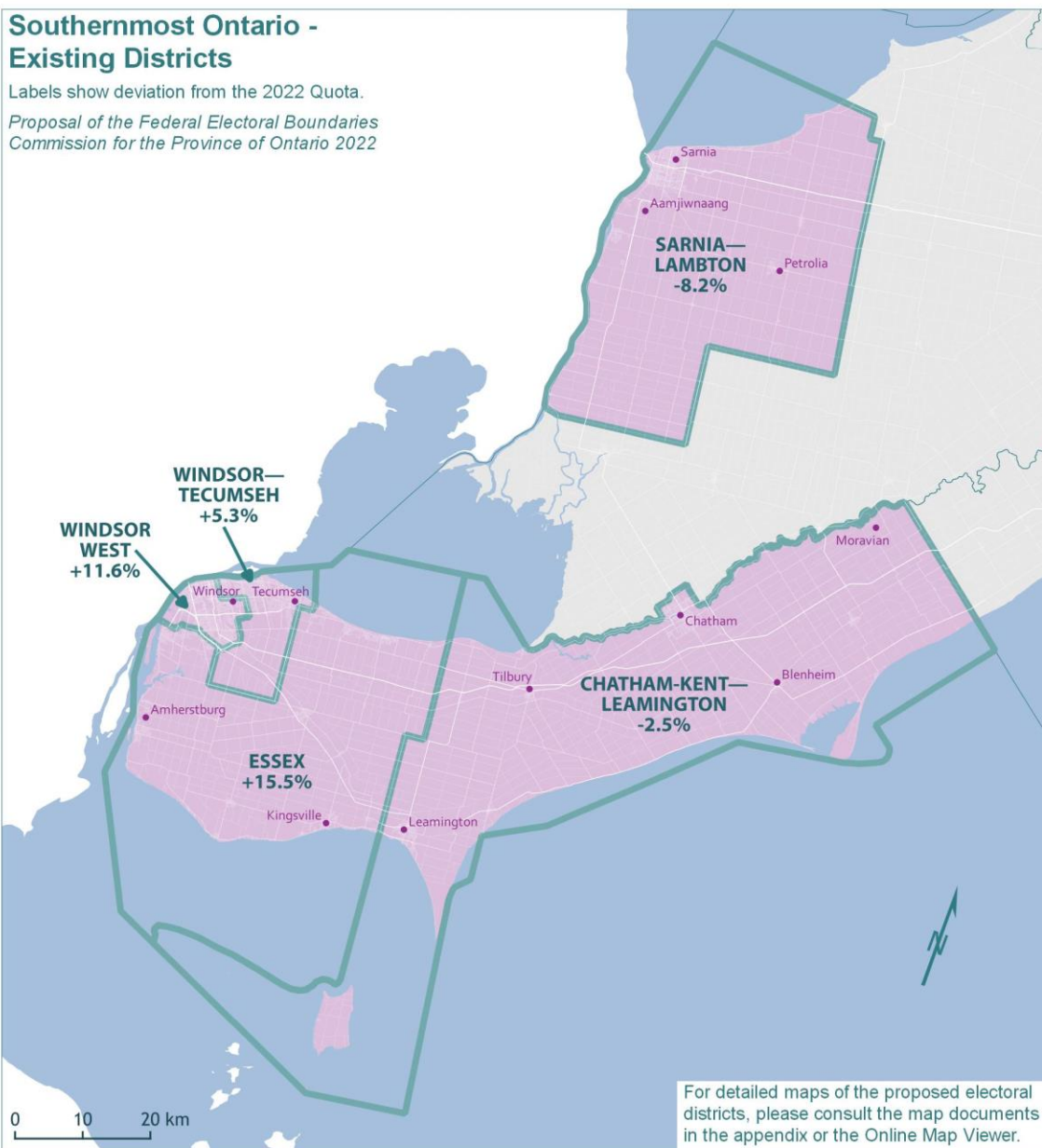
Many of the districts in this piece are renamed to better describe their locations and reflect their communities of interest.

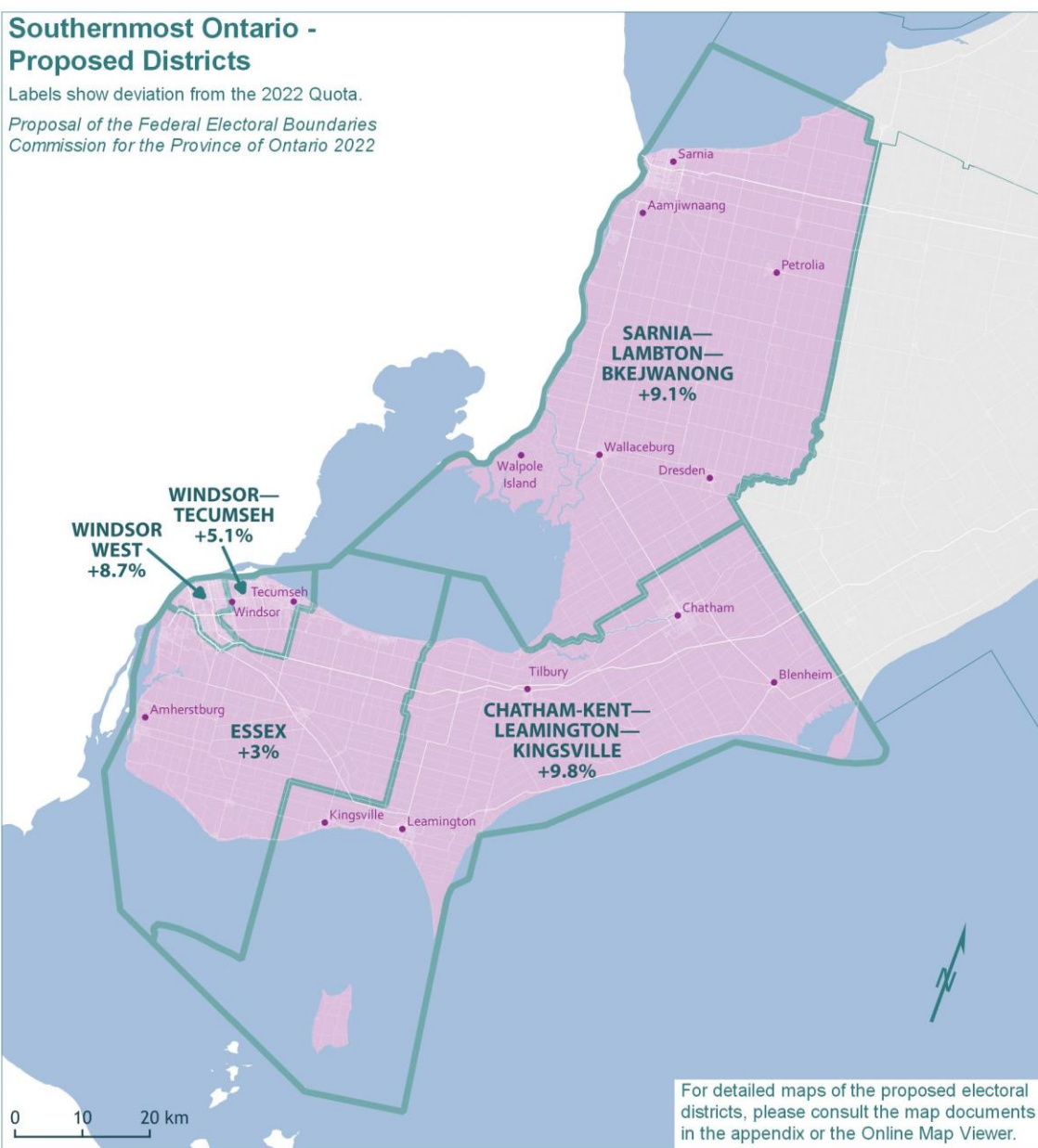
The new deviations from the Quota in the proposed redistribution plan are shown in Table 14B.

Table 14B – Southwestern Ontario Proposed Electoral Districts		
Electoral Districts	Population – 2021	Deviation from Quota – 2022
Elgin—Middlesex—Thames	117,082	0.42%
London Centre	123,531	5.95%
London Northeast	123,241	5.70%
London South—St. Thomas	120,208	3.10%
London West	121,199	3.95%
Perth—Wellington	117,974	1.19%
South Huron Shores	118,316	1.48%
Average	120,222	3.11%
Range (most populous to least populous)	6,449	5.53 pp

pp = percentage points

Southernmost Ontario





The population of the southernmost part of Ontario grew by 6.1%, from 573,137 in 2011 to 608,347 in 2021. The remainder of Ontario grew by 10.9% in the same period.

The existing five electoral districts in this geographic piece would have an average 2021 population of 121,669 and an average deviation of 4.4% above the Quota. As indicated by the deviation range (23.7 percentage points), there are substantial disparities in the population size of districts. The populations and deviations from the Quota for the existing electoral districts are shown in Table 15A.

Table 15A – Southernmost Ontario Existing Electoral Districts

Electoral Districts	Population – 2011	Deviation from Quota – 2012	Population – 2021	Deviation from Quota – 2022
Chatham-Kent—Leamington	111,866	5.32%	113,654	-2.52%
Essex	120,477	13.43%	134,656	15.50%
Sarnia—Lambton	106,293	0.07%	107,077	-8.16%
Windsor—Tecumseh	115,528	8.77%	122,798	5.32%
Windsor West	118,973	12.01%	130,162	11.64%
Average	114,627	7.92%	121,669	4.36%
Range (most populous to least populous)	14,184	13.36 pp	27,579	23.66 pp

pp = percentage points

In this area, the Commission aimed to reduce the significant population disparities among districts. This necessitates shifting the boundary of ESSEX westward to reduce its population size. The community of Kingsville is incorporated into the proposed district of CHATHAM-KENT—LEAMINGTON—KINGSVILLE. The communities of Wallaceburg and Dresden and the Walpole Island First Nation are added to the proposed district of SARNIA—LAMBTON—BKEJWANONG. The boundaries of the proposed districts of WINDSOR WEST and WINDSOR—TECUMSEH have been adjusted to balance population equality.

The proposed boundary reconfiguration reduces the range of deviations in this area to seven percentage points. The proposed districts remain manageable in geographic size and respect as much as possible historical patterns.

The new population counts and deviations from the Quota in the proposed redistribution plan are shown in Table 15B.

Table 15B – Southernmost Ontario Proposed Electoral Districts		
Electoral Districts	Population – 2021	Deviation from Quota – 2022
Chatham-Kent—Leamington—Kingsville	128,045	9.83%
Essex	120,132	3.04%
Sarnia—Lambton—Bkejwanong	127,200	9.10%
Windsor—Tecumseh	122,533	5.10%
Windsor West	126,695	8.67%
Average	124,921	7.15%
Range (most populous to least populous)	7,913	6.79 pp

pp = percentage points

Process for Public Consultation

Public consultation

Before drafting the proposed redistribution plan, the Commission welcomed public input.

Written submissions were received from interested parties, which were very helpful in the preparation of the proposal.

The Commission's proposed redistribution plan is publicly available on the Commission's website (redistribution2022.ca).

There is an opportunity for further public comment by written submissions or representation at the virtual and in-person meetings planned pursuant to the proposed schedule below.

The Commission looks forward to hearing from all interested parties in relation to boundaries and/or names of proposed districts either in person, virtually or in writing.

How to make a submission

The *Electoral Boundaries Readjustment Act* requires that parties wishing to make representations to the Commission give notice in writing to the Secretary of the Commission.

A Public Hearing Participation Form is available at redistribution2022.ca and is the form of notice to be completed by those who wish to make oral representations.

The Commission has set Sunday, September 25, 2022, as the date by which the Public Hearing Participation Form is to be filed.

The Public Hearing Participation Form must state the name and address of the person who seeks to make the representation and concisely indicate the nature of the representation and the interest of the person.

The Public Hearing Participation Form, or alternatively written submissions (for those who only wish to make a submission in writing), may be filed by email or by mail to:

on@redecoupage-federal-redistribution.ca

Ms. Paula Puddy
Commission Secretary
Federal Electoral Boundaries Commission for Ontario
PO Box 37018 Southdale
London, Ontario N6E 3T3

Schedule of public meetings

The Commission has scheduled in-person hearings in areas where significant changes to districts are proposed.

The Commission noted the vastness of the province (the second largest in Canada), the recent extensive use of remote hearings, the public's ability to utilize and access remote meeting technology in their homes or community facilities, the efficiency of remote hearings, and the potential for restrictions on in-person meetings in light of the pandemic.

As a result, the Commission has also scheduled many opportunities for participation in a virtual hearing.

The Commission reiterates that a submission may be made in writing as an alternative to appearing at an in-person or virtual hearing.

Public input is important to this process.

Location	Place of hearing	Date of hearing	Time of hearing
Virtual hearing	Central Ontario; Northern GTA; Eastern GTA; and Central East Ontario The link will be provided to participants.	Monday, September 26, 2022	6:30 p.m.
Virtual hearing	Hamilton and Niagara; South Central Ontario; Southwestern Ontario; and Southernmost Ontario The link will be provided to participants.	Tuesday, September 27, 2022	6:30 p.m.
Virtual hearing	Halton, Guelph, and Wellington; Brampton, Caledon, and Dufferin; and Mississauga The link will be provided to participants.	Wednesday, September 28, 2022	6:30 p.m.
Virtual hearing	City of Toronto The link will be provided to participants.	Thursday, September 29, 2022	6:30 p.m.
Sioux Lookout	The Forest Inn & Conference Centre 11 May Street	Monday, October 3, 2022	6:30 p.m.
Kenora	Douglas Family Art Centre–The Muse 224 Main Street South	Tuesday, October 4, 2022	6:30 p.m.

Timmins	The Senator Hotel 14 Mountjoy Street South	Tuesday, October 11, 2022	6:30 p.m.
Milton	FirstOntario Arts Centre Milton 1010 Main Street East	Wednesday, October 12, 2022	6:30 p.m.
Brampton	Peel Art Gallery, Museum and Archives, 9 Wellington Street East	Thursday, October 13, 2022	6:30 p.m.
Whitchurch-Stouffville	The Whitchurch-Stouffville Museum & Community Centre 14732 Woodbine Avenue	Monday, October 17, 2022	6:30 p.m.
Scarborough	Scarborough Civic Centre Committee Rooms 1 & 2 150 Borough Drive	Tuesday, October 18, 2022	6:30 p.m.
Toronto	Beeton Hall, Toronto Reference Library 789 Yonge Street	Wednesday, October 19, 2022	6:30 p.m.
Ottawa	Rotunda, Canadian Museum of Nature 240 McLeod Street	Thursday, October 20, 2022	6:30 p.m.
St. Catharines	Pond Inlet, Mackenzie Chown Complex, Brock University 1812 Sir Isaac Brock Way	Friday, October 21, 2022	6:30 p.m.
London	Ivey Spencer Leadership Centre 551 Windermere Road	Friday, October 28, 2022	6:30 p.m.
Virtual hearing	Northern Ontario; Eastern Ontario; and Ottawa The link will be provided to participants.	Wednesday, October 26, 2022	6:30 p.m.
Virtual Hearing	Ontario Open Virtual Hearing The link will be provided to participants.	Saturday, October 29, 2022	12 p.m.

We ask that all interested parties pay particular attention to the rules set out herein and check the Commission website (redistribution2022.ca) regularly for any changes of schedule.

Note: If there are no expressions of interest to make a submission at any particular hearing, the Commission may cancel the hearing. In such instances, the Commission will post a notice of postponement or cancellation on its website.

The Commission's rules of procedure for public submissions

Pursuant to the *Electoral Boundaries Readjustment Act*, the Commission has established the following rules to regulate its proceedings and the conduct including public hearings.

1. All persons wishing to make an oral submission must complete the Public Hearing Participation Form described above.
2. In the interest of transparency, the Commission will make public all written submissions that it receives in response to the proposed redistribution plan. These will be published on the Commission's website and will include the person's name and the date of the submission. The home address of those making written submissions will not be shared.
3. Two members of the Commission shall constitute a quorum for the holding of a hearing.
4. If a quorum cannot be present at a hearing, the Commission may postpone that hearing to a later date.
5. If the Commission cannot complete hearing representations within the time allowed, the Commission may adjourn the hearing to a later date at the same place or may—taking into account the convenience of persons whose representations have not been heard or have been only partly heard—adjourn the hearing elsewhere or to a virtual hearing.
6. At each hearing the Commission shall decide the order in which the representations are heard.
7. The Commission may restrict the time available for oral representations if necessary to meet timing constraints.
8. Only one person shall be heard in the presentation of any single representation, including a representation on behalf of an association or group, unless the Commission, in its discretion, decides otherwise.
9. The link to the virtual public hearing is not public and may only be shared with participants/observers who have registered with the Commission and with members of the media.
10. A moderator will manage the agenda, the speaking time and microphones of the participants.
11. The use of a headset by presenters at a virtual public hearing is recommended.

The process following the public hearings

Following the receipt of submissions, the Commission will finalize its redistribution plan and submit a final report to the Chief Electoral Officer of Canada.

The report will be delivered to the House of Commons for consideration.

After Parliament has considered the report, it is returned to the Commission with any objections, the minutes, and evidence of the House of Commons committee. The Commission will consider any objections and then prepare a final report.

While the Commission will consider all submissions, the Commission is an independent body and, as such, makes all final decisions.

The Commission will deliver a final certified copy of its report to the Chief Electoral Officer of Canada.

Once the Chief Electoral Officer of Canada has received the final reports of all Commissions, a representation order is prepared describing and naming the electoral districts established by all Commissions.

The Governor in Council announces the new boundaries in a proclamation published in the *Canada Gazette*.

New boundaries can first be used in an election if at least seven months have passed between the date that the representation order was proclaimed and the date that Parliament is dissolved for a general election.

APPENDIX – Maps, Proposed Boundaries and Names of Electoral Districts

There shall be in the Province of Ontario one hundred and twenty-two (122) electoral districts, named and described as follows, each of which shall return one member. In the following descriptions:

- (a) references to “roads,” “electric power transmission lines,” “water features” and “railways” signify their centre lines unless otherwise described;
- (b) any reference to a “township” signifies a township that has its own local administration;
- (c) any reference to a “geographic township” signifies a township without local administration;
- (d) all cities, municipalities, towns, villages, Indian reserves and First Nations territories lying within the perimeter of the electoral district are included unless otherwise described;
- (e) wherever a word or expression is used to denote a territorial division, such word or expression shall indicate the territorial division as it existed or was delimited on the first day of January 2021;
- (f) the translation of the terms “street,” “avenue,” and “boulevard” follows Treasury Board standards; the translation of all other public thoroughfare designations is based on commonly used terms but has no official recognition; and
- (g) all coordinates are in reference to the North American Datum of 1983 (NAD 83).

The population figure of each electoral district is derived from the 2021 decennial census.

Ajax

(Population: 126,666)
(Map 9)

Consists of the Town of Ajax.

Algonquin—Renfrew—Pembroke

(Population: 116,900)
(Maps 2 and 4)

Consists of:

(a) the City of Pembroke;

(b) that part of the City of Ottawa described as follows: commencing at the intersection of the westerly limit of said city and Highway 417 (Trans-Canada Highway); thence generally southeasterly along said highway to Vaughan Side Road; thence northeasterly along Vaughan Side Road, Donald B. Munro Drive and Craig's Side Road to Carp Road; thence northwesterly along said road to Holland Hill Road; thence northeasterly along said road and its northeasterly production to the southwesterly production of Murphy Side Road; thence northeasterly along Murphy Side Road, Constance Lake Road, its intermittent production, Berry Side Road and its northeasterly production to the interprovincial boundary between Ontario and Quebec; thence generally westerly along said boundary to the northerly limit of said city; thence southerly and southwesterly along the westerly limit of said city to the point of commencement;

(c) the towns of Arnprior, Deep River, Laurentian Hills, Petawawa and Renfrew;

(d) the townships of Admaston/Bromley; Bonnechere Valley; Brudenell, Lyndoch and Raglan; Head, Clara and Maria; Horton; Killaloe, Hagarty and Richards; Laurentian Valley; Madawaska Valley; McNab/Braeside; North Algona Wilberforce; South Algonquin; and Whitewater Region;

(e) that part of the Unorganized Area of Nipissing (South Part) described as follows: commencing at the intersection of the southerly limit of said unorganized area and the northerly limit of Nightingale Geographic Township; thence easterly along said limit and the northerly limit of Airy Geographic Township to the westerly limit of Preston Geographic Township; thence northerly along said limit and the westerly limit of the Geographic Township of Dickson to the southerly limit of Anglin Geographic Township; thence westerly and northerly along the southerly and westerly limits of said geographic township to the northerly limit of Freswick Geographic Township; thence westerly along said limit to the westerly limit of Lister Geographic Township; thence northerly along said limit and easterly along the northerly limit of said geographic township to the westerly limit of Deacon Geographic Township; thence northerly along said limit to the northerly limit of said unorganized area; thence generally easterly, southeasterly, generally southwesterly and northwesterly along the northerly, easterly, southerly and westerly limits of said unorganized area to the point of commencement; and

(f) the Pikwàkanagàn (Golden Lake) Indian Reserve No. 39.

Aurora—Oak Ridges—Richmond Hill

(Population: 114,676)
(Map 22)

Consists of:

(a) that part of the City of Richmond Hill lying northerly of a line described as follows: commencing at the intersection of the easterly limit of said city and Elgin Mills Road East; thence westerly along said road and along Elgin Mills Road West to the westerly limit of said city; and

(b) that part of the Town of Aurora lying southerly and westerly of a line described as follows: commencing at the intersection of the easterly limit of said town and Wellington Street East; thence westerly along said street to Yonge Street; thence northerly along said street to Orchard Heights Boulevard; thence generally westerly along said boulevard to the westerly limit of said town.

Barrie—Innisfil

(Population: 120,378)
(Map 3)

Consists of:

(a) that part of the City of Barrie lying southerly of Dunlop Street West, Tiffin Street and its northeasterly production to Kempenfelt Bay; and

(b) the Town of Innisfil.

Barrie—Springwater—Oro-Medonte

(Population: 115,495)
(Map 3)

Consists of:

(a) that part of the City of Barrie lying northerly of Dunlop Street West, Tiffin Street and its northeasterly production to Kempenfelt Bay; and

(b) the townships of Oro-Medonte and Springwater.

Bay of Quinte

(Population: 116,016)

(Map 4)

Consists of:

- (a) the City of Quinte West;
- (b) that part of the City of Belleville lying southerly of Highway 401 (Macdonald-Cartier Freeway); and
- (c) the County of Prince Edward.

Bayview—Finch

(Population: 110,908)

(Map 20)

Consists of that part of the City of Toronto described as follows: commencing at the intersection of the northerly limit of said city and German Mills Creek; thence generally southwesterly along said creek to the Don River (East Branch); thence generally southerly along said river to Highway 401 (Macdonald-Cartier Freeway, Ontario 401 Express); thence generally southwesterly along said highway to Yonge Street; thence northerly along said street to Finch Avenue West; thence westerly along said avenue to Grantbrook Street; thence northerly along said street to Drewry Avenue; thence westerly along said avenue to Chelmsford Avenue; thence generally northerly along said avenue to Greenwin Village Road; thence westerly along said road to Village Gate; thence northerly along said road to the northerly limit of said city; thence easterly along said limit to the point of commencement.

Black Creek

(Population: 117,740)

(Map 20)

Consists of that part of the City of Toronto described as follows: commencing at the intersection of the northerly limit of said city and Keele Street; thence southerly along said street to Highway 401 (Macdonald-Cartier Freeway, Ontario 401 Express); thence westerly along said highway to Weston Road; thence generally northerly along said road to Fenmar Drive; thence northwesterly along said drive to the northerly limit of said city; thence easterly along said limit to the point of commencement.

Bowmanville—Oshawa North

(Population: 123,036)

(Map 9)

Consists of:

(a) that part of the City of Oshawa described as follows: commencing at the intersection of the easterly limit of said city and Taunton Road East; thence westerly along said road and Taunton Road West to Oshawa Creek; thence generally northwesterly along said creek to Highway 407; thence generally easterly along said highway to the easterly limit of said city; thence southerly along said limit to the point of commencement; and

(b) that part of the Municipality of Clarington described as follows: commencing at the intersection of Highway 407 and Darlington-Clarke Townline Road; thence southeasterly along said road and its production to Highway 401 (Macdonald-Cartier Freeway, Highway of Heroes); thence easterly along said highway to Cobbledick Road; thence southeasterly along said road to Waterfront Trail at approximate latitude 43°54'09"N and longitude 78°36'24"W; thence southerly in a straight line to the shoreline of Lake Ontario at approximate latitude 43°53'50"N and longitude 78°36'15"W; thence generally westerly along said shoreline to the westerly limit of said municipality; thence northerly along said limit to Highway 407; thence generally easterly along said highway to the point of commencement.

Brampton Centre

(Population: 114,422)

(Map 17)

Consists of that part of the City of Brampton described as follows: commencing at the intersection of Bovaird Drive East and Dixie Road; thence southeasterly along said road to Queen Street East; thence southwesterly along said street to Kennedy Road South; thence southeasterly along said road to Clarence Street; thence southwesterly along said street to Main Street South; thence southeasterly along said street to Harold Street; thence generally southwesterly along said street to McLaughlin Road South; thence northwesterly along said road to the former Orangeville-Brampton Railway; thence southerly and southwesterly along said railway to Chinguacousy Road; thence northwesterly along said road to Bovaird Drive West; thence northeasterly along said drive to the point of commencement.

Brampton—Chinguacousy

(Population: 113,201)

(Map 17)

Consists of that part of the City of Brampton described as follows: commencing at the intersection of Bovaird Drive East and Airport Road; thence southeasterly along said road to Queen Street East; thence southwesterly along said street to Dixie Road; thence northwesterly along said road to Bovaird Drive East; thence southwesterly along said drive to Highway 410; thence northwesterly along said highway to the northwesterly limit of said city; thence northeasterly along said limit to Torbram Road; thence southeasterly along said road to Sandalwood Parkway East; thence northeasterly and easterly along said parkway to Mountainash Road; thence southeasterly along said road to Bovaird Drive East; thence northeasterly along said drive to the point of commencement.

Brampton—Mayfield West

(Population: 112,994)

(Map 17)

Consists of:

(a) that part of the City of Brampton described as follows: commencing at the intersection of the northwesterly limit of said city and Highway 410; thence southeasterly along said highway to Bovaird Drive East; thence southwesterly along said drive and Bovaird Drive West to Chinguacousy Road; thence northwesterly along said road to Fairhill Avenue; thence southwesterly and southerly along said avenue to Brisdale Drive; thence generally northwesterly along said drive to the northwesterly limit of said city; thence generally northeasterly along said limit to the point of commencement; and

(b) that part of the Town of Caledon lying southeasterly and southwesterly of a line described as follows: commencing at the intersection of the southwesterly limit of said town and King Street; thence generally northeasterly along said street to The Gore Road; thence southeasterly along said road to the southeasterly limit of said town.

Brampton North

(Population: 112,082)

(Map 17)

Consists of that part of the City of Brampton lying northerly of a line described as follows: commencing at the intersection of the northeasterly limit of said city and Queen Street East; thence westerly and southwesterly along said street to Airport Road; thence northwesterly along said road to Bovaird Drive East; thence southwesterly along said drive to Mountainash Road; thence generally northwesterly along said road to Sandalwood Parkway East; thence westerly

and southwesterly along said parkway to Torbram Road; thence northwesterly along said road to the northwesterly limit of said city.

