

Memorandum

To: Mayor and Members of Chatham-Kent Council
From: Heather Haynes, Council Assistant
Date: May 10, 2021
Re: Council Information Package

I have attached a list of items that have come into the office that may be of interest to members of Council. Please note that in accordance with Section 6.4(d) of the Procedural By-law, **Any member of Council may raise for discussion a communication, petition or resolution that is in the Information Package during the Approval of Communication Items portion of the Council Meeting.**

1. Staff Reports and Information

- (a) Action items from the April 26, 2021 Council Meeting.

2. Correspondence From

- (a) Letter from Luanne Patterson, Senior System Manager, Environment Assessment to Mayor Canniff dated April 21, 2021 re CN Right-Of-Way Vegetation Control.
- (b) Letter from Mark Galvin, Chief Executive Officer, Windsor International Airport to Mayor Canniff and Members of Council dated April 20, 2021 re Maintaining Air Traffic Control Service at Windsor International Airport.
- (c) Memorandum from the Municipality of Tweed CAO/Treasurer dated April 14, 2021 re Inclusive Public Service Policy.
- (d) Communication from the Ministry of the Attorney General and the Ministry of Municipal Affairs and Housing to Heads of Council dated May 3, 2021 re Amendments to Liquor Licensing Measures.
- (e) Memorandum from Raymond Cho, Minister for Seniors and Accessibility dated May 3, 2021 re Seniors Month (June 2021).

3. Routine Approvals Delegated to Administration

(a) Legislative Services

- (i) Letter to Lynn Steele, PSW/CDCP Founder and CEO from Judy Smith, Director of Municipal Governance re Personal Support Worker Day – May 19, 2021.

4. Resolutions

- (a) Supporting resolution from the Municipality of Calvin dated April 13, 2021 supporting the County of Norfolk resolution re Exempt Carbon Tax on all Primary Agriculture Producers.
- (b) Resolution from the City of Cambridge dated April 21, 2021 re Request for Paid Sick Leave.
- (c) Resolution from the Town of South Bruce Peninsula dated April 23, 2021 re Lottery Licensing to Assist Small Organizations.
- (d) Resolution from the City of Port Colborne supporting the Township of Brock re Cannabis Licensing and Enforcement.
- (e) Resolution from the Town of Fort Erie dated April 27, 2021 re Province Investigating and Updating Source Water Protection Legislation.
- (f) Resolution from the Municipality of Chatham-Kent addressed to the Honourable Doug Ford, Premier of Ontario dated April 28, 2021 re Additional Financial Assistance for Businesses affected by COVID-19 restrictions.
- (g) Resolution from the Township of Scugog dated April 28, 2021 re Bus Stops on Dead End Roads.
- (h) Resolution from the City of Brantford dated April 30, 2021 re Withdraw Prohibition on Golfing and other Outdoor Recreational Activities.
- (i) Resolution from the Municipality of Chatham-Kent passed April 12, 2021 re Healthy, Professional News Media.

		<u>ITEM</u>	<u>Department</u>	<u>Division</u>	<u>Director</u>	<u>Requestor</u>	<u>RTC Req'd (Y or N)</u>	<u>Target Date</u>
1,217	April 26, 2021	Where by we are in another lock down which is hurting the small businesses in Chatham-Kent and, where as, we do not know when the lock downs will stop, and where as Chatham-Kent is and has been doing an excellent job of keeping our COVID19 numbers low and where as, every lock down Chatham-Kent is losing more small businesses. 1. The Mayor send a letter to the Honourable Premier Doug Ford requesting the Premier to review lock downs and apply them on a regional basis considering Covid numbers. – Motion failed 2. And that the Mayor send a letter to the Honourable Premier Doug Ford requesting more funds be directed to the businesses closed and doing take out only, as well as to mental health. – Motion approved	Corporate Services	Clerk's Office	Judy Smith	Cl. Authier		26-Apr-21
1,218	April 26, 2021	WHEREAS the Municipality of Chatham-Kent has already seen the benefit of implementing the easy to remember 3-1-1 telephone line for accessing and connecting to Municipality information, and WHEREAS the Municipality of Chatham-Kent has recognized, through the work of partnerships with numerous community groups and organizations that it is critical to ensure that barriers are removed for those individuals and caregivers who are required to respond quickly for help; and WHEREAS the Federal Government has passed a motion to adopt 988, a National three-digit suicide and crisis hotline; and WHEREAS the ongoing COVID-19 pandemic has increased the demand for suicide prevention services by 200%; and WHEREAS existing suicide prevention hotlines require the users to remember a 10-digit number and go through directories or be placed on hold, BE IT THEREFORE RESOLVED that the Municipality of Chatham-Kent endorse this 988 suicide crisis line initiative; and That a letter demonstrating Chatham-Kent's support be sent to the local M.P., M.P.P., Honourable Patty Hajdu, Federal Minister of Health, the Canadian Radio-Television and Telecommunications (CRTC), Federation of Canadian Municipalities and Association of Municipalities of Ontario.	Corporate Services	Customer Services	Leanne Segeren-Swayze	Cl. KKW		26-Apr-21
1,219	April 26, 2021	Whereas Chatham Kent is home to 106 Species At Risk (SAR) and whereas many of those SAR live and nest in significant wet land areas near roadways. And Whereas the areas are spread throughout many wards in CK. And Whereas the Lower Thames Valley Conservation Authority (LTVCA) has identified nearly a dozen SAR areas that involve significant road crossings. Where a significant number of SAR are crossing roadways due to the presence of habitat on both sides of the roadway. And Whereas busy roads and highways in Ontario and Chatham-Kent pose a significant threat to reptile and amphibian species each year; And whereas Countless turtles and snakes are run over by cars and killed each year on Chatham-Kent roads including many nesting females; And whereas Chatham-Kent is home to seven species at risk turtles and five snake species. Be it resolved: • In partnership with the LTVCA, C-K Administration will develop a yearly media campaign commencing this year to increase public messaging and promote awareness, education and opportunities to protect and mitigate wildlife casualties in SAR areas of concern. • In partnership with the LTVCA, C-K Administration will return to Council with a report detailing the location of local signage designed to protect SAR in accordance with the Ontario Traffic Manual. In the desired funding partnership, the LTVCA will be responsible for mounting hardware, while the municipality will provide posts and installation.				Cl. Ceccacci		26-Apr-21
1,220	April 26, 2021	Considering that local media is local businesses and that we are an age friendly community; I move that administration review our advertising practices and provide a report to council with recommendations providing balanced advertising including social media and local media considering the all citizens in CK.	CAO	Communications	Amy Wilcox	Cl. Crew		26-Apr-21

		<u>ITEM</u>	<u>Department</u>	<u>Division</u>	<u>Director</u>	<u>Requestor</u>	<u>RTC Req'd (Y or N)</u>	<u>Target Date</u>
1,221	April 26, 2021	<p>"Whereas environmental sustainability is a recognized priority for this term of Council. And whereas this priority includes a dedicated focus on implementing strategies to help everyone become stewards and adapt to a changing climate. And whereas CK Plan 2035 states that Chatham-Kent will continue to develop innovative approaches to addressing the protection and preservation of natural resources. And whereas Chatham-Kent's vision statement of, 'a welcoming, healthy, prosperous community that is culturally rich and naturally innovative', represents the kind of community we will and can become, including: having respect for the role of agriculture, our environment and natural resources. And whereas this Council has committed to addressing the fact that Chatham-Kent has one of the lowest percentages of tree cover in all of Ontario, by: committing to planting one million trees in four years, implementing an urban tree cover policy and analyzing Chatham-Kent's canopy cover, which was updated in 2018 and listed as needing improvement, missing the mark and moving in the wrong direction. And whereas the current natural heritage policy in Chatham-Kent is due for an update. Therefore, be it resolved that: The temporary by-law presented to Council on February 11, 2013 be passed, effective immediately, and expiring 120 days from the date of passing, or when repealed by a further vote of Council. Furthermore, administration be authorized to adjust any dates, signing names and other minor administrative matters within the by-law. And furthermore, administration be directed to: 1. Create an incentive program, with the goal of preserving woodlots in the community and providing land owners with tangible and flexible options for being included in the program. 2. Launch a full public consultation process with interested parties, including virtual meetings and opportunities for comment on the Let's Talk Chatham-Kent portal. 3. Conduct an analysis of best practices for incentive programs and woodlot preservation across Ontario. 4. Revise and update, for Council's consideration, both the current natural heritage policy and the by-law from February 11, 2013. 5. Present to Council all summaries, findings, analysis, comments, feedback, updated policies and bylaws in a report with recommendations, within 90 days of this motion being approved."</p>	Community Development	Community Development	Bruce McAllister	Cl. Hall		26-Apr-21
1,222	April 26, 2021	<p>WHEREAS the Consolidated Business Licensing By-law 178-2015 is a by-law respecting the licensing, regulating and governing of certain businesses; AND WHEREAS the By-law states the licensee shall apply on or before the expiry date set out on the licence, and the licence period is for one year unless stated otherwise; AND WHEREAS the annual base budget for Business Licensing fees is \$163,193; AND WHEREAS Council recognizes that small businesses have been affected by the pandemic; THEREFORE, be it resolved that Administration extend the expiry date of all business licence renewals in 2021 (excluding salesperson – day sales and door to door sales, vehicle for hire, food carts, fireworks and similar) for a period of six months. The cost will be approximately \$74,500 (for the business licence renewals) to be funded from the Provincial Safe Restart Funding.</p>	n/a	n/a	n/a			
1,223	April 26, 2021	<p>That admin be directed, in consultation with the local BIA, to consider offering Access Open Minds mental health services downtown parking spaces at a reduced rate, similar to neighbouring municipalities.</p>	n/a	n/a	n/a			

		<u>ITEM</u>	<u>Department</u>	<u>Division</u>	<u>Director</u>	<u>Requestor</u>	<u>RTC Req'd (Y or N)</u>	<u>Target Date</u>
1,224	April 26, 2021	<p>I, Councillor Brock McGregor provide notice that I will bring forward the following motion at the May 10, 2021 council meeting for discussion and voting</p> <p>Whereas Chatham Kent Council has committed to creating a municipality that is open and inclusive,</p> <p>And whereas Chatham Kent was recognized as Canada's first welcoming community 2016,</p> <p>And whereas building, supporting and moving towards a more inclusive, diverse, and open community requires ongoing work and commitment</p> <p>And whereas the outcomes of systemic racism still persist in institutions and policies that impact daily life in our municipality</p> <p>And whereas the municipality of Chatham Kent has been working to provide staff with expanded opportunities to increase cultural competency, and understand the impacts of systemic racism</p> <p>And whereas council recently endorsed the establishment of a Municipal Diversity, Equity, and Inclusion Strategy (this is pending the recommendation from the BOH)</p> <p>That Chatham Kent council provide direction to administration to develop ongoing diversity, equity, and inclusion training for council members. This will include a pilot project this year, and continue with updated opportunities offered through council orientation and continuing education.</p>	n/a	n/a	n/a			



Luanne Patterson

Senior System Manager
Environmental Assessment

Directrice de l'analyse des systèmes
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April 21, 2021

RE: CN RIGHT-OF-WAY VEGETATION CONTROL

Dear Mayor,

I hope this letter finds you and your family safe and healthy as the country continues to fight the COVID-19 pandemic.

