

AGENDA
A meeting of the Council of the Corporation
of the Town of Northeastern Manitoulin and the Islands
to be held on Tuesday, December 6th, 2022
at 7:00 p.m.

1. Call to Order

2. Approval of Agenda

Disclosure of Pecuniary Interest & General Nature Thereof

3. Minutes of Previous Meeting

- i. Confirming By-Law 2022-59

4. New Business

- i. Deputy Mayor appointment
- ii. Donation request - Tree of Lights
- iii. Donation request – Manitoulin Navy League
- iv. Donation request – Little Current Lions, Haweater
- v. Insurance Tender results
- vi. Audit Services Tender results
- vii. Emergency Plan update

5. Minutes and Other Reports

- i. Committee assignment
- ii. Congratulations on your re-election – MMA, Steve Clark
- iii. Post-Election Training – January 30th, Central Manitoulin
- iv. Centennial Manor Minutes and Financial Report – October
- v. Stantec Swing Bridge update
- vi. Coastal Protection Agency Minutes
- vii. Festive Caroling Event – Rainbow District School Board

6. In Camera

- i. a proposed or pending disposition or acquisition of land for municipal or local board purposes

7. Adjournment

**THE CORPORATION OF THE TOWN OF
NORTHEASTERN MANITOULIN AND THE ISLANDS**

BY-LAW NO. 2022-59

Being a by-law of the Corporation of the Town of Northeastern Manitoulin and the Islands to adopt the minutes of Council for the term commencing December 4, 2018 and authorizing the taking of any action authorized therein and thereby.

WHEREAS the Municipal Act, S.O. 2001, c. 25. s. 5 (3) requires a Municipal Council to exercise its powers by by-law, except where otherwise provided;

AND WHEREAS in many cases, action which is taken or authorized to be taken by a Council or a Committee of Council does not lend itself to an individual by-law;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF NORTHEASTERN MANITOULIN AND THE ISLANDS ENACTS AS FOLLOWS:

1. THAT the minutes of the meetings of the Council of the Corporation of the Town of Northeastern Manitoulin and the Islands for the term commencing November 15, 2022 and held on:

November 15, 2022
November 17, 2022

are hereby adopted.

2. THAT the taking of any action authorized in or by the minutes mentioned in Section 1 hereof and the exercise of any powers by the Council or Committees by the said minutes are hereby ratified, authorized and confirmed.
3. THAT, where no individual by-law has been or is passed with respect to the taking of any action authorized in or by the minutes mentioned in Section 1 hereof or with respect to the exercise of any powers by the Council or Committees in the above-mentioned minutes, then this by-law shall be deemed for all purposes to be the by-law required for approving and authorizing the taking of any action authorized therein or thereby or required for the exercise of any power therein by the Council or Committees.
4. THAT the Mayor and proper Officers of the Corporation of the Town of Northeastern Manitoulin and the Islands are hereby authorized and directed to do all things necessary to give effect to the recommendations, motions, resolutions, reports, action and other decisions of the Council or Committees as evidenced by the above-mentioned minutes in Section 1 and the Mayor and Clerk are hereby authorized and directed to execute all necessary documents in the name of the Corporation of the Town of Northeastern Manitoulin and the Islands and to affix the seal of the Corporation thereto.

READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED THIS
6th day of December 2022.

Al MacNevin

Mayor

Pam Myers

Clerk

**The Corporation of the Town of Northeastern Manitoulin and the Islands
Minutes of a Regular Council meeting held Tuesday, November 15th, 2022
Electronic Format (Zoom)**

PRESENT: Mayor Al MacNevin, Councillors: Pattie Aelick, Al Boyd, Laurie Cook, Mike Erskine,
William Koehler, Dawn Orr, George Williamson, and Bruce Wood.

STAFF PRESENT: David Williamson, CAO
Pam Myers, Clerk
Sheryl Wilkin, Treasurer
Duane Deschamps, Fire Chief
Reid Taylor, Manager of Community Services
Wayne Williamson, Manager of Public Works

All members of Council took the Declaration of Office oath

Mayor MacNevin called the meeting to order at 7:00 p.m.

Disclosure of pecuniary interest and the general nature thereof – none.

Resolution No. 257-11-2022

Moved by: W. Koehler

Seconded by: A. Boyd

RESOLVED THAT the Council of the Corporation of the Town of Northeastern Manitoulin and the Islands approves agenda as presented.

Carried

Resolution No. 258-11-2022

Moved by: B. Wood

Seconded by: D. Orr

RESOLVED THAT the Council of the Corporation of the Town of Northeastern Manitoulin and the Islands now reads for the first, second and third time and finally passes By-Law No 2022-58, being a by-law to adopt the minutes of Council for the term commencing November 15, 2022 and authorizing the taking of any action authorized therein and thereby.

Carried

Resolution No. 259-11-2022

Moved by: M. Erskine

Seconded by: P. Aelick

RESOLVED THAT the Council of the Corporation of the Town of Northeastern Manitoulin and the Islands does now adjourn at 8:29 pm.

Carried

Al MacNevin, Mayor

Pam Myers, Clerk



Dear Manor Friends

This is the eighth year for the Manor's **Tree of Lights** fundraiser. Each year beginning in November, a large tree erected outside the Manor is lit bulb by bulb by friends and family who purchase bulbs in memory or in celebration of loved ones, coworkers, neighbours etc. (Donations of \$50 and over are recognized as sponsorship donations.) Generous community support has resulted in over \$190,000 raised to date through our **Tree of Lights** fundraiser. All donations have been used to support projects which improve the comfort of our family, friends and neighbours who make the Manor their home.

Proceeds from this year's Tree of Lights will support the redesign of the resident entrance to the court yard for ease of access and to add a pavilion that will provide a BBQ/out door eating area with a washroom for those using this space.

You can help by making a donation using the form on the back of this letter. Recognition of individuals celebrated and remembered and those of our sponsors will appear in the Manitoulin Expositor Wednesday, December 21.

The form can be mailed with your donation to the Manor should you choose to do so.

Donations may also be made with an etransfer to donationsmcm@extendicare.com.
In the memo line please provide details of your donation and whether a receipt is required.

If you have any questions, please feel free to contact me.

We hope you will consider making a donation ... and help us light our Manor residents' tree!

Thank you,

Don Cook
Manitoulin Centennial Manor Administrator
Home: 705 368 2710 ext 312 Email: docook@extendicare.com



NOV - 1 2022

Manitoulin Centennial Manor Tree of Lights 2022



Donor Information

Name:

Address:

.....

.....

Cheques should be made payable to: MCM Fundraising

Mail to: Tree of Lights
Manitoulin Centennial Manor
Postal Bag 460
Little Current, ON
P0P 1K0

Donations may also be made with an etransfer to donationsmcm@extendicare.com.
In the memo line please provide details of your donation and whether a receipt is required.

My donation is \$20 or more. Please send me a charitable receipt Yes No

*The names of those remembered and/or celebrated will appear in the Dec. 21 issue of the Manitoulin Expositor

*The names of those donating \$50 or more will be recognized as Tree of Lights sponsors in the Expositor Dec. 22

I'd like my donation.....

To celebrate _____ To remember _____

Name(s) _____

Please use the back of the page if more space is needed.

Thank you!

Your donation will help support projects directly benefitting our residents.

NOV 10 2022



MANITOULIN NAVY LEAGUE

Box 494, Little Current Ontario P0P 1K0

November 7, 2022

Re: Request for support of Manitoulin Sea Cadets

COVID-19 came, disrupting life as we knew it in its path. The 348 Manitoulin Sea Cadet Corps was no different... and yet, it was.

Our Commander Officer Lt. (N) Sylvain Boucher quickly reorganized parade nights in September of 2020 (when the program resumed after its usual summer hiatus) into Zoom format.

He and his senior officer, S. Lt. (N) Tina Davidson, had no idea whether or not the youth in the program would respond to being part of a program designed for group participation and interaction.

It's a testament to the 20-plus years the Sea Cadets have been a part of Manitoulin Island life, not to mention the dedication of the officers and other leaders, that during the disruptive years of the pandemic, a consistent 15 youths dutifully continued to participate in the program, in isolation, via Zoom.

The usual strength of the corps is 25 to 30 cadets so being able to maintain 15 interested youths was really remarkable.

This year, 2022, the program is back on track, with weekly meetings, "parades", Monday nights at Manitoulin Secondary School and the corps is rebounding to its usual numbers. Once again, the cadets will begin to take part in normal activities, including trips to participate in activities with other Northern Ontario cadet corps.

As has always been the case, the Department of National Defence (DND) provides some very specific funding for specified activities, but it is the DND's understanding that corps' local parent organizations, in our case the

Manitoulin Navy League, will fundraise in the community to offset expenses.

For the Manitoulin Sea Cadet Corps, as it returns to a normal cycle of activities, the financial burden that the Navy League works to offset is just under \$20,000.

Please consider your support for this worthwhile activity. You will see Sea Cadets at most Remembrance Day activities this week as they represent Manitoulin Island's own branch of DND personnel.

Please make out any cheques payable to the Manitoulin Sea Cadet Corps. They can be mailed to the address shown on the letterhead on the first page of this correspondence.

To make an e-transfer of funds, use nlmanitoulintreasurer@gmail.com and to receive a receipt, please email your postal mailing address, using this same contact.

Contributions can also be dropped off at the Expositor Offices in Little Current or Gore Bay.

If you have any questions, please contact me.

Yours truly and thank you for considering support efforts for the Sea Cadets,

Rick McCutcheon
fundraising chair
Manitoulin Navy League
705-368-3101

Little Current Lions Club
PO Box 205
Little Current, Ontario
POP 1K0

November 1, 2022

Mayor Al MacNevin and Council
Town of Northeastern Manitoulin and the Islands
Postal Bag 2000
Little Current, Ontario
POP 1K0

Dear MacNevin and members of Council,

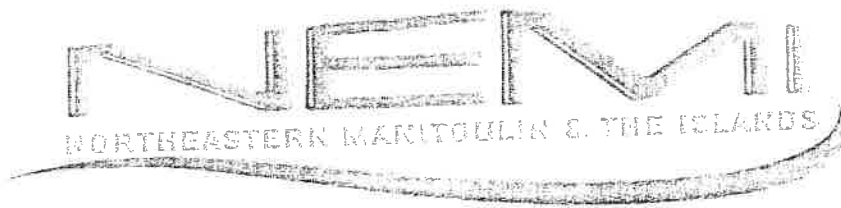
First off, let me congratulate you on another term and to those who are new around the table, I look forward to getting to know you and working with you over the next four years.

I am writing today to kindly request our annual Haweater Weekend donations from the municipality for 2023: sponsorship in the amount of \$1,500 and \$2,500 toward the rental of porta-potties.

We thank you for your consideration and look forward to our continued partnership.

Sincerely,

Lion President Bruce Burnett
Little Current Lions Club



Box 608, Little Current, Ontario, POP 1K0
705-368-3500

Tender Opening

Date of Opening November 17 2022

Project Audit Services

Present for Opening Sheryl Wilkin
David Williams

<u>Supplier</u>	<u>Price</u>	<u>HST</u>	<u>Total</u>
<u>KPMG</u>	2022 27,000 5yr = \$156,700		\$ 156,700
<u>FCR</u>	2022 43,750 5yr = \$230,132		\$ 230,132
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TOWN OF NORTHEASTERN MANITOULIN AND THE ISLANDS

EMERGENCY RESPONSE PLAN

Revised : DECEMBER 2, 2022.

Emergency Response Plan

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Emergency Response Plan

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Emergency Response Plan

PART 1: INTRODUCTION

Emergencies are defined as situations or impending situations caused by forces of nature, accident or an intentional act that constitutes a danger of major proportions to life and property. They affect public safety, meaning the health, welfare and property, as well as the environment and economic health of the Town of Northeastern Manitoulin and the Islands.

The population of the Town of Northeastern Manitoulin and the Islands is 2,400 residents.

In order to protect residents, businesses and visitors, the Town of Northeastern Manitoulin and the Islands requires a coordinated emergency response by a number of agencies under the direction of the Municipal Emergency Control Group. These are distinct arrangement and procedures from the normal, day-to-day operations carried out by emergency services.

The Town of Northeastern Manitoulin and the Islands Emergency Management Committee developed this emergency response plan. Every official, municipal department and agency must be prepared to carry out assigned responsibilities in an emergency. The response plan has been prepared to provide key officials, agencies and departments of the Town of Northeastern Manitoulin and the Islands important emergency response information related to:

1. Arrangements, services and equipment; and
2. Roles and responsibilities during an emergency.

In addition, it is important that residents, businesses and interested visitors be aware of its provisions. Copies of the Town of Northeastern Manitoulin and the Islands Emergency Response Plan may be viewed at the NEMI Town Office and NEMI Public Library. For more information, please contact:

**Emergency Management Coordinator
Town Office
Town of Northeastern Manitoulin and the Islands
(705) 368-3500**

**** Town of Northeastern Manitoulin and the Islands reserves the right to allow minor administrative updates in the Plan without going through Council for approval.**

Emergency Response Plan

PART 2: AIM

The aim of this plan is to make provision for the extraordinary arrangements and measures that may have to be taken to protect the health, safety, welfare, environment and economic health of the residents, businesses and visitors of the Town of Northeastern Manitoulin and the Islands when faced with an emergency.

It enables a centralized controlled and coordinated response to emergencies in the Town of Northeastern Manitoulin and the Islands, and meets the legislated requirements of the Emergency Management and Civil Protection Act (EMCPA).

For further details, please contact the Emergency Management Coordinator.

Provincial Emergency Operations Centre (PEOC)

PEOC Duty Officer (24/7) :

Phone (416) 314-0472 or 1-866-314-0472

Email peocdo01@ontario.ca

Fax (416) 314-0474

Satellite Phone : 011 881 6234 86684

(Only use if Primary Phone is out of service)

ARES Call Sign : VE3EMO

(Only staffed during large telecommunications outage)

Field Officer in Killarney / Manitoulin Sector :

Sarah Jacob

Field Officer

EM Field Operations

Emergency Management Ontario

Suite 6, 3767 Hwy 69 South, Sudbury, ON P3G 0A7

Tel : (249) 878-5920

Email : sarah.jacob@ontario.ca

Emergency Response Plan

PART 3: AUTHORITY

The *Emergency Management and Civil Protection Act (EMCPA)* is the legal authority for this emergency response plan in Ontario.

The *EMCPA* states that the:

“The head of council of a municipality may declare that an emergency exists in the municipality or in any part thereof and may take such action and make such orders as he or she considers necessary and are not contrary to law to implement the emergency plan of the municipality and to protect property and the health, safety and welfare of the inhabitants of the emergency area.”

As enabled by the *Emergency Management and Civil Protection Act, 2006*, this emergency response plan and its' elements have been:

- 1 Issued under the authority of *Town of Northeastern Manitoulin and the Islands By-law #2004-34*; and
- 2 Filed with Emergency Management Ontario .

a) Definition of an Emergency

The *EMCPA* defines an emergency as:

“An emergency means a situation or impending situation that constitutes a danger of major proportions that could result in serious harm to persons or substantial damage to property and that is caused by the forces of nature, a disease or other health risk, an accident or an act whether intentional or otherwise.”

The Emergency Operations Centre (EOC) can be activated for any emergency for the purposes of managing an emergency, by maintaining services to the community and supporting the emergency site.

b) Action Prior to Declaration

When an emergency exists but has not yet been declared to exist, community employees may take such action(s) under this emergency response plan as may be required to protect property and the health, safety and welfare of the Town of Northeastern Manitoulin and the Islands.

PART 4: EMERGENCY NOTIFICATION PROCEDURES

Only a member of the MECG may initiate the notification procedure.

The contact phone numbers and addresses of the MECG members (and their alternates) are contained in Annex A.

When a member of the MECG receives a warning of a real or potential emergency, that member **will immediately contact the OPP, Fire and Ambulance Service**, through 911 emergency numbers and then **immediately contact the Town of NEMI Manager on call at cell #705-348-0360**, and direct them to initiate the notification of the MECG. The member initiating the call must provide pertinent details (e.g. - a time and place for the MECG to meet) as part of the notification procedure and contact the OPP Ambulance Service through the 911 emergency numbers.

If deemed appropriate, the individual MECG members may initiate their own internal notification procedures of their staff and volunteer organizations.

Where a threat of an impending emergency exists, any member of the MECG may initiate the notification procedure and place MECG members on standby.

a) Requests for Assistance

Assistance may be requested from the Town of Northeastern Manitoulin and the Islands at any time by contacting the Clerk 705-368-3500 Ext. 228, or 705-348-0124. The request shall not be deemed to be a request that the town assume authority and control of the emergency.

Assistance may also be requested from the Province of Ontario at any time without any loss of control or authority. A request for assistance should be made by contacting Emergency Management Ontario.

The Emergency Notification Contact List, including contact numbers for requesting assistance, is attached as **Annex A**.

b) A Declared Community Emergency

The Mayor or Acting Mayor of the Town of Northeastern Manitoulin and the Islands, as the Head of Council, is responsible for declaring an emergency. This decision is usually made in consultation with other members of the MECG.

Emergency Response Plan

Upon declaring an emergency, the Mayor will notify:

1. Emergency Management Ontario ;
2. Town Council:

Mayor – Alan MacNevin 705-348-1951 amacnevin@townofnemi.on.ca

Ward 1 Councillor – Laurie Cook 705-282-7076
hlaurie.cook@yandex.com

Ward 2 Councillor – Michael Erskine 705-368-1357
Cell 705-282-7339 mreerskine@gmail.com

Ward 2 Councillor – Allan Boyd 705-368-2779
Cell 705-869-8284 aboyn@townofnemi.on.ca

Ward 2 Councillor – William Koehler 705-368-3025
koehlerwo@yahoo.ca

Ward 3 Councillor – George Williamson 705-662-9171
gwilliamson@townofnemi.on.ca

Ward 4 Councillor – Dawn Orr 705-368-2608 orrrw@vianet.ca

Ward 4 Councillor – Patricia Aelick 705-971-3532
paelick@townofnemi.on.ca

Ward 4 Councillor – Bruce Wood 705-368-3784
brucewood@xplornet.com

3. Public;
4. Neighbouring community officials, as required;
5. Local Member of the Provincial Parliament (MPP)
 - Michael Mantha 1-800-831-1899 or 1-705-461-9710
mmantha-co@ndp.on.ca ;
6. Local Member of Parliament (MP)
 - Carol Hughes 1-800-463-3335 or 1-705-848-8080
hughec1@parl.gc.ca ;

Emergency Response Plan

7. Ministry of Municipal Affairs and Housing
 - 1-416-585-7041 or 1-416-585-7296
 - minister.mah@ontario.ca .

A community emergency may be terminated at any time by:

1. Mayor or Acting Mayor; or
2. Town Council; or
3. Premier of Ontario .

Emergency Response Plan

When terminating an emergency, the Mayor will notify:

1. Emergency Management Ontario ;

2. Town Council:

Mayor – Alan MacNevin 705-348-1951 amacnevin@townofnemi.on.ca

Ward 1 Councillor – Laurie Cook 705-282-7076
hlaurie.cook@vandex.com

Ward 2 Councillor – Michael Erskine 705-368-1357
Cell 705-282-7339 mreerskine@gmail.com

Ward 2 Councillor – Allan Boyd 705-368-2779
Cell 705-869-8284 aboyd@townofnemi.on.ca

Ward 2 Councillor – William Koehler 705-368-3025
koehlerwo@yahoo.ca

Ward 3 Councillor – George Williamson 705-662-9171
gwilliamson@townofnemi.on.ca

Ward 4 Councillor – Dawn Orr 705-368-2608 orrrw@vianet.ca

Ward 4 Councillor – Patricia Aelick 705-971-3532
paelick@townofnemi.on.ca

Ward 4 Councillor – Bruce Wood 705-368-3784
brucewood@xplornet.com

3. Public;

4. Neighbouring community officials, as required;

5. Local Member of the Provincial Parliament (MPP)
– Michael Mantha 1-800-831-1899 or 1-705-461-9710
mmantha-co@ndp.on.ca ;

6. Local Member of Parliament (MP)
– Carol Hughes 1-800-463-3335 or 1-705-848-8080
hughec1@parl.gc.ca ;

7. Ministry of Municipal Affairs and Housing
– 1-416-585-7041 or 1-416-585-7296 minister.mah@ontario.ca .

Emergency Response Plan

PART 5: MUNICIPAL EMERGENCY CONTROL GROUP***a) Emergency Operations Centre (EOC)***

The location of the Town of Northeastern Manitoulin and the Islands' primary Operations Centre is **located at the NEMI Town Office at 14 Water Street East (Post Office Building) in Little Current.** The alternate location is the Town of Northeastern Manitoulin and the Islands Recreation Centre located at 9001 Highway 6 South.

Emergency Evacuation Centre (EEC)

The Location of the Town of Northeastern Manitoulin and the Islands' Emergency Evacuation Centre is **located at the NEMI Recreation Center at 9001 Hwy 6 for General Evacuations and Manitoulin East Municipal Airport at 12917 Hwy 6 South.** The airport will act as the centre for air lifting medical emergencies and also to receive supplies by air.

b) Municipal Emergency Control Group (MECG)

The emergency response will be directed and controlled by the Municipal Emergency Control Group (MECG) - a group of officials who are responsible for coordinating the provision of the essential services necessary to minimize the effects of an emergency on the community. The MECG consists of the following officials:

1. Mayor of the Town of Northeastern Manitoulin and the Islands ;
2. Chief Administrative Officer, who becomes the Operations Officer in the EOC ;
3. Fire Chief ;
4. Community Emergency Management Coordinator.

Additional personnel called or added to support the MECG may include:

- Manager of Public Works ;
- Manager of Community Services ;
- Clerk ;
- Treasurer ;
- OPP and EMS Representatives ;
 - Alternates to any member of the Municipal Emergency Control Group ;
 - Emergency Management Ontario Representative ;
 - Liaison staff from Provincial Ministries ;
 - Any other officials, experts or representatives from the public or private sector as deemed necessary by the MECG.

The Municipal Emergency Control Group (MECG) may function with only a limited number of persons depending upon the emergency. While the MECG may not require the presence of all the people listed as members of the control group, all members of the MECG must be notified.

Emergency Response Plan

c) *Operating Cycle*

Members of the MECG will gather at regular intervals to inform each other of actions taken and problems encountered. The Chief Administrative Officer will establish the frequency of meetings and agenda items. Meetings will be kept as brief as possible thus allowing members to carry out their individual responsibilities. The CAO's Assistant will maintain status board and maps and which will be prominently displayed and kept up to date.

d) *Municipal Emergency Control Group (MECG) Responsibilities*

The members of the Municipal Emergency Control Group (MECG) are likely to be responsible for the following actions or decisions:

1. Calling out and mobilizing their emergency service, agency and equipment;
2. Coordinating and directing their service and ensuring that any actions necessary for the mitigation of the effects of the emergency are taken, provided they are not contrary to law;
3. Determining if the location and composition of the MECG are appropriate;
4. Advising the Mayor as to whether the declaration of an emergency is recommended;
5. Advising the Mayor on the need to designate all or part of the town as an emergency area;
6. Ensuring that an Incident Commander (IC) is appointed;
7. Ensuring support to the IMS by offering equipment, staff and resources, as required;
8. Ordering, coordinating and/or overseeing the evacuation of inhabitants considered to be in danger;
9. Discontinuing utilities or services provided by public or private concerns, i.e. hydro, water, closing down the downtown area;
10. Arranging for services and equipment from local agencies not under community control i.e. private contractors, industry, volunteer agencies, service clubs;
11. Notifying, requesting assistance from and/or liaison with various levels of

Emergency Response Plan

- government and any public or private agencies not under community control, as considered necessary;
12. Determining if additional volunteers are required and if appeals for volunteers are warranted;
 13. Determining if additional transport is required for evacuation or transport of persons and/or supplies;
 14. Ensuring that pertinent information regarding the emergency is promptly forwarded to the Emergency Information Coordinator (Mayor), for dissemination to the media and public;
 15. Determining the need to establish advisory groups and/or sub-committees/working groups for any aspect of the emergency including recovery;
 16. Authorizing expenditure of money required dealing with the emergency;
 17. Notifying the service, agency or group under their direction, of the termination of the emergency;
 18. Maintaining a log outlining decisions made and actions taken, and submitting a summary of the log to the Operations Officer within one week of the termination of the emergency, as required;
 19. Participating in the debriefing following the emergency.

Emergency Response Plan

PART 6: EMERGENCY RESPONSE SYSTEM

a) The individual responsibilities of the Municipal Emergency Control Group (MECG):

1. Mayor

The Mayor is responsible for:

1. Providing overall leadership in responding to an emergency;
2. Declaring an emergency within the designated area;
3. Declaring that the emergency has terminated (Note: Council may also terminate the emergency);
4. Notifying the Emergency Management Ontario, Ministry of Community Safety and Correctional Services of the declaration of the emergency, and termination of the emergency;
5. Ensuring the members of council are advised of the declaration and termination of an emergency, and are kept informed of the emergency situation.
6. Chairing meetings of the control group.
7. Securing and authorizing of expenditures of money required to deal with the emergency.
8. The dissemination of news and information to the media and the public.

Emergency Response Plan

2. Chief Administrative Officer

The Chief Administrative Officer for the Town of Northeastern Manitoulin and the Islands is responsible for:

1. Activating the emergency notification system;
2. Ensuring liaison with the Police regarding security arrangements for the EOC;
3. Will act as the Operations Officer, coordinating all operations within the Emergency Operations Centre, including the scheduling of regular meetings;
4. Advising the Mayor on policies and procedures, as appropriate;
5. Approving, in conjunction with the Mayor, major announcements and media releases prepared by the Emergency Information Coordinator, in consultation with the Municipal Emergency Control Group;
6. Ensuring that a communication link is established between the Municipal Emergency Control Group (MECG) and the Incident Commander (IC);
7. Calling out additional town staff to provide assistance, as required.

3. Fire Chief

The Fire Chief is responsible for:

1. Activating the emergency notification system;
2. Providing the MECG with information and advice on firefighting and rescue matters;
3. Establishing an ongoing communications link with the senior fire official at the scene of the emergency;
4. Informing the Mutual Aid Fire Coordinators and/or initiating mutual aid arrangements for the provision of additional firefighters and equipment, if needed;
5. Determining if additional or special equipment is needed and recommending possible sources of supply, e.g., breathing apparatus, protective clothing;
6. Providing assistance to other community departments and agencies and being prepared to take charge of or contribute to non-firefighting operations if necessary, e.g., rescue, first aid, casualty collection, evacuation;

Emergency Response Plan

4. Emergency Management Coordinator

The Emergency Management Coordinator is responsible for:

1. Activating the emergency notification system;
2. Activating and arranging the Emergency Operations Centre with the Community Services Manager;
3. Ensuring that security is in place for the EOC and registration of MECG members;
4. Ensuring that all members of the MECG have necessary plans, resources, supplies, maps, and equipment;
5. Providing advice and clarifications about the implementation details of the Emergency Response Plan;
6. Ensuring that the operating cycle is met by the MECG and related documentation is maintained and kept for future reference;
7. Addressing any action items that may result from the activation of the Emergency Response Plan and keep MECG informed of implementation needs;
8. Maintaining the records and logs for the purpose of the debriefs and post-emergency reporting that will be prepared.

Emergency Response Plan

b) Support and Advisory Staff**1. Manager of Public Works**

The Manager of Public Works is responsible for:

1. Activating the emergency notification system;
2. Providing the MCEG with information and advice on engineering and public works matters;
3. Establishing an ongoing communications link with the Site Manager at the scene of the emergency;
4. Ensuring provision of engineering assistance;
5. Ensuring construction, maintenance and repair of town roads;
6. Ensuring the maintenance of sanitary sewage and water systems;
7. Providing equipment for emergency pumping operations.
8. Ensuring liaison with the fire chief concerning emergency water supplies for firefighting purposes;
9. Providing emergency potable water, supplies and sanitation facilities to the requirements of the Medical Officer of Health;
10. Discontinuing any public works service to any resident, as required, and restoring these services when appropriate;
11. Ensuring liaison with public utilities to disconnect any service representing a hazard and/or to arrange for the provision of alternate services or functions;
12. Providing public works vehicles and equipment as required by any other emergency services;
13. Ensuring liaison with the conservation authority regarding flood control, conservation and environmental matters and being prepared to take preventative action.

2. Community Services Manager

The Community Services Manager is responsible for:

1. Activating the emergency notification system;
2. Ensuring the well-being of residents who have been displaced from their homes by arranging emergency lodging, clothing, feeding, registration and inquiries and personal services;
3. Supervising the opening and operation of temporary and/or long-term evacuee centres, and ensuring they are adequately staffed;
4. Ensuring liaison with the police chief with respect to the pre-designation of evacuee centres which can be opened on short notice;
5. Liaison with the Medical Officer of Health on areas of mutual concern regarding operations in evacuee centres;

Emergency Response Plan

6. Ensuring that a representative of the Rainbow District Board of Education and/or Separate School Board is/are notified when facilities are required as evacuee reception centres, and that staff and volunteers utilizing the school facilities take direction from the Board representative(s) with respect to their maintenance, use and operation;
7. Ensuring liaison with Manitoulin Centennial Manor as required;
8. Making arrangements for meals for the staff/volunteers at the EOC and the Site.
9. Setting up the E.O.C. as required.

3. Clerk

The Clerk is responsible for:

1. Assisting the MECG members, as required;
2. Ensuring all important decisions made and actions taken by the MECG are recorded;
3. Ensuring that maps and status boards are kept up to date;
4. Provide a process for registering MECG members and maintaining a MECG member list;
5. Any other duties as assigned .

4. Treasurer

The Treasurer is responsible for:

1. Assisting the MECG members, as required;
2. Ensuring all important decisions made and actions taken by the MECG are recorded and all financial purchases and necessary items required are recorded for expenditures ;
3. Arranging payment for immediate purchases ;
4. Any other duties as assigned .

5. Police Representative

The Police Representative is responsible for:

1. Activating the emergency notification system;
2. Notifying necessary emergency and community services, as required;
3. Establishing a site command post with communications to the EOC;
4. Establishing an ongoing communications link with the senior police official at the scene of the emergency;

Emergency Response Plan

5. Establishing the inner perimeter within the emergency area;
6. Establishing the outer perimeter in the vicinity of the emergency to facilitate the movement of emergency vehicles and restrict access to all but essential emergency personnel;
7. Providing traffic control staff to facilitate the movement of emergency vehicles;
8. Alerting persons endangered by the emergency and coordinating evacuation procedures;
9. Opening of evacuee centres in collaboration with the Community Services Manager;
10. Ensuring liaison with the Community Services Manager regarding the establishment and operation of evacuation and reception centres;
11. Ensuring the protection of life and property and the provision of law and order;
12. Providing police service in EOC, evacuee centres, morgues, and other facilities, as required;
13. Notifying the coroner of fatalities;
14. Ensuring liaison with other community, provincial and federal police agencies, as required;

6. Manitoulin Health Centre Hospital Administrator

The Manitoulin Health Centre Hospital Administrator is responsible for:

1. Implementing the hospital emergency plan;
2. Ensuring liaison with the Manitoulin Health Centre Hospital Administrator and local ambulance representatives with respect to hospital and medical matters, as required;
3. Evaluating requests for the provision of medical site teams/medical triage teams;
4. Ensuring liaison with the Ministry of Health and Long Term Care, as appropriate.

7. Emergency Medical Services (EMS) Director

The Emergency Medical Services Director is responsible for:

1. Ensuring emergency medical services at the emergency site;
2. Establishing an ongoing communications link with the senior EMS official at the scene of the emergency;
3. Obtaining EMS from other municipalities for support, if required;
4. Ensuring triage at the site;
5. Advising the MCEG if other means of transportation is required for large scale response;
6. Ensuring liaison with the receiving hospitals;
7. Ensuring liaison with the Medical Officer of Health, as required.

Emergency Response Plan

8. Operations Officer Administrative Assistant/Assistants

The Operations Officer Administrative Assistant is responsible for:

1. Assisting the Operations Officer, as required;
2. Ensuring all important decisions made and actions taken by the MECG are recorded;
3. Ensuring that maps and status boards are kept up to date;
4. Provide a process for registering MECG members and maintaining a MECG member list;
5. Notifying the required support and advisory staff of the emergency, and the location of the Emergency Operations Centre;
6. Initiating the opening, operation and staffing of switchboard at the community offices, as the situation dictates, and ensuring operators are informed of MECG members' telephone numbers in the EOC;
7. Arranging for printing of material, as required;
8. Coordinating the provision of clerical staff to assist in the Emergency Operations Centre, as required;
9. Upon direction by the Mayor, ensuring that all council are advised of the declaration and termination of declaration of the emergency;
10. Upon direction by the Mayor, arranging special meetings of council, as required, and advising members of council of the time, date, and location of the meetings;
11. Procuring staff to assist, as required.

9. Telecommunications (ARES) Coordinator

The Telecommunications Coordinator is responsible for:

1. Activating the emergency notification system of the local amateur radio operators group;
2. Initiating the necessary action to ensure the telephone system at the community offices functions as effectively as possible, as the situation dictates;
3. Ensuring that the emergency communications centre is properly equipped and staffed, and working to correct any problems which may arise;
4. Maintaining an inventory of community and private sector communications equipment and facilities within the community, which could, in an emergency, be used to augment existing communications systems;
5. Making arrangements to acquire additional communications resources during an emergency;

Emergency Response Plan

10. Emergency Information Officer

The Town's Mayor will act as the Town's spokesperson.

The CAO will act as the Town's Emergency Information Officer during an emergency.

The Emergency Information Officer is responsible for :

1. Implementing the municipality's emergency information arrangements ;
2. Depending upon the needs and capacity of the municipality, the EIO may have additional emergency information staff ; such as media liaison, news monitors, call takers, writers, etc.
3. Consulting with command, the municipal executive, and the Municipal Emergency Control Group ;
4. Coordinating with staff from other organizations ;
5. Preparing and disseminating emergency management information messages and supervising emergency information staff (if available) .

11. Board of Education

The Board of Education is responsible for:

1. Providing any school (as appropriate and available) for use as an evacuation or reception centre and a representative(s) to co-ordinate the maintenance, use and operation of the facilities being utilized as evacuation or reception centres;
2. Ensuring liaison with the municipality as to protective actions to the schools (i.e., implementing school stay in place procedure and implementing the school evacuation procedure.)

12. Other Agencies

In an emergency, many agencies may be required to work with the Municipal Emergency Control Group (MECG) . Two such agencies are detailed below. Others might include Emergency Management Ontario, Ontario Provincial Police, the Office of the Fire Marshal (OFM) , industry, volunteer groups, conservation authorities, and provincial ministries.

Emergency Response Plan

c) *Emergency Management Program Committee*

Emergency Management Program Committee

The Emergency Management Program Committee is a committee whose mission is to guide the development, implementation and maintenance of the municipality's emergency management program including the municipal emergency response plan, public education program, training, and exercises. The committee is also accountable for the annual review of the municipality's emergency management program.

Composition :

Committee members are :

- Community Emergency Management Coordinator (CEMC) ; and
- CAO (Chair of the EMPC) .

PART 7: EMERGENCY TELECOMMUNICATIONS PLAN

Upon implementation of the Emergency Response Plan, it will be important to ensure that communications are established between the emergency site and the EOC. Also, radio communications may be required at various locations including evacuation centres, hospitals, and other key responding agencies.

The Emergency Telecommunications Coordinator for the Town of Northeastern Manitoulin and the Islands is a pre-designated Amateur Radio Operator. The Emergency Telecommunications Coordinator is part of the initial Emergency Notification Procedure who in turn will call upon his contacts for further communications support, as required.

The Emergency Telecommunications Office is located in the office adjacent to the EOC. It is equipped with portable hand radios, battery back-up, two-way radio with the necessary channels to communicate with police, fire, EMS and the Ontario Fire Marshal.

Communications between the EOC and the other responding agencies will be with the support of a runner. All messages are to be written on the Amateur Radio Message Forms and logged.

Should the Town of Northeastern Manitoulin and the Islands lose all telephone communications, pre-arranged communications could be obtained from the local taxi company and the school bus radios, which will act as relay to the EOC and the emergency site.

[illegible]

Emergency Response Plan

PART 9: UPDATES AND AMENDMENTS

Updated dd/mm/yy	Comments	Updated By:
19 September 2006	Add Airport and Update people	Janet Moore
20 June 2008	Updated contacts	Janet Moore
21 December 2009	Updated contacts	Pam Cress
25 May 2011	Updated contacts	Pam Cress
24 May 2012	Updated contacts	Connie Gammie
04 September 2012	Updated contacts and addresses	Connie Gammie
13 September 2012	Updated contacts/training session	Connie Gammie
04 November 2013	Updated contacts/training session	Connie Gammie
19 March 2014	Updated EOC Location	Connie Gammie
24 July 2014	Updated contacts	Connie Gammie
18 August 2014	Updated contacts and responsibilities	Pam Cress
6 October 2014	Updated contacts	Connie Gammie
10 November 2014	Updated contacts/council	Connie Gammie
16 November 2015	Updated contacts	Connie Gammie
11 December 2015	Updated contacts/annual exercise	Connie Gammie
30 November 2016	Updated contacts/annual exercise	Connie Gammie
2 October 2017	Updated contacts/annual exercise	Connie Gammie
30 November 2017	Updated contacts/and responsibilities	Connie Gammie
31 January 2018	Updated members of EMPC Committee	Connie Gammie
9 November 2018	Updated contacts/and responsibilities	Connie Gammie
20 December 2018	Updated contacts/and responsibilities	Connie Gammie
14 May 2019	Updated contacts/and responsibilities	Connie Gammie
18 October 2019	Updated contacts/and responsibilities	Connie Gammie
28 November 2019	Updated contacts/and responsibilities	Connie Gammie
16 March 2020	Updated contacts/and responsibilities	Connie Gammie
30 November 2020	Updated contacts/and responsibilities	Connie Gammie
23 July 2021	Updated contacts/and responsibilities	Connie Still
2 December 2021	Updated contacts & revised	Connie Still

CONFIDENTIAL

ANNEX A: EMERGENCY NOTIFICATION CONTACT LIST

The notification may be activated by the Chief Administrative Officer, the Fire Chief, the Police Chief, the Mayor, the Medical Officer of Health and the Emergency Management Coordinator.

Upon activation, the notification process will be carried out at once by staff, who will note the details of the message (e.g. description of the emergency, instructions to remain on standby or assemble at the EOC, etc.). This dispatcher will ensure this information is passed to and understood by each person called. Persons on the notification list will be called in order, starting with the Mayor and CAO.

If the primary person cannot be reached at any of the listed numbers, telephone the alternate.

If neither can be reached, go on to the next appointment on the list.

Should an emergency occur or an impending emergency, contact should be made with the Emergency Management Ontario Duty Officer (24/7) at 1-866-314-0472 or fax at 1-866-314-6220.

Once the end of the list has been reached, try again to reach those who were not available on the first attempt.

**** Note the exact time each person was reached.**

Emergency Response Plan

Emergency Notification List:

Fax Notification to 416-314-0474

Mayor:

Name – **Alan MacNevin**

amacnevin@townofnemi.on.ca

Office phone number – 705-368-3500

Home phone number –

Cell phone number –

Alternate:

Name: **Allan Boyd**

aboyn@townofnemi.on.ca

Cell phone number –

Chief Administrative Officer:

Name – **David Williamson**

dwilliamson@townofnemi.on.ca

Office phone number – 705-368-3500 Ext. 224

Home phone number –

Cell phone number –

Alternate:

Name – **Pam Myers, Clerk**

pmyers@townofnemi.on.ca

Office phone number – 705-368-3500 Ext. 228

Home phone number –

Cell phone number –

Police Representative:

Name – **Staff Sergeant Helena Wall**

Helena.Wall@opp.ca

Office phone number -

Fire Chief:

Name – **Duane Deschamps**

ddeschamps@townofnemi.on.ca

Office phone number – 705-368-3500 Ext. 240 (Town Office - Fire)

Cell phone number –

Work phone number –

Alternate:

Name: **Deputy Chief Mark Aelick**

Office phone number –

Home phone number –

Emergency Response Plan

Emergency Notification List (continued):

Community Emergency Management Coordinator:

Name – **Connie Still** cstill@townofnemi.on.ca
Office phone number – 705-368-3500 Ext. 221
Cell phone number

Alternate:

Name – **Heidi Ferguson** hferguson@townofnemi.on.ca
Office phone number 705-368-3500 Ext. 230
Cell phone number

Public Works Manager:

Name – **Wayne Williamson** wwilliamson@townofnemi.on.ca
Office phone number –
Cell phone -
“Manager On Call” Cell 705-348-0360

Alternate:

Name – **Edward Steeves, Little Current P/Works Assistant Foreman**
Office phone number – esteeves@townofnemi.on.ca
Cell phone 705-348-0131

Alternate:

Name – **Mathew Noland, Sheguiandah P/Works Assistant Foreman**
Office phone number –
Home phone number - mnoland@townofnemi.on.ca
Cell phone 705-348-0251

Alternate:

Name – **Ian Phillips**
Office phone number – iphillips@townofnemi.on.ca
Home phone number -
Cell phone number -

Medical Officer of Health:

Name – **Vidushi Sharma**
(Public Health Inspector for
Public Health Sudbury and Districts – Manitoulin Office)
** Formally Sudbury District Health Unit
Office phone number - sharmav@phsd.ca

Alternate: Public Health Sudbury and Districts – Sudbury Office
Office phone number — advise “it is an EMERGENCY”
After Hours (4:30PM)

Emergency Response Plan

Emergency Notification List (continued):

Community Services Manager:

Name – **Reid Taylor** rtaylor@townofnemi.on.ca
Office phone number – 705-368-2825 (Rec Centre)
or (Spider Bay Marina)
Cell phone number -
“Manager On Call” Cell 705-348-0360

Alternate: Name – **Rodney Pierce**
Office phone number – (Rec Centre)
Home phone number -

Emergency Medical Services Director:

Name - MOE SPILLS 1-800-268-6060

Name – Manitoulin Sudbury DSB (District Services Board)
Paul V. Myre (Chief of Paramedic Services)
Office phone number -
Cell phone number -
paul.myre@msdsb.net

Alternate:

Name – Manitoulin Sudbury DSB (District Services Board)
Tim Beadman (Deputy Chief of Paramedic Services)
Office phone number -
Cell phone number -
tim.beadman@msdsb.net

Alternate:

Manitoulin Sudbury DSB (District Services Board)
Jennifer Tasse (Deputy Chief of Paramedic Services)
Office phone number –
Cell phone number – . jennifer.tasse@msdsb.net

Emergency Response Plan

Emergency Notification List (continued):

Hospital Administrator:

Name – **Paula Fields** (President & CEO – Manitoulin Health Centre)
Office phone number -
Cell phone number –
Fax Number –

Alternate:

Name – Manitoulin Health Centre - Lead Floor Nurse
Office phone number -

Alternate:

Name – **Duane Deschamps**
(Facilities /Maintenance and Operations Manager – Manitoulin Health Centre)
Office phone number -
Cell phone number -

OCWA – Emergency Number	Operator On Call
Keith Stringer	
Jeff Tuerk	

Hydro One Networks:

Name – **Peter Craig** (UTS II - Manitoulin Operations Manager)
Office phone number –

Alternate:

Hydro One Emergency Service

OPP Telecommunications Coordinator:

Name – **Staff Sergeant Helena Wall**
Office phone number -

ARES Telecommunications Coordinator:

Name – **Allan Boyd** .

Emergency Response Plan

NOTIFICATION MESSAGE FORMAT

SAMPLE SCRIPT I am **(insert caller's name)**, and I am calling to inform you that the Emergency Operations Centre will be activated at **(insert date and time)** due to **(state the nature of the emergency)**. As a member of the Municipal Emergency Control Group (MECG), you **should report to (list location: primary/alternate EOC or other location at (insert date/time) and report to the CEMC or Operations Officer.**

Please bring the following resources with you **(list any required items, including a copy of the Emergency Response Plan, extra clothing, phone list)**

Thank you

Note: The caller delivering this message MUST record the date and time EACH member (or alternate) of the Municipal Emergency Control Group (MECG) was contacted.

ANNEX B: LOGISTICS

a) Emergency Operations Centre

The **Emergency Operations Centre** will be located in **NEMI Town Office**, which is located at **14 Water Street, Little Current**.

The **alternate Emergency Operations Centre** will be located at the **NEMI Recreation Centre**, which is located at **9001 Hwy 6 South in Little Current**.

b) Equipment

The equipment required for the Emergency Operations Centre is organized in a kit form. The kit is located in **the MAIN OFFICE (DOWNSTAIRS) AT THE NEMI TOWN OFFICE**. The Emergency Management Coordinator is responsible for inspecting the kit on a regular basis and for ensuring that kit contents are all in working order.

Additional equipment which is required for the Emergency Operations Centre is listed below:

<u>Item</u>	<u>Location</u>
Fax Machine	Town Office
Telephones	Town Office
Ham Radio	ARES
Flip Charts	Town Office

ANNEX C: EMERGENCY INFORMATION PLAN

Upon implementation of this Emergency Response Plan, it will be important to co-ordinate the release of accurate information to the news media, issue authoritative instructions to the public, and respond to or redirect individual requests for, or reports on, information concerning any aspect of the emergency.

In order to fulfill these functions during an emergency, the following positions will be established:

1. Emergency Information Coordinator ;
2. Community Spokesperson; and
3. Citizen Inquiry Supervisor.

Depending on the nature of the emergency, it may be necessary to establish a media information area adjacent to the emergency site, as decided by the Municipal Emergency Control Group. This area, if established, will be staffed as determined the community spokesperson.

1. Emergency Information Officer

The Emergency Information Officer reports to the Chief Administrative Officer and is responsible for:

1. Establishing a communication link with the Community Spokesperson, and any other media coordinator(s) (i.e. provincial, federal, private industry, etc.) involved in the incident, ensuring that all information released to the media and public is timely, full and accurate;
2. Ensuring that the EIC is set up and staffed and a site EIC, if required;
3. Ensuring liaison with the MCEG to obtain up-to-date information for media releases, co-ordinate individual interviews and organize press conferences;
4. Ensuring that the following are advised of the telephone number of the media centre:
 - Media ;
 - Municipal Emergency Control Group (MCEG) ;
 - Switchboard (Town and Emergency Services) ;
 - Community Spokesperson ;
 - Police Public Relations Officer ;
 - Neighbouring Communities ;
 - Any other appropriate persons, agencies or businesses .

Emergency Response Plan

Emergency Information Officer ... Continued

5. Ensuring that the media releases are approved by the Chief Administrative Officer (in consultation with the Mayor) prior to dissemination, and distributing hard copies of the media release to the EIC, the MECG, Citizen Inquiry Supervisor and other key persons handling inquiries from the media;
6. Monitoring news coverage, and correcting any erroneous information;
7. Maintaining copies of media releases and newspaper articles pertaining to the emergency.

2. Community Spokesperson

The community spokesperson will be the Mayor or delegate responsible for:

Giving interviews on behalf of the Town Council;

Emergency Response Plan

ANNEX D: RESOURCE DATA BASE

<u>Private Contractors</u>	Phone #	Equipment
1. Mike Varey and Son	368-1799	Dozer, backhoe, excavator, trucks
2. Don Eadie	368-2171	Dozer, backhoe, excavator, trucks
3. Randy Noble	368-3565	Dozer, backhoe, excavator, trucks
4. Ferguson Aggregate	368-2338	Backhoe, trucks
5. Shaw Septic Service	377-5375	Pumper Trucks / portable washrooms
6. Wally's Septic Service	377-4032 / 282-7501	Pumper trucks/ portable washrooms
7. Jim's Portable Toilets and Septic Services	Potable Water / portable washrooms	
705-866-2534 or Toll Free 1-866-279-1110	Whitefish, ON	
8. Allen's Auto NAPA	368-2800	Generators
9. Ham's Marine	859-2303	Generators

Restaurants

1. Anchor Inn	368-2023	Generator Backup
2. Elliott's Restaurant	368-3370	No Backup
3. 3 Cows and A Cone	368-3524	No Backup
4. Tim Horton's Restaurant	368-3850	No Backup

Fuel for Emergency Vehicles

Spider Bay Marina	368-3148	Gas and Diesel
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Neighbouring Municipalities

Township of Assiginack	705-859-3196
Township of Central Manitoulin	705-377-5726
Town of Gore Bay	705-282-2420
Aundeck Omni Kaning	705-368-2228
Sheguiandah First Nations	705-368-2781

Emergency Response Plan

Town of NEMI Staff Home Phone Numbers

1. David Williamson
2. Pam Myers
3. Wayne Williamson
4. Edward Smith
5. Edward Steeves
6. Dave Draper
7. Tim Moore
8. Warren McGauley
9. Darrion Robinson
10. Ian Phillips
11. Terry Morphet
12. Edward Trusz
13. Mathew Noland
14. Maxime Rioux
15. Reid Taylor
16. Duncan Pheasant
17. Rodney Pierce
18. Tristen Hall
19. Rick Armstrong
20. Sheryl Wilkin
21. Connie Still
22. Heidi Ferguson
23. Whitney Leclair
24. Lisa Hallaert

Emergency Response Plan

ANNEX D: RESOURCE DATA BASE - CONTINUED

TOWN OFFICE:

Dave Williamson, CAO
 Home Phone:
 Cell Phone:

Alternate: Pam Myers, Clerk
 Home Phone:
 Cell Phone:

Town Office Staff:

Work

Home

Sheryl Wilkin, Treasurer
 Connie Still
 Heidi Ferguson
 Whitney Leclair

Lisa Hallaert

Rick Armstrong

- Report to E.O.C.
- Notify all town office staff
- Staff to report to E.O.C. at the NEMI TOWN OFFICE or Recreation Centre, sign in and wait for further instructions.

Emergency Response Plan

ANNEX D: RESOURCE DATA BASE - CONTINUED**Public Works Department:****Work**

Wayne Williamson, Manager of Public Works
 Little Current Public Works Garage
 Sheguiandah Public Works Garage

Alternate:

Edward Steeves, Little Current Public Works Assistant Foreman

Mathew Noland, Sheguiandah Public Works Assistant Foreman

Public Works Staff:**Work****Home**

Dave Draper
 Tim Moore
 Warren McGauley
 Darrion Robinson
 Terry Morphet
 Edward Trusz
 Maxime Rioux
 Ian Phillips

- Report to the E.O.C.
- Notify all public works staff to report to E.O.C. at the NEMI TOWN OFFICE or Recreation Centre, sign in and wait for further instructions.

Emergency Response Plan

ANNEX D: RESOURCE DATA BASE - CONTINUED

INSTRUCTIONS IN AN EMERGENCY SITUATION DURING REGULAR HOURS

Community Services Department:

Reid Taylor, Manager of Community Services

Cell Phone
Recreation Centre
Town Office
Spider Bay Marina
Port of Little Current (Downtown Docks)

**** Alternate Rodney Pierce –**

**** Alternate Dave Williamson –**

- Report to E.O.C.;
- Notify each community services staff member;
- At that time they each will report to E.O.C. at the NEMI TOWN OFFICE or Recreation Centre, sign in and wait for further instructions.

Community Services Staff: Duncan Pheasant

INSTRUCTIONS IN AN EMERGENCY SITUATION DURING AFTER-HOURS

First - Call cell

Second - Call David Williamson

Third – Call Reid Taylor

**** Manager On Call - Pager 705-348-0360**

**** Alternate Pam Myers - Home-
Cell**

- Report to E.O.C.;
- Notify each community services staff member;
- At that time they each will report to E.O.C. at the NEMI TOWN OFFICE or Recreation Centre, sign in and wait for further instructions

Emergency Response Plan

ANNEX E

“A”: CRITICAL INFRASTRUCTURE IDENTIFICATION

Critical Infrastructure of the Town of Northeastern Manitoulin and Islands

Sector	Type of Critical Infrastructure	Component	Location	Owner/Operator	Priority
Food and Water	Water Treatment	Water Treatment Plant	Little Current Sheguiandah	Town of NEMI	1
Grocery Stores-Both	Orr's Valumart	Food Distribution	40 Meredith St E Little Current	Orr's Valumart Andrew Orr	2
	Barney's Bargain Barn	Food Distribution	1 Vankoughnet St East	Rodney Deforge	
Sewage	Wastewater and Sewage Treatment	Sewage Treatment Plant	Water St. Little Current	Town of NEMI OCWA	1
Water	Water Distribution	Water Pumping Station	Little Current Sheguiandah	Town of NEMI OCWA	1
Water	Water Distribution	Water Pumping Station	Little Current Sheguiandah	Town of NEMI OCWA	1
Electricity	Electrical Transmission and Distribution	Transformer Station	Little Current	Hydro One	1
Electricity	Electrical Transmission and Distribution	Trans-mission Lines and Towers (500Kv)	Enter- North Exit- South, West	Hydro One	1
Fuel Farm	Fuel	Furnace Fuel	Vankoughnet Street East Little Current	Shell McDougall Energy New North Fuels	1
Propane Storage	Propane	Propane	Hwy 6 South	Superior Propane McDougall Energy	1

Emergency Response Plan

ANNEX E**“B”: CRITICAL INFRASTRUCTURE IDENTIFICATION****Critical Infrastructure of the Town of Northeastern Manitoulin and Islands**

Sector	Type of Critical Infrastructure	Component	Location	Owner/Operator	Priority
Transportation	Highways and Roads	Bridge	Hwy 6 and Hwy 540	Provincial Ministry of Transportation	2
Transportation	Highways and Roads	Bridge	Hwy 6	Town of NEMI	3
Transportation	Airport	Airplanes and Helicopters	Hwy 6 South	Town of NEMI/Assignack	1
Transportation	Snow Removal	Dump Trucks w/ Plow Blades; Sand and Salt Storage Facilities	NEMI	Town of NEMI	3
Continuity of Government Services	Municipal Government	Town Hall	Little Current	Town of NEMI	1
Recreation	Building	Recreation Centre	Hwy 6 South	Town of NEMI	2
Telecommunications	911 Communications	911 Facilities	NEMI	Bell Canada	1
Telecommunications	911 Communications	CBC Tower Radio Tower	NEMI	CBC	1
Telecommunications	911 Communications	Radio Station	NEMI	Craig Timmermans	1

Emergency Response Plan

ANNEX E

“C”: CRITICAL INFRASTRUCTURE IDENTIFICATION

Critical Infrastructure of the Town of Northeastern Manitoulin and Islands

Sector	Type of Critical Infrastructure	Component	Location	Owner/Operator	Priority
Fire Service	Fire Fighting Services	2 Pumpers 0 Tanker	<u>Little Current</u>	<u>Town of NEMI</u>	<u>1</u>
		2 Pumpers 1 Tanker	Sheguiandah	Town of NEMI	1
Police	Police Services	Police Station	Little Current	O.P.P.	1
Ambulance	Emergency Medical Services	Ambulance Facilities	Little Current	DSB	1
Hospital	Hospital	# of beds- 19 and Emergency Unit	Little Current	Government	1

Notes:

Priorities shown are for illustration purposes only; priorities will vary from community to community.

A complete list would include full contact information, with names, titles, addresses, telephone numbers (business and emergency), fax numbers, and e-mail addresses.

ANNEX F: EXERCISES

Types of Exercises:

There are four main types of exercises, two of which have sub-types:

- **Static Exercises** are relatively easy to organize and is very inexpensive since it is almost always held in a single facility using a seminar-type setting. There are four types of static exercise:

-**Case Studies** involve the examination of a particular case study- either real of functional. The assembled exercise players study the case and one or more solutions or courses of action are outlined. In some exercises the case is presented in stages to present multiple or expanding problems and issues. Sources of case studies include local experience, past emergencies, or externally prepared studies written for training purposes.

- **Paper Exercises**, like case studies, begin by presenting a problem or emergency. The key difference with a paper exercise is that information is provided to exercise payers in "real time" to simulate actual emergency events and messages.

-**Tabletop Exercises** expand on paper exercises by requiring the exercise players to describe their actions using maps, models, etc.

-**Synthetic Exercises** uses computers to generate incident events and evaluate player actions.

- **Telecommunications Exercises**, through the use of radios, fax machines, telephones, and/or computers, test the function and suitability of a community's emergency telecommunications system. There are main types of a telecommunications exercises:

-**Notification exercises** test the community emergency response plan's notification procedures. They are very useful in ensuring the validity of existing contact information contained in the plan.

-**EOC Exercises** test communications and information flow within the EOC and between emergency management/response partners.

Emergency Response Plan

- **Specialty Exercises** are designed to test response to specific types of emergencies such as biological attack, hazardous materials spill, or bomb threats. Although this type of drill does not generally test the entire emergency plan, it can be very useful in testing particular annexes of the plan and in the training assessment of specific response capabilities (discussed in Section 4-6 of this handbook).
- **Field Exercises** are larger-scale emergency simulations involving an emergency site and, often, the activation of the community EOC. This type of exercise generally involves physical response by emergency service organizations, and may also include mock casualties, outside organizations, and multiple jurisdictions. Field exercises offer numerous opportunities to test the emergency response plan and the community's response capability.

ANNEX G: EMERGENCY INFORMATION

SAMPLE NEWS RELEASE

SAMPLE NEWS RELEASE

For Immediate Release

Date, Year

MAYOR ORDERS EVACUATION FOR THE TOWN OF NEMI

The North Channel has overflowed its banks and Mayor Alan MacNevin has ordered the immediate evacuation of everyone in the Town of Little Current who lives on Water Street in the Town of Northeastern Manitoulin & the Islands.

"A reception centre has been set up in the Town Recreation Centre," Mayor MacNevin said. "We have activated our assistance agreement with the Town of Assiginack and have taken all the necessary precautions to ensure the safety and security of our residents."

Mayor MacNevin said that people should bring supplies and medicine for three to four day absence and to not call 911 for information about this emergency, or use their telephones unless absolutely necessary because phone lines are needed by the emergency organizations.

He advised the public to listen to local radio and television stations for further information and instructions from authorities.

ANNEX H: PUBLIC AWARENESS PROGRAM

STRATEGIC PLAN FOR THE TOWN OF NORTHEASTERN MANITOULIN AND ISLANDS PUBLIC AWARENESS

Aim: To foster awareness about individual/family emergency preparedness and community emergency management.

Objectives:

- 1.1 The residents and business of the Town of NEMI will be notified about emergencies in the following ways:
 - (a) Local radio announcement ;
 - (b) Local cable channel announcements - Channel 6;
 - (c) Door to door by Town staff if necessary. Instructions will be given on protective actions to be taken in the announcements and by staff.
- 1.2 The residents and businesses will be informed about individual and family emergency preparedness by distributing pamphlets for e.g., winter power failures and winter driving.
- 1.3 The Mayor will send out a newsletter containing vital information that an emergency will be announced on local radio station and broadcasted on local cable channel 6, and staff will go door to door if necessary.
- 1.4 The Mayor's newsletter will also contain awareness about NEMI's Emergency Response Plan, where it can be viewed by the public and who to contact for more information about the Emergency Management Program.

Emergency Response Plan

ANNEX I :

Declaration of Emergency

(I) (We) _____ hereby declare an

(Mayor or Elected Head of Council)

Emergency in accordance with the Emergency Management and Civil
Protection Act, R.S.O. 1990,

c.E.9, s.4. (1) Due to the emergency described herein

For the Emergency Area or part thereof described as :

Signed _____

Title _____

This _____ **day of** _____, **20** ____ **at** _____ **am/pm.**

In the Municipality of _____, **Province of** _____.

Please fax to Provincial Emergency Operations Centre Duty Officer @ 416-314-0474, when completed!

ANNEX J : TERMINATION OF A DECLARED EMERGENCY

Termination of Emergency

(I)(We) _____ hereby declare that

(Mayor or Elected Head of Council)

The Emergency related to _____

(State the general description of the declared emergency)

is terminated in accordance with the Emergency Management and
Civil Protection Act, R.S.O. 1990.

Signed _____

Title _____

This _____ **day of** _____, **20**____ **at** _____ **am/pm.**

In the Municipality of _____, **Province of** _____.

Please fax to Provincial Emergency Operations Centre Duty Officer @ 416-314-0474, when completed!

Town of Northeastern Manitoulin and the Islands
Schedule of Committee Membership and Council Representation - 2022-2026

		Mayor	Ward 1	Ward 2			Ward 3	Ward 4		
Committee	#	MacNevin	Cook	Koehler	Boyd	Erskine	Williamson	Aelick	Orr	Wood
Admin & Fin.	9	Ex-Officio	R	R	R	R	R	R	R	R
CS/PWs	9	Ex-Officio	R	R	R	R	R	R	R	R
Airport	4	Ex-Officio		R			R			R
BIA	1				R					
CPAC	1				R					
DSSAB	1	R								
Emergency Management	2*	R								
Library	1		R							
Manor	1								R	
MMA	2	R								R
NCMTC	1					R				
POA	1					R				
Property Standards	4	Ex-Officio		R					R	R
Welcome Centre Bldg.	1	R								
CSAC	3	Ex-Officio				R		R		
L/F CLC	3			R			R	R		
Museum	1		R							
MMWF Committee Grant	2	R					R			
Total per Councillor			4	5	4	5	5	4	4	5

R - Representative/Member

A - Alternate

*Note: Emergency Management includes Mayor/Deputy Mayor

Committee	Principal Meeting
CS/PWs	3rd Thursday
Administration & Finance	1st Thursday
Council	1st Tuesday and 3rd Tuesday

MMA

POA

CPAC

LIBRARY

PROPERTY STANDARDS

AIRPORT

Committees Completed

3rd Wednesday every other month at 7:30pm in the Mindemoya Community Hall

2nd Tuesday of the month, at 10:00 a.m. in the Gore Bay Town Office

2nd Wednesday of the month,

3rd Tuesday of the month at 4:30pm

As required

1st Monday of the month @ 7:00 at the Airport

Pam Cress

From: Minister (MMAH) <minister.mah@ontario.ca>
Sent: November 15, 2022 1:19 PM
To: Pam Cress
Subject: Letter from Minister Steve Clark (4885)

**Ministry of
Municipal Affairs
and Housing**

Office of the Minister

777 Bay Street, 17th Floor
Toronto ON M7A 2J3
Tel.: 416 585-
7000

**Ministère des
Affaires municipales
et du Logement**

Bureau du ministre

777, rue Bay, 17^e étage
Toronto (Ontario) M7A 2J3
Tél. : 416 585-7000



234-2022-4885

November 15, 2022

Your Worship
Mayor Al MacNevin
Town of Northeastern Manitoulin and the Islands
pcress@townofnemi.on.ca

Dear Mayor MacNevin and Council:

Please accept my congratulations on your success in the recent municipal elections. I want to thank you for your decision to serve the public, and I look forward to working with you throughout the upcoming term.

As a former mayor, I know firsthand just how important municipal government is to Ontarians. I also know your constituents expect local government to be effective and responsive as you deliver critical local services, and that you expect the same in our relationship.

Throughout my time as Minister of Municipal Affairs and Housing, I have been proud to work with mayors and councils across Ontario to deliver on our shared priorities. I value the expertise and advice I have received from local governments, which has helped shape our decision-making to date.

There is much work ahead of us. Our government is working hard to make living in Ontario more affordable. Bill 23, the More Homes Built Faster Act, takes bold action to advance our plan to address the housing crisis by building 1.5 million homes across Ontario over the next 10 years. We will continue to work with all our municipal partners to get shovels in the ground and build more homes faster.

As we work together to serve the people of our great province, I want to hear about the challenges you face. I know that local representatives understand their communities and that you can help us ensure that local government is working harder, smarter and more efficiently. Best wishes to you and to council for success over the next four years.

Sincerely,

A handwritten signature in black ink that reads 'Steve Clark'.

Pam Cress

From: Dave Williamson
Sent: November 29, 2022 10:39 AM
To: Pam Cress
Subject: Fwd: Ministry of Municipal Affairs-post election training for Council

Sent from my Bell Samsung device over Canada's largest network.

From: Ruth Frawley <centralm@amtelecom.net>
Sent: Tuesday, November 29, 2022 8:24:56 AM
To: scarr@gorebay.ca <scarr@gorebay.ca>; clerk@gordonbarrieisland.ca <clerk@gordonbarrieisland.ca>; Dave Williamson <DWilliamson@townofnemi.on.ca>; 'Alton Hobbs' <ahobbs@assignack.ca>; pgilchrist787@gmail.com <pgilchrist787@gmail.com>; 'Ruth Frawley' <centralm@amtelecom.net>; clerk.administrator@tehkummah.ca <clerk.administrator@tehkummah.ca>; tmills@billingstwp.ca <tmills@billingstwp.ca>
Subject: Ministry of Municipal Affairs-post election training for Council

Dear Fellow CAO/Clerks:

The Ministry has asked me to try to organize the FREE session for Councillors-Scheduled for January 30th, 2023 at the Mindemoya Hall. Further details of agenda will be forthcoming later.

Would you be able to tell me the number of your Councillors that may be interested in this session? I will need to know by next week-December6th.

Thank you,

Ruth Frawley
CAO/Clerk
Municipality of Central Manitoulin
Phone: 705-377-5726
Fax: 705-377-5585

Website: www.centralmanitoulin.ca

Manitoulin Centennial Manor
Board of Management Meeting
Oct 20 2022
(unapproved)

Present:

Pat MacDonald, Mary Jane Lenihan, Hugh Moggy, Dawn Orr, Art Hayden, Dan Osborne
Don Cook, (Administrator); Sylvie Clarke, (DOC)
Keith Clement (Extendicare); by phone
Michael Erskine (Expositor)
With regrets –,
Meeting was in person in the board room at the Manor.

1.0 Call to order

1.1 Meeting called to order at 10:10 a.m. by Vice Chair, Art Hayden.

2.0 Approval of Agenda

2.1 Motion put forward to approve the agenda
Moved Dan Osborne Seconded Dawn Orr carried

3.0 Approval of Minutes

3.1 Motion put forward to approve the minutes of July 21 and Sep 15 meeting, 2022
Moved Hugh Moggy Seconded Mary Jane Lenihan carried

4.0 New Business

4.1 Replacing remaining non-LED lighting to LED through Hydro One lighting program.
Motion to direct staff to proceed with project as discussed at the meeting.
Moved Hugh Moggy Seconded Dan Osborne

4.2 Snow Removal Contract for 2022-2023 season.
Motion to Accept contract as presented by Mike Vary & Sons, with the price the same
as last year, without the hand shoveling of the side walks around the Manor.
Don to put ad out to tender for a casual labour for snow shoveling
Moved Dawn Orr Seconded Dan Osborne

4.3 Insurance renews in February, Do we put it out for tender as we have had a 20%
increase from last year?
No tender at this time Don with research other Companies and brokers.

5.0 Business Arising from Minute

5.1 Workday- Premium HR/LR Software on the market to date.
Don is working with MSD to finish new wifi network and with Vianet to improve
to faster internet.
May have fibrotic connection by fall 2023.

5.2 Discussed Criminal Record Checks and declarations for board member.

Declarations were signed, but with the municipal elections and changes on the board the criminal record checks would be done by the board members on the new board after the election

6.0 Fundraising Update –

6.1 Courtyard project is but on hold to finish in the spring. We finally got word that the paving stones for the pathways are going into production this month and we will be purchasing them.

It is too late in the season by the time we would get them to be able to install them so we have to wait until spring, but they will be on hand in the Sudbury yard of the company we are buying them from.

The final report for the New Horizon Grant has been filed before the Oct 31 deadline and the money has been used for the project, as per requirements.

Extendicare environmental was in Oct 19 for a visit and recommended that to provide easier access for the residents to the new court yard would be to move the inner door that is at the court yard entrance to the bottom of the stairs now between the two doors opening that entrance up and then putting a timer on the mag lock for the outside door so residents would be able to enter the court yard more independently during the day.

6.2 Dining Room, I have a painter lined up and we are now working with a contractor for pricing and times to replace cupboards and counters, and a few other things they need to do so the painters can paint.

We have also ordered some more chairs as we find we do need some more with change of residents and less residents in wheel chairs.

This years Tree of Lights campaign, with letter to go out to business, flyers in the mail and advertising is to start first part of November with the new project to go to changing the Manor entrance door as discussed above and to the entertaining/picnic Pavilion.

7.0 Correspondence - None

8.0 Administrator's Report

8.1 Attached Report

Addition of MLTC Inspector visit to look at two Critical Incidents

Motion to accept

Moved by Pat MacDonald

Seconded by Dawn Orr

....carried

9.0 Extendicare Report

9.1 Financial Statements for Jul, Aug & Sep 2022 Presented by Keith Clement

Motion to accept financial statements presented

Moved by Hugh Moggy

Seconded by Dawn Orr

...carried

Meeting Date of Next Meeting: Nov 17, 2022 at 10:00 A.M. in the Manor board room
Board would like to Purchase a plaque of Recognition to staff for being here for the residents during the Pandemic, with the plaque to be mounted at the front entrance of the Manor.
Don to discuss with Laura at Extendicare communication on wording for plaque.

Moved by Pat MacDonald

...carried

11.0 In Camera

11.1 Motion to go in camera

Moved by Pat MacDonald

Seconded by Hugh Moggy

...carried

11.2 Motion to come out of in camera.

Moved by Mary Jane Lenihan

Seconded by Pat MacDonald

...carried

12.0 Adjournment

Motion to adjourn at 12:20

Moved by Dawn Orr



Stantec Consulting Ltd
300W-675 Cochrane Drive, Markham, ON L3R 0B8

November 22, 2022
File: 165001086, GWP 5268-14-00

Attention: Mr. David Williamson
Chief Administrative Officer
Town of Northeastern Manitoulin and The Islands
14 Water Street East, P.O. Box 608
Little Current, ON P0P 1K0

Dear Mr. Williamson,

Reference: Highway 6 Little Current Swing Bridge Update

In follow up to previous correspondence related to the Ontario Ministry of Transportation (MTO) Planning, Preliminary Design, and Class Environmental Assessment (Class EA) study for the Highway 6 Little Current Swing Bridge, this memorandum has been prepared to provide you with an update on this study, including next steps in the Class EA process.

The Highway 6 Little Current Swing Bridge Study was initiated on July 4, 2018. Since commencement of this study, Community Information Sharing Sessions (CISSs) and Public Information Centres (PICs) were held in person within various communities in August and October 2018 (CISS/PIC 1) and July 2019 (CISS/PIC 2). The purpose of these events was to present and gather feedback on the transportation problems and opportunities, existing condition study area conditions, the alternatives to the undertaking, alternative alignment and structure type alternatives, proposed evaluation criteria and evaluation process, and heritage conservation options for the existing bridge.

Due to the COVID-19 pandemic and associated physical distancing requirements, an online Public Information Centre (PIC) was shared on the study website (swingbridgestudy.ca) in lieu of an in-person public consultation event. Online PIC 3 was held between March 30 and April 30, 2021. The purpose of Online PIC 3 was to present and gather feedback on the evaluation of the alignment and structure alternatives, the Preliminary Preferred Plan, and the associated potential impacts and preliminary proposed mitigation measures. A digital copy of the Online PIC 3 presentation is attached to this letter.

Following Online PIC 3, the study team reviewed and considered all feedback received. Based on the findings of the Class EA study process, **the Recommended Plan includes a new Through Truss Swing Bridge Structure on a new alignment, located just west of the existing swing bridge. The Recommended Plan also includes the removal of the existing Highway 6 Little Current Swing Bridge, following construction of the new bridge.** It should be noted that the Recommended Plan is preliminary in nature, and further consultation, planning and design is required before any construction activities are planned.

Reference: Highway 6 Little Current Swing Bridge Update

The existing bridge is the oldest and longest known example of a swing bridge within the province and has been identified by MTO as a Provincial Heritage Property of Provincial Significance (PHPPS) under the Ontario Heritage Act (OHA). Under the 2010 Standards and Guidelines for Conservation of Provincial Heritage Properties, (Standards and Guidelines) and the MTO's Ontario Heritage Bridge Guidelines (Interim 2008) (OHBG), consent of the Minister of Citizenship and Multiculturalism must be obtained prior to the demolition or removal of any building or structure located on a PHPPS. In addition, a Heritage Impact Assessment (HIA) was prepared. A copy of the HIA report, including a cover letter requesting any feedback regarding the findings and recommendations documented in the HIA, was mailed and emailed to Indigenous communities, stakeholders and other Interested persons in January 2022. Notification of the HIA was also posted on the study website to indicate that the HIA report was available for a 30-day review period from January 7, 2022 to February 7, 2022. In consideration of feedback received the HIA was updated and submitted to support MTO's Request for the Minister of Citizenship and Multiculturalism's consent.

On November 2, 2022, the Minister of Citizenship and Multiculturalism provided consent for the removal of the existing swing bridge. The MTO is now preparing a Transportation Environmental Study Report (TESR) to document the entire Class EA study process for this project. A Notice of TESR Completion will be mailed and emailed to municipalities, Indigenous communities, agencies, stakeholders and other interested persons, to indicate that the TESR has been completed and is available for review and comment. This notice will also be posted in the Manitoulin Expositor, Sudbury Star, and Manitoulin West Recorder newspapers, and will indicate that the TESR is available for a 30-day public comment period.

A digital copy of the TESR will be posted on the study website. In addition, we would like to arrange for a copy of the TESR to be couriered to municipal offices to help ensure that a hard copy is available for those who may not have internet access and/or a digital copy of the TESR. In the coming weeks, a member of the study team will contact the municipal clerks representing the following locations to help coordinate delivery of the TESR:

- Northeastern Manitoulin and the Islands Municipal Building
- Gore Bay Municipal Office
- Municipality of Central Manitoulin Municipal Office
- Township of Burpee Mills Municipal Office
- Township of Assiginack Municipal Office

At this time, the MTO is planning to issue the Notice of TESR Completion in early 2023. However, in the interim, if you have any questions, comments, or concerns, please contact me at 905-415-5401 or Diana.Addley@stantec.com.

Reference: Highway 6 Little Current Swing Bridge Update

Regards,

Stantec Consulting Ltd.

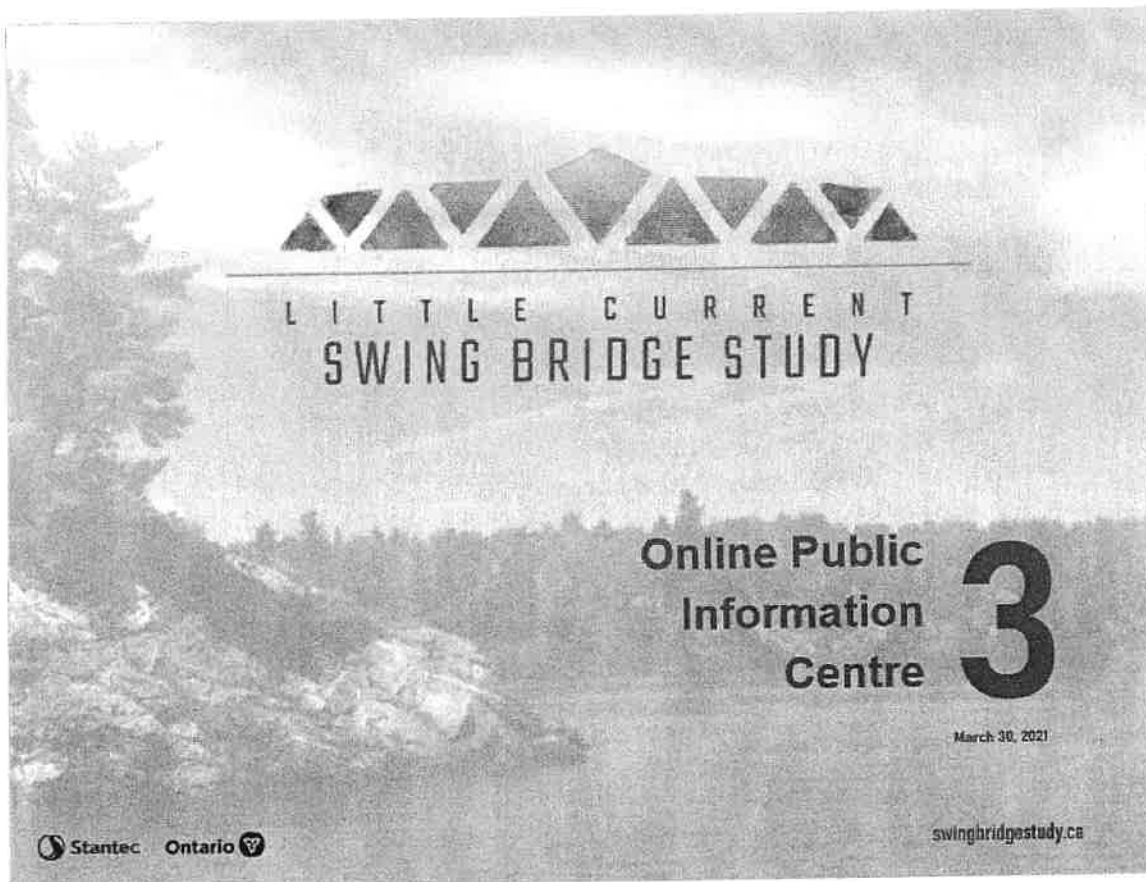


Diana Addley
Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

Attachment: Online Public Information Centre 3
c. Melissa Delfino, Ministry of Transportation Ontario
Jane Haddow, Ministry of Transportation Ontario
Kristin Franks, Ministry of Transportation Ontario
Jaclyn Lytle, Ministry of Transportation Ontario
Gregg Cooke, Stantec Consulting Ltd.
Tim Belliveau, Stantec Consulting Ltd.

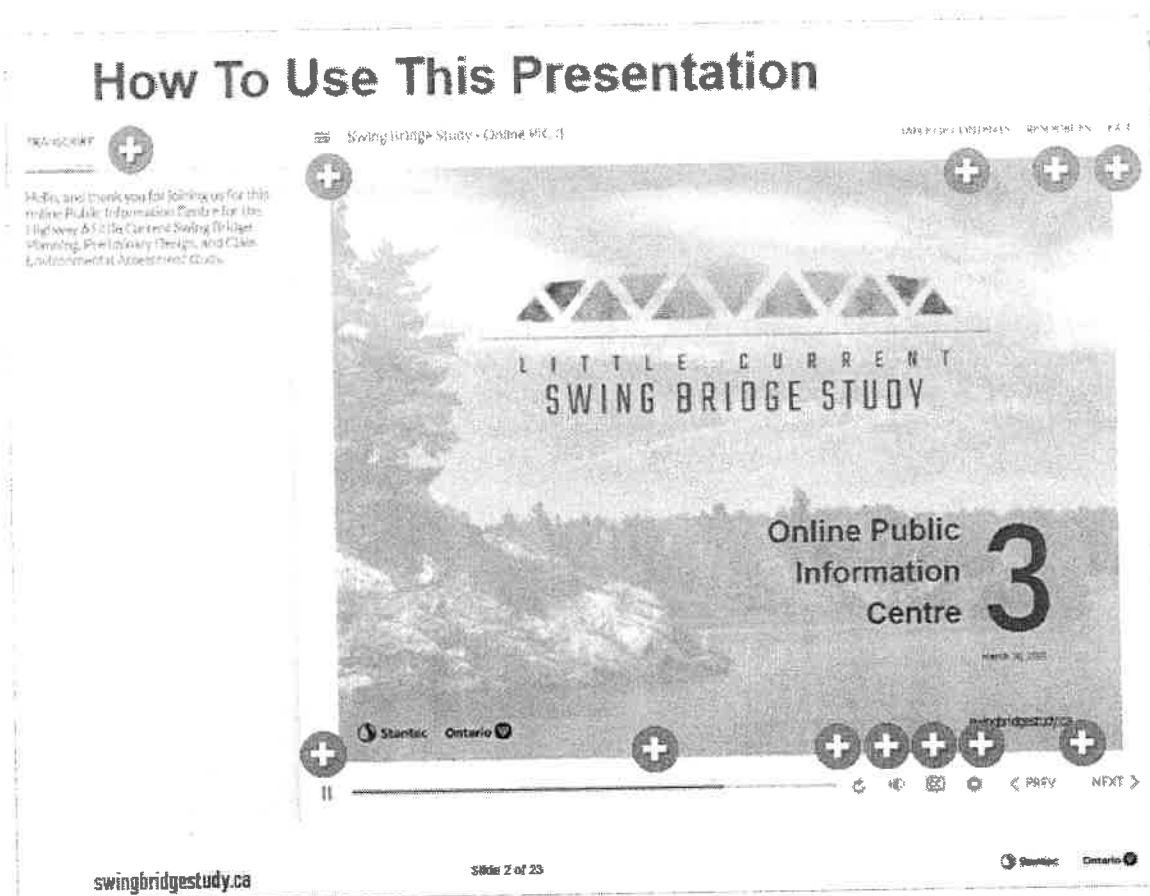
Swing Bridge Study - Online PIC 3

1.1 Online PIC 3



Hello, and thank you for joining us for this online Public Information Centre for the Highway 6 Little Current Swing Bridge Planning, Preliminary Design, and Class Environmental Assessment study.

1.2 How To Use This Presentation



To access a list of keyboard shortcuts, press "Shift" and "?" at any time. If you are using a mobile device, you can also swipe to go to the next slide. If you are using a screen reader, you can use the Tab key to tab through the elements on the screen.

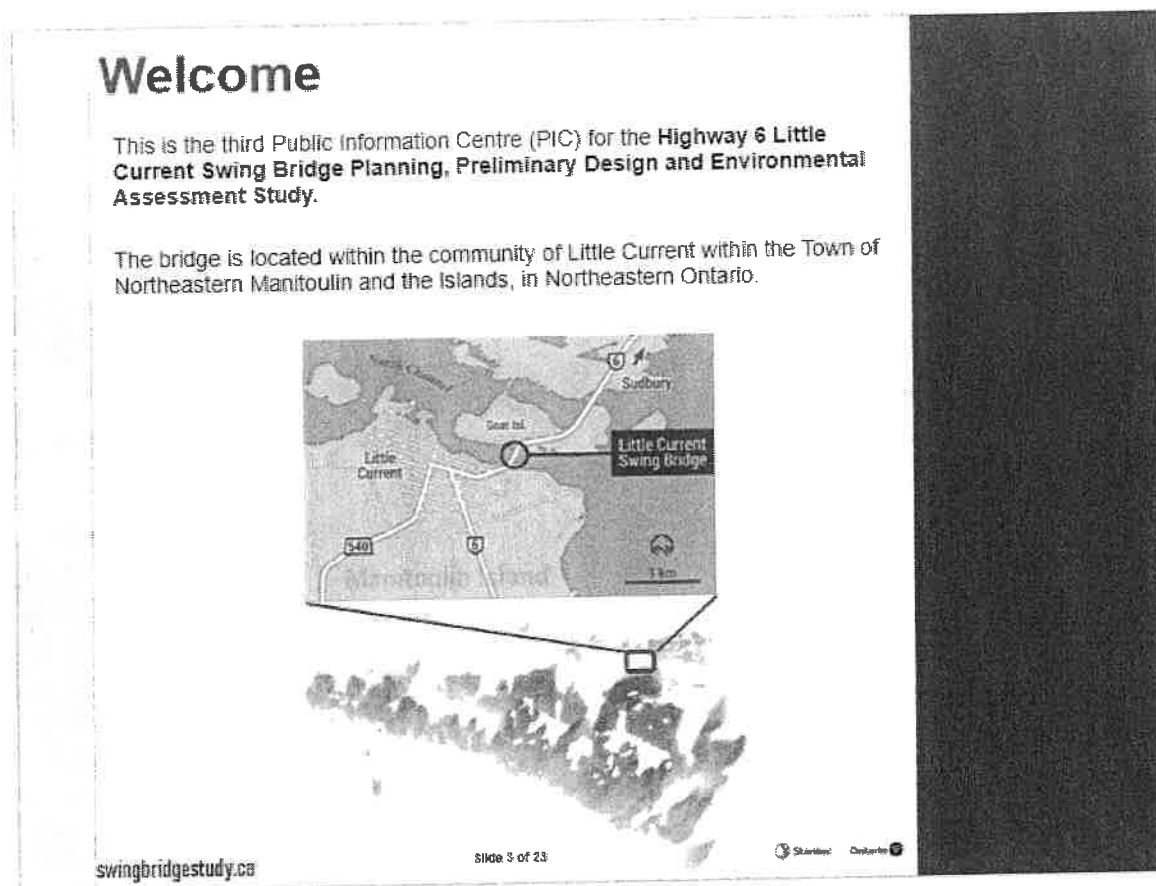
The following is a list of the features of this presentation:

- **Transcript:** This presentation contains audio. If you do not have access to audio, you can follow along with the presentation using the Transcript tab. If you would like to open or close the transcript during the presentation, please select the 3 bars at the top of the page.
- **Table of Contents:** This is a summary of the topics covered in this presentation. You can use this menu to return to a previous slide.
- **Resources:** The presentation resources are available here.
- **Exit:** This button saves your progress and closes the presentation.
- **Volume:** This presentation contains audio. Turn on your speakers or headphones and use this button to control the volume of the presentation's audio.
- **Play/Pause:** You can use this button to play or pause the presentation.
- **Captions:** Use this button to turn on closed captions.

- **Progress Bar:** This shows your progress through each slide.
- **Refresh:** This will restart the content of the slide from the beginning.
- **Accessibility Controls:** This will open the built-in accessibility controls menu.
- **Previous and Next:** Use these buttons to advance in the presentation and to return to the previous slide.

This video presentation includes clickable links to allow you to view larger images and other study materials. You can close these links and return to the presentation by selecting the back button. When you are ready to proceed, click the Next button, or use the accessible keyboard shortcut (Ctrl Alt Period).

1.3 Welcome



This video presentation will provide you with an overview of this Class Environmental Assessment (or Class EA) study. A copy of the information presented in this online Public Information Centre will be available for your review on the project website, www.swingbridgestudy.ca.

This is the third and final Public Information Centre for this study. In light of COVID-19 and associated physical distancing requirements for the foreseeable future, this PIC is being hosted online.

1.4 Study Purpose

Study Purpose

The purpose of this study is to identify a recommended plan which will address current and future transportation needs at the bridge crossing, as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network.

The purpose of this online Public Information Centre is to present and gather your feedback on:

- The study background and information presented to date
- What we have heard from you
- The preliminary findings of investigations
- The evaluation of Planning Alternatives (corridor and structure alternatives)
- The Preliminary Preferred Plan and associated rationale
- Potential Impacts and preliminary proposed mitigation measures
- Next steps in the Class Environmental Assessment process

swingbridgestudy.ca

Slide 4 of 23

Stantec Ontario

The Little Current Swing Bridge is located in the community of Little Current, within the Town of Northeastern Manitoulin and the Islands, in Northeastern Ontario.

The purpose of this study is to identify a recommended plan that will address current and future transportation needs at the bridge crossing, as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network.

The purpose of this online Public Information Centre is to present and gather your feedback on:

- The study background and information presented to date
- What we have heard from you
- The preliminary findings of investigations
- The evaluation of Planning Alternatives (corridor and structure alternatives)
- The Preferred Plan and associated rationale
- Potential Impacts and preliminary proposed mitigation measures
- Next steps in the Class Environmental Assessment process

Additional resources are available for you to download on the project website so that you can take the time to review the information in more detail. A link to a

comment form is available on the last slide of this presentation for you to share your thoughts with the project team. A copy of this form is also available on the project website.

1.5 Study Process

Study Process

The Highway 6 Little Current Swing Bridge Planning, Preliminary Design, and Environmental Assessment Study is being carried out under the requirements of the **Class Environmental Assessment for Provincial Transportation Facilities** (MTO, 2000), which has been approved under the Ontario *Environmental Assessment Act* for provincial transportation projects of a defined scope and magnitude.

This study is a Group 'A' project, which requires the submission of a *Study Design Report* (SDR) early in the study process. The SDR identifies the approach for fundamental decision-making processes and the level of detail associated with environmental and engineering work to be carried out during the study.

Public Information Centre (PIC) 2 and the second round of Community Information Sharing Sessions (CISSs) were held in Summer 2019. Comments received from these consultation events have been and will continue to be considered through the remainder of the study.

A *Transportation Environmental Study Report* (TESR) will be prepared and made available for a 30-day public review at the end of the study.

Class Environmental Assessment for Provincial Transportation Facilities

swingbridgestudy.ca Slide 5 of 23

This study is being carried out under the requirements of the Class Environmental Assessment for Provincial Transportation Facilities (2000), which has been approved under the Ontario Environmental Assessment Act for provincial transportation projects of a defined scope and magnitude.

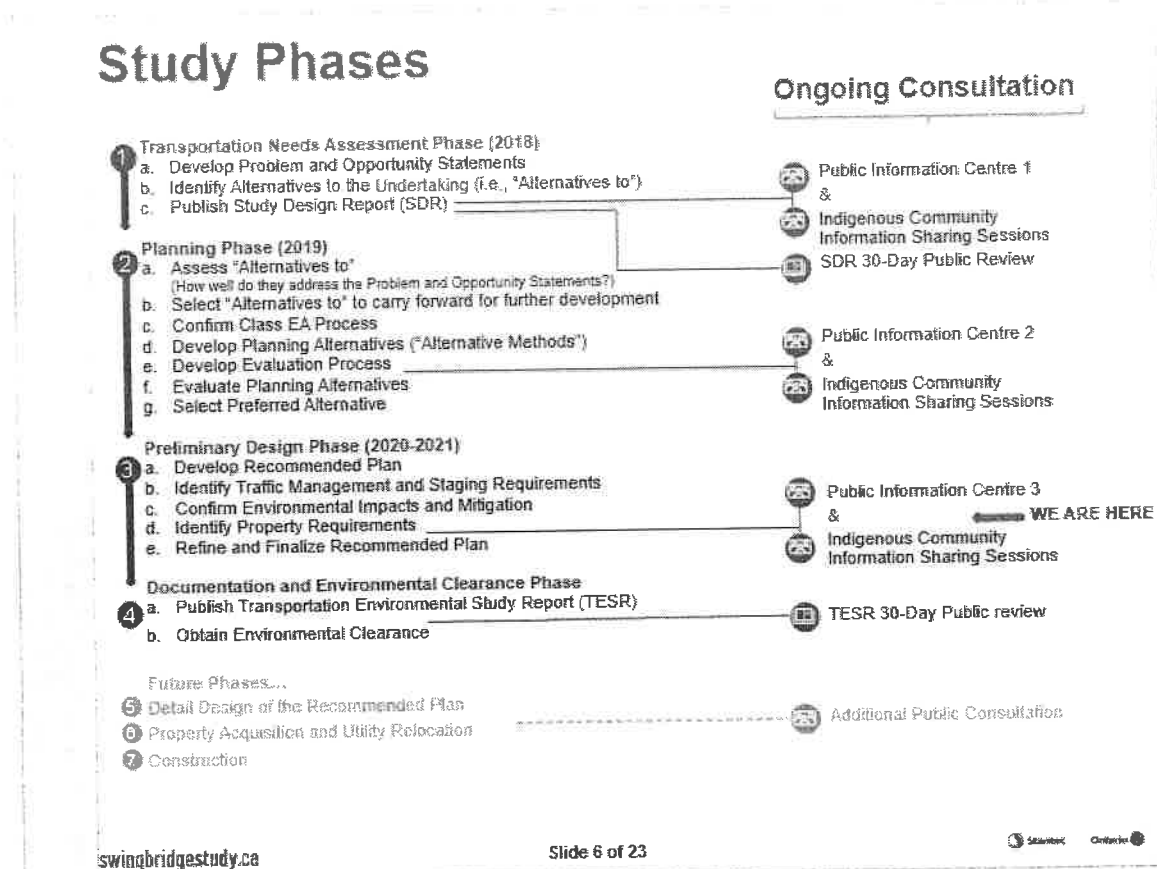
The MTO Class Environmental Assessment (or Class EA) process is an approved process for highway planning, design, and construction projects. The study is following the Group 'A' process, which requires the submission of a Study Design Report early in the study process to outline the approach for fundamental decision-making processes and the level of detail associated with the environmental and engineering work to be carried out during the study. The Study Design Report for this study was completed in November 2018 and is available for your review on the project website.

To date, two rounds of Public Information Centres and Community Information Sharing Sessions have been held as part of this study. The first round was held in

summer and fall of 2018, and the second round was held in summer 2019. Comments received from these consultation events have been and will continue to be considered through the remainder of the study.

A Transportation Environmental Study Report (or TESR) will be prepared and made available for a 30-day public review period at the end of the study.

1.6 Study Phases



The goal of projects or activities covered under the Class EA is to provide a safe and effective transportation system while avoiding or minimizing negative environmental effects. The Class EA process consists of four main stages: Planning, Preliminary Design, Detail Design, and Construction. The Planning stage of a Class EA process may be preceded by a Transportation Needs Assessment stage, which focuses on determining what is needed.

A Transportation Needs Assessment was undertaken as part of this study to help to confirm the problems and opportunities, and to identify Alternatives to the Undertaking for the project. The first Public Information Centre and Indigenous Community Information Sharing Sessions were held at this stage of the study. A Study Design Report was then developed to document the Transportation Needs Assessment, define the study area, describe the Alternatives to the Undertaking, as

well as the Class EA process commitments for the balance of the study, including consultation. A copy of the Study Design Report is available for your review on the project website.

The Planning stage focuses on developing a plan for how the project should be done. This includes assessing how well the Alternatives to the Undertaking address the identified problems and opportunities and selecting alternatives to be carried forward for further development and evaluation. Environmental and engineering investigations are undertaken as part of this study process to support the evaluation process, and to determine existing conditions and potential impacts of each alternative. As part of this study, both corridor and structure alternatives were developed. A second Public Information Centre and Indigenous Community Information Sharing Sessions were held at this phase to present these alternatives and evaluation criteria. Feedback received at and following these consultation events was gathered and reviewed for consideration during the next phase of the study.

The Preliminary Design stage focuses on 'roughing out' a design or Preferred Plan in consideration of the feedback received and the findings of the evaluation, and to identify the potential environmental impacts and preliminary mitigation measures. This third and final Public Information Centre is being held to present the evaluation of alignment and structure alternatives, the Preferred Plan, and the associated potential impacts and preliminary proposed mitigation measures.

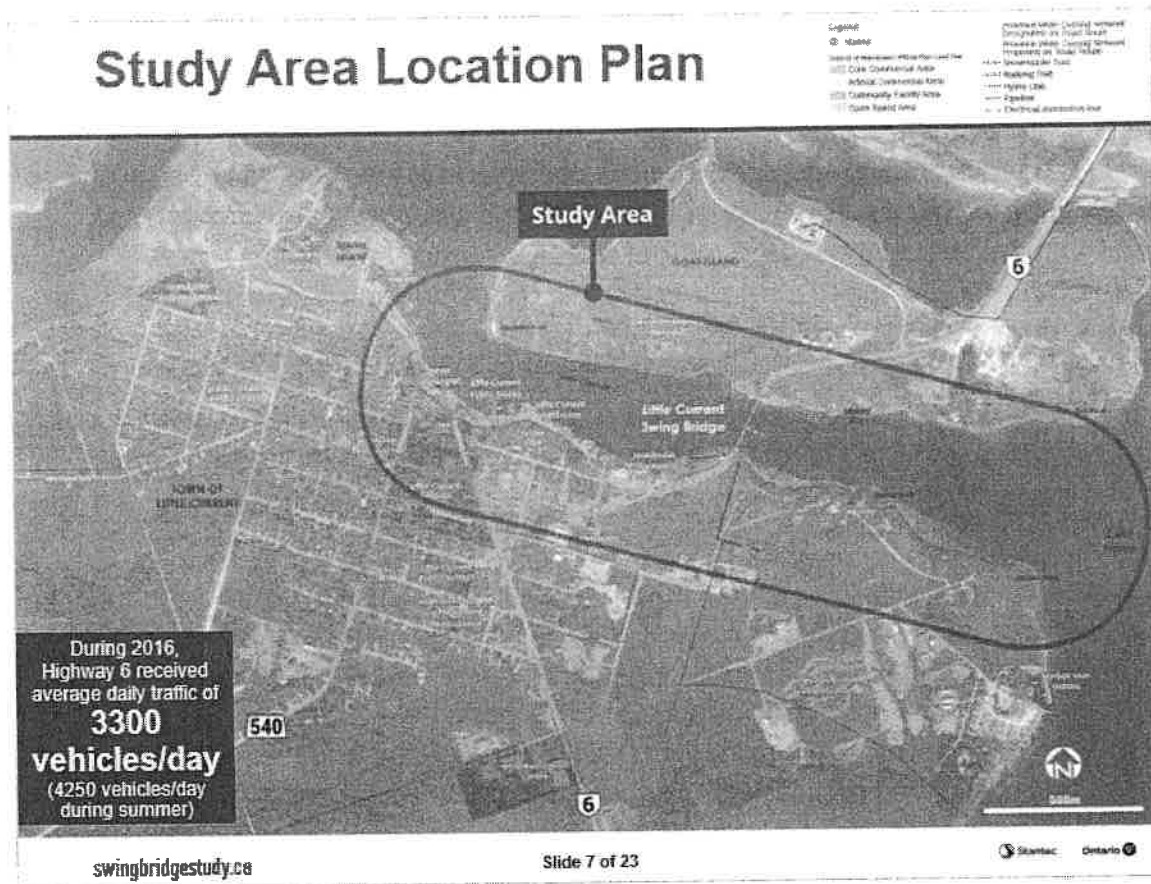
Following this Public Information Centre, the Preferred Plan will be refined and finalized. A Transportation Environmental Study Report, or TESR, will then be prepared to document the entire study process. The TESR will be published and made available for a 30-day public review period. Notification of the TESR Completion will be posted on the project website, within the Manitoulin Expositor, Manitoulin West Recorder, and Sudbury Star newspapers, and delivered via email or mail to those who have expressed an interest in the project.

Following the publishing of the TESR and review of the comments received, the project will be ready for Environmental Clearance. Environmental Clearance is an internal process that the MTO uses to help to ensure that the EA requirements have been met before construction begins.

Each stage or step in the process allows for structured decision-making and consultation as the study progresses.

The Detail Design and Construction stages will be future stages in this project. Additional public consultation will be undertaken during the Detail Design phase, the timing of which has not been scheduled.

1.7 Study Area Location Plan



The study area for the project is located within the Town of Northeastern Manitoulin and the Islands in Northern Ontario. The Little Current Swing Bridge is located on Highway 6 in the community of Little Current, and serves as the only roadway access to and from Manitoulin Island. In 2016, an average of 3,300 vehicles were recorded crossing this bridge, and an increase in traffic was noted during the summer months. This location plan identifies land use areas and features within the study area. Please click the button located below the plan on this slide to view a larger, high-resolution version of this image.

1.8 Study Background: Phase 1 – Transportation Needs Assessment

Study Background: Phase 1 – Transportation Needs Assessment

Problems and Opportunities

The existing bridge provides year-round, single-lane road access between the community of Little Current and Manitoulin Island and the mainland areas of Northern Ontario. Currently, road access is not available for 15 minutes of each daylight hour during the summer months to provide boat access along the North Channel. Continuous road access is provided at night and during the winter months when the bridge is closed to boat traffic.

The existing bridge is nearing the end of its service life and will require extensive and ongoing maintenance or replacement. Furthermore, there are opportunities to improve traffic operations, emergency and evacuation access, boat access, and active transportation facilities, and to reduce operating and maintenance costs.

Identification and Preliminary Assessment of Alternatives to the Undertaking

The following Alternatives to the Undertaking were shared with the public, stakeholders and Indigenous communities as part of the consultation activities undertaken in 2018:



An assessment process was completed to evaluate the Alternatives to the Undertaking and select preferred alternatives to be carried forward for further development into the Preliminary Design Alternatives (Alternative Methods).

Public Information Centre 1

The first round of public and Indigenous community consultation events was held in summer 2018 to present and solicit feedback on the problems and opportunities and preliminary assessment of Alternatives to the Undertaking.

Study Design Report

The Study Design Report (SDR) was prepared and made available for public review and comment in late 2018. A copy of the SDR is provided on the project website.

Recommended Alternatives to the Undertaking

Replacing the bridge with a new 2-lane tunnel, movable bridge, or fixed bridge were selected for further development and assessment for Phase 2 (Planning Phase) of the Class EA process.

A copy of the information presented at the first round of public and Indigenous community consultation events can be accessed at the link [here](#)

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Stantec Ontario

The existing swing bridge provides year-round, single-lane road access between the community of Little Current and Manitoulin Island, and the mainland areas of Northern Ontario. Currently, road access is not available for 15 minutes of each daylight hour during the summer months so that boat access is available along the North Channel. Continuous road access is provided during the winter months when the bridge is closed to boat traffic.

The existing bridge is nearing the end of its service life and will require extensive and ongoing maintenance or replacement. Furthermore, there are opportunities to improve traffic operations, emergency and evacuation access, boat access, and active transport facilities; and to reduce operating and maintenance costs.

As part of the consultation activities undertaken in 2018, the following Alternatives to the Undertaking were shared with the public, stakeholders, and Indigenous Communities:

- Do nothing
- Replace with a ferry
- Replace with a 2-lane tunnel
- Replace with a moveable bridge

- Replace with a 2-lane fixed bridge

An assessment process was completed to evaluate the Alternatives to the Undertaking and select preferred alternatives to be carried forward for further development into the Preliminary Design Alternatives.

The first round of public and Indigenous community consultation events were held in summer 2018 to present and solicit feedback on the problems and preliminary assessment of Alternatives to the Undertaking. Feedback received during this consultation period was considered while preparing the Study Design Report for the project. The Study Design Report was prepared and made available for public review and comment in late 2018. A copy of the report is provided on the project website.


The Alternatives to the Undertaking that were selected for further development and assessment for Phase 2 (the Planning Phase) of the Class EA process included replacing the bridge with a new 2-lane moveable bridge, fixed bridge, or tunnel. The Do Nothing and Ferry Alternatives did not address the problems identified in the study area and were not carried forward for further consideration.

1.9 Study Background: Phase 2 – Planning Phase

Study Background: Phase 2 – Planning Phase

Planning Alternatives

Planning alternatives considered both corridor and structural alternatives. The following Planning Alternatives were considered as part of this study. Selected alternatives were removed from further evaluation as follows:



- ✗ 1 Movable Bridge
- ✓ 2 Movable Bridge
- ✗ 3 Movable Bridge
- ✓ 4 Movable Bridge
- ✓ 5 Fixed Bridge/Tunnel
- ✓ 6 Fixed Bridge/Tunnel
- ✗ 7 Fixed Bridge/Tunnel


Preliminary Assessment of Planning Alternatives

Alternatives 1, 3 and 7 were screened out from further evaluation based on anticipated impacts to private properties, traffic patterns, existing business operations, and/or costs.


Public Information Centre 2

The second round of public and Indigenous community consultation events were held in July 2019 to present and solicit feedback on the assessment of alternatives to the undertaking, alignment alternatives, structure type alternatives, the proposed evaluation criteria and evaluation process, and preliminary assessment of heritage conservation options.


Movable Bridge Alternatives



Fixed Bridge





Tunnel



A copy of the information presented at the second round of public and Indigenous community consultation events can be accessed at the link [here](#).

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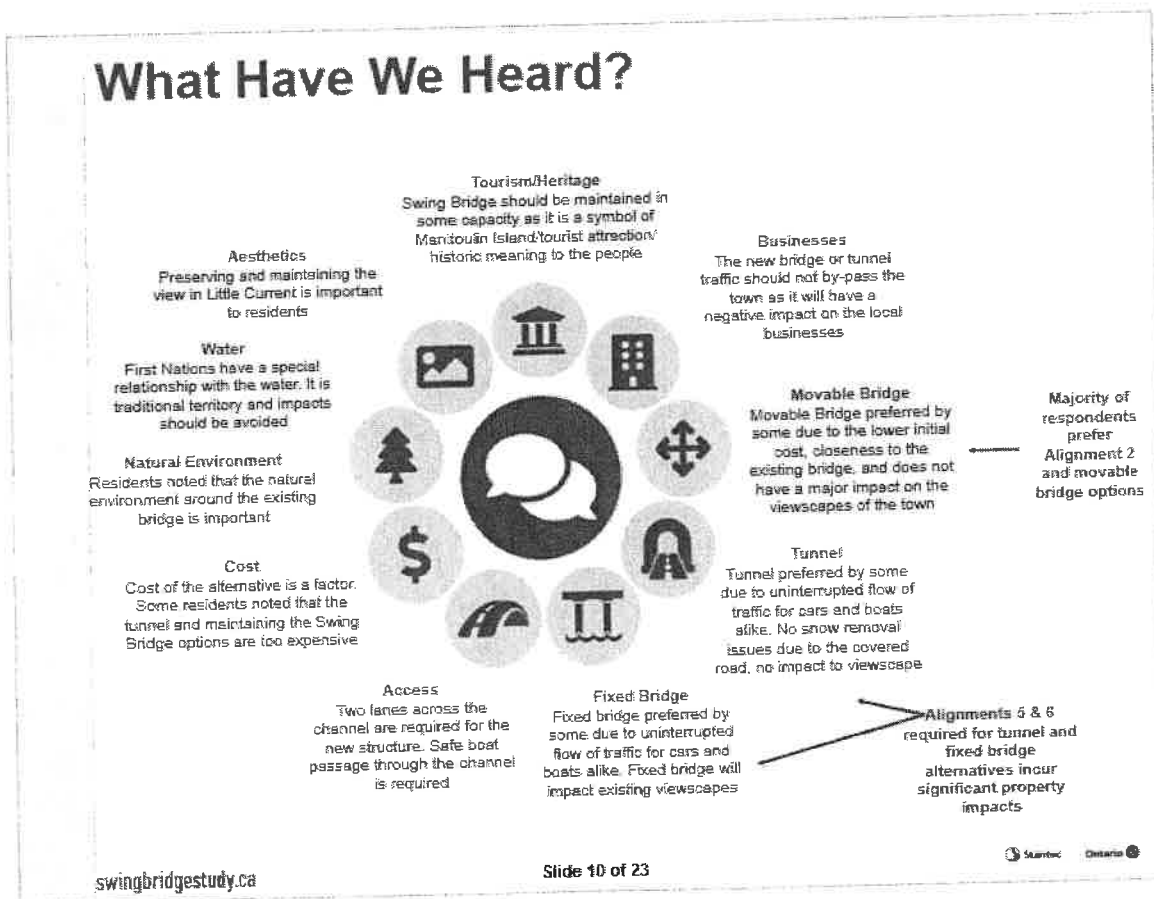
The Planning Phase was initiated following the Transportation Needs Assessment phase. Planning alternatives considered both corridor and structural alternatives.

As shown on the map presented on this slide, seven corridor alternatives were considered. Alternatives 1, 3, and 7 were screened out from further evaluation based on anticipated impacts to private properties, traffic patterns, existing business operations, and/or costs. Corridor alternatives 2 and 4 for moveable structures, and corridor alternatives 5 and 6 for fixed structures, were carried forward as viable alternatives.

The images on the right show the structure alternatives that were considered. Moveable bridge alternatives included: a bascule bridge, a swing bridge, and a lift bridge. Fixed structure alternatives included a fixed bridge and tunnel.

The second round of public and Indigenous community consultation events were held in July 2019 to present and solicit feedback on the assessment of Alternatives to the Undertaking, alignment alternatives, structure type alternatives, the proposed evaluation criteria and evaluation process, and the preliminary assessment of heritage conservation options for the existing bridge.

1.10 What Have We Heard?




Throughout the study, members of the public, external agencies, and Indigenous community members, including those from Wiikwemkoong Unceded Territory and the member nations of UCCMM Tribal Council, have provided input on various aspects of the project. Following the second Public Information Centre, the majority of respondents preferred Corridor Alternative 2 and a movable bridge option. While the fixed structure alternatives were preferred by some respondents, concerns regarding significant property impacts, the cost of fixed structures, and impacts to existing viewsapes were noted. Suggestions to improve access for vehicles by providing a two-lane structure were received, and the need to maintain a safe passage for boats in the North Channel was noted. Concerns regarding a by-pass of the town were noted, as this could have a negative impact on local business operations. In addition, it is understood that the waterway is traditional to First Nations, and protection of the water during construction is critically important. Many concerns regarding impacts to the natural environment and cultural heritage significance of the existing bridge were noted by respondents, and the importance of these features has been recognized by the project team.

Throughout the study, the project team has solicited and considered feedback received, and you are encouraged to continue to share your thoughts as we continue to move forward with project planning.

1.11 Cultural Heritage - The Little Current Swing Bridge

Cultural Heritage - The Little Current Swing Bridge

- A Cultural Heritage Evaluation Report (CHER) was completed in 2019 to evaluate the existing bridge in accordance with O. Reg. 09/06, O. Reg. 10/06 and the Ontario Heritage Bridge Guidelines
- MTO has identified the existing bridge as a provincial heritage property of provincial significance
- The existing bridge is the oldest and longest known example in the province.
- It has historical associations with the development of railway lines in Northern Ontario and has contextual value as a landmark in the community that is physically, functionally, visually and historically linked to its surroundings.
- The Ministry of Transportation Ontario Heritage Bridge Guidelines for Provincially Owned Bridges (Guidelines) outlines a process for identifying conservation options for heritage bridges when planning for any rehabilitation, widening or replacement that may be required.



Bridge Conservation Options	
1. Retention of existing bridge with no major modifications undertaken	5. Retain existing bridge no longer in use for vehicular traffic but adapted for new use
2. Restoration of missing or deteriorated elements where physical or documentary evidence exists for their design	6. Retain existing bridge as heritage monument for viewing purposes only
3. Retention of the existing bridge with sympathetic modification	7. Relocation of existing bridge to new location for continued or adaptive use
4. Retention of existing bridge with sympathetically designed new structure in proximity	8. Bridge removal and replacement with a sympathetically designed structure


2019 Cultural Heritage Evaluation Report

Ontario Heritage Act O.Reg. 09/06



Ontario Heritage Act O. Reg. 10/06

Ontario Heritage Act Part III.1, section 25.2

Conservation of Provincial Heritage Properties



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The existing bridge is a rare remaining example of the movable swing bridge type in Ontario and is the oldest known example in the province.

A Cultural Heritage Evaluation Report (CHER) was completed in January 2019 to evaluate the bridge in accordance with Ontario Regulations 9/06 and 10/06 and the Ontario Heritage Bridge Guidelines.

Based on its review of the CHER, the MTO identified the Little Current Swing Bridge as a provincial heritage property of provincial significance.

The existing bridge is the oldest and longest known example in the province.

It has historical associations with the development of railway lines in Northern Ontario and has contextual value as a character-defining landmark in the community that is physically, functionally, visually, and historically linked to its surroundings.

The Ministry of Transportation Ontario Heritage Bridge Guidelines for Provincially Owned Bridges outlines a process for identifying conservation options for heritage bridges when planning for any rehabilitation, widening, or replacement that may be required.

The following bridge conservation options were considered for the existing structure:

1. Retention of the existing bridge with no major modifications undertaken
2. Restoration of missing or deteriorated elements where physical or documentary evidence exists for their design
3. Retention of the existing bridge with sympathetic modification
4. Retention of the existing bridge with a sympathetically designed new structure in proximity
5. Retention of the existing bridge but close it to vehicular traffic and adapt it for a new use
6. Retention of the existing bridge as a heritage monument for viewing purposes only
7. Relocation of the existing bridge to a new location of continued or adaptive use
8. Removal and replacement of the existing bridge with a sympathetically designed new structure

All provincial ministries and prescribed public bodies, including the Ministry of Transportation, must comply with the Standards and Guidelines for Conservation of Provincial Heritage Properties, pursuant to Part III.1, section 25.2 of the Ontario Heritage Act in the management of properties under its ownership or control.

Under provision F.4. of the Standards and Guidelines, removal or demolition of all or part of a provincial heritage property should be considered a last resort, subject to heritage impact assessment and community engagement.

Under provision F.5 of the S&Gs, the consent of the Minister of Heritage, Sport, Tourism and Culture Industries must be obtained prior the demolition or removal of any building or structure located on a provincial heritage property of provincial significance, or transfer from provincial property, in whole or in part.

Please use the links provided on the bottom of this slide to access: the 2019 Cultural Heritage Evaluation Report, Ontario Regulations 9/06 and 10/06 and Part III.1, section 25.2 of the Ontario Heritage Act, as well as the Standards and Guidelines for Conservation of Provincial Heritage Properties.

1.12 Heritage Bridge Conservation Options Assessment

Heritage Bridge Conservation Options Assessment

Conservation Options are applied in rank order such that Option 1 must be shown to be considered to be non-viable before Option 2 can be considered, and so on. Conservation Options 1 through 6 retain the bridge in its existing location; however, were not selected given that they are not viable. These options were also not selected because:

- The single-lane bridge does not provide two-way traffic flow between Manitoulin Island and the mainland, which creates ongoing traffic delays for the travelling public and goods movement
- The mechanical and structural components of the bridge will continue to deteriorate, which will require ongoing inspections and repairs. This includes custom manufacturing of bridge components, which incurs significant capital costs and is not sustainable in the long term. The bridge will eventually require replacement
- Maintenance of two separate structures significantly increases maintenance and operating costs
- The presence of new piers and/or abutments in proximity to the existing piers and/or abutments is anticipated to create a navigational hazard and increases the risk for boat-bridge collisions

Conservation Option 7 (relocation of existing bridge to new location for continued or adaptive use) and Conservation Option 8 (bridge removal and replacement with a sympathetically designed structure) will be carried forward for further consideration during detail design, at which time further investigation of the technical and economic feasibility of Conservation Option 7 will be reviewed.

The findings of the Heritage Bridge Conservation Options assessment (i.e., decommissioning and removal of the existing bridge) were considered as part of the Evaluation of Design Alternatives.

Conservation Options are applied in rank order such that Option 1 must be shown to be non-viable before Option 2 can be considered, and so on. Conservation Options 1 through 6 retain the bridge in its existing location; however, were not selected given that they are not viable. These options were also not selected because:

- The single-lane bridge does not provide two-way traffic flow between Manitoulin Island and the mainland, which creates ongoing traffic delays for the movement of people and goods
- The mechanical and structural components of the bridge will continue to deteriorate, which will require ongoing inspections, maintenance and repairs. This includes custom manufacturing of bridge components, which incurs significant capital costs and is not sustainable in the long term. The bridge will eventually require replacement.
- Maintenance of two separate structures significantly increases maintenance and operating costs
- The presence of new piers and/or abutments in proximity to the existing piers and/or abutments is anticipated to create a navigational hazard and increases the risk for boat-bridge collisions

Conservation Option 7, relocation of the existing bridge to a new location for continued or adaptive use, and Conservation Option 8, removal and replacement of the existing bridge with a sympathetically designed structure, will be carried forward for further consideration during Detail Design, at which time further investigation of the technical and economic feasibility of Conservation Option 7 will be reviewed.

The findings of the Heritage Bridge Conservation Options assessment (i.e., decommissioning and removal of the existing bridge) were considered as part of the Evaluation of Design Alternatives.

1.13 Existing Environment

Existing Environment

A number of technical and environmental investigations have been carried out to support the evaluation of alternatives and help to identify potential impacts and preliminary mitigation measures. The key findings of these investigations are summarized as follows:

- Fish and Fish Habitat**
 - The North Channel supports a diverse fish community characterized by warm, cool, and cold-water species
 - Lake Sturgeon, a species at risk, may utilize habitat in the study area
- Terrestrial Ecosystems**
 - High quality alvar and terrestrial species at risk habitat are present in the study area
 - Ten species at risk and twelve species of conservation concern have the potential to occur in the study area
- Cultural Heritage**
 - The North Channel and surrounding waters are traditional territory to the First Nations
 - With the exception of the existing bridge, no cultural heritage resources were identified within the study area
- Archaeology**
 - A Stage 1 Archaeological Assessment indicated that the lands and water surrounding the bridge were identified as having archaeological potential and recommended further archaeological assessment be undertaken for portions of the study area
- Boating Survey**
 - A boating survey was undertaken between July 17 and October 9, 2019, to gain an understanding of the existing boat and marine vessel sizes, boating habits, traffic, and use along the North Channel
 - Based on responses received from 91 people, primary vessels used in the channel are recreational motorized boats (76% of users) and sailboats/sailboats with motors (19.8% of users)

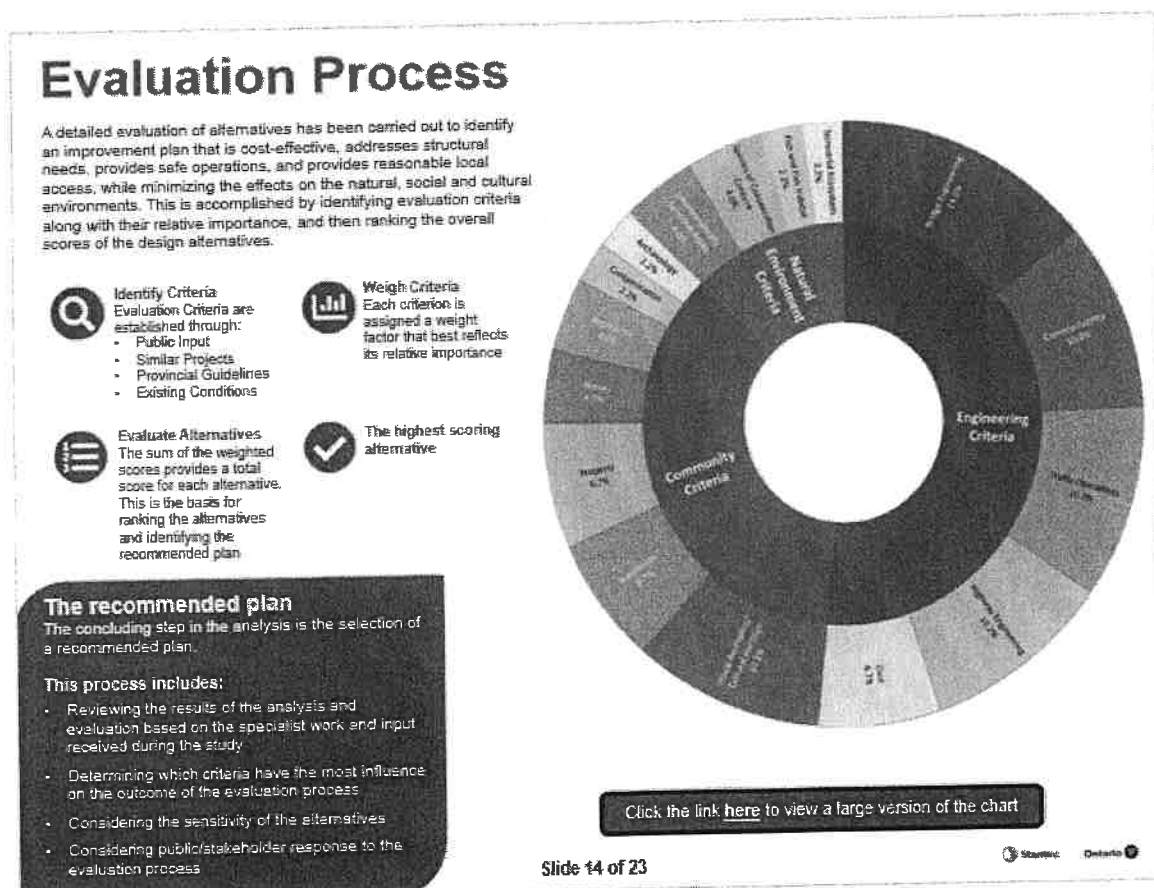
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A number of technical and environmental investigations have been carried out to support the evaluation of alternatives and to help to identify potential impacts and preliminary mitigation measures. In general, some of the key findings of these investigations indicated that:

- The North Channel supports a diverse fish community characterized by warm, cool, and cold-water species
- Lake Sturgeon, a species at risk, may utilize habitat in the study area
- High quality alvar and terrestrial species at risk habitat is present in the study area

- 10 species at risk and 12 species of conservation concern have the potential to occur in the study area
- The North Channel and surrounding land and waters are traditional territory to the First Nations
- With the exception of the existing bridge, no cultural heritage resources were identified within the study area
- A Stage 1 Archaeological Assessment indicated that lands and water surrounding the bridge were identified as having archaeological potential and recommended further archaeological assessment be undertaken for portions of the study area
- A boating survey was undertaken between July 17 and October 9, 2019, to gain an understanding of the existing boat and marine vessel sizes, boating habits, traffic, and use along the North Channel
- Based on responses received from 91 people, primary vessels used in the channel are recreational motorized boats (which is 76% of users) and sailboats/sailboats with motors (which is 19.8% of users)

1.14 Evaluation Process



A detailed evaluation of alternatives has been carried out to identify an

improvement plan that is cost-effective, addresses structural needs, provides safe operations, and provides reasonable local access, while minimizing the effects on the natural, social, and cultural environments. This is accomplished by identifying evaluation criteria along with their relative importance, and then ranking the overall scores of the design alternatives.

This process includes identifying evaluation criteria through: the input received through the consultation process, the project team's experience on similar projects, provincial guidelines, and existing study area conditions. Draft evaluation criteria and associated weight factors were presented for public review and comment at the second Public Information Centre. Following the second Public Information Centre, the evaluation criteria and weightings were confirmed. Engineering criteria included bridge and highway engineering factors, traffic operations, constructability, and cost. Community criteria included considerations for visual aesthetics and cultural heritage, noise, businesses, recreation, property, contamination, and archaeology. Natural environment criteria included considerations for environmentally sensitive areas, species of conservation concern, fish and fish habitat, and terrestrial ecosystems.

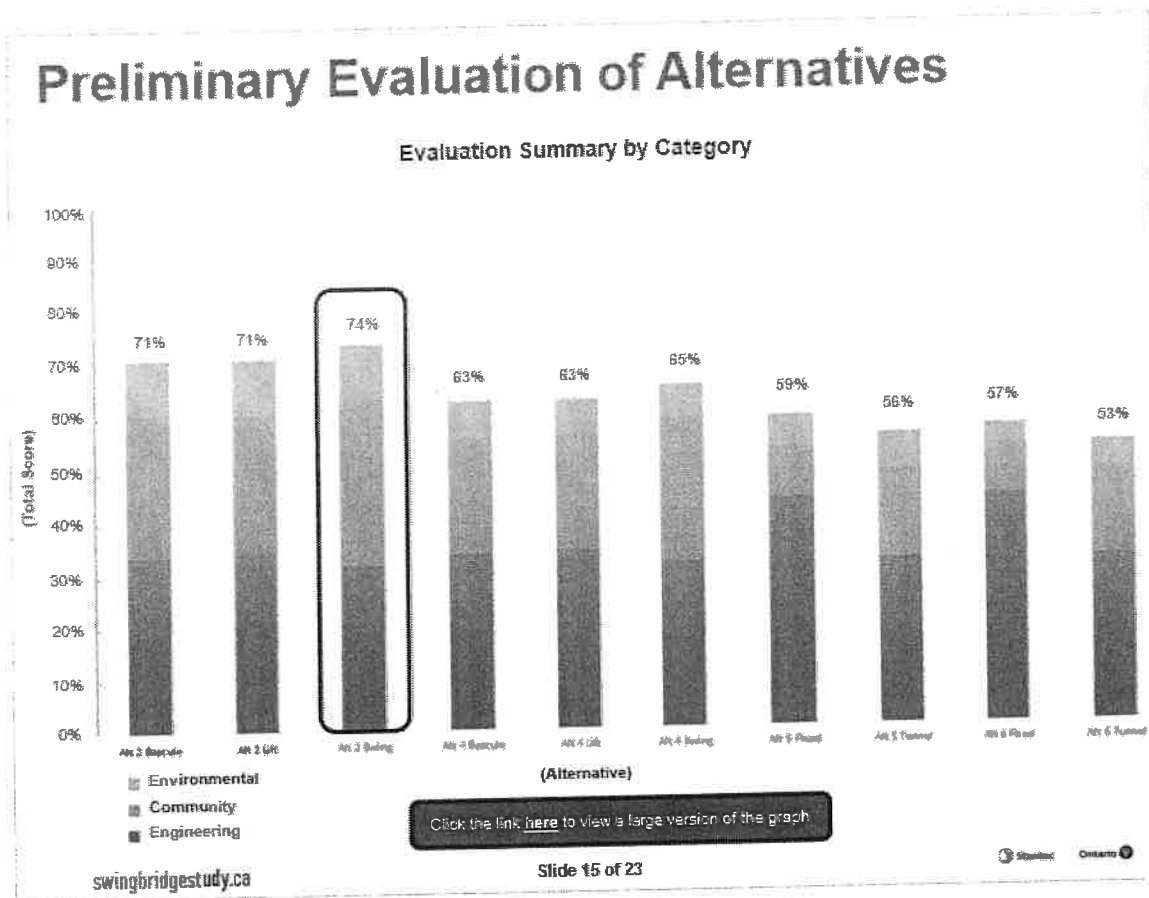
A weight percentage was applied to each factor, which was based on project team and stakeholder assessment of the importance of the factor. The level of importance of each factor is relative to the other factors considered. As such, the higher the relative level of importance a factor has, the higher the associated weight value it was assigned.

The next step in the process included evaluating the alternatives. A comparative analysis of transportation and environmental effects associated with each alternative is undertaken based on the criteria, weightings, and measures. A reasoned argument approach was also applied to the evaluation which considered the net environmental effects of each alternative. The preferred plan is selected as the aggregate of Preliminary Design alternatives that achieve the best overall balance of transportation engineering, individual environmental factor impacts, and overall environmental impact, taking into consideration the net environmental effects by applying conceptual mitigation measures.

In the final step of the evaluation process, the alternative designs are evaluated based on the total calculated scores by adding their weighted values. This is the basis for ranking the alternatives and, along with a reasoned argument assessment approach, helps to identify the overall Recommended Plan for the project.

Please click the button below the nested pie chart to view a larger, high-resolution version of the chart on this slide.

1.15 Preliminary Evaluation of Alternatives



The bar chart shown on this slide summarizes the total scores assigned to each alternative and the breakdown of scores by grouped criteria, including Engineering, Community, and Environmental scores. Based on the evaluation, a swing bridge on Corridor Alternative 2 has been identified as the Preferred Alternative and will be carried forward to future phases of the project.

Please click the button below the bar graph to view a larger, high-resolution version of the graph on this slide.

1.16 Evaluation Summary

Evaluation Summary

Based on the findings of the Evaluation of Planning Alternatives, the **Through Truss Swing Bridge Structure on Alignment 2** is preferred based on the following rationale:

- The new bridge accommodates two lanes of traffic, which will improve traffic operations
- Maintains existing grades for active transportation users, such as pedestrians and cyclists
- Impacts are minimized to the existing roadway network
- There are no impacts to existing utilities
- Construction cost is lower when compared to other alternatives
- Lowest impacts to existing residential properties
- Lowest impacts to noise sensitive areas
- No change to access to Little Current business areas
- Minimizes impacts to existing views from Little Current and the North Channel
- New sympathetically designed swing bridge will help maintain the character of the local and marine communities
- Lowest potential to impact wildlife habitat and Species at Risk
- Avoids impacts to the high quality Alvar community

Based on the findings of the Evaluation of Planning Alternatives, the Through Truss Swing Bridge Structure on Corridor Alignment 2 is preferred based on the following rationale:

- The new bridge accommodates two lanes of traffic, which will improve traffic operations
- It maintains existing grades for active transportation users, such as pedestrians and cyclists
- Impacts are minimized to the existing roadway network
- There are no impacts to existing utilities
- The construction cost is lower when compared to other alternatives
- It has the least impacts to existing residential properties
- It is anticipated to have the lowest impact to noise sensitive areas
- There are no changes in access to Little Current business areas
- It introduces the smallest change to existing views from Little Current and the North Channel, when compared to the other alternatives
- The new sympathetically designed swing bridge will help maintain the character of the local and marine communities; and
- It has the lowest potential to impact wildlife and species at risk

The proposed bridge structure, including the proposed abutments, piers, and bridge spans, is shown on this slide.

1.17 Value Engineering Study

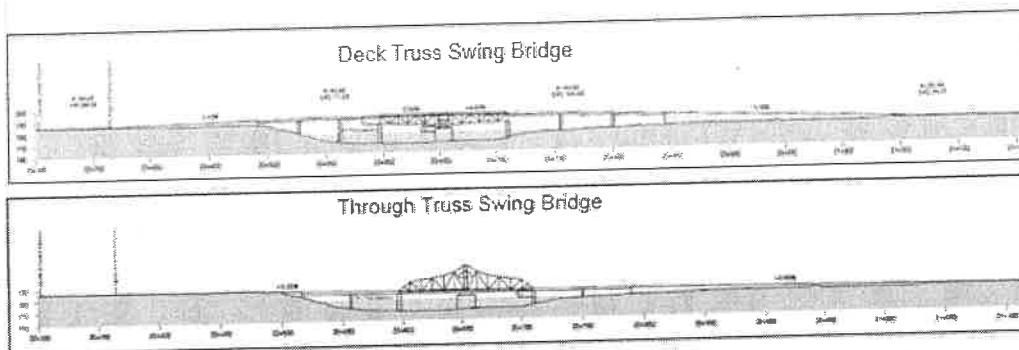
Value Engineering Study

A Value Engineering (VE) study was held in May 2020 by a multidisciplinary team of specialists.

The purpose of this study was to review the preliminary recommended bridge type, and examine innovative ways to improve the project, constructability and reduce project risks.

Where possible, measures are developed that improve the performance of the structure while reducing costs.

67 ideas were generated at the VE study, one (Deck Truss Swing Bridge) of which was further reviewed and compared against the preliminary preferred bridge type (Through Truss Swing Bridge)



Based on the findings of the comparative evaluation of these two swing bridge types, the **Through Truss Swing Bridge is preferred.**

The comparative evaluation summary of these swing bridge types can be accessed at the [link here](#).

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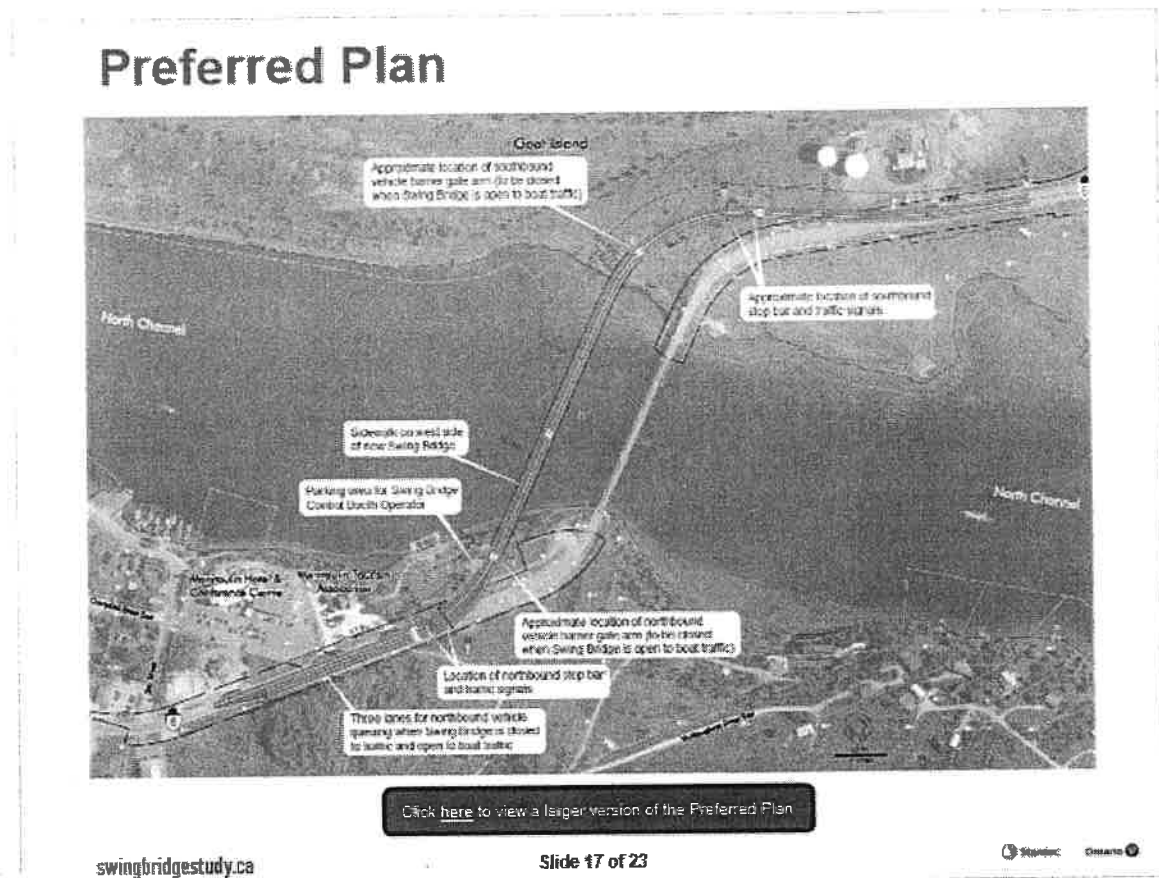
Stantec Ontario

A Value Engineering Study was held in May 2020 by an independent multidisciplinary team of specialists. The purpose of this study was to review the preliminary recommended bridge type, and to examine innovative ways to improve the project and constructability, while potentially reducing project risks. Where possible, measures are developed that improve the performance of the structure while reducing costs.

Sixty-seven ideas were generated at the Value Engineering Study, one of which, a Deck Truss Swing Bridge, was further reviewed and compared against the preliminary preferred bridge type - a Through Truss Swing Bridge. The figures on this slide show the different types of swing bridges that were reviewed.

Based on the findings of the comparative evaluation of these two swing bridge types, the Through Truss Swing Bridge is preferred. The comparative evaluation summary of these two swing bridge types can be accessed at the link provided on this slide.

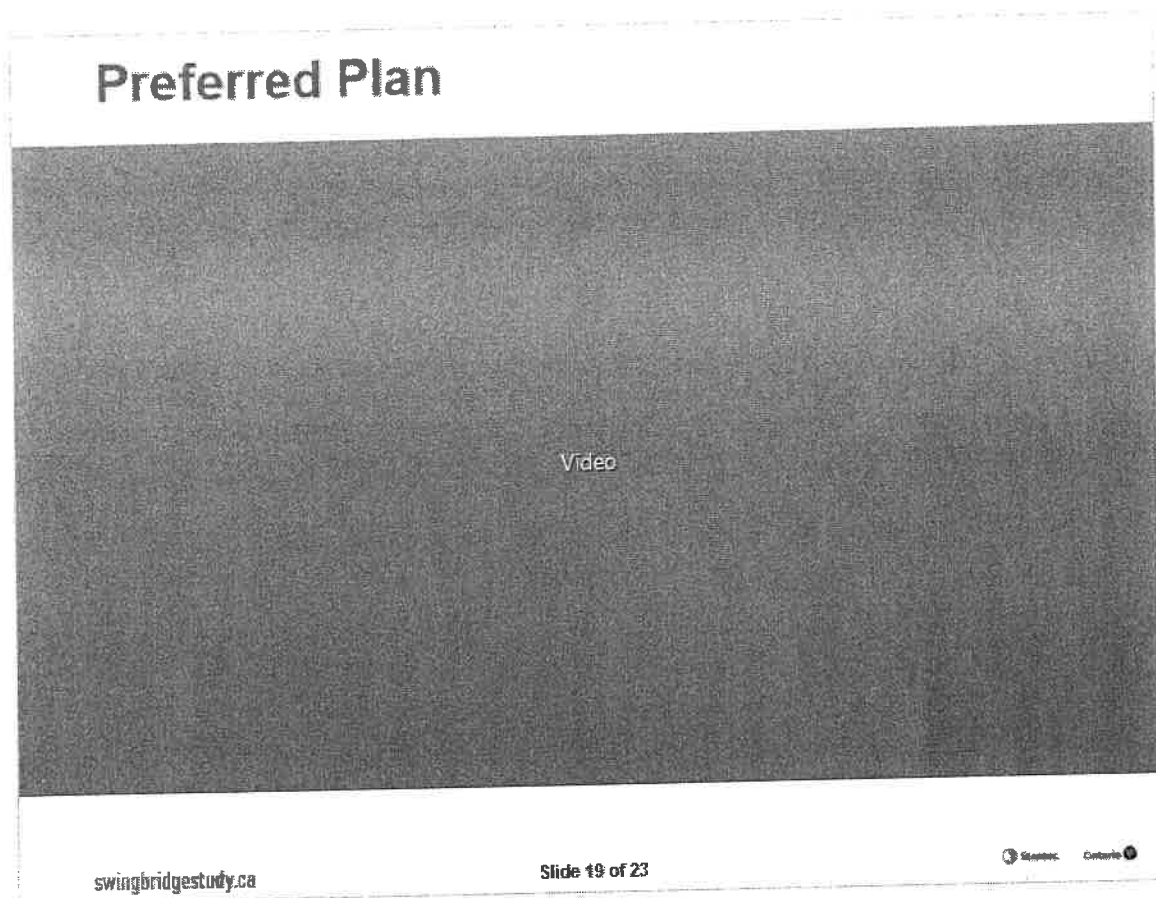
1.18 Preferred Plan



The Preferred Plan for the study is shown on this slide, which includes a new Through Truss Swing Bridge Structure on Corridor Alignment 2, west of the existing Little Current Swing Bridge.

New connections from the bridge to Highway 6 will be required as part of the plan. Similar to the existing bridge, traffic queuing areas will be required for when the structure is closed to vehicles.

1.19 Preferred Plan



The computer-generated model shown on this slide provides a visual representation of the local and general conceptual design of the proposed swing bridge on its new alignment.

Flyover Description: The abutments and piers for the new bridge to the west of the existing swing bridge appear, adjacent to the existing bridge resting piers. A new alignment for Highway 6 is shown, and the new approaches and through truss swing bridge structure appear. A translucent image of the existing swing bridge remains, and grass, trees and shrubs appear in place of the existing Highway 6 alignment. An inset image shows a new conceptual parking lot for the control bridge operator southwest of the new bridge.

The new through truss bridge swings open and provides two channels for the passage of boats through the North Channel. When the new bridge returns to the closed position, the 360-degree view shows vehicles passing over the new, two-lane bridge with a sidewalk along the west side.

1.20 Heritage Impact Assessment

Heritage Impact Assessment

The Preferred Plan includes the removal of the existing bridge, following construction of the new bridge. Based on the findings of the Heritage Impact Assessment being completed for this project, the following mitigation measures are currently recommended:

- The design of new bridge is to be sympathetic to the existing bridge, and the feasibility of using new design or salvaged materials to commemorate, interpret, or pay homage to the existing bridge are to be explored.
- Photographic documentation and measured drawings are to be prepared in accordance with applicable guidelines.
- The salvage and relocation of the existing bridge, in whole or in part, to a publicly accessible location, supplemented with a commemorative and interpretive strategy shall be undertaken.
- Opportunities for the public to offer input to the long-term conservation and commemoration of the bridge is required.

Opportunities to salvage and re-use components of the existing structure in the new bridge as decorative or non-structural components will be investigated during detail design. This may include elements such as steel truss members, plate girders, wedges, gears or parts of the control room, where technically and economically feasible.

The mitigation measures recommended as part of the Heritage Impact Assessment are subject to review by MHSTCI.

MTO is required to seek MHSTCI Minister's Consent for the demolition or removal of the existing bridge prior to the completion of Preliminary Design and Class EA Study.

A Heritage Impact Assessment is an independent study to determine the impacts of a project on a provincial heritage property, and outlines recommended options and mitigation measures in order to reduce negative impacts and conserve its cultural heritage value or interest. The Preferred Plan includes the removal of the existing bridge, following construction of the new bridge. Based on the findings of the Heritage Impact Assessment being completed for this project, the following mitigation measures are currently recommended:

- The design of new bridge is to be sympathetic to the existing bridge, and the feasibility of using new design or salvaged materials to commemorate, interpret, or pay homage to the existing bridge are to be explored.
- Photographic documentation and measured drawings are to be prepared in accordance with applicable guidelines.
- The salvage and relocation of the existing bridge, in whole or in part, to a publicly accessible location, supplemented with a commemorative and interpretive strategy shall be undertaken.
- Opportunities for the public to offer input to the long-term conservation and commemoration of the bridge is required.

Opportunities to salvage and re-use components of the existing structure in the new bridge as decorative or non-structural components will be investigated during detail design. This may include elements such as steel truss members, plate girders, wedges, gears or parts of the control room, where technically and economically feasible. It should be noted that the Heritage Impact Assessment will be made available for public review as part of the Transportation Environmental Study Report.

The Ministry of Heritage, Sport, Tourism and Culture Industries (or MHSTCI) is an approval authority under the Standards and Guidelines, and as such the mitigation measures recommended as part of the Heritage Impact Assessment are subject to review by MHSTCI. Further, MTO is required to seek Minister's Consent for the demolition or removal of the existing bridge, prior to the completion of this Preliminary Design and Class EA study.

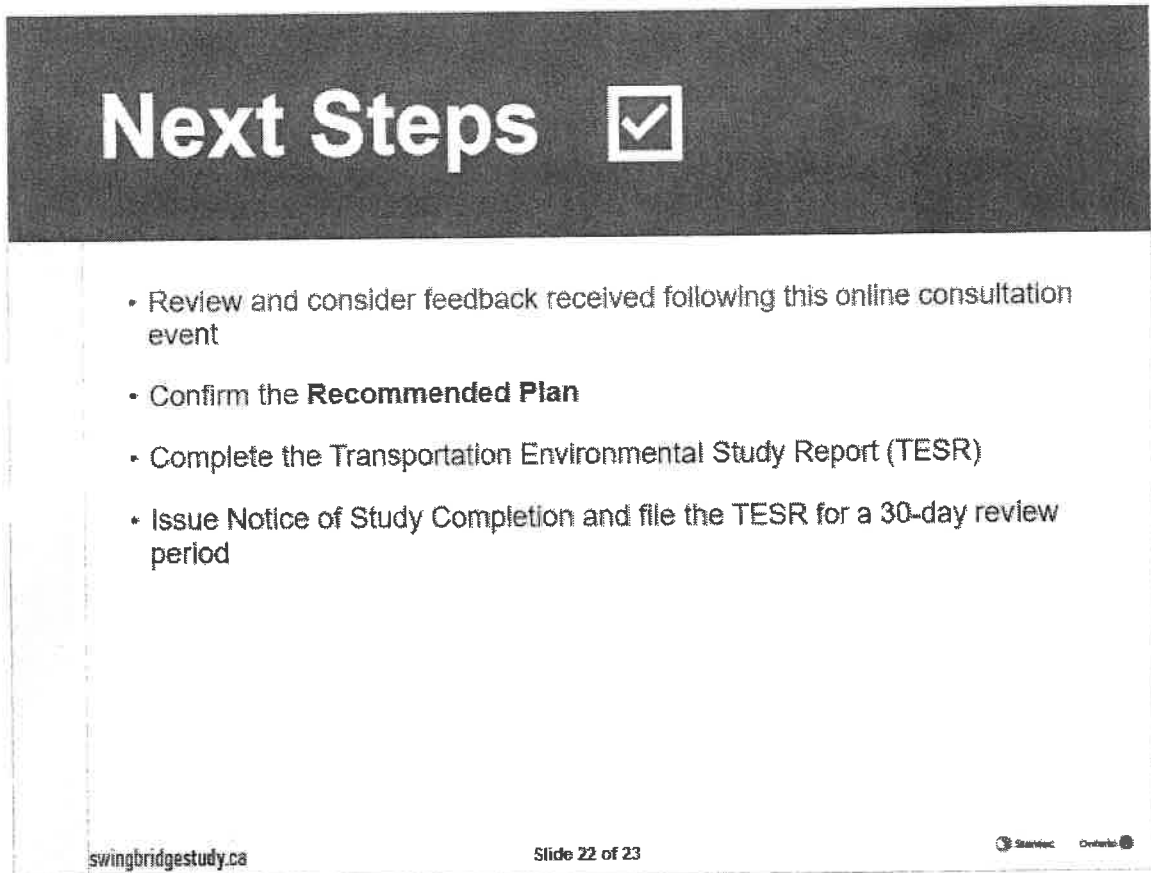
1.21 Environmental Impacts and Mitigation

Potential Impact	Preliminary Proposed Mitigation Measures
Aquatic Environment <ul style="list-style-type: none"> Species at Risk (Lake Sturgeon) Fish/Fish Habitat (warm, cool and cold-water species) 	<ul style="list-style-type: none"> In-water works will conform to the restricted activity windows for this area (i.e., between July 16 through August 31) Sediment and erosion control measures will be implemented to prevent sediments entering the waterbody Debris will be prevented from entering the water during bridge removal and/or construction All works will be planned in consultation with the MNRF, UCCMM Tribal Council and Wiikwemkoong First Nation leadership
Terrestrial Environment <ul style="list-style-type: none"> Loss of alvar habitat along the existing Highway 8 right-of-way Species at Risk and habitat along the existing Highway 8 right-of-way (i.e., Houghton's Goldenrod) Significant Wildlife Habitat / Habitat for Species of Conservation Concern (i.e., Common Nighthawk) Small area of woodland along the existing Highway 8 right-of-way 	<ul style="list-style-type: none"> Reduce encroachment into alvars, Species at Risk habitat and Significant Wildlife Habitat / Habitat for Species of Conservation Concern Authorize the project under the Endangered Species Act, 2007 including preparation of a mitigation plan to address adverse effects on Houghton's Goldenrod and its habitat; mitigation may include relocation of individual plants to outside the work area, assisted seed dispersal, localized removal of competitive plants, and monitoring Avoid vegetation removal during sensitive wildlife periods such as the breeding season for Common Nighthawk and migratory birds that are protected by the Migratory Birds Convention Act, 1994 Manage introduction of invasive plant species by washing and visually inspecting all machinery prior to entry onto the site, and revegetating disturbed areas
Archaeology <ul style="list-style-type: none"> Discovery of archaeology resources during construction 	<ul style="list-style-type: none"> Stage 1 and 2 Archaeological Assessments and a Marine Archaeological Overview Assessment was completed for the Preferred Plan area While the discovery of archaeological resources is not expected, if archaeological resources are encountered during construction, all activities impacting archaeological resources will cease and the UCCMM Tribal Council and Wiikwemkoong First Nation leadership, as well as MHSTCI, will be contacted immediately
Air/Noise <ul style="list-style-type: none"> Changes in noise/air quality associated with construction and/or operation of project 	<ul style="list-style-type: none"> An Air Quality Assessment is being completed in accordance with Provincial guidelines to assess potential changes in local and regional air quality, and to determine if mitigation measures are required Potential changes in traffic noise associated with the Preferred Plan are currently being reviewed in accordance with Provincial guidelines to determine if measure are required to mitigate potential increases in traffic noise

Impacts to the environment as a result of this project will be minimized to the extent possible. Additional investigations will be carried out during Detail Design to help to confirm environmental impacts, refine mitigation measures, and support obtaining relevant permits and approvals.



Please review the environmental factors that may be affected by this project, along with some of the preliminary proposed mitigation measures shown on this slide, and if you have any comments, questions or concerns, please do not hesitate to contact a member of the project team.

1.22 Next Steps



Next Steps

- Review and consider feedback received following this online consultation event
- Confirm the **Recommended Plan**
- Complete the Transportation Environmental Study Report (TESR)
- Issue Notice of Study Completion and file the TESR for a 30-day review period

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Following this online Public Information Centre, the project team will review and consider the feedback received, and will respond to any questions you may have. In consideration of the comments received, the project team will confirm the overall Recommended Plan for this project, including the potential impacts to the environment and mitigation measures. The Transportation Environmental Study Report (or TESR) will be prepared, and a Notice of Study Completion will be issued, at which time the TESR will be available for public review on the project website for a 30-day review period.

1.23 Thank you for participating in this online Public Information Centre!

Thank you for participating in this online Public Information Centre!

3

ways to provide your comments:


-  Fill out the survey following this presentation
-  Send an email to the ProjectTeam@swingbridgestudy.ca
-  Or, mail your comments to:

Click here to fill
out the survey

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Ms. Melissa Delfino, P.Eng.
 Senior Project Engineer
 Ministry of Transportation Northeastern Region
 447 McKeown Avenue
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We would appreciate receiving your comments by April 30, 2021



Freedom of Information and Protection of Privacy
Comments and information regarding this study are being collected to satisfy the requirements of the Ontario Environmental Assessment Act, and in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

swingbridgestudy.ca
Slide 23 of 23

On behalf of the Ontario Ministry of Transportation, we would like to thank you for your interest in this study and for taking the time to participate in this online Public Information Centre. Your input is very important to us, and there are several ways for you to provide your comments.

We encourage you to review all PIC materials available on the project website, as well as to participate in the survey offered at the end of this presentation.

If you have any comments or questions, please do not hesitate to contact the project team via email at: ProjectTeam@SwingBridgeStudy.ca, or by contacting one of the project team members listed on this slide by telephone or email.

We would appreciate receiving any comments or questions that you may have by April 30, 2021.

Thank you again for taking the time to participate in this online Public Information Centre.



COASTAL PROTECTION ADVISORY COMMITTEE CONFERENCE CALL MINUTES

Date:	Sept 7th 2022
On the phone:	Pam Wing (PW), Doug Carr (DC), Allan Hazelton (AHZ), John Carson (JC), Mike Virley (MV), Al MacNevin (AM), Rupert Kindersley (RK), John Carson (JC), Rolfe Jones (RJ), Peter Frost (PF), Gord Forstner (GF), Jim Rook (JR), John Woodroffe (JW), Katie Findlay (KF) representation for Cam Richardson and Liz Phillips (LP)
Absent:	Andrew Hurlbut (AH), Cam Richardson (CR), and Eric Armour (EA),

Municipalities Initials	Township of the Archipelago Township of Georgian Bay Township of Carling	(ToA) (TGB) (ToC)	Municipality of Killarney Town of Northeastern Manitoulin and the Islands Unorganized Townships	(MoK) (NEMI) (UT)
Committee Member Initials	John Carson Doug Carr Rolfe Jones Eric Armour Pamela Wing Cam Richardson Andrew Hurlbut Gord Forstner	(JC) (DC) (RJ) (EA) (PW) (CR) (AH) (GF)	John Woodroffe Al Hazelton Jim Rook Al MacNevin Mike Virley Rupert Kindersley Cosette Shipman Shannon Farquharson	NEMI TGB Councillor MoK Councillor NEMI Mayor UT GBA Executive Director GBA CPC Coordinator GBA Marketing & Admin

DEFINITIONS

ASSOCIATIONS	KRAA	Key River Area Association	SSCA	Sans Souci Copperhead Association
BICA Bay of Islands Community Association	MadClub	Madawaska Club at Go Home Bay	SCA	South Channel Association
BNIA Bayfield-Nares Islanders' Association	Manitou	Manitou Association	12-Mile	Twelve Mile Bay
BL Blackstone Lake Cottagers' Association	MB	McGregor Bay Association	WWT	Wah Wah Taysee Association
CCA Cognashene Cottagers' Association	NGBA	Northern Georgian Bay Association	WCA	West Carling Association
HH Honey Harbour Association	PaBIA	Pointe au Baril Islanders' Association	WBCA	Woods Bay Community Association

ITEM TOPIC		PRESENTER	PURPOSES/ OUTCOME REQUIRED I = Information, D=Decision, A=Action	
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ITEM	TOPIC	PRESENTER	PURPOSES/ OUTCOME REQUIRED I = Information, D=Decision, A=Action
-	Floating cottage issue in the township (on-going planning/development issue)		
-	Applicants to post deposits for planning applications (open item)		
CPC	project updates		
	Coastal Protection Fund <ul style="list-style-type: none"> - Working with GBF to host the fund – working on the technical legal issues - Will support projects that: protect the eastern and northern coasts from development that seeks to circumvent planning regulations; and prevent environmental damage 	JC	I
	Septic System Guide <ul style="list-style-type: none"> - Majority complete - Looking for OOWA or Burnside to review before publication 	RK/AH	A AH to approach Anne Egan and organize a review
	GBA Planning Regulations Guide <ul style="list-style-type: none"> - GBA has published the guide (on website) - Provides GBA members with a reference guide for building and rebuilding in the 5 municipalities (does not replace OP, CZB or municipal guides) - Distribution and dissemination, partly implemented 	RJ	I
		LP	A Offline discussion about workshops for presentation of information
		CS	I
	Municipal Planning Comparison Project <ul style="list-style-type: none"> - The official plan and comprehensive zoning by-law comparison charts have been completed – waiting for confirmation on certain information gaps - Developing the summary tables and providing commentary on what was compared - Working on developing a more in-depth dissemination and communications plan 		

ITEM TOPIC	PRESENTER	PURPOSES/ OUTCOME REQUIRED I = Information, D=Decision, A=Action
OLT decisions and developments		
MaCain Application <ul style="list-style-type: none"> - TGB did not approve the McCain application and it moved to the OLT (McCain won) - The issue was that the requested increase in square footage was a small incremental increase to the current building. Since the building was already over the permitted size, OLT should have considered comparing the increased size to the maximum sq. ft. permitted, but it did not and approved the minor increase in size. - The problem with this decision is that it opens the door for development creep and undermining planning regulations on building sizes 	AHZ	I
Moreau Property <ul style="list-style-type: none"> - Applicant and proponents wanted to move to the site plan agreement stage without carrying out the required environmental etc. studies - OLT decision agreed with TGB and EGBPS that these studies need to be done at application - It was noted that OLT decisions do not set legal precedents, but TGB's lawyer, TGB staff and the planning consultant are examining how this OLT decision can be useful in addressing future similar applications. 	AHZ	I
Pleasant Cove Condominium update <ul style="list-style-type: none"> - OLT approved it (also provided by CR in email) 	KF/CR	I
Macey Bay <ul style="list-style-type: none"> - Development has not yet received their MECP Overall Benefit Permit (Pay and Slay permit) for protection of Species at Risk - Their waterfront development plan application has not been submitted (TGB has been requesting it from the developer) - Site plan agreement is in place (with the developer) and GBA is asking TGB to confirm they have employed a consultant at the developer's expense to oversee the site plan agreement (open item) 	RK	I
[Important update – since the meeting the developer has decided to abandon its plans to create a trailer park at Macey Bay and has put the property on the market with Colliers International. Any buyer would need to overcome the remaining obstacles or look at an alternative use.]		

ITEM TOPIC	PRESENTER	PURPOSES/ OUTCOME REQUIRED I = Information, D=Decision, A=Action
Brandy's Cove <ul style="list-style-type: none"> - The owner of property has not been able to utilize the new septic system for the marina - It's being shipped off site by truck - MECP has not yet signed off on the new system - Dr. Pat Chow-Fraser's students are sampling in the area to determine the impact of greywater dumping (request of EGBP) 	RK	I [Important update – The samples have now been tested and confirm the presence of sewage in the water. AHZ and RK to provide more information at the next CPC meeting or before.]
Carling council decision on Morlock Island		
- Discussed above		
Floating Cottages		
GBA committee <ul style="list-style-type: none"> - The goal is to formulate a strategy for GBA to respond to this issue Strategy Committee <ul style="list-style-type: none"> - Successfully pulled together key municipalities and organizations to work together and form a joint strategy group to address the floating cottage issue (GPCA, GBA, FOCA, TGB, ToS, TOA, GLSLCI) - Looking into having Norm Miller join the group to help us navigate federal and provincial conversations with ministers (It's a multi-level government issue) - Support confirmed from Graydon Smith and Scott Aitchison - The strategy group and GBA are looking into requesting MNR to release the public comments from the April 2022 consultation 	JC RK	I I
Other items		
Increased Cruised Ships on the Bay <ul style="list-style-type: none"> - Two potential issues: CO2 emissions and wastewater discharges. - Topic to add to our coastal protection list – determine the regulatory agency - Transport Canada or Coast Guard? 	RJ PF	I A Report back to committee Add this to CPC topics

ITEM	TOPIC	PRESENTER	PURPOSES/ OUTCOME REQUIRED I = Information, D=Decision, A=Action
	Unorganized Townships	MV	I
	- MNR is the only regulatory body for planning regulations		
	- The area planning board (which PF is chair of) is only responsible for subdividing properties and condo development - ToA has nothing to do with the building code or planning regulations		
	- How does an unorganized township become a municipality – MMAH?	RK	A Offline discussion
	Next Meeting: November 30th 2022 at 5pm (Wednesday)	CS	A
	End closed meeting at 6:35		



Little Current
Public School

Presents

A Not-So-Silent Night

JOIN US FOR AN OLD-FASHIONED CHRISTMAS
CAROLLING NIGHT!



WEDNESDAY

December 14th,
2022




COMMUNITY, SINGING & FUN!



**Bring Your Own Chair and Battery-Operated Light
If You Wish!**



6-7 PM | LCPS SCHOOLYARD



18 DRAPER STREET, LITTLE CURRENT, ON

.....
Accepting Donations: Monetary or non-perishable food items
for the Manitoulin Family Resources Food Bank

Pam Cress

To: Dave Williamson
Subject: RE: Festive caroling event

From: Heather Pennie <pennieh@rainbowschools.ca>
Sent: November 30, 2022 12:32 PM
To: Town of NEMI Info <info@townofnemi.on.ca>
Subject: Festive caroling event

Hello,

A Not-So-Silent Night

We would like to welcome NEMI staff, council and community members to our Festive event at Little Current Public School. The event will be held outdoors on the playground on Wednesday, December 14th from 6-7 pm.

We will have the gymnasium available as a warm space with seating for elders and parents with small children. We will be having a Santa visit, and giving out treats for all children. We are also serving hot chocolate.

Please see the attached flyer.

Aundeck Omni Kaning is donating treat bags for Santa to give out, and we are collecting donations to Manitoulin Family Resources Food bank at the event.

If you would like to contribute/donate to the event (please do NOT feel that you need to, but we don't want to leave anyone out if they wish to) please let us know.

We hope that this event can be a traditional celebration of the season and bring everyone together.

Have a great day,
Heather

Heather Pennie

Principal
Little Current Public School
18 Draper Street
Postal Bag 339
Little Current, ON
P0P 1K0
pennieh@rainbowschools.ca

Phone: 705.368.2932

Fax: 705.368.3808



Rainbow Schools

Reaching minds. Touching hearts.

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