Brampton Southeast

(Population: 114,952)
(Map 17)

Consists of that part of the City of Brampton described as follows: commencing at the intersection of the northeasterly limit of said city and Queen Street East; thence westerly and southwesterly along said street to Kennedy Road South; thence southeasterly along said road to Clarence Street; thence southwesterly along said street to Main Street South; thence southeasterly along said street to Harold Street; thence generally southwesterly along said street to McLaughlin Road South; thence northwesterly along said road to the former Orangeville-Brampton Railway; thence generally southerly and generally southeasterly along said railway to the southeasterly limit of said city; thence generally northeasterly and northwesterly along the southeasterly and northeasterly limits of said city to the point of commencement.

Brampton Southwest

(Population: 110,855)
(Map 17)

Consists of that part of the City of Brampton lying southwesterly of a line described as follows: commencing at the intersection of the northwesterly limit of said city and Brisdale Drive; thence generally southeasterly along said drive to Fairhill Avenue; thence generally northerly along said avenue to Chinguacousy Road; thence southeasterly along said road to the former Orangeville-Brampton Railway; thence generally southerly and southeasterly along said railway to the southeasterly limit of said city.

Brantford

(Population: 118,167)
(Map 7)

Consists of:

- (a) the City of Brantford; and
- (b) the County of Brant, excluding those parts described as follows:
 - (i) that part lying southwesterly, westerly and northerly of a line described as follows: commencing at the intersection of the southerly limit of said county and Indian Line

Road; thence westerly along said road and its production to Highway 24 at approximate latitude 43°04'28"N and longitude 80°21'35"W; thence generally northerly along said highway and along Rest Acres Road to Powerline Road; thence easterly along said road and along its easterly production to a point at approximate latitude 43°10' 26"N and longitude 80°21'11"W on the westerly limit of the City of Brantford; thence generally northeasterly along the northerly and westerly limits of said city to a point on its northerly limit at approximate latitude 43°11'59"N and longitude 80°18'48"W; thence northerly along Clarke Road, McPherson School Road and Princess Street to East River Road; thence northeasterly along said road to Glen Morris Road West; thence northwesterly and westerly along said road to West River Road North; thence generally northeasterly along said road to the northerly limit of said county;

- (ii) that part lying northerly and easterly of a line described as follows: commencing at the intersection of the southerly limit of said county and Highway 54; thence northwesterly along said highway to Painter Road; thence northerly along said road to the limit of said county; and

(c) that part of the Six Nations Indian Reserve No. 40 lying northwesterly of the Grand River.

Bruce—Grey—Owen Sound

(Population: 118,588)

(Map 2)

Consists of:

- (a) the City of Owen Sound;
- (b) the towns of Hanover and South Bruce Peninsula;
- (c) the municipalities of Arran-Elderslie, Brockton, Meaford, Northern Bruce Peninsula, South Bruce and West Grey;
- (d) the townships of Chatsworth, Georgina Bluffs and South Gate; and
- (e) the Indian reserves of Chief's Point No. 28, Neyaashiinigmiing No. 27, and Saugeen No. 29.

Burlington Lakeshore

(Population: 116,984)

(Map 12)

Consists of that part of the City of Burlington described as follows: commencing at the intersection of the northwesterly limit of said city and King Road; thence generally southeasterly along said road to Highway 403; thence northeasterly along said highway to Highway 407; thence northerly along said highway to Dundas Street; thence northeasterly along said street to Appleby Line; thence southeasterly along Appleby Line and its southeasterly production to the southeasterly limit of said city; thence generally southwesterly, westerly, northwesterly, generally southwesterly, northwesterly and northeasterly along the southeasterly, southerly, southwesterly and northwesterly limits of said city to the point of commencement.

Burlington—Milton West

(Population: 114,218)

(Map 12)

Consists of:

(a) that part of the City of Burlington described as follows: commencing at the intersection of the northwesterly limit of said city and King Road; thence generally southeasterly along said road to Highway 403; thence northeasterly along said highway to Highway 407; thence northerly along said highway to Dundas Street; thence northeasterly along said street to the northeasterly limit of said city; thence generally northwesterly, southwesterly and southeasterly along the northeasterly, northwesterly and southwesterly limits of said city to the point of commencement;

(b) that part of the Town of Halton Hills lying southeasterly of 15 Side Road and southwesterly of Regional Road 25;

(c) the Town of Milton, excluding those parts described as follows:

- (i) that part lying northwesterly of 15 Side Road; and
- (ii) that part lying northeasterly of a line described as follows: commencing at the intersection of Lower Base Line West and Regional Road 25; thence northwesterly along said road to Britannia Road; thence northeasterly along said road to Thompson Road South; thence northwesterly along said road to Main Street East; thence southwesterly along said street to Ontario Street North; thence northwesterly along said street to Steeles Avenue East; thence southwesterly along said avenue to Martin Street; thence northwesterly along said street and Regional Road 25 to the northerly limit of said town (5 Side Road); and

(d) that part of the Town of Oakville lying southwesterly of Regional Road 25 and northwesterly of Dundas Street West.

Cambridge

(Population: 122,099)

(Map 8)

Consists of that part of the City of Cambridge lying southerly and easterly of a line described as follows: commencing at a point on the easterly limit of said city at approximate latitude 43°27'16"N and longitude 80°17'52"W; thence southerly in a straight line to the Speed River; thence generally southwesterly along said river (running southerly of Speed Island) to Highway 401 (Macdonald-Cartier Freeway); thence westerly and southwesterly along said highway to the westerly limit of said city and Shantz Hill Road; thence southeasterly along said road and its production to the Speed River; thence generally southerly along said river to the Grand River and the westerly limit of said city at approximate latitude 43°23'13"N and longitude 80°22'01"W.

Carleton

(Population: 119,737)

(Map 16)

Consists of that part of the City of Ottawa described as follows: commencing at the intersection of Conroy Road and Hunt Club Road; thence northeasterly along Hunt Club Road to Highway 417 (Trans-Canada Highway); thence easterly along said highway to Leitrim Road; thence southwesterly along said road to Farmers Way; thence generally easterly and southeasterly along said road to Thunder Road; thence southwesterly along said road to Farmers Way; thence southeasterly along said road to Mitch Owens Road; thence southwesterly along said road to 9th Line Road; thence southeasterly along said road to Marionville Road and the southeasterly limit of the City of Ottawa; thence generally southwesterly and northwesterly along the southeasterly and southwesterly limits of said city to Highway 7; thence generally northeasterly along said highway to Hazeldean Road; thence northeasterly along said road to Terry Fox Drive; thence southeasterly along said drive and northeasterly along Hope Side Road to Old Richmond Road; thence northerly along said road to West Hunt Club Road; thence northeasterly along said road to Highway 416 (Veterans Memorial Highway); thence generally southerly and southeasterly along said highway to Barnsdale Road; thence northeasterly along said road to the Rideau River (westerly of Long Island); thence northerly along said river (westerly of Nicolls Island) to Hunt Club Road; thence easterly along said road to Riverside Drive; thence generally southerly and southeasterly along said drive and Limebank Road to Leitrim Road; thence northeasterly along said road to the O-Train light-rail line (Trillium Rail Corridor); thence northwesterly along said light-rail line to Lester Road; thence northeasterly along said road and Davidson Road to Conroy Road; thence northwesterly along said road to the point of commencement.

Chatham-Kent—Leamington—Kingsville

(Population: 128,045)

(Map 3)

Consists of:

- (a) that part of the Town of Kingsville lying southerly of Road 4 East and Road 4 West;
- (b) the Municipality of Leamington;
- (c) that part of the Municipality of Chatham-Kent lying southerly of a line described as follows: commencing at the intersection of the westerly limit of said municipality and the Thames River; thence generally northeasterly along said river to the southeasterly production of Jacob Road; thence northwesterly along said production and said road to Pain Court Line; thence northeasterly along Pain Court Line to Bear Line Road; thence northwesterly along said road to St Andrews Line; thence northeasterly along St Andrews Line and Eberts Line to Kent Bridge Road; thence southeasterly along said road and its southeasterly production to the southeasterly limit of said municipality;
- (d) that part of the Municipality of Lakeshore lying easterly of a line described as follows: commencing at the southerly limit of said municipality and County Road 31; thence northerly along said road to South Middle Road; thence westerly along said road to County Road 31; thence generally northerly along said road to County Road 42; thence easterly along said road to County Road 31; thence generally northerly along said road to County Road 2; thence easterly along said road to the Ruscom River; thence generally northerly along said river to the northerly limit of said municipality (Lake St. Clair); and
- (e) the Township of Pelee.

Cochrane—Timmins—Timiskaming

(Population: 107,092)

(Map 1)

Consists of:

- (a) the cities of Temiskaming Shores and Timmins;
- (b) the towns of Cobalt, Cochrane, Englehart, Hearst, Iroquois Falls, Kapuskasing, Kirkland Lake, Latchford and Smooth Rock Falls;
- (c) the Municipality of Charlton and Dack;
- (d) the townships of Armstrong, Black River-Matheson, Brethour, Casey, Chamberlain, Coleman, Ewanturel, Fauquier-Strickland, Gauthier, Harley, Harris, Hilliard, Hornepayne, Hudson, James, Kerns, Larder Lake, Matachewan, Mattice-Val Côté, McGarry, Moonbeam, Opasatika and Val Rita-Harty;

(e) the Village of Thornloe;

(f) the unorganized areas of Cochrane (South East Part), Cochrane (South West Part), Timiskaming (East Part) and Timiskaming (West Part);

(g) that part of the Unorganized Area of Algoma (North Part) lying northerly of a line described as follows: commencing at a point on the westerly limit of said unorganized area at approximate latitude 49°00'05"N and longitude 85°19'59"W; thence easterly in a straight line to the easterly limit of said unorganized area;

(h) that part of the Unorganized Area of Cochrane (North Part) lying southerly of a line described as follows: commencing at a point on the westerly limit of said unorganized area at approximate latitude 50°30'02"N and longitude 86°32'55"W; thence easterly in a straight line to a point on the easterly limit of said unorganized area at approximate latitude 50°30'00"N and longitude 79°31'05"W;

(i) that part of the Unorganized Area of Sudbury (North Part) lying northerly and easterly of a line described as follows: commencing at the intersection of the northerly limit of said unorganized area and the westerly limit of Oates Geographic Township; thence southerly along said limit and along the westerly limits of the geographic townships of Foleyet, Ivanhoe, Silk, Whigham, Coppell, Dore, Garnet, Fawn and Hong Kong to the northerly limit of Singapore Geographic Township; thence easterly along said limit to the westerly limit of Ceylon Geographic Township; thence southerly along said limit and along the westerly limit of Faust Geographic Township to its southerly limit; thence easterly along said limit and along the southerly limit of Hall Geographic Township to its easterly limit; thence northerly along the westerly limit of Elizabeth Geographic Township to its northerly limit; thence easterly along said limit and along the northerly limit of Margaret Geographic Township to its easterly limit; thence southerly along said limit to the northerly limit of Lillie Geographic Township; thence easterly along said limit and along the northerly limits of the geographic townships of Chalet, Paudash and Brebeuf to the westerly limit of Hennessy Geographic Township; thence southerly along said limit to the northerly limit of Blewett Geographic Township; thence easterly along said limit along the northerly limit of Beulah Geographic Township to its easterly limit; thence southerly along said limit to the northerly limit of Hodgetts Geographic Township; thence easterly along said limit and along the northerly limit of Unwin Geographic Township to the westerly limit of said unorganized area; and

(j) the Indian reserves of Abitibi No. 70, Constance Lake No. 92, Flying Post No. 73, Matachewan No. 72, Mattagami No. 71 and New Post No. 69A.

Collingwood—Blue Mountains

(Population: 116,511)

(Map 3)

Consists of:

- (a) the towns of Collingwood, The Blue Mountains and Wasaga Beach;
- (b) the Municipality of Grey Highlands;
- (c) the townships of Clearview, Essa and Mulmur; and
- (d) that part of the Township of Adjala-Tosorontio lying northerly of Highway 89 and Young Street.

Davenport

(Population: 116,728)

(Map 20)

Consists of that part of the City of Toronto described as follows: commencing at the intersection of Eglinton Avenue West and Oakwood Avenue; thence southerly along said avenue to St. Clair Avenue West; thence westerly along said avenue to Oakwood Avenue; thence southerly along said avenue to Davenport Road; thence westerly along said road to Dovercourt Road; thence southerly along said road to the Canadian Pacific Railway; thence easterly along said railway to Ossington Avenue; thence southerly along said avenue to Queen Street West; thence westerly along said street to the GO Transit rail line; thence generally northwesterly along said rail line to Black Creek Drive; thence northwesterly along said drive to Eglinton Avenue West; thence generally easterly along said avenue to the point of commencement.

Don Valley East

(Population: 115,456)

(Map 20)

Consists of that part of the City of Toronto described as follows: commencing at the intersection of Highway 401 (Macdonald-Cartier Freeway, Ontario 401 Express) and Warden Avenue; thence southerly along said avenue to Eglinton Avenue East; thence generally westerly along said avenue to Don Valley Parkway; thence generally southerly along said parkway to Taylor Creek; thence westerly along said creek to the Don River East Branch; thence generally westerly along said river to the Don River West Branch; thence generally northwesterly along said branch to Wilket Creek; thence generally northwesterly along said creek to its northwesterly production at approximate latitude 43°44'55"N and longitude 79°22'56"W; thence northwesterly in a straight line to York Mills Road; thence easterly along said road to Leslie Street; thence

northerly along said street to Highway 401 (Macdonald-Cartier Freeway, Ontario 401 Express);
thence easterly along said highway to the point of commencement.

Don Valley North

(Population: 113,537)
(Map 20)

Consists of that part of the City of Toronto described as follows: commencing at the intersection of Steeles Avenue East and Pharmacy Avenue; thence southerly along Pharmacy Avenue to the electric power transmission line; thence easterly along said transmission line to Warden Avenue; thence southerly along said avenue to Highway 401 (Macdonald-Cartier Freeway, Ontario 401 Express); thence westerly along said highway to the Don River (East Branch); thence generally northerly along said river to German Mills Creek; thence generally northeasterly along said creek to Steeles Avenue East and the northerly limit of said city; thence easterly along said limit to the point of commencement.

Don Valley West

(Population: 114,229)
(Map 20)

Consists of that part of the City of Toronto described as follows: commencing at the intersection of Highway 401 (Macdonald-Cartier Freeway, Ontario 401 Express) and Leslie Street; thence southerly along said street to York Mills Road; thence westerly along said road to approximate latitude 43°44'56"N and longitude 79°22'58"W; thence southeasterly in a straight line to the northwesterly production of Wilket Creek; thence generally southeasterly and generally southwesterly along said creek to the Don River West Branch; thence generally southeasterly along said river to the Don River; thence generally southwesterly along said river to Millwood Road; thence northwesterly and westerly along said road to Laird Drive; thence northerly along Laird Drive to Eglinton Avenue East; thence westerly along said avenue and Eglinton Avenue West to Avenue Road; thence generally northerly along said road to Highway 401 (Macdonald-Cartier Freeway, Ontario 401 Express); thence northeasterly and easterly along said highway to the point of commencement.

Dufferin—Caledon

(Population: 119,767)
(Map 3)

Consists of:

- (a) the towns of Grand Valley, Mono, Orangeville and Shelburne;
- (b) that part of the Town of Caledon lying northwesterly and northeasterly of a line described as follows: commencing at the intersection of the southwesterly limit of said town and King Street; thence generally northeasterly along said street to The Gore Road; thence southeasterly along said road to the southeasterly limit of said town;
- (c) the townships of Amaranth and Melancthon; and
- (d) that part of the Township of Adjala-Tosorontio lying southerly of Highway 89 and Young Street.

Eglinton—Lawrence

(Population: 116,139)
(Map 20)

Consists of that part of the City of Toronto described as follows: commencing at the intersection of Highway 401 (Macdonald-Cartier Freeway, Ontario 401 Express) and Avenue Road; thence southerly along said road to Eglinton Avenue West; thence westerly along said avenue to Black Creek Drive; thence generally northerly along said drive and Highway 400 to Highway 401 (Macdonald-Cartier Freeway, Ontario 401 Express); thence easterly and northeasterly along said highway to the point of commencement.

Elgin—Middlesex—Thames

(Population: 117,082)
(Map 3)

Consists of:

- (a) the Town of Aylmer;
- (b) the municipalities of Bayham, Brooke-Alvinston, Dutton/Dunwich, Middlesex Centre, Southwest Middlesex, Strathroy-Caradoc and West Elgin;
- (c) that part of the Municipality of Central Elgin lying southerly of John Wise Line;

(d) that part of the Municipality of Chatham-Kent described as follows: commencing at the intersection of the northerly limit of said municipality and the Sydenham River; thence generally southwesterly along said river to Dawn Mills Road; thence southerly along said road to Base Line; thence westerly along said line to Kent Bridge Road; thence southeasterly along said road and its production to the southerly limit of said municipality; thence northeasterly, northwesterly, northerly and westerly along the southerly, easterly and northerly limits of said municipality to the point of commencement;

(e) those parts of the Municipality of Thames Centre described as follows:

- (i) that part lying northerly of a line described as follows: commencing at the intersection of the westerly limit of said municipality and Thorndale Road; thence northeasterly along said road to Nissouri Road; thence northwesterly along said road to approximate latitude 43°06'21"N and longitude 81°09'32"W; thence northeasterly in a straight line to Fairview Road at approximate latitude 43°06'39"N and longitude 81°08'35"W; thence southeasterly along said road to Thorndale Road; thence northeasterly along said road to the easterly limit of said municipality;
- (ii) that part lying southerly and easterly of a line described as follows: commencing at the intersection of the easterly limit of said municipality and Highway 401 (Macdonald-Cartier Freeway); thence westerly along said highway to Westchester Bourne road; thence southerly along said road to the southerly limit of said municipality;

(f) the townships of Adelaide-Metcalf, Malahide and Warwick;

(g) that part of the Township of Dawn-Euphemia lying easterly of a line described as follows: commencing at the intersection of the northerly limit of said township and Forest Road; thence southerly along said road and its southerly production to the Sydenham River; thence generally southerly along said river to the southerly limit of said township;

(h) the Township of Southwold, excluding the part lying easterly of Sunset Road;

(i) that part of the Township of Zorra lying northerly and westerly of a line described as follows: commencing at the intersection of the westerly limit of said township and Road 84; thence northeasterly along said road to 23rd Line; thence northwesterly along said line to the northerly limit of said township;

(j) the Village of Newbury; and

(k) the Indian reserves of Chippewa of the Thames First Nation No. 42, Moravian No. 47, Munsee-Delaware Nation No. 1 and Oneida No. 41.

Essex

(Population: 120,132)

(Map 3)

Consists of:

(a) that part of the City of Windsor lying southerly and westerly of a line described as follows: commencing at a point on the westerly limit of said city at approximate latitude 42°16'37"N and longitude 83°06'12"W; thence easterly along the westerly production of Broadway Street and along said street to Ojibway Parkway; thence northerly and easterly along said parkway and E.C. Row Expressway to Huron Church Road; thence southeasterly along said road to the southerly limit of said city;

(b) the towns of Amherstburg, Essex and LaSalle;

(c) that part of the Town of Kingsville lying northerly of Road 4 East and Road 4 West;

(d) that part of the Town of Tecumseh lying southerly of Highway 401 (Macdonald-Cartier Freeway); and

(e) that part of the Municipality of Lakeshore lying westerly of a line described as follows: commencing at the intersection of the southerly limit of said municipality and County Road 31; thence northerly along said road to South Middle Road; thence westerly along said road to County Road 31; thence generally northerly along said road to County Road 42; thence easterly along said road to County Road 31; thence generally northerly along said road to County Road 2; thence easterly along said road to the Ruscom River; thence generally northerly along said river to its mouth at Lake St. Clair; thence north in a straight line to the northerly limit of said municipality.

Etobicoke Centre

(Population: 120,157)

(Map 20)

Consists of that part of the City of Toronto described as follows: commencing at the intersection of Highway 401 (Macdonald-Cartier Freeway, Ontario 401 Express) and Islington Avenue; thence southeasterly along said avenue to Bloor Street West; thence generally southwesterly along said street and Dundas Street West to the westerly limit of said city (shoreline of Etobicoke Creek); thence generally northwesterly, northeasterly and northwesterly along the southwesterly and westerly limits of said city to Highway 401 (Macdonald-Cartier Freeway, Ontario 401 Express); thence generally northeasterly along said highway to the point of commencement.

Etobicoke Lakeshore

(Population: 114,714)

(Map 20)

Consists of that part of the City of Toronto described as follows: commencing at the intersection of Bloor Street West and the Humber River; thence generally southeasterly along said river to its southeasterly production; thence southeasterly in a straight line to the southerly limit of said city (Lake Ontario); thence southwesterly and generally northwesterly along the southerly and westerly limits of said city to Dundas Street West; thence easterly and northeasterly along said street to Bloor Street West; thence generally northeasterly along said street to the point of commencement.

Etobicoke North

(Population: 121,107)

(Map 20)

Consists of that part of the City of Toronto described as follows: commencing at the intersection of the northerly limit of said city and Fenmar Drive; thence southeasterly and easterly along said drive to Weston Road; thence generally southerly along said road to Highway 401 (Macdonald-Cartier Freeway, Ontario 401 Express); thence generally southwesterly along said highway to the westerly limit of said city; thence northwesterly and easterly along the westerly and northerly limits of said city to the point of commencement.

Flamborough—Glanbrook

(Population: 114,701)

(Map 13)

Consists of that part of the City of Hamilton described as follows: commencing at the intersection of the easterly limit of said city on the Niagara Escarpment; thence generally westerly along said escarpment to Redhill Creek; thence westerly along said creek to Mountain Brow Boulevard; thence southerly along said boulevard to Arbour Road; thence generally southerly along said road, its intermittent production, Anchor Road and its southerly production to the intersection of Rymal Road East and Glover Road; thence southerly along Glover Road to an electric power transmission line at approximate latitude 43°10'51"N and longitude 79°49'42"W; thence westerly and southwesterly along said electric power transmission line to Trinity Road South; thence generally northerly along said road, Highway 52 South and Highway 52 North to the Canadian National Railway; thence generally northeasterly along said railway to Highway 403 (Alexander Graham Bell Parkway); thence northeasterly along said highway to the northeasterly limit of said city; thence northwesterly, generally northeasterly, northwesterly, generally southwesterly, generally southeasterly and generally northerly along the northerly, westerly, southerly and easterly limits of said city to the point of commencement.

Gananoque—Brockville—Prescott

(Population: 113,266)

(Map 4)

Consists of:

- (a) the City of Brockville;
- (b) that part of the City of Kingston lying northerly of Highway 401 (Macdonald-Cartier Freeway);
- (c) the towns of Gananoque and Prescott;
- (d) the Municipality of North Grenville;
- (e) the townships of Athens, Augusta, Edwardsburgh/Cardinal, Front of Yonge, and Leeds and the Thousand Islands;
- (f) that part of the Township of Elizabethtown-Kitley lying southeasterly of a line described as follows: commencing at the intersection of the southwesterly limit of said township and Kitley-Elizabethtown Townline Road; thence northeasterly along said road and its northeasterly production to the northeasterly limit of said township; and
- (g) that part of the Township of South Frontenac lying southerly of the southerly limit of Bedford Geographic Township.

Georgetown—Milton East

(Population: 118,559)

(Map 12)

Consists of:

- (a) that part of the Town of Halton Hills described as follows: commencing at the intersection of the southeasterly limit of said town (5 Side Road) and Regional Road 25; thence generally northwesterly along said road to 15 Side Road; thence generally northeasterly along said road to Trafalgar Road; thence northwesterly along said road and along Highway 7 to 22 Side Road; thence northeasterly along said road and its intermittent production to the northeasterly limit of said town; thence southeasterly and generally southwesterly along the northeasterly and southeasterly limits of said city to the point of commencement;
- (b) that part of the Town of Milton lying northeasterly of a line described as follows: commencing at the intersection of the southeasterly limit of said town (Burnhamthorpe Road West) and Regional Road 25; thence northwesterly along said road to Britannia Road; thence northeasterly along said road to Thompson Road South; thence northwesterly along said road to Main Street East; thence southwesterly along said street to Ontario Street North; thence northwesterly along said street to Steeles Avenue East; thence southwesterly along said avenue to Martin Street;

thence northwesterly along said street and along Regional Road 25 to the northerly limit of said town (5 Side Road); and

(c) that part of the Town of Oakville lying northwesterly of Dundas Street West, Dundas Street East and northeasterly of Regional Road 25.

Guelph

(Population: 118,686)

(Map 11)

Consists of that part of the City of Guelph lying northerly and westerly of a line described as follows: commencing at the intersection of Fife Road and Wellington Street West; thence northerly along said street to Hanlon Parkway; thence easterly and southeasterly along said parkway to Hanlon's Creek; thence generally northeasterly along said creek to approximate latitude 43°30'46"N and longitude 80°12'13"W; thence northeasterly in a straight line to Gordon Street; thence northeasterly along Arkell Road to the easterly limit of said city.

Haldimand—Norfolk—Six Nations

(Population: 122,813)

(Map 3)

Consists of:

(a) the City of Norfolk County;

(b) that part of the City of Haldimand County lying westerly of a line described as follows: commencing at the intersection of the northeasterly limit of said city and Caistorville Road; thence southerly along said road to Haldimand-Dunnville Townline Road; thence generally southerly along said road and its intermittent productions to Lake Erie and the southerly limit of said city;

(c) the Town of Tillsonburg;

(d) that part of the County of Brant lying northerly and easterly of a line described as follows: commencing at the intersection of the southerly limit of said county and Highway 54; thence northwesterly along said highway to Painter Road; thence northerly along said road to the limit of said county;

(e) the New Credit Indian Reserve No. 40A; and

(f) the Six Nations Indian Reserve No. 40, excluding that part lying northwesterly of the Grand River.

Haliburton—Kawartha Lakes—Brock

(Population: 120,254)

(Map 4)

Consists of:

- (a) the City of Kawartha Lakes;
- (b) the Municipality of Dysart et al;
- (c) that part of the Municipality of Highlands East lying westerly of a line described as follows: commencing at the intersection of the northwesterly limit of said municipality with Highway 118; thence generally southeasterly along said highway to County Road 503; thence generally southwesterly along said road to Buckhorn Road; thence generally southerly along said road to the southeasterly limit of said municipality;
- (d) the Municipality of Trent Lakes, excepting the islands of the Curve Lake Indian Reserve No. 35A;
- (e) the townships of Algonquin Highlands, Brock and Minden Hills; and
- (f) that part of the Township of Cavan Monaghan lying northerly of Highway 115 and westerly of Highway 7 (Trans-Canada Highway).

Hamilton Centre

(Population: 123,520)

(Map 13)

Consists of those parts of the City of Hamilton described as follows:

- (a) that part lying northerly and easterly of a line described as follows: commencing at the intersection of Red Hill Valley Parkway and the Niagara Escarpment; thence generally southwesterly, generally northerly and generally westerly along said escarpment to the electric power transmission line situated westerly of Chateau Court; thence northerly along said transmission line to Highway 403 (Alexander Graham Bell Parkway); thence generally northeasterly and generally northerly along said highway to the northeasterly limit of said city; and
- (b) that part lying westerly of a line described as follows: commencing at the intersection of Red Hill Valley Parkway and the Niagara Escarpment; thence generally northerly along said parkway to King Street East; thence northwesterly along said street to Walter Avenue South; thence northerly along said avenue and along Walter Avenue North to Barton Street East; thence westerly along said street to Strathearne Avenue; thence northerly along said street and its intermittent production to Pier 24 Gateway; thence easterly, northerly and northeasterly along said gateway to the northeasterly shoreline of Hamilton Harbour.

Hamilton Mountain

(Population: 115,634)

(Map 13)

Consists of that part of the City of Hamilton described as follows: commencing at the intersection of James Mountain Road and the Niagara Escarpment; thence generally easterly and generally southerly along said escarpment to Red Hill Creek; thence southwesterly along said creek to Mountain Brow Boulevard; thence southerly along said boulevard to Arbour Road; thence generally southerly along said road, its intermittent production, Anchor Road and its southerly production to the intersection of Rymal Road East and Glover Road; thence southerly along Glover Road to the electric power transmission line at approximate latitude 43°10'51"N and longitude 79°49'42"W; thence westerly along said transmission line to Garth Street; thence generally northerly along said street to Lincoln M. Alexander Parkway; thence easterly along said parkway to West 5th Street; thence northerly along said street and James Mountain Road to the point of commencement.

Hamilton—Stoney Creek—Grimsby Lakeshore

(Population: 121,709)

(Maps 3 and 13)

Consists of:

(a) that part of the City of Hamilton lying northerly and easterly of a line described as follows: commencing at the intersection of the easterly limit of said city and the Niagara Escarpment; thence generally westerly along said escarpment to Red Hill Valley Parkway; thence generally northerly along said parkway to King Street East; thence northwesterly along said street to Walter Avenue South; thence northerly along said avenue and along Walter Avenue North to Barton Street East; thence westerly along said street to Strathearne Avenue; thence northerly along said street and its intermittent production to Pier 24 Gateway; thence easterly, northerly and northeasterly along said gateway to the northeasterly shoreline of Hamilton Harbour; thence generally northwesterly along said shoreline to the Burlington Canal; thence northeasterly along said canal to Lake Ontario; and

(b) that part of the Town of Grimsby lying northerly of the Niagara Escarpment.

Hamilton West—Ancaster—Dundas

(Population: 120,551)

(Map 13)

Consists of that part of the City of Hamilton described as follows: commencing at the intersection of Highway 403 (Alexander Graham Bell Parkway) and the Canadian National Railway; thence generally southerly and generally southwesterly along said highway to the

electric power transmission line at approximate latitude 43°14'48"N and longitude 79°55'55"W; thence southerly in a straight line to the Niagara Escarpment limit; thence generally easterly along said limit to James Mountain Road; thence generally southerly along said road and West 5th Road to Lincoln M. Alexander Parkway; thence westerly along said parkway to Garth Street; thence generally southerly along said street to the electric power transmission line at approximate latitude 43°12'05"N and longitude 79°54'54"W; thence westerly and southwesterly along said electric power transmission line to Trinity Road South; thence generally northerly along said road, Highway 52 South and Highway 52 North to the Canadian National Railway; thence generally northeasterly and easterly along said railway to the point of commencement.

Hastings—Lennox and Addington—Tyendinaga

(Population: 111,331)

(Map 4)

Consists of:

- (a) that part of the City of Belleville lying northerly of Highway 401 (Macdonald-Cartier Freeway);
- (b) the towns of Bancroft, Deseronto and Greater Napanee;
- (c) the municipalities of Centre Hastings, Hastings Highlands, Marmora and Lake and Tweed;
- (d) that part of the Municipality of Highlands East lying easterly of a line described as follows: commencing at the intersection of the northwesterly limit of said municipality with Highway 118; thence generally southeasterly along said highway to County Road 503; thence generally southwesterly along said road to Buckhorn Road; thence generally southerly along said road to the southerly limit of said municipality;
- (e) the townships of Addington Highlands, Carlow/Mayo, Faraday, Havelock-Belmont-Methuen, Limerick, Loyalist, Madoc, North Kawartha, Stirling-Rawdon, Stone Mills, Tudor and Cashel, Tyendinaga and Wollaston; and
- (f) Tyendinaga Mohawk Territory.

Humber

(Population: 122,220)

(Map 20)

Consists of that part of the City of Toronto described as follows: commencing at the intersection of Highway 401 (Macdonald-Cartier Freeway, Ontario 401 Express) and Highway 400; thence generally southeasterly and southerly along Highway 400 and Black Creek Drive to the Canadian Pacific Railway; thence southeasterly along said railway to St. Clair Avenue West; thence westerly along said avenue to Scarlett Road; thence southerly along said road to the Canadian Pacific Railway; thence westerly and southwesterly along said railway to the Humber

River; thence easterly and generally southeasterly along said river to Bloor Street West; thence westerly along said street to Islington Avenue; thence northerly along said avenue to Highway 401 (Macdonald-Cartier Freeway, Ontario 401 Express); thence easterly along said highway to the point of commencement.

Kanata

(Population: 121,458)

(Map 16)

Consists of that part of the City of Ottawa described as follows: commencing at the intersection of Davidson's Side Road and Carling Avenue; thence generally northeasterly along said avenue to Moodie Drive; thence southerly along said drive to Highway 417 (Trans-Canada Highway, Queensway); thence northeasterly along said highway to Highway 416 (Veterans Memorial Highway); thence southeasterly along said highway to West Hunt Club Road; thence southwesterly along said road to Old Richmond Road; thence southerly along said road to Hope Side Road; thence southwesterly along said road and generally northwesterly along Terry Fox Drive to Hazeldean Road; thence southwesterly along said road to Highway 7 (Trans-Canada Highway); thence northerly along said highway to Highway 417 (Trans-Canada Highway); thence generally northwesterly along said highway to Vaughan Side Road; thence northeasterly along said road, Donald B. Munro Drive and Craig's Side Road to Carp Road; thence northwesterly along said road to Holland Hill Road; thence northeasterly along Holland Hill Road and its northeasterly production, Murphy Side Road, Constance Lake Road and its northeasterly production, Berry Side Road and its northeasterly production to the interprovincial boundary between Ontario and Quebec; thence southeasterly along said boundary to a point at approximate latitude 45°22'58"N and longitude 75°51'26"W; thence southerly in a straight line to the northwesterly end point of Davidson's Side Road; thence southeasterly along said road to the point of commencement.

Kenora—Thunder Bay—Rainy River

(Population: 101,097)

(Map 1)

Consists of:

(a) the cities of Dryden and Kenora;

(b) that part of the City of Thunder Bay lying southerly of a line described as follows: commencing at the intersection of the westerly limit of said city and Arthur Street West; thence generally easterly along said street to Highway 61 (Thunder Bay Expressway); thence generally northerly along said highway to Neebing River; thence generally northeasterly along said river to McIntyre River; thence generally easterly along said river to the westerly shoreline of Lake Superior; thence easterly in a straight line and along the northerly limit of said city to its easterly limit at approximate latitude 48°23'58"N and longitude 89°02'41"W;

(c) the towns of Atikokan, Fort Frances and Rainy River;

(d) the Municipality of Neebing;

(e) that part of the Municipality of Oliver Paipoonge lying southerly of a line described as follows: commencing at the intersection of the westerly limit of said municipality and Highway 11/17 (Trans-Canada Highway); thence generally southeasterly and easterly along said highway to Highway 130; thence easterly along said highway to Twin City Cross Road; thence generally easterly along Arthur Street and Arthur Street West to the easterly limit of said municipality;

(f) the townships of Alberton, Chapple, Dawson, Emo, Gillies, Ignace, La Vallee, Lake of the Woods, Machin, Morley, O'Connor and Sioux Narrows-Nestor Falls;

(g) that part of the Township of Conmee lying westerly of Highway 11/17 (Trans-Canada Highway);

(h) the Unorganized Area of Rainy River;

(i) that part of the Unorganized Area of Kenora lying southerly of a line described as follows: commencing at the intersection of the interprovincial boundary between Ontario and Manitoba with the Canadian National Railway at approximate latitude 49°53'12"N and longitude 95°09'10"W; thence generally northeasterly along said railway to approximate latitude 49°56'54"N and longitude 94°45'09"W (westerly of Camp Four Lake); thence southerly in a straight line to the northerly limit of Umbach Geographic Township; thence easterly along said limit to the westerly boundary of The Dalles Indian Reserve No. 38C; thence generally northerly and generally southeasterly along the westerly and northerly boundaries of said Indian reserve to the northerly limit of the City of Kenora; thence generally easterly along said limit to the westerly limit of Pettypiece Geographic Township; thence northerly, easterly and southerly along the westerly, northerly and easterly limits of said geographic township to the northerly limit of Jackman Geographic Township; thence generally northeasterly and easterly along said limit and easterly along the northerly limits of the geographic townships of MacNicol, Tustin, Bridges, Docker and Langton (common with the northerly limit of the Township of Machin) to the westerly limit of Mutrie Geographic Township; thence northerly along said limit and generally northerly along the westerly limit of Colenso Geographic Township to the northerly limit of said geographic township; thence easterly along said limit and along the northerly limit of Mafeking Geographic Township to the westerly limit of Ladysmith Geographic Township; thence southerly and easterly along the westerly and southerly limits of said geographic township and easterly along the southerly limits of the geographic townships of Rowell, Daniel, Breithaupt, McIlraith and Lomond to the westerly limit of the Municipality of Sioux Lookout; thence easterly, northerly and generally easterly along the southerly and easterly limits of said municipality to the southeasternmost point of said municipality; thence easterly in a straight line to a point on the limit of said unorganized area at approximate latitude 49°57'23"N and longitude 90°57'56"W (northerly of Sturgeon Lake);

(j) that part of the Unorganized Area of Thunder Bay lying southerly and westerly of a line described as follows: commencing at a point on the westerly limit of said unorganized area at approximate latitude 49°57'23"N and longitude 90°57'56"W (northerly of Sturgeon Lake); thence easterly in a straight line to a point at approximate latitude 49°51'52"N and longitude 90°00'00"W; thence southerly in a straight line to an unnamed road at approximate latitude

49°20'59"N and longitude 89°59'55"W, thence generally southerly along said road to its intersection with Chisamore Road at approximate latitude 49°18'30"N and longitude 89°58'13"W; thence southerly along said road to Pakashkan Road; thence generally southerly along said road to Dog River Road, thence generally southerly along said road to Highway 17 (Trans-Canada Highway); thence generally southerly along said highway to Highway 11/17 (Trans-Canada Highway); thence generally southeasterly along said highway to the northerly limit of the Township of Conmee;

(k) the Indian reserves of Agency No. 1, Assabaska, Big Grassy River No. 35G, Big Island Mainland No. 93, Couchiching No. 16A, Eagle Lake No. 27, Fort William No. 52, Kenora No. 38B, Lac des Mille Lacs No. 22A1, Lake of the Woods No. 37, Manitou Rapids No. 11, Neguaguon Lake No. 25D, Northwest Angle No. 33B, Rainy Lake nos. 17A, 17B, 18C and 26A, Rat Portage No. 38A, Sabaskong Bay No. 35D, Saug-a-Gaw-Sing No. 1, Seine River No. 23A, Shoal Lake nos. 34B2 and 39A, Sturgeon Falls No. 23, The Dalles No. 38C, Wabigoon Lake No. 27, Whitefish Bay nos. 32A, 33A and 34A; and

(l) that part of Shoal Lake Indian Reserve No. 40 lying easterly of the interprovincial boundary between Ontario and Manitoba.

Kiiwetinoong—Mushkegowuk

(Population: 36,325)

(Map 1)

Consists of:

(a) the Town of Moosonee;

(b) the municipalities of Red Lake and Sioux Lookout;

(c) the townships of Ear Falls and Pickle Lake;

(d) that part of the Unorganized Area of Cochrane (North Part) lying northerly of a line described as follows: commencing at a point on the westerly limit of said unorganized area at approximate latitude 50°30'02"N and longitude 86°32'55"W; thence easterly in a straight line to a point on the interprovincial boundary between Ontario and Quebec at approximate latitude 50°30'00"N and longitude 79°31'05"W;

(e) that part of the Unorganized Area of Kenora lying northerly of a line described as follows: commencing at the intersection of the interprovincial boundary between Ontario and Manitoba with the Canadian National Railway at approximate latitude 49°53'12"N and longitude 95°09'10"W; thence generally northeasterly along said railway to a point at approximate latitude 49°56'54"N and longitude 94°45'09"W (westerly of Camp Four Lake); thence southerly in a straight line to the northerly limit of Umbach Geographic Township; thence easterly along said limit to the westerly boundary of The Dalles Indian Reserve No. 38C; thence generally northerly and generally southeasterly along the westerly and northerly boundaries of said Indian reserve to the northerly limit of the City of Kenora; thence generally easterly along said limit to the

westerly limit of Pettypiece Geographic Township; thence northerly, easterly and southerly along the westerly, northerly and easterly limits of said geographic township to the northerly limit of Jackman Geographic Township; thence generally northeasterly and easterly along said limit and easterly along the northerly limits of the geographic townships of MacNicol, Tustin, Bridges, Docker and Langton (common with the northerly limit of the Township of Machin) to the westerly limit of Mutrie Geographic Township; thence northerly along said limit and generally northerly along the westerly limit of Colenso Geographic Township to the northerly limit of said geographic township; thence easterly along said limit and along the northerly limit of Mafeking Geographic Township to the westerly limit of Ladysmith Geographic Township; thence southerly and easterly along the westerly and southerly limits of said geographic township and easterly along the southerly limits of the geographic townships of Rowell, Daniel, Breithaupt, McIlraith and Lomond to the westerly limit of the Municipality of Sioux Lookout; thence easterly, northerly and generally easterly along the southerly and easterly limits of said municipality to the southeasternmost point of said municipality; thence easterly in a straight line to a point on the limit of said unorganized area at approximate latitude 49°57'23"N and longitude 90°57'56"W (northerly of Sturgeon Lake);

(f) that part of the Unorganized Area Thunder Bay lying northerly and westerly of a line described as follows: commencing at a point on the westerly limit of said unorganized area at approximate latitude 49°57'23"N and longitude 90°57'56"W; thence easterly in a straight line to the southwesternmost point of Gull River Indian Reserve No. 55; thence easterly along the southerly boundary of said Indian reserve to the westerly shoreline of Lake Nipigon (Gull Bay); thence northerly and southerly along said bay and generally northeasterly along the westerly shoreline of Lake Nipigon to a point at approximate latitude 50°17'01"N and longitude 88°39'00"W; thence northerly in a straight line to a point at approximate latitude 50°30'00"N and longitude 88°38'50"W; thence easterly in a straight line to the easterly limit of said unorganized area;

(g) the Indian reserves of Attawapiskat No. 91A, Bearskin Lake, Cat Lake No. 63C, Deer Lake, English River No. 21, Factory Island No. 1, Fort Albany No. 67, Fort Hope No. 64, Fort Severn No. 89, Gull River No. 55, Kasabonika Lake, Keewaywin, Kingfisher Lake No. 1, Kitchenuhmaykoosib Aaki No. 84, Lac Seul No. 28, Marten Falls No. 65, Moose Factory No. 68, Muskrat Dam Lake, Neskantaga, North Spirit Lake, Ojibway Nation of Saugeen (Savant Lake), Osnaburgh No. 63A, Osnaburgh No. 63B, Pikangikum No. 14, Poplar Hill, Sachigo Lake No. 1, Sandy Lake No. 88, Slate Falls Nation, Wabaseemoong, Wabauskang No. 21, Wapekeka No. 2, Wawakapewin, Weagamow Lake No. 87, Webequie, Whitesand and Wunnumin No. 1; and

(h) the Indian settlements of Lansdowne House, Peawanuck and Summer Beaver.

King—Vaughan

(Population: 116,118)

(Map 22)

Consists of:

(a) that part of the City of Vaughan described as follows: commencing at the intersection of the westerly limit of said city and Nashville Road; thence generally easterly along said road to Highway 27; thence southerly along said highway to Humber Bridge Trail; thence easterly along said trail and its northeasterly production to Saint Padre Pio Gardens; thence easterly and southeasterly along Saint Padre Pio Gardens to Major Mackenzie Drive West; thence northeasterly and easterly along said drive to Highway 400; thence southerly along said highway to Rutherford Road; thence generally northeasterly along said road to Peter Rupert Avenue; thence generally northerly along said avenue to Major Mackenzie Drive West; thence easterly along said drive to the easterly limit of said city; thence northerly, generally westerly and generally southerly along the easterly, northerly and westerly limits of said city to the point of commencement; and

(b) that part of the Township of King lying southeasterly of a line described as follows: commencing at a point on the westerly limit of said township at approximate latitude 43°57'21" N and longitude 79°45'21" W; thence easterly in a straight line to the 12th Concession; thence northerly along said road to 18th Sideroad; thence easterly along said road to the 11th Concession; thence northerly along said road to 18th Sideroad; thence easterly along said road to the 10th Concession; thence northerly along said road to 18th Sideroad; thence easterly along said road to Highway 27; thence southerly along said highway to 18th Sideroad; thence easterly along said road to the 8th Concession; thence southerly along said road to 18th Sideroad; thence easterly along said road to the 7th Concession; thence northerly along said road to 18th Sideroad; thence easterly along said road, its intermittent production and Lloydtown-Aurora Road to Dufferin Street; thence northerly along said street to 18th Sideroad; thence easterly along said road to the easterly limit of said township.

Kingston and the Islands

(Population: 126,106)

(Maps 4 and 14)

Consists of:

(a) that part of the City of Kingston lying southerly of Highway 401 (Macdonald-Cartier Freeway); and

(b) the Township of Frontenac Islands.

Kitchener Centre

(Population: 114,595)

(Map 8)

Consists of that part of the City of Kitchener described as follows: commencing at the intersection of the northerly limit of said city and Fischer-Hallman Road South; thence generally northeasterly and southeasterly along the northerly and easterly limits of said city to the southeasterly production of Woolner Trail; thence northwesterly along said production and along said trail to Fairway Road North; thence westerly and southwesterly along said road to Lackner Boulevard; thence northwesterly along said boulevard to Daimler Drive; thence southwesterly and westerly along said drive to Old Chicopee Drive; thence southerly and southwesterly along said drive to River Road East; thence southeasterly along said road to Kinzie Avenue; thence southwesterly along said avenue to Weber Street East; thence northwesterly and westerly along said street to Fergus Avenue; thence southerly along said avenue and its southerly production to Highway 8; thence westerly along said highway to Highway 7/8 (Conestoga Parkway); thence generally southwesterly along said highway to Fischer-Hallman Road; thence generally northwesterly along said road to the point of commencement.

Kitchener—Conestoga

(Population: 114,856)

(Map 3)

Consists of:

(a) that part of the City of Cambridge lying northwesterly of a line described as follows: commencing at a point on the easterly limit of said city at approximate latitude 43°27'16"N and longitude 80°17'52"W; thence southerly in a straight line to the Speed River; thence generally southwesterly along said river (running southerly of Speed Island) to Highway 401 (Macdonald-Cartier Freeway); thence westerly and southwesterly along said highway to the westerly limit of said city;

(b) that part of the City of Kitchener described as follows: commencing at the intersection of the westerly limit of said city and Bleams Road; thence easterly along said road to Fisher-Hallman Road; thence northerly and generally northwesterly along said road to the northerly limit of the said city; thence generally westerly along said limit to the westerly limit of said city; thence southeasterly along said limit to the point of commencement; and

(c) the townships of Wellesley, Wilmot and Woolwich.

Kitchener South—North Dumfries

(Population: 114,179)

(Maps 3 and 8)

Consists of:

(a) that part of the City of Cambridge lying southwesterly of a line described as follows: commencing at the intersection of the westerly limit of said city and Shantz Hill Road; thence southeasterly along said road and its production to the Speed River; thence generally southeasterly along said river to the Grand River and the westerly limit of said city at approximate latitude 43°23'13"N and longitude 80°22'01"W;

(b) that part of the City of Kitchener described as follows: commencing at the intersection of the westerly limit of said city and Bleams Road; thence easterly along said road to Fischer-Hallman Road; thence northerly and northwesterly along said road to Highway 7/8 (Conestoga Parkway); thence generally northeasterly along said highway to Highway 8; thence southeasterly along said highway to the intersection of said road and the southerly production of Fergus Avenue; thence northerly along said production and along said avenue to Weber Street East; thence easterly and southeasterly along said street to Kinzie Avenue; thence northeasterly along said avenue to River Road East; thence northwesterly along said road to Old Chicopee Drive; thence northeasterly and northerly along said drive to Daimler Drive; thence generally northeasterly along said drive to Lackner Boulevard; thence easterly and southeasterly along said boulevard to Fairway Road North; thence northeasterly and easterly along said road to Woolner Trail; thence southeasterly along said trail and its production to the Grand River and the easterly limit of said city; thence generally southerly, southwesterly, westerly and northerly along the easterly, southerly and westerly limits of said city to the point of commencement; and

(c) the Township of North Dumfries.

Lake Simcoe—Uxbridge

(Population: 118,867)

(Maps 3 and 4)

Consists of:

(a) that part of the City of Oshawa lying northerly of Highway 407;

(b) the Town of Georgina;

(c) that part of the Town of East Gwillimbury lying easterly of a line described as follows: commencing at the intersection of the northwesterly limit of said town and Woodbine Avenue; thence southerly along said avenue to Highway 404; thence generally southerly along said highway to the southerly limit of said town;

(d) that part of the Town of Whitchurch-Stouffville described as follows: commencing at the intersection of Bethesda Road and the easterly limit of said town; thence northwesterly,

southwesterly, generally southerly and generally northeasterly along the easterly, northwesterly, westerly and southeasterly limits of said town to Highway 48; thence northerly along said highway to Bethesda Road; thence easterly along said road to Ninth Line; thence northerly along Ninth Line to Bethesda Road; thence easterly along said road to the point of commencement;

(e) that part of the Municipality of Clarington lying northerly of Highway 407 and westerly of a line described as follows: commencing at the intersection of the northerly limit of said municipality and a point on Regional Road 20 at approximate latitude 44°03'33"N and longitude 78°41'20"W; thence southerly along said road to Concession Road 10; thence easterly along said road to Darlington-Clarke Townline Road; thence southerly along said road and its intermittent production to Highway 407;

(f) the townships of Scugog and Uxbridge; and

(g) the Indian reserves of Chippewas of Georgina Island First Nation and Mississauga's of Scugog Island.

Lanark—Frontenac

(Population: 109,784)

(Map 4)

Consists of:

(a) that part of the City of Ottawa described as follows: commencing at the intersection of the westerly limit of said city and Highway 7; thence generally northeasterly along said highway to Highway 417 (Trans-Canada Highway); thence generally northwesterly along said highway to the northwesterly limit of said city; thence southwesterly and generally southeasterly along the northwesterly and southwesterly limits of said city to the point of commencement;

(b) the towns of Carleton Place, Perth and Smiths Falls;

(c) the Municipality of Mississippi Mills;

(d) the townships of Beckwith, Central Frontenac, Drummond/North Elmsley, Greater Madawaska, Lanark Highlands, Montague, North Frontenac, Rideau Lakes and Tay Valley;

(e) that part of the Township of Elizabethtown-Kitley lying northwesterly of a line described as follows: commencing at the intersection of the southwesterly limit of said township and Kitley-Elizabethtown Townline Road; thence northeasterly along said road and its northeasterly production to the northeasterly limit of said township;

(f) that part of the Township of South Frontenac lying northerly of the southerly limit of Bedford Geographic Township; and

(g) the villages of Merrickville-Wolford and Westport.

London Centre

(Population: 123,531)

(Map 15)

Consists of that part of the City of London described as follows: commencing at the intersection of the northerly limit of said city and Adelaide Street North; thence southeasterly along said street to the Canadian National Railway; thence easterly along said railway to Highbury Avenue North; thence southeasterly along said avenue to the Thames River; thence generally westerly along said river to the Canadian National Railway; thence southeasterly along said railway to Commissioners Road East; thence westerly along said road and Commissioners Road West to Wonderland Road South; thence generally northerly and northwesterly along said road and Wonderland Road North to the northerly limit of said city; thence northeasterly along the limit of said city to the point of commencement.

London Northeast

(Population: 123,241)

(Maps 3 and 15)

Consists of:

(a) that part of the City of London lying northerly and easterly of a line described as follows: commencing at the intersection of the northerly limit of said city and Adelaide Street North; thence southeasterly along said street to the Canadian National Railway; thence easterly along said railway to Highbury Avenue North; thence southeasterly along said avenue to the Thames River; thence generally easterly along said river to the easterly limit of said city;

(b) that part of the Municipality of Thames Centre lying northerly of Highway 401 (Macdonald-Cartier Freeway) and southerly of a line described as follows: commencing at the intersection of the westerly limit of said municipality and Thorndale Road; thence northeasterly along said road to Nissouri Road; thence northwesterly along said road to approximate latitude 43°06'21"N and longitude 81°09'32"W; thence northeasterly in a straight line to Fairview Road at approximate latitude 43°06'39"N and longitude 81°08'35"W; thence southeasterly along said road to Thorndale Road; thence northeasterly along said road to the easterly limit of said municipality;

(c) that part of the Township of Zorra lying southerly and westerly of a line described as follows: commencing at the intersection of the westerly limit of said township and Road 84; thence northeasterly along said road to 23rd Line; thence southeasterly along said line to Road 74; thence easterly along said road to 23rd Line; thence southeasterly along said line to Road 68; thence southwesterly along said road to 21st Line; thence southeasterly along said line to Road 60; thence southeasterly in a straight line to the southerly limit of said township at approximate latitude 43°00'34"N and longitude 80°56'49"W.

London South—St. Thomas

(Population: 120,208)

(Maps 3 and 15)

Consists of:

- (a) the City of St. Thomas;
- (b) that part of the City of London lying southerly and easterly of a line described as follows: commencing at the intersection of the easterly limit of said city with the Thames River; thence generally westerly along said river to the Canadian National Railway; thence southeasterly along said railway to Commissioners Road East; thence westerly along said road to Wharncliffe Road South; thence southerly and southwesterly along said road to Wonderland Road South; thence southerly along said road to Highway 402; thence generally southwesterly along said highway to the westerly limit of said city;
- (c) that part of the Municipality of Central Elgin lying northerly of John Wise Line;
- (d) that part of the Municipality of Thames Centre lying southerly of Highway 401 (Macdonald-Cartier Freeway) and westerly of Westchester Bourne; and
- (e) that part of the Township of Southwold lying easterly of Sunset Road.

London West

(Population: 121,199)

(Map 15)

Consists of that part of the City of London described as follows: commencing at the intersection of the northerly limit of said city and Wonderland Road North; thence southeasterly and generally southerly along said road and Wonderland Road South to Commissioners Road West; thence easterly along said road to Wharncliffe Road South; thence southerly and southwesterly along said road to Wonderland Road South; thence southerly along said road to Highway 402; thence generally southwesterly along said highway to the westerly limit of said city; thence generally northerly and easterly along the westerly and northerly limits of said city to the point of commencement.

Manitoulin—Nickel Belt

(Population: 99,268)

(Map 1)

Consists of:

(a) the City of Elliot Lake;

(b) the City of Greater Sudbury, excluding that part described as follows: commencing at a point on the easterly limit of said city at approximate latitude 46°37'29"N and longitude 80°41'39"W; thence southerly along said limit to the southerly limit of said city; thence generally westerly and northerly along the southerly and westerly limits of said city to a point in Simon Lake at approximate latitude 46°24'08"N and longitude 81°10'56"W; thence northerly in a line to Highway 144 (North-West Bypass); thence generally northerly along said highway to a point at approximate latitude 46°30'37"N and longitude 81°11'59"W; thence easterly in a straight line to the easterly limit of Snider Geographic Township; thence northerly along said limit to the northerly limit of said geographic township; thence easterly along the northerly limit of McKim Geographic Township to the intersection of Maley Drive and Barry Downe Road; thence northerly along Barry Downe Road and along its northerly production to the intersection of Notre Dame Avenue and Bodson Drive West; thence easterly along Bodson Drive East and along its easterly production to the easterly limit of Capreol Geographic Township; thence northerly along said limit to Old Poupore Mine Road; thence generally easterly along said road to Nickel Rim South Mine Road; thence generally southeasterly along said road to Pipeline Road; thence easterly and generally southerly along said road to the northerly limit of Falconbridge Geographic Township; thence easterly along said limit to the point of commencement;

(c) the towns of Blind River, Espanola, Gore Bay, Northeastern Manitoulin and the Islands and Spanish;

(d) the municipalities of Central Manitoulin, French River, Gordon/Barrie Island and Killarney;

(e) that part of the Municipality of Huron Shores lying easterly of a line described as follows: commencing at a point on the easterly limit of said municipality at approximate latitude 46°15'54"N and longitude 83°11'54"W; thence southerly in a straight line to a point on the southerly limit of said municipality at approximate latitude 46°00'19"N and longitude 83°11'26"W;

(f) the townships of Assiginack, Baldwin, Billings, Burpee and Mills, Cockburn Island, Nairn and Hyman, Sables-Spanish Rivers, Tehkummah and The North Shore;

(g) the unorganized areas of Algoma (South East Part) and Manitoulin (West Part);

(h) those parts of the Unorganized Area of Algoma (North Part) described as follows:

- (i) that part lying easterly of a line described as follows: commencing at a point on the easterly limit of said unorganized area at approximate latitude 46°58'38"N and longitude 82°34'43"W; thence southerly along the westerly limits of the geographic townships of Comox, Assad and Fabbro to the southerly limit of Fabbro Geographic

Township; thence easterly along said limit to the westerly limit of Landriault Geographic Township; thence southerly along said limit and along the westerly limits of the geographic townships of Piche and Hughson to the southerly limit of said unorganized area; and

- (ii) that part lying southerly and easterly of a line described as follows: commencing at the intersection of the easterly limit of said unorganized area and the northeasternmost point of Nouvel Geographic Township; thence westerly and southerly along the northerly and westerly limits of said geographic township and along the westerly limit of Montgomery Geographic Township to the southerly limit of said geographic township;

(i) the Unorganized Area of Sudbury (North Part), excluding those parts described as follows:

- (i) that part lying northerly and westerly of a line described as follows: commencing at a point on the southerly limit of said unorganized area at approximate latitude 47°14'08"N and longitude 82°34'38"W; thence northerly along the westerly limit of Hubbard Geographic Township to the northerly limit of said geographic township; thence easterly along said limit and along the northerly limit of Abney Geographic Township to the westerly limit of Elizabeth Geographic Township; thence northerly and easterly along the westerly and northerly limits of said geographic township and along the northerly limit of Margaret Geographic Township to the easterly limit of said geographic township; thence southerly along said limit to the northerly limit of Lillie Geographic Township; thence easterly along the northerly limits of the geographic townships of Lillie, Chalet, Paudash and Brebeuf to the easterly limit of Brebeuf Geographic Township; thence southerly along said limit to the northerly limit of Blewett Geographic Township; thence easterly along the northerly limits of the geographic townships of Blewett and Beulah to the easterly limit of Beulah Geographic Township; thence southerly along said limit to the northerly limit of Hodgetts Geographic Township; thence easterly along the northerly limits of the geographic townships of Hodgetts and Unwin to the northeasternmost point of Unwin Geographic Township;
- (ii) that part lying southerly of a line described as follows: commencing at a point on the southerly limit of Kelly Geographic Township at approximate latitude 46°42'40"N and longitude 80°32'56"W; thence easterly along the southerly limit of said geographic township and along the southerly limit of McNish Geographic Township to the westerly limit of said unorganized area; and
- (iii) that part lying northerly of Hendrie Geographic Township; and

(j) the Indian reserves of M'Chigeeng No. 22, Mississagi River No. 8, Point Grondine No. 3, Sagamok, Serpent River No. 7, Sheguiandah No. 24, Sheshegwaning No. 20, Sucker Creek No. 23, Wahnapiatae No. 11, Whitefish Lake No. 6, Whitefish River No. 4, Wikwemikong Unceded and Zhiibaahaasing 19A.

Markham—Stouffville

(Population: 121,176)
(Map 22)

Consists of:

(a) that part of the City of Markham lying easterly of a line described as follows: commencing at the intersection of the northerly limit of said city and Highway 48; thence southerly along said highway, Markham Road, Main Street Markham North, Main Street Markham South and Markham Road to the southerly limit of said city; and

(b) that part of the Town of Whitchurch-Stouffville described as follows: commencing at the intersection of the southerly limit of said town and Highway 48; thence northerly along said highway to Bethesda Road; thence easterly along said road to Ninth Line; thence northerly along said line to Bethesda Road; thence easterly along said road to the easterly limit of said town; thence southerly and generally westerly along the easterly and southerly limits of said town to the point of commencement.

Markham—Thornhill

(Population: 123,400)
(Map 22)

Consists of that part of the City of Markham described as follows: commencing at the intersection of the westerly limit of said city and the Don River (East Branch); thence generally southeasterly along said river to John Street; thence northeasterly and easterly along said street to Bayview Avenue; thence northerly along said avenue to Highway 7; thence northeasterly along said highway to Main Street Markham South; thence southerly along said street and along Markham Road to the southerly limit of said city; thence southwesterly and northerly along the southerly and westerly limits of said city to the point of commencement.

Markham—Unionville

(Population: 122,401)
(Map 22)

Consists of that part of the City of Markham described as follows: commencing at the intersection of the northerly limit of said city and Highway 48; thence southerly along said highway, Markham Road and Main Street Markham North to Highway 7; thence southwesterly along said highway to the westerly limit of said city; thence northerly and easterly along the westerly and northerly limits of said city to the point of commencement.

Mississauga Centre

(Population: 119,975)

(Map 17)

Consists of that part of the City of Mississauga described as follows: commencing at the intersection of Hurontario Street and Bristol Road West; thence southeasterly along said street to the Canadian Pacific Railway; thence southwesterly along said railway to Confederation Parkway; thence generally southeasterly along said parkway to Dundas Street West; thence southwesterly along said street to Erindale Station Road; thence northwesterly along said road to the Canadian Pacific Railway; thence generally westerly along said railway to the Credit River; thence generally northwesterly along said river (passing southwesterly of Streetsville Memorial Park Island) to Bristol Road West; thence generally northeasterly along said road to the point of commencement.

Mississauga East—Cooksville

(Population: 120,196)

(Map 17)

Consists of that part of the City of Mississauga described as follows: commencing at the intersection of the northeasterly limit of said city and Queensway East; thence generally southwesterly along Queensway East and along Queensway West to Stillmeadow Road; thence northwesterly along said road to approximate latitude 43°34'17"N and longitude 79°37'34"W; thence northwesterly in a straight line to Dundas Street West; thence northeasterly along said street to Confederation Parkway; thence generally northwesterly along said parkway to the Canadian Pacific Railway; thence northeasterly along said railway to Hurontario Street; thence northwesterly along said street to Highway 403; thence northeasterly and northwesterly along said highway to Eglinton Avenue East; thence northeasterly along said avenue to the northeasterly limit of said city; thence generally southeasterly along said limit to the point of commencement.

Mississauga—Erin Mills

(Population: 119,526)

(Map 17)

Consists of that part of the City of Mississauga described as follows: commencing at the intersection of the southwesterly limit of said city with the southwesterly production of Thomas Street; thence generally northeasterly along said production and along Thomas Street to Queen Street South; thence northwesterly along said street to Main Street; thence northeasterly and easterly along said street to the Credit River; thence generally southeasterly along said river (passing southwesterly of Streetsville Memorial Park Island) to the Canadian Pacific Railway; thence generally easterly along said railway to Erindale Station Road; thence southeasterly along said road to Dundas Street West; thence generally southwesterly along said street and

along Dundas Street East to the southwesterly limit of said city; thence generally northwesterly along said limit to the point of commencement.

Mississauga Lakeshore

(Population: 119,936)
(Map 17)

Consists of that part of the City of Mississauga described as follows: commencing at the intersection of the northeasterly limit of said city with Queensway East; thence southwesterly along Queensway East and along Queensway West to Stillmeadow Road; thence northwesterly along said road to approximate latitude 43°34'17"N and longitude 79°37'34"W; thence northwesterly in a straight line to Dundas Street West; thence generally southwesterly along said street to the southwesterly limit of said city; thence southeasterly, northeasterly and generally northwesterly along the southwesterly, southeasterly and northeasterly limits of said city to the point of commencement.

Mississauga—Malton

(Population: 119,741)
(Map 17)

Consists of that part of the City of Mississauga described as follows: commencing at the intersection of the northwesterly limit of said city with the Credit River; thence generally southeasterly along said river to Creditview Road; thence southeasterly along said road to Bristol Road West; thence generally northeasterly along said road to Hurontario Street; thence southeasterly along said street to Highway 403; thence northeasterly and northwesterly along said highway to Eglinton Avenue East; thence northeasterly along said avenue to the northeasterly limit of said city; thence northeasterly, northwesterly, generally westerly and generally southwesterly along the northeasterly, northerly and northwesterly limits of said city to the point of commencement.

Mississauga—Meadowvale

(Population: 118,587)
(Map 17)

Consists of that part of the City of Mississauga described as follows: commencing at the intersection of northwesterly limit of said city and the Credit River; thence generally southeasterly along said river to Creditview Road; thence southeasterly along said road to Bristol Road West; thence generally southwesterly along said road to Main Street; thence westerly and southwesterly along said street to Queen Street South; thence southeasterly along said street to Thomas Street; thence generally southwesterly along said street and its

southwesterly production to the southwesterly limit of said city; thence generally northwesterly and generally northeasterly along the southwesterly and northwesterly limits of said city to the point of commencement.

Nepean

(Population: 122,229)

(Map 16)

Consists of that part of the City of Ottawa described as follows: commencing at the intersection of Highway 416 (Veterans Memorial Highway) and the Canadian National Railway; thence generally easterly along said railway to the Rideau River; thence generally southerly along said river to Barnsdale Road in passing on the westerly side of Nicolls Island and Long Island; thence southwesterly along said road to Highway 416 (Veterans Memorial Highway); thence generally northwesterly along said highway to the point of commencement.

New Tecumseth—Bradford

(Population: 118,958)

(Map 3)

Consists of:

(a) the towns of Bradford West Gwillimbury and New Tecumseth;

(b) that part of the Town of East Gwillimbury lying westerly of a line described as follows: commencing at the intersection of the northwesterly limit of said town and Woodbine Avenue; thence southerly along said avenue to Highway 404; thence generally southerly along said highway to the southerly limit of said town; and

(c) that part of the Township of King lying northwesterly of a line described as follows: commencing at the intersection of the easterly limit of said township and 18th Side Road; thence westerly along said road, Lloydtown-Aurora Road, 18th Side Road and its intermittent production to 7th Concession; thence southerly along said road to 18th Side Road; thence westerly along said road to 8th Concession; thence northerly along said road to 18th Side Road; thence westerly along said road to Highway 27; thence northerly along said highway to 18th Side Road; thence westerly along said road to 10th Concession; thence southerly along said road to 18th Side Road; thence westerly along said road to 11th Concession; thence southerly along said road to 18th Side Road; thence westerly along said road to 12th Concession; thence southerly along said road to approximate latitude 43°57'31"N and longitude 79°44'37"W; thence westerly in a straight line to the westerly limit of said township.

Newmarket—Aurora

(Population: 118,666)
(Map 22)

Consists of:

- (a) the Town of Newmarket; and
- (b) that part of the Town of Aurora lying northerly and easterly of a line described as follows: commencing at the intersection of the easterly limit of said town and Wellington Street East; thence westerly along said street to Yonge Street; thence northerly along said street to Orchard Heights Boulevard; thence generally westerly along said boulevard to the westerly limit of said town.

Niagara Falls

(Population: 113,503)
(Map 3)

Consists of:

- (a) the City of Niagara Falls; and
- (b) the Town of Niagara-on-the-Lake.

Niagara South

(Population: 112,928)
(Map 3)

Consists of:

- (a) the cities of Port Colborne and Welland;
- (b) that part of the City of Thorold lying southerly of Highway 20 (partly common with Lundy's Lane); and
- (c) the Town of Fort Erie.

Niagara West

(Population: 118,158)

(Map 3)

Consists of:

(a) that part of the City of Haldimand County lying easterly of a line described as follows: commencing at the intersection of the northeasterly limit of said city and Caistorville Road; thence generally southerly along said road to Haldimand-Dunnville Townline Road; thence generally southerly along said road and its intermittent productions to the northerly shoreline of Lake Erie;

(b) that part of the City of St. Catharines lying westerly of a line described as follows: commencing at the intersection of the southerly limit of said city and the southerly production of First Street Louth; thence northerly along said production and said street to Twelve Mile Creek; thence generally northeasterly and generally northwesterly along said creek to Highway 406; thence westerly and generally northerly along said highway to Queen Elizabeth Way; thence westerly along Queen Elizabeth Way to Third Street Louth; thence northerly along said street, Courtleigh Road and its northerly production to the northerly limit of said city (Lake Ontario);

(c) that part of the City of Thorold lying northerly of Highway 20 (partly common with Lundy's Lane);

(d) the towns of Lincoln and Pelham;

(e) that part of the Town of Grimsby lying southerly of the Niagara Escarpment; and

(f) the townships of Wainfleet and West Lincoln.

Nipissing

(Population: 99,149)

(Maps 1 and 2)

Consists of:

(a) the City of North Bay;

(b) the Town of Mattawa;

(c) the municipalities of Callander, Calvin, East Ferris, Markstay-Warren, Powassan, St.-Charles, Temagami and West Nipissing;

(d) the townships of Bonfield, Chisholm, Machar, Mattawan, Nipissing and Papineau-Cameron;

(e) the Village of South River;

(f) the Unorganized Areas of Nipissing (North Part) and Parry Sound (North East Part);

(g) that part of the Unorganized Area of Nipissing (South Part) described as follows: commencing at the intersection of the westerly limit of said unorganized area and the northerly limit of Nightingale Geographic Township; thence easterly along said limit and along the northerly limit of Airy Geographic Township to the westerly limit of Preston Geographic Township; thence northerly along said limit and along the westerly limit of Dickson Geographic Township to the southerly limit of Anglin Geographic Township; thence westerly and northerly along the southerly and westerly limits of said geographic township to the northerly limit of Freswick Geographic Township; thence westerly along said limit to the westerly limit of Lister Geographic Township; thence northerly and easterly along the westerly and northerly limits of said Geographic Township to the westerly limit of Deacon Geographic Township; thence northerly along the westerly limit of said geographic township to the northwesternmost point of said geographic township; thence generally northerly, generally westerly, generally southerly and generally easterly along the easterly, northerly, westerly and southerly limits of said unorganized area to the point of commencement;

(h) those parts of the Unorganized Area of Sudbury (North Part) described as follows:

- (i) that part lying southerly of a line described as follows: commencing at a point on the southerly limit of Kelly Geographic Township at approximate latitude 46°42'40"N and longitude 80°32'56"W; thence easterly along the southerly limit of said geographic township and along the southerly limit of McNish Geographic Township to the westerly limit of said unorganized area; and
- (ii) that part lying northerly of a line described as follows: commencing at the intersection of the easterly limit of said unorganized area and the northerly limit of Hendrie Geographic Township; thence westerly along said limit to the westerly limit of said unorganized area; and

(i) the Indian reserves of Bear Island No. 1 and Nipissing No. 10.

Northumberland

(Population: 114,335)

(Map 4)

Consists of:

(a) the Town of Cobourg;

(b) the municipalities of Brighton, Port Hope and Trent Hills;

(c) that part of the Municipality of Clarington lying easterly of a line described as follows: commencing at the intersection of the northerly limit of said municipality and a point on Regional Road 20 at approximate latitude 44°03'33"N and longitude 78°41'20"W; thence southerly along said road to Concession Road 10; thence easterly along said road to Darlington-Clarke Townline Road; thence generally southerly along said road and its intermittent productions to

Highway 401 (Macdonald-Cartier Freeway, Highway of Heroes); thence easterly along said highway to Cobbledick Road; thence southeasterly along said road to Waterfront Trail at approximate latitude 43°54'09"N and longitude 78°36'24"W; thence southerly in a straight line to the shoreline of Lake Ontario at approximate latitude 43°53'50"N and longitude 78°36'15"W;

(d) the townships of Asphodel-Norwood, Cramahe and Hamilton;

(e) the Township of Alnwick/Haldimand, excluding that part described as follows: commencing at the intersection of the northerly limit of said township (Rice Lake) and the northerly production of Merrill Road at approximate latitude 44°15'40"N and longitude 78°03'10"W; thence generally southerly along said production and said road to County Road 45; thence southwesterly along said road to Lewis Road; thence southeasterly along said road to County Road 24; thence northeasterly along said road to the northerly production of the most easterly limit of Alderville First Nation Indian Reserve at approximate latitude 44°11'55"N and longitude 78°02'09"W; thence southeasterly along said production and said limit to 1st Line Road at approximate latitude 44°10'33"N and longitude 78°01'29"W; thence westerly along said road and its intermittent productions to the westerly limit of Alderville First Nation Indian Reserve at approximate latitude 44°09'36"N and longitude 78°05'30"W; thence northerly along said limit to County Road 18; thence westerly along said road to the southerly limit of said Indian reserve at approximate latitude 44°10'17"N and longitude 78°06'19"W; thence westerly and northerly along the southerly and westerly limits of said Indian reserve to its northerly limit; thence northerly in a straight line to the northwesterly limit of said township (Rice Lake); thence generally northeasterly along said limit (passing northwesterly of East Grape Island, Grasshopper Island, Hickory Island, Margaret Island, Rack Island and White Island) to the point of commencement; and

(f) that part of the Township of Cavan Monaghan lying southerly of Highway 115 and easterly of County Road 28.

Oakville Lakeshore

(Population: 114,917)

(Map 12)

Consists of:

(a) that part of the City of Burlington lying southeasterly and northeasterly of a line described as follows: commencing at the intersection of Burloak Drive and Queen Elizabeth Way; thence southwesterly along said way to Appleby Line; thence southeasterly along Appleby Line and its southeasterly production to the southeasterly limit of said city; and

(b) that part of the Town of Oakville described as follows: commencing at the intersection of the northeasterly limit of said town (Winston Churchill Boulevard) and Dundas Street West; thence southwesterly along said street and Dundas Street East to Trafalgar Road; thence southeasterly along said road to Queen Elizabeth Way; thence southwesterly along said way to the southwesterly limit of said town; thence southeasterly, generally northeasterly and northwesterly

along the southwesterly, southeasterly and northeasterly limits of said town to the point of commencement.

Oakville North

(Population: 113,574)
(Map 12)

Consists of:

(a) that part of the City of Burlington described as follows: commencing at the intersection of the northeasterly limit of said city and Dundas Street; thence southwesterly along said street to Appleby Line; thence southeasterly along Appleby Line to Queen Elizabeth Way; thence northeasterly along said way to the northeasterly limit of said city; thence northwesterly along said limit to the point of commencement; and

(b) that part of the Town of Oakville described as follows: commencing at the intersection of the southwesterly limit of said town and Dundas Street West; thence northeasterly along said street and along Dundas Street East to Trafalgar Road; thence southeasterly along said road to Queen Elizabeth Way; thence southwesterly along said way to the southwesterly limit of said town; thence northwesterly along said limit to the point of commencement.

Orléans

(Population: 126,662)
(Map 16)

Consists of that part of the City of Ottawa described as follows: commencing at the intersection of Regional Road 174 (Queensway) and Cardinal Creek; thence generally southeasterly along said creek to Innes Road; thence westerly along said road to Frank Kenny Road; thence generally southeasterly along said road to Wall Road; thence generally southwesterly along said road to Tenth Line Road; thence southeasterly along said road to Prescott-Russell Recreational Trail; thence westerly along said trail to a point at approximate latitude 45°25'22"N and longitude 75°31'43"W; thence northwesterly in a straight line to Renaud Road at approximate latitude 45°25'28"N and longitude 75°31'47"W; thence northerly in a straight line to Navan Road at approximate latitude 45°26'02"N and longitude 75°31'59"W; thence westerly along said road to Blackburn Hamlet Bypass; thence northerly along said bypass and Innes Road to a point at approximate latitude 45°26'26"N and longitude 75°32'27"W; thence northwesterly in a straight line to the interprovincial boundary between Ontario and Quebec; thence northeasterly along said boundary to a point at approximate latitude 45°30'44"N and longitude 75°28'54"W; thence southeasterly in a straight line to the mouth of Cardinal Creek; thence generally southeasterly along said creek to the point of commencement.

Oshawa

(Population: 126,499)

(Map 9)

Consists of that part of the City of Oshawa lying southerly and easterly of a line described as follows: commencing at the intersection of the easterly limit of said city and Taunton Road East; thence westerly along said road and Taunton Road West to Oshawa Creek; thence generally southerly along said creek to Rossland Road West; thence westerly along said road to the westerly limit of said city.

Ottawa Centre

(Population: 118,950)

(Map 16)

Consists of that part of the City of Ottawa described as follows: commencing at the intersection of the Rideau River and Highway 417 (Trans-Canada Highway, Queensway); thence generally southwesterly along said river to Heron Road; thence westerly along said road and southwesterly along Baseline Road to Fisher Avenue; thence northwesterly along said avenue to Carling Avenue; thence southwesterly along said avenue to Highway 417 (Trans-Canada Highway, Queensway); thence southwesterly along said highway to Woodroffe Avenue; thence generally northwesterly along said avenue to Carling Avenue; thence northeasterly along said avenue to Woodroffe Avenue; thence northwesterly along said avenue and its northwesterly production to the interprovincial boundary between Ontario and Quebec; thence generally northeasterly along said boundary to the northwesterly production of the Rideau Canal; thence southeasterly along said production and along said canal to the northeasterly production of Waverley Street; thence easterly in a straight line to the intersection of Nicholas Street and Greenfield Avenue; thence southeasterly along Nicholas Street to Highway 417 (Trans-Canada Highway, Queensway); thence easterly along said highway to the point of commencement.

Ottawa South

(Population: 125,075)

(Map 16)

Consists of that part of the City of Ottawa described as follows: commencing at the intersection of the Rideau River with Highway 417 (Trans-Canada Highway, Queensway); thence generally easterly and southeasterly along said highway to Hunt Club Road; thence southwesterly along said road to Conroy Road; thence southeasterly along said road to Davidson Road; thence southwesterly along said road and Lester Road to the Capital Railway (O-Train); thence southeasterly along said railway and its production to Leirrim Road; thence southwesterly along said road to Limebank Road; thence generally northwesterly along said road and Riverside Drive to West Hunt Club Road; thence westerly along said road to the Rideau River; thence generally northerly along said river to the point of commencement.

Ottawa—Vanier

(Population: 127,255)

(Map 16)

Consists of that part of the City of Ottawa described as follows: commencing at a point on the interprovincial boundary between Ontario and Quebec at approximate latitude 45°28'51"N and longitude 75°33'48"W; thence southeasterly in a straight line to a point on Innes Road at approximate latitude 45°26'26"N and longitude 75°32'27"W; thence generally southwesterly along said road, Blackburn Hamlet Bypass and Innes Road (west of Tauvette Park) to Highway 417 (Trans-Canada Highway); thence northwesterly and westerly along said highway to Nicholas Street; thence northwesterly along said street to Greenfield Avenue; thence westerly in a straight line to the intersection of the Rideau Canal and the northeasterly production of Waverley Street; thence generally northwesterly along said canal and its production to the interprovincial boundary between Ontario and Quebec; thence northeasterly and easterly along said boundary to the point of commencement.

Ottawa West—Nepean

(Population: 123,533)

(Map 16)

Consists of that part of the City of Ottawa described as follows: commencing at a point on the interprovincial boundary between Ontario and Quebec at approximate latitude 45°22'58"N and longitude 75°51'26"W; thence generally easterly and northeasterly along said boundary to the northwesterly production of Woodroffe Avenue; thence southeasterly along said production and said avenue to Carling Avenue; thence southwesterly along said avenue to Woodroffe Avenue; thence southeasterly along said avenue to Highway 417 (Trans-Canada Highway, Queensway); thence northeasterly along said highway to Carling Avenue; thence northeasterly along said avenue to Fisher Avenue; thence southeasterly along said avenue to Baseline Road; thence northeasterly along said road and easterly along Heron Road to the Rideau River; thence generally southerly along said river to the Canadian National Railway; thence westerly along said railway to Highway 416 (Veterans Memorial Highway); thence northwesterly along said highway to Highway 417 (Trans-Canada Highway, Queensway); thence westerly along said highway to Moodie Drive; thence northerly along said drive to Carling Avenue; thence generally southwesterly along said avenue to Davidson's Side Road; thence northwesterly along said road to the end point of said road; thence northerly in a straight line to the point of commencement.

Oxford—Brant

(Population: 124,844)

(Map 3)

Consists of:

(a) the City of Woodstock;

(b) the Town of Ingersoll;

(c) that part of the County of Brant lying westerly of a line described as follows: commencing at the intersection of the northerly limit of said county and West River Road North; thence generally southwesterly along said road to Glen Morris Road West; thence generally southeasterly along said road to East River Road; thence southwesterly along said road to Princess Street; thence southerly along said street, McPherson School Road and Clarke Road to the northerly limit of the City of Brantford; thence generally southwesterly along the limit of said city to a point on the westerly limit of said city at approximate latitude 43°10'26"N and longitude 80°21'11"W; thence westerly along the westerly production of Powerline Road and along said road to Rest Acres Road; thence southerly along said road and Highway 24 to the northerly limit of the Geographic Township of Oakland; thence easterly along said limit to the southerly limit of said county;

(d) the townships of Blandford-Blenheim, East Zorra-Tavistock, Norwich and South-West Oxford; and

(e) that part of the Township of Zorra lying easterly of a line described as follows: commencing at the intersection of the northerly limit of said township and 23rd Line; thence southerly along 23rd Line to Road 74; thence easterly along said road to 23rd Line; thence southerly along 23rd Line to Road 68; thence westerly along said road to 21st Line; thence southerly along 21st Line to Road 60; thence southeasterly in a straight line to a point along the southerly limit of said township (Thames River) at approximate latitude 43°00'34"N and longitude 80°56'49"W.

Parry Sound—Muskoka

(Population: 102,255)

(Map 2)

Consists of:

(a) the towns of Bracebridge, Gravenhurst, Huntsville, Kearney and Parry Sound;

(b) the municipalities of Magnetawan, McDougall and Whitestone;

(c) the townships of Armour, Carling, Georgian Bay, Joly, Lake of Bays, McKellar, McMurrich/Monteith, Muskoka Lakes, Perry, Ryerson, Seguin, Strong and The Archipelago;

(d) the villages of Burk's Falls and Sundridge;

(e) the Unorganized Area of Parry Sound (Centre Part); and

(f) the Indian reserves of Dokis No. 9, French River No. 13, Henvey Inlet No. 2, Magnetawan No. 1, Moose Point No. 79, Naiscoutaing No. 17A, Parry Island First Nation, Shawanaga No. 17 and Wahta Mohawk Territory.

Penetanguishene—Couchiching

(Population: 112,022)

(Map 3)

Consists of:

(a) the City of Orillia;

(b) the towns of Midland and Penetanguishene;

(c) the townships of Ramara, Severn, Tay and Tiny; and

(d) the Indian reserves of Chippewas of Rama First Nation, Christian Island No. 30 and Christian Island No. 30A.

Perth—Wellington

(Population: 117,974)

(Map 3)

Consists of:

(a) the City of Stratford;

(b) the towns of Minto and St. Marys;

(c) the municipalities of North Perth and West Perth; and

(d) the townships of Howick, Mapleton, Perth East, Perth South and Wellington North.

Peterborough

(Population: 121,336)

(Map 4)

Consists of:

- (a) the City of Peterborough;
- (b) that part of the Municipality of Trent Lakes comprising the islands of the Curve Lake First Nation No. 35A;
- (c) the townships of Douro-Dummer, Otonabee-South Monaghan and Selwyn;
- (d) that part of the Township of Alnwick/Haldimand described as follows: commencing at the intersection of the northerly limit of said township (Rice Lake) and the northerly production of Merrill Road at approximate latitude 44°15'40"N and longitude 78°03'10"W; thence generally southerly along said production and said road to County Road 45; thence southwesterly along said road to Lewis Road; thence southeasterly along said road to County Road 24; thence northeasterly along said road to the northerly production of the most easterly limit of Alderville First Nation Indian Reserve at approximate latitude 44°11'55"N and longitude 78°02'09"W; thence southeasterly along said production and said limit to 1st Line Road at approximate latitude 44°10'33"N and longitude 78°01'29"W; thence westerly along said road and its intermittent productions to the westerly limit of Alderville First Nation Indian Reserve at approximate latitude 44°09'36"N and longitude 78°05'30"W; thence northerly along said limit to County Road 18; thence westerly along said road to the southerly limit of said Indian reserve at approximate latitude 44°10'17"N and longitude 78°06'19"W; thence westerly and northerly along the southerly and westerly limits of said Indian reserve to its northerly limit; thence northerly in a straight line to the northwesterly limit of said township (Rice Lake); thence generally northeasterly along said limit (passing northwesterly of East Grape Island, Grasshopper Island, Hickory Island, Margaret Island, Rack Island and White Island) to the point of commencement;
- (e) that part of the Township of Cavan Monaghan lying northeasterly of County Road 28 and Highway 7 (Trans-Canada Highway); and
- (f) the Indian reserves of Alderville First Nation, Curve Lake First Nation No. 35 and Hiawatha First Nation.

Pickering—Brooklin

(Population: 122,430)

(Map 9)

Consists of:

- (a) the City of Pickering; and
- (b) that part of the Town of Whitby lying northerly of Highway 407.

Prescott—Russell

(Population: 111,163)

(Map 4)

Consists of:

(a) the City of Clarence-Rockland;

(b) that part of the City of Ottawa described as follows: commencing at the intersection of the interprovincial boundary between Ontario and Quebec with the northwesterly production of Cardinal Creek; thence generally southeasterly along said production and said creek to Innes Road; thence southwesterly along said road to Frank Kenny Road; thence generally southeasterly along said road to Wall Road; thence generally southwesterly along said road to Tenth Line Road; thence southeasterly along said road to the Prescott-Russell Recreational Trail; thence westerly along said trail to a point at approximate latitude 45°25'22"N and longitude 75°31'43"W; thence northwesterly in a straight line to Renaud Road at approximate latitude 45°25'28"N and longitude 75°31'47"W; thence northerly in a straight line to Navan Road at approximate latitude 45°26'02"N and longitude 75°31'59"W; thence westerly along said road to Blackburn Hamlet Bypass; thence generally southwesterly along said bypass and Innes Road to Highway 417 (Trans-Canada Highway); thence generally southeasterly and easterly along said highway to Leitrim Road; thence southwesterly along said road to Farmers Way; thence generally easterly and southeasterly along said way to Thunder Road; thence southwesterly along said road to Farmers Way; thence southeasterly along said way to Mitch Owens Road; thence southwesterly along said road to 9th Line Road; thence southeasterly along said road to the southeasterly limit of said city; thence generally northeasterly, northwesterly and westerly along the southeasterly, southerly and northerly limits of said city to the point of commencement;

(c) the Town of Hawkesbury;

(d) the municipalities of Casselman and The Nation; and

(e) the townships of Alfred and Plantagenet, Champlain, East Hawkesbury and Russell.

Richmond Hill South

(Population: 118,679)

(Map 22)

Consists of that part of the City of Richmond Hill lying southerly of a line described as follows: commencing at the intersection of the easterly limit of said city and Elgin Mills Road East; thence westerly along said road and along Elgin Mills Road West to the westerly limit of said city.

Sarnia—Lambton—Bkejwanong

(Population: 127,200)

(Map 3)

Consists of:

- (a) the City of Sarnia;
- (b) the towns of Petrolia and Plympton-Wyoming;
- (c) that part of the Municipality of Chatham-Kent described as follows: commencing at the intersection of the northerly limit of said municipality and a point on the Sydenham River at approximate latitude 42°37'29"N and longitude 82°01'26"W; thence generally southwesterly along said river to Dawn Mills Road; thence southerly along said road to Base Line; thence westerly along Base Line to Kent Bridge Road; thence southeasterly along said road to Eberts Line; thence southwesterly along Eberts Line and St Andrews Line to Bear Line Road; thence southeasterly along said road to Pain Court Line; thence southwesterly along Pain Court Line to Jacob Road; thence southeasterly along said road to the Thames River; thence generally southwesterly along said river to the westerly limit of said municipality; thence generally northerly and generally easterly along the westerly and northerly limits of said municipality to the point of commencement;
- (d) the townships of Enniskillen and St. Clair;
- (e) that part of the Township of Dawn-Euphemia lying westerly of a line described as follows: commencing at the intersection of the northerly limit of said township and Forest Road; thence southerly along said road and its southerly production to a point on the Sydenham River at approximate latitude 42°41'53"N and longitude 82°00'24"W; thence generally southerly along said river to the southerly limit of said township;
- (f) the villages of Oil Springs and Point Edward; and
- (g) the Indian reserves of Sarnia No. 45 and Walpole Island No. 46.

Sault Ste. Marie

(Population: 97,299)

(Map 1)

Consists of:

- (a) the City of Sault Ste. Marie;
- (b) the towns of Bruce Mines and Thessalon;
- (c) the Municipality of Wawa;

(d) the Municipality of Huron Shores, excluding that part lying easterly of a line described as follows: commencing at a point on the easterly limit of said municipality at approximate latitude 46°15'54"N and longitude 83°11'54"W; thence south in a straight line to a point on the southerly limit of said municipality at approximate latitude 46°00'19"N and longitude 83°11'26"W;

(e) the townships of Chapleau, Dubreuilville, Hilton, Jocelyn, Johnson, Laird, Macdonald, Meredith and Aberdeen Additional, Plummer Additional, Prince, St. Joseph, Tarbutt, and White River;

(f) the Village of Hilton Beach;

(g) the Unorganized Area of Algoma (North Part), excluding those areas described as follows:

- (i) that part lying northerly of a line described as follows: commencing at a point on the westerly limit of said unorganized area at approximate latitude 49°00'05"N and longitude 85°19'59"W; thence easterly in a straight line to the easterly limit of said unorganized area;
- (ii) that part lying easterly of a line described as follows: commencing at a point on the easterly limit of said unorganized area at approximate latitude 46°58'38"N and longitude 82°34'43"W; thence southerly along the westerly limits of the geographic townships of Comox, Assad and Fabbro to the southerly limit of Fabbro Geographic Township; thence easterly along said limit to the westerly limit of Landriault Geographic Township; thence southerly along said limit and along the westerly limits of the geographic townships of Piche and Hughson to the southerly limit of said unorganized area; and
- (iii) that part lying southerly and easterly of a line described as follows: commencing at the intersection of the easterly limit of said unorganized area and the northeasternmost point of Nouvel Geographic Township; thence westerly and southerly along the northerly and westerly limits of said geographic township and along the westerly limit of Montgomery Geographic Township to the southerly limit of said geographic township;

(h) that part of the Unorganized Area of Sudbury (North Part) lying southerly and westerly of a line described as follows: commencing at a point on the northerly limit of said unorganized area at approximate latitude 48°27'02"N and longitude 82°36'03"W, thence southerly along the easterly limits the geographic townships of Shenango, Lemoine, Carty, Pinogami, Biggs, Rollo, Swayze, Cunningham, Blamey and Shipley to the northerly limit of Singapore Geographic Township; thence easterly along said limit to the easterly limit of said geographic township; thence southerly along said limit and along the easterly limits of the geographic townships of Burr and Edighoffer to the southerly limit of said unorganized area; thence easterly and southerly along the southerly and westerly limits of said unorganized area to its southerly limit; and

(i) the Indian reserves of Chapleau No. 74A, Chapleau No. 75, Chapleau Cree Fox Lake, Duck Lake No. 76B, Garden River No. 14, Goulais Bay No. 15A, Gros Cap No. 49, Obadjiwan No. 15E, Rankin Location No. 15D and Thessalon No. 12.

Scarborough Centre

(Population: 115,260)

(Map 20)

Consists of that part of the City of Toronto described as follows: commencing at the intersection of Highway 401 (Macdonald-Cartier Freeway, Ontario 401 Express) and Markham Road; thence southerly along said road to the GO Transit rail line; thence southwesterly along said rail line to Eglinton Avenue East; thence westerly along said avenue to Warden Avenue; thence northerly along said avenue to Highway 401 (Macdonald-Cartier Freeway, Ontario 401 Express); thence easterly along said highway to the point of commencement.

Scarborough—Guildwood

(Population: 118,754)

(Map 20)

Consists of that part of the City of Toronto described as follows: commencing at the intersection of the easterly limit of said city and Highway 401 (Macdonald-Cartier Freeway, Ontario 401 Express); thence generally westerly along said highway to Markham Road; thence southerly along said road to the GO Transit rail line; thence easterly along said rail line to Scarborough Golf Club Road; thence southerly along said road to Hill Crescent; thence generally southwesterly along said crescent to Bethune Boulevard; thence southerly along said boulevard to Sylvan Avenue; thence northeasterly along said avenue to Rogate Place; thence southeasterly along Rogate Place and its southeasterly production to the southerly limit of said city; thence generally northeasterly and generally northwesterly along the southeasterly and northeasterly limits of said city to the point of commencement.

Scarborough Northwest

(Population: 109,568)

(Map 20)

Consists of that part of the City of Toronto described as follows: commencing at the intersection of the northerly limit of said city and McCowan Road; thence generally southerly along said road to the Canadian Pacific Railway; thence southwesterly along said railway to Midland Avenue; thence southerly along said avenue to Highway 401 (Macdonald-Cartier Freeway, Ontario 401 Express); thence southwesterly along said highway to Warden Avenue; thence northwesterly along said avenue to the electric power transmission line at approximate latitude 43°48'21"N and longitude 79°19'14"W; thence westerly along said transmission line to Pharmacy Avenue; thence northerly along said avenue to the northerly limit of said city; thence easterly along said limit to the point of commencement.

Scarborough—Rouge Park

(Population: 111,713)

(Map 20)

Consists of that part of the City of Toronto described as follows: commencing at the intersection of the easterly limit of said city and Highway 401 (Macdonald-Cartier Freeway, Ontario 401 Express); thence generally westerly along said highway to Midland Avenue; thence northerly along said avenue to the Canadian Pacific Railway; thence northeasterly along said railway to McCowan Road; thence generally northwesterly along said road to the northerly limit of said city; thence northeasterly and generally southeasterly along the northerly and easterly limits of said city to the point of commencement.

Scarborough Southwest

(Population: 121,947)

(Map 20)

Consists of that part of the City of Toronto described as follows: commencing at the intersection of the GO Transit rail line and Scarborough Golf Club Road; thence southerly along said road to Hill Crescent; thence southerly along said crescent to Bethune Boulevard; thence southerly along said boulevard to Sylvan Avenue; thence northeasterly along said avenue to Rogate Place; thence southeasterly along Rogate Place and its southeasterly production to the southeasterly limit of said city; thence generally southwesterly along said limit to its intersection with the southerly production of Victoria Park Avenue; thence northerly along said production and generally northerly along said avenue to Eglinton Avenue East; thence easterly along said avenue to the GO Transit rail line; thence northeasterly along said rail line to the point of commencement.

South Huron Shores

(Population: 118,316)

(Map 3)

Consists of:

- (a) the towns of Goderich and Saugeen Shores;
- (b) the municipalities of Bluewater, Central Huron, Huron East, Kincardine, Lambton Shores, Morris-Turnberry, North Middlesex and South Huron;
- (c) the townships of Ashfield-Colborne-Wawanosh, Huron-Kinloss, Lucan Biddulph and North Huron; and
- (d) Kettle Point Indian Reserve No. 44.

Spadina—Harbourfront

(Population: 119,497)

(Map 20)

Consists of that part of the City of Toronto described as follows: commencing at the intersection of the F.G. Gardiner Expressway and Parliament Street; thence southerly along said street to Lake Shore Boulevard East; thence southeasterly through the Inner Harbour and Eastern Channel to the mouth of said channel; thence southerly in a straight line to the southerly limit of said city at approximate latitude 43°36'45"N and longitude 79°20'39"W (south of the Outer Harbour East Headland [Tommy Thompson Park]); thence northwesterly, generally southwesterly and generally northwesterly along said limit to a point in Brigantine Cove at approximate latitude 43°37'38"N and longitude 79°24'31"W; thence northerly in a straight line to Remembrance Drive at approximate latitude 43°37'54"N and longitude 79°24'32"W; thence northerly and northwesterly along said drive to Strachan Avenue; thence northerly along said avenue to the GO Transit rail line and the Canadian Pacific Railway (north of East Liberty Street); thence westerly along said rail line to Queen Street West; thence easterly along said street to Ossington Avenue; thence northerly along said avenue to Dundas Street West; thence generally easterly along said street to Yonge Street; thence southerly along said street to the F.G. Gardiner Expressway; thence easterly along said expressway to the point of commencement.

St. Catharines

(Population: 119,873)

(Map 18)

Consists of that part of the City of St. Catharines lying easterly of a line described as follows: commencing at the intersection of the southerly limit of said city and the southerly production of First Street Louth; thence northerly along said production and said street to Twelve Mile Creek; thence generally northeasterly and generally northwesterly along said creek to Highway 406; thence westerly and generally northerly along said highway to Queen Elizabeth Way; thence westerly along Queen Elizabeth Way to Third Street Louth; thence northerly along said street and along Courtleigh Road and its northerly production to the northerly limit of said city (Lake Ontario).

St. Clair—Mount Pleasant

(Population: 119,935)

(Map 20)

Consists of that part of the City of Toronto described as follows: commencing at the intersection of Eglinton Avenue East and Laird Drive; thence southerly along said drive to Southvale Drive; thence easterly and southeasterly along Millwood Road to the Don River; thence generally southwesterly along said river to Pottery Road; thence northwesterly and southwesterly along

said road to Bayview Avenue; thence generally northerly and westerly along said avenue to the Canadian Pacific Railway; thence southwesterly along said railway to an unnamed creek at approximate latitude 43°41'26"N and longitude 79°22'16"W; thence generally northwesterly along said creek to the easterly production of St. Clair Avenue East; thence westerly along said production, St. Clair Avenue East and St. Clair Avenue West to Avenue Road; thence southerly along said road to the Canadian Pacific Railway; thence southwesterly along said railway to Dovercourt Road; thence northerly along said road to Davenport Road; thence easterly along said road to Oakwood Avenue; thence northerly along said avenue to St. Clair Avenue West; thence easterly along said avenue to Oakwood Avenue; thence northerly along said avenue to Eglinton Avenue West; thence easterly along said avenue and Eglinton Avenue East to the point of commencement.

Stormont—Dundas—Glengarry

(Population: 114,637)

(Map 4)

Consists of:

- (a) the City of Cornwall;
- (b) the Municipality of South Dundas;
- (c) the townships of North Dundas, North Glengarry, North Stormont, South Glengarry and South Stormont; and
- (d) the Akwesasne Indian Reserve No. 59.

Sudbury

(Population: 113,618)

(Map 10)

Consists of that part of the City of Greater Sudbury described as follows: commencing at a point on the easterly limit of said city at approximate latitude 46°37'29"N and longitude 80°41'39"W; thence southerly along said limit to the southerly limit of said city; thence generally westerly and northerly along the southerly and westerly limits of said city to a point in Simon Lake at approximate latitude 46°24'08"N and longitude 81°10'56"W; thence northerly in a straight line to Highway 144 (North-West Bypass); thence generally northerly along said highway to a point at approximate latitude 46°30'37"N and longitude 81°11'59"W; thence easterly in a straight line to the easterly limit of Snider Geographic Township; thence northerly along said limit to the northerly limit of said geographic township; thence easterly along the northerly limit of McKim Geographic Township to the intersection of Maley Drive and Barry Downe Road; thence northerly along Barry Downe Road and along its northerly production to the intersection of Notre Dame Avenue and Bodson Drive West; thence easterly along Bodson Drive East and along its

easterly production to the easterly limit of Capreol Geographic Township; thence northerly along said limit to Old Poupore Mine Road; thence generally easterly along said road to Nickel Rim South Mine Road; thence generally southeasterly along said road to Pipeline Road; thence easterly and generally southerly along said road to the northerly limit of Falconbridge Geographic Township; thence easterly along said limit to the point of commencement.

Taiaiaiko'n—High Park

(Population: 119,421)

(Map 20)

Consists of that part of the City of Toronto described as follows: commencing at the intersection of St. Clair Avenue West and the GO Transit rail line; thence southeasterly and easterly along said rail line to Strachan Avenue; thence southerly along said avenue to Remembrance Drive; thence easterly and southwesterly along said drive to approximate latitude 43°37'54 "N and longitude 79°24'32"W; thence southerly in a straight line to the southerly limit of said city (Lake Ontario) at approximate latitude 43°37'38"N and longitude 79°24'31"W; thence westerly and generally northwesterly along said limit to the mouth of the Humber River; thence generally northwesterly along said river to the Canadian Pacific Railway; thence northeasterly and easterly along said railway to Scarlett Road; thence northerly along said road to St. Clair Avenue West; thence easterly along said avenue to the point of commencement.

The Beaches—East York

(Population: 111,805)

(Map 20)

Consists of that part of the City of Toronto described as follows: commencing at the intersection of Eglinton Avenue East and Victoria Park Avenue; thence generally southerly along Victoria Park avenue and its southerly production to the southerly limit of said city (Lake Ontario); thence generally southwesterly along said limit to approximate latitude 43°38'54"N and longitude 79°18'51"W; thence northerly in a straight line to the mouth of Ashbridges Bay (Lake Ontario); thence generally northwesterly through said bay to its northerly shoreline at approximate latitude 43°39'43"N and longitude 79°18'55"W; thence northeasterly in a straight line to the intersection of Lake Shore Boulevard East and Coxwell Avenue; thence northerly along said avenue to the GO Transit rail line; thence northeasterly along said rail line to the southerly production of Hillingdon Avenue; thence northerly along said production and said avenue to Danforth Avenue; thence easterly along said avenue to Glebemount Avenue; thence generally northerly along said avenue to O'Connor Drive; thence easterly and northeasterly along said drive to Taylor Creek; thence generally westerly along said creek to the Don Valley Parkway; thence generally northerly along said parkway to Eglinton Avenue East; thence northeasterly and easterly along said avenue to the point of commencement.

Thunder Bay—Superior North

(Population: 99,035)

(Map 1)

Consists of:

(a) that part of the City of Thunder Bay lying northerly of a line described as follows: commencing at the intersection of the westerly limit of said city and Arthur Street West; thence generally easterly along said street to Highway 61 (Thunder Bay Expressway); thence generally northerly along said highway to Neebing River; thence generally northeasterly along said river to McIntyre River; thence generally easterly along said river to the westerly shoreline of Lake Superior; thence easterly in a straight line and along the northerly limit of said city to its easterly limit at approximate latitude 48°23'58"N and longitude 89°02'41"W;

(b) the Town of Marathon;

(c) the municipalities of Greenstone and Shuniah;

(d) that part of the Municipality of Oliver Paipoonge lying northerly of a line described as follows: commencing at the intersection of the westerly limit of said municipality and Highway 11/17 (Trans-Canada Highway); thence generally southeasterly and easterly along said highway to Highway 130; thence easterly along said highway to Twin City Cross Road; thence generally easterly along Arthur Street and Arthur Street West to the easterly limit of said municipality;

(e) the townships of Dorion, Manitouwadge, Nipigon, Red Rock, Schreiber and Terrace Bay;

(f) that part of the Township of Conmee lying easterly of Highway 11/17 (Trans-Canada Highway);

(g) that part of the Unorganized Area of Thunder Bay lying southerly and easterly of a line described as follows: commencing the intersection of the northerly limit of the Township of Conmee and Highway 11/17 (Trans-Canada Highway); thence generally northwesterly along said highway to Highway 17 (Trans-Canada Highway); thence northerly and northwesterly along said highway to Dog River Road; thence generally northerly along said road to Pakashkan Road; thence generally northerly along said road to Chisamore Road; thence northerly along said road to its intersection with an unnamed road at approximate latitude 49°18'30"N and longitude 89°58'13"W; thence generally northerly and westerly along said road to a point at approximate latitude 49°20'59"N and longitude 89°59'55"W; thence northerly in a straight line to a point at approximate latitude 49°51'53"N and longitude 90°00'00"W; thence easterly in a straight line to the southwesternmost point of Gull River Indian Reserve No. 55; thence easterly along the southerly boundary of said Indian reserve to the westerly shoreline of Lake Nipigon (Gull Bay); thence northerly and southerly along said bay and generally northeasterly along the westerly shoreline of Lake Nipigon to a point at approximate latitude 50°17'01"N and longitude 88°39'00" W; thence northerly in a straight line to a point at approximate latitude 50°30'00"N and longitude 88°38'50"W; thence easterly in a straight line to the easterly limit of said unorganized area;

(h) the Indian reserves of Ginoogaming First Nation, Lake Helen No. 53A, Lake Nipigon, Long Lake No. 58, Pays Plat No. 51, Pic Mobert North, Pic Mobert South, Pic River No. 50, Red Rock No. 53, Rocky Bay No. 1 and Sand Point First Nation; and

(i) the Indian Settlement of Aroland.

Toronto Centre

(Population: 121,703)

(Map 20)

Consists of that part of the City of Toronto described as follows: commencing at the intersection of Bloor Street East and the Don River; thence generally southeasterly along said river to the Don Valley Parkway northbound; thence southwesterly along said parkway to the F.G. Gardiner Expressway; thence generally westerly along said expressway to Yonge Street; thence northerly along said street to Bloor Street East; thence generally easterly along said street to the point of commencement.

Toronto—Danforth

(Population: 112,119)

(Map 20)

Consists of that part of the City of Toronto described as follows: commencing at the intersection of Taylor Creek and O'Connor Drive; thence southwesterly and westerly along said drive to Glebemount Avenue; thence generally southerly along said avenue to Danforth Avenue; thence westerly along said avenue to Hillingdon Avenue; thence southerly along said avenue and its southerly production to the GO Transit rail line; thence southwesterly along said rail line to Coxwell Avenue; thence southerly along said avenue to Lake Shore Boulevard East; thence southwesterly in a straight line to the northerly shoreline of Ashbridges Bay at approximate latitude 43°39'43"N and longitude 79°18'55"W; thence generally southeasterly through said bay to its mouth (Lake Ontario); thence southerly in a straight line to the southerly limit of said city at approximate latitude 43°38'54"N and longitude 79°18'51"W; thence generally southwesterly along said limit to the southerly corner of the City of Toronto (south of the Outer Harbour East Headland [Tommy Thompson Park]); thence northerly in a straight line to the mouth of the Eastern Channel; thence northwesterly through said channel and the Inner Harbour to the intersection of Parliament Street and Lake Shore Boulevard East; thence northerly along said street to the F.G. Gardiner Expressway; thence generally northeasterly along said expressway and Don Valley Parkway to the Don River; thence generally northerly and generally easterly along said river and along the Don River East Branch to Taylor Creek; thence generally easterly along said creek to the point of commencement.

University—Rosedale

(Population: 117,119)

(Map 20)

Consists of that part of the City of Toronto described as follows: commencing at the intersection of the Canadian Pacific Railway and Bayview Avenue; thence easterly and generally southerly along said avenue to Pottery Road; thence northeasterly and southeasterly along said road to the Don River; thence generally southerly along said river to Bloor Street East; thence generally westerly along said street to Yonge Street; thence southerly along said street to Dundas Street West; thence generally westerly along said street to Ossington Avenue; thence northerly along said avenue to the Canadian Pacific Railway; thence easterly along said railway to Avenue Road; thence northerly along said road to St. Clair Avenue West; thence easterly along said avenue, St. Clair Avenue East and its easterly production to an unnamed creek at approximate latitude 43°41'32"N and longitude 79°22'25"W; thence generally southeasterly along said creek to the Canadian Pacific Railway; thence northeasterly along said railway to the point of commencement.

Vaughan—Thornhill

(Population: 119,771)

(Map 22)

Consists of:

(a) that part of the City of Markham described as follows: commencing at the intersection of the northerly limit of said city and Bayview Avenue; thence southerly along said avenue to John Street; thence westerly along said street to the Don River (East Branch); thence generally northwesterly along said river to the westerly limit of said city; thence northerly and easterly along the westerly and northerly limits of said city to the point of commencement; and

(b) that part of the City of Vaughan described as follows: commencing at the intersection of the easterly limit of said city and Major Mackenzie Drive West; thence westerly along said drive to Peter Rupert Avenue; thence southerly along said avenue to Rutherford Road; thence westerly along said road to Highway 400; thence southerly along said highway to the southerly limit of said city; thence easterly and generally northerly along the southerly and easterly limits of said city to the point of commencement.

Vaughan—Woodbridge

(Population: 115,957)

(Map 22)

Consists of that part of the City of Vaughan described as follows: commencing at the intersection of the southerly limit of said city and Highway 400; thence northerly along said highway to Major Mackenzie Drive West; thence westerly and southwesterly along said drive to Saint Padre Pio Gardens; thence generally westerly along Saint Padre Pio Gardens, its westerly production and Humber Bridge Trail to Highway 27; thence northerly along said highway to Nashville Road; thence generally westerly along said road to the westerly limit of said city; thence southeasterly and easterly along the westerly and southerly limits of said city to the point of commencement.

Waterloo

(Population: 121,436)

(Map 8)

Consists of the City of Waterloo.

Wellington—Halton

(Population: 111,155)

(Map 3)

Consists of:

(a) that part of the City of Guelph lying southerly and easterly of a line described as follows: commencing at the intersection of Fife Road and Wellington Street West; thence northerly along said street to Hanlon Parkway; thence easterly and southeasterly along said parkway to Hanlon's Creek at approximate latitude 43°30'13"N and longitude 80°13'51"W; thence generally northeasterly along said creek to approximate latitude 43°30'46"N and longitude 80°12'13"W; thence northeasterly in a straight line to Gordon Street; thence northeasterly along Arkell Road to the easterly limit of said city;

(b) the Town of Erin;

(c) that part of the Town of Halton Hills lying northwesterly of a line described as follows: commencing at the intersection of the northerly limit of said town and 22 Side Road; thence southwesterly along said road and its intermittent production to Highway 7; thence southeasterly along said highway and along Trafalgar Road to 15 Side Road; thence generally southwesterly along said road to the southwesterly limit of said town;

(d) that part of the Town of Milton lying northwesterly of 15 Side Road; and

(e) the townships of Centre Wellington, East Garafraxa, Guelph/Eramosa and Puslinch.

Whitby

(Population: 120,078)

(Map 9)

Consists of:

(a) that part of the City of Oshawa described as follows: commencing at the intersection of the westerly limit of said city and Rossland Road West; thence easterly along said road to Oshawa Creek; thence generally northwesterly along said creek to Highway 407; thence southwesterly along said highway to the westerly limit of said city; thence southerly along said limit to the point of commencement; and

(b) that part of the Town of Whitby lying southerly of Highway 407.

Windsor—Tecumseh

(Population: 122,533)

(Maps 3 and 21)

Consists of:

(a) that part of the City of Windsor lying easterly of a line described as follows: commencing at the intersection of the northerly limit of said city with the northerly production of Walker Road; thence southerly along said production and Walker Road to Turkey Creek; thence generally southwesterly along said creek to E.C. Row Expressway; thence westerly along said expressway to Howard Avenue; thence southeasterly along said avenue, Division Road and Provincial Road to the southerly limit of said city; and

(b) that part of the Town of Tecumseh lying northerly of Highway 401 (MacDonald-Cartier Freeway).

Windsor West

(Population: 126,695)

(Map 21)

Consists of that part of the City of Windsor described as follows: commencing at the intersection of the northerly limit of said city with the northerly production of Walker Road; thence southerly along said production and Walker Road to Turkey Creek; thence generally southwesterly along said creek to E.C. Row Expressway; thence westerly along said expressway to Howard Avenue; thence southeasterly along said avenue, Division Road and Provincial Road to a point on the

southerly limit of said city at approximate latitude 42°14'57"N and longitude 82°57'39"W; thence generally southwesterly and generally northeasterly along the southerly and southwesterly limits of said city to approximate latitude 42°15'10"N and longitude 83°02'09"W; thence northeasterly along Huron Church Road to E. C. Row Expressway; thence westerly and southerly along said expressway and Ojibway Parkway to Broadway Street; thence westerly along said street and its westerly production to the westerly limit of said city; thence generally northeasterly along said limit to the point of commencement.

York Centre

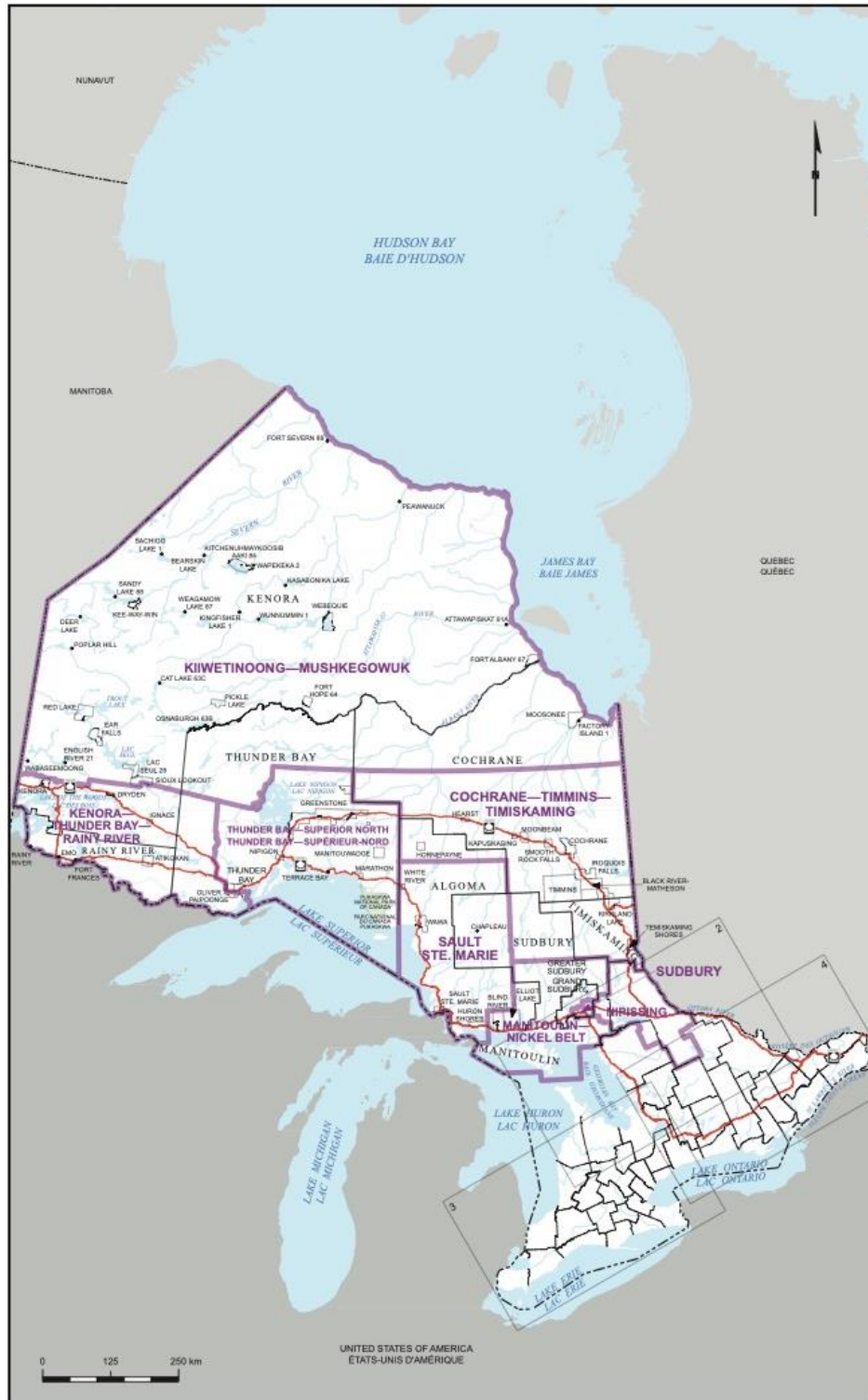
(Population: 112,580)

(Map 20)

Consists of that part of the City of Toronto described as follows: commencing at the intersection of the northerly limit of said city and Village Gate; thence southerly along said road to Greenwin Village Road; thence easterly along said road to Chelmsford Avenue; thence generally southerly along said avenue to Drewry Avenue; thence easterly along said avenue to Grantbrook Street; thence southerly along said street to Finch Avenue West; thence easterly along said avenue to Yonge Street; thence southerly along said street to Highway 401 (Macdonald-Cartier Freeway, Ontario 401 Express); thence southwesterly and westerly along said highway to Keele Street; thence northerly along said street to the northerly limit of said city; thence easterly along said limit to the point of commencement.

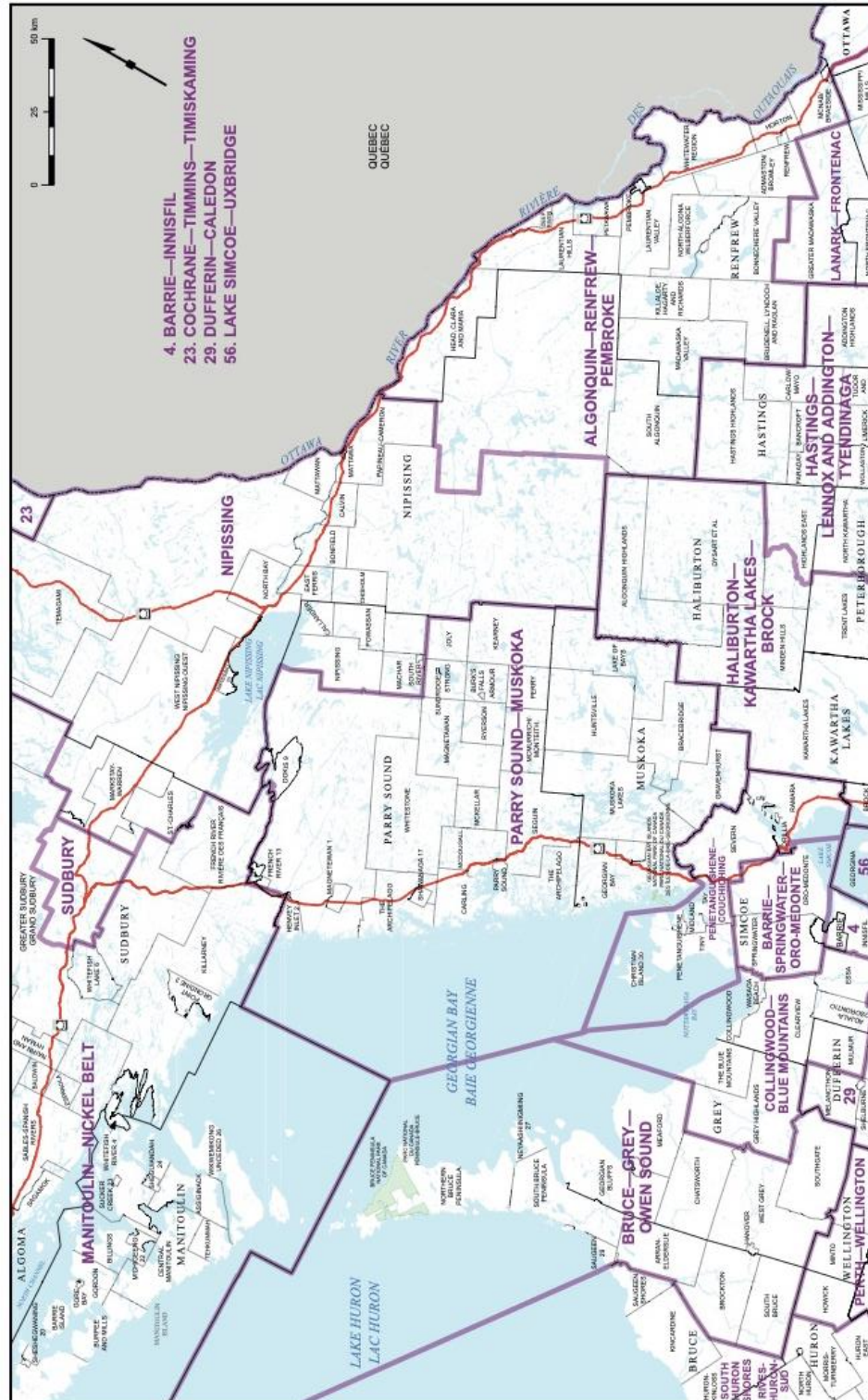
Map 1

Province of Ontario



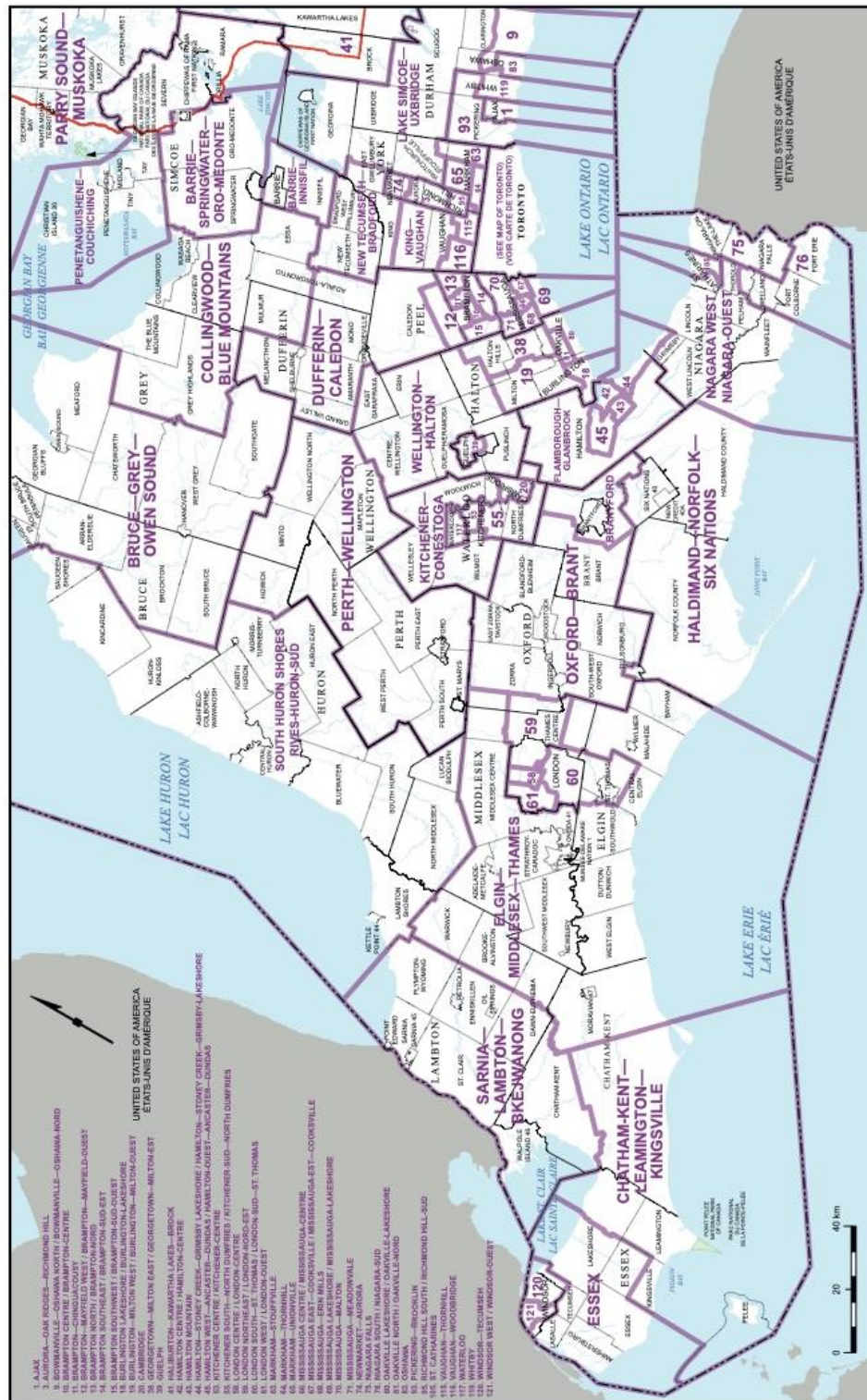
Map 2

Central Ontario



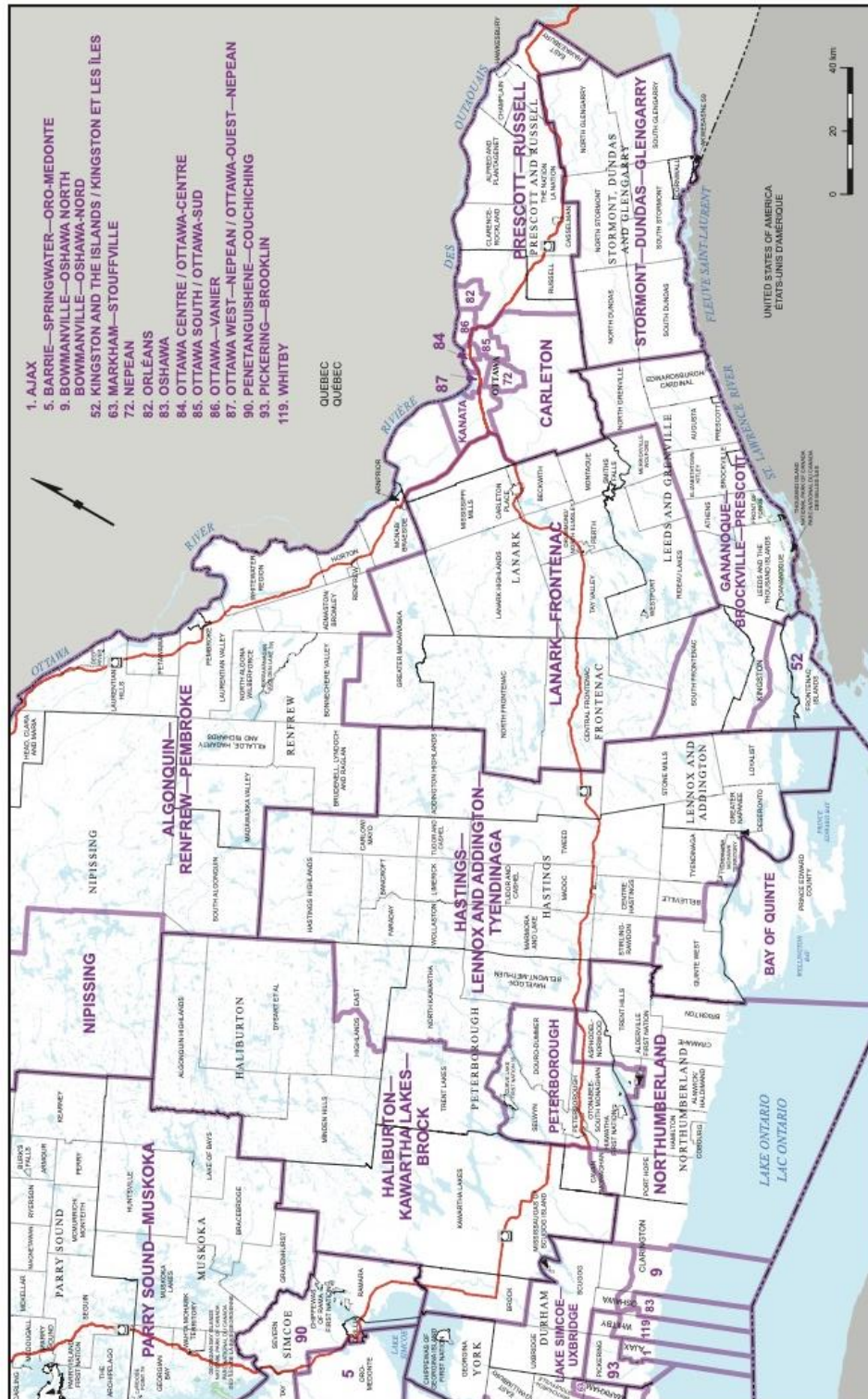
Map 3

Southwestern Ontario



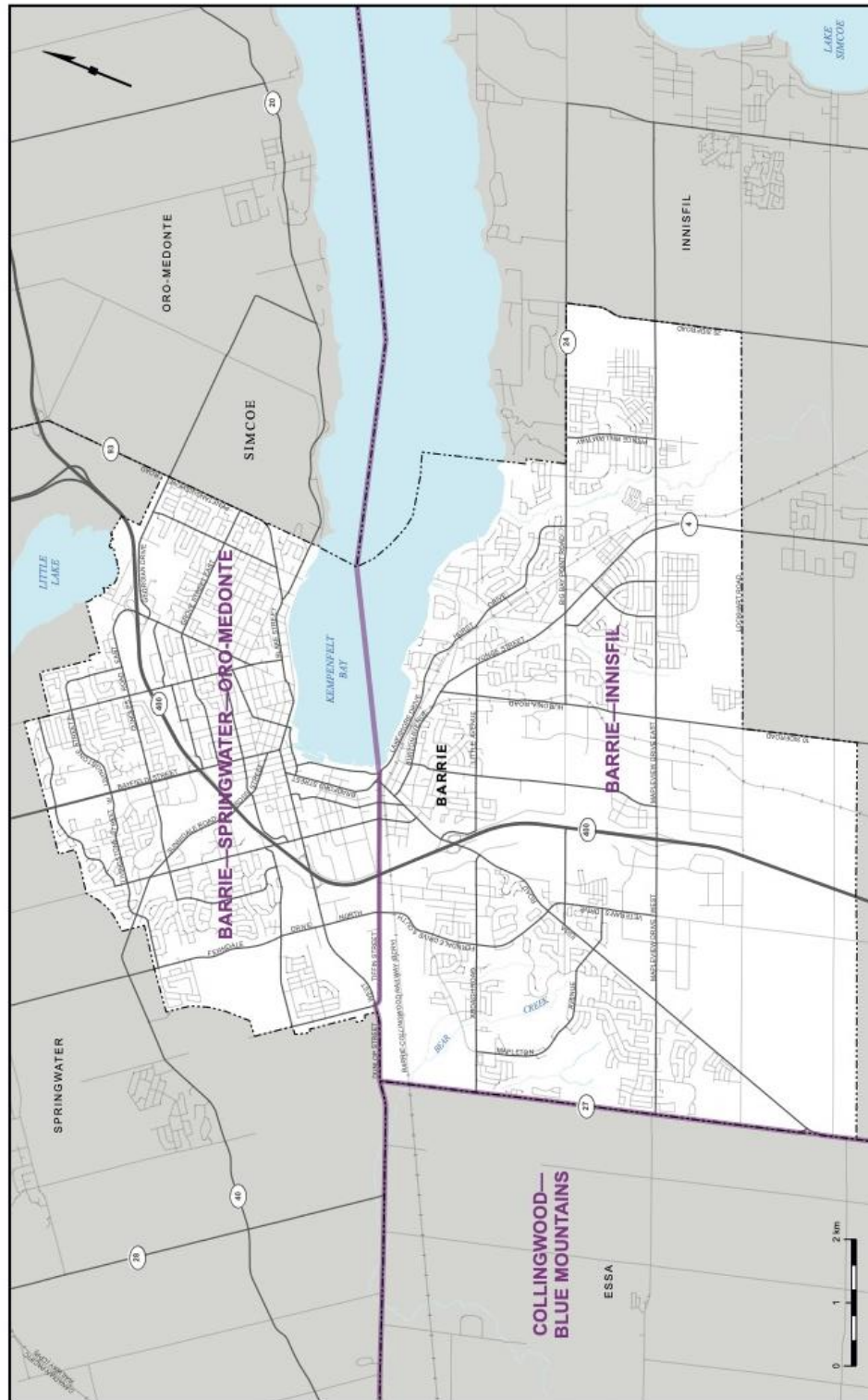
Map 4

Eastern Ontario



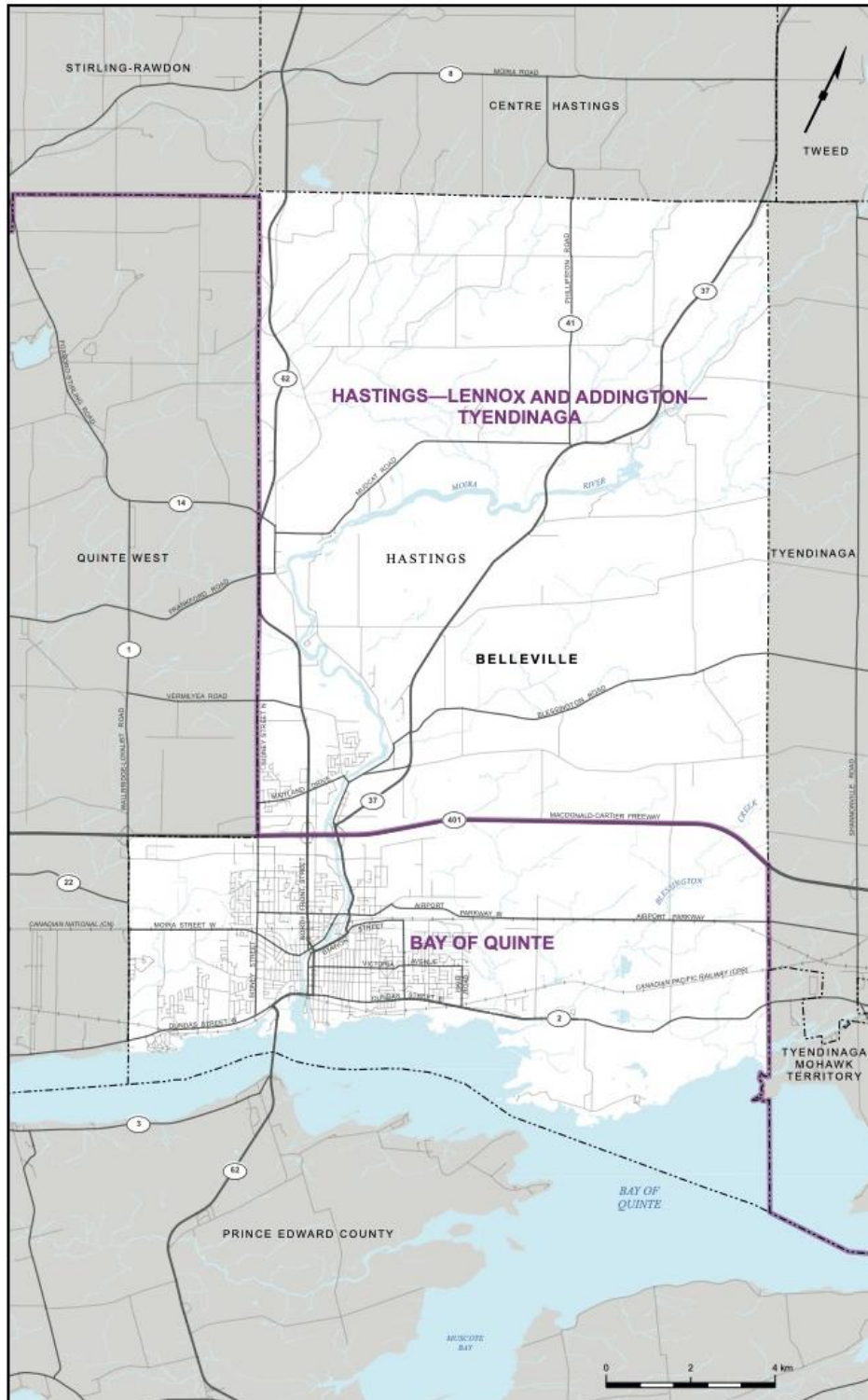
Map
5

City of Barrie



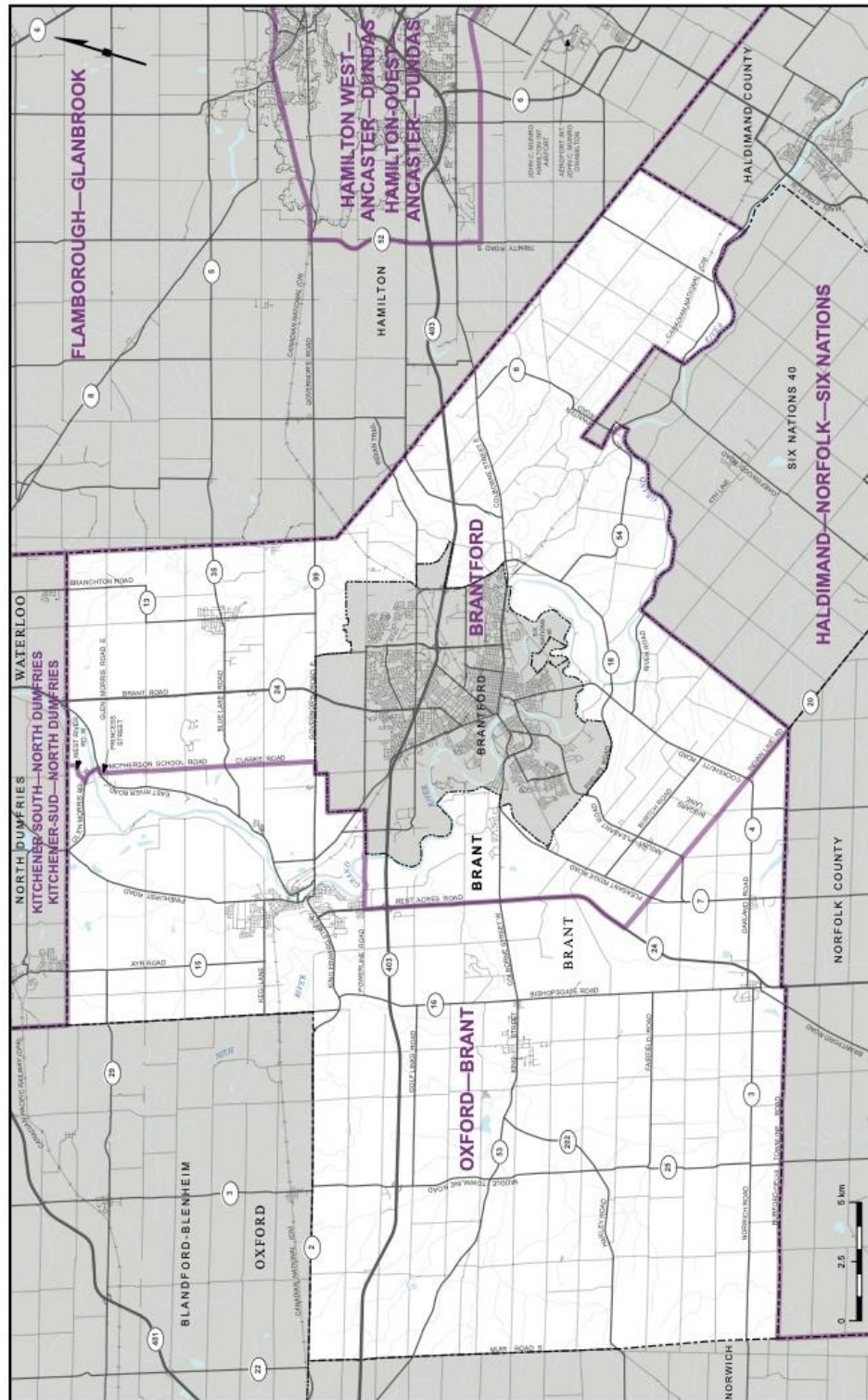
Map
6

City of Belleville



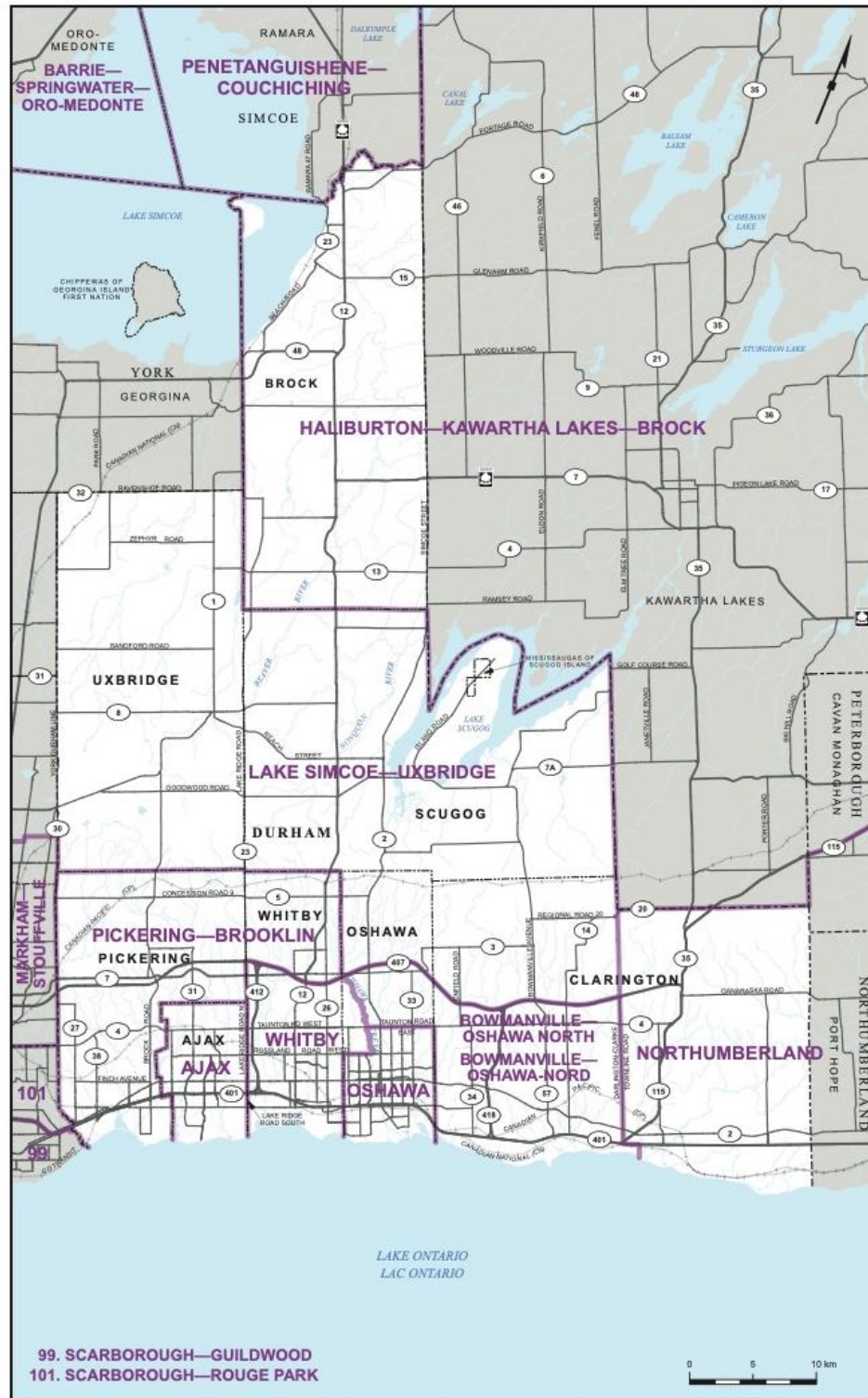
Map 7

County of Brant



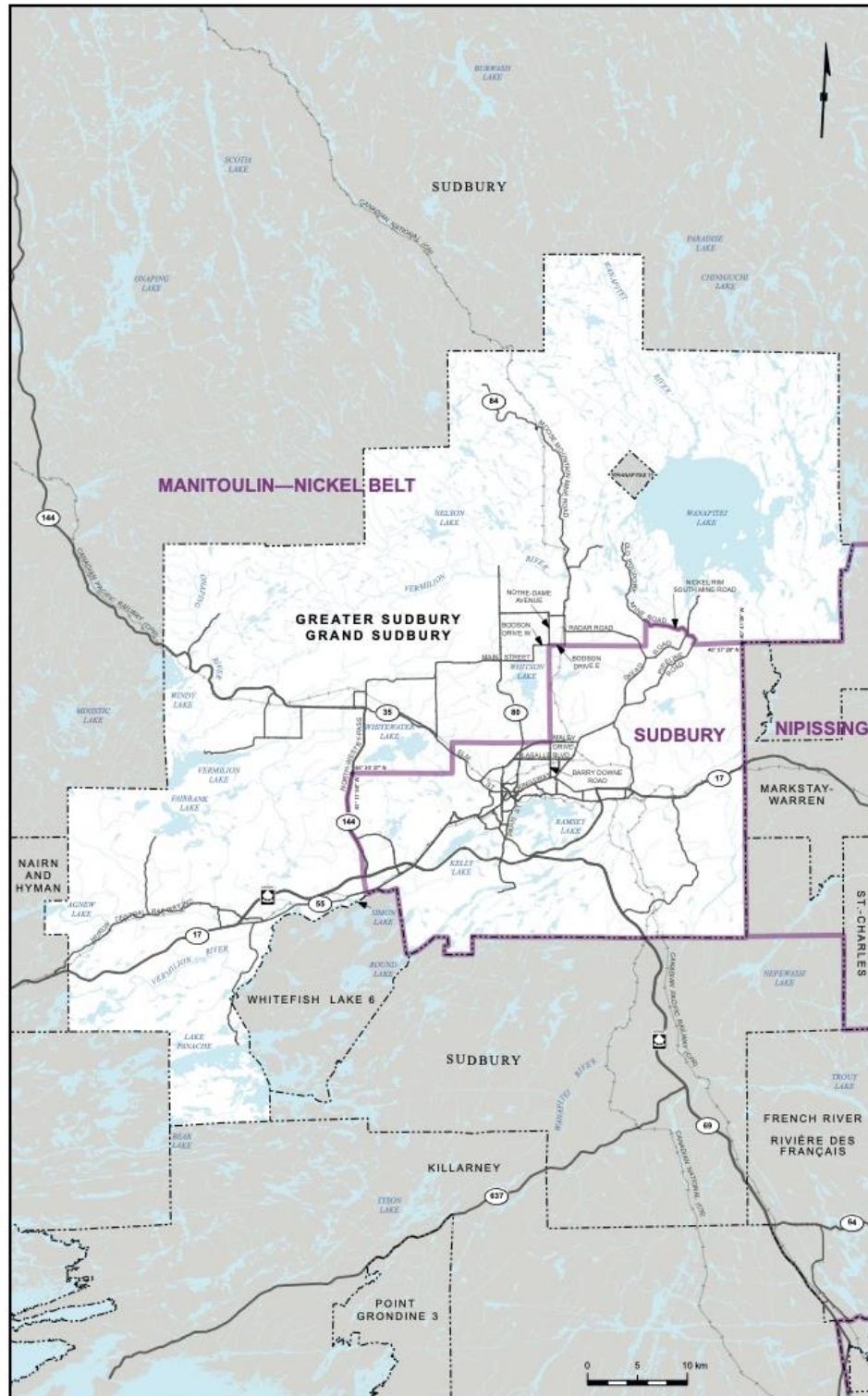
Map
9

Regional Municipality of Durham (part)



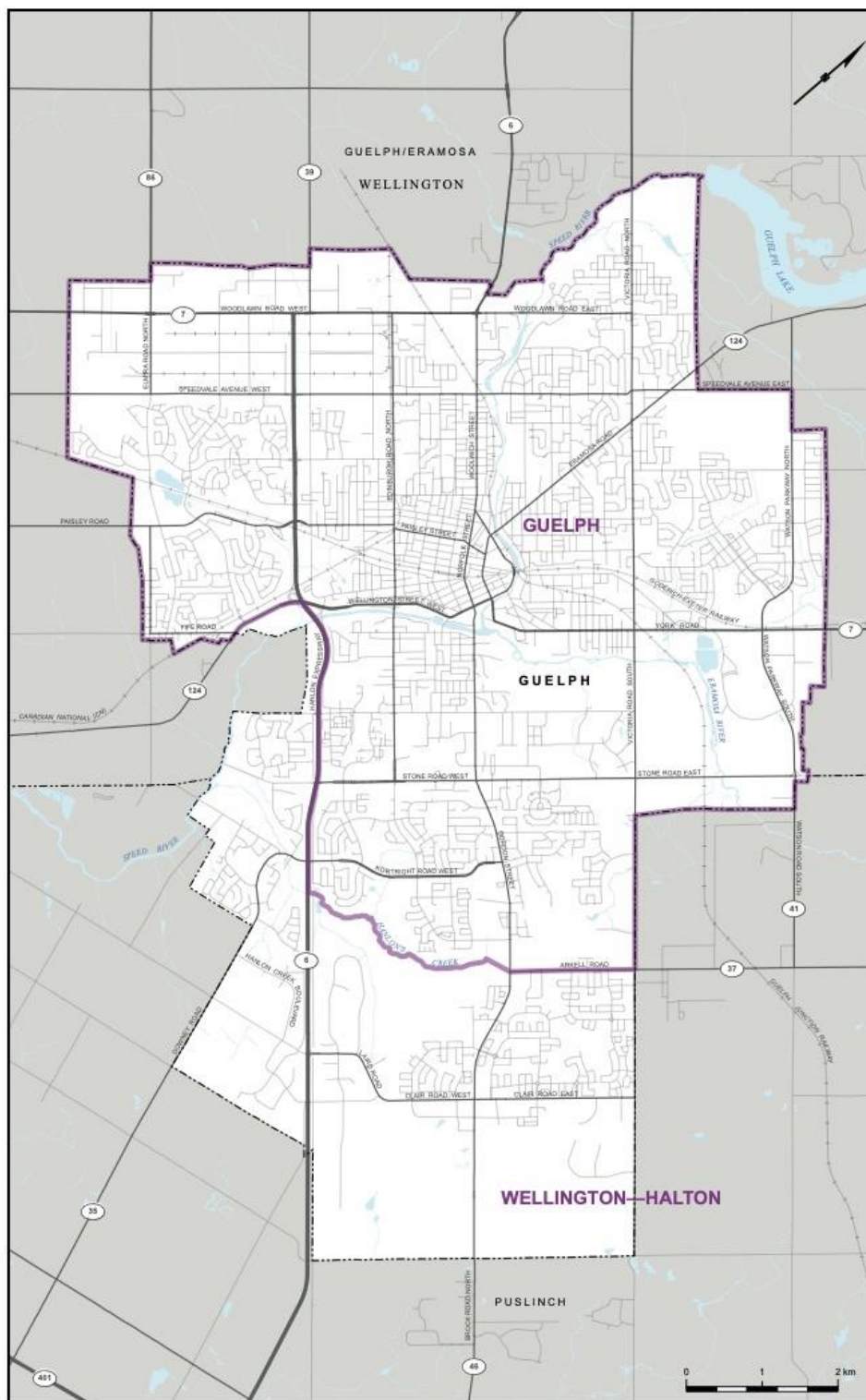
Map 10

City of Greater Sudbury



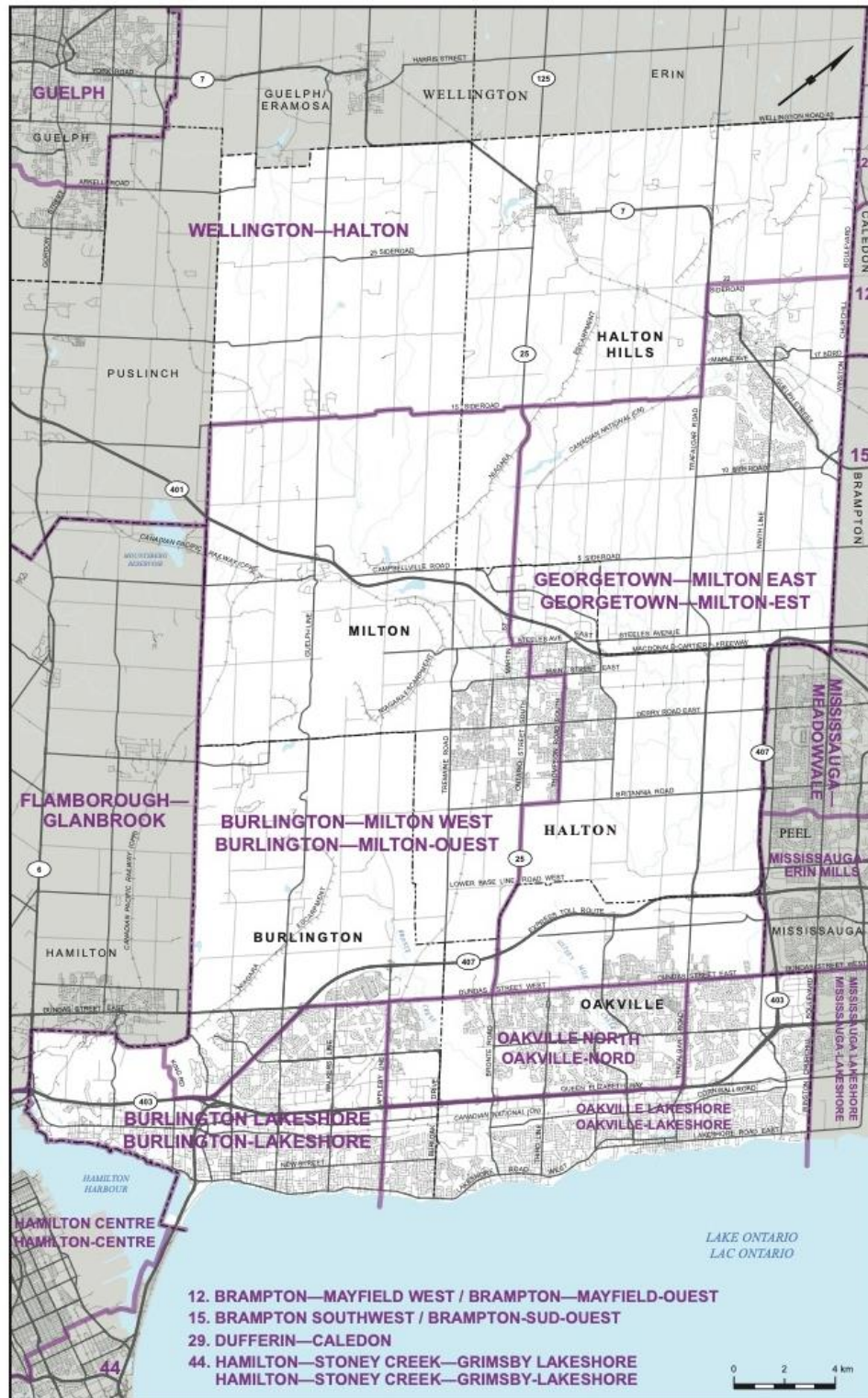
Map
11

City of Guelph



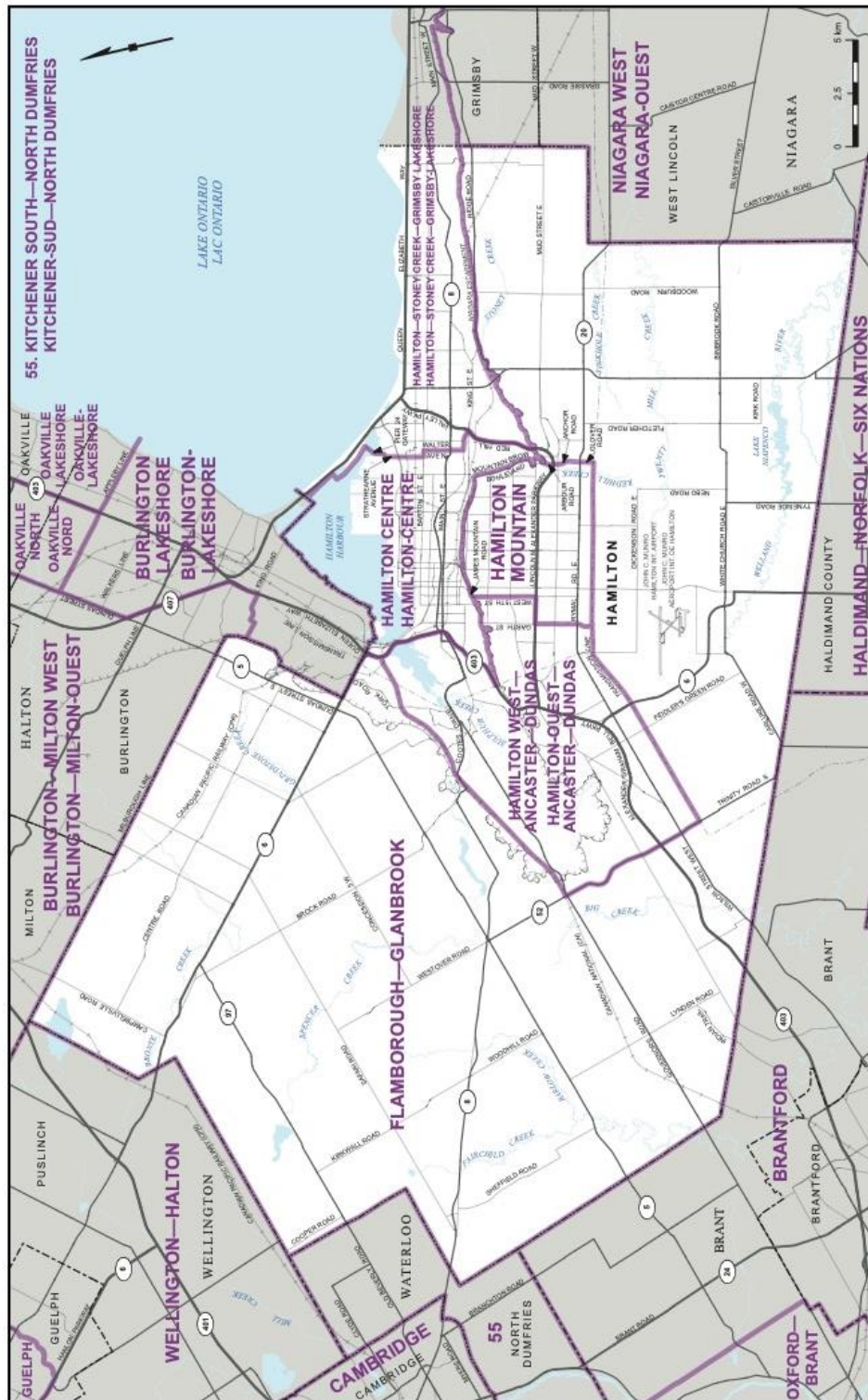
Map 12

Regional Municipality of Halton



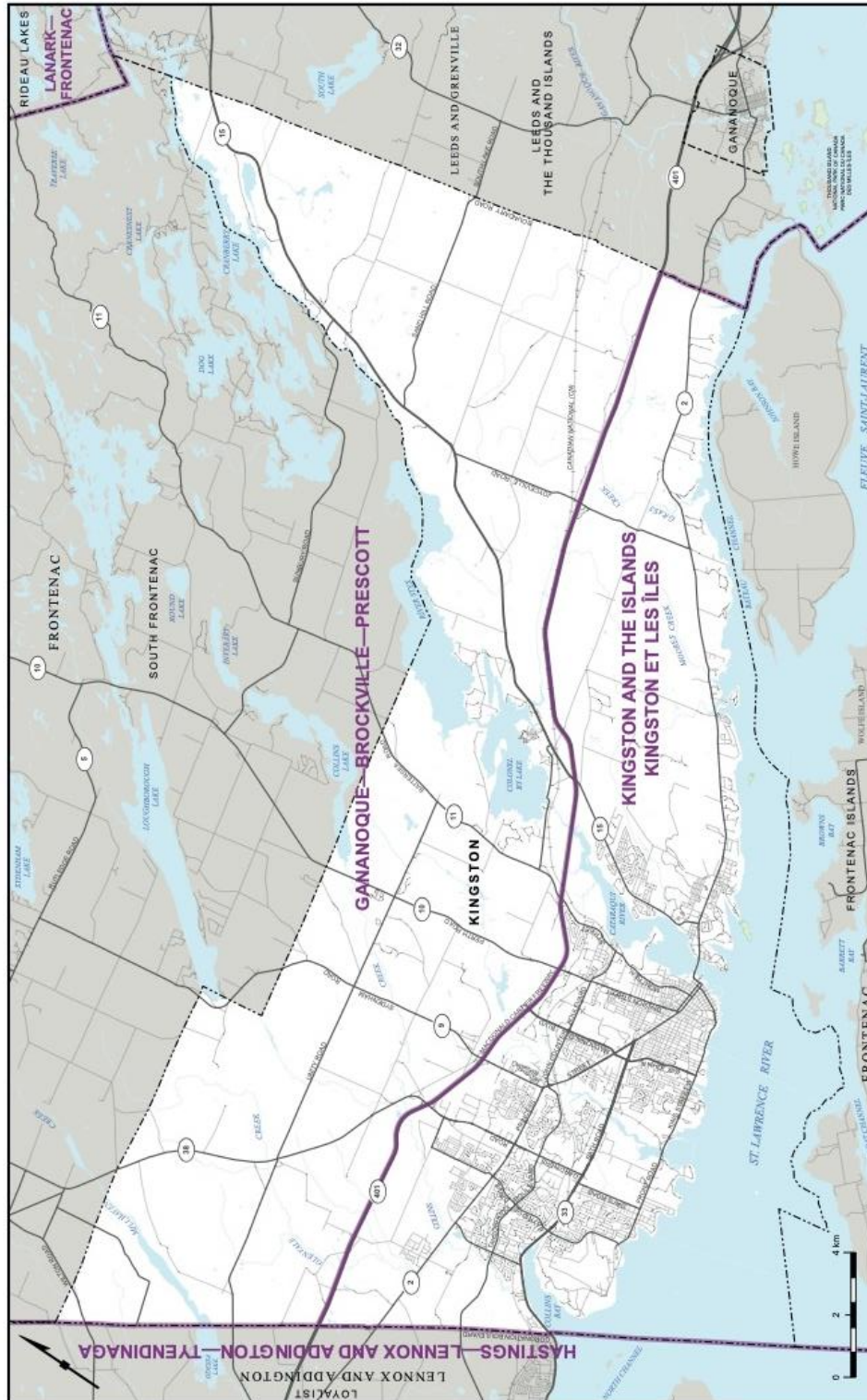
Map 13

City of Hamilton



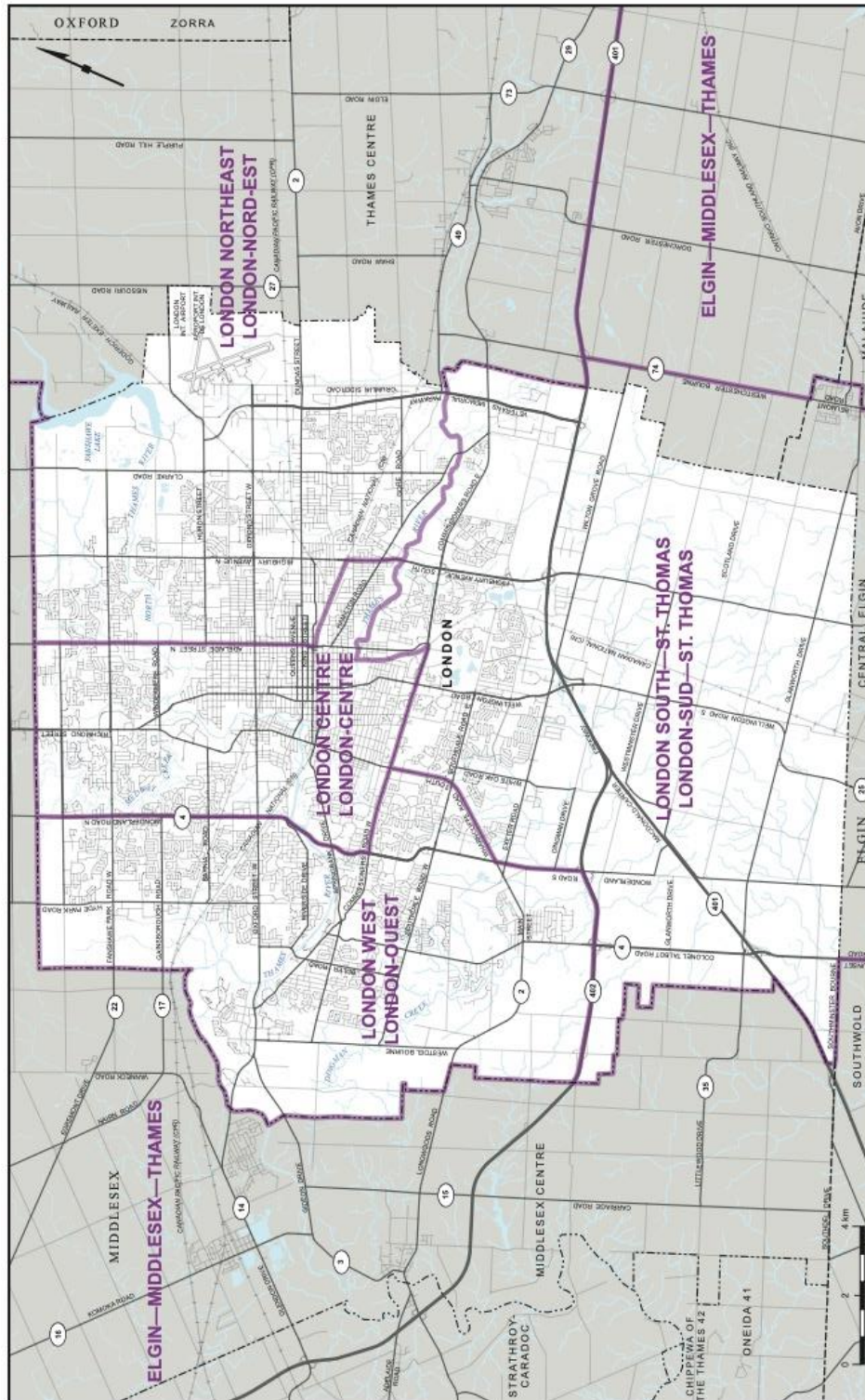
Map
14

City of Kingston



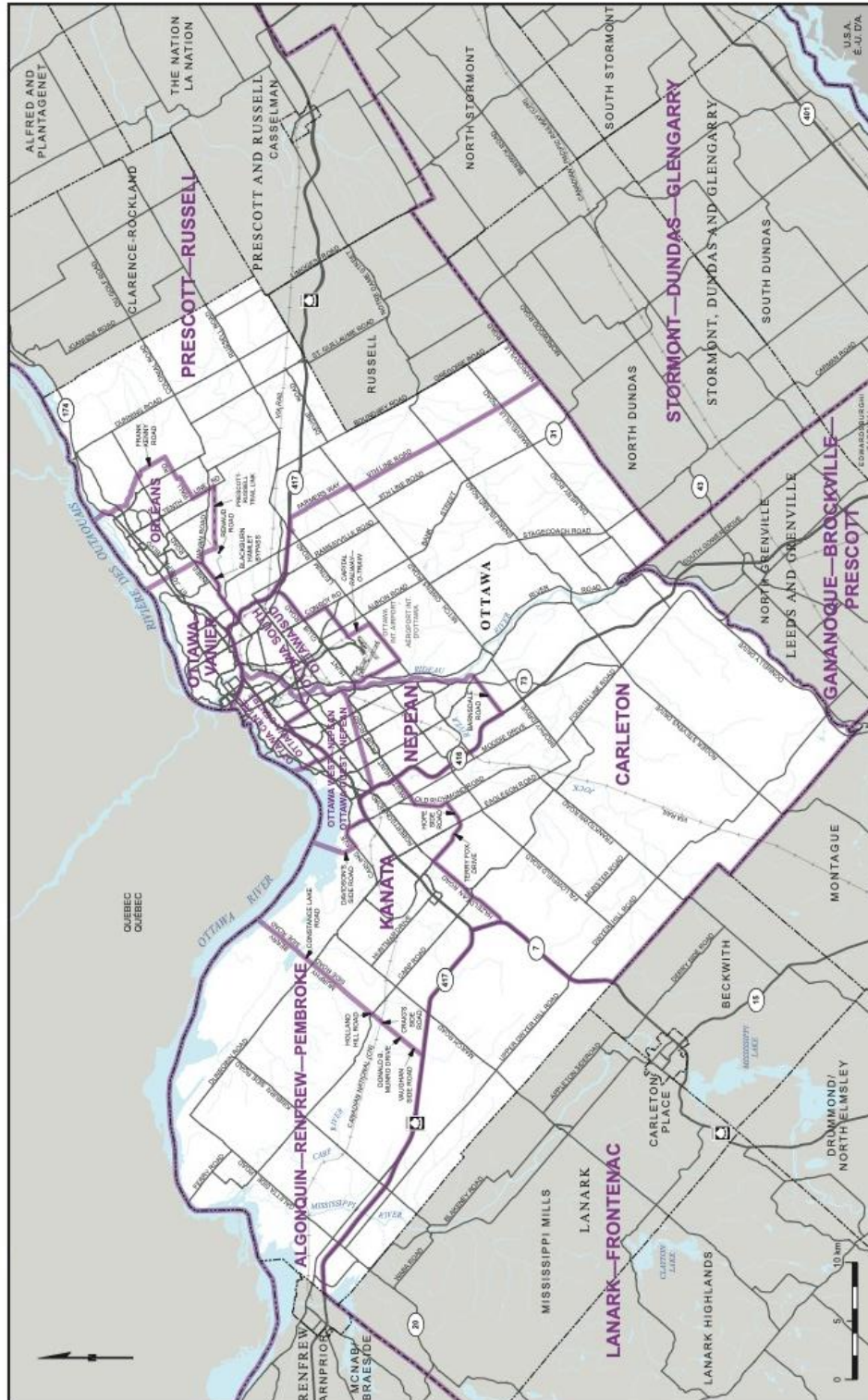
Map
15

City of London

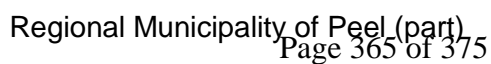


Map
16

City of Ottawa

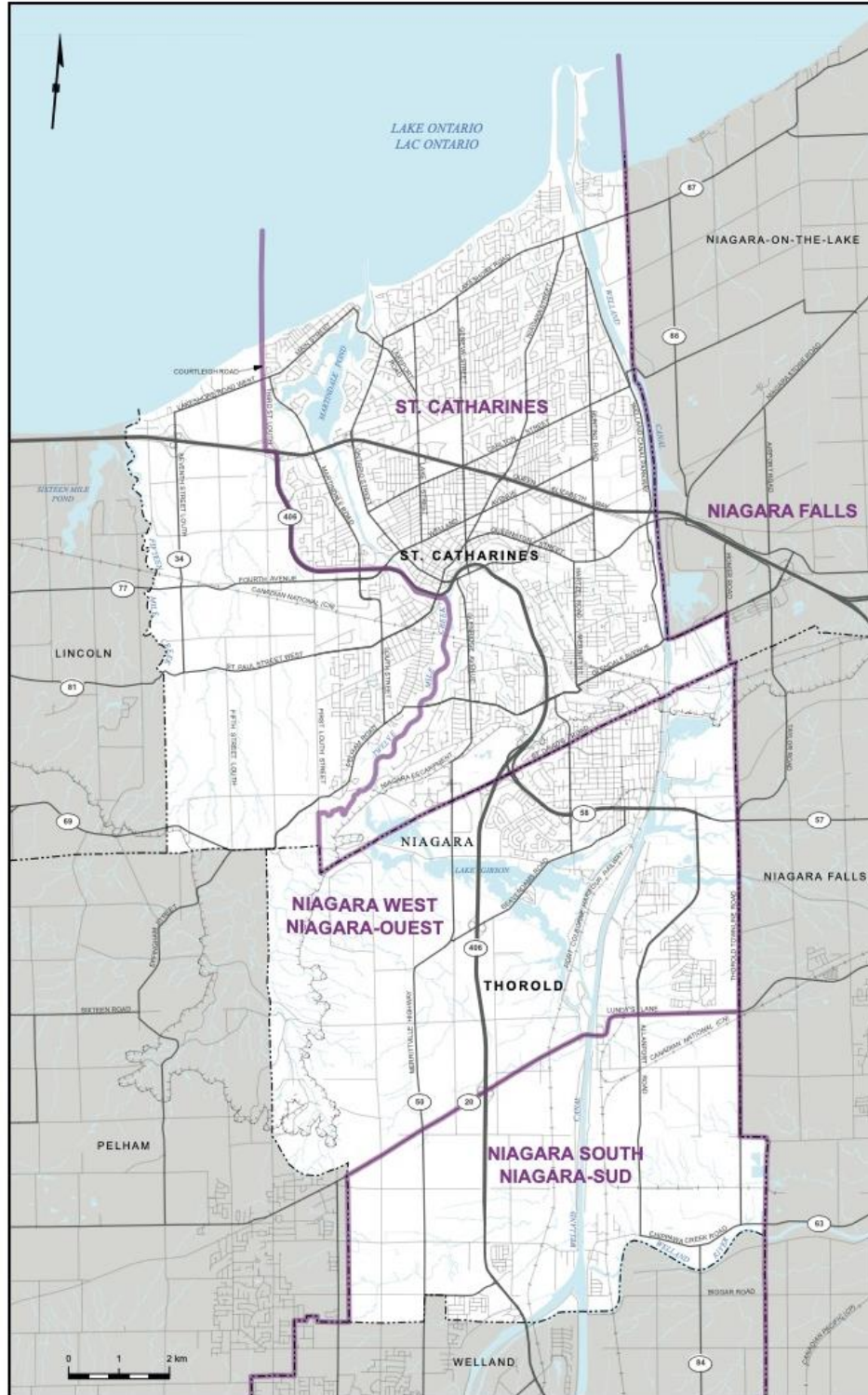


Regional Municipality of Peel (part)



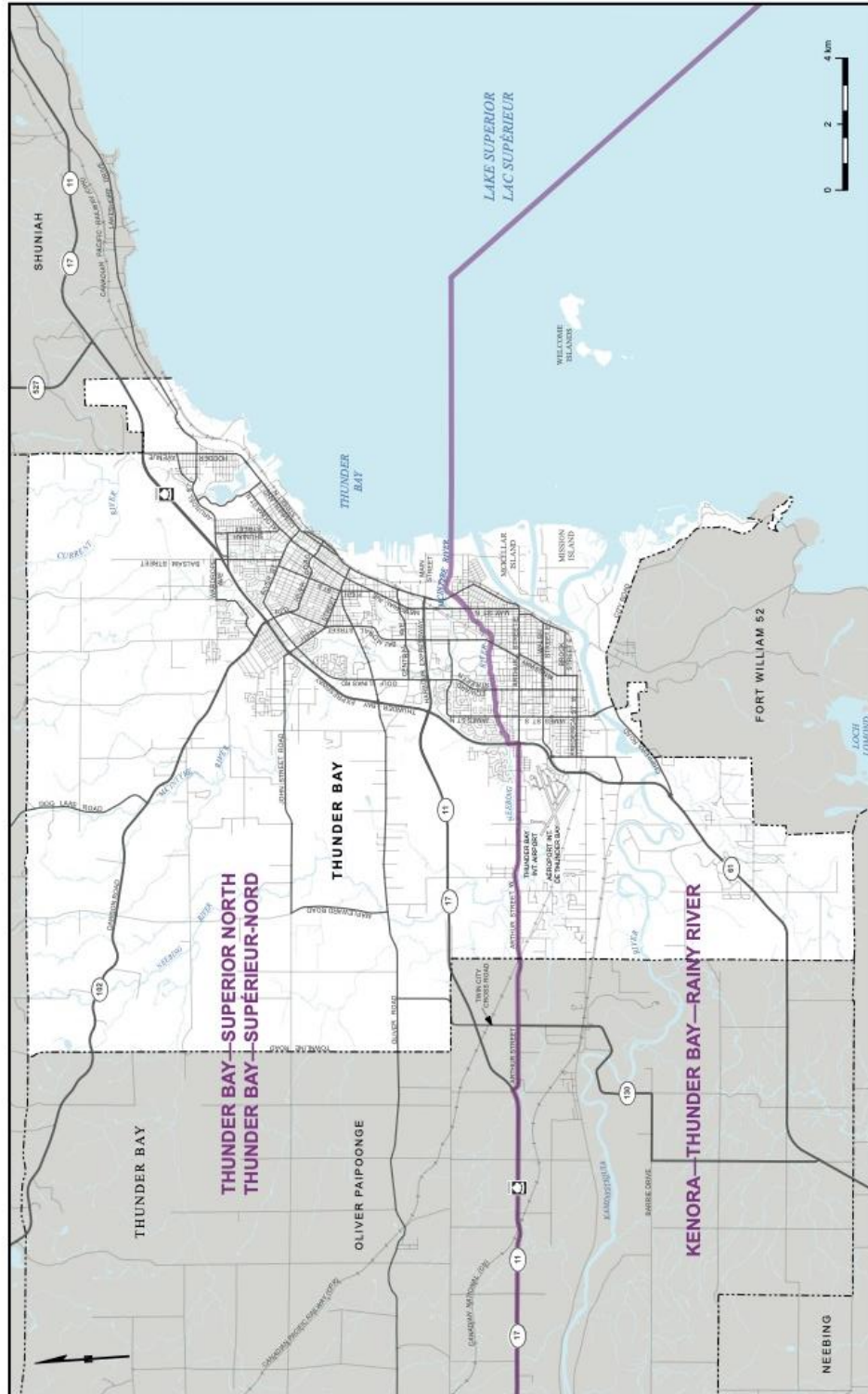
Map
18

Cities of St. Catharines and Thorold



Map
19

City of Thunder Bay



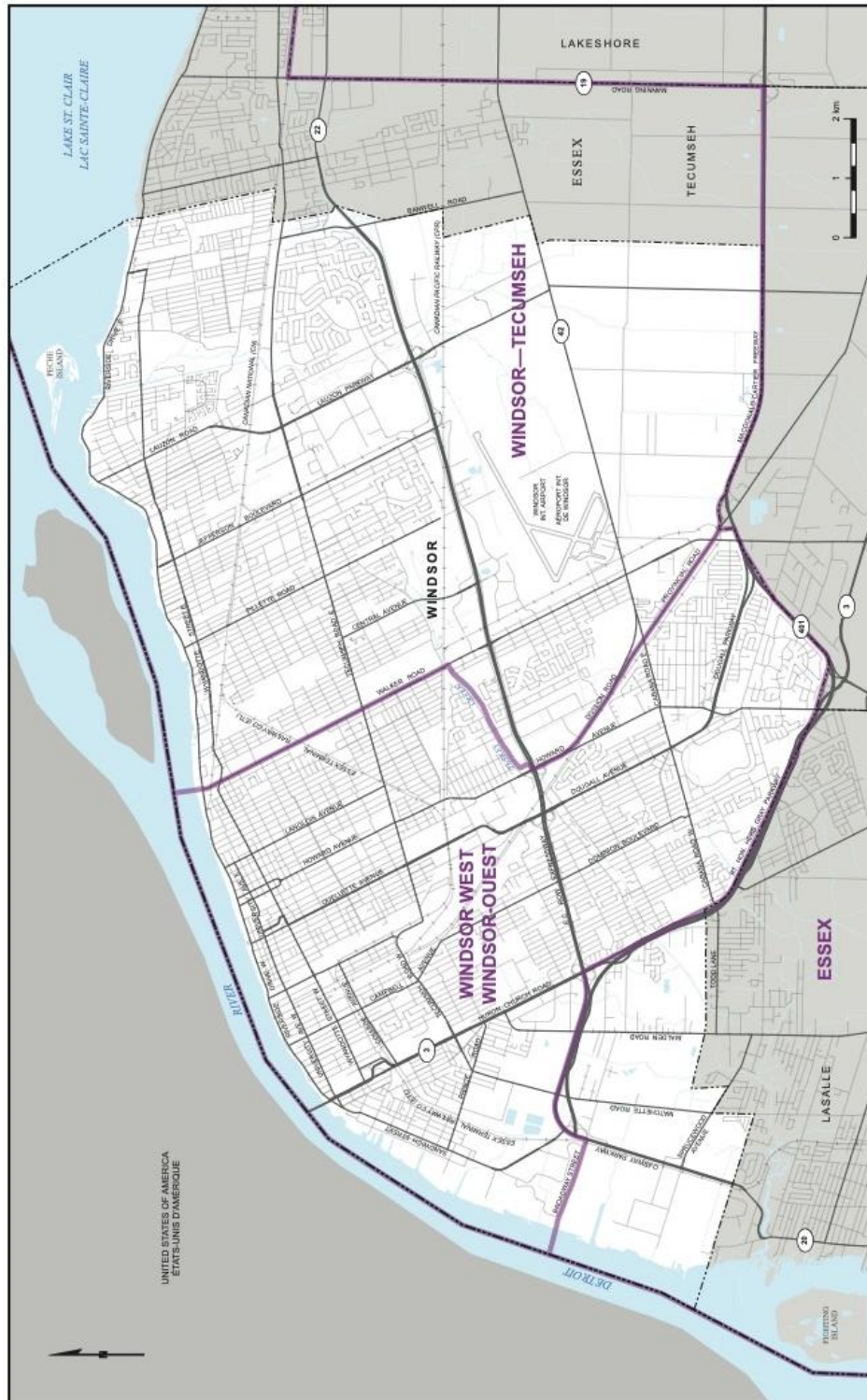
Map 20

City of Toronto



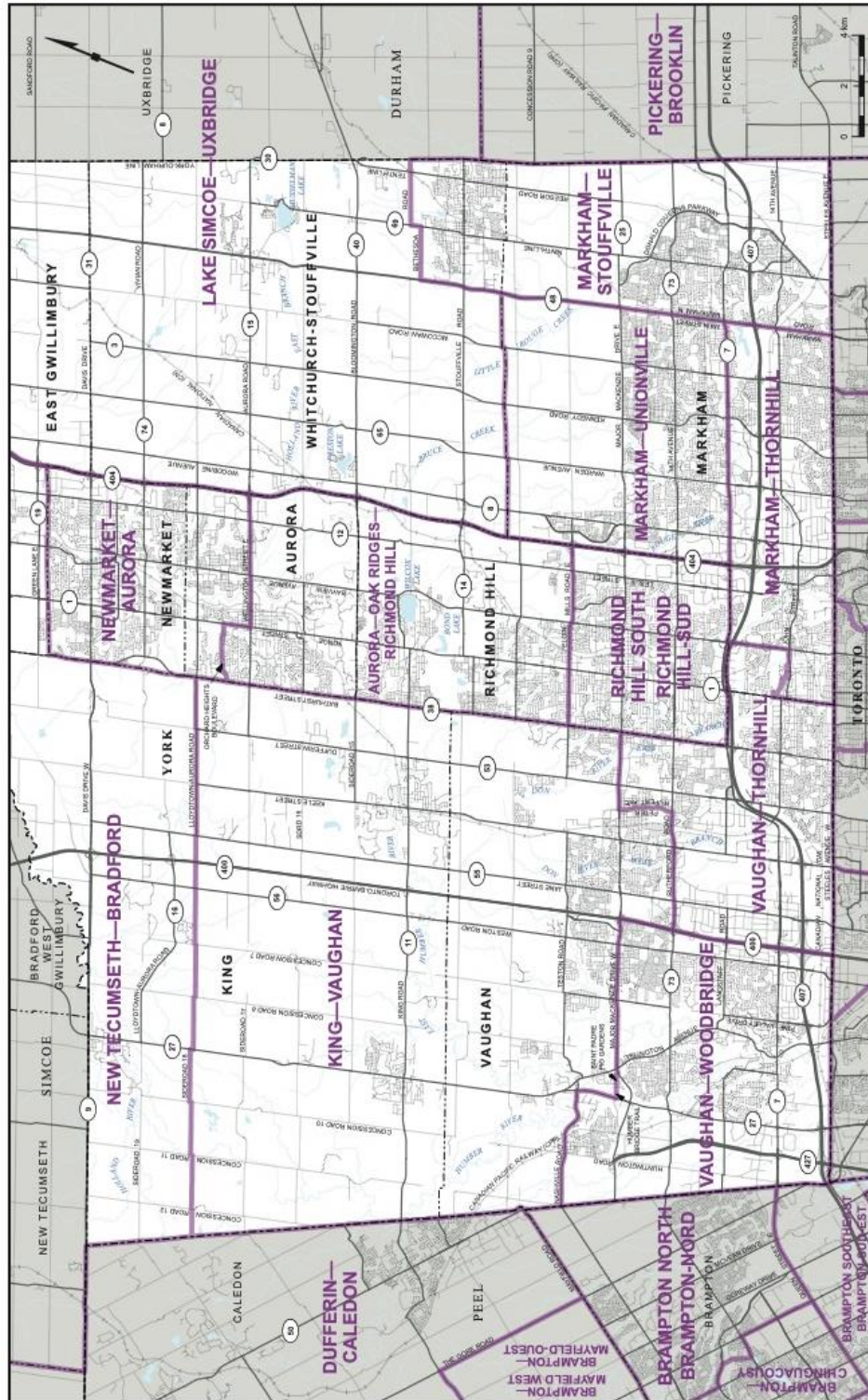
Map
21

City of Windsor



Map
22

Regional Municipality of York (part)



August 25, 2022

Honourable Michael Kerzner
Solicitor General
George Drew Building 18th Floor, 25 Grosvenor St.
Toronto ON M7A 1Y6

Via Email

Dear Solicitor General:

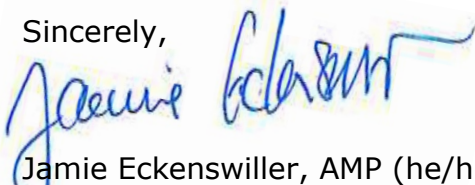
Re: Changes to the Amber Alert System

City Council, at its meeting held on July 25, 2022, considered the above-noted matter and passed Resolution No. R-220725-010 as follows:

"THAT in consideration of correspondence listed as Items 5.a and 5.b on the July 25, 2022 Information Package respecting the Draven Alert, City Council directs staff to send a letter to the Ministry of the Solicitor General, Commissioner of the Ontario Provincial Police, Premier of Ontario, all Ontario municipalities, and the Association of Municipalities of Ontario (AMO) requesting that changes be made to the Amber Alert system to alert the public of missing vulnerable children who have not been abducted, but are at high risk of danger, injury, or death."

If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,



Jamie Eckenswiller, AMP (he/him)
Deputy Clerk
City of Owen Sound

cc. Thomas Carrique, Ontario Provincial Police Commissioner
Hon. Doug Ford, Premier of Ontario
Association of Municipalities of Ontario
All Ontario Municipalities

OPEN LETTER – US PRESIDENT JOE BIDEN AND CANADIAN PRIME MINISTER JUSTIN TRUDEAU

Dear Mr. President and Mr. Prime Minister:

As border leaders all across Canada and the United States, we are writing to you jointly to raise our collective concerns over the need to return the Canada/USA border to a normal pre-pandemic state. As elected leaders, we are standing together to call on both of your governments to remove unnecessary restrictions and allow our communities to recover.

When this pandemic began, our border communities supported public health measures and federal recommendations. When COVID-19 was at its peak and border measures were effective at slowing transmission rates, we did our part to keep Canadians and Americans safe. Now, we have been left behind in the recovery effort as both countries have largely returned to normal daily life.

We know why our border is a special asset to both countries. Together, our two countries share the Great Lakes, major airsheds, migratory routes for wildlife, and countless transboundary rivers and lakes. We share hockey teams and grocery stores. We share a peaceful boundary where culture and community are not confined by a border. Our land borders are the most integrated in the world in terms of economies and communities and should never be closed to each other again.

That is the nature of our land border: constantly coming and going. While life returns to normal everywhere else, your government regulations have prevented us from resuming our way of life and economic base.

Air travel has been allowed to resume in such high volume that our air infrastructure is struggling to process the number of travellers and unvaccinated travellers are clear to travel thousands of kilometres across Canada and the United States. Land borders, on the other hand, are regulated at the expense of communities whose entire livelihood depends on the back-and-forth crossing of the Canadian-American border.

We are calling on you to lift vaccine requirements and unnecessary conditions like the ArriveCan app to cross borders. Border mayors have engaged health professionals and have received advice on best practices and it is clear that these measures are no longer meaningful or helpful and only serve to harm border communities and border community businesses.

This letter has been signed by all manners of government representatives: Members of Parliament, Members of Congress, and mayors who safeguard border communities on both sides of the border. This is a non-partisan issue. We are all imploring both our federal governments for urgent action to help border communities recover and return to normal.

Sincerely,

Border Community Mayors	Members of Parliament Members of Congress
Mayor Mike Bradley, Sarnia, Ontario	
Mayor Jim Diodati, Niagara Falls, Ontario	



August 19, 2022

The Honourable Steve Clark
Minister of Municipal Affairs and Housing
777 Bay Street
17th Floor
Toronto ON
M7A 2J3

Dear Minister Clark:

Re: Strong Mayors, Building Homes Act

Please be advised that the Council of the Town of Wasaga Beach, during their August 18, 2022 Council meeting adopted the following resolution:

"That Council receive the letter dated August 10, 2022 from the Ministry of Municipal Affairs and Housing pertaining to Strong Mayors, Building Homes Act, for information;

And further that a letter be sent to the Minister of Municipal Affairs and Housing outlining these proposed powers are not appropriate and to outline other ways for the province to institute housing and other matters, and that the motion be circulated to all Ontario municipalities."

The Town of Wasaga Beach Council does not support the Strong Mayors, Building Housing Act as the proposed changes will not demonstratively speed up the construction of housing and will erode the democratic process at the local level where members of Council have to work together to achieve priorities. What is needed to speed up construction of housing is greater authority for local municipalities to approve development without final clearances from outside agencies after they have been given reasonable time to provide such clearances.

Your favourable consideration of this matter is appreciated.

Should you have any questions, please contact me at mayor@wasagabeach.com or (705) 429-3844 Ext. 2222.

Yours sincerely,

Nina Bifulchi
Mayor

c. Members of Council
All Ontario Municipalities

**Ministry of
Municipal Affairs
and Housing**

Office of the Minister

777 Bay Street, 17th Floor
Toronto ON M7A 2J3
Tel.: 416 585-7000

**Ministère des
Affaires municipales
et du Logement**

Bureau du ministre

777, rue Bay, 17^e étage
Toronto ON M7A 2J3
Tél. : 416 585-7000



234-2022-3540

August 10, 2022

Dear Head of Council:

As Ontarians face the rising cost of living and a shortage of homes, our government was re-elected with a strong mandate to help more Ontarians find a home that meets their needs.

Our government also made an election promise to build 1.5 million new homes for the people of Ontario over the next 10 years to address the housing supply crisis.

I am pleased to inform you that our government introduced the proposed Strong Mayors, Building Homes Act on August 10, 2022, that, if passed, would make changes to the *Municipal Act, 2001*, *City of Toronto Act, 2006*, and the *Municipal Conflict of Interest Act*. These amendments would empower mayors in the City of Toronto and City of Ottawa to deliver on shared provincial-municipal priorities and get more homes built faster.

If passed, the proposed changes impacting the City of Toronto and City of Ottawa are intended to take effect on November 15, 2022, which is the start of the new municipal council term. Other growing municipalities could follow at a later date.

If you have any comments or feedback regarding these proposed changes, you may submit them to the Ministry of Municipal Affairs and Housing at:
StrongMayors@ontario.ca.

Sincerely,

A handwritten signature in blue ink that reads "Steve Clark".

Steve Clark
Minister