

**\*\*\* AGENDA \*\*\***  
**Tuesday, June 24, 2025**  
**\*\*START TIME 6:30 p.m.\*\***

1. Disclosure of pecuniary interest.
2. Presentation: Municipal Property Assessment Corporation (MPAC) – Understanding the role of MPAC, property assessment and recent updates.
3. Staff and Committee Reports.
4. Resolution: Adopt the Minutes of the June 10, 2025 Council Meeting.
5. Resolution: Award NIP-PW-10-Re-Issue, Stone Cutter's Culvert.
6. Resolution: Authorize attendance of Municipal Administrator at the Municipal Finance Officer's Association 2025 Annual Conference.
7. Resolution: Approve a Road Side Brushing Procedure and Policy.
8. Correspondence.
9. Accounts to pay.
10. By-Law: Confirming Proceedings of Council at its meeting held June 24, 2025.
11. Adjournment.

Council meetings will be held in person at 2381 Highway 654, Township of Nipissing Community Centre and virtually utilizing the Zoom platform; and will be livestreamed to the Township of Nipissing YouTube channel.

<https://www.youtube.com/channel/UC2XSMZqRNHbwVppelfKcEXw>

**MINUTES**  
**TOWNSHIP OF NIPISSING**  
**Tuesday, June 10, 2025**

A regular meeting of the Township of Nipissing Council was held on Tuesday, June 10, 2025, starting at 6:30 p.m. The meeting was held in person at the Township of Nipissing Community Centre, and livestreamed to the Township of Nipissing YouTube Channel.

**Present:** Mayor Dave Yemm and Councillors Lisa Chalapenko, Shelly Foote, Stephen Kirkey, and James Scott.

**Staff:** Fire Chief-MLEO-CEMC Will Bateman; Land Planning and Technology Administrator John-Paul Negrinotti; Deputy Treasurer-Office Assistant Kim Turnbull; Deputy Clerk-Administrative Assistant Kristin Linklater and Municipal Administrator-Clerk-Treasurer Kris Croskery-Hodgins.

**Disclosure of pecuniary interest:** None.

**Committee Reports:**

Councillor Shelly Foote: Township of Nipissing Recreation Committee.

Councillor Stephen Kirkey: PNC Police Services Board – Conference.

Mayor Dave Yemm: Nipissing Township Museum Board.

**R2025-109 J. Scott, S. Kirkey:**

That the minutes of the regular Council Meeting held May 27, 2025, be adopted as published.

**Carried.**

Staff Report from Land Planning & Technology Administrator John-Paul Negrinotti and Municipal Administrator-Clerk-Treasurer Kris Croskery-Hodgins on Council comments for Bill 17, *Protect Ontario by Building Faster and Smarter Act*, 2025, provided to Council for further comment.

**R2025-110 S. Foote, L. Chalapenko:**

WHEREAS the Council of the Township of Nipissing supports efforts to increase economic opportunities within the Province of Ontario;

AND WHEREAS Bill 5, *Protect Ontario by Unleashing our Economy Act*, provides improvements to processes to allow for streamlined and enhanced approvals by overriding municipal by-laws and authority;

NOW THEREFORE we support the Association of Municipalities of Ontario's submission to the Standing Committee on the Interior on Bill 5, *Protect Ontario by Unleashing our Economy Act*, 2025;

AND THAT we request that the Province consider enhancing the collaborative working relationships with municipalities and Indigenous communities, pooling knowledge and ensuring the proper supports are available and in place to move forward with Special Economic Zone (SEZs) and review of environmentally protected areas. **Carried.**

**R2025-111 S. Kirkey, J. Scott:**

WHEREAS the Council of the Township of Nipissing supports efforts to improve labour mobility and interprovincial trade;

AND WHEREAS Bill 2, *Protect Ontario Through Free Trade Within Canada Act*, provides improvements to processes to allow for employment qualifications to be transferred inter-provincially and the uninhibited supply of goods and services between Canadian provinces and territories;

NOW THEREFORE we support the Association of Municipalities of Ontario's submission to the Standing Committee on Finance and Economic Affairs on Bill 2, *Protect Ontario Through Free Trade Within Canada Act*, 2025. **Carried.**

Council reviewed a Draft Corporate Policy – Road Side Brushing Procedure. No comments were received. The Policy will move to the next Council meeting for adoption.

**R2025-112 S. Foote, L. Chalapenko:**

That we authorize support for the Lifejacket Lending Program provided by the Powassan & District Union Public Library. **Carried.**

**R2025-113 J. Scott, S. Kirkey:**

That we authorize the circulation of the Summer 2025 Newsletter, as presented. **Carried.**

**R2025-114 L. Chalapenko, S. Foote:**

That we receive the correspondence report as presented. **Carried.**

**R2025-115 S. Foote, L. Chalapenko:**

That the statement of accounts dated: May 24, 30, and June 5, 2025.  
Totaling \$523,725.49 be approved. **Carried.**

**R2025-116 S. Kirkey, J. Scott:**

That we pass By-Law 2025-19, being a By-Law to confirm the proceedings of Council at its meeting held on June 10, 2025.

Read the first, second and third time and passed this 10<sup>th</sup> day of June, 2025. **Carried.**

**R2025-117 S. Foote, L. Chalapenko:**

That the meeting be adjourned. Time: 7:13 p.m. Next regular meeting to be held June 24, 2025.  
**Carried.**

Mayor:

Municipal Administrator:

Minutes prepared as per Section 228 (1)(a) of the Municipal Act, S.O. 2001, c. 25.

Clerk to record, without note or comment, all resolutions, decisions and other proceedings of the council.

Minutes to be approved by Council at the next regular Council Meeting.



The Corporation of the Township of Nipissing  
45 Beatty Street  
Nipissing ON P0H 1W0  
Telephone 705-724-2144 Fax 705-724-5385  
www.nipissingtownship.com

## REPORT TO COUNCIL

Date: June 19, 2025

From: Dan MacInnis, Operations Superintendent  
Kim Turnbull, Deputy Treasurer-Office Assistant  
Kris Croskery-Hodgins, Municipal Administrator-Clerk-Treasurer

Re: Tender Results and Project Recommendations Stone Cutter's Road Culvert

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### Background:

The Tender for the replacement of Stone Cutter's Road Pipe Arch Culvert was re-circulated to increase bidder interest as only one submission was received originally and it was over the expected budgeted amount.

The re-issued tender document was revised for clarification and sent out to a targeted bidding pool as well as advertised publicly. Four (4) submissions were received by the opening time of 2:15 p.m. on June 13<sup>th</sup>.

Copy of the Results Page is attached for reference.

### Results:

Lefebvre Commercial Industrial Inc. submitted a page of "Supplementary Conditions" which was not permitted per the tender document. These conditions were to be considered in the bidding of the project as it was laid out.

There was a pricing error on #9 of the form, \$2.03.

**Total Tender: \$423,149.65**

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107 Excavating Inc. submitted a bid. There was a pricing error on #13 of the form, \$1,350.57.

**Total Tender: \$325,015.91**

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J&P Leveque Bros Haulage Ltd. submitted a bid. There were no errors.

**Total Tender: \$468,870.90**

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Deep Construction 2018 INC. submitted a bid. There were no errors.

**Total Tender: \$514,915.01**

The approved budget for this project in the 2025 Budget is \$400,000.00.

Council approved the purchase of the culvert pipe, R2025-072 \$192,373.50 plus taxes. The gravel for this project has been reserved at a cost of \$25,000 plus taxes from Evan Hughes Excavating Pit, located close to the project site.

The remaining budget for the work to replace the pipe is \$182,626.50.

All submissions are over the budget expectations.

Work references were requested from all bidders to ensure that they were capable of completing a job of this scope, had experience with this type of project and understood the equipment and labour requirements of this scope of project.

**Staff Recommendations:**

Lefebvre Commercial Industrial Inc. provided a Supplementary Conditions to Contract and Tender document, which is in contradiction of Information for Tenderers, 1. Tender Form, instructions by providing statements restricting the tender. Staff recommend that this bid be rejected based on this and the contents of the supplementary document.

In reviewing the references of the top two bids, staff reviewed:

107 Excavating Inc. provided a reference but this did not demonstrate past experience on a project of this size or scope. In speaking with representatives from the company, a review of the proposed equipment and labour complement did not reflect a full comprehension of the scope of work to be completed.

Although this is the lowest bid received, staff is not confident that they will independently provide the project service expected and required.

J&P Leveque Bros Haulage Ltd. submitted a complete tender package including experience demonstrating previous work of this scope, an understanding of the required equipment and staffing complement and detailed costing of the work segments in line with expected costs for the tasks. Staff recommends accepting the bid submitted by J&P Leveque Bros Haulage Ltd at a cost of \$468,870.90, including all taxes.

**Budget Overrun Contingency Recommendation:**

The Bear Creek Culvert replacement project has a 2025 Budget projection of \$700,000.00. The structure was repaired in 2024 and has not moved since the repair was installed. The repair is expected to remain stable for 2025 and into 2026.

This project is posing significant difficulties securing supplies and labour to perform the project within the budget scope.

An unexpected failure in the South River Road Culvert was experienced in 2025 which was not included in the approved 2025 Budget. The costs of this project and the Bear Creek Culvert project were included in a new grant opportunity, Health and Safety Water Stream applied for in May 2025.

Staff recommend that the budgeted amount for the Bear Creek Culvert Project be used for the overrun of the Stone Cutter’s Road Project and the South River Road Project and defer the Bear Creek Culvert Project to 2026.

This will allow for the grant application process to follow its course and if successful, provide funding for the Bear Creek Culvert project at the increased expected costs.

**Summary:**

1. Accept the Tender submission of J&P Leveque Bros Haulage Ltd. \$468,870.90 (including taxes).
2. Defer the Bear Creek Culvert Project to the 2026 Capital Projects list.
3. Utilize the \$700,000 budgeted for the Bear Creek Culvert project towards the overrun of the Stone Cutter’s Road Project and the unexpected costs of the South River Road Culvert Project.
4. Follow up on the grant application submitted for the Health and Safety Water Stream.

Respectfully,

Dan MacInnis, Operations Superintendent  
Kim Turnbull, Deputy Treasurer-Office Assistant  
Kris Croskery-Hodgins, Municipal Administrator-Clerk-Treasurer

**Township of Nipissing**  
**Tender Opening - NIP-PW-10-2025-Re-Issue**  
**Opened: June 13<sup>th</sup>, 2025 beginning at 2:15 p.m.**

Present: Kim Turnbull - Deputy Treasurer, Dan MacInnis- Operations Superintendent, Francis Levebvre – LCI, Bernie Morrison and Dave Vanbuskirk – Deep Construction  
Zoom: Dan Robinson – Leveque Bros., and Alexandra Mercieca – 107 Excavating

<b>Company Name</b>	<b>NIP-PW-10-2025 – Re-Issue</b> Replacement of Stone Cutter's Road Pipe Arch Culvert <b>Work to be completed by July 31<sup>st</sup>, 2025</b>		
Lefebvre Commercial Industrial Inc.	Deposit Cheque <input checked="" type="checkbox"/> Declaration of Tenderer <input checked="" type="checkbox"/> Addendum 1 <input checked="" type="checkbox"/> Addendum 2 <input type="checkbox"/> Contract Agreement <input checked="" type="checkbox"/> Experience of Contractor <input checked="" type="checkbox"/> *Bidder Included Supplementary Conditions* Project Start Date: June 23 <sup>rd</sup> , 2025	Replacement of Stone Cutter's Road Pipe Arch Culvert 5490 MM Span 3530 MM Rise Polymer Coated CPCSP  <div style="text-align: right;">Tender Price HST <b>Total Tender Price</b></div> <div style="text-align: right;">Submitted Bid Error# 9:</div>	<div style="text-align: right;"><b>\$374,468.72</b></div> <div style="text-align: right;"><b>\$ 48,680.93</b></div> <div style="text-align: right;"><b>\$ 423,149.65</b></div> <div style="text-align: right;"><b>\$423,147.62</b></div> <div style="text-align: right;"><b>\$2.03</b></div>
107 Excavating INC	Deposit Cheque <input checked="" type="checkbox"/> Declaration of Tenderer <input checked="" type="checkbox"/> Addendum 1 <input checked="" type="checkbox"/> Addendum 2 <input checked="" type="checkbox"/> Contract Agreement <input type="checkbox"/> Experience of Contractor <input checked="" type="checkbox"/> Date: July 1 <sup>st</sup> , 2025	Replacement of Stone Cutter's Road Pipe Arch Culvert 5490 MM Span 3530 MM Rise Polymer Coated CPCSP  <div style="text-align: right;">Tender Price HST <b>Total Tender Price</b></div> <div style="text-align: right;">Submitted Bid Error# 13:</div>	<div style="text-align: right;"><b>\$287,624.70</b></div> <div style="text-align: right;"><b>\$37,391.21</b></div> <div style="text-align: right;"><b>\$325,015.91</b></div> <div style="text-align: right;"><b>\$323,665.34</b></div> <div style="text-align: right;"><b>\$1,350.57</b></div>
J&P Leveque Bros Haulage Ltd.	Deposit Cheque <input checked="" type="checkbox"/> Declaration of Tenderer <input checked="" type="checkbox"/> Addendum 1 <input checked="" type="checkbox"/> Addendum 2 <input checked="" type="checkbox"/> Contract Agreement <input type="checkbox"/> Experience of Contractor <input checked="" type="checkbox"/> Date: July 14 <sup>th</sup> , 2025 Subcontractors Listed in Tender	Replacement of Stone Cutter's Road Pipe Arch Culvert 5490 MM Span 3530 MM Rise Polymer Coated CPCSP  <div style="text-align: right;">Tender Price HST <b>Total Tender Price</b></div>	<div style="text-align: right;"><b>\$414,930.00</b></div> <div style="text-align: right;"><b>\$53,940.90</b></div> <div style="text-align: right;"><b>\$468,870.90</b></div>

Deep Construction 2018 INC.	Deposit Cheque <input checked="" type="checkbox"/> Declaration of Tenderer <input checked="" type="checkbox"/> Addendum 1 <input checked="" type="checkbox"/> Addendum 2 <input checked="" type="checkbox"/> Contract Agreement <input type="checkbox"/> Experience of Contractor <input checked="" type="checkbox"/> Date: July 2025 Subcontractors Listed in Tender	Replacement of Stone Cutter's Road Pipe Arch Culvert 5490 MM Span 3530 MM Rise Polymer Coated CPCSP  <div style="text-align: right;">           Tender Price <b>\$455,677.00</b>            HST <b>\$59,238.01</b>  <b>Total Tender Price \$514,915.01</b> </div>	
<p>Staff Recommendation: J&amp;P Leveque Bros. Haulage LTD. recommended for the Stone Cutter's Arch Culvert based on the completed tender package. Their experience in previous work demonstrates their ability to complete the Stone Cutter's Culvert project.</p> <p>The total tender price is outside of the budgeted amount for the project including the NORDS (Northern Ontario Resources Development Support Fund) funding, the difference to be funded by alternate budget sources.</p> <p><i>2025 Approved Budgeted amount: \$400,000 (Township to supply culvert and gravel)</i></p>			





## TOWNSHIP OF NIPISSING

### RESOLUTION

DATE: June 24, 2025

NUMBER: R2025-

Moved by

Seconded by

THAT we award Tender NIP-PW-10-2025-Re-Issue for the Replacement of Stone Cutter's Road Pipe Arch Culvert to:  
J&P Leveque Bros Haulage Ltd. for the amount of \$468,870.90, including applicable taxes;

AND THAT we defer the Bear Creek Culvert Project to the 2026 Capital Project listing, utilizing the budgeted amount of \$700,000 towards the budget overrun of the Stone Cutter's Road project and the unanticipated, unbudgeted South River Road Culvert project.

For

Against

CHALAPENKO  
FOOTE  
KIRKEY  
SCOTT  
YEMM

Carried

Mayor: Dave Yemm



TOWNSHIP OF NIPISSING

RESOLUTION

DATE: June 24, 2025

NUMBER: R2025-

Moved by

Seconded by

THAT we authorize the Municipal Administrator's attendance at the 2025 Annual Municipal Finance Officer's Association Conference and Training Workshops.

For      Against

CHALAPENKO  
FOOTE  
KIRKEY  
SCOTT  
YEMM

Carried

Mayor: Dave Yemm



## TOWNSHIP OF NIPISSING

### RESOLUTION

DATE: June 24, 2025

NUMBER: R2025-

Moved by

Seconded by

WHEREAS a formal procedure providing guidance on the Township Road Side Brushing Program is a best practice to educate and inform the public and ensure a structured implementation of the program for staff;

NOW THEREFORE the Council of the Township of Nipissing approves Policy No. 2025-02-PW, Road Side Brushing Procedure, effective upon passing.

For      Against

CHALAPENKO  
FOOTE  
KIRKEY  
SCOTT  
YEMM

Carried

Mayor: Dave Yemm

<b>Township of Nipissing Corporate Policy</b>	Approved by Council: June 24, 2025
Policy No.: 2025-02-PW	<b>Road Side Brushing Procedure</b>

**PURPOSE:**

The Township has a responsibility to maintain its publicly travelled roadways and roadside allowances in a safe condition for all potential users. This requires that its municipal roadways and intersections are cleared of obstructions and fouling so as to provide the following benefits:

1. Site Lines are improved and adequate for motorists and pedestrians.
2. Adequate overhead clearances are provided for larger vehicles including school buses, municipal equipment and emergency response apparatus.
3. Roadside clearances are adequate for road maintenance equipment and use such as snow storage and melting snow and rain events.
4. Providing adequate sunlight and air circulation to improve winter road maintenance and improve the lifespan and operation of the road bed.

Council and Staff acknowledge the sensitive nature of the public in regards to some brush removal methods (mechanical brush-cutter) and further acknowledges that it may look unsightly immediately after a brushing program. Notwithstanding the purpose of the program, the impacted areas naturally and quickly regenerate.

Council and Staff are aware of the need to balance the responsibility to provide safe roads and clear site lines while also maintaining control of the natural vegetation within the road allowances, and still to the greatest extent possible enhance the natural beauty of the area. The Public Works department will endeavor to maintain and enhance the road tree stock and associated canopy for the enjoyment of present and future generations.

**INTENT:**

It is the intent of this Procedure to address tree removal, brush trimming and to develop a brushing program to clear municipal road allowances of brush, shrubs, small trees, large trees and overhanging tree canopy in circumstances where the identified growth could create eminent danger to the traveling public.

The road side brushing program is also intended to identify areas of heavy vegetative growth, dead growth and overhanging limbs that are endangering the travelling public and flow of all traffic during significant snow events where the weight of snow can cause branches or trees to fall onto the road way or, as in recent years, significant weather events such as “micro bursts” and wind events, where branches, trees and debris are at risk of falling. This program will enhance the safety of the travelling public, municipal staff and also provide an efficient, forward-thinking management of municipal resources and budget funds for this purpose.

Creating a procedure with an anticipated five to eight year brushing cycle of Township roadways, will provide the residents a guideline of when to anticipate the brushing operations in their area and open communication between the Township and residents.

The brushing program is generally performed during late fall and early spring. Brushing may also be performed during other times of the year depending on road construction projects, safety concerns or available resources. The average goal of the brushing program is 20 km per lane (both sides of road) resulting in approximately 40 km of roadway per year, providing an approximate 5 to 8 year rotation. This is approximate and may be changed depending on shifting priorities.

Generally, the Township owns a road allowance along municipal roads that extends 33 feet from the centre line of the road on each side. This area provides space for ditching, road maintenance and brushing operations.

With reference to the reasoning and intent, Council hereby establishes a tree and brushing program procedure as follows:

#### **ADMINISTRATION OF THE PROGRAM**

1. The Operations Superintendent or designate shall be responsible for the determination of the area(s) to be brushed each year in the annual work plan.
2. The Operations Superintendent or designate shall have the responsibility of determining any trees (large) that may be removed due to condition the tree or health and safety reasons. Only trees on Township road allowance may be removed; however, any limbs hanging over municipal roadways or road sides that are an eminent danger to the travelling public will be removed and the owner of the land containing the tree will be consulted. Consultation will take place in advance of the removal where time and safety permits. The owner may be consulted after it has been removed if it is an eminent need.
3. The Operations Superintendent or designate is authorized to trim or caused to be trimmed, all trees on private property, the branches of which extend over Township roadways. Where this may cause a significant hardship to the private property owner's tree, the owner will be consulted and provided the opportunity to remove the tree with their own resources.
4. A schedule of the anticipated areas of brushing operations to be performed uses the Quarried Granite Application Schedule, attached as "Appendix A", having ditching and brushing of the areas completed the year prior to granite application. This plan will be followed to the best of the Public Works Department's ability. There may be years where an area is moved to different schedule due to crew resources, rapid growth, construction projects, and/or identified public hazards.

## **REMOVAL POLICY**

1. Municipal road allowances, when deemed a priority for maintenance, shall be cleared of scrub brush up to a diameter of approximately 8 inches (20 centimetres) with a mechanical brush-cutter or by Township Staff with chainsaws and equipment.
2. Brush and trees larger than approximately 8 inches (20 centimetres) in diameter will be removed, at the discretion of the Operations Superintendent or designate, by one of the following methods:
  - a. Township work crews with chainsaws and equipment; or
  - b. Contracted arborist or tree removal service.
3. Dangerous overhead tree limbs and tree canopy encroaching the travelled road surface or shoulder areas that are within:
  - a. 12.5 feet (4 metres) of the road edge;
  - b. 20.0 feet (6.4 metres) above the road surface shall be removed or trimmed, at the discretion of the Operations Superintendent or designate by a contracted arborist or tree cutting service.
4. Debris created by the mechanical brush-cutter clearing method will be managed as follows:
  - a. Wood chips, small branches and leaves will remain in the ditch and on the road side for natural decomposition and destruction. This provides nutrients to the soil and is the best environmental method.
  - b. Trees that are cut may remain laid in the ditch line or on the road allowance for up to 2 weeks after being cut. These are placed this way to allow for clearance of service lines such as Hydro and Bell and allow for easy access of Public Works Staff for removal. These will be cut using chainsaws or equipment, determined by the size of the tree to be removed. Large branches and cut wood will be removed or chipped by Public Works Staff.
  - c. Small branches, leaves, wood chips and small debris will not be removed from the road side or road surface. Only large pieces causing a potential harm to the travelling public or private property owners will be removed.
  - d. Public are not permitted to remove trees or brush from Township owned road allowances by cutting or brushing operations. The only exception to this provision is for those who have followed Use of a Township Owned Unopened Road Allowance policy and a By-Law for that agreement is in place. Members of the Public are welcome to harvest the cut trees and brush from the roadside during brushing operations (once the equipment has been removed from the location). This is permitted on a “first come, first served basis”. If the trees and brush remain on the roadside for a time period extending past two weeks, the Township will have the remaining wood and debris removed.
  - e. Where a private property owner has requested the removal of a healthy tree for the purposes of an entrance or building project, or the removal is requested by a utility such as Hydro or Bell, the Operations Superintendent or designate shall inspect the tree for removal and determine if it can be safely removed by Township staff or will require a contracted arborist or tree removal service. All costs will be the responsibility of the private property owner and a quote for the service will be provided. At all times, the Operations Superintendent or

designate will have the responsibility of approving the removal if required, and engaging the proper services for removal.

### **REMOVAL METHODS**

- A) Trees not larger than 8 inches in diameter (20 centimetres) and brush removals – using a Township Public Works crew with chainsaw or proper equipment including a mechanical brush cutter. For trees larger than that size, the Operation Superintendent or designate will determine the appropriate removal method for safety and efficiency.
- B) Overhead and larger tree canopy removals using Township Public Works Crew or a contracted arborist or tree removal service, as required.
- C) Tree and brush removals where the required removals are interfering with or in conflict with overhead or fallen utility wires, such as Hydro or Bell, will be dealt with by the individual company or only after the wires have been removed by the company.

### **PROHIBITED ACTIONS**

No member of the Public shall damage, cut, transplant any tree, attach any rope, wire, nails, advertising signage or other contrivance to any tree on Township property.

### **MILKWEED TRANSPLANTATION**

Each year the Township receives concerns regarding the naturally occurring Milkweed plants along roadsides and the use of these plants by Monarch Butterflies. The Township encourages anyone wishing to transplant milkweed plants located along Township owned road allowances to their own properties for the continued growth and safety of these plants.

Road side cutting operations are a contracted service whereby a mower attachment on a piece of equipment is used to cut back all Township owned road allowances. This operation does not allow for the protection of the Milkweed plant growing along road allowances.

### **COMPLAINTS AND INQUIRIES**

Questions regarding the brushing activities shall be forwarded to the Operations Superintendent for review and response. Photographs of all areas will be taken by Public Works crews prior to the brushing operations to allow for a review of all changes.

### **POLICY REVIEW**

This Policy shall be reviewed every term of Council.

## QUARRIED GRANITE APPLICATION SCHEDULE

Most RUNS on an 8 year cycle.

### Stockpile Runs

<b>ROAD</b>	<b>KM</b>
Aspen Lane	0.136
Barton Lake Road	0.69
Bella Hill Road	0.405
Blake Street	0.104
Busch's Mill Road	0.346
Byer's Road	0.43
Front Street	0.377
Maple Ridge Road	0.154
Sandy Bay Road	0.844
Simpson Hill Road	0.662
Storie's Road	0.365
Sun Valley Way	0.2
<b>TOTAL</b>	<b>4.663</b>

Using Stockpile gravel, Township Trucks and Staff - **as required.**

### RUN A

<b>ROAD</b>	<b>KM</b>
Barber Valley	1.3
Pilgers	8.7
Barrett	6.2
Rye - Hwy 534 to Booth	4.7
Booth	0.7
Rye Road to Clark's	0.8
Old Nipissing Road North	0.3
Old Nipissing Road South	0.3
Settler's Road	1.0
<b>TOTAL</b>	<b>24</b>

Last Done: 2023

Next: 2031

Schedule B

Township of Nipissing

Asset Management Plan

**Schedule A**

**Brushing Procedure**

### RUN B



<b><i>ROAD</i></b>	<b><i>KM</i></b>
Black Creek Road North	4.2
Black Creek Road South	1.2
Lamb's Road	0.9
Ponderosa Road West	2.3
Ponderosa Road East	2.3
Butterfield Road	1.9
Lingenfelter Road	1.7
Sprucedale Road	0.9
Granite Hill Road	3.0
<b>TOTAL</b>	<b>18.4</b>

Last Done: 2025

Next: 2033

### **RUN C**

<b><i>ROAD</i></b>	<b><i>KM</i></b>
Hazelglen Road	2.2
Armstrong Road	1.2
Hamilton Farm Road	0.5
Power Plant Road	3.3
South River Road	3.9
Dowdall Road	1.1
Stillar Side Road	4.4
Hemlock Road	0.4
Chapman's Landing Road	1.5
Culham Road	1.1
<b>TOTAL</b>	<b>19.6</b>

Last Done: 2020

Next: 2027

**RUN D**

<b>ROAD</b>	<b>KM</b>
Hart Road	2.0
Stone Cutter Road	2.0
Promised Land Road	0.2
Lake Nipissing Road	2.0
King's Road	4.5
Green Acres Road	3.7
McQuaby Lake Road	0.3
Niagara Road	1.3
Ski Hill Road	2.0
Mountain View Road	0.4
<b>TOTAL</b>	<b>18.4</b>

Last Done: 2021

Next: 2029

**RUN E**

<b>ROAD</b>	<b>KM</b>	<b>Tonnes Required</b>
Alsace Road		10,500
Wolfe Lake Road		5,500
<b>TOTAL</b>	<b>0.0</b>	<b>16,000</b>

# TOWNSHIP OF NIPISSING CORRESPONDENCE

**June 24, 2025**

- 1.** The Township of Georgian Bay – Request for support of a Position Paper on Floating Accommodations and Suggested Regulations.
- 2.** Corporation of the Township of Black River – Matheson – Request for Exemption to Proposed Mandatory Firefighter Certification Requirements (O.Reg. 343/22)
- 3.** Municipality of Tweed – Notice of Motion – (O.Reg. 391/21) Blue Box requesting review and revision of ineligible sources of recycling and management.
- 4.** Nipissing Township Museum Board of Management meeting minutes held June 4, 2025.



## The Township of Georgian Bay Resolutions Council - 02 Jun 2025

Item 11.(b)

Date: June 2, 2025

C-2025-155

**Moved by** Councillor Kristian Graziano

**Seconded by** Councillor Allan Hazelton

WHEREAS the Floating Accommodations – Position Paper (April 2025) provides detailed guidance to Ontario municipalities on the regulation of Floating Accommodations, highlighting critical legal and environmental challenges; and

WHEREAS the document identifies significant gaps in current provincial and federal frameworks that municipalities are best positioned to address through zoning and land-use bylaws; and

WHEREAS the paper recommends proactive municipal action based on successful case studies and legal precedents such as the Glaspell v. Ontario decision; and

WHEREAS Georgian Bay Township has already taken steps to address Floating Accommodations and has an interest in promoting inter-municipal collaboration on this issue;

NOW THEREFORE BE IT RESOLVED THAT Council receive the Floating Accommodations – Position Paper (May 2025) for informational purposes; and

THAT the Clerk be further directed to forward the document and this resolution to the Association of Municipalities of Ontario (AMO) and member municipalities for consideration and potential provincial advocacy.

☒ Carried      ☐ Defeated      ☐ Recorded Vote      ☐ Referred      ☐ Deferred

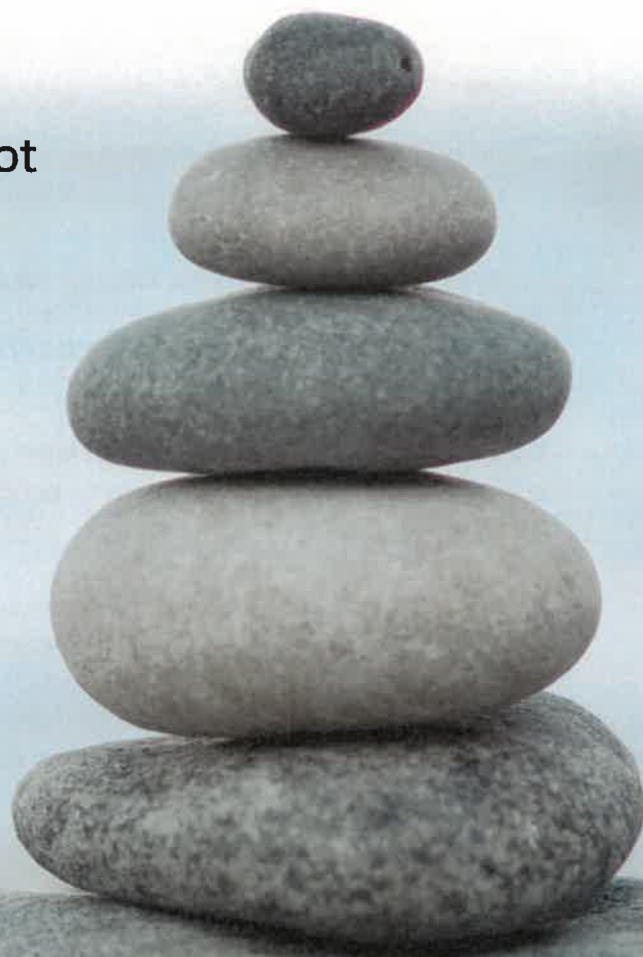
### **Recorded Vote:**

	For	Against	Absent
Councillor Brian Bocek			
Councillor Peter Cooper			
Councillor Kristian Graziano			
Councillor Allan Hazelton			
Councillor Stephen Jarvis			
Councillor Steven Predko			
Mayor Peter Koetsier			

**Peter Koetsier, Mayor**



Floating  
Accommodations not  
Vessels Coalition



# ***Floating Accommodations Position Paper***



## EXECUTIVE Summary

This position paper provides guidance for Ontario municipalities seeking to regulate or restrict Floating Accommodations within their jurisdictions.

Floating Accommodations are a detrimental presence on Ontario's lakes and rivers. They present multiple environmental, navigational, taxation, and zoning issues. Over the past four years, they have eluded control as the issue of Floating Accommodations fell into a very large gray area when this all began.

The authors of this position paper, the **Floating Accommodations not Vessels Coalition**, strongly urge you as municipal leaders to pursue **one or a hybrid** of the following two regulatory strategies:

- 1. Ban floating accommodations in your jurisdiction.** *They cannot exist within your municipality without putting your natural environment and governance regulations in turmoil. The Township of Severn has led the way with a bylaw banning Floating Accommodations [\[Township of Severn Zoning By-law Amendment to regulate Floating Accommodations\]](#). The Township of Georgian Bay recently adopted a similar by-law [\[Township of Georgian Bay Zoning By-law Amendment to regulate Floating Accommodations\]](#). The intent is to provide clarity in their zoning bylaws in that floating accommodations are not a permitted use. Several municipalities are following their lead and investigating this strategy.*



- 2. Restrict floating accommodations to fixed / permanent moorings.** *These locations would be subject to municipal zoning by-laws stipulating appropriate sanitary, hydro, power connectivity, and placed on environmentally safe floatation systems. Floating accommodations are permanently located in a properly zoned facility similar to a trailer park but for floating accommodations on water. This model has several working examples such as Bluffers Park on Lake Ontario or False Creek in downtown Vancouver. For most municipalities, this would be considered a new form of development and require significant policy changes.*

## “Your new neighbours”

They can suddenly appear on your waterfront at any moment...

Floating Accommodations (FAs) can be a building or structure such as modified shipping containers or wood framed structures placed on floatation devices. They are not primarily intended for navigation and will moor over crown lakebeds or private property lakebeds. FAs can move frequently and are usually equipped with an anchoring system such as steel ‘spuds’ embedded into the lakebed to stabilize the unit at each mooring location. They potentially shed toxic materials and other contaminants into surrounding waters and lakebeds.



## Municipalities Play a Crucial Role in Fully Regulating Floating Accommodations

Municipalities have a crucial role in addressing regulatory gaps and exceptions that fall outside the recent implementation of federal, provincial, and private property trespassing regulations to manage Floating Accommodations. Verifying and strengthening the regulatory framework was a collaboration between Parks Canada (PC - federal), the Ministry of Natural Resources (MNR - provincial), and the Ontario Provincial Police (OPP - provincial).

The following scenarios are not hypothetical. They have all occurred and would fall outside the jurisdiction of new and existing federal, provincial and OPP controls.

- 1) *What happens to an owner of an FA who chooses to float their FA over their personally owned private lakebed property?*
- 2) *What happens to commercial marinas who wish to establish mooring for FAs on their premises in a permanent or semi-permanent manner?*
- 3) *What happens when FA owners floating within a township, move daily to relocate in that same township to avoid confrontation with governing agencies?*



## ***Municipal Bylaws – What Issues Are You Being Asked to Tackle?***

The recently launched PC, MNR, and OPP frameworks can clearly deal with trespassing for stationary (moored) FAs in federal / provincial waters and over private lakebeds.

However, there are 3 scenarios that fall outside of the newly published PC, MNR, and OPP frameworks. They are:

- 1) ***FAs floating over private lakebeds:*** *What is missing is how to deal with an FA owner who chooses to park adjacent to their shoreline where he/she has property 'ownership' rights to the lakebed. This issue is very real and exists in many of Ontario's lakes and rivers. The scenario would allow an FA owner to bypass existing building codes and local taxation to class their structure (be it a boathouse, or residence) as a vessel. This scenario is a "trojan horse" into illegal residential boathouses and homes on water with the very real possibility of being short term rentals.*
- 2) ***FAs floating in a commercial marina:*** *The scenario of a marina establishing an unauthorized temporary (or permanent) mooring location for a FA within a municipality that is not zoned for FAs causes a significant degree of difficulty. Most current municipal zoning does not acknowledge FAs and in a jurisdiction without FA definitions and approved zoning the FA owner can fall back on their vessel designation and potentially use the Transport Canada vessel designation as a shield to avoid any charges. This scenario has already occurred throughout Ontario, including in the Rideau Canal and the Kawartha Lakes region.*
- 3) ***FAs floating freely and/or mooring in a different location each night:*** *The challenge with this scenario is some FA owners have been very creative in where they moor and for how long. They have become very familiar with enforcement processes and time limitations and simply move before charges can be laid. Each situation would be reviewed on a case-by-case basis and time limitations may or may not apply.*

All three of these scenarios require a municipal regulatory framework. There are emerging strategies to guide Ontario's municipalities in preventing FAs from further potential abuse and destruction of our natural resources for current and future generations.



## ***Call to Action To All Ontario Municipalities With Waterfront Assets***

Based on our collective learning, experience and history with the FA problem, we believe there are two responses municipalities can utilize to attempt to control FAs participating in one or more of the three scenarios outlined above:

- 1) ***FAs cannot exist within the boundaries of a municipality:*** *This scenario has recently been enacted in the Townships of Severn and Georgian Bay; although they have not yet been tested in court. These zoning by-law amendments provide clarity in that floating accommodations are not a permitted use. FAs cannot exist on waters within these Townships, under any circumstances, over public or private lakebeds or in commercial marina establishments. Their outright ban of FAs is actively being considered by several other municipalities, [[Township of Severn Zoning By-law Amendment to regulate Floating Accommodations](#)], [[Township of Georgian Bay Zoning By-law Amendment to regulate Floating Accommodations](#)]*
- 2) ***FAs can only exist as FHs (floating homes):*** *When floating accommodations are permanently fixed to an approved dock/mooring with permanent hydro, sanitary, and water connections they are classified by Transport Canada as a Floating Home (FH). Floating Homes are not vessels. This scenario of approved mooring for Floating Homes is well understood, documented and in place throughout British Columbia and Bluffers Park on Lake Ontario and would require significant municipal policy changes for most. One further twist on this scenario is that a FH owner who chooses to untether and go float “free range” for a time and then come back may be banned from the FH mooring location depending upon their Home Owners Agreement. This solution has existed for some 20+ years in both locations and is very well understood.*

It is suggested that municipalities consult with their own legal representatives to determine what regulatory approach is best suited for your jurisdiction.

### **Need To Find Out More?**

If you need more information or further clarification on any aspect of this position paper, please feel free to reach out to any member of the Floating Accommodations not Vessels Coalition or to our email address [fanv2025@gmail.com](mailto:fanv2025@gmail.com).

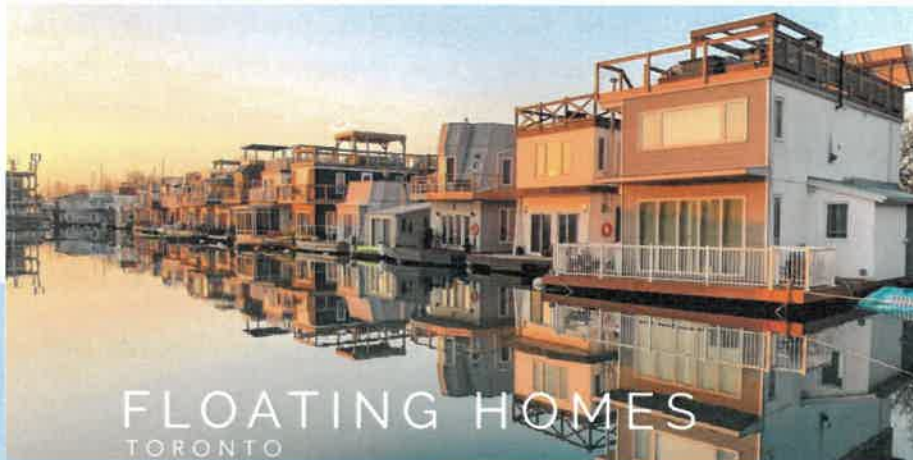
## APPENDIX

### *Floating Homes versus Floating Accommodations: Definitions and Management to date*

#### **Historical context and definitions:**

Historically, floating residential structures have existed in zoned-for-purpose marinas and permanent mooring locations. These types of structures look and feel like houses. They are typically wood framed units with windows, doors, roofs, and decking and floatation devices. Inside they have bathrooms, kitchens, living rooms and bedrooms... essentially a house on water. They are “permanently” moored / fixed to a docking arrangement and are also permanently connected to sanitary sewers, water supply, power supply, and gas (for heating and cooking) supply.

There are multiple instances of these floating residences, but the most popular and recognized communities are the 24 floating homes in Bluffers Park on the shores of Lake Ontario in Scarborough (Toronto), and 60+ homes in False Creek in downtown Vancouver.



Both of these examples and all other occurrences where a floating residence is fixed permanently to a mooring location are classified by Transport Canada as “Floating Homes”. It is important to understand that Floating Homes are not recognized by Transport Canada as vessels. They are distinct and separate from Floating Accommodations.





VANCOUVER

### VANCOUVER SEA VILLAGE FEATURING HOUSEBOAT HOMES ALONG FALSE CREEK

#### **How do Floating Accommodations differ from Floating Homes?**

The recently emerging challenge is Floating Accommodations, which can be ‘repurposed’ shipping containers modified by DIY individuals or purpose-built wood construction. The units have windows, doors and some form of bathroom, kitchen, sleeping, and living quarters. Floating Accommodations are not restricted to the configuration seen below, as there are numerous examples of residences fabricated with wood frame construction built on floatation devices that appear more like a traditional boathouse.



All of these floating accommodations are not permanently fixed to a mooring location. They are “free range floating residences”; moving, floating and mooring whenever and wherever they wish.

Transport Canada classifies floating residences that are not connected to a permanent mooring location as vessels.

Floating Accommodations until 2023 were largely unregulated within Ontario. The topic had not historically been an issue; therefore, government agencies needed to react to the changing issue and the “vessel” designation being utilized by Transport Canada as well as by the individuals and/or companies exploiting this loophole.

The authors can now report that Parks Canada, MNR, and OPP have separately and collectively identified enforcement avenues where appropriate to attempt to govern Floating Accommodations. To complete the governance framework, appropriate amendments to existing municipal by-laws are required.

### ***What Are the Challenges Associated with Floating Accommodations?***

This table illustrates the complexity of multiple government agencies whose mandates are individually impacted yet require collective collaboration to implement solutions. The following table lists the various issues and respective agencies likely to manage them.

Issue / Concern with Floating Accommodations	Expected Responsible Agency
Potential absence of sanitary capability and dumping of toxic and other harmful substances from FA	Environment & Climate Change Canada (ECCC) (Federal) and Ministry of Environment (Prov.)
Pollution from floatation devices and garbage	Transport Canada & ECCC (Federal); Ministry of Environment (Provincial)
Impact of endangered wildlife when moored in environmentally sensitive areas	Parks Canada or ECCC if outside of Parks Canada sites; Fisheries & Oceans if fish/mussel related; <i>Endangered Species Act</i> administered by Ministry of the Environment (Provincial)
Navigational impediment as a moving vessel	Transport Canada
Navigational impediment as a moored vessel	Transport Canada & Local Municipalities (via VORR's)
No building or construction standards specifically related to FAs exist	Transport Canada
FAs pay no taxation to support consumption of local emergency services or waste management services	Municipality
Mooring in any location	Municipal zoning (not yet tested in court)
Mooring on private lakebeds (must make contact with private property beneath the water)	OPP – Trespass to Property Act



Issue / Concern with Floating Accommodations	Expected Responsible Agency
Spawning ground / fish habitat damage caused by the steel spuds into lakebeds	Fisheries and Oceans Canada (DFO) (Federal water control); DFO supported by Parks Canada in National Parks, National Historic Sites and National Marine Conservation Areas; MNR (inland lakes); responsible for the management of fisheries
Floating Accommodations becoming vacation rentals (VRBO or Airbnb)	Municipal by-laws (e.g. Short-Term Rental by-laws and zoning by-laws)
Floating Accommodations becoming an unregulated expansion of a cottage	Federal waters – Parks Canada in National Parks, National Historic Sites and National Marine Conservation Areas Provincial waters- <i>Public Lands Act</i> administered by MNR prohibits FAs from occupying provincial public land through regulation Privately owned waters – Municipality

During our early discussions, each of the agencies that we expected to play a partial and/or full role to control Floating Accommodations felt they were not legislated to manage and regulate Floating Accommodations. Many felt that other agencies were better equipped to regulate the problem or that, given Transport Canada's designation of FAs as vessels, that Transport Canada was the ultimate controlling ministry. Agencies outside of Transport Canada were of the opinion that any attempt to act would result in legal proceedings that given the vessel designation, would likely be unsuccessful with respect to the agency responsible for legal expenses.

### ***What Changes Have Been Made to Support a Regulatory Framework?***

The shift to create enforceable solutions came via 2 separate but foundational insights:

1. ***Glaspell vs Ontario 2015*** – Clarifying lakebed ownership which has become the cornerstone strategy “anchoring” all of the in-force regulatory frameworks.
2. ***Freedom of Information request to Transport Canada*** – Clarified 3 important aspects:
  - a) *Floating Homes vs Floating Accommodations: Floating Homes are not vessels; Floating Accommodations are vessels.*

- b) Transport Canada's primary (and some would say only) objective is vessel safety. They do not believe their mandate / charter per the Canadian Transport Act (2001) mandates them or requires them to control Floating Accommodations.*
- c) Transport Canada has expressed strong public support of the newly launched MNR Floating Accommodation regulatory framework (161/17). Transport Canada's guidance to other agencies interested in governing FAs was very clear – use the MNR framework to guide your actions.*

It is critical to the municipal strategy that readers of this position paper are comfortable with the solid underpinnings of the current provincial, federal and criminal regulatory framework.

The *Glaspell v Ontario* ruling [[Glaspell v Ontario 2015 ONSC 3965](#)] has clarified 3 elements that have been 'baked' into case law informing FA regulations formed by Parks Canada and MNR.

- a) Glaspell ruling established that all lakebeds and riverbeds are the ownership of either federal crown, provincial crown or private ownership, and separately, municipalities have the option to issue zoning controls over those lakebeds.*
- b) The ownership of lakebed can act as a basis to authorize or not permit a floating object overhead to cast a shadow over the lakebed and by definition occupying that lakebed.*
- c) Resulting from the case law establishing enforceable lakebed ownership, the principle of authorized vs unauthorized occupation of crown land (lakebed) has been crystallized into FA regulatory frameworks.*

The importance of *Glaspell* was vital to the success of the regulatory frameworks that have emerged. The critical learning here is that historically all enforcement by Parks Canada, MNR, and OPP was through "land-based" policies. Had any of these agencies sought to remedy through water-based policies, they likely would have lost any court challenge due to the vessel designation that Transport Canada would likely uphold. Seeking to control Floating Accommodations through land-based laws was a masterful stroke of genius and we applaud the leadership of MNR, Parks Canada and OPP.

Municipalities would be advised to consider and build on the positive implications of the *Glaspell* ruling in their formation of FA zoning and governance by-laws.

The Ministry of Natural Resources (MNR Ontario) was first out of the gate to create their regulatory framework based on the *Glaspell* ruling. Specifically, 161/17 which is exactly the right regulatory framework to govern Floating Accommodations.



The full definition of Ontario Regulation 161/17 is found in this link [[MNR Regulation 161/17 governing Floating Accommodations](#)] The fundamentals of 161/17 include:

- a) Defining what is and what is not a floating accommodation.*
- b) Defining occupation of provincial crown land by the shadow of a floating object overhead on crown lakebed.*
- c) Conveying that a floating accommodation is not permitted to occupy provincial lakebed and shoreline.*
- d) The ability to charge the owner of the floating accommodation in the event they are occupying provincial lakebed without permission.*

The principles underlying the MNR 161/17 framework (released in summer of 2023) has since been adopted in principle by both Parks Canada and OPP and both agencies have identified enforcement avenues where appropriate.

Parks Canada's solution was issued in 2024 and mirrors MNR's strategy. The full definition of Parks Canada's regulation can be found in the following link [[Parks Canada Mooring Regulations covering Floating Accommodations](#)]. The fundamentals of Parks Canada's framework include:

- a) Defining what is a floating accommodation in a manner similar to MNR.*
- b) Requiring all floating accommodations secure a permit to lawfully moor over federal lakebeds overnight.*
- c) Failure to obtain a permit constitutes "unauthorized occupation" of federal lands and the occupying person(s) will be charged accordingly.*

Lastly, the OPP have embraced a similar lakebed ownership strategy for privately owned lakebed. They have case law where they have successfully prosecuted a floating accommodation that was making actual contact with a private lakebed in an unauthorized manner and consequently the FA owners were charged and successfully prosecuted with trespassing.

### ***The Townships of Severn and Georgian Bay Experience***

As we described in the first few pages, the existing regulatory framework created by MNR, Parks Canada and OPP has a few gaps. Severn Township recognized that early on and amended their by-law in 2024 [[Township of Severn Zoning By-law Amendment to regulate Floating Accommodations](#)]. A similar by-law amendment was enacted in the Township of Georgian Bay in 2025 [[Township of Georgian Bay Zoning By-law Amendment to regulate Floating Accommodations](#)].

The essential element of these amended by-laws, described in this position paper as Response #1 on page 5, is very simple... FAs cannot exist on waters within the boundaries of these two townships.... period. While they have not been tested in court, one by-law has already been successfully used as a deterrent to an FA presence. Several other townships are actively studying and considering implementing similar by-laws for their respective jurisdictions.

### ***There Are Numerous Lessons Gained Along This Journey***

Our grass roots organization **Floating Accommodations not Vessels Coalition** experienced many peaks and valleys in the journey to facilitate the appropriate agencies to successfully manage and control the new “issue” of Floating Accommodations.

It would be an accurate reflection to say that only if we knew then what we know now...

#### **There are six key learnings:**

- 1) It takes a team of motivated, passionate, patient people to stick with it... we discussed after year one and two – was this worth it? Yes! While it took our coalition four years to get here, we believe our efforts have been instrumental in facilitating the right framework that can be applied province-wide.*
- 2) When working with federal and provincial agencies who say no, don't take that for an answer, keep up the pressure, continue to make your issue their issue. At some point in time the right set of agencies will step forward and get to the solution. In our case that was a combination of Parks Canada, MNR, OPP and our local municipalities – the Townships of Severn and Georgian Bay.*
- 3) Broad based support by multiple grass roots organizations was key to our combined success. In our case that consisted of numerous local Cottage Associations large and small who all successfully raised their voices. We would do it again in the same way.*
- 4) While appeals by local politicians and provincial MPP's and federal MP's to both provincial and federal ministers didn't directly solve the issue, it greatly helped to communicate the seriousness of the issue.*
- 5) Sometimes, it takes a change in basic assumptions and in this case it was the insights gained from the Glaspell ruling to get to the right answer. Together with MNR, Parks Canada and OPP we were fortunate enough to understand the pathway and leverage Glaspell.*
- 6) Media! We were fortunate to tap into print, tv, radio, social media – it all helped. We brought on partners like Federation of Ontario Cottagers' Association (FOCA) and Cottage Life to spread the message. Had we had more financial resources we would have stepped up our investment in social media... maybe next time!*



### ***Acknowledgements and Thank You.***

We would like to thank in no particular order...

- *Working group members from our partners at Parks Canada, Ministry of Natural Resources and the Ontario Provincial Police.*
- *Working group members from our municipal partners - Mayors, Councillors and Staff from Severn Township, Township of Georgian Bay, Tay Township and Township of the Archipelago.*
- *Gloucester Pool Cottagers' Association & Georgian Bay Association*
- *The Decibel Coalition*
- *Safe Quiet Lakes Coalition*
- *Cottage Life*
- *Many cottage associations, and the Federation of Ontario Cottagers' Association (FOCA)*
- *And lastly, the Floating Accommodations Not Vessels Coalition members who authored this position paper*

While we did strive to ensure the accuracy and completeness of this information, the authors assume no responsibility for any omissions to or errors that may be contained within this position paper.

We the members of the Floating Accommodations not Vessels Coalition wish to express our deep gratitude and thanks to all the members mentioned above that have been instrumental in this journey.... Thank you!



CORPORATION OF THE  
**TOWNSHIP OF BLACK RIVER – MATHESON**

367 FOURTH AVE., P.O. BOX 601, MATHESON, ON P0K 1N0  
 TELEPHONE (705) 273-2313 EMAIL : [brm@twpbrm.ca](mailto:brm@twpbrm.ca) WEBSITE: [www.twpbrm.ca](http://www.twpbrm.ca)

**Jon Pegg**  
**Fire Marshal of Ontario**  
**Office of the Fire Marshal**  
**25 Morton Shulman Avenue**  
**Toronto, ON M3M 0B1**

**June 10, 2025**

Via Email: [Jon.Pegg@ontario.ca](mailto:Jon.Pegg@ontario.ca)

Dear Fire Marshal Pegg:

**Subject: Request for Exemption to Proposed Mandatory Firefighter Certification Requirements (O. Reg. 343/22)**

On behalf of the Council of the Township of Black River-Matheson, I am writing to express our concerns regarding the mandatory firefighter certification requirements under Ontario Regulation 343/22.

At its meeting held on June 10<sup>th</sup>, Council passed the attached resolution formally opposing the implementation of these requirements. While we recognize and support the importance of firefighter training and safety, the regulation as it stands does not adequately reflect the operational realities of small, rural, and northern municipalities.

Communities such as ours rely heavily on volunteer and composite fire departments that already face critical challenges in recruitment, training accessibility, and financial capacity.

Specifically, we are burdened by:

- Geographic barriers and long travel distances to accredited training centres,
- Inconsistent access to instructors and scheduling options,
- Limited budgets and competing capital demands,
- Difficulty in retaining and replacing volunteers due to increased regulatory pressures.

Without additional support, flexibility, or exemption mechanisms, the implementation of O. Reg. 343/22 will severely compromise our ability to provide consistent, timely, and effective fire protection to our residents.

Accordingly, the Council of the Township of Black River-Matheson respectfully requests that the Office of the Fire Marshal and the Ministry of the Solicitor General:

1. Defer full implementation of the certification regulation for rural and northern municipalities,
2. Provide exemptions or alternative compliance pathways tailored to the needs and limitations of small, remote fire services,
3. Increase funding and training supports for municipalities outside major urban centres.

We believe that a one-size-fits-all regulatory model will disproportionately and unfairly affect communities like ours. A more flexible, consultative approach is urgently needed. Thank you for your consideration of this request. We would welcome further discussion and are open to participating in any future consultations or working groups aimed at resolving these challenges collaboratively.

**Sincerely,**

**Dave Dymment, Mayor**

/hjl

On behalf of the Council of Black River-Matheson

**Encl.:** Resolution No.2025-214 – Council Opposition to O. Reg. 343/22

**CC:**

The Honourable Michael Kerzner, Solicitor General – michael.kerzner@ontario.ca

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

John Vanthof, MPP, Timiskaming—Cochrane – jvanthof-co@ndp.on.ca

Association of Municipalities of Ontario (AMO) – amo@amo.on.ca

Federation of Northern Ontario Municipalities (FONOM) – admin@fonom.org

All Ontario Municipalities



**Corporation of the Township of Black River - Matheson**  
367 Fourth Avenue  
P.O. Box 601  
Matheson, Ontario  
P0K 1N0

**ITEM # 2025-10.b)**  
**RESOLUTION**

DATE: June 10, 2025

2025-214

Moved by Councillor Steve Campsall  
Seconded by Councillor Alain Bouchard

WHEREAS the Ontario government has enacted O. Reg. 343/22, establishing mandatory certification requirements for firefighters under the Fire Protection and Prevention Act, 1997;

AND WHEREAS Council for the Township of Black River-Matheson acknowledges the importance of standardized firefighter training and safety;

AND WHEREAS these mandatory certification requirements pose significant challenges for small, rural, and northern municipalities due to limited financial and training resources, geographic barriers, and reliance on volunteer fire departments;

AND WHEREAS the implementation of these requirements without additional flexibility or support may negatively impact the Township's ability to recruit and retain volunteer firefighters and provide adequate fire protection to its residents;

NOW THEREFORE BE IT RESOLVED THAT Council for the Corporation of the Township of Black River-Matheson formally opposes the mandatory firefighter certification requirements as currently outlined in O. Reg. 343/22;

AND FURTHER THAT this resolution be forwarded to the Solicitor General, Premier of Ontario, MPP John Vanthof, the Fire Marshal, AMO, FONOM, and all Ontario municipalities

☒ CARRIED      ☐ DEFEATED

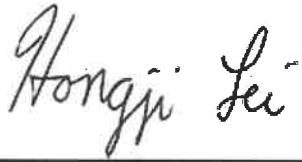
\_\_\_\_\_  
**CHAIR SIGNATURE**

☐ Original    ☐ Amendment    ☐ Refer    ☐ Defer    ☐ Reconsider    ☐ Withdrawn

**Recorded Vote-TO BE COMPLETED BY CLERK ONLY**

	YEAS	NAYS
Mayor Dave Dymont		
Councillor Allen		
Councillor Charbonneau		
Councillor Campsall		

Councillor McCutcheon		
Councillor Gadoury		
Councillor Bouchard		




---

Hong Ji Lei  
Town Manager/Clerk

**Municipality of Tweed Council Meeting  
Council Meeting**



**Resolution No.** 274  
**Title:** Notices of Motion  
**Date:** Tuesday, June 10, 2025

**Moved by** D. DeGenova  
**Seconded by** J. Palmateer

**BE IT RESOLVED THAT:**

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

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

AND WHEREAS failure to include 'ineligible sources under the Ontario Regulation 391/21:Blue Box program is in essence a provincial tax on ineligible sources;

AND WHEREAS should a municipality continue to provide services to the 'ineligible sources, the municipality will be required to oversee the collection, transportation, processing of the recycling, assuming 100% of the cost which amounts to yet another provincial municipal download;

NOW THEREFORE IT BE RESOLVED THAT the Municipality of Tweed Council hereby request that the province amend Ontario Regulation 391/21:Blue Box so that producers are responsible for the end-of-life management of recycling product from all sources;

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

AND FURTHER THAT this resolution be forwarded to the Honourable Doug Ford, Premier of Ontario, the Honourable Todd McCarthy, Minister of the Environment, Conservation, and Parks, Mike Harris, Minister of Natural Resources and Forestry, Ric Bresse, Member of Provincial Parliament for Hastings-Lennox and Addington, Minister of Affairs and Housing, Rob Flack and all Ontario Municipalities.

**Carried**

## MINUTES

Nipissing Township Museum Board of Management  
June 4, 2025

A regular meeting of the Nipissing Township Museum Board of Management was held on Wednesday, June 4, 2025 starting at 6:01 p.m.

The meeting was held in person at the Township of Nipissing Community Centre, 2381 Hwy 654.

**Present:** Chair Jane Aultman, Mayor Dave Yemm, Gladys Bateman, and Debbie Rennette.

**Staff:** Gillian Bernas, Museum Manager; Kim Turnbull, Deputy Treasurer - Office Assistant and Secretary to the Museum Board

**Regrets:** Councillor Steve Kirkey

**Absent:** Mary Heasman

Disclosure of pecuniary interests – none

### MOTION NUMBER 2025 - 11

**Moved by: Dave Yemm**

**Seconded by: Debbie Rennette**

That we approve the Minutes of the Nipissing Township Museum Board Meeting held May 7, 2025, as presented. **Carried.**

### Staff Updates:

- **Building & Maintenance**

- The Office/Candy Store building has been given the ok from the Engineer to open for the season.
- Public Works has been prepping the building getting the air conditioning and water set-up.

- **Event Planning:**

- A Shared Event poster has been developed with the Recreation Committee and distributed to the camps.
- **Powassan & District Library** - Museum exhibit has been set up with the games the students created last season: Snakes and Ladders, Biodiversity Card game along with items from our Collection.
- Nipissing Township Museum Games Night – Thursday June 19<sup>th</sup> – 5:00 – 7:00 p.m.
- Discussion about donating merchandise or candy from the Nipissing Museum to the Powassan Library for the Games Night.
- **SummerFest** – discussion about staff attending the event hosted by the Commanda Museum on Saturday July 26<sup>th</sup>
- Bringing items from the Museum's collection along with the games, Gillian to check on the space available for the Museum to use at the event.
- Event runs from noon – 8 p.m. source pop up tents for the event.
- Discussion about participation in a lip synch for staff and Board members following the event if this occurs, more details to follow.

**MOTION NUMBER 2025-12****Moved by: Dave Yemm****Seconded by: Gladys Bateman**

THAT the Nipissing Township Museum be closed on Saturday July 26<sup>th</sup>, 2025 and for staff to attend and participate at SummerFest hosted by the Commanda Museum and showcase items from the Nipissing Township Museum. **Carried.**

**MOTION NUMBER 2025-13****Moved by: Debbie Rennette****Seconded by: Gladys Bateman**

THAT staff invite the Commanda Museum to participate in the Heritage Day Celebration on August 17<sup>th</sup>, 2025 at the Nipissing Township Museum. **Carried.**

**MOTION NUMBER 2025-14****Moved by: Gladys Bateman****Seconded by: Dave Yemm**

THAT the Nipissing Township Museum Board donate merchandise from the Nipissing Township Museum to the Commanda Museum for the silent auction at SummerFest. **Carried.**

- **Tea and Talk Event** - request for Board members to distribute the event poster to advertise the event.
- **Heritage Day** – draft of flyer for review
- Discussion about donations for the silent auction and what has occurred historically to obtain donations. May look at alternate options for next year for support.

**MOTION NUMBER 2025-15****Moved by: Dave Yemm****Seconded by: Gladys Bateman**

TO approve the Heritage Day flyer for 2025. **Carried.**

- Discussion about live band options for Heritage Day.
- Gladys to contact Timber R Country to see about availability.

**MOTION NUMBER 2025-16****Moved by: Dave Yemm****Seconded by: Debbie Rennette**

THAT the Nipissing Township Museum Board approve hiring a live band for the Heritage Day event to a maximum for \$500.00. **Carried.**

**MOTION NUMBER 2025-17****Moved by: Dave Yemm****Seconded by: Gladys Bateman**

THAT the Nipissing Museum Board donate prizes to the Powassan and District Library for the Nipissing Township Museum Board Game Night being held on June 19<sup>th</sup>, 2025. **Carried.**

- **Artifact Status Report** – Cataloguing into PastPerfect has been paused at this time during exhibit planning.
  - Request to remove the artifacts from the Community Centre, as the Recreation Committee requires the space. These collections will take priority in cataloguing.
  - Request to have board members assist with moving the pieces back to the Museum.



- **Exhibits:**

- Researching for the Tea and Talk Event
- Creating interactive questions and answers to be set-up on the tables for visitors to learn about maple syrup production.
- Artifacts that relate to maple syrup production will be featured at the event.
- Discussion on the Vision for Permanent Exhibits for the next 5 years at the Museum.

- **Strategic Plan Update**

- Advised the Board on items that have been completed and are ongoing as part of the Strategic plan.

Discussion – Tea and Talk – prep on Saturday July 12<sup>th</sup> to complete the baking at the Community Centre, anyone who is available to assist can attend, timing to be confirmed closer to the date.

**MOTION NUMBER 2025-18**

**Moved by: Dave Yemm**

**Seconded by: Gladys Bateman**

That the Board meeting is hereby adjourned at 6:39 p.m. Next meeting will be held Wednesday, July 2, 2025 at 6:00 p.m. **Carried.**

Chairperson:

Secretary:

Minutes prepared as per Section 228 (1)(a) of the Municipal Act, S.O. 2001, c. 25.

Clerk to record, without note or comment, all resolutions, decisions and other proceedings of the council.

Minutes to be approved by the Board at the next scheduled Board Meeting.



## **TOWNSHIP OF NIPISSING**

### **RESOLUTION**

**DATE: June 24, 2025**

**NUMBER: R2025-**

**Moved by**

**Seconded by**

**That the statement of accounts dated:  
June 7, 12, and 19, 2025.**

**Totaling \$262,668.73 be approved.**

**For      Against**

**YEMM  
CHALAPENKO  
FOOTE  
KIRKEY  
SCOTT**

**Carried**

**Mayor: Dave Yemm**