Agenda
Municipality of West Grey Committee of the Whole
To be Held on Tuesday, March 26, 2019 at 9:00 a.m.
At the Council Chambers – West Grey Municipal Office

1. Call to Order 9:00 a.m.

2. Declarations of Pecuniary Interest

3. Closed Session - None

REGULAR AGENDA: 9:05 a.m.

4. Matters Arising from the Closed Session – n/a

5. Public Meetings - None

6. Delegations - None

7. Business Arising From Previous Meeting

8. Staff Reports 9:10 a.m.

Director of Infrastructure and Public Works – Report COW #03/26/19 (attachment)
Director of Finance/Treasurer – Report COW #03/26/19 (attachment)
Clerk – Report COW #03/26/19 (attachment)

9. New Business

➢ Ontario Good Roads Association (OGRA) 2019 Annual Conference/Major Conferences – Council update (maximum three minutes/Council member)

10. Adjournment 3:00 p.m.

*Please Note: all times are approximate, and are subject to change.*
Subject #1: Road Supervisor’s Report

Staff has been busy with the following activities:

- Plowing, sanding and ice blading
- Maintenance and small repairs to equipment
- Opening up ditches and culverts to provided drainage during spring thaw
- Half load signs in place until further notice
- Spot grading gravel roads as weather co-operates

Subject #2: Utilities Supervisor’s Report

Staff has been busy with the following activities:

- Plowing, sanding streets and sidewalks.
- Maintenance and small repairs to equipment
- Opening up catch basins to provide drainage during spring thaw
- Street Sweeping to commence this week

PW#1 & 2: For COW information/discussion

Subject #3: Equipment

- No issues reported.

PW#3: For COW information/discussion
Subject #4: Contracted Work

• None

PW#4: For COW information/discussion

Subject #5: Staff Update

• Interviews completed for Durham and Normanby fulltime replacements

PW#5: For COW information/discussion

Subject #6: Bikes for Kids

Background:
A Public works employee recently came up with an idea to recycle bicycles that are brought into the landfill for scrap. (see attached letter) Mr. Richard Moore is the current Bentinck Landfill Attendant. The Director strongly supports Mr. Moore’s enthusiasm to give back to the community and help the less fortunate children of West Grey. The Department would like to coordinate its efforts with West Grey Police Services this spring and work with the local schools to provide ‘Bikes for Kids’ in need.

Recommendation:
The Director recommends that Department allows miscellaneous repair expenditures for the purchase of things such as tire tubes up to an annual amount of $300.00 and that this be expensed through the landfill operating expenses.

PW#6: seeking COW approval

Subject #7: Eh!Tel Proposal to Use Neustadt Water Tower for Internet Infrastructure

Background: Council recently received a delegation from Mr. Twan Peeters from Eh!Tel Communications seeking permission to install internet
infrastructure to the top of the Neustadt Water Tower. Currently, Eh!tel has an Agreement in place for the use of the Durham Water Tower and in lieu of cash Eh!tel provides free internet service to West Grey Office, the three patrol sheds and the two landfills.

Bell Canada currently has an Agreement with West Grey to use the Neustadt Water Tower at a rental cost of $9,000 per year. (See attached)

**Recommendation:**
The Director recommends that West Grey offers similar structured Agreement as Bell Canada with Eh!tel for the purpose of placing communications equipment on top of the Neustadt Water Tower.

**PW#7: seeking COW approval**

**Subject#8: Public Input on Reducing Litter and Waste**

**Background:**
MPP, Bill Walker recently posted a media release ‘Keeping Bruce-Grey-Owen Sound Clean and Beautiful’. The following is an excerpt from the MPP’s Release, “The province is seeking public feedback on how to divert and reduce food and organic waste from households and businesses and increase opportunities for people to participate in waste reduction efforts”. The attached Discussion Paper has been posted on the Environment Registry for a 45 day period.

The discussion paper outlines eight key areas for action. They are as follows:

1. prevent and reduce litter in our neighborhoods and parks
2. increase opportunities for Ontarians to reduce and divert waste at home, at work and on the go
3. make producers responsible for the waste generated from their products and packaging
4. reduce and divert food and organic waste from households and businesses
5. reduce plastic waste going into landfills and waterways
6. provide clear rules for compostable products and packaging
7. recover the value of resources in waste
8. support competitive and sustainable end-markets for Ontario’s waste.
The comment period is open until April 20, 2019. Comments received by the aforementioned date will be considered as part of the decision-making process by the Ministry if submitted in writing and reference EBR Registry #013-4689

PW#8: for COW information/discussion

Subject#9: Burkes Bridge, Asset #40, Concession 4 Glenelg

Background:
The Director was recently informed by Road Supervisor, Tim Cook, that the above noted bridge had sustained damage to the northwest bridge abutment corner during the high water level last week and the large ice flow that had impacted the bridge. The impact of the ice had dislodged a large portion of the concrete abutment directly below the main bearing plate of the bridge truss.

The Director immediately reviewed the damage with Mr. Cook and engaged the services of a professional engineer to assess the bridge. The engineer requested the bridge be closed until repairs can be made to the concrete abutment.

The Director contacted Richard King from Owen king Ltd. and has indicated that the required repairs can be completed next week.

PW#9: for COW information/discussion

Subject #10: Bentinck, Glenelg and Normanby Bridge Rationalization Studies

Background:
As part of the O.Reg. 588 Asset Management Planning for Municipal Infrastructure and 2020 Action Plan, the Department now has three comprehensive studies completed for all West Grey Bridges which will be the foundation of developing the Bridge Asset Management Plan. The department engaged the services of WSP Consulting Engineers to complete a comprehensive bridge report for each of the above noted former Townships. To review the reports please use the following link http://www.westgrey.com/bridge-rationalization.cfm
The studies indicate that West Grey has a total of 18 bridges needing immediate replacement with an estimated replacement cost of $13.3 million. This total is not partisan to the report’s recommendations. The studies also indicate that there is approx. $3.2 million in immediate repairs.

The studies used a bridge evaluation score weighted matrix that included a review of emergency services, school busing, traffic counts, transportation network, bridge condition, asset value and historical significance as a means of objectively rating all bridges in West Grey. The lowest rating bridges are identified in the report recommendations as bridges that can be considered for closure.

The attached document from the consultant provides the next steps required to move forward with the report.

**Recommendation:**
The Director recommends that COW make a motion for Council to pass a resolution to accept the reports in order to move forward with Step 1 of the Environmental Assessment (EA) process.

For COW understanding an Environmental Assessment is a **planning** and decision-making tool. The objectives of an environmental assessment are to: minimize or avoid adverse environmental effects before they occur; and, incorporate environmental factors into decision making, insuring the proper Ministries and Agencies have been contacted and proper communication and public consultation.

**PW#10: for COW information/discussion/approval**
West Grey 2020 Action Plan

**Strategic Goal**

A.3 Asset Management Planning

Respectfully submitted
Brent Glasier, C.E.T.
Director of Infrastructure and Public Works
Hello Brent.

For a while, I have noticed at the Durham & Bentinck Landfill sites that there are a lot of bicycles that are in great shape that people have thrown out. I think it is a shame to see them pushed up in a pile with the loader when someone could be riding them.

This gave me an idea... I was wondering if I could take them home & fix the small things (like flat tires, etc.) and when we have enough of them, you and I could give them away to less fortunate kids in West Grey.

I am willing to take them home & fix them on my own time, & even store them in my garage for no charge. (maybe you could assist with funds to replace tubes for tires)

When we have enough bikes ready, you & I could make arrangements to give them away to some local children.

Thank you for your time.

Richard Moore.
TELECOMMUNICATIONS STRUCTURE LICENCE AGREEMENT &
MUNICIPAL ACCESS AGREEMENT
W3365 “NEUSTADT WT”

THIS AGREEMENT made this 1st day of March, 2011

BETWEEN:

THE CORPORATION OF THE MUNICIPALITY OF
WEST GREY

(the “Licensor”)

OF THE FIRST PART

– and –

BELL MOBILITY INC.

(the “Licensee”)

OF THE SECOND PART

WHEREAS:

A. The Licensee is a licensed Canadian Carrier as defined in Section 2 of the

Telecommunications Act (Canada), 1993, c. 38;

B. In furtherance of such licence the Licensee has requested permission to install and

operate telecommunications antenna and associated equipment system on the water
tower structure located on certain lands applicable to the structure and legally

described in Schedule “A”. The structure together with the corresponding lands is

collectively hereinafter referred to as the “lands” unless otherwise stated;

C. The Licensor has authorized the entering into of this Agreement and the provision of

a licence to the Licensee on certain terms and conditions;

D. The Licensee acknowledges that the structure is part of the Licensor’s infrastructure

and that its function as part of the Licensor’s infrastructure takes precedence over all

other uses, that the Licensor’s employees occasionally occupy the lands for extended
time periods and rely on the Licensee to maintain a hazard-free environment; and

E. The Licensor is willing to permit the use of lands to install, maintain and operate

telecommunication equipment as described in Schedule “B”, hereafter referred to as

the “equipment”, subject to the terms and conditions hereinafter contained;
NOW THEREFORE, in consideration of and subject to, the premises, the terms, conditions, covenants and provisions hereinafter contained, the parties agree as follows:

1. The Licensor hereby grants leave and a non-exclusive licence (the “licence”) to the Licensee to use and occupy the lands for the sole purpose of the installation, maintenance and operation of telecommunication antenna and associated equipment set forth in Schedule “B” for or in connection with the operation of the telecommunications system of the Licensee subject to all of the terms and conditions of this Agreement and in accordance with all applicable Federal, Provincial and Municipal Statutes, laws and Bylaws or other rules, regulations, polices, standards and guidelines pertaining to the application and use of the lands.

2. The Licensee acknowledges and agrees that the licence exists only by leave of the Licensor and not by any right or title whatsoever. The Licensee shall pay to the Licensor annual licence fees for the lands, in advance, for each year of such licence as set forth in Schedule “C” (the “Licence Fee Payments”), attached hereto and forming a part hereof, for the use of and access to the licensed premises as granted by the Licensor herein. In addition, the Licensee shall pay to the Licensor all applicable taxes including GST or HST, whichever is applicable. The Licence Fee Payments shall be payable on a yearly basis, in advance, commencing on May 1, 2011 or the first day of construction (the “Commencement Date”).

3. Initial Term and Renewal Option

(a) This License shall continue in force during a period beginning on the Commencement Date and continuing for a period of five (5) years (the “Initial Term”), unless this license is sooner terminated or extended to a later date under any other term or provision hereof.

(b) If the Licensee is not then in default under this Agreement, the Licensee shall have the right to extend the Initial Term for three (3) further and successive terms of five (5) years each (each such term being a “Renewal Term”) provided the Licensee provides Licensor written notice of its intention to extend the term not more than 180 days and not less than 90 days prior to the expiration of the then current term. In each case, extension of the Agreement is subject to the following:

i) License Fee for each Renewal Term shall be as set out in Schedule “C” attached hereto.; and

ii) The terms and conditions of this Agreement during each Renewal Term will remain unchanged except that the License Fee will be as provided in Subparagraph 3(b)(i) above and there shall be no further renewal right following the expiration of the third Renewal Term.

4. The Licensee shall also be responsible for all of the usual permit fees associated with the permits that the Licensee may require in connection with its use of the lands.
5. The Licensee shall, in addition to other amounts specifically payable by it under this Agreement, be responsible for the payment of all taxes attributable to the Licensee, including, without limitation, those taxes attributable to the Licensee’s use and occupancy of the lands, and for the payment of the cost of all services and utilities consumed in respect of the Licensee’s operations.

For the purposes of this section, “taxes” includes, without limitation, all taxes, duties, levies, assessments, rates, fees or charges of any kind whatsoever, imposed, levied, assessed or charged now or in the future by any government authority of any kind, and any payments that are levied in substitution, or in lieu, or in addition to any of the foregoing.

6. Should any schedule not describe all telecommunications equipment on the lands, or if future audits or inspections reflect a discrepancy in the equipment on the lands, the Licensor may elect, at its sole discretion, one or both of the following resolutions:

(i) require the Licensee to remove, at its sole expense, the offending equipment to the satisfaction of the Licensor; and

(ii) reserve the right to adjust licence fees and any relevant Agreement terms and/or conditions accordingly.

In addition, the Licensee shall compensate the Licensor for any damages caused by any such discrepancy.

7. If the Licensee requests or requires any changes in the telecommunications equipment, its usage, or configuration, the Licensor reserves the right to adjust licence fees and any relevant Agreement terms and/or conditions accordingly.

8. The Licensee shall not assign, sub license, or otherwise transfer, either in whole or in part, this Agreement and the licence hereby granted without the prior written consent of the Licensor, which consent shall not be unreasonably withheld. Notwithstanding the foregoing, the Licensee may without consent of the Licensor:

(i) assign this Agreement to a person or any other entity that directly or indirectly controls, is controlled by or is under common control with the Licensee, or provided that any such person, entity or purchaser is licensed to operate the Licensee’s business, that the Licensee’s use of the lands remains the same, and that the Licensor is given notice of such assignment, or

(ii) pledge the rights granted by this Agreement as security to any person directly or indirectly providing financing to the Licensee, but such pledge shall not release the Licensee from its obligations and liabilities under this Agreement.
9. Without restricting the generality of paragraph 10, the Licensee shall provide, maintain and pay for property damage and public liability insurance with respect to the lands, in the amount of not less than Five Million Dollars ($5,000,000.00) per occurrence. The insurance policy shall provide coverage with respect to the liability of the Licensee arising from the permission hereby granted, all work done pursuant hereto, and the installation, maintenance and operation of the equipment. The Licensor shall be added as additional named insured in such policy, and the policy shall be primary and shall include a cross liability endorsement and shall require 30 days notice to the Licensor before it can be cancelled, lapsed, or materially changed. The Licensee shall provide the Licensor annually with a Certificate of such insurance policy. This policy shall be kept in force during the currency of this Agreement in respect of such lands and, if this Agreement is terminated, until the Licensee has completed all the work it is required to do hereunder in connection with the removal of its telecommunications equipment from such lands. The Licensee shall ensure that any and all subcontractors also have valid insurance with the same limits and coverage as the Licensee.

10. The Licensee shall indemnify and save harmless the Licensor, its employees and council or board members from the cost of repairing any damage to the lands and from and against all claims, demands, losses, costs, damages, actions, suits or proceedings (including any actions under or in connection with the Workplace Safety and Insurance Act, 1997, S.O. 1997, c. 16, Sched. A, as amended, or any successor legislation) that arise directly or indirectly out of, or are attributable to, the enjoyment by the Licensee or anyone acting under it, of the licence hereby granted. The indemnities provided in this paragraph shall survive termination of a licence and this Agreement by either party.

11. The Licensee shall comply with all applicable federal, provincial, and municipal laws and regulations, and shall abide by all orders, instructions or regulations including a site access protocol which may be issued by the Licensor, and may be amended by the Licensor from time to time. The Licensor shall provide notice to the Licensee of any change to any such orders, instructions, or regulations.

12. The Licensee shall not install, alter or relocate the telecommunications equipment, nor do any work on the lands without prior consent of the Licensor, which consent shall not be unreasonably withheld, and requests for such consent shall be accompanied by drawings to show details of the proposed installation of work and evidence that all necessary approvals and permits have been obtained from agencies required, authorized or empowered to give same and the Licensee will, if the Licensor so requires, provide “as-constructed” plans of any part of the work done in connection therewith.

13. Upon completion of any work in connection with the installation or maintenance of any part of the equipment, the Licensee shall at its own cost fill in any excavations made for such purpose on the lands and as far as practicable restore any affected surface thereof to the same condition as that in which it was found prior to the commencement of the work and shall remove all rubbish and all of its equipment not part of the telecommunications equipment. If the Licensee fails to make such restoration within a reasonable time after the
completion of any work (as determined by the Licensor), the Licensor may perform such restoration, and the Licensee shall pay the Licensor for all related costs of performing the restoration.

14. The Licensee shall not use the lands for any purpose other than the purpose authorized by this Agreement, in particular, shall not affix or display any sign or advertising device to any structure or on the Licensor's lands, except that the Licensee shall affix to its telecommunications equipment adequate identification to inform the Licensor's employees and other licensees as to its ownership.

15. Should the occupation of the lands by the Licensee result in any increase in assessment of the lands, then the Licensee shall, upon the Licensor producing a tax certificate evidencing the final assessment, reimburse the Licensor with respect to any such increase with respect to the period up to the effective date of the increased assessment, and for any period remaining under this Agreement, the licence fees payable under paragraph 2 shall be increased by the amount of the additional taxes payable from such assessment.

16. In the installation, maintenance and repair of the equipment, the Licensee and all of its workers and contractors shall comply with the Occupational Health and Safety Act, R.S.O. 1990, c. O.1, as amended or successor legislation, and the regulations made there under, and the Licensee shall assume or assign to an approved third party the role of Constructor for the purposes of such Act. Without limiting anything contained in this Agreement, the Licensee shall comply with the requirements of all applicable statutes, laws, by-laws, regulations, ordinances and orders in force at any time during the term of this Agreement and affecting the maintenance and operation of the equipment and the use of the lands.

17. Environmental Obligations:

a) The Licensee agrees to assume all environmental liability relating to its occupancy and use of the lands, including but not limited to any liability for clean-up of any hazardous substance in, on, under, along, across and around the lands which result from:

(i) the operations of the Licensee in, on, under, along, across or around the lands; or

(ii) any products or goods brought in, on, under, along, across or around the lands by the Licensee, or by any other person with the express or implied consent of the Licensee.

b) The Licensee shall inform the Licensor of any hazards associated with the Licensee's telecommunications equipment including its radio frequency emissions, and any measures necessary to protect the Licensor's employees.
c) The Licensee shall not knowingly permit anything to be done on the lands which contravenes any Environmental Laws.

d) The Licensee shall not be responsible for any pre-existing contamination of the lands, but the Licensee shall be fully liable for and shall indemnify the Licensor for, any damages caused by the Licensee’s contravention of any Environmental Law.

e) For the purpose of this Agreement, “Environmental Laws” means any applicable federal, provincial, municipal or other governmental authority law, statute or regulation, currently enacted or any successor legislation, as they may be amended from time to time, or any applicable decree, order, arbitration award, or any license or permit issued to the Seller by any governmental authority, relating to the environment.

f) The obligations in this section shall survive the termination of this Agreement.

Policies & Procedures:

18. The Licensee shall be granted access to the lands at any reasonable time in order to enable the Licensee to install, maintain and operate its equipment.

19. The Licensee shall provide a list of authorized persons, including name, company, reason for access and contact information.

20. The Licensee shall provide a copy of valid police check for each person described above and other certifications including Fall Arrest and High Angle Rescue. The Licensee shall provide a copy of its rescue plan and Health and Safety policies for the Licensor’s review. The Licensee agrees to provide a minimum of two (2) competent rescue personnel at all time during the access.

21. The Licensee agrees to bear all costs associated with provision of access, including staff call-outs and other.

22. The Licensee and Licensor shall provide each other with a list of 24 hour emergency contact personnel available at all times and shall ensure that the aforementioned list is kept current. A communication protocol will be established to facilitate access and other.
23. Relocation

a) Upon receipt of not less than sixty (60) days written notice from the Licensor, or such additional advance notice as is reasonable, having regard to the nature of the relocation required, the Licensee shall relocate its equipment as may be required by the Licensor for its purposes.

b) The Licensor will make a good faith effort to provide alternative suggestions for re-installation of the equipment affected by the relocation or adjustment to assist the Licensee in its efforts to ensure uninterrupted service to its customers.

c) In case of Emergency both parties agree to work co-operatively and apply commercially reasonable best efforts to relocate the equipment immediately. Acting reasonably the Licensor may take measures deemed necessary that may be required in the circumstances by nature of the Emergency.

d) The cost of relocation of the equipment shall be born as follows: within four (4) years of the consent approval being granted for the installation of such equipment, the Licensor will be responsible for all reasonable relocation costs. For subsequent years, the Licensor will be responsible for reasonable relocation costs of in Year 5 - 50%, Year 6 - 35%, Year 7 - 30%, Year 8 and beyond 0%.

e) In the case where the Licensee’s equipment is found to be in non-compliance with any aspect of the approved location, the cost for relocating the equipment will be paid for by the Licensee. The Licensor will, to the best of its ability, avoid unnecessary relocations and agrees to work with the Licensee to weigh relocation alternatives, but reserves the right to request such relocation as required. Both parties agree that special circumstances may arise with respect to specific location approvals whereby it may be appropriate for the parties to mutually agree to waive the above-noted provisions and to negotiate alternative arrangements. These alternative arrangements shall be agreed upon in writing.

f) If the Licensee fails to complete the relocation or removal of the equipment in accordance with this Agreement or fails to repair and restore the lands or do anything else required pursuant to this Agreement in a timely and expeditious manner to the satisfaction of the Director, acting reasonably, the Licensor may, at its option complete such relocation, removal, repair or restoration. The Licensee shall pay the cost of such relocation, repair, removal, restoration or other work to the Licensor forthwith plus an overhead equal to fifteen percent (15%) of such cost.

24. The Licensee shall be responsible for arranging for the supply and metering of electrical energy for its needs, including all attendant costs, and for the payment of its own electrical consumption on the lands. In circumstances where the local hydro utility will not provide a separate billing for a hydro subservice sharing the same municipal address with the primary hydro service, the Licensee shall have the right at any time and at its own costs and expense to connect to and draw power from the Licensor’s electrical power supply and to install at
its expense a hydro check meter. Upon regular consumption of hydro, the Licensee shall make monthly instalments to the Licensor of Three Hundred and Fifty Dollars ($350.00), in advance. The Licensee shall periodically read the check meter to determine the actual electrical consumption by the Equipment. Based on this reading, the Licensor and the Licensee shall adjust the monthly hydro instalments, determine a revised rate and the Licensee shall begin paying that rate monthly in advance for the subsequent period. This process shall continue throughout the term of the Lease, based on the actual electrical consumption being used for the Equipment.

25. The Licensee acknowledges that periodically the Licensor is required to perform scheduled maintenance, including repainting of the structure, and the Licensee agrees to co-operate with the Licensor in the temporary shutdown of any equipment during such scheduled maintenance and painting if requested to do so by the Licensor, acting reasonably, at the Licensee’s cost.

26. In the event that any works of any nature take place in the vicinity of the lands which screen, shield or interfere in any manner with the signals transmitted or received by the Licensee’s equipment, or should the operation of the Licensee’s equipment become difficult or impossible by reason of any government law, regulation, requirement, municipal by-law or technological change or advancements, or material deterioration of the structure, or the Licensee determines that it no longer requires the use of the lands and/or structure for its equipment, the Licensee may terminate this Agreement in respect of any such licence by giving sixty (60) days prior written notice to the Licensor and the Licensee shall be entitled to remove its equipment from the lands, subject to paragraph 30.

27. (i) In the event that the Licensee’s equipment and/or operation thereof interferes with any existing and/or future equipment or operation of the Licensor as verified in accordance with subparagraph (ii) following, the Licensor may elect to have some or all of the Licensee’s operations suspended until the Licensee, at its sole expense, rectifies the interference to the satisfaction of the Licensor, failing which, the Licensor may, at its sole discretion, require the Licensee to remove the offending equipment until such time that the problem is rectified to the satisfaction of the Licensor.

(ii) If the Licensee’s equipment becomes a suspected source of interference with any existing or future equipment or operation of the Licensor, the Licensee shall attempt to determine the source of the interference and provide its full co-operation to the Licensor in this regard. If the source of interference is found to be caused by the Licensee’s equipment and/or operation as verified by a professional engineer retained or employed by the Licensor, the Licensor may take all action in accordance with paragraph (i) preceding..
28. The Licensor may terminate this Agreement in respect to the licence upon one (1) year’s notice in writing to the Licensee, if the Licensor, acting reasonably, determines in its opinion that such termination is necessary in connection with the operation, maintenance or removal of the Licensor’s infrastructure. Notwithstanding the foregoing, the Licensor may, acting reasonably in its best interests, terminate this Agreement in respect to the licence on such shorter notice as may be required given extenuating circumstances. Further, the Licensor may terminate this Agreement or the licence, in the following instances:

a) upon 15 days notice to the Licensee in the event of default of this Agreement by the Licensee which is not corrected by the Licensee within the 15-day notice period; or

b) if the Licensee commits any act of bankruptcy or if a receiver is appointed on account of its insolvency or in respect of any of its property or if the Licensee makes a general assignment for the benefit of its creditors.

29. Within thirty (30) days of the termination of this Agreement by either party, or when the Licensee ceases to use its telecommunications equipment on the lands, the Licensee shall forthwith remove at its own cost and expense its equipment from the lands, in respect of which the licence has been terminated (if applicable), leaving and restoring the lands as nearly as possible in as neat and as clean a condition as they were originally, reasonable wear and tear excepted. In case of the failure of the Licensee to remove its equipment, the Licensor shall have the option of either (a) removing the equipment and charging the Licensee for all costs of such removal including a 15% administration charge, or (b) selling or foreclosing on the equipment of the Licensee that is remaining on the lands without any compensation to the Licensee.

30. In the event of the termination of this Agreement by either party, the Licensor shall refund pro rata the portion of the annual licence fees paid under paragraph 2 for that period, if any, in respect of which the licence has been terminated, net of any amount owing to the Licensor under this Agreement. The amount shall be due and payable forthwith after the Licensee has removed its equipment, restored the lands in accordance with the provisions of this Agreement and to the satisfaction of the Licensor. Save as otherwise provided in this Agreement, the parties shall be released from any further liability with respect to the licence that has been terminated under this Agreement. Should the termination be requested by the Licensee within six (6) months from the commencement date of the licence, then a minimum licence fee of $5,000.00 shall be retained as an administration charge.

31. The Licensee represents and warrants to, and covenants and agrees with the Licensor that:

(a) the Licensee’s occupancy and use of the lands shall not unduly interfere with the public use and enjoyment of the lands;
(b) the Licensee has no title to or other ownership or property interest in any lands;

(c) the Licensee shall not register or permit to be registered any instrument claiming an estate, interest or property right in the lands or other property of the Licensor in any real or personal property registry by virtue of the Licensee's occupancy or use of the lands or this Agreement;

(d) the Licensee shall not suffer or permit any lien to be filed or registered against any lands, including any lien pursuant to the Construction Lien Act;

(e) the Licensor has made no representations or warranties as to the state of repair of the lands or the suitability of the lands for any business, activity or purpose whatsoever and the Licensee hereby agrees to take the lands on an "as is" basis and that the Licensor is not responsible, either directly or indirectly, for any damage to property or injury to a person, including death, arising from the escape, discharge or release of any hazardous substance from its lands;

(f) the Licensee shall use reasonable efforts to schedule its work and support structures with other service providers occupying and using the lands, with the intent of minimizing the necessity for road cuts, construction and the placement of support structures in the lands;

(g) the Licensee shall notify the Licensor of any damage caused by the Licensee in connection with its work, equipment or enjoyment of its right to occupy and use the lands under this Agreement;

(h) the Licensee shall not commence any road cuts, construction, or relocation of any structures on the lands, or perform any act that affects the infrastructure on the lands, unless such work has been approved by the Licensor; and

(i) all of the covenants, representations, warranties, indemnities and outstanding obligations (including outstanding payment obligations) of the Licensee under this Agreement shall survive the termination of the Agreement, however caused.

32. Any notice permitted or required to be given to the Licensor hereunder shall be sent by prepaid registered mail to:

The Corporation of the Municipality of West Grey
402813 Grey Road 4
Durham, ON N0G 1R0

Attention: Director of Infrastructure & Public Works
Facsimile: 519-369-5962
Phone: 519-369-2200

or such other address as the Licensor from time to time advises in writing.
33. Any notice permitted or required to be given to the Licensee hereunder shall be sent by prepaid registered mail to:

BELL MOBILITY INC.  
5099 Creekbank Road, 6NC  
Mississauga, Ontario  
L4W 5N2  

Attention: Real Estate Services  
Facsimile: (905) 282-3102  
Phone: (800) 667-5263  

or such other address as the Licensee from time to time advises in writing.

34. Nothing herein contained shall be deemed to set up a tenancy by implication or otherwise.

35. The Licensee acknowledges that the licence provided in this Agreement is non-exclusive and that other telecommunication carriers may be permitted to install equipment and carry on telecommunication activities on the lands from time to time. The Licensor shall not be responsible for any interference that may be caused by the proximity of the Licensee's equipment with that of other carriers. It is the responsibility of the Licensee to co-ordinate such matters with other licensees.

36. The Licensee hereby agrees that it shall not register, or cause to be registered, this Agreement or notice thereof, on the title to the lands.

37. Any overdue payment by the Licensee for any amount payable under this Agreement shall be charged interest at the rate of 1.0% per month compounded monthly or at the maximum lawful rate, whichever is lower.

38. This Agreement shall be binding upon and endure to the benefit of the parties hereto and their respective successors and assigns, heirs and personal representatives.

39. This Agreement shall be governed by the laws of the Province of Ontario.

40. Schedules “A”, “B” and “C”, attached hereto, as they may be amended from time to time, shall form part of this Agreement. The Schedules may be updated and/or amended from time to time and a later effective date on any Schedule will govern and supersede an earlier dated Schedule. No such supplement, modification or amendment of this Agreement or Schedule shall be binding unless executed in writing by the party to be bound thereby. A duly executed form of Acknowledgement in which the parties acknowledge and agree to the amended schedule shall be sufficient to give effect to such amended schedule. If there is a
conflict between the provisions of any Schedule attached hereto and the provisions of any paragraph of this Agreement, the provisions of this Agreement shall prevail.

41. Time shall be of the essence in this Agreement.

42. If any provision of this Agreement is illegal, unenforceable or invalid, it shall be considered separate and severable and all the remainder of the Agreement shall remain in full force and effect as though such provision had not been included in this Agreement.

IN WITNESS WHEREOF the parties hereto have hereunto affixed their respective seals under the hands of their proper signing officers duly authorized in that behalf.

SIGNED, SEALED & DELIVERED

THE CORPORATION OF THE MUNICIPALITY OF WEST GREY

Name: ____________________________
Title: ____________________________

Name: ____________________________
Title: ____________________________

I/We have the authority to bind the corporation

BELL MOBILITY INC.

Name: ____________________________
Title: ____________________________

Name: ____________________________
Title: ____________________________

I/We have the authority to bind the corporation
SCHEDULE "A"

Description of the Lands and Structure

Municipal Address of the Lands and Site No.: 535 Jacob Street, Neustadt, ON

Legal Description of the Lands:

PIN: 373030423; PT LT 2 CON 13 NORMANBY PT 1 16R6065; WEST GREY
**SCHEDULE “B”**

**Telecommunication Equipment**

Complete Inventory of the Equipment to be installed by the Licensee

<table>
<thead>
<tr>
<th>Description</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 - LBX-6513DS-VTM</td>
<td>Initial</td>
</tr>
<tr>
<td>6 - Remote Radio Unit (RRU)</td>
<td>Initial</td>
</tr>
<tr>
<td>6 - HBX-6516DS-VTM</td>
<td>Future</td>
</tr>
<tr>
<td>6 - Remote Radio Unit (RRU)</td>
<td>Future</td>
</tr>
<tr>
<td>1 - VLHP6-11</td>
<td>Initial</td>
</tr>
<tr>
<td>1 - 2.0m x 2.4m Equipment Shelter</td>
<td></td>
</tr>
</tbody>
</table>
NOTE
1. ELEVATIONS ARE APPROXIMATE.
2. EXISTING ANTENNAS ON TOP OF WATER TANK MAY NEED TO BE RE POSITIONED IN ORDER TO ACCOMMODATE PROPOSED ANTENNAS AND MICROPHONE DISH.
3. MOUNTS AND ANTENNAS ARE NOT TO SCALE.
4. ALL PROPOSED BELL EQUIPMENT INSIDE GROUND FLOOR OF WATER TANK.

FLOOR PLAN

WATER TANK PROFILE

ANTENNA LAYOUT

SITE LAYOUT
SCHEDULE “C”

LICENCE FEE PAYMENTS

The Licensee shall pay the Licence Fee to the Licensor as follows:

1. During the period commencing on the later of May 1, 2011 or the first day of construction and ending April 30, 2016, the Licensee shall pay to the Licensor an annual Licence Fee in the amount of Eight Thousand Dollars ($8,000.00) plus applicable taxes, payable in advance.

2. Provided that the Licensee shall have exercised its first (1st) option to renew the licence, during the period commencing on May 1, 2016 and ending April 30, 2021, the Licensee shall pay to the Licensor an annual Licence Fee in the amount of Nine Thousand Dollars ($9,000.00) plus applicable taxes, payable in advance.

3. Provided that the Licensee shall have exercised its second (2nd) option to renew the licence, during the period commencing on May 1, 2021 and ending on April 30, 2026, the Licensee shall pay to the Licensor an annual Licence Fee in the amount of Ten Thousand Dollars ($10,000.00) plus applicable taxes, payable in advance.

4. Provided that the Licensee shall have exercised its third (3rd) option to renew the licence, during the period commencing on May 1, 2026 and ending on April 30, 2031, the Licensee shall pay to the Licensor an annual Licence Fee in the amount of Eleven Thousand Dollars ($11,000.00) plus applicable taxes, payable in advance.
Reducing Litter and Waste in Our Communities: Discussion Paper

Delivering on the Made-in-Ontario Environment Plan
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1.0 INTRODUCTION

On November 29, 2018 the Ministry of Environment, Conservation and Parks released *Preserving and Protecting our Environment for Future Generations: A Made-in-Ontario Environment Plan* to help protect and conserve our air, land and water, address litter and reduce waste, increase our resilience to climate change and help all of us do our part to reduce greenhouse gas emissions.

Recognizing that true environmental stewardship starts with real action on the environmental challenges we face close to home, the Made-in-Ontario Environment Plan outlined a number of commitments aimed at reducing litter and waste in our communities including:

- Reducing and diverting food and organic waste from households and businesses.
- Reducing plastic waste.
- Reducing litter in our neighbourhoods and parks.
- Increasing opportunities for the people of Ontario to participate in waste reduction efforts.

We are committed to make producers responsible for the waste generated from their products and packaging, and to outline actions to explore how to recover the value of resources in waste, provide clear rules for compostable products and packaging, and support competitive and sustainable end-markets for Ontario’s waste.

These changes will enable the province to move forward with a clear, comprehensive and outcome-based approach to reducing litter and waste in our communities and increase recycling, while keeping this province clean and beautiful for future generations. It will not only allow the province to build on progress that has already been made but provide for real and practical solutions that are aligned with a new vision for Ontario; one where hardworking taxpayers are protected and respected, and where our actions produce concrete and tangible results for Ontarians in their every day lives.

Through this discussion paper, we intend to show the steps we will take to make waste reduction, reuse, and recycling easier for the people of Ontario, not only at home or at work, but also throughout our communities.

2.0 MOVE ONTARIO TOWARDS A MORE SUSTAINABLE FUTURE

The people of Ontario have long-embraced opportunities to reduce and recycle waste both at home and on the go. Many of Ontario’s municipalities and businesses have also shown leadership in finding innovative ways to reduce the waste they send to landfill.
Ontario is a leader in recycling, being the birthplace of the Blue Box Program. Ontario offered the first curbside recycling program in the world, beginning in its infancy in Kitchener in 1981, and growing into a world class system that is now replicated in hundreds of jurisdictions around the world.

We have made progress, but we still have a long way to go.

Ontario generates nearly a tonne of waste per person each year. Our overall diversion rate has stalled at 30 per cent over the past 15 years. This means that 70 per cent of our waste materials continue to end up in landfills.

Ontario’s waste stream is composed of 4.7 million tonnes of residential waste and 6.9 million tonnes of Industrial, Commercial and Institutional (IC&I) waste. This means that residential waste makes up 40 per cent of the waste stream while 60 per cent of Ontario’s waste comes from the IC&I sector. The residential sector does a better job of diverting waste at nearly 50 per cent while the IC&I sector diverts just 17 per cent.

**Ontario’s Residential and IC&I Waste Management**

**Residential Waste (left):** Managed by municipalities and includes waste generated by residents in single-family homes, some apartments and some small businesses. Mix of mandatory and voluntary diversion programs.

**Business Waste (right):** Managed by the private sector and includes food processing sites, manufacturing facilities, schools, hospitals, offices, restaurants, retail sites and some apartments. These diversion programs are largely voluntary.

Sending waste to landfill is economically inefficient and unsustainable. It puts a strain on our environment by taking up valuable land resources that could be used more productively. When we create waste, in our manufacturing processes and in the services we deliver and in our homes, we’re not making full use of the scarce natural resources that power our economy. By reducing and diverting waste from landfill we can make our economy more productive. We know that every 1,000 tonnes of waste diverted from landfill generates seven full-time jobs, $360,000 in wages and more than $700,000 in Gross Domestic Product (GDP).¹

Furthermore, landfills release methane, a potent greenhouse gas. Reducing our reliance on landfills is an important part of meeting the greenhouse gas emission target outlined in our Made-in-Ontario Environment Plan.

Sending waste to landfill also impacts local communities. Municipalities, often in rural areas, are hosting landfills that accept waste from locations far beyond their communities, often with limited say in their approvals.

The people of Ontario are on board with these changes. Residents, businesses, institutions and governments alike are moving towards viewing waste as a resource that has value and can be integrated back into the economy. This mindset recognizes the need to manage our resources more effectively to build Ontario’s competitiveness and protect our environment.

To achieve this change, we need to reduce waste before it is made, increase the range of materials we divert from landfill, and make diversion and recycling easier for the people of Ontario. This will require affordable solutions, both provincial and local, that create economic benefits and jobs, allow us to use our natural resources more efficiently, and increase the competitiveness and productivity of our businesses and industries.

We want to move towards an Ontario where we produce less waste, maximize the resources from waste through reuse, recycling, or other means such as thermal treatment, and ultimately send less of our waste to landfill. Less waste means more sustainable use of our resources, less litter in our communities, parks and urban spaces, and a cleaner, healthier environment for all Ontarians to enjoy now and for years to come.

Our goal is for an Ontario where we strive to decrease the amount of waste going to landfill, increase the province's overall diversion rate, and reduce greenhouse gases from the waste sector. This goal will guide our work over the next four years. The province will continue to mark its progress towards the aspirational interim targets of 30 per cent diversion by 2020, which has now been achieved, 50 per cent diversion by 2030, and 80 per cent diversion by 2050.

Below are the proposed steps we will take to meet our goal. We need to reduce the amount of waste we generate, divert more waste from landfill and better recover and manage the remaining waste so it can be integrated back into the economy, which will support the health of both Ontario’s environment and communities.

2.1 PREVENT AND REDUCE LITTER IN NEIGHBOURHOODS AND PARKS

The prevalence of litter in our streets, green spaces and along our shorelines is a growing blight that threatens the quality of life in many Ontario communities and
neighbourhoods. Litter can have negative impacts for wildlife, spill into our waterways, and interfere with the enjoyment of our parks. Illegal dumping in rural communities burdens local landowners and can have negative effects on farmland.

While many organizations, volunteers and communities have mobilized to hold clean-up days and take other initiatives to combat litter, we recognize that there is much more that can be done to engage our citizenry and keep our communities clean and free of litter and waste.

The province will take a number of actions to support these efforts. We will announce a day of action on litter in Ontario, coordinating with municipalities, schools, organizations and businesses who have been leading efforts to clean-up litter in Ontario. We will work with partners to sponsor events across the province to keep Ontario clean.

We will develop future conservation leaders through supporting programs that will actively clean up litter in Ontario's green spaces, including provincial parks, conservation areas and municipalities. We will connect students with recognized organizations that encourage local environmental stewardship, so they can earn valuable, lasting experiences by cleaning up parks, planting trees and participating in other conservation initiatives.

But the best way to clean up our communities is to avoid litter in the first place. The people of Ontario have shown that when given the opportunity, they will do the right thing and divert or dispose of their waste properly. By and large, we see litter in our public spaces mainly when people lack convenient, accessible and effective diversion and disposal access.

That’s why, as we move to a full producer responsibility approach, we will look for opportunities to support our communities by promoting better access to diversion and disposal in our neighbourhoods, parks, and public spaces.

We will also look for opportunities, where feasible, to give producers responsibility for the collection and diversion of recyclables in parks and public spaces. We will explore options for producer responsibility in this area as we move towards transitioning our existing waste diversion programs to producer responsibility. We will look at ways to harmonize what is collected across the province which will help reduce the chance of litter and dumping in rural, remote and northern communities.

Education and awareness around the impacts of litter and waste is also imperative. In all our efforts we intend to work with municipal, non-profit and private partners to raise awareness of the impacts of litter and waste on our shorelines, green spaces and streets through public education campaigns.

We will also work with our municipal partners to take strong actions against those who illegally dump waste or litter in our neighbourhoods, parks and coastal areas. We will
review enforcement tools, including the fines for littering in the *Environmental Protection Act* to ensure they are adequate and incorporate the appropriate level of polluter pays.

Ultimately, litter-reduction efforts hinge on fostering a greater sense of personal responsibility for the people of Ontario. It begins with recognizing that true environmentalism begins with a sense of civic responsibility and meaningful action close to home. By making a concerted effort to not litter and to pick up the litter of others we can all make a lasting difference in ensuring Ontario’s environment is protected.

**Discussion Questions**
Let us know your thoughts on the discussion questions below.
1. How best can the province coordinate a day of action on litter?
2. What do you or your organization do to reduce litter and waste in our public spaces? What role should the province play to facilitate this work?
3. What and where are key hotspots for litter that you think should be addressed?
4. How do you think litter can best be prevented in the first place? Where is access to diversion and disposal particularly limited?

### 2.2 INCREASE OPPORTUNITIES FORONTARIAN’S TO REDUCE WASTE

Through municipal programs such as the Blue Box and the green bin, the people of Ontario have made a lot of progress in reducing and diverting their waste at home.

But more needs to be done to enable the people of Ontario to continue to do the right thing, whether at home, at work or on the go. In fact, some of greatest opportunities for improvement in the reduction and diversion of waste in Ontario lie with the businesses and institutions in this province.

Ontario’s diversion rate in the IC&I sectors has been stagnant for years. Ontario’s regulatory framework for the IC&I sectors is over 20 years old and largely ineffective. We have heard from stakeholders that the regulations are cumbersome and focused on process rather than progress. We also need better and more reliable data on the types of waste reduction and diversion efforts that are currently underway in the private sector. As we move forward, we need to focus on getting results, reducing burden on Ontario’s businesses and taking the right action to reduce and divert even more of our waste in Ontario’s businesses, institutions and places of commerce.

The province intends to take several actions that will enable businesses to innovate and apply their expertise to get our diversion rate moving in the right direction again. We will also take steps to avoid regulatory burden and maintain competitiveness.

**Help people reduce and divert more waste**

The patchwork of materials collected by Blue Box programs across the province can be confusing, often resulting in reduced recycling rates. What is acceptable in a Blue Box
program in one municipality may not be acceptable in another, and for some small or remote municipalities there is no program at all.

This results in non-recyclable materials contaminating diversion streams, costing municipalities money when they sort out unrecyclable materials or sell processed materials of lower quality.

We can do better in making diversion consistent across the province. To reduce confusion, we will work with producers and municipalities to harmonize the list of materials accepted in Blue Box programs across the province. We also intend to consult on the collection and diversion of additional materials for the Blue Box Program. This will be accomplished by transitioning the existing Blue Box Program to full producer responsibility.

We may also designate new materials that are currently not covered under any of our diversion programs. We know that more materials can and should be diverted. Potential items which could be designated include:

- Small and large appliances.
- Power tools.
- Rechargeable batteries.
- Fluorescent bulbs and tubes.
- Mattresses.
- Carpets.
- Clothing and other textiles.
- Furniture and other bulky items.

While we know that materials such as clothing and textiles are already re-used and recycled through many voluntary initiatives such as thrift stores, donation programs, community swaps, and some more recent retail take back initiatives, more can be done. The province could work with this sector to provide greater opportunities to encourage the collection and recovery of unwanted clothing and textiles instead of sending these valuable items to landfills.

Recycling in multi-unit residential buildings in Ontario also remains very low. There are several reasons for this, including the age of some buildings, which were designed to manage their waste stream through a single “garbage” chute. The people living in these buildings often have limited accessibility to source separation services. There are also costs associated with developing a multi-stream collection system that includes food and organic waste, Blue Box materials, and residual garbage.

The province has heard from stakeholders that greater efforts are needed to increase participation in waste reduction and resource recovery in multi-unit residential buildings and will work with municipal, non-profit and private partners to develop guidance to increase diversion in apartments and condominiums.
Help businesses and institutions reduce and divert more waste

As noted previously, 60 per cent of Ontario’s waste comes from the IC&I sector (e.g. hospitals, restaurants, and offices). It is therefore important that we work closely with this sector to better understand the challenges they face and develop solutions that help them increase their participation in diversion efforts.

The current approach to the sector has been focused on process, rather than making progress. Businesses and institutions already know their operations best and simply require clear, results-based rules that are applied fairly and consistently across their sector.

Currently, Ontario Regulations 102/94 (Waste Audits and Waste Reduction Work Plans) and 103/94 (IC&I Source Separation Programs) require large businesses and institutions to identify the amount and types of waste they generate, develop waste reduction work plans, separate certain wastes at source and make reasonable effort to ensure that separated wastes are sent for reuse or recycling. Ontario Regulation 104/94 (Packaging Audits and Packaging Reduction Work Plans) requires manufacturers, packagers and importers to audit their packaging practices and develop packaging reduction plans.

These regulations, known as the 3Rs regulations, are more than 20 years old and do not adequately drive increased waste diversion. We need a new approach.

We will engage directly with businesses and institutions to assess how and where waste reduction and recycling is currently taking place and see how best to build on those efforts in the most cost-effective way.

As we work with businesses and institutions, we will develop an approach to help increase recycling with on-the-ground feedback that will need to take into consideration:

- How best to focus our efforts on the IC&I sector, both in terms of the establishments that will be subject to regulatory requirements and the types of waste materials that will help drive improvements in diversion rates.
- The greater use of results-based outcomes (e.g. setting waste reduction and diversion targets) for the IC&I sector, based on current waste volumes or high value materials.
- The processes that need to be developed for establishments to measure their waste reduction activities and hold the IC&I sector accountable for meeting provincial waste reduction goals.
- How best to collect information that will track improvements in waste diversion rates, while cutting red tape and minimizing regulatory burden.
- The alignment of any changes with producer responsibility and other existing policy (e.g. the Food and Organic Waste Policy Statement).
- The role of promotion and education in improving diversion rates.
• How best to apply greater use of best practices (e.g. in multi-unit residential buildings), new technologies (e.g. mixed waste processing) and sector-specific pilot projects.

Any new approaches to diversion in the IC&I sector need to complement, not duplicate, producer responsibility requirements. In broadening the materials we divert in Ontario, we will make sure that we implement clear, streamlined requirements that are consistent with the principle of producer responsibility.

**Get the right information to make sure we make progress**

When residents and municipalities reduce or divert waste, we should be able to show them how their actions have resulted in progress. When we ask businesses to take responsibility for their waste, we need to be able to take clear action to maintain a competitive and level playing-field and also show that businesses are doing their part. In the past, this has been a challenge because we have lacked up-to-date information of how we are managing our waste.

It's not fair to ask businesses, municipalities, and the people of Ontario to do more without being able to show them the results of their hard work. Information, along with clear rules and strong enforcement, is critical to ensuring we are getting real results from our efforts to reduce, divert and manage our waste. To provide real-time monitoring of our waste management systems, we need a clear picture of what is happening on the ground.

The challenge isn't getting more information – it's getting the right information. More specifically, we need information that will help Ontario:

• Assess the current state of resource recovery, waste reduction and future needs.
• Understand where opportunities exist to recover resources and increase waste reduction.
• Determine whether environmental standards are being met.
• Hold polluters accountable while reducing regulatory burden for responsible businesses.
• Improve our understanding of the costs and benefits of resource recovery and waste reduction.
• Evaluate and assess our performance against targets.

Any initiative to collect information must be flexible, nimble, and reduce burden on businesses. That's why we propose to use the Resource Productivity and Recovery Authority (RPRA) to set up a one window approach for the collection of information. Producers for waste diversion programs, such as tires, currently report to RPRA. RPRA will use their established information clearinghouse (i.e. a registry) to collect important information from producers and other parties that conduct activities related to resource recovery and waste reduction (e.g. generators, service providers and municipalities).
These efforts will help the province effectively set targets and develop policies while RPRA monitors and assesses producer performance to ensure a fair and competitive market. To build trust and transparency, the province may also require RPRA to make information available to the public, where appropriate, through its public-facing registry.

**Discussion Questions**

Let us know your thoughts on the discussion questions below.

1. How can the province best help the public participate in waste reduction and diversion activities? How can the province facilitate better diversion in lagging areas, such as multi-unit residential buildings?
2. What types of initiatives do you think would result in effective and real action on waste reduction and diversion for the IC&I sectors?
3. What role do you think regulation should play in driving more waste reduction and diversion efforts from the IC&I sectors?
4. How can we get accurate information on waste reduction and diversion initiatives in the IC&I sectors?
5. What do you think about a province-wide program for the recovery of clothing and textiles?

### 2.3 MAKE PRODUCERS RESPONSIBLE FOR THEIR WASTE

Ontario’s municipalities pioneered some of the world’s first curbside recycling programs in the 1980s.

A lot has changed since that time. Today, products and packaging are drastically different than the newsprint, and food and beverage containers managed by early Blue Box programs. Materials are more complex than ever, and changes to our economy mean markets for processed recyclables are global, not local. This leaves municipalities in the unenviable position of trying to manage materials they can’t anticipate and generate revenues from processed materials in highly-variable markets.

While municipalities will always have a critical role in our waste management systems, we believe that taxpayers should not be on hook for costs they cannot control.

Producer responsibility makes sense. The businesses that develop products and packaging are best positioned to make decisions that reduce waste or increase the resources that can be recovered from their products at end of life. It’s producers that know how to get their products to market, how their products are used, and when their life-span is expected to end.

Making producers responsible for the full waste cycle of their products will make recycling easier and more accessible across the province. A producer responsibility model also reduces the burden on taxpayers and promotes a competitive market for diversion.
Producer responsibility is the most effective and accountable way to promote waste diversion, align the true costs of managing products and packaging at their end of life, and save taxpayers money. For example, shifting the Blue Box Program to full producer responsibility is estimated to save municipalities over $125 million annually, with this cost avoidance anticipated to rise in the coming years. That’s why Ontario is moving forward with a new producer responsibility system that will help encourage competition and innovation among producers while reducing the amount of valuable materials that end up in landfill.

As part of shifting to producer responsibility, existing waste diversion programs will undergo a transition process that consists of two concurrent steps:

1. Winding up the existing waste diversion programs and the industry funding organizations that operate them under the *Waste Diversion Transition Act, 2016*.
2. Putting in place regulations under the *Resource Recovery and Circular Economy Act, 2016* to make producers fully responsible for the materials managed under the existing programs.

To ensure a seamless transition, each new producer responsibility regulation will be fully implemented on the day the existing waste diversion program winds up.

Four waste diversion programs were developed and operated by three industry funding organizations under the *Waste Diversion Act, 2002*, and are currently continued under the *Waste Diversion Transition Act, 2016*:

1. Blue Box operated by Stewardship Ontario.
4. Used Tires operated by Ontario Tire Stewardship.

As well, four Industry Stewardship Plans have been approved under the *Waste Diversion Act, 2002*:

1. Used Paints and Coatings.
2. Pesticides, Solvents and Fertilizers.
3. Automotive Materials Stewardship.

Transition will continue to be guided by the following core principles:

- The government will lead the transition process.
- The people of Ontario’s experience with and access to existing services will not be negatively impacted, such as regular curbside collection of Blue Box materials.
- Transition will promote competition and a level playing field in the marketplace.
• All stakeholders will be extensively consulted and engaged in the process.

We have already made progress and will continue to transition Ontario’s existing waste diversion programs to producer responsibility. The Used Tires Program has ceased operation and a new regulatory framework which makes tire producers responsible for recovering their end-of-life products and packaging is now in place. Under the new system, tire producers are required to create an accessible and convenient tire collection network across the province to recover and recycle used tires so they do not end up in landfills.

Ontario Electronic Stewardship, which currently manages the WEEE Program, has submitted its wind up plan to RPRA and the WEEE Program was directed to cease operations on June 30, 2020. Stewardship Ontario has also been directed to submit a wind up plan for the MHSW Program to RPRA by June 30, 2019. The MHSW Program will wind up in two phases – the single use battery program was directed to cease operation on June 30, 2020, and the program for the remaining materials was directed to cease operation on December 31, 2020.

Changing how the Blue Box Program is managed may take longer as the province, municipalities and producers will need to have extensive discussions to ensure this very successful program continues to be accessible and convenient for households across the province. Cooperation among municipalities, producers, RPRA and Stewardship Ontario will be essential to ensure that taxpayers are protected and that there is a smooth transition to the new producer responsibility approach.

Considerations for consultation on the Blue Box Program transition process could include:

• Roles and responsibilities for the operation of the Blue Box Program.
• Opportunities for municipal integrated waste management systems to support producer responsibility.
• How to address municipal contracts and assets, including existing contracts for collection and post-collection management, and how to manage and minimize stranded assets.
• Opportunities to harmonize materials collected across Ontario and the type of collection activities that are undertaken.
• Opportunities to lower overall costs through greater harmonization in the collection and post-collection management.
• The status of Regulation 101/94 under the Environmental Protection Act, which currently requires every municipality with a population of at least 5,000 residents to operate a Blue Box waste management system prior to and after transition.

We will work closely with businesses and industry to expand beyond the wastes currently covered by existing diversion programs when looking for further opportunities to reduce, reuse, divert and recover resources under the producer responsibility
framework. Materials such as carpets, mattresses, furniture and other bulky items are valuable waste materials that can be recovered and should not go to landfill.

We will work with RPRA to gather the right information to ensure that our producer responsibility systems are effective, accountable, and deliver results for the people of Ontario.

**Discussion Questions**
Let us know your thoughts on the discussion questions below.
1. How do you think the Blue Box Program could best be transitioned to full producer responsibility without disrupting services to Ontario households?
2. Should it transition directly to producer responsibility under the *Resource Recovery and Circular Economy Act, 2016* or through a phased approach?
3. When do you think the transition of the Blue Box Program should be completed?
4. What additional materials do you think should be managed through producer responsibility to maximize diversion?
5. How can we make it easier for the public to determine what should and should not go in the Blue Box?
6. How should the province implement the transition process of its existing programs to producer responsibility without interrupting service?

### 2.4 REDUCE AND DIVERT FOOD AND ORGANIC WASTE

We know that when food and organic waste ends up in a landfill, it breaks down to create methane, a potent greenhouse gas (GHG), and contributes to climate change. In addition to direct emissions, there are large amounts of land, energy, water and labour used.

When food and organic wastes are sent to landfill, opportunities are lost to both preserve valuable resources that could be used to support healthy soils and to reduce GHG emissions. Food and organic waste also attract rodents such as rats, raccoons, pigeons and other parasites.

Avoiding food waste, rescuing surplus food, and diverting unavoidable food and organic waste is both good for the environment and good for business.

Doubling the current diversion rate for food and organic waste would lead to a reduction of an additional 1.1 Mt of GHGs, which is equivalent to removing approximately 260,000 cars from Ontario roads each year.
Our current efforts to divert food and organic waste through green bin programs, community composting efforts and leaf and yard waste support up to 1,700 direct jobs in Ontario and generate over $100 million in GDP.2

But with just over 60 per cent of Ontario’s food and organic waste being sent to landfill, we can do more to make it easier to reduce waste, rescue surplus food, and divert food and organic waste.

The Food and Organic Waste Policy Statement under the Resource Recovery and Circular Economy Act, 2016, provides direction to municipalities, industry, as well as the IC&I sector, by setting reduction targets to reduce the amount of food and organic waste sent to landfill.

**Build a culture of food waste avoidance**

The people of Ontario want to do the right thing, and as a province we can focus on actions that people, businesses, and institutions can take to reduce food waste. Increasing awareness of food waste will help us take the steps that make waste avoidance part of our daily lives.

Promotion and education is critical to preventing food waste. As such, the province will work with partners to develop educational tools and resources, including guidance on the implementation of the policy statement, to support more standardized promotion and education outreach (e.g. best practices for meal planning and food storage, including tips on how to extend the life of food, such as freezing food where appropriate and safe). The province will work with interested partners including municipalities and industry, build on existing efforts and consider any relevant national policies, initiatives or other successful waste reduction activities in other comparable jurisdictions.

The province will work with partners to raise awareness and take action to reduce food and organic waste and increase diversion efforts within school communities. As part of the government’s commitment to curriculum renewal we will explore changes that embed learning about the environment in the classroom.

**Support the safe donation and rescue of surplus food**

Food is a valuable resource. Rescuing surplus food from becoming waste not only helps local organizations, it’s also an example of everyday action that the people and businesses of Ontario can do to help our environment. Surplus food can also support a range of services and initiatives, such as the provision of meals to those in need of food,

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2 Reports on Organic Waste Management in Ontario, prepared for the Ontario Ministry of the Environment and Climate Change, 2015
the development of value-added products, food skills training, or employment readiness programs related to the food industry. Good food should never go to waste.

The province recognizes the need to support food rescue, and that’s why we have a framework in place to support these donations. The Ontario Community Food Program Donation Tax Credit for Farmers provides tax credits up to 25 per cent to farmers who recover and donate agricultural products to eligible programs. The *Ontario Donation of Food Act, 1994*, encourages donations, with certain limitations, and protects food donors from liability because of injuries caused by the consumption of donated food.

Ensuring that surplus food is safe for human consumption is a common concern for organizations that support food rescue initiatives, such as food retailers and food rescue organizations. Food safety is important for perishable food donations and food may not be safe to donate if it has not been handled or stored properly.

Ontario Regulation 562 (Food Premises) made under the *Health Protection and Promotion Act* sets the requirements for operating a food premises, such as safe food handling and preparation, food storage, sanitation, dishwashing and hygiene practices. Food retailers and food rescue organizations must also follow these requirements.

The people of Ontario want to rescue surplus food, but they’re not always sure of the best way to go about it. As a province, we can make it easier to rescue, donate, and use surplus food safely to support our local communities. To support the regulation, the province is proposing to develop guidelines to promote the safe donation of surplus food.

These guidelines, along with other ongoing efforts to support healthy food access and food security, can help improve the quality of foods available so families in need of assistance can have access to healthy and nutritious foods.

We will also work with partners to support innovative approaches and tools to rescue surplus food. Several innovative initiatives have already been launched by businesses, social enterprises, non-profit organizations and social agencies to rescue food which would otherwise be destined for disposal. This includes the work of successful organizations across Ontario that rescue surplus food, using innovative platforms and technologies, to connect businesses that have food that would otherwise go to landfill with social agencies that are able to rescue the food.

*Expand green bin type programs that achieve results*

As the world’s earliest adopters of curbside recycling, the people of Ontario have a history of embracing opportunities to send less waste to landfill.

This commitment doesn’t stop at the Blue Box. Ontarians have proven that they will divert waste wherever possible. Ontario’s residential sector has made considerable
progress in recovering food and organic waste from landfill. Outside the home, food and organic waste collection is becoming more common too, particularly in malls, offices, and schools.

Building on this progress, Ontarians have told us that they want to do more to keep organics from landfill but can’t because they don’t have access to collection opportunities where they are often needed most.

We will expand green bin or similar collection systems where it makes sense, such as in cities and large towns, targeting urban areas where populations and density make collecting food and organic waste viable and effective through the full implementation of the Food and Organic Waste Policy Statement. We will work with municipalities, multi-residential buildings, businesses, schools and hospitals so they understand their obligations under the policy statement and can meet targets (e.g. recover up to 70 per cent of their food and organic waste by 2025). We will develop guidance to support meeting these targets and making food and organic waste diversion as accessible to the people of Ontario as possible.

Keep food waste out of landfills

The province will develop a proposal to ban food waste from landfills.

Keeping food and organic waste out of landfills can help extend landfill capacity, reduce off-site odour issues, and limit GHG emissions.

A landfill ban on food and organic waste could create new opportunities for waste reduction, surplus food rescue, and offer new approaches to resource recovery creating value at all levels of the value chain. A landfill ban could drive investment in resource recovery systems, create jobs and support innovation in the province.

We understand that banning food waste and possibly other organics waste may not be suitable everywhere across Ontario. That’s why we will consult extensively prior to moving forward and intend to develop a made-in-Ontario proposal that is tailored to the specific needs of our communities. The province will consider implementation details, such as phased timing, in close consultation with key partners such as municipalities, businesses and the waste management industry so that any landfill ban makes sense for our communities.

Discussion on the ban would have to address several questions. The proposal could consider the following:

- Materials that could be banned: could be limited to packaged and non-packaged food, leftover food, food scraps and soiled paper, or be extended to other organics such as leaf and yard waste, seasonal outdoor waste, and houseplants and flowers.
• Facilities that should be subject to the ban: would it be most effective to ban at landfills and transfer stations or earlier in the collection stage at the point of generation?

• Waste generators that could be impacted: could require large generators of food waste and food scraps such as restaurants and grocery stores to keep these materials out of the disposal stream. Are there exemptions that should be considered (e.g. based on emergency circumstances)?

• When the ban would come into place: should implementation be phased-in, with larger disposal sites and larger food waste generators implemented first, and later for smaller disposal sites and generators, with timing to reflect the need for processing capacity across the province?

• How compliance and enforcement would be achieved: could require disposal sites to develop a compliance plan, publicly report on inspections.

Any landfill ban must make sense for the communities it will impact. The province will conduct extensive consultations before putting in place any new requirements. Consultations will aim to address implementation and operational challenges, including the necessary time to plan for and build additional resource recovery systems, barriers for multi-unit residential buildings and challenges for rural, remote and northern communities that could be impacted.

Discussion Questions
Let us know your thoughts on the discussion questions below.
1. What can be done to increase the safe rescue and donation of surplus food in Ontario?
2. What role do you think government and industry can play in raising education and awareness on the issue of food waste?
3. Do you think the province should ban food waste? If so, how do you think a ban would be best developed and implemented?

2.5 REDUCE PLASTIC WASTE GOING INTO LANDFILLS OR WATERWAYS

Litter and plastic pollution on land and in water-bodies is becoming a worldwide pressing issue. For example, it is estimated that almost 10,000 tonnes of plastic debris enter the Great Lakes each year and more than 80 per cent of litter collected during volunteer clean ups along the shorelines of the Great Lakes is plastic.

We know that plastic waste can cause harm to fish and wildlife either through entanglement or consumption, as plastic can be mistaken for food. Much of that plastic waste is from single-use plastics that we use in our everyday lives – from take-out containers to shopping bags, to common grocery store items, single-use plastics have become prevalent in our workplaces, homes and stores. Plastic waste also takes a long time to decompose and as it breaks down it creates microplastics, which have been found in the Great Lakes at concentration levels greater than the oceans, particularly near population centres. Microplastics have been found near shore waters, in streams,
wastewater effluent and sediment, and is also entering the food web – fish and insects in the Great Lakes and abroad are found with microplastics in their stomachs.

In Ontario, the existing Blue Box Program recovered approximately 28 per cent of all plastic packaging generated in 2017. The remaining plastic packaging goes to landfills or becomes litter. We can and should be doing better.

The province will support existing shoreline and other clean-up projects for plastic litter and pollution from our waterways and land, including through a day of action on litter and through the support of other sustained efforts.

But cleaning up our lakes and rivers after they have already been polluted is not a sustainable solution. Consistent, coordinated action is needed to prevent plastic from ending up in waterways not just in Ontario, but across Canada.

We believe that plastic waste is an issue that is best addressed by working with other levels of government as well as industry to better manage plastic waste, including single-use plastic waste, and taking steps to both prevent and clean up plastic pollution on our land and in the Great Lakes and our waterways. We know that other jurisdictions have implemented a ban on single-use plastics to prevent plastic waste.

We will continue to work with other provinces, territories and the federal government on the development of an action plan to implement a Canada-wide strategy.

We know that industry is leading with several of its own actions to reduce plastic waste. One of the challenges of dealing with plastic waste is that there is a lack of harmonization across national and international markets. Moving the yardstick on diversion of plastic waste will require more focused efforts on the part of the federal government. We will seek stronger commitments from the federal government to develop national standards for recyclability to discourage the use of difficult to recycle plastics. We would also like to see the federal government address product labelling and packaging for products improperly labeled as recyclable or compostable.

Ontario will continue to do its part to reduce and divert even more plastic waste through the transition of the current Blue Box Program to a producer responsibility model and by increasing the amount of plastic waste being diverted through the IC&I sectors. Some provinces have used a deposit return system for plastic bottles and other containers to reduce litter. Ontario could also consider deposit return as part of its approach to reduce litter and waste in our communities.

We also intend to ensure the federal government works with Ontario to address the challenges faced by our Great Lakes and inland lakes through continued efforts to expand existing monitoring and research on plastics and microplastic pollution. Effective monitoring and research can help us understand impact of plastic and microplastic pollution, how to identify its sources and how best to reduce it. The research could be
conducted through existing mechanisms such as the *Canada-Ontario Agreement on Great Lakes Water Quality and Ecosystem Health*. 

**Discussion Questions**

Let us know your thoughts on the discussion questions below.

1. What do you think is the most effective way to reduce the amount of plastic waste that ends up in our environment and waterways?
2. What role do you think the various levels of government should play in reducing plastic waste?
3. Would you support and participate in shoreline and other clean-up projects to keep our waterways and land free of plastic waste?
4. Would a ban on single-use plastics be effective in reducing plastic waste?
5. What are your views on reducing plastic litter through initiatives such as deposit return programs?

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### 2.6 PROVIDE CLEAR RULES FOR COMPOSTABLES

Intended to be disposed of in food waste collection programs, compostable products and packaging such as cutlery, plastic films, and coffee pods are an innovative alternative to throw-away, single-use products. When properly managed, compostable products and packaging eventually become part of the compost produced by organics processing facilities.

Yet the use and management of compostable products and packaging has proven more complicated than intended.

It’s not always clear which products and packaging are compostable, recyclable, or must be disposed of in the trash. Consumers and businesses alike have heard mixed messages about whether compostable packaging can be managed by green bin programs and, in some cases, have been told to put these materials in the trash.

Some municipalities tell us that compostable products and packaging pose a challenge for their green bin systems, as they may not break down according to the procedures and timeframes used by their processing facilities. While national and international certification standards do exist, we know that simply meeting those standards does not ensure that compostable products and packaging can be properly managed in Ontario’s anaerobic and composting facilities.

This means that, in some instances, compostable products and packaging are not being properly composted, or are removed from organic waste streams by processing equipment and end up, instead, in landfill.

This is not fair to the businesses, institutions, and consumers that have invested in compostable products and packaging, often paying a premium to do the right thing. It’s
also not fair to the municipalities paying a premium to remove or dispose of these items from organic waste streams.

As compostable products and packaging become more common in Ontario, there is broad recognition that more work needs to be done to make sure that these materials are properly managed, and that businesses and consumers get what they paid for.

We believe that producers, municipalities and waste management providers all have a role to play in ensuring compostable products and packaging do not end up in landfill. We also believe that the people of Ontario should have the information they need to know how to properly manage compostable products and packaging when they are done with them.

We will work with industry and municipalities to build consensus on how compostable products and packaging can be best managed to ensure they do not go to landfill. We will convene a working group to bring these sectors together to discuss this issue and a path forward.

There are several options which could be considered, including, for example:

- Making producers responsible for the end of life management of their compostable products and packaging. This could help ensure that increased costs for managing these materials through municipal green bin programs does not end up as a cost to taxpayers. It could also encourage more “take-back” programs to encourage better collection and less contamination of the material.
- Encouraging municipalities and waste management service providers to adjust their processing methods and technologies as needed to support the composting and anaerobic digestion of these materials.
- Looking at potential for requirements for products and packaging marketed as compostable to be certified per a standard that can be processed in Ontario.
- Reviewing the Guidelines for the Production of Compost in Ontario to:
  - Clarify that certified compostable products and packaging are an acceptable feedstock.
  - Consider requiring facilities that accept certified compostable products and packaging to ensure their processes and technologies can effectively process these materials.
  - Determine if, by working with federal government and other partners, new or revised standards are needed for the compostable products.
- Consider requiring new compost facilities to adopt processes and technologies that can effectively manage compostable products and packaging as a condition of their Environmental Compliance Approval.

Discussion Questions
Let us know your thoughts on the discussion questions below.
1. How do you think compostable products and packaging should be managed in Ontario?
2. Should producers of compostable products and packaging be held responsible for the management and processing of their materials?
3. What role do you think standards and facility approvals should play in the proper management of compostable products and packaging?

2.7 RECOVER THE VALUE OF RESOURCES

Explore opportunities to recover the value of resources in waste

Ontario’s priority has always been to first reduce the waste we create, then reuse what we can and finally recycle what is left, prior to disposing of the residual in landfills.

However, this still results in a large amount of Ontario’s waste still going to landfills. Some materials can’t be recycled, while certain products are made of complex combinations of materials that make recycling too costly to support viable end-markets. We need to consider how to better recover the valuable resources from waste so that it can be integrated back into the economy.

Thermal treatment is a broad term used to describe a range of technologies that can be used to manage non-hazardous wastes from both the municipal sector and the IC&I sectors. These technologies also displace the burning of GHG-intensive fuels, such as coal. In many cases, it is possible to use thermal treatment technology to recover valuable resources, such as plastic resins, synthetic fuels and electricity, from waste that would otherwise end up in landfills. Thermal treatment encompasses a few different processes. Emerging technologies use extreme heat to break down materials such as plastics in order to create synthetic fuels or generate gases. Older facilities will create electricity and steam by burning waste. Some industrial processes use waste as fuel for their operations.

Ontario currently allows select wastes to be used as lower carbon fuel (e.g. coal) substitutes to reduce GHG emissions from cement kilns, such as at the Lafarge Canada Inc. Bath cement plant, and other manufacturing facilities. This use will ultimately be limited by the amount of fuel needed for manufacturing. Municipalities and the private sector can choose to send their wastes to thermal treatment, after they have made reasonable efforts that waste collected is first processed, used or recycled. In addition, Ontario has two facilities that use municipal and private sector waste to generate energy.

Currently Ontario’s waste diversion programs cannot promote the burning of waste and are only allowed to use thermal treatment for residuals – the unrecyclable residues left over after materials are processed – even if end-markets for the materials they manage may not sustain recycling on their own. This means that diversion programs end up recycling materials where the cost of processing vastly outweighs revenues, as with plastic films, or where formerly viable end-markets have declined to historic lows, as with newsprint. Changes to national and international markets, such as the recent ban
on imports in China, can result in stockpiles of materials that have limited market potential.

Provinces across Canada are dealing with these same issues. Nova Scotia recently announced changes to regulations to allow plastics and newsprint to be used for thermal treatment, with the goal of finding ways to take materials out of landfill and recover their value back into the economy. In a number of European countries, in addition to reducing, diverting and recycling waste, the processing of waste using thermal treatment, also referred to as energy from waste, is used to recover value from a significant amount of waste rather than sending it to landfills. In Sweden, only 1 per cent of municipal waste is sent to landfills, while 51 per cent of municipal waste is sent to energy from waste facilities to generate electricity and provide heating to surrounding communities. The remaining 48 per cent of municipal waste is diverted from landfills, either by composting or recycling.

Chemical recycling, which is carried out by companies like Greenmantra Technologies in Brantford, is another process that could assist in waste diversion. It uses a chemical reaction to transform recycled materials, such as certain complex plastics, into higher value polymers. This process drives economic value by opening new applications and additional outlets for waste plastics where conventional recycling cannot provide an adequate solution. The increased use of chemical recycling could be used to improve the effectiveness of existing recycling processes and to enable economic growth by expanding the potential end uses for materials that currently are sent to landfill.

We understand that some stakeholders have raised issues with the definition of waste. Where appropriate, the ministry will review requirements related to waste management to consider opportunities where they may restrict innovation or pose an obstacle to the recovery of materials that would otherwise be a waste and develop products that have a beneficial use. This would include supporting beneficial uses which promote soil health, crop growth and enhance carbon storage. Promoting end-products like renewable natural gas and electricity can help replace carbon-intensive fossil fuels.

We intend to have discussions on how best the province might explore opportunities for innovative technologies that recover value from materials that otherwise would be a waste, including through chemical recycling and thermal treatment. This will include considering:

- Whether Ontario should recognize additional recovery approaches as an alternative to landfill.
- Whether certain types/uses of thermal treatment technology should count as waste diversion.
- How Ontario’s regulatory and approvals framework can support greater adoption of chemical recycling and thermal treatment while still ensuring that these technologies meet Ontario’s stringent air standards and waste management requirements.
• Lessons learned from other jurisdictions to see how thermal treatment has been incorporated into their waste management practices.

*Make it easier and safer to reuse excess soil and redevelop former commercial and industrial lands*

Rural and urban communities benefit from healthy soil and land. Soils need to be clean to ensure new home owners or property users are safe, and contaminated soils cannot be relocated to farms where our food is grown. Having clear rules and standards around how extra soil from construction projects is managed, relocated and reused makes it easier for construction businesses to know what soils they can reuse and what soils need to be disposed of or treated before reusing.

Proper management of excess soil can reduce unnecessary landfilling (as well as reduce construction costs) while ensuring soil from construction projects is safe for the environment and human health. By clarifying what soil can be reused locally, we can also reduce greenhouse gas emissions generated by trucking soil from place to place unnecessarily.

Traditional excess soil management using “dig and dump” approaches is substantially more expensive than using best practices for reusing soil from construction. According to a recent industry study, projects that use excess soil management best practices for reuse experienced an average of 9 per cent in cost savings (Ontario Society of Professional Engineers, Greater Toronto Sewer and Watermain Contractors Association, Residential and Civil Construction Alliance of Ontario). Savings are due to reduced hauling distances and diverting soils away from landfills.

Recognizing that excess soil is often a resource that can be reused, the ministry will set clear rules to limit soil being sent to landfill, lower greenhouse gas emissions from trucking and reduce construction costs, while supporting beneficial reuses that are safe for the environment and human health. We will work with municipalities and other law enforcement agencies and stakeholders to increase enforcement on illegal dumping of excess soil.

The ministry will also revise the brownfields regulation and the record of site condition guide to reduce barriers to redevelop and revitalize historically contaminated lands, putting vacant prime land back to good use.

*Discussion Questions*

Let us know your thoughts on the discussion questions below.

1. What role do you think chemical recycling and thermal treatment should have in Ontario’s approach to managing waste?
2. What types of waste materials do you think are best suited for thermal treatment?
3. How can we clearly and fairly assess the benefits and drawbacks of thermal treatment?
4. Are there obstacles in the current regulatory requirements and approvals processes that could discourage the adoption of technologies such as chemical recycling and thermal treatment? How can we maintain air standards and waste management requirements in addressing these obstacles?
5. How can we best work with municipalities and stakeholders to integrate new soil reuse rules and other best practices into operations quickly, and to continue to develop innovative approaches to soil reuse and management?

2.8 SUPPORT COMPETITIVE AND SUSTAINABLE END-MARKETS

Reducing waste and increasing diversion is about more than putting waste materials in the correct receptacles. Having sufficient processing capacity is a critical component of any approach to better manage our waste. This includes both the technology and infrastructure needed for the collection and sorting of waste, its processing into a product for markets or if applicable, its appropriate disposal.

Given the projected population growth and economic trends for Ontario, our ability to dispose of waste will become increasingly challenging. We need to reduce our current reliance on landfills, give local communities more say in where landfills go, and focus on building more and better ways to reduce and divert our waste.

Rather than hindering our ability to innovate and drive stronger economic growth, we need to ensure that the regulatory environment promotes industrial competitiveness, new economic investments, and development of innovative technologies that will help us tackle our waste problem.

As such, we will work towards reducing regulatory and administrative burden with the aim of keeping waste out of the landfill. This includes building an environmental approvals system that focuses on clear progress, beneficial outcomes, and strong enforcement.

Modernize Approvals

As waste reduction and diversion technologies, systems, and markets have evolved, existing regulatory oversight and approval requirements must keep pace and facilitate new ways of dealing with new problems. That’s why it is important that the province regularly review our legislation, regulations, and policies to ensure that they do not impede people and businesses from doing the right thing.

Consistent with its open for business agenda, the province will cut regulatory red tape to support innovative and low risk waste management approaches, such as pilot projects that could lead to commercialization of new technologies or processes. This will make it easier for businesses and municipalities to make waste diversion more accessible to the people of Ontario, such as expanding and updating provisions that support municipal waste depots and retail collection sites. The province will look for opportunities to
support the localized management of organic waste such on-site management or small-scale composting.

The province will look for opportunities to make environmental approvals, including for waste management activities, more expedient and efficient through the continued implementation of a one-year service standard for higher-risk Environmental Compliance Approval requests. We will also consider an alternative or streamlined environmental approvals path for proven technologies that recover value from waste.

**Give municipalities greater say in landfill approvals**

In an economy that values its resources and promotes the efficient and effective recovery of products and packaging, landfills should be the last resort in the system to manage waste materials. This is not currently the case in Ontario, as 70 per cent of products at their end-of-life, packaging and other waste is sent to landfill. Ontario has approximately 10 to 20 years of landfill capacity left. These timelines also assume we would continue to export some of our waste to the United States, which is not a sustainable solution.

While Ontario works towards reducing and diverting more of its waste, there will still be a need for landfill space.

With that said, we are committed to listening to the communities that are hosting and near landfills. A landfill is a long-term commitment - so it is important that local communities have more say in landfill approvals, particularly where it directly impacts their community. To this end, we will provide municipalities and the communities they represent with more say in landfill approvals process while protecting the environment and ensuring there is sufficient landfill capacity in Ontario.

We will develop a proposal to ensure consultation between landfill proponents and impacted municipalities, Indigenous communities and adjacent communities happens early in the approvals process. When considering the best way to provide impacted municipalities with an increased say, we will look at the potential impacts a landfill might have on both the environment and the community, which could include communities that are in close proximity to the landfill.

We will look at the role “impact benefit” or community agreements can play in addressing both municipal and Indigenous concerns as well as mitigating potential impacts. The proposal will balance the desire to give the people of Ontario a greater voice in the siting of landfills, while ensuring Ontario has sufficient landfill capacity for the management of our waste.

Ontario will continue to be a leading jurisdiction in setting strict landfill standards and requirements. This means continuing to safeguard drinking water by applying groundwater protection limits and design requirements for leachate collection systems.
Proposals for large new landfills and landfill expansions will continue to be subject to rigorous environmental assessment processes under the *Environmental Assessment Act* and strict requirements for design, operation, closure, post-closure care and financial assurance under the *Environmental Protection Act*. These comprehensive requirements will ensure the environmental risks of this landfilling legacy will be managed.

**Discussion Questions**

Let us know your thoughts on the discussion questions below.

1. What changes to the approvals process do you think would best facilitate a reduction in waste going to landfills?
2. What type of end-markets for resources from waste do you think Ontario is best positioned for?
3. How do you think municipalities should be given more of a say in the landfill approvals process?

**3.0 Measure our success**

Our goal is that **Ontario will strive to decrease the amount of waste going to landfill and work towards increasing the province’s overall diversion rate**. We will monitor and evaluate progress on this goal through the following key performance measures:

1. **Reduce waste**: Reduce the amount of waste sent to landfill as demonstrated by declining kilograms of waste on a per capita basis. This measure will give us a reliable indication of the effectiveness of our efforts to reduce the amount of waste that goes to landfill in this province. By reducing the amount of waste we produce and increasing the amount of waste we divert, we will reduce our reliance on landfills.

2. **Reduce greenhouse gas emissions**: Reduce the amount of GHG emissions from the waste sector as demonstrated by declining kilograms of GHG emissions from food and organics waste and from the waste sector in general. To support the implementation of *A Made-in-Ontario Environment Plan*, we need to minimize the level of emissions that come from the generation and management of waste in Ontario. In terms of waste, the biggest gains can be made by reducing the amount of food and organic waste that goes to landfill, thereby minimizing the release of methane from the landfilling of those wastes.

3. **Right information**: Reliable and accurate information will promote evidence-based decisions, help measure our progress, and prove all parties in the waste system are accountable for results. Getting the right information will help us show the people of Ontario how their communities are reducing litter and waste, and build confidence that their efforts to reduce, reuse, and recycle are having a direct and measurable impact on our province’s environment.
4. **Increase diversion**: Increase the amount of waste reduced, recycled or recovered by Ontario households, municipalities and the IC&I sectors. These sectors are where we can make the biggest gains in getting our diversion rate moving in the right direction again.

The ministry will release a five-year progress report outlining progress made in implementing the actions outlined in this discussion paper and achieving the goal of **decreasing waste going to landfill and increasing the province’s overall diversion rate**.

**4.0 WE WANT TO HEAR FROM YOU**

1. Of all the initiatives detailed in this discussion paper, what do you think should be a priority for early action?

2. How do you think Ontario can best maintain its competitiveness and growth while reducing the amount of waste going to landfill and litter in our communities?

3. How do you think we can make Ontario a leader in waste reduction and diversion once again?
Good Afternoon Brent,

As discussed this AM, here are the general milestone steps and chronology for the completion of an EA in order to proceed with the permanent closure of Municipal structures:

1. Step 1 – Prepare Municipal Class Environmental Assessment document identifying the problem, a description of the physical location, general area, and natural, social, and economic environments, defining, investigating, and proving mitigative measures for all alternate options for solution (in this case Rehab, Replacement, re-route road, permanent closure, and do nothing) and evaluation of alternative and selection of the preferred alternative. **8 weeks**

2. Step 2 – Agency Consultation – Consult with applicable authority’s (MOE, MNR, Conservation Authority, Ministry of Culture, DFO, etc.) This is the most difficult phase to estimate the time commitment for, however past indications on similar projects (although scope was smaller i.e.: 3 structures vs. 10) apx **8-12 weeks**.

3. Step 3 – First mandatory point of Public Consult – Notification (adds run in two separate newspapers identifying the EA and where the document can be obtained for review and comment) and/or Public Information Centre (PIC) the method of public contact is at the discretion of the Municipality. This can run concurrently with the agency consultation. Prepare for and schedule meeting (enough advanced notice, power point presentation, etc.) **4 Weeks** if using meeting (this can run concurrently with agency consultation and will control the project completion date)

4. Step 4 - Selection or confirmation of preferred alternate taking into account agency and public consult comments. **2 weeks** (if no secondary consult is required due to agency comments)

5. Step 5 – Notice of Completion with 30 day review period – if not Part II Orders are received by the ministry – project can proceed based on the preferred alternative after 30 days’ time. **4 weeks**

If the EA process goes relatively smoothly (no major issues arising from agency and public consult) the following is a **rough** schedule:

- Project Commences early of May 2019
- Notice of Completion Early October 2019
- Acceptance of EA (if no Part II Orders are received) – Early November 2019
- Consult with EMS, school board, municipal services, etc. – November and December
- Design and Tender for structure decommissioning/closure – Issue February 2020
- Contract for decommissioning – Spring to Early Summer 2020

Please let me know if any further details are required.

Best Regards,
Report
Committee of the Whole
Director of Finance/Treasurer – Report FTR#03/26/19

Date: March 26, 2019.

AMO Communication – One Time Federal Gas Tax Top-Up
Attached is a communication from AMO advising of the federal government announcement of one-time top-up of federal Gas Tax Funds. As per the current Gas Tax Funding agreement, any funds received are not intended to replace or displace existing sources of funding for tangible capital assets. The funds transferred shall be expended within five years after the end of the year in which the funds are received. Attached is Schedule B from the agreement which lists Eligible Project Categories.

FTR#1 Recommendation: Transfer any Gas Tax Top-Up Funds received to reserve for future budget deliberations.

Investing in Canada Infrastructure Program (ICIP) – Rural & Northern Communities Funding Stream
The Investing in Canada Infrastructure Program (ICIP) is a federal program that the Province of Ontario is a cost sharing partner. Under this funding stream, Ontario is supporting transportation priorities of small, rural and northern communities. The Province will roll-out the funding through multiple intakes. The objective of the current intake is to support improved and/or more reliable roads, bridges, air and marine assets. The ICIP – Rural & Northern Communities Funding – 2019 Intake is a competitive process with a maximum of one project submission per applicant.

Eligibility:
- Ontario municipalities with population of 100,000 or less; and
- Indigenous communities in Ontario.

Eligible Project Types:
- New construction;
- Rehabilitation; or
- Replacement work.

Bundling: A project may have both road and bridge components. Bundling of ineligible asset types (e.g., water, wastewater and/or storm water) would not be eligible for funding.

Joint Projects:
- Joint projects are encouraged;
- Joint applicants may combine the grant funding being requested;
- Joint projects counts a project put forward for each individual applicant.

Timelines:
- Submission Deadline is May 14, 2019
- Province will notify applicants is nominated to federal government for review in summer 2019 (estimated)
- Notification of federal funding decision in summer/fall 2019 (estimated)
- Projects must be completed by Oct. 31, 2026

Assessment Criteria:
- Projects will be assessed according to critical health & safety aspects
- Based on technical merit of the proposed project
- Assessed according to greater funding need, including proposed cost of the project per household, median household income and weighted property assessment per household
- Efficiencies through joint projects will be given additional consideration

Financial:
- Maximum total cost per project for a single application is $5 million
- Cost Sharing for municipalities between population 5,000 and 100,000 is:
  50% (max.) Federal; 33.33% (max.) Provincial; and 16.67% (min.) Applicant.

FTR#2 Recommendation: Seeking Council direction.

Commercial Vacant Unit Rebate and Farm Tax Ratios
At the March 19, 2019 Council meeting discussion of the issue of changing farm tax ratios and the vacant unit rebate program for commercial and industrial properties was deferred to Committee of the Whole for further discussion. The Vacant Unit Rebate for Commercial/Industrial properties represents a 30% rebate for Commercial and 35% for Industrial. In 2018 the program costs for West Grey were $7,111.64 for eight applications. The 2018 costs for Grey County were $4,095.58 and $8,991.56 for the School Boards. The Province has not announced whether there will be an approval intake to modify the vacancy rebate program in 2019. If an intake does open up it is likely that modifying/phasing out the program would be pursued by the County. The vacant unit rebate program is a decision that is made at the County level.

The County establishes tax ratios for use in calculating property taxes. Below are the ratios for 2018:

<table>
<thead>
<tr>
<th>Type</th>
<th>Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
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</tr>
<tr>
<td>Multi-residential</td>
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</tr>
<tr>
<td>Commercial</td>
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<td>Industrial</td>
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<td>Pipelines</td>
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<tr>
<td>Farmland</td>
<td>0.250000</td>
</tr>
<tr>
<td>Managed Forest</td>
<td>0.250000</td>
</tr>
</tbody>
</table>

The upper tier government has the flexibility to set a tax ratio for the farm class at a rate that is below the prescribed 0.25, however, this reduction would only apply to the municipal portion of the property tax bill. It would not apply for the education portion of the property tax bill. Changing tax ratios will result in shifting the distribution of the tax burden among each tax class.
FTR#3 Recommendation: For Discussion.

Respectfully submitted:
Kerri Mighton
Director of Finance/Treasurer

West Grey 2020 Action Plan
Decisions respecting this report should support the following Strategic Priorities and Goals identified in the approved West Grey 2020 Action Plan:

Strategic Priorities
1. Ensure the Financial Sustainability of the Municipality.
2. Pursue Economic Development in West Grey.
3. Enhance Efforts to Inform and Communicate.
March 20, 2019

As part of the 2019 budget, the federal government announced it will top-up the federal Gas Tax Fund with a one-time transfer of $2.2 billion. Ontario’s share is expected to be over $800 million based on the 2018 allocation. This funding is in addition to your 2019 allocation. The additional one-time amount is expected to be equal to the total amount each municipality received in 2018, i.e., the sum of your July and November 2018 payments. The additional funding must be used in accordance with your current agreement with AMO for the transfer of federal Gas Tax funds.

AMO has worked with municipalities to ensure they are in compliance with the agreement and that funds can be transferred immediately upon receipt from Infrastructure Canada. We will update you as soon as we receive confirmation on the timing of this one-time payment. Payment will be conditional on passing of the budget.

Contact: Chris VanDooren, AMO Program Manager, cvandooren@amo.on.ca, 416-971-9856 ext. 410

*Disclaimer: The Association of Municipalities of Ontario (AMO) is unable to provide any warranty regarding the accuracy or completeness of third-party submissions. Distribution of these items does not imply an endorsement of the views, information or services mentioned.
SCHEDULE B

ELIGIBLE PROJECT CATEGORIES

Eligible Projects include investments in Infrastructure for its construction, renewal or material enhancement in each of the following categories:

1. Local roads and bridges – i.e. roads, bridges, tunnels, highways and active transportation infrastructure (active transportation refers to investments that support active methods of travel. This can include: cycling lanes and paths, sidewalks, hiking and walking trails).

2. Public transit – i.e. a shared passenger transport system which is available for public use.

3. Drinking Water – i.e. drinking water conservation, collection, treatment and distribution systems.

4. Wastewater – i.e. wastewater and storm water collection, treatment and management systems.

5. Solid waste – i.e. solid waste management systems including the collection, diversion and disposal of recyclables, compostable materials and garbage.

6. Community energy systems – i.e. infrastructure that generates or increases the efficient usage of energy.

7. Capacity building - i.e. investments related to strengthening the ability of Municipalities to develop long-term planning practices.

8. Short-sea shipping – i.e. infrastructure related to the movement of cargo and passengers around the coast and on inland waterways, without directly crossing an ocean.

9. Short-line rail – i.e. railway related infrastructure for carriage of passengers or freight.

10. Regional and local airports – i.e. airport-related infrastructure (excludes the National Airport System).

11. Broadband connectivity – i.e. infrastructure that provides internet access to residents, businesses, and/or institutions in Canadian communities.

12. Brownfield Redevelopment i.e. remediation or decontamination and redevelopment of a brownfield site within municipal boundaries, where the redevelopment includes:

   (a) the construction of public infrastructure as identified in the context of any other eligible category referred to in this Schedule, and/or;

   (b) the construction of municipal use public parks and publicly-owned social housing.
13. Sport Infrastructure – i.e. amateur sport infrastructure (excludes facilities, including arenas, which would be used as the home of professional sports teams or major junior hockey teams (e.g. Junior A)).

14. Recreational Infrastructure - i.e. recreational facilities or networks.

15. Cultural Infrastructure – i.e. infrastructure that supports arts, humanities, and heritage.

16. Tourism Infrastructure – i.e. infrastructure that attracts travelers for recreation, leisure, business or other purposes.

17. Disaster mitigation – i.e. infrastructure that reduces or eliminates long-term impacts and risks associated with natural disasters.

Note: Investments in health infrastructure (hospitals, convalescent and senior centres) are not eligible.
Proposed Committees of Council  
Council has indicated an interest in establishing a West Grey Sustainability Advisory Committee, West Grey Local Accessibility Advisory Committee, and West Grey Trails Advisory Committee, with attached Terms of Reference. (attachment)

The Committee of the Whole/Council needs to consider staffing and cost implications associated with establishing the proposed committees. Perhaps the proposed formation of these committees should be delayed until the completion of the Strategic Plan to enable Council to determine its priorities so ample staff and Council resources, as well as financial resources, can be allocated to facilitate completing necessary actions to implement the identified top one or two priorities, for instance, and then proceed to address the identified "next-in-line" priorities.

COW#1 Recommendation: Seek direction from Committee of the Whole.

City of Quinte West
The City of Quinte West is undertaking a review/audit in 2019 of City facilities to identify areas where the use of municipal water can be further optimized and the use of bottled water can be reduced or eliminated wherever possible. Quinte West City Council has passed a resolution encouraging all levels of Government to enact legislation to undertake a similar audit. (attachment)

This is one of many items that can be considered by the West Grey Sustainability Committee, if or when, said Committee is established.

COW#2 Recommendation: Seek direction from Committee of the Whole.

1993934 Ontario Inc., Jason Tremble (President) & Kevin Tremble (Vice-President)
Jason Tremble & Kevin Tremble came before Council on December 17, 2018 to request the waiving or reduction of West Grey Development Charges fees for the 11 affordable residential apartment rental units proposing on Chester Street,
Durham. The Clerk, upon request by Council, completed a Report considered at the January 30, 2019 Committee of the Whole meeting. (attachment)

Anne-Marie Shaw, Director of Housing, Grey County, also attended the January 30, 2019 Committee of the Whole meeting to discuss affordable housing, including the 1993934 Ontario Inc. (Tremble) proposal. The Committee of the Whole requested a follow-up report be completed.

As noted in my January 30, 2019 Report, Council has the authority to enter into agreements to waive or reduce development charges pursuant to West Grey Development Charges By-law Number 19-2015. Buildings exempt from West Grey Development Charges include buildings owned and used by the Municipality, or any Board of Education for school purposes exempt from taxation of the Assessment Act.

If Council wishes to reduce or waive development charges for affordable housing units, I would suggest it be limited to rental residential apartment/townhouse units subject to meeting the same criterion that the County of Grey uses. Anne-Marie Shaw, Director of Housing, Grey County, has previously indicated that the County is willing to broker such agreements between individuals and West Grey. Furthermore, it would be in order for the new West Grey Development Charges By-law that will supersede the existing West Grey Development Charges By-law that expires on May 1, 2020, to include provisions to facilitate/annunciate the criterion used to waive or reduce the development charges for rental residential apartment/townhouse units, if deemed appropriate by Council to do so.

COW#3 Recommendation: Seek direction from Committee of the Whole.

Refreshment Vehicle License Request – Barbara Ann Secord, 512 Mill Street, Neustadt
Barbara Ann Secord, owner of 512 Mill Street, Neustadt, has submitted a Refreshment Vehicle License application pursuant to West Grey Refreshment Vehicle Licensing By-law Number 83-2009 to permit a 16' long food trailer for the sales/consumption of food and refreshments. A Site Plan is submitted with the application. Some picnic tables will also be provided at the property. The property is zoned C1 (General Commercial), and refreshment vehicles are permitted only on commercial or industrial zoned lands. The refreshment vehicle license is $300/annually. (attachment)
A "Refreshment Vehicle" is defined in section 1.6 of By-law Number 83-2009 as: 
"1.6 Refreshment Vehicle shall mean a motor vehicle, trailer, cart or any conveyance, driven by any kind of power, including muscular power, which is used for the sale, preparation or dispensing of food or drink for consumption by the general public, except for the exclusive sale of ice cream or ice cream cones."

By-law Number 83-2009, as well as West Grey Delegation of Authority By-law Number 58-2013 delegates the approval authority for refreshment vehicles to the CAO or Clerk. The Clerk is utilizing the provision in section 2.5 of By-law Number 83-2009, that provides for at the discretion of the CAO or Clerk to refer the application to Council for consideration prior to issuance, and by doing so, the issuance of the license is at the sole discretion of Council. The proposed refreshment vehicle is located in the downtown core of Neustadt, and the Clerk is not certain how supportive Council will be with permitting a refreshment vehicle in the immediate downtown core of an urban area. In the past, the Clerk approved a refreshment vehicle license in downtown Durham at the former West End Motors property.

The Saugeen Valley Conservation Authority, Grey County Transportation Services Department, and West Grey Director of Infrastructure and Public Works, have noted no concerns with the proposed refreshment vehicle.

I recommend the following conditions be included in the refreshment vehicle license if approved by Council, and contingent on the recommendation of the Committee of the Whole: permission to operate between May 1 to October 31, subject to Grey-Bruce Health Unit approval, and an approved Inspection Certificate/Letter re: Ontario Propane Code.

COW#4 Recommendation: Seek direction from Committee of the Whole.

West Grey 2020 Action Plan
Decisions respecting this report should support the following Strategic Priorities and Goals identified in the approved West Grey 2020 Action Plan:
Strategic Priorities
Ensure the Financial Sustainability of the Municipality.
Pursue Economic Development in West Grey.
Enhance Efforts to Inform and Communicate.

Respectfully submitted:
Mark Turner, Clerk
West Grey Trails Committee Terms of Reference

Purpose:
To act as an Advisory Committee to Council on matters relating to the planning and implementation of trails within the Municipality of West Grey.

Membership Composition:
One Member of Council
Mayor of West Grey
Three Citizens
West Grey Staff will be consulted and participate when required to assist.

Mandate:
- Assist in the development of safe and publicly assessible trails that contribute to the overall beautification and sustainability of the Municipality of West Grey.
- Assist Council where feasible in identifying potential resources and opportunities including grants for the advancement of trail-related initiatives.

Reporting:
This Committee will report to Council.

Meetings:
One meeting per month.
West Grey Local Accessibility Advisory Committee – Terms of Reference

DRAFT

Purpose

The West Grey Local Accessibility Advisory Committee (LAAC) will provide recommendations, advice and information to the municipality in an effort to reduce or eliminate barriers that affect members of the public, including those with disabilities. Barriers can be physical, architectural, informational or communication, attitudinal, technological, policy or a practice.

While many of the goals of the Ontarians with Disabilities Act (ODA) and the Accessibility for Ontarians with Disabilities Act (AODA) are shared by this committee, primary responsibility for compliance with those Acts rests with another committee: the Grey County Joint Accessibility Advisory Committee.

Membership

The members of the LAAC shall be appointed by Council in accordance with the General Terms of Reference. The committee will be comprised of:

- a minimum of five members of the public, with a majority identifying as a person with a disability;
  (Members will not be required to specify their disability, but it could include physical, cognitive, perceptual or an issue of mental health.)
- one non-voting member of Council;
- the Mayor, as a non-voting member;
- one non-voting staff member appointed by the CAO, who will act as Recording Secretary.

Responsibilities

The LAAC will:

- advise the municipality on issues, concerns and barriers faced by persons with disabilities and the means by which we can work to eliminate the barriers;
- participate in the annual development and/or refinement of West Grey accessibility plans;
- provide input into the municipality’s accessibility compliance reports;
- review and advise the municipality on universal transportation issues such as taxi service, bus service, sidewalk design, audible traffic signals, accessible parking;
- coordinate getting information to the public regarding issues faced by persons with disabilities;
- be an ongoing resource to the municipality, individuals, agencies and the business community through education and building community awareness about measures (such as employment accommodations, business accessibility, etc.) for improving the quality of life for persons with disabilities.

Staff and Council can engage with the LAAC in all other circumstances where it appears appropriate to seek its advice on how to remove barriers for people with disabilities.

Reporting

The LAAC will make recommendations to the staff, through the CAO or to Council, through the Clerk, as needed. The LAAC shall make an annual report to Council through the Committee of the Whole.
West Grey Sustainability Advisory Committee (SAC)

PREAMBLE

West Grey is facing increased pressures in Waste Management:
- the Normanby landfill is at capacity (the transfer station continues to provide disposal for garbage bags and recycling)
- the Durham landfill is nearing capacity (3.1 years remaining, April 2018 report)
- recycling markets are changing and more limiting (reduced tolerance for contamination, limited markets for styrofoam).

There is growing interest in the community for reducing waste and growing concern for one-time use plastics. While the scope of the SAC is broad, in this first term the committee will prioritize waste reduction initiatives in effort to extend and expand waste management service levels and to enhance environmental stewardship.

Possible projects in the first term of the committee may include:
- Composters - home based composters or green cone digesters (Brockton)
- Film plastic and/or styrofoam recycling - explore partnership with Brockton & Hanover’s existing programmes
- Reducing waste and improving recycling at municipal facilities - Blue Community
- Reducing recycling contamination - lids for blue bins, education initiatives
- Wood chipping and/or composting onsite at landfills

West Grey Sustainability Advisory Committee (SAC) Terms of Reference

MANDATE & RESPONSIBILITIES

The West Grey Sustainability Advisory Committee (SAC) is an advisory committee of council. The SAC will develop programmes and initiatives which balance economic, social, and environmental impacts in effort to build a sustainable community, one that meets the needs of the present without compromising the needs of future generations. SAC will:
- Identify and research emerging local sustainability issues
- Make recommendations to council on committee initiatives
- Assist the corporation and the community to identify, develop, and implement plans, programs, and policies
- Monitor and evaluate the implementation of initiatives
- Support education, awareness, and stewardship in the community through engagement, outreach and advocacy
- Build partnerships and collaborate on common deliverables with organizations, community groups, and municipal partners to leverage resources and expertise
COMPOSITION
- Appointed by council for the term of council
- Knowledge and/or interest in matters relating to sustainability, the environment, and/or climate change
- 2 councillors (re-evaluate after 1 year)
- Mayor
- 1 staff (non-voting)
- 6 citizens
- Establish a subcommittee or working group for projects (flexible, not appointed, include youth)

REPORTING TO COUNCIL
Two written reports are required per year - a budget/work plan and an annual report. If there are recommendations from the SAC that fall outside of these two reports, additional reports will brought forward to Council

ADMINISTRATIVE
- Staff support - 1 staff liaison (Public Works?)
- Meeting frequency - 6-12 times per year, monthly 2 hour meetings
- Grant application support

FUNDING
- $5000 each year
- SAC may also present projects outside of the $5000 budget to council
- Seek cost-sharing opportunities with other groups, municipalities
- Seek grants

STRATEGIC PLAN
The committee will prioritize projects and deliverables for the term of council in alignment with the council’s new strategic plan. In the initial planning stage, the committee will:
- Engage community members - online and paper survey, talk with people as they visit the landfill, ThinkTank sessions
- Connect with community groups, municipal committees and boards - needs, programs, partnerships
- Connect with similar municipal committees - information gathering and partnerships

PROJECTS
When developing a project SAC will consider:
- Budget: prioritize projects which will save the municipality money, or are self-funded, or create revenue, or are of modest cost
- Funding: research and seek funding opportunities including grants
- Partnerships: build expertise, resources, and funding by coordinating with groups, organizations, and municipalities
- Scope: trial projects in smaller scale and shorter timelines
- Monitor and measure progress
- Develop education and awareness in the community

In this first term of the committee (2019-2022), projects will prioritize waste reduction initiatives, however the committee may also consider projects in the areas of: energy conservation, greenhouse gas reduction, sustainable development, ecosystem health, climate change, water, and food security.
March 8, 2019

Via Email

RE: Resolution – Bottled Water

Dear Government Organizations,

Please be advised that the Council for the Corporation of the City of Quinte West passed the following resolution at its meeting held on March 4, 2019:

**Motion No. 19-058 – Notice of Motion – Councillor Cassidy**
Moved by Cassidy  
Seconded by Kuntze

Whereas water is essential for human life to exist on earth, and access to clean drinkable water should be a basic human right, and water has been commodified by the sale of bottled water;

And Whereas Canada is a participant to the Paris Agreement on Climate Change;

And Whereas the United Nations has called on all countries to reduce greenhouse gas emissions;

And Whereas single use plastics are significant items of unnecessary waste that damage our environment;

And Whereas Canada as a country and all of the provinces and territories are not likely to reach our targets to reduce greenhouse gas emissions by 2030;

And Whereas many scientists and environmental advocates are asking us to end the fossil fuel based economy as soon as possible;

And Whereas the City of Quinte West has undertaken initiatives to limit the use of bottled water and promote the use of municipal drinking water in recent years;

Be it resolved that the City of Quinte West will undertake a review/audit in 2019 of the City facilities to identify areas where the use of municipal water can be further optimized and the use of bottled water can be reduced or eliminated wherever possible;
And further that a policy be developed to promote the use of municipal drinking water in the City;

And further be it resolved that the City of Quinte West will encourage our immediate neighbours to do the same;

And further be it resolved that the City of Quinte West will forward this motion as an aspirational objective to the following partners: All municipalities in Ontario, AMO, all other similar provincial and territorial organizations in Canada, all Premiers and the Prime Minister and the leaders of all Provincial and Federal Parties in Canada with the request that they enact legislation to do the same. Carried

We hope that you will take such actions into consideration within your own organization in an effort to reduce bottled water usage and promote the use of municipal water.

Yours Truly,

CITY OF QUINTE WEST

Jim Harrison,
Mayor
1993934 Ontario Inc., Jason Tremble (President) & Kevin Tremble (Vice-President)

Jason Tremble (President) & Kevin Tremble (Vice-President) of 1993934 Ontario Inc. (the “Proponent”), came as a delegation to the December 17, 2018 Council meeting requesting Council to consider waiving or reducing the development charges for the eleven affordable residential apartment units proposed at Plan 500, Park Part Lot 8, Chester N/S, Geographic Town of Durham, being property roll #4205 260 001 05901 0000. There are three other apartment units in the proposed building that will not be affordable housing units. The units are to be rented. (attachment)

Council passed the following resolution during the December 17, 2018 Council meeting:
“Townsend-Hergert, Be it resolved that, the Council of the Municipality of West Grey hereby defers a decision respecting the request from 1993934 Ontario Inc., to waive or reduce development charges for further discussion during the January 30, 2019 Committee of the Whole meeting. #358-18 Carried.”

The Proponent entered into a 20-year agreement with Investment in Affordable Housing in Ontario (IAH) for the provision of the eleven affordable housing units, with the County of Grey being a partner in this undertaking by providing the subject property at a nominal sum and awarding the Proponent a grant-in-lieu of the County development charge for the eleven affordable housing units. The eleven affordable housing units meet the affordable housing unit requirements for this area as determined by the Canada Mortgage and Housing Corporation (CMHC).

The Tremble’s have requested Council to consider either awarding a grant-in-lieu in equal amount to the development charge for the eleven affordable housing builds, or to waive the applicable West Grey development charge for the affordable housing units. Section 11.3 of West Grey Development Charges By-law Number 19-2015 states “Council has the power to enter into agreements to reduce or waive development charges that are payable under the Act and this By-law”.
January 30, 2019

The current West Grey development charge is $3,250/household (residential unit), and therefore, the total development charges payable for eleven affordable housing units would be $35,700.

Anne Marie Shaw, Director of Housing, County of Grey, is attending the January 30, 2019 Council meeting to clarify the IAH/Grey County agreement with the Proponent, and to address affordable housing questions that Council may have in general.

While both the West Grey Official Plan and Comprehensive Zoning By-law Number encourage affordable housing in West Grey, it is a concern that lower-tier municipalities are being pressured to financially commit to affordable housing that in the past has mainly been the responsibility of the Province and upper-tier municipalities.

**COW#1 Recommendation: Seek direction from Council.**

**West Grey 2020 Action Plan**

Decisions respecting this report should support the following Strategic Priorities and Goals identified in the approved West Grey 2020 Action Plan:

- **Strategic Priorities**
- Ensure the Financial Sustainability of the Municipality.
- Pursue Economic Development in West Grey.
- Enhance Efforts to Inform and Communicate.

Respectfully submitted:
Mark Turner, Clerk
December 11, 2018

Dear Council:

We are requesting that council adopt a policy of awarding a grant-in-lieu of equal amount for development charges on affordable housing units.

Background:

Affordable housing is considered housing in which the rent is set at a rate of no more than 80% of the average market rate in a county for that type of housing. This is set by CMHC each year. The current rate for one bedroom apartments in Grey County is $577/month. Affordable Housing developments are required to be occupied by residents considered “high risk”. High risk tenants include working poor, individuals with physical disabilities, Aboriginal people and seniors.

We have committed to the County of Grey and the Investment in Affordable Housing for Ontario (IAH) to build a 14 unit apartment building in Durham, with construction starting in April 2019. Of the 14 units being built, 11 of those units will be considered affordable for a period of 20 years per the agreement signed with IAH (Investment in Affordable Housing Program).

The County of Grey has fully supported this proposed project. They have sold us the land for a nominal amount and awarded us a grant-in-lieu of the County development charges for the affordable units. They have also assisted us in applying to the IAH for funding for affordable housing.

Affordable housing is a real issue in West Grey and Grey County. Per Anne Marie Shaw, Director of Housing at Grey County, Grey County’s vacancy rate for a one bedroom has gone from 6.5% in 2013 to 1.7% in 2017 and sure to be lower in 2018. The waitlist for housing overall for Grey County is over 800 residents with Durham currently having 89 people on the waitlist for a one bedroom apartment. There is a significant need for affordable housing.

Several other Counties and Municipalities has adopted policies to assist with development charges on affordable housing, all noting that it is a significant need in their communities. Some notable municipalities and counties that have done this include:

- Grey County has awarded a grant-in-lieu equal to the cost of the development charges on past affordable housing projects.
- Essex County has waived all development charges for affordable housing. 
- Waterloo has waived development fees for affordable units being built.
- Cambridge has included affordable housing in its Community Improvement Plan with significant incentives for building affordable units regarding planning and development fees.

Non-profit organizations are responsible for the majority of affordable housing projects. There simply is not enough construction and expansion in the non-profit sector to keep up with the demand for affordable housing. It is important for municipalities to provide support when the private sector wants to contribute.
How this meets West Grey's objectives:

This request by us is in line with several of the councilor's beliefs, the past actions of the Town of Durham and the West Grey official plan.

- During the electoral debate that occurred in September and October 2018, several of the councilors made it a campaign promise and noted the need for the Municipality to ensure that there is adequate affordable housing in West Grey. During multiple debate, questions arose about affordable housing and every councilor candidate stated that we as a municipality needs to make housing affordable and looks for ways to add to the affordable housing pool.
- The last affordable housing build in West Grey was done in 1992 at 329 Garafraxa St N by Garafraxa Non-Profit Homes Inc. It is been 26 years since West Grey has added to their pool of affordable housing.
- The original development charge By-Law passed in 1992 (#92-22) exempted Durham and Grey County from Development charges. I would assume that this exempted the most recent affordable housing build in 1992 from development charges.
- The West Grey Official Plan specifically addresses affordable housing. Here are the relevant excerpts from the Official Plan:
  - Goal - D2.1.1 This Official plan shall strive to provide an ample supply of affordable and desirable residential dwelling types and densities for the present and future residents of Durham and Neustadt.
  - D2.4.7 The Municipality shall strive to improve access to housing for people with special needs, including assisted housing for low-income households, seniors housing and housing for persons with disabilities, etc. The Municipality may support appropriate applications and proposals for special needs housing.
  - D2.4.8 The Municipality shall encourage new residential housing, both rental and ownership, to be affordable.
  - D2.4.9 The Municipality may consider a request for a grant in lieu of residential development charges, planning fees and building permit fees for a new affordable housing development in return for a commitment by the developer to meet specified affordability targets.
  - D2.4.10 The Municipality shall promote, and where possible, assist in the administration of County, Provincial and Federal housing programs.
  - D2.4.11 In an attempt to assist in meeting the density target and to promote special needs housing, rental and affordability, the Municipality may support a variety of zoning standards and subdivision design standards, where appropriate. Reduced urban development standards such as narrower road allowances, smaller lot areas and frontages, reduced yard requirements and increase lot coverage may be considered in new areas of development on a case by case basis and where deemed appropriate, or in areas of existing development which require unique development standards.

The proposed project meets several criteria on the West Grey Official Plan. We ask that you follow the lead of Grey County and support this affordable development project by assisting the project with a grant-in-lieu equal to the development charges for the project.

We hope that implementing a policy to assist with affordable housing projects will spur an increase interest from the private sector to invest in these types of projects so that the waiting list for affordable housing can be eliminated.
Financial Impact of West Grey:

Option 1: To award a grant in equal amount to development charges for affordable housing builds. The developer pays the development charges, and then West Grey pays the developer a grant in equal value. The current development charges for residential units in West Grey is $3,250. We are proposing 11 affordable units. Therefore a total grant for $35,750. This cost to West Grey would be offset by an increase in there development charges reserve fund. Net financial impact is zero.

Option 2: Waive development charges on affordable housing builds. No development charges to developers on affordable housing builds, therefore no grants awarded to developers by West Grey. Net financial impact is zero.

Use of Grant:

We are going ahead with this project no matter what. What this grant will do is change what we spend our money on. If the grant is awarded to us, we can add more features to the building designed to reduce energy costs, such as LED lighting throughout the building and a higher insulated building envelope. As part of the agreement with the IAH, tenants are required to pay their own hydro. We want to include more energy efficient technology to reduce hydro costs and our energy footprint; however, we are working with a fixed budget from the Ministry of Housing. We are hoping that with more efficient hydro and heating equipment, the tenant’s monthly bill will be reduced.

The Ministry understands that these projects simply are not feasible without significant grant money to assist with the capital costs of the builds. Without assistance from all levels of government, there simply is not enough rental income to cover the operating costs of the project as well as put away a sufficient amount of money into a capital reserve fund for future capital repairs.

We ask you to consider everything discussed above in assisting with our affordable housing project. We would be more than happy to explain our project in more detail as well as listen to other options or requests you may have to better address the needs of the residents of West Grey.

Sincerely,

Jason Tremble
President
1993934 Ontario Inc.
519-369-7608

Kevin Tremble
Vice-President
1993934 Ontario Inc.
519-369-4736
Recommendation

1. That Report HDR-CW-22-18 regarding funding for affordable housing in West Grey be received; and

2. That the Warden and Clerk be authorized to enter into a Contribution Agreement with 1993934 Ontario Inc. (Kevin and Jason Tremble) for the funds available in 2018 and 2019 through the Investment in Affordable Housing Program Rental Build Program.

Executive Summary

In 2016 the County received $2,550,000 in funding from the Investment in Affordable Housing (IAH) Program for years 2016-2019. The Rental Build Program, one of the programs in the IAH. The recent award of RFP-HOU-17-18 to Kevin and Jason Tremble to build affordable housing qualifies for the remaining IAH Rental Build Program funding. A total of $900,000 is available; $510,940 in 2018 and $389,060 in 2019.

This report requests approval for the County of Grey to enter into an agreement with 1993934 Ontario Inc. (Kevin and Jason Tremble) for $900,000 to build affordable housing in West Grey.

Background and Discussion

The Rental Housing Program component of the Investment in Affordable Housing Program provides funding to increase the supply of rental housing by providing funding to eligible projects for construction of safe, adequate and affordable rental housing. Kevin and Jason Tremble's (1993934 Ontario Inc.) proposed build in Durham of 14 one bedroom units, 11 of which are
affordable meets the eligibility for the Rental Build Program. The RFP-HOU-17-18 was awarded at the November 8, 2018 Committee of the Whole meeting to Kevin and Jason Tremble.

There is $900,000 in funding available through the Investment in Affordable Housing Program; $510,940 in 2018 and $389,060 in 2019. This report requests approval for Grey County to enter into two agreements for the IAH funding. The first agreement needs to be signed by the end of December 2018 and the second agreement will be signed in April 2019 at the beginning of the 2019 funding year.

Legal and Legislated Requirements

Grey County is required to enter into a Contribution Agreement with 1993934 Ontario Inc. (Kevin and Jason Tremble) in order to flow the funds to them for the affordable housing build.

Financial and Resource Implications

The funding is 100% provincial dollars.

Relevant Consultation

☐ Internal:

☐ External:

Appendices and Attachments

Contribution Agreement
Public Notice
Sale of Land
October 2018

Property Description

The Committee of the Whole will be considering the private sale of Part of Park Lot 8 North of Chester Street West Plan 500 Durham as in GS38555 except R443637, Geographic Township of Bentinck, Municipality of West Grey (Twin Pines) to Kevin and Jason Tremble on November 8, 2018 at 9:30 at its regular meeting in Council Chambers, Grey County Administration Building.

Pending the outcome of this meeting, a by-law to authorize the sale of the above-noted property will be brought forward for Council's consideration at the November 22, 2018 session of Grey County Council.

Those wishing to submit comments must do so in writing to Heather Morrison, County Clerk at heather.morrison@grey.ca or to the County of Grey, Clerk’s Department, 595 9th Ave. E., Owen Sound, ON no later than 12:00 noon on Wednesday November 7, 2018.
SCHEDULE “A”  
By-law Number 83 - 2009  
Refreshment Vehicle License  
Application

Full Name of Applicant: **BARBARA ANN SECCOR**
Residence Address: 67 Stephana Street W, Neustadt
Business Address: 512 Mill Street, Neustadt
Telephone No.: Business: [Redacted], Residence: [Redacted]
Type of Vehicle: 2019 Street Trailer, Al Fresco Food Trailer (See Attached)
Type of Cooking Units: Propane (✓), Natural Gas ( ), Electricity (✓)
Other ( ) Please Specify
Place of Operation: 512 Mill Street, Neustadt

Has any previous license issued under this by-law been suspended or revoked? Yes ( ) No (x)
If yes, please provide details

Material to be Attached:
1. Report from Health Unit Yes (✓) No ( )
2. Inspection certificate/letter re: Ontario Propane Code Yes (✓) No ( )
3. Consent of owner of property Yes (✓) No ( )

I certify that the information provided in this application is true and correct and I acknowledge that the provision of false information in this application may result in revocation of any license issued in addition to a fine.

**March 19, 2019** 
Applicant Signature

OFFICE USE ONLY
Application Received
Supporting Documents Checked
License Issued License No.
Police Notified
Health Unit Notified

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Via Trailers

2019 Stealth Trailers Al Fresco

Price + Sales Taxes

Stock #: 71495-101
Length: 16.0 feet
Axles: 2
Front Axle: 3500 lbs
Tires: 205/75R15

Suspension: Spring
Exterior Colour: White
VIN: 71495
Brakes: 4
Rear Axle: 3500 lbs

Comments:
Our new stock is rolling in - we are bringing in models which are 14-, 16-, 18-, 20-, and 22 feet long. Get your pick early and call about these new Al Fresco units now!

If you see a truly impressive food trailer at any event or location, chances are it's a Via. We've been designing and building custom food trailers for over 15 years. Building a concession or food trailer is a complex project. Our experience in the field will make your purchase not only headache free, it's also a lot of fun seeing your vision come to fruition.

Our services and features include:
- Professional consultation on choosing the proper sized trailer for your location, menu, and business plan
- Ergonomic interior layouts
- Fold up concession window with tempered glass
- CSA/ESA electrical components with inspections
- Stainless steel fabrication
- CSA approved plumbing and water systems
- Professional equipment like True Mfg, Garland, Pitco, and Dean - NSF rated vent hoods
- Certified fire suppression systems
- Generator supply and install
- Full 3M graphics wrap design and installation

We are a full service established business that will meet or exceed provincial standards and our customers expectations. We have some concession trailers in stock - waiting for final design input from you, the new owner...... Contact us or stop by any time for a free consultation on a new food or concession trailer.

View our portfolio at ViaXM.ca

Trailer Financing is available at Via Trailers. Financing your trailer through the business eases up cash flow. It is an easy, simple process just ask your sales rep!

http://www.viatrailers.net/inventory-detail/print.htm?itemId=62c464a10a0e08b94aad040b9695dc8c&category=TRAILER&print=true
#512 Mill St.

EXISTING
2 x 500lb
PROPANE
TANKS

32'

16'

12' Garage Door

16'

PROPOSED
PICNIC TABLE
AREA

SIDWALK

CEMENT CURB
THE CORPORATION OF THE MUNICIPALITY OF WEST GREY
BY-LAW NUMBER 83 - 2009

BEING a By-law to license, regulate and govern refreshment vehicles in the Municipality of West Grey;

WHEREAS Sections 9, 10 & 11 of the Municipal Act, S.O., 2001, c.25, as amended, provides a municipality with the authority to pass by-laws for the licensing, regulating and governing of any business wholly or partly carried on within the municipality;

AND WHEREAS the Council of the Corporation of the Municipality of West Grey considers it desirable and necessary to license, regulate and govern vehicles from which refreshments are sold for consumption by the public, and for revoking any such license.

AND WHEREAS a public meeting was held on November 30, 2009, in regard to the passing of this By-law, pursuant to Municipality of West Grey By-law No. 3-2003 ("Notice Requirements Standards By-law")

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE MUNICIPALITY OF WEST GREY ENACTS AS FOLLOWS:

SECTION 1 - DEFINITIONS
1. For the purpose of this By-law the following definitions shall apply:
1.1 CAO/Clerk means the CAO/Clerk of the Municipality of West Grey.
1.2 Health Unit means the Bruce-Grey-Owen Sound Health Unit.
1.3 License means a license issued pursuant to this By-law.
1.4 Licensee means a person licensed under this By-law.
1.5 Medical Officer of Health means the Medical Officer of Health for the Bruce-Grey-Owen Sound Health Unit.
1.6 Municipality means the Corporation of the Municipality of West Grey and all real property located within its municipal boundaries.
1.7 Refreshment Vehicle shall mean a motor vehicle, trailer, cart or any conveyance, driven by any kind of power, including muscular power, which is used for the sale, preparation or dispensing of food or drink for consumption by the general public, except for the exclusive sale of ice cream or ice cream cones.

SECTION 2 - LICENCING
2.1 No person shall operate a vehicle from which refreshments are sold for consumption by the public without a license issued by the CAO/Clerk.

2.2 The fee for such license shall be $300.00 per refreshment vehicle. License fees shall be paid in full upon approval of the license application and said fees are non-refundable. Licenses shall be effective for one year from the date of issue, unless revoked sooner.

2.3 Prior to issuing any such license, the applicant shall provide the CAO/Clerk with:
(a) A report from the Health Unit indicating that the vehicle complies with all health requirements, and further that any recommendations regarding equipment and sanitation which the Health Unit considers necessary for the operation of the said vehicle be deemed to be part of the regulations set out in Section 3 of this by-law, and enforceable as such.
(b) If propane is to be used in the said vehicle, an inspection certificate issued by a licensed propane installer indicating compliance with the Ontario Propane Code, the Technical Standards & Safety Act and the Gaseous Fuels Regulations.

(c) If the said vehicle is to be located on property other than land owned by the applicant, written consent of the owner of the said property must be provided. In any event, approval of a license shall only be considered on lands zoned as commercial or industrial.

2.4 Upon written receipt of the information set out in Section 2.3, the CAO/Clerk shall issue a license to the applicant for operation in a fixed location. The location of refreshment vehicles upon any highway or part of a highway is prohibited.

2.5 The CAO/Clerk may at his or her discretion, refer the application to Council for consideration prior to issuance and in such circumstances, the issuance of the license shall be at the sole discretion of Council.

SECTION 3 - REGULATIONS

3.1 The following regulations shall be strictly observed by the owners and operators of all vehicles from which refreshments are sold for consumption be the public:

(a) The heating units used in any such vehicle for the preparation of food shall be of a smokeless type and be vented to prevent the escape of gases and carbon monoxide which may contaminate food.

(b) Provisions shall be made for the recycling of all recycling materials, and disposal of all waste materials including paper containers so that the same shall be disposed of in a manner that the area in which such a vehicle is parked shall be kept free from garbage, refuse waste water at all times.

(c) All persons engaged in the operation of such a vehicle, including the applicant and his employees, shall abide by the provisions of the Health Protection & Promotion Act, R.S.O.1990, and amendments thereto and comply with the Section 562 of the Food Premises Regulations.

(d) All propane connections shall be maintained so as to comply with the provisions of the Ontario Propane Code.

(e) Any license issued pursuant to this By-law shall be displayed so as to be visible to patrons of the said vehicle.

SECTION 4 - ADMINISTRATION

4.1 Every applicant seeking a refreshment vehicle license shall complete the general business license application form attached as Schedule "A"

4.2 Prior to obtaining a license, every applicant shall provide a copy of their insurance policy

4.3 A license issued under this By-law shall be in the form attached hereto as Schedule "B".

SECTION 5 - ENFORCEMENT

5.1 It shall be the duty of the By-law Enforcement Officer to enforce any or all sections of this By-law.
SECTION 6 - REVOCATION

6.1 Any license issued pursuant to the provision of this By-law may be revoked by direction of Council upon the production of evidence indicating that any of the regulations contained in this By-law have not been observed; if the owner of the lands upon which the said vehicle is located withdraws his consent as required in Section 2.3(c) of this By-law; or if the applicant has supplied false information in the application.

SECTION 7 - PENALTIES

7.1 CONTRAVENTION BY INDIVIDUAL
Every person who contravenes any provision of this by-law, and every director or officer of a corporation who concurs in such contravention by the corporation, is guilty of an offence and on conviction is liable to a fine not exceeding $25,000.

7.2 CONTRAVENTION BY CORPORATION
Where a corporation is convicted of an offence under section 5.1 of this by-law, the maximum penalty that may be imposed on the corporation is $50,000.

SECTION 8 - EXEMPTIONS

8.1 Upon receipt of a written request, the Council may, in its sole discretion, grant an exemption from the licensing provisions of this By-law for operation of a vehicle, as defined in this By-law, for a special occasion of the duration of one week or less.

SECTION 9 – REPEAL OF BY-LAW

9.1 That the former Township of West Grey By-law No. 35-2002 is hereby repealed.

SECTION 10 - DATE OF EFFECT

10.1 This By-law shall come into full force and effect on the day of its passing, and operators and vehicles from which refreshments are sold for consumption by the public shall, at that date, have 30 days from the date of passing of this by-law to comply with its provisions.

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Read a first and second time this 7th day of December, 2009.

Read a third time and finally passed this 7th day of December, 2009.

Kevin Eccles, Mayor

Christine Robinson, CAO/Clerk