The Provincial, State and Federal governments have recognized railways as essential service providers. CN remains committed to running our railway safely and playing our role in moving the critical supplies citizens are counting on during these difficult times.

To that end, we are reaching out to advise you of our vegetation control activities in your area between April and October 2021. A regularly updated schedule will be available at www.cn.ca/vegetation.

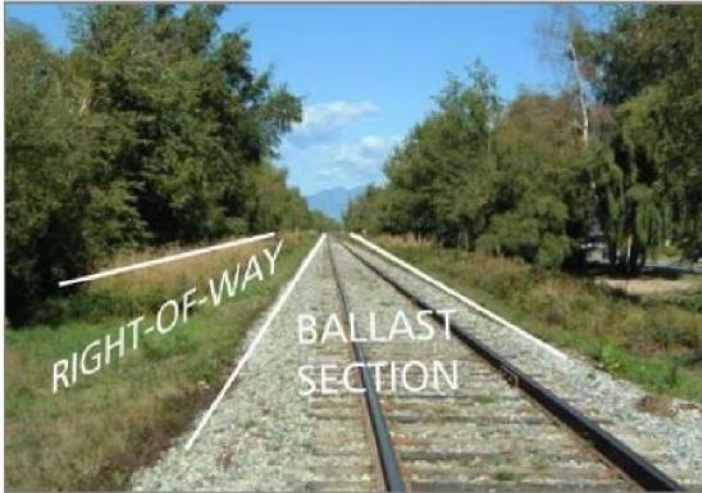
If not managed properly, trees, brush or other vegetation can severely compromise rail and public safety. Vegetation can impede the view motorists have of oncoming trains, and increase the risk of crossing accidents. Moreover, unwanted vegetation can damage the integrity of the railbed, interfere with signals and switches, contribute to track side fires, compromise employee safety, reduce visibility for train crews at road crossings/train control signals and track side warning devices, to name a few of the potential risks.

Our annual vegetation control program is designed to mitigate these risks by managing brush, weeds and other undesirable vegetation. CN's vegetation control program is a critical contributor to safe operations and assists in contributing to the overall safety of the communities through which we operate.

Control measures: CN manages vegetation using both chemical and mechanical methods. We are sensitive to concerns your community may have regarding chemical vegetation control. I would like to assure you that at CN, we are committed to environmental safety and sustainability.

The track infrastructure is composed of two main sections, the ballast section typically ranging from 16-24 feet (which is primarily gravel and supports the track structure) and the right of way portion (which is the area outside of the ballast section to the CN property boundary).

The 16-24 foot ballast section and the areas around signals and communications equipment that are critical for safe railway operations will be managed using chemical methods. Application in these safety critical areas is done by spray trucks or spray trains with downcast nozzles that spray a short distance above the ground surface with shrouded booms, specially designed to limit the chemicals from drifting. The right-of-way section is primarily maintained using mechanical control methods such as mowing or brush cutting, however, small areas within the right-of-way that contain noxious or invasive weeds may be chemically treated.



CN will use chemical control techniques on the ballast section throughout the network for safety reasons. Furthermore, when chemicals are applied to the ballast section via spray train or truck, as outlined in the photo below, additives called surfactants that make the chemical work better may be included to help manage the application.



CN has retained professional contractors qualified to undertake this work. They are required to comply with all laws and regulations applicable to CN. In addition, the contractors will ensure that vegetation control is performed with consideration of the environment and in accordance with the highest industry standards.

Inquiries

Should your community have any noxious weed removal requests, we ask that you contact CN's Public Inquiry Line at contact@cn.ca or fill out the form at www.cn.ca/vegetation before June 1, 2021 with the specific information and location. CN will make every effort to include those locations as part of our 2021 Vegetation Management Program. All notices sent after the above-mentioned date will be included in the 2022 Vegetation Management Plan.

We look forward to working with you and answering any questions you may have regarding our vegetation control activities in your community.

Please find attached the notices CN is publishing in local papers to advise the public. We would kindly ask that you post copies on your community's website and at City Hall or other central locations for a wider distribution.

For any questions or more information, please contact the CN Public Inquiry Line by telephone at 1888-888-5909, or by email at contact@cn.ca.

Please also find attached a list of FAQs regarding the program that may be of further assistance.

Best regards,

Luanne Patterson
Senior System Manager, Environmental Assessment



Annual Vegetation Management Program

Frequently Asked Questions (FAQs)

Where can I get more information about CN's vegetation management program?

For more details please visit our website at www.cn.ca/vegetation

Why does CN need to remove vegetation along its train tracks annually?

At CN, safety is a core value. Part of maintaining and operating a safe railway is ensuring vegetation is managed along our corridors. CN also has an obligation, pursuant to the *Rules Respecting Track Safety*, adopted under the *Railway Safety Act*, to ensure that vegetation on or immediately adjacent to the railway roadbed is controlled. More specifically, the Rules require federal railways to ensure the track is free of vegetation that could create fire hazards, affect the track integrity or obstruct visibility of operations and inspections. Separate regulations also require removal of vegetation to ensure every grade crossing meets sightline requirements.

Where does CN remove vegetation?

For the purposes of vegetation control, CN divides its rail lines into two components: the ballast section and the right-of-way. The ballast section (graveled area) covers a 16 to 24ft width (4.9 to 7.3m). The right-of-way section covers a 42ft width (13m) on each side of the ballast section.





Annual Vegetation Management Program

Vegetation in the right of way section needs to be controlled to protect sight lines for train crews to see signal systems and at road crossings, prevent trees from fouling the track during storms, reduce fuel loading to prevent fires, minimize wildlife mortality, ensure good drainage along ditches and culverts, amongst other safety requirements and is primarily controlled mechanically, by mowing and cutting of vegetation. Certain herbicide products are used (excluding glyphosate) to encourage grass rather than shrubs and trees.

The ballast section, on the other hand, is the most critical area as it supports the track infrastructure that supports the movement of freight and passengers and provides an area for train crew to safely inspect their train. Given the crucial role it plays in ensuring the safety and integrity of rail operations, this section must be clear of all vegetation. The only proven way to effectively completely remove vegetation in the ballast section is through chemical application.



How will you manage dry plants that remain once the spraying is completed?

Ensuring vegetation is controlled on an annual basis is the best method to reduce larger volumes of dead and dry plants. This is because it eradicates vegetation before it grows, reducing the amount of dead plant material. CN's program has been developed specifically with this in mind. Most vegetation, once dead, will naturally decay leaving little debris. As for the right-of-way, the herbicides used are selective and the grass cover will remain intact while shrubs or noxious weeds will be controlled.



Annual Vegetation Management Program

What herbicides will CN be using?

The choice of chemical used depends on the specific plants targeted. All pesticides used in Canada are approved for use in Canada and the province in which they are applied. The chemicals for 2021 may include:

Pesticide Product Brand Name	Active Ingredients	PCP Registration Number
VP480 (Dow)	Glyphosate (480g/L)	28840
Esplanade (Bayer)	Indaziflam (200 g/L)	31333
Overdrive (BASF)	Diflufenzopyr (20%)	30065
Detail (BASF)	Dicamba (50%)	32773
Arsenal (BASF)	Saflufenacil (29.74%)	30203
Navius (Bayer)	imazapyr isopropylamine (26.7%)	30922
Gateway (Corteva)	Metsulfuron-methyl (12.6%)	31470
VisionMax (Bayer)	Aminocyclopyrachlor (39.5%)	27736
	Paraffinic Oil (586 g/L)	
	Alkoxylated alcohol non-ionic surfactants (242 g/L)	
	Glyphosate (540 grams acid equivalent per litre)	

Will you be using Glyphosate. If so, is it dangerous for us or my pets?

All pesticides CN uses in Canada are registered by Health Canada's Pest Management Regulatory Agency (PMRA) and have been approved for use in the province in which they are applied. Protection of human health and the environment is Health Canada's primary objective in the regulation of pesticides and all pesticides must undergo rigorous science-based assessments before being approved for sale in Canada. The PMRA also re-evaluates registered pesticides on a cyclical basis to ensure they continue to meet modern health and environmental standards. The PMRA re-evaluated glyphosate in 2017 and reconfirmed that products containing glyphosate do not present risks to human health or the environment when used in accordance with revised label directions. CN's vegetation control contractor uses glyphosate in accordance with label directions.



Annual Vegetation Management Program

Has CN tried any non-chemical weed control options in the past, such as weed whacking? Have they worked?

CN has used weed cutting in the past to control vegetation, but this does not remove the roots, and actually encourages more growth. It is not an effective long-term solution for vegetation removal along railway tracks. The application of steam injection has also been investigated; however it has proven ineffective in killing the roots, which, if left to continue growing, could compromise the integrity of the rail bed, causing unsafe operating conditions.

CN has also explored other options, such as high concentrate vinegar (acetic acid), however this was deemed not to be a viable option as the acid reacts negatively with steel and the sensitive electronic monitoring equipment used to regulate safe movement and operation of our trains.

I am an organic farmer adjacent to your tracks, should I be worried?

Most of the vegetation control focuses on the ballast section (graveled area) which is 16 – 24 feet (4.9 to 7.3 meters) wide, leaving about 42 feet (13 meters) of right-of-way on each side of the ballast. The equipment used for application is a shrouded boom which focuses the spray downward to reduce potential drift. Application must also be done during appropriate weather conditions, including low wind levels.

Many properties back onto the railway. Are Detail, Overdrive, Esplanade, VP480, VisionMax, Arsenal Powerline, Navius, and Gateway safe to use in close proximity to people and pets?

All pesticides used in Canada must be registered by Health Canada's Pest Management Regulatory Agency (PMRA), which has one of the toughest regulatory requirements in the world for approving products for safe use. CN only uses pesticides that have been approved for use in Canada and the province in which they are applied. When used according to label directions, PMRA has evaluated them to be safe.

Can I request my area not be sprayed?

At CN, safety is a core value. CN is governed by the Railway Safety Act and must comply with the laws and regulations. Vegetation control is a key component of keeping our employees and the communities in which we operate safe. Ensuring vegetation is kept clear of our infrastructure, signals, road crossing sight lines and enabling our teams to inspect and maintain the track is critically important. As a result, all areas of the CN ballast section will be treated to control vegetation.

April 20, 2021

Municipality of Chatham-Kent
Mayor Canniff and Members of Council
315 King Street West, P.O. Box 640
Chatham, ON
N7M 5K8

RE: NAV Canada Aeronautical Study at Windsor International Airport

Dear Mr. Mayor and Members of Council:

As you are aware, NAV Canada has made the decision to maintain air traffic control service at Windsor International Airport.


On behalf of YQG, I would like to extend our sincere appreciation for your support to retain controlled tower service at Windsor International Airport.

Stakeholder engagement is at the heart of the NAV Canada aeronautical study process. There is no doubt that your input provided NAV Canada with an indication of the importance of YQG to the local community.

Thank you again for your support.

Sincerely,

YOUR QUICK GATEWAY (WINDSOR) INC.


Mark Galvin
Chief Executive Officer

c. Mayor Drew Dikens, Chairperson of the Board of Directors, YQG Inc.
Mr. Ryan Brown, Director, Public Works

ATTENTION:		RESPOND AND PROVIDE COPY
		PREPARE RESPONSE FOR MY SIGNATURE
		PREPARE RTC
TARGET DATE:		INVESTIGATE AND REPORT BACK
CHATHAM-KENT CAO / MAYOR'S OFFICE		TAKE APPROPRIATE ACTION
APR 28 2021		COMMENT AND RETURN TO ME
COPIES TO:		COUNCIL CLOSED SESSION
		COUNCIL INFORMATION
		NOTE AND FILE

YOUR QUICK GATEWAY



The Corporation of the Municipality of Tweed Staff Report

Date: April 14, 2021 Council Meeting
Report to: Council
Report from: CAO/Treasurer
Department: Administration
Title: Inclusive Public Service Policy

PURPOSE:

For Council to start working on establishing a formal Inclusive Public Service Policy in line with the Government of Canada Diversity and Inclusion and the Ontario Human Rights Code.

BACKGROUND:

In 2017, the Government of Canada issued a report on “Building a Diverse and Inclusive Public Service: Final Report of the Joint Union/Management Task Force on Diversity and Inclusion” ([Building a Diverse and Inclusive Public Service: Final Report of the Joint Union/Management Task Force on Diversity and Inclusion - Canada.ca](#)). As noted within this document, “today’s public service spans many generations and has a growing diversity of individuals who have different views and expectations” and the Municipality of Tweed, to remain welcoming and inclusive. Although this paper was focusing on employment, the concepts are well translatable to the public services our Municipality provides.

In the report it was noted that the top 3 responses for factors contributing to inclusivity are:

1. Respect and civility;
2. Fairness in all aspects; and
3. Cultural awareness and sensitivity.

The report also identified that the top 3 barriers to inclusivity are:

1. Bias;
2. Discrimination; and
3. Harassment.

Also, on May 13, 2019, a letter was issued from the Ontario Human Rights Commission to municipalities on the harmful impact of Indigenous-themed sports logos (see attached). The Municipality has worked over the last two years at having the

Indigenous-themed sports logos removed from our facilities. We will be meeting with Tweed Minor Hockey Association to discuss their plan.

It is time for the Municipality to now take this further and establish an Inclusive Public Service Policy that addresses inclusivity and diversity in all aspects of public service. An Inclusive Public Service Policy should address inclusivity and diversity in provision of public services for all Ontario Human Rights Code protected grounds, including:

- Age
- Ancestry, colour, race
- Citizenship
- Ethnic origin
- Place of origin
- Creed
- Disability
- Family status
- Marital status (including single status)
- Gender identity, gender expression
- Sex (including pregnancy and breastfeeding)
- Sexual orientation

OPTIONS:

1. Direct staff to reach out to Ontario municipalities to find examples of comparable policies across the Province to start the drafting of the Municipality of Tweed's policy and then further bring all examples to a Committee of the Whole day to discuss what should be included.
2. Hire consultant to draft a policy for Council's review and approval.
3. Investigate the possibility of working on creating a joint or common Inclusive Public Service policy for the region (Hastings County and lower tiers).

FINANCIAL IMPLICATIONS:

None

IMPACT:

Will provide for the Municipality to improve our welcoming atmosphere and reducing discrimination and barriers to inclusivity.

RECOMMENDATION:

BE IT RESOLVED THAT Council receive the Inclusive Public Service Policy report as presented;

AND FURTHER, that staff be directed to investigate the possibility of working on a joint or common Inclusive Public Service Policy for the Hastings County region;

AND FURTHER, that staff be directed to reach out to other Ontario municipalities to find examples of comparable policies.



**Ontario
Human Rights Commission**
**Commission ontarienne des
droits de la personne**

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Letter to municipalities on the harmful impact of Indigenous-themed sports logos

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May 13, 2019

The OHRC wrote to 40 municipalities about the harmful impact of Indigenous-themed sports logos in city facilities.

Dear Mayor,

We are writing to urge all municipalities in Ontario to engage Indigenous communities about the use of Indigenous-themed logos and team names in their sports arenas.

The Ontario Human Rights Commission (OHRC) recently intervened in an Application before the Human Rights Tribunal of Ontario (HRTO) which alleged that the use and display of Indigenous-themed logos and team names in the City of Mississauga sports arenas was discriminatory.

The OHRC conducted extensive outreach with Indigenous peoples to learn more about the impact of this use, and heard directly from youth across the province through the Indigenous Youth Council of the Ontario Federation of Friendship Centres. We intervened in the case to amplify the perspectives and voices of Indigenous youth and to highlight the harmful impact of stereotypes on youth.

The OHRC reached a settlement with the City of Mississauga and the Applicant. In the settlement, the City of Mississauga committed to:

1. Remove from its sports facilities all Indigenous-themed mascots, symbols, names and imagery related to non-Indigenous sports organizations.
2. Develop a policy on the use of Indigenous images and themes at its sports facilities, in collaboration with different groups such as the Mississaugas of the New Credit First Nation, the Peel Aboriginal Network, the Indigenous Youth Council of the Ontario Federation of Friendship Centres and Indigenous Sport and Wellness Ontario.
3. Supplement its Diversity and Inclusion training with expanded material addressing reconciliation and Indigenous peoples.

The OHRC is now contacting municipalities in Ontario to ask that they follow suit. This is in keeping with the OHRC's mandate to identify, prevent, and eliminate discrimination, and to promote human rights within the province using a range of powers under the Human Rights Code.

Harmful Impact of Stereotypes on Indigenous Youth

Sports are drivers of social inclusion; they bring communities together and help youth develop their self-esteem. We recognize that municipalities are committed to providing environments that promote healthy and active lifestyles in the most inclusive manner. To this end, the OHRC and municipalities have a shared goal of actively removing barriers to participation in sports for Indigenous youth.

The OHRC recognizes that the use of Indigenous-themed names and logos by sports teams has been a long-standing norm in our society. However, it is time to revisit these pervasive images.

One of the purposes of Ontario's Human Rights Code (Code) is the "creation of a climate of understanding and mutual respect for dignity and worth of each person so that each person feels a part of the community." As service providers, municipalities have obligations under the Code to provide a service environment free of discrimination. Human rights law has found that images and words that degrade people because of their ancestry, race, color and ethnic origin, among other grounds, violate the Code.

Derogatory images and words can have a significant impact on the ability of affected individuals and groups to participate and benefit equally in services such as participating as a member of a sports team or attending games as a spectator. There can also be broader social and psychological impacts on such individuals and groups, including how they are viewed and treated in their community.

The American Psychological Association is among over 100 professional organizations that have adopted formal resolutions recommending the immediate retirement of Indigenous-themed names and logos by schools, colleges, universities, athletic teams and organizations. These resolutions are based on a growing body of empirical evidence that demonstrate the harmful effects of these images. The scientific literature shows that Indigenous-themed names and logos:

1. Misuse cultural practices and sacred spiritual symbols;
2. Deny Indigenous peoples control over social definitions of themselves;
3. Perpetuate stereotypes of Indigenous people;
4. Create hostile environments for students and others;
5. Negatively impact the psychological functioning of Indigenous people (decreased self-esteem and community worth).

This research is summarized in Appendix A, the expert report of Dr. Jesse A. Steinfeldt, a sports psychologist.

In 2015, the Honourable Murray Sinclair and Chair of the Truth and Reconciliation Commission (TRC) noted the profound impact that stereotypes in sports have on young Indigenous people.

The TRC Final Report documents the challenges Indigenous youth face in forming their identities and the important role of sports in developing self-esteem. One of the TRC's Calls to Action includes a call to ensure that sport policies and programs are inclusive of Indigenous peoples.

Additionally, the TRC calls for Indigenous peoples' right to self-determination to be integrated into civic institutions in a manner consistent with the principles norms and standards of the United Nations Declaration on the Rights of Indigenous Peoples. The Indigenous Youth Council of The Ontario Federation of Friendship Centres has stated: "For too long Indigenous peoples have been branded by communities other than our own... We are the ones who can best create images of identity for our people." Indigenous communities must have ownership over their own images.

Next Steps

In our strategic plan, the OHRC committed to using our mandate and powers to engage in sustained trusting relationships with Indigenous communities that are built on dignity and respect, and by working to advance

reconciliation and substantive equality.

The OHRC urges the [municipality] to take the first step in removing barriers to participation for Indigenous peoples by collaborating with diverse Indigenous communities to develop a policy on the use of Indigenous-themed logos and names in their sports facilities and arenas.

We have identified non-Indigenous sports organizations [team name] that use Indigenous-themed names and/or logos.

We believe that the City of Mississauga is taking important steps to show leadership and a commitment to reconciliation. The above-noted settlement sets a positive path forward for other municipalities to follow.

In keeping with the OHRC's commitment to public accountability and its duties in serving the people of Ontario, this letter and the response received may be made public.

Thank you for considering this matter.

Sincerely,

Renu Mandhane, B.A., J.D., LL.M.
Chief Commissioner
Ontario Human Rights Commission

[Attachments](#)

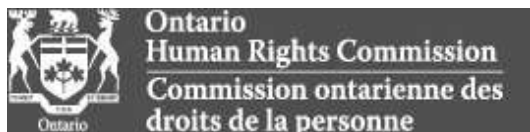
Attachments:

 [Appendix A - Dr. Steinfeldt Expert Report 2018](#)

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Ministry of the Attorney General
720 Bay Street
11th Floor
Toronto ON M5G 2K1
Tel: 416-326-4000

Ministère du Procureur général
720, rue Bay
11^e étage
Toronto ON M5G 2K1
Tél.: 416-326-4000

**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



Our Reference #: M-2021-6396

May 3, 2021

Dear Head of Council:

We are writing to you today to highlight some of the recent liquor licensing measures our government has taken to provide additional tools to municipalities to modernize the regulation of alcohol consumption.

As you know, our government has taken a series of actions to support Ontario's vibrant hospitality sector before and during the COVID-19 pandemic, including the more than 17,000 local restaurants and bars that are essential to life in our communities.

We will continue to work with Ontario businesses, workers and municipal partners to expand choice and convenience for consumers across the province.

Our government understands the important role that municipalities play in the effective administration of the liquor licensing framework, and we will work to continue this collaborative approach to support your community and the local businesses and workers that are essential to its economic growth and well-being.

On March 29, 2019, the *Liquor Licence Act* (LLA) was amended to authorize municipal governments to designate public areas within their jurisdiction, such as parks, for the public consumption of alcohol. Since that time, all municipalities in Ontario have had the flexibility to designate any area under their authority for the public consumption of alcohol, subject to any additional rules or conditions that the municipality considers appropriate (e.g. limitations on which day consumption could occur, times of day, etc.).

In addition to this important modernization of the province's regulatory framework for alcohol consumption, over the last 12 months our government has also delivered:

- Regulatory amendments that provide the Registrar of the Alcohol and Gaming Commission of Ontario (AGCO) the authority to alter its policy regarding temporary extensions of licensed premises, facilitating the creation of new or extended outdoor licensed areas for licensed establishments, subject to municipal oversight;

- Making an order under the *Reopening Ontario Act, 2020* (O. Reg. 345/20) which created temporary exemptions to the *Planning Act* procedural requirements, allowing municipalities to quickly authorize by-laws to establish or expand bar and restaurant patios;
- Implemented regulatory changes to permit tour boats that were not permitted to operate, due to public health measures, to utilize their liquor sales licence while docked (which was previously prohibited under the regulations), and, with approval from the municipality, create an outdoor or patio area on the dock for the safe sale and service of alcohol;
- Provisions that permit liquor sales licensees to include alcohol as part of a takeout or delivery food order;
- Various changes to the liquor delivery service program to expand the types of delivery services permitted and provide flexibility and increased choice for consumers;
- Significant changes to the rules for liquor manufacturers, including the expansion of the farmers' market program to include the sale of 100% Ontario and non-VQA wine, spirits and most recently eligible beer; and
- New opportunities and flexibility for manufacturers in how they are permitted to retail their product at their manufacturing facility, and the offerings they are able to provide to tourists visiting those facilities.

While not all changes to liquor licensing include municipal involvement, the steps being taken to modernize the liquor regulatory framework are intended to support local businesses within your communities. Our government continues to recognize the significant contributions that municipalities make to the liquor regulatory framework, and we look forward to your ongoing participation and collaboration in this regard.

Should you have any questions regarding the information contained in this letter, please contact Joseph Hillier, Chief of Staff for the Attorney General, at joseph.hillier@ontario.ca.

Sincerely,



Doug Downey
Attorney General



Steve Clark
Minister of Municipal Affairs and Housing

c: The Honourable Doug Ford, Premier of Ontario
The Honourable Lisa MacLeod, Minister of Heritage, Sport, Tourism and Culture Industries
Association of Municipalities of Ontario

From: Minister Seniors and Accessibility (MSAA) <MinisterSeniorsAccessibility@ontario.ca>
Sent: May 3, 2021 1:39 PM
To: Minister Seniors and Accessibility (MSAA) <MinisterSeniorsAccessibility@ontario.ca>
Subject: Seniors Month 2021 - Join in Celebrating Ontario's Seniors! | Mois des personnes âgées 2021 – Célébrons ensemble les personnes âgées de l'Ontario!

May 3, 2021

Dear Mayor or Reeve,

Seniors Month (June 2021) is fast approaching and I am reaching out to share some information about our planning for this important time that recognizes and celebrates the older Ontarians in your community.

Seniors Month is a time to salute and appreciate the enormous contributions seniors and older adults have made, and continue to make, toward building Ontario into the province it is today.

It is also an opportunity to raise awareness about the programs and services that are available to meet the immediate needs of seniors during the COVID-19 pandemic and beyond.

Our theme this year is **Stay Safe, Active and Connected**.

In the coming weeks, I will share a toolkit with links to a suite of Seniors Month products, including a downloadable poster, shareable, fact sheet, certificate and information about the Seniors Community Grant program.

I would appreciate it if you could share these products with local stakeholders, post them on your social media channels, your newsletters and on your municipal website, as applicable.

Seniors have faced increased isolation due to the COVID-19 pandemic, but we are making great strides in vaccinating older Ontarians, including those living in congregate settings.

It may take a bit longer before life returns to normal, consequently, many Seniors Month activities may be virtual again this year. However, they still represent a meaningful way for you to recognize and connect with seniors in your area.

Many of Ontario's network of Seniors Active Living Centre (SALC) operators are offering online or telephone-based programming, which you may be able to join to speak directly with older residents.

You can also point people to the Ontario government's website for resources to support seniors: <https://www.ontario.ca/page/covid-19-support-people> and to the Ministry for Seniors and Accessibility's social channels on Twitter, Facebook and LinkedIn. In addition, all content related to Seniors Month will be posted at www.Ontario.ca/SeniorsMonth.

I hope you will join me in becoming a champion of Seniors Month and that you will look for safe ways to connect with your local MPP to celebrate older Ontarians together this June.

I have also reached out to MPP colleagues directly to advise them of this year's Seniors Month plans and encourage them to participate.

If you have any questions about Seniors Month, please email: infoseniors@ontario.ca.

For more information on supports for seniors, please visit: [Ministry for Seniors and Accessibility](#)

Please also see: A Guide to Programs and Services for Seniors in Ontario at: <https://files.ontario.ca/seniors-guide-english-web.pdf>

Finally, a reminder that organizations looking for volunteers, or those looking to volunteer their time can visit [Spark Ontario](#) for more information.

In addition, low income seniors in need can get help with meals and the delivery of medicine and other necessities through the [Ontario Community Support Program](#). Those who can't request service using the internet or who require service in a language other than English or French, can call 211 on any phone, toll-free at 1-877-330-3213 or toll-free TTY at 1-888-340-1001.

Thank you for your support and partnership in celebrating Ontario's seniors.

Sincerely,
Raymond Cho
Minister for Seniors and Accessibility

Confidentiality Warning: This e-mail contains information intended only for the use of the individual emailed above. If you have received this e-mail in error, we would appreciate it if you could advise us through the ministry's website at <https://www.ontario.ca/page/ministry-seniors-accessibility> and destroy all copies of this message. Thank you.

Municipality of Chatham-Kent

Corporate Services

Municipal Governance

315 King Street West, P.O. Box 640

Chatham ON N7M 5K8

Tel: 519.360.1998 Fax: 519.436.3237

Toll Free: 1.800.714.7497

Via Email: lynn.steele@canadianpswnetwork.org

January 19, 2021

Lynn Steele

PSW | CDCP

Founder & CEO

The Canadian PSW Network | www.canadianpswnetwork.org

Re: Personal Support Worker (PSW) Day on May 19, 2021

Thank you for your request regarding proclamations by the Municipality of Chatham-Kent.

Council for the Municipality of Chatham-Kent passed the following resolution at its Council Meeting held on December 16, 2002: "*The practice of issuing proclamations be discontinued.*"

In view of this resolution, the Municipality is offering the following alternative:

- Lighting of our Civic Centre atrium in the Network's colours of green and blue in support and recognition on May 19, 2021

I trust this information will be helpful. Please let me know if I can be of further assistance to you.

Sincerely,

Judy
Smith

Digitally signed by
Judy Smith
Date: 2021.01.27
15:36:08 -05'00'

Judy Smith, CMO

Director Municipal Governance/Clerk

C Mayor and Members of Council



THE CANADIAN PSW NETWORK

Keeping The CARE in Health Care

www.canadianpswnetwork.org

Suggested Proclamation Script

Personal Support Worker (PSW) Day

May 19th, 2021

Whereas today, we recognize all of the Personal Support Workers (PSWs) who are the frontline of our healthcare system.

PSWs have selflessly and tirelessly provided care to our community's most vulnerable through an extraordinarily challenging year, a year made more precarious by a Pandemic the likes of which many of us have never seen. Through all of this they have been, and continue to remain, steadfast and true.

They have given so much of themselves every day, sacrificing their own health, safety, time with their families, even their own lives to ensure the safety and care of our seniors and vulnerable.

PSWs ensure that people in long term care facilities, or in their homes are safe and cared for. They make every effort to provide the best possible care to them, and do it with a sense of compassion and empathy that is the badge of honour of every PSW.

Now, more than ever we are thankful to our PSWs along with all health care workers on the frontlines caring for those who are affected by COVID-19.

PSWs truly deserve our recognition and respect for everything they have done through this Pandemic and through the working conditions they face every day, especially in the Long-term Care setting.

PSW Day is an opportunity to celebrate their contributions to our community, and to our loved ones.

Thank you to all the PSWs and frontline health care workers to continue to provide this essential and vital work that directly impacts the lives of so many everyday.



THE CANADIAN PSW NETWORK

Keeping The CARE in Health Care

www.canadianpswnetwork.org

Proclamation Request

January 14th, 2021

To Whom This Concerns:

We are reaching out to respectfully request that your office grant us an official proclamation for Personal Support Worker (PSW) Day on May 19th of this year.

PSWs have selflessly and tirelessly provided care to our community's most vulnerable through an extraordinarily challenging year, a year made more precarious by a pandemic the likes of which many of us have never seen. Through all of this they have been, and continue to remain, steadfast and true. They have given so much of themselves every day, sacrificing their own health, safety, time with their families, even their lives to ensure the safety and care of our seniors and vulnerable.

As a proud Certified PSW myself, and Founder and CEO of The Canadian PSW Network; a not-for-profit network providing support, resources and advocacy for our fellow PSWs, I'm asking that you join with us in recognizing May 19th of this year in an official capacity with a Mayoral Proclamation deeming May 19th, 2021 as Official PSW Day on behalf of yourself and The Canadian PSW Network.

PSWs only get recognition this one day a year and I firmly believe they truly deserve our community leader's recognition and respect for everything they have done through this pandemic and through the horrific working conditions they face every day, especially in the Long-term Care setting.

If your office does not provide proclamations, but has an alternative such as a lighting of City Hall, we would be appreciative of the show of support and recognition however you can.

If your office does not provide proclamations, but has an alternative such as a lighting of City Hall, we would be appreciative of the show of support and recognition however you can and a show of lighting in our Network's colours of Blue and Green would be greatly appreciated.

We look forward to hearing from you.

Kind Regards,

Lynn Steele
PSW | CDCP
Founder & CEO
Direct: 647-848-3532

CORPORATION OF THE MUNICIPALITY OF CALVIN

Resolution


DATE: April 13, 2021 NO. 2021-097

MOVED BY Heather Olmstead

SECONDED BY Sandy Cross

“THAT the Council of the Corporation of the Municipality of Calvin supports the Norfolk County Agricultural Advisor Board’s letter dated December 20, 2020 regarding the application of the carbon tax on primary agriculture producers, and;

THAT this resolution be sent to the Premier of Ontario, the Minister of Environment and Climate Change, the Honourable Vic Fedeli, MPP and circulated to all municipalities in Ontario. ”

CARRIED  _____

DIVISION VOTE

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



Norfolk County
Officer of the Mayor
Governor Simcoe Square
50 Colborne St., S.
Simcoe, Ontario N3Y 4H3
519-426-5870
Fax: 519-426-7633
norfolkcounty.ca

February 23, 2021

The Honourable Jonathan Wilkinson
Minister of Environment and Climate Change
House of Commons
Ottawa, ON K1A 0A6

The Honourable Marie-Claude Bibeau
Minister of Agriculture and Agri-Food
House of Commons
Ottawa, ON K1A 0A6

Dear Ministers,

I am writing to advise that Norfolk County Council supports the attached Norfolk County Agricultural Advisory Board's letter regarding the application of the carbon tax on primary agriculture producers. It is the recommendation of Norfolk County Council that the Federal Government consider the concerns of the agricultural community and move to exempt all primary agriculture producers from current and future carbon taxes. Please find attached the full recommendation.

Thank you for your attention,

Yours truly,

A handwritten signature in black ink that reads "Kristal Chopp".

Kristal Chopp
Mayor, Norfolk County

P.c. Norfolk County Council
Association of Municipalities of Ontario
Federation of Canadian Municipalities
Ontario Municipalities

Dec 7, 2020

The Honourable Marie-Claude Bibeau, MP
Minister of Agriculture and Agri-Food House of Commons
Ottawa, Ontario
K1A 0A6

Dear Minister Bibeau

Our agricultural advisory board (AAB) who represents the agricultural sector in Norfolk County, Ontario is very concerned about the federal government's current carbon pricing policies. It is our hope that you consider our concerns and move to exempt all primary agriculture producers from current and future carbon taxes.

Carbon tax remains as a major cost of production for producers in Norfolk County. Although some farm fuel purchases are exempt, it is selective and does not meet the needs of the entire agriculture industry. Currently crop drying, heating/cooling of livestock barns and cooling of perishable commodities are still subject to full carbon taxes.

Currently there are no replacements for fossil fuels in agricultural production. As a result, carbon tax policies are not appropriate for the agricultural sector and only decrease farm margins.

Norfolk County which is known as Ontario's garden is home to one of the country's largest diversity of crop production. In addition to the extensive vegetable, fruit and grain production it boasts some of the highest ecological diverse natural habitats, plants and animals in Canada. There is approximately 25% tree cover in the county which is the highest percentage of forested land in Southwestern Ontario. Norfolk County It is also home to over 10,000 acres of woodlots and wetlands protected under Long Point Conservation Authority. In addition to the natural woodlots and wetlands there is also extensive fruit production with 2000 acres of apples and 1000 acres of sour cherries. A mature orchard can fix upwards of 18 mt of CO₂ annually.

The adoption of production practices to protect the soil and environment are advanced in Norfolk County. There has been a wide implementation of cover cropping, planting green and reduced tillage practices all of which sequester carbon. Additional farming practices of 4R nutrient management coupled with precision technology ensure that appropriate nutrients are applied at the right time, place and rate. In many cases sensitive water sources around ponds and wetlands are planted with buffer strips and soil erosion control measures of grassed waterways and windbreaks are also common practices. ALUS (alternative land use) programs have been embraced across the county, taking unproductive land out of production, and returning it to natural native grass plantings, trees and constructed wetlands. Currently there are 1148 active projects with 189 producers covering 1573 acres in Norfolk County managed under the ALUS program.

The agriculture industry has made great strides to protect the environment and will continue to improve production practices that reduces the carbon footprint in food production.

The AAB board believes that all on farm fuels used in agricultural production should be exempt from carbon tax. This should include natural gas, propane, gas, and diesel. We strongly urge the government to be consistent with a sector wide exemption to current carbon tax policies.

Sincerely,

Dustin Zamecnik
Chair of Norfolk County Agriculture Advisory Board

**The Corporation of the City of Cambridge
Corporate Services Department
Clerk's Division
The City of Cambridge
50 Dickson Street, P.O. Box 669
Cambridge ON N1R 5W8
Tel: (519) 740-4680 ext 4585
mantond@cambridge.ca**

April 21, 2021

Re: Resolution - City of Cambridge Council – Request for Paid Sick Leave

At the Special Council Meeting of April 20, 2021, the Council of the Corporation of the City of Cambridge passed the following motion:

Mover: Councillor Wolf
Seconder: Councillor Reid

WHEREAS as a result of the COVID-19 pandemic and the increase in cases in Ontario, our hospitals and Intensive Care Units are overrun with people sick with the virus;

AND WHEREAS according to the Provincial Science Advisory Table on COVID-19 we need to protect essential workers and support them with paid sick leave;

AND WHEREAS it is being reported that the drivers of transmission are indoor work places, particularly industrial workplaces, warehouses, and distribution centres;

AND WHEREAS the COVID-19 crisis has unmasked the inequalities in our Province as most of the people now getting sick are the most vulnerable in our society and are those who cannot afford to stay home and often live and work in crowded conditions;

AND WHEREAS Workers who are denied paid sick days do not avoid illness, they bring the infections to work with them, and they transmit them to their coworkers, employees without paid sick leave;

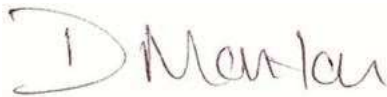
THEREFORE BE IT RESOLVED that Cambridge Council urge the Honourable Doug Ford, Premier to require Ontario employers to provide no less than five paid sick days annually to workers — after three months of employment — by amending the

Employment Standards Act, 2000, or through a different mechanism and to provide necessary funding, fiscal relief and/or support to employers so that all workers in Ontario have access to no less than 10 paid sick days annually in the event of a declared infectious disease emergency, such as the COVID-19 pandemic and ensure all Ontario workers have access to protected and paid emergency leave so care can be provided to children, parents, and/or other family members who may become ill and that all workers may receive paid time off to enable them to receive the COVID-19 Vaccine.

AND FURTHER that upon Council's approval of this motion that it be forwarded to the Association of Municipalities of Ontario, the Provincial Minister of Labour, the Premier, and each Ontario municipality.

Should you have any questions related to the approved resolution, please contact me.

Yours truly,



Danielle Manton
City Clerk



April 23, 2021

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

Dear Honorable Mr. Downey:

Re: Lottery Licensing to Assist Small Organizations

Small organizations are the foundation of rural Ontario. Thousands of hours of selfless volunteerism are logged each year by organizations who may not necessarily be considered not-for profit or charitable. That doesn't mean that they don't contribute to our communities; small organizations cook for the homeless, clean up parks and flower beds, read to young people, teach life skills to young adults, organize parades, put on concerts...the list goes on.

Many of these small organizations are not eligible to receive a lottery license. This makes it impossible for them to continue to be successful as their fundraising capabilities are extremely limited.

Through this correspondence, we request that you give serious consideration to instituting an additional level of lottery licensing which would enable small organizations to obtain a lottery license. Those who are not able to sustain a non-profit or charitable status could still receive a lottery license if their proceeds benefit the community. Thresholds could be placed on the prize values and perhaps even the number of events which could be held in a calendar year.

We hear over and over again about the hardships in our community and we know that there are organizations who have the ability to help and are not permitted to. Understanding this, Council adopted a resolution seeking your consideration.

R-226-2021

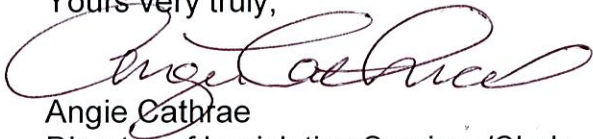
*It was **Moved** by J. Kirkland, **Seconded** by K. Durst and **Carried***

***That** staff are directed to contact the Ministry responsible for Alcohol and Gaming of Ontario to seek their assistance in implementing an additional level of licensing which would permit small organizations to hold fundraisers as a method of sustaining our community and organizations;*

And further that all municipalities in Ontario are sent this resolution to seek their assistance in lobbying the Ministry.

We look forward to your consideration of our request.

Yours very truly,

A handwritten signature in dark ink, appearing to read "Angie Cathrae", written in a cursive style.

Angie Cathrae
Director of Legislative Services/Clerk
519-534-1400 ext 122
Tol Free 1-877-534-1400
angie.cathrae@southbrucepeninsula.com

cc: MPP Bill Walker, All Ontario Municipalities



PORT COLBORNE

Corporate Services Department
Clerk's Division

Municipal Offices: 66 Charlotte Street
Port Colborne, Ontario L3K 3C8 • www.portcolborne.ca

T 905.835.2900 ext 106 F 905.834.5746
E amber.lapointe@portcolborne.ca

April 26, 2021

Honourable Patty Hajdu
Federal Minister of Health
705 Red River Road, Suite 3
Thunder Bay, ON P7B 1J3

Sent via E-mail: Patty.Hajdu@parl.gc.ca

Dear Honourable Minister:

Re: Resolution – Cannabis Licensing and Enforcement

Please be advised that, at its meeting of April 12, 2021, the Council of The Corporation of the City of Port Colborne resolved as follows:

That correspondence from the Township of Brock regarding Cannabis Licensing and Enforcement, be supported.

A copy of the above noted resolution is enclosed for your reference. Your favourable consideration of this request is respectfully requested.

Sincerely,

Amber LaPointe
City Clerk

ec: Health Canada
Honourable Christine Elliott, Minister of Health
Honourable Ernie Hardeman, Minister of Agriculture, Food and Rural Affairs
Honourable Marie-Claude Bibeau, Minister of Agriculture and Agri-Food
Vance Badawey, MP Niagara Centre
Jeff Burch, MPP Niagara Centre
Board Members, Niagara Police Services Board
Association of Municipalities of Ontario (AMO)
Ontario Municipalities



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

March 2, 2021

The Honourable Patty Hajdu
Minister of Health Canada
Via email: Patty.Hajdu@parl.gc.ca

Health Canada
Ottawa, Ontario
via email: hcinfo.infosc@canada.ca

Dear Honourable Madam:

Re: Cannabis Licencing and Enforcement

Please be advised that the Council of the Township of Brock, at their meeting held on February 22, 2021 adopted the following resolution:

Resolution Number 22-2

MOVED by **Michael Jubb** and SECONDED by **Cria Pettingill**

WHEREAS the Government of Canada introduced Bill C-45 (the Cannabis Act) to create the foundation for a comprehensive national framework to provide restricted access to regulated cannabis, and to control its production, distribution, sale, importation, exportation, and possession;

WHEREAS the police have not been given lawful authority to lay charges under the Cannabis Act to appropriately respond to violations of Health Canada Registrations and Licenses;

WHEREAS there is no direct communication or dedicated effort to provide a communication channel between Municipal government staff or Police Agencies for dealing with Health Canada Registrations and Licenses;

WHEREAS the Township of Brock has not been consulted by Health Canada prior to the issuance of licenses for properties not in compliance with municipal zoning by-laws;the future;

BE IT RESOLVED THAT the Township of Brock requests that Health Canada:

1. Require Federal Licenses and Registrations for Designated Growers to conform with local zoning and control by-laws;
2. Ensure local authorities are provided with notification of any licence issuance, amendment, suspension, reinstatement or revocation within their region;

3. Provide dedicated communication with local governments and Police services;
4. Provide lawful authority to Police agencies to lay charges when registered or licences operations grow in excess of their registration or licence through Health Canada; and,
5. Provide enforcement support and guidance to local municipalities for dealing with land use complaints relating to Cannabis.

AND FURTHER BE IT RESOLVED THAT the Township of Brock will forward this motion by email to the following partners: All municipalities in Ontario; the MP and MPP of Haliburton–Kawartha Lakes–Brock; the Minister of Agriculture, Food and Rural Affairs; the Minister of Agriculture and Agri-Food; and the Durham Region Police Services with the request that the Federal government enact legislation to better support local governments with land use management and enforcement issues as they relate to Cannabis Production and Processing.

MOTION CARRIED

Thank you for your consideration. Should you have any questions please do not hesitate to contact the undersigned.

Yours truly,

THE TOWNSHIP OF BROCK



Becky Jamieson
Municipal Clerk

BJ:dh

cc. The Honourable Christine Elliott, Minister of Health, Ontario –
christine.elliott@ontario.ca
The Honourable Laurie Scott, MPP, Haliburton-Kawartha Lakes-Brock -
laurie.scottco@pc.ola.org
Jamie Schmale, MP, Haliburton-Kawartha Lakes-Brock - Jamie.schmale@parl.gc.ca
The Honourable Ernie Hardeman, Minister of Agriculture, Food and Rural Affairs –
minister.omafra@ontario.ca
The Honourable Marie-Claude Bibeau, Minister of Agriculture and Agri-Food - Marie-
Claude.Bibeau@parl.gc.ca
Inspector Ryan Connolly, DRPS - northdivision@drps.ca
Ontario municipalities



Community Services

Legislative Services

April 27, 2021

File #120203

Sent via email: premier@ontario.ca

The Honourable Doug Ford, Premier of Ontario
Legislative Building
Queen's Park
Toronto, ON M7A 1A1

Honourable and Dear Sir:

Re: Province Investigating and Updating Source Water Protection Legislation

Please be advised the Municipal Council of the Town of Fort Erie at its meeting of April 26, 2021 passed the following resolution:

Whereas the Municipal Council of the Town of Fort Erie passed a resolution on October 21st, 2019 identifying that 1,100 private water wells were in operation in the Town of Fort Erie, of which 75% were used for domestic purposes including human and livestock consumption, and

Whereas the Municipal Council of the Town of Fort Erie further identified in that resolution that Council requires the protection of water in the aquifer supplying water to those wells from contamination as the result of any remediation of Pit One owned by the Port Colborne Quarries in the City of Port Colborne, and further

Whereas Report No. PDS-23-2021, approved by Council on March 22, 2021, identified that while the Niagara Peninsula Conservation Authority, The Regional Municipality of Niagara and Local Area Municipalities work together to protect source water, these plans do not generally apply to private servicing, and

Whereas Report No. PDS-23-2021 further identified efforts undertaken by the Town of Fort Erie through available provincial planning policy, regulation and legislation to protect source water within the Town of Fort Erie without any explicit ability to designate source water protection for private services, and

Whereas on July 28, 2010, through Resolution 64/292, the United Nations General Assembly explicitly recognized the human right to water and sanitation and acknowledged that clean drinking water and sanitation are essential to the realization of all human rights, and

.../2

Mailing Address:

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

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

Web-site: www.forterie.ca

Whereas it would be desirable to ensure that those in our community who rely on wells and other private servicing for clean drinking water are afforded the same source water protection as municipal drinking water systems;

Now therefore it be resolved,

That: The Municipal Council of the Town of Fort Erie recognizes and acknowledges that clean drinking water and sanitation are basic human rights and essential to the realization of all human rights, and further

That: The Municipal Council of the Town of Fort Erie requests that the Ministry of Environment, Conservation and Parks consider legislative changes that would permit the expansion of source water protection to aquifers and private services, and further

That: This resolution be circulated to The Honourable Doug Ford, Premier of Ontario, the Honourable Jeff Yurek, Minister of the Environment, Conservation and Parks, Wayne Gates, MPP Niagara Falls, Jeff Burch, MPP Niagara Centre, Jennifer Stevens, MPP St. Catharines and Sam Oosterhoff, MPP Niagara West, and further

That: This resolution be circulated to all Conservation Authorities and Municipalities in Ontario for their endorsement and support.

Thank you for your attention to this matter.

Yours very truly,



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

cschofield@forterie.ca

CS:dlk

C.C.

The Honourable Jeff Yurek, Minister of Environment, Conservation and Parks jeff.yurekco@pc.ola.org

Jeff Burch, MPP, Niagara Centre jburch-gp@ndp.on.ca

Sam Oosterhoff, MPP, Niagara West sam.oosterhoff@pc.ola.org

Jennifer Stevens, MPP, St. Catharines JStevens-co@ndp.on.ca

Wayne Gates, MPP, Niagara Falls wgates-co@ndp.on.ca

Ontario Conservation and all Ontario Conservation Authorities: kgavine@conservationontario.ca; bhomer@abca.ca; kfurlanetto@crca.ca; generalmanager@catfishcreek.ca; @cloca.com; mvytyvtskyv@hrca.on.ca; deb.martindowns@cvc.ca; tim.pidduck@croweallevy.com; tbyrne@erca.org; llaliberte@grca.on.ca; karmstrong@grandriver.ca; t.lanthier@greysauble.on.ca; Lisa.Burnside@conservationhamilton.ca; mmaichrowski@kawarthaconservation.com; elizabeth@kettlecreekconservation.on.ca; cullen@lsrca.on.ca; tammy@lakeheadca.com; jmaxwell@lprca.on.ca; mark.peacock@ltvca.ca; kelly.vandette@ltc.on.ca; beard@mvca.on.ca; David.Vallier@mattagamiregion.ca; smcintyre@mvc.on.ca; csharma@npca.ca; carl.jorgensen@conservationsudbury.ca; brian.tayler@nbmca.ca; dhevenor@nvca.on.ca; dlandry@otonabeeconservation.com; bmcnevin@quinteconservation.ca; richard.pilon@rrca.on.ca; sommer.casgrain-robertson@rvca.ca; j.stephens@svca.on.ca; cbarrett@ssmrca.ca; acoleman@nation.on.ca; bmcdougall@scrca.on.ca; John.MacKenzie@trca.ca; annett@thamesriver.on.ca

Ontario Municipalities

April 28, 2021

Honourable Doug Ford
Premier of Ontario
VIA EMAIL: Premier@ontario.ca

Dear Premier Ford:

As Mayor of the Municipality of Chatham-Kent, I am providing this letter in support of a motion passed by Council at its meeting held on April 26, 2021, as follows:

"Whereas the Municipality of Chatham-Kent is in another lockdown which is hurting small businesses and attributing to rising mental health concerns;

And Whereas there is no current date for the easing of COVID-19 restrictions;

And Whereas every subsequent lockdown has seen the closure of more small businesses and a rise in mental health issues;

Therefore be it resolved that the Mayor send a letter to the Honourable Premier Doug Ford requesting additional financial assistance for businesses affected by the COVID-19 restrictions. Also, that additional funding be allocated to assist those dealing with mental health issues resulting from COVID-19 restrictions."

Thank you for your time and attention to this important matter. Should you require further information, please do not hesitate to contact my office directly at Darrin.Canniff@chatham-kent.ca or by telephone at 519.436.3219.

Sincerely,



Darrin Canniff, Mayor/CEO
Municipality of Chatham-Kent

C: Rick Nicholls, MPP Chatham-Kent-Leamington
Monte McNaughton, MPP Lambton-Kent-Middlesex



April 28, 2021

Minister Stephen Lecce

Minister of Education

Sent via email to: minister.edu@ontario.ca

Re: Bus Stops on Dead End Roads

Dear Minister:

At the last regular Council meeting of the Township of Scugog held April 26, 2021, the above captioned matter was discussed and I wish to advise that the following resolution was passed:

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

Whereas Dead-End Road kids (cul-de-sacs, private roads) busing being moved from long-time residential to highspeed (some 80km) common stop pickups; percentage of 830,000 Ontario bused students impacted as Student Transportation Services (STS) citing buses shouldn't access private roads, do 3-point-turns, or back up; kids expected to walk 1-2km twice daily (caregivers 4x) in morning dark, on narrow road shoulders, with no "bus stop ahead" warning signage;

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

Whereas Parents being told busing policy is schoolboard's, but they say it's STS's, who say it's Governance Committee or Ministry of Transportation, but Ministry of Education say it's "transportation consortia who administer policy"; and trustee, governance say cannot change policies, so parents appealing to police, press, & councils re dangers then; oncoming car killed 12-yr-old Cormac and injured sister while waiting at newly relocated bus stop at the base of a hill;

Whereas STS have advised road improvements are responsibility of municipalities, yet municipalities don't own needed land, nor have \$ millions to create 77m bus turnarounds, meanwhile;

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

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

THAT exceptions to allow 3-point turns or backing up where necessary, to provide safer service to dead-end and private road kids, that policies be amended to reflect; when not possible;

THAT exceptions to allow indemnification agreements to access private land for bus turnarounds to keep bus stops safer and closer to prescribed 800m distance; when not possible;

THAT "Bus Stop Ahead" warning signage be required to notify oncoming traffic, prior to STS moving common stop to main roadway;

THAT STS be comprised of solutions like mini-buses, vans, taxis, or public transit, worked into funding formula so doesn't negatively impact STS funding stats;

THAT Kid KPI "Key Performance Indicator" be included for Ministry "Effectiveness & Efficiency Follow Up Reviews", establishing benchmarks for responsive-problem-solving for kids & parents' busing concerns, and this be an STS factor to receive funding;

THAT Province provide "Parent Portal" for ongoing busing feedback of their STS, so families and kids can review/provide comments, especially during Ministry STS reviews and revisions to funding;

THAT Province have GPS tracking software to notify parents when children picked up/dropped off, and

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

Should you require any further information in regard to this matter, please do not hesitate to contact Carol Coleman, Director of Public Works and Infrastructure Services at 905-985-7346 ext.149.

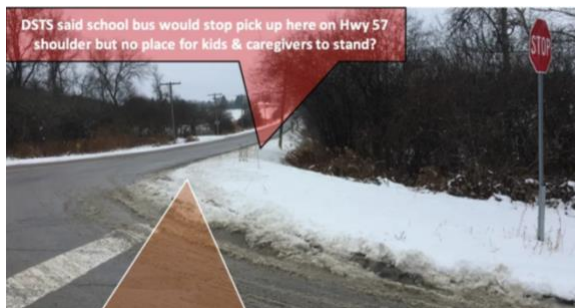
Yours truly,



Becky Jamieson
Director of Corporate Services/Municipal Clerk

Attachments

cc: Carol Coleman, Director of Public Works and Infrastructure Services
Premier of Ontario, Honourable Doug Ford premier@ontario.ca
Honorable Caroline Mulroney, Minister of Transport minister.mto@ontario.ca
Durham MPP Lindsey Park lindsey.park@pc.ola.org
Haliburton-Kawartha Lakes-Brock MPP Laurie Scott laurie.scott@pc.ola.org
All Durham MPP's -
Rod Phillips, MPP Ajax Rod.phillips@pc.ola.org
Lorne Coe, MPP Whitby Lorne.coe@pc.ola.org
Jennifer French, MPP Oshawa Jfrench-QP@ndp.on.ca
Lindsey Park, MPP, Durham Lindsey.park@pc.ola.org
Laurie Scott, MPP Haliburton-Kawartha Lakes-Brock
Laurie.scott@pc.ola.org
Peter Bethlenfalvy, MPP Pickering-Uxbridge Peter.bethlenfalvy@pc.ola.org
Ralph Walton, Regional Clerk, Durham Region clerks@durham.ca
All Ontario Municipalities
Rural Ontario Municipal Association (ROMA) roma@roma.on.ca
Ontario Good Roads Association (OGRA) info@ogra.org
Association of Municipalities of Ontario (AMO) amo@amo.on.ca



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



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



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

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



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



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



From: Laura Turnbull <lturnbull81@gmail.com>
Sent: Friday, February 26, 2021 3:20 PM
To: CAROLYN MORTON; Kelly Mechoulan; Deborah Kiezebrink
Subject: School bus incident at Williams point

Good afternoon Mrs. Mechoulan,

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

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

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

Laura

From: KELLY MECHOULAN <kelly.mechoulan@dsts.on.ca>
Sent: Monday, March 1, 2021 6:04 PM
To: Laura Turnbull; CAROLYN MORTON; Deborah Kiezebrink
Cc: DAVID WRIGHT
Subject: RE: School bus incident at Williams point

Dear Ms. Turnbull,

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

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

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

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

Sincerely,

Kelly Mechoulan

Durham Student Transportation Services



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

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

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

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

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

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

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

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

Laura

From: Carolyn Morton (Trustee)

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

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

Sorry, Carolyn

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



April 21, 2021

To Whom It May Concern:

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

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

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

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

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

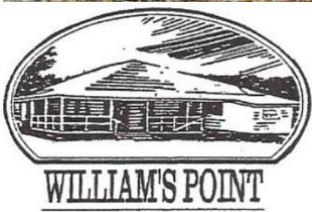
If you force parents to drive their children to the bus stop, not only will it congest narrow roadways during commuting hours, but it will also increase emissions from idling vehicles. In many cases this is not even a possibility for parents who would be unable to modify their hours of work to accommodate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

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

We are available to discuss our concerns further at Steven_Anning@hotmail.com and KaylaAllen1992@hotmail.com or by phone at 647-302-3720 and 647-215-0450. We hope you reach out.

Sincerely,

Concerned Parents Residing at 15 Williams Point Road,
Steven and Kayla Anning

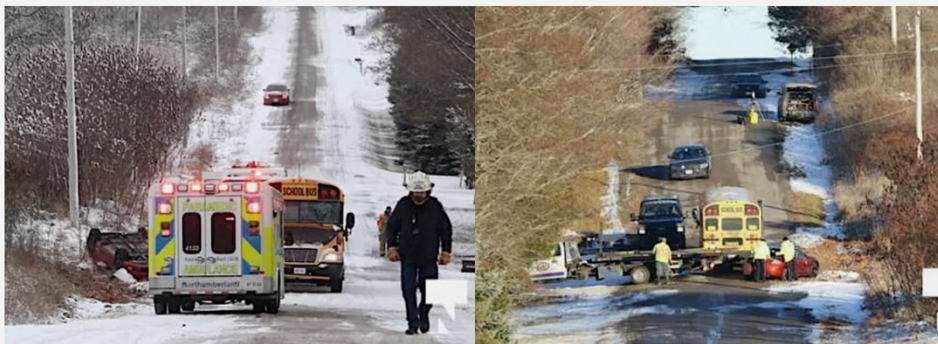


Minister Stephen Lecce Please Give Safe Stop - Not Highway 57!

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



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



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

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



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

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

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

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

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

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

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

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

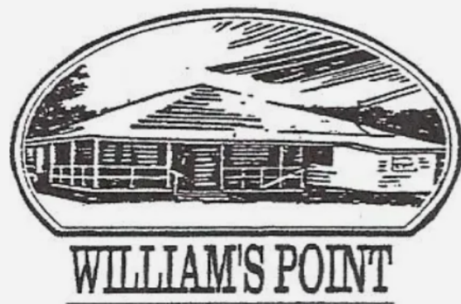
Each of our solutions, letters, and requests, have been dismissed as not possible. DSTS actions have made it clear that there is no intention to collaborate, have open dialogue or to work to resolve our very valid concerns. They have only restated what the policy is, in any email, meeting, or letter;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

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

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

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

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



Sincerely,

Michelle Burg, WPCA Director

cc. Brent Clemens, WPCA President

READ BLOG POST:

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

Nov. 4, 2020

Good Day,

This letter is to inform whomever can resolve this catastrophe.

My name is Curtis Sowards and live at 3250 Beacock rd., Nestleton, Ontario. L0B 1L0. I am being told that my granddaughter is to walk 1.4 km to highway 57 to the bus stop. My granddaughter is 4 and just started JK. Her mother has no car or drivers license, so both would have to walk. They would have to leave about 45 minutes before pick up, which would be in the dark during the winter months. Beacock is a dirt road and has no sidewalks or lights. This is extremely dangerous for such a cute kid.



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

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

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

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

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

Curtis Sowards
905-926-8251



November 2 2020

Curtis Sowards
3250 Beacock Road,
Scugog, Ontario
LOB 1L0

Re: Email to Durham Student Transportation Services Governance Committee

Dear Mr. Sowards,

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

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

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

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

Sincerely,

Kelly Mechoulan
Chief Administrative Officer, DSTS

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



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

Durham Dead End Road Kids

Education Minister Stephen Lecce,
Who Will Help Us?

www.DurhamDeadEndRoadKids.ca

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



Update



Toronto Star by Kristen Rushowy, Jul 2/19

Honorable Stephen Lecce you told us,
“[You Are Listening to Parents](#)”. We need your help.



1:46

Brendan Kerin

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

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

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

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

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

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

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

Please help [Durham's Dead End Road Kids](#), and others around the Province!

Remember [Adam](#) & [Cormac](#). Kids Deserve Better. They Deserve to Live.

Help us Keep Busing as Safe as Possible; Keep Kids off Highspeed Roadways.

**Note: in this report, click on images/links to read more details or watch videos.*

April 15, 2021

The Honourable Stephen Lecce, Minister of Education

438 University Ave, 5th Floor, Toronto, ON M7A 1N3

Dear Minister Lecce:

Ontario School Busing is in the news... but not for the right reasons! UPS can do it, garbage trucks, snow plows, fire trucks, ambulances can provide driveway service, but schools can't?

Remember when school children were picked up by school bus at their driveway? **Now private road, cul-de-sac and dead-end road kids are losing long-time neighbourhood school bus pickups.** Student Transportation Services (STS) citing “for safety” school buses cannot do, 3-point-turns, back-ups, or access private roadways even though they have been for years!

Children are being dropped on highspeed thoroughfares and high trafficked intersections and this is more-safe? Minister Lecce, [Adam died at a driveway highway pickup](#). [Cormac died just before](#)



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



READ NEWS STORY



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

Parent Letter sent to Councillor Apr 14/21

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

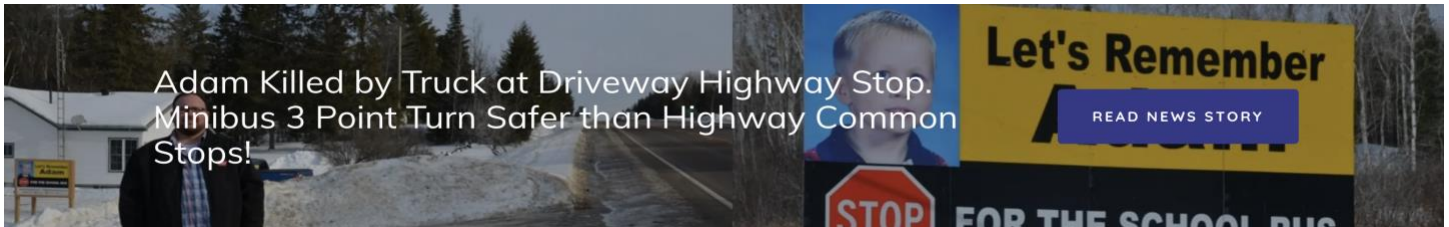
"Scary. Driving to Port Perry Hwy 2 saw child (8-10yrs) getting off school bus on side of highway, middle of nowhere. Walked alone to where? NOT ok for kids with zero road safety awareness to walk on highway. Where parents? Need safer bus stops + database so parents know where kids are." (Dad Aaron Moss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

[Christmas '20 accessing his bus at the base of a hill](#) (see Dad's public facebook post above). Where bus stops are located is important. Parents around the province feel sick with fear and worry for their dead-end road kids whose bus stops are being moved to higher trafficked high-speed

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

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

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



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



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

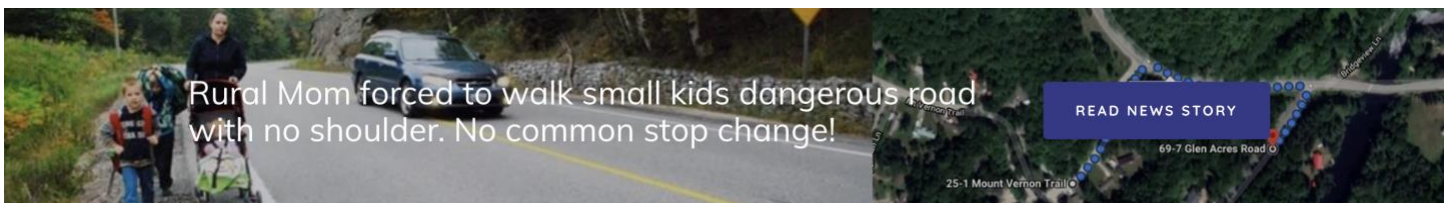
[Durham Dead End Road Kids' Video](#) re: Durham District School Board Bus Stop Changes (Ajax, Brock, Clarington, Oshawa, Pickering, Scugog, Uxbridge, Whitby)

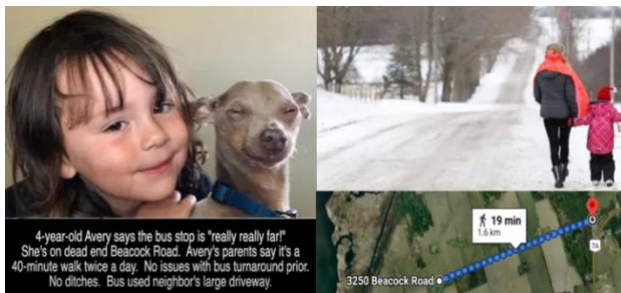
[Watch Parents' Video](#) Fearful of Trillium Lakelands District School Board's Bus Stop Change (Kawartha Lakes, Haliburton, Muskokas)

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

"I'm afraid it will be too late before they do anything." News story reports family had one vehicle leaving mom with no choice but to walk 3 children (including baby

in stroller) to new dangerous bus stop. Bus used to pick up on private road since '09 but now TLDSB has denied request to keep safer private stop. "Every morning Katie walks with three young children to the bus stop... she fears they're going to get hit. "It's a blind corner and there's nowhere to go. It's so dangerous, especially with how busy this road is." (Mom Katie Morris, Huntsville)





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

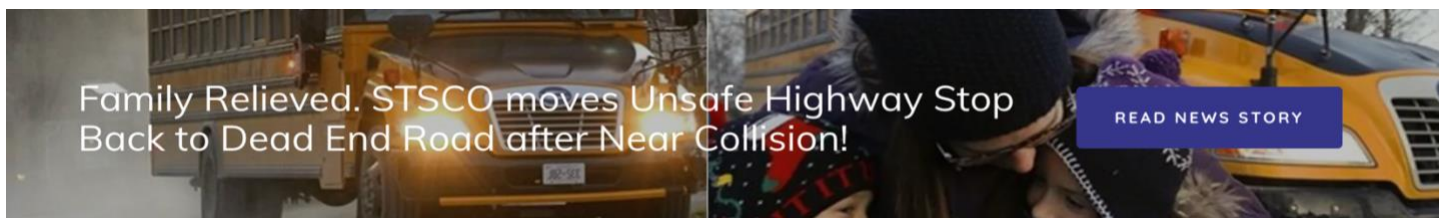
"The Governance Committee concluded that the DSTS Transportation Policy has been applied... the decision is final and not subject to further consideration. Accordingly, no further action will be taken on this matter," says Kelly Mechoulam, CAO of DSTS

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

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



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



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



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

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

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

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



"How can this be safe? I am beyond upset that this continues to happen:

- * cars stopped on hill behind bus,
- * 1 car trying to turn right around bus,
- * 1 car honking because came over hill and cars stopped behind bus,
- * **ALL parents screaming because another car came around William's Point bend and almost ran over kids boarding! Kids scared... How can this be safe? Imagine if there were snow or ice on hill?"**

"Please explain Mrs. Mechoulán how you are going to deal with a child getting hit by a car and all of us parents have continued to tell DSTS how unsafe it is?"

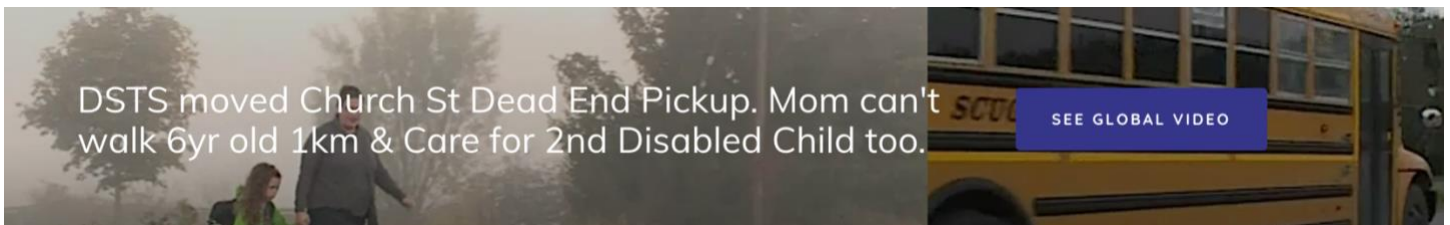
(Mom Laura Turnbull, Feb '21 Email to Trustee Morton & DSTS CAO Mechoulán)



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

"We were informed Friday that the bus stop is again, at Cartwright and Church intersection. This is an unsafe stop for any child..." Vehicles are always speeding

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



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



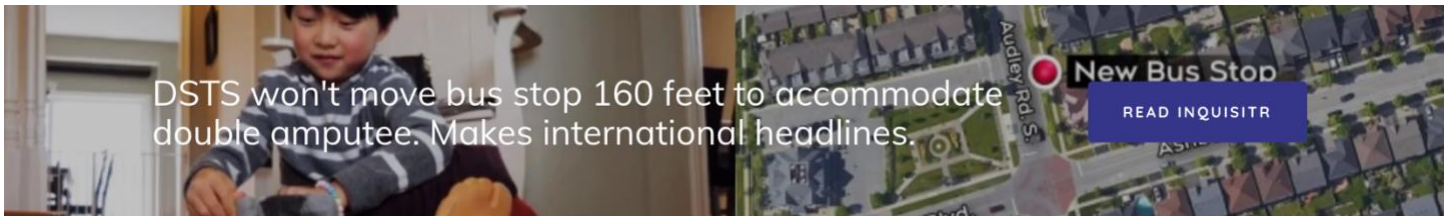
Parents being told busing policy is schoolboard's but they say it's STS's, but STS say busing changes are schoolboard governance & policy of Ministry of Transportation, meanwhile Ministry of Education says it's "transportation consortia that administer policies". Parents are spinning in circles trying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

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

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

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

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



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

New Bus Stop
READ INQUISITR

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



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

WATCH NEWS VIDEO

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

Williams Point Cottagers Association advocating for Kids!



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

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

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

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

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

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

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

Deborah Kiezebrink

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

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



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

M. Burg

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

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



April 30, 2021

Hon. Doug Ford, Premier
Room 281
Legislative Building, Queen's Park
Toronto, ON M7A 1A1

Sent via email: premier@ontario.ca

Dear Premier Ford,

Please be advised that at the Brantford City Council Meeting held April 27, 2021, the following resolution was adopted:

Request - Province of Ontario withdraws its prohibition on golfing and any other outdoor recreational activities

WHEREAS COVID-19 restrictions have had significant impacts; and

WHEREAS many forms of socializing, recreation and sport have been curtailed; and

WHEREAS the game of golf can be enjoyed while maintaining proper social distancing;

THEREFORE BE IT RESOLVED THAT The Corporation of The City of Brantford recommends:

- A. THAT The Province of Ontario withdraws its prohibition on golfing and any other outdoor recreational activities which can be enjoyed while maintaining proper social distancing; and
- B. THAT the City Clerk BE DIRECTED to forward a copy of this resolution to the Premier of Ontario; Will Bouma, MPP, Brantford-Brant, the Association of Municipalities of Ontario, Ontario Big City Mayors; and the list of other Municipalities in Ontario.

Yours truly,

A handwritten signature in black ink, appearing to read "Tanya Daniels".

Tanya Daniels
City Clerk
tdaniels@brantford.ca

cc MPP Will Bouma, Brantford-Brant
Association of Municipalities of Ontario (AMO)
Ontario Big City Mayors
All Ontario Municipalities

CITY CLERK'S OFFICE City Hall, 100 Wellington Square, Brantford, ON N3T 2M2 P.O Box 818, Brantford, ON N3T 5R7
Phone: (519) 759-4150 Fax: (519) 759-7840 www.brantford.ca

April 13, 2021

Association of Municipalities of Ontario (AMO)
200 University Ave., Suite 801
Toronto, ON M5H 3C6

Re: Healthy, Professional News Media

Please be advised the Council of the Municipality of Chatham-Kent at its regular meeting held on April 12, 2021 passed the following resolution:

Whereas a healthy, professional news media is essential for the proper functioning of civil society and democracy at the local, regional, federal and international levels; and

Whereas residents of 190 Canadian communities — lost 250 established news outlets because of closings or mergers between 2008 and 2018; and

Whereas the federal government allocated nearly \$600 million in aid for Canadian media over five years in its 2019 budget, including a 25-percent tax credit for newsroom salaries; a 15-percent tax credit for digital media subscribers; and charitable tax status for non-profit news outlets; and

Whereas Canadians have lost the essential services provided by nearly 500 journalists due to layoffs in the Canadian media since the COVID-19 pandemic began to mid-April of 2020 — a time it became clearer to the public how important it is for Canadians to receive factual information — and advertising revenues have plunged, prompting an emergency \$30-million advertising-buy by the federal government; and

Whereas the news media in Chatham-Kent have been instrumental during the COVID-19 pandemic, ensuring local citizens have timely and factual local information; and

Whereas periodic misinformation on social media sites hampers the ability to communicate factually with local citizens; and

Whereas a stronger local media would demonstrate the value of accurate information and provide a more balanced perspective for discussion of public issues,

Be it Therefore Resolved that Chatham-Kent Council encourage other Municipal Councils within the province and across Canada

- to acknowledge that a robust news media is essential to the proper functioning of democracy in their jurisdictions,
- to endorse legislation and regulations to support and rejuvenate news outlets across Canada and
- to urge the Federal Government to move quickly to pass legislation to ensure an ecosystem for a healthy news media to serve all Canadians

And Further that this resolution be forwarded to area municipalities, local M.P.s and M.P.P.s, the Federation of Canadian Municipalities and Association of Municipalities of Ontario

And Further that Chatham-Kent Council encourage all residents to support local journalism.

If you have any questions or comments, please contact Judy Smith at ckclerk@chatham-kent.ca

Sincerely,



Judy Smith/ CMO
Director Municipal Governance
Clerk /Freedom of Information Coordinator

C.

Lianne Rood, MP
Dave Epp MP
Rick Nicholls, MPP
Monte McNaughton, MPP
Federation of Canadian Municipalities
Local Ontario Municipalities



COUNCIL RESOLUTION



Res: 2021.08. 11

Wednesday, April 28, 2021

Moved by: _____Drouillard_____

Seconded by: _____Loveland_____

THAT the Council of the Municipality of Dutton Dunwich supports the Municipality of Chatham-Kent encouraging Municipal Councils within the province and across Canada to acknowledge that a robust news media is essential to the proper functioning of democracy in their jurisdictions, to endorse legislations to support and rejuvenate news outlets across Canada, and to urge the Federal Government to move quickly to pass legislation to ensure an ecosystem for a healthy news media to serve all Canadians; and

THAT a copy of this resolution be forwarded to Jeff Yurek, MPP, Karen Vecchio, MP and the Municipality of Chatham-Kent.

<u>Recorded Vote</u>	<u>Yeas</u>	<u>Nays</u>
P. Corneil	__x_	____
A. Drouillard	__x_	____
K. Loveland	__x_	____
M. Hentz	__x_	____
B. Purcell – Mayor	__x_	____

CARRIED:

Bob
Mayor

DEFEATED:

Mayor