



CITY OF PORT COLBORNE

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

COMMUNITY & CORPORATE SERVICES DEPARTMENT, CLERK'S DIVISION

October 13, 2016

The Right Honourable Justin Trudeau
Prime Minister of Canada
80 Wellington Street
Ottawa, Ontario K1A 0A2

Dear Prime Minister:

Re: Resolution – Medical Marihuana Grow Operations

Please be advised that, at its meeting of October 11, 2016, the Council of The Corporation of the City of Port Colborne resolved as follows:

WHEREAS the Council of The Corporation of the City of Port Colborne wishes to ensure the safety of its citizens and prevent another traumatic event like the armed robbery that occurred on September 19, 2016 at a local greenhouse on Pinecrest Road;

AND WHEREAS said greenhouse was operating as a medical marihuana grow operation that was grandfathered under the former *Marihuana Medical Access Regulations*;

AND WHEREAS, after executing a search warrant, the Niagara Regional Police Service – Guns, Gangs and Grow Unit discovered the number of marihuana plants in production at this location significantly exceeded the operator's allowable limit;

AND WHEREAS there is currently no agency responsible for ensuring these facilities are operating within the limits provided by the prescriptions that their clients hold;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF PORT COLBORNE RESOLVES AS FOLLOWS:

1. That the federal government is hereby urged to appoint the necessary authorities to engage in regular inspections of all medical marihuana grow operations that are functioning under the former *Marihuana Medical Access Regulations*; and
2. That the federal government is further urged to provide that if a breach of the rules occurs, no further medical marihuana production is to be permitted at the offending location and the people holding the licenses also lose the use of said licence; and

...2

3. That this motion be circulated to the federal and provincial governments, Local Area Members of Parliament, Local Area Members of Provincial Parliament, the Federation of Canadian Municipalities, and Local Area Municipalities for support.

Your favourable consideration of this matter is respectfully requested.

Sincerely,



Ashley Grigg
City Clerk

ec: The Honourable Kathleen Wynne, Premier of Ontario
Federation of Canadian Municipalities
Local Area Members of Parliament
Local Area Members of Provincial Parliament
Niagara Region
Local Area Municipalities
R. Bodner, Councillor

October 6, 2016

CL 15-2016, October 6, 2016
PDC 12-2016, September 28, 2016
Report PDS 34-2016

LOCAL AREA MUNICIPALITIES
NIAGARA PENINSULA CONSERVATION AUTHORITY
NIAGARA ESCARPMENT COMMISSION

SENT ELECTRONICALLY

Brock District Plan
PDS 34-2016

Regional Council, at its meeting of October 6, 2016, approved the following recommendation of its Planning and Development Committee, ***as amended***:

That Report PDs 34-2016, dated September 28, 2016, respecting Brock District Plan, **BE RECEIVED** and the following recommendations **BE APPROVED**:

1. That Council **ENDORSE** the vision, principles and key directions of the Brock District Plan as a land use and development framework to guide future decisions and investment in the area;
2. That, ***subject to the endorsement of the local councils***, staff **BE DIRECTED** to initiate a Regional Official Plan Amendment to include the Decew Road and Lake Moodie area, where the vision, principles and key directions of the Brock District Plan will set the framework for implementation through policy, that may provide future guidance for zoning regulations, design standards and special studies required through the City of St. Catharines and the City of Thorold;
3. That Council **AUTHORIZE** the establishment of the "Brock District Technical Advisory Committee" with the mandate to coordinate policies, projects and initiatives, to review planning and design concepts related to the Brock District Plan's recommendations;
4. That Council **REQUEST** the City of St. Catharines, the City of Thorold, Brock University, the Niagara Escarpment Commission and the Ministry of Transportation to participate as members on the "Brock District Technical Advisory Committee" together with representatives from Regional Planning and Development Services, Public Health and Social Services, Community Services, Economic Development, Finance, and Public Works;

5. That staff **BE AUTHORIZED** to deliver a presentation on the Brock District Plan to City of St. Catharines Council and City of Thorold Council; and

6. That this report **BE FORWARDED** to Local Municipalities, the NPCA and the Niagara Escarpment Commission for their information.

A copy of Report PDS 34-2016 is enclosed for your information.

Yours truly,



Ralph Walton
Regional Clerk
:amn

cc: K.Goerz, Planner
T. Gray, Senior Planner
N. Oakes, Executive Assistant to the Commissioner, Planning & Development Services

REPORT TO: Planning and Development Committee

MEETING DATE: Wednesday, September 28, 2016

SUBJECT: Brock District Plan

RECOMMENDATIONS

1. That Council **ENDORSE** the vision, principles and key directions of the Brock District Plan as a land use and development framework to guide future decisions and investment in the area; and,
2. That Staff be **DIRECTED** to initiate a Regional Official Plan Amendment where the vision, principles and key directions of the Brock District Plan will set the framework for implementation through policy, that may provide future guidance for zoning regulations, design standards and special studies required through the City of St. Catharines and the City of Thorold; and,
3. That Council **AUTHORIZE** the establishment of *the “Brock District Technical Advisory Committee”* with the mandate to coordinate policies, projects and initiatives, to review planning and design concepts related to the Brock District Plan’s recommendations; and,
4. That Council **REQUEST** the City of St. Catharines, the City of Thorold, Brock University, the Niagara Escarpment Commission and the Ministry of Transportation to participate as members on the *“Brock District Technical Advisory Committee”* together with representatives from: Regional Planning and Development Services, Public Health, Economic Development, Finance, and Public Works; and,
5. That staff be **AUTHORIZED** to deliver a presentation on the Brock District Plan to City of St. Catharine’s Council and City of Thorold Council; and
6. That this report **BE FORWARDED** to Local Municipalities, the NPCA and the Niagara Escarpment Commission for their information.

KEY FACTS

- The Brock District Plan has been developed to create a holistic vision for the area. The District Plan is a pro-active land use and development strategy intended to support the Region's focus on growth and economic prosperity.
- The purpose of this report is to seek endorsement of The Brock District Plan including the implementation measures contained therein.
- The Brock District Plan (Appendix 1) covers an area of approximately 335 hectares, half of which are owned by Brock University. The Plan area has overlapping jurisdictions, extending into the City of St. Catharines, Thorold and the Niagara Escarpment Commission's development permit control area and the Greenbelt.
- The Brock District Plan sets out a development strategy to promote the creation of a vibrant and complete community focusing on higher education as the catalyst for an environment to foster economic prosperity.
- The Brock District Plan was developed with input from planning staff at the City of St. Catharines, the City of Thorold and staff from Brock University.
- The Brock District Plan takes into account recent initiatives undertaken by the City of Thorold through their Brock Business Park Secondary Plan, the new Brock University Campus Master Plan and initiatives currently being undertaken by the Transportation division of Public Works.
- The Draft Brock District Plan had been circulated for review and comment to the business owners within the area, along with the Niagara Escarpment Commission and other members of the public who have expressed interest.

CONSIDERATIONS

Financial

The Planning Partnership was retained to support the preparation of the District Plan utilizing funding in the Planning and Development Services budget. The long-term implementation of several recommendations, particularly those with respect to public realm and infrastructure improvements will have future budget implications. These will be brought forward through the appropriate budget process.

Corporate

The Brock District Plan supports Council's strategic priorities including Fostering Innovation, Investment and Entrepreneurship, Building a Labour-ready Workforce, and positioning Niagara globally. The project will further support the performance indicators for Growth, Employment, Investment and Infrastructure.

Niagara Region Planning staff has been working closely with the Transportation division of Public Works as well as gathering input from Economic Development and Facilities.

Governmental Partners

In order to ensure the successful implementation of the Brock District Plan, Niagara Region staff has been working with the City of Thorold, the City of St. Catharines and Brock University throughout the development of this Plan.

Public and/or Service Users

The implementation of the Brock District Plan will guide future development around the University by ensuring that new growth and infrastructure upgrades create a unique and unified place that is attractive and positioned for further successes and international recognition.

ANALYSIS

The Brock District Plan (Appendix 1) sets out a holistic vision for the University District that transcends the municipal boundaries and interests of Thorold, St. Catharines, Brock University and Niagara Region. The District Plan is a proactive land use and development strategy intended to support regional growth and economic prosperity.

Niagara Region staff has been working collaboratively with the City of St. Catharines, the City of Thorold and Brock University. Since the initiation of the District Plan, the Brock University Campus Master Plan and Thorold's Brock Business Park Secondary Plan have been finalized. Both of these documents are consistent with the District Plan.

The Brock District Plan begins with an analysis of successful university districts both within Canada and outside. The District Plan focuses on identifying the opportunities relevant within the Brock University District and recommends building upon seven foundational themes which the strategies for success reflect. These include:

1. Positioning the Brock District Globally within a UNESCO Biosphere Reserve
2. Setting the Brock District in the Niagara Escarpment
3. Gateways to the Brock District

4. Sustainable Urban Brock District
5. Balanced Circulation in the Brock District
6. A Green Brock District
7. The Brock District is a Complete Community

Each of these themes has associated strategies which are further addressed in the implementation section of the document. Some of the features that the Brock District Plan recommends and sets out to realize the vision are:

- Establishing “*Brock District Technical Advisory Committee*” with representatives from St. Catharines, Thorold, Niagara Region, NEC, MTO and Brock University to coordinate policies, projects, initiatives, design concepts and standards to promote full awareness, sequencing and consistency;
- Adopting a Regional Official Plan Amendment where the vision, principles and key directions are the basis for an implementation framework. This may include future guidance for design regulations, zoning standards and special studies;
- Incorporating the document into the work programs of other Regional Departments, including Economic Development and Public Works/Transportation;
- The preparation of a Master Plan(s) for the Region’s Headquarter site to address and guide on-site landscape and pathway improvements including the establishment of a significant park/public realm feature along Sir Isaac Brock Way, as contemplated in the Brock District Plan including locations for new buildings. This is intended to be completed in two phases, the first phase will be the Landscape Master Plan to be initiated forthwith with initial development occurring in 2017, subject to Council approval. The second phase will address other items related to facilities and can be undertaken at a later date;
- Developing Brock Green Infrastructure standards and Placemaking and Urban Design Guidelines;
- Consideration of the Brock District Plan area by Local Municipalities and the Region as a potential site for incentive programs.

The purpose of the Brock District Plan is to guide future development around Brock University so that it develops into a vibrant community that provides opportunities for people living, working and visiting the area and creates an innovative and celebrated environment that will attractive new businesses and development opportunities.

ALTERNATIVES REVIEWED

None recommended.

ORIGIN OF REPORT

This report is intended to provide the Planning and Development Committee members with information to endorse the Brock District Plan and the vision that has been created for the area.

OTHER PERTINENT REPORTS

PDS 46-2015 Brock District Plan Update

SUBMITTED BY:

Rino Mostacci, Commissioner
Planning and Development Services

APPROVED BY:

Mo Lewis
Acting Chief Administrative Officer

This report was prepared by Kailen Goerz, Planner and reviewed by Teresa Gray, Senior Planner and Doug Giles, Director Planning Services.

APPENDICES

Appendix I Brock District Plan

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October 11, 2016

NOTICE TO EMERGENCY SERVICES

PUBLIC NOTICE

**Road Rehabilitation
Regional Road 86 (Stewart Road)
In the Town of Niagara-on-the-Lake**

TEMPORARY ROAD CLOSURE (October 17 and 18, 2016)

Motorists and the general public are hereby advised that Regional Road 86 (Stewart Road) will be temporarily closed to through traffic on a block by block from 7 a.m. to 7 p.m., weather permitting.

The road closure is necessary to rehabilitate the existing road surface on Regional Road 86 (Stewart Road) from Regional Road 81 (Carlton Street) to Regional Road 87 (Lakeshore Road).

Detour route will be posted as follows:

Regional Road 83 (Carlton Street), Regional Road 88 (Seaway Haulage Road), Read Road, Regional Road 87 (Lakeshore Road).

Any inquiries concerning this project may be directed to Niagara Region Dispatch at 905-984-3690 or **Joe D'Agostino, C.E.T.**, Contract Administrator Transportation Engineering, at 905-980-6000 ext. 3193.

Your co-operation and patience during this period of inconvenience will be appreciated.

Ron Tripp, P. Eng.
Commissioner of Public Works
Niagara Region



{SPAM} Media Advisory - Region to unveil new technology at Recycling Centre
Niagara Region

to:

undisclosed-recipients;;

2016-10-11 01:32 PM

Hide Details

From: "Niagara Region" <newsroom@niagararegion.ca>

To: undisclosed-recipients;;

Please respond to noreply@niagararegion.ca

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Media Advisory

October 11, 2016

Region to unveil new technology at Recycling Centre

Regional Chair Alan Caslin and members of Regional Council will be joined by the Canadian Plastics Industry Association and Continuous Improvement Fund to officially launch the Region's polystyrene foam densifier and fibre optical sorting system.

The addition of this leading-edge equipment strengthens the Region's reputation as a leader in recycling and enhances its ability to further divert waste from landfills and produce high quality end products out of the Region's recycling material.

WHEN: Monday, October 17, 2016 at 10:30 a.m.

WHERE: Niagara Recycling Centre, 4935 Kent Avenue, Niagara Falls

WHO:

- Regional Chair Alan Caslin
- Members of Regional Council
- Representatives from the Canadian Plastics Industry Association and the Continuous Improvement Fund

The polystyrene foam densifier facilitates the diversion of polystyrene foam (Styrofoam) from landfill into new products such as picture frames, crown moulding and file trays.

The fibre optical sorting system uses near infrared technology to efficiently detect and separate different types of materials from the fibre stream.

Niagara Region Waste Management provides efficient, cost-effective and innovative waste management services to Niagara's residents and businesses. Services include [curbside collection](#) of garbage, recycling and organics, two Regional [landfills](#), a Recycling Centre, three permanent household hazardous waste facilities, and three material drop-off depots.

Contact

Darrell Neufeld
Niagara Region
905-980-6000 ext. 3813
darrell.neufeld@niagararegion.ca

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1815 Sir Isaac Brock Way
Thorold, ON L2V 4T7

Administration

Office of the Regional Clerk

1815 Sir Isaac Brock Way, PO Box 1042, Thorold, ON L2V 4T7

Telephone: 905-685-4225 Toll-free: 1-800-263-7215 Fax: 905-687-4977

www.niagararegion.ca

October 6, 2016

CL 15-2016, October 6, 2016
PDC 12-2016, September 28, 2016
Report PDS 35-2016

LOCAL AREA MUNICIPALITIES

SENT ELECTRONICALLY

Phase 1 Interim Summary Report
Niagara GO Hub and Transit Stations Study
PDS 35-2016

Regional Council, at its meeting of October 6, 2016, approved the following recommendation of its Planning and Development Committee:

That Report PDS 35-2016, dated September 28, 2016, respecting Phase 1 Interim Summary Report- Niagara GO Hub and Transit Stations Study, **BE RECEIVED** and **FORWARDED** to all the local municipalities.

A copy of Report PDS 35-2016 is enclosed for your information.

Yours truly,



Ralph Walton
Regional Clerk
:amn

cc: D. Landry, Planner
N. Oakes, Executive Assistant to the Commissioner, Planning & Development Services

REPORT TO: Planning and Development Services Committee

MEETING DATE: Wednesday, September 28, 2016

SUBJECT: Phase 1 Interim Summary Report
Niagara GO Hub and Transit Stations Study

RECOMMENDATIONS

1. That this report **BE RECEIVED** for information
2. That a copy of this report **BE FORWARDED** to all the local municipalities.

KEY FACTS

- Phase 1 of the GO Hub and Transit Station Study (HTSS) is complete. A summary report has been prepared and is attached as Appendix 1. The report confirms the GO Transit “*Niagara Rail Service Expansion Environmental Study Report, 2011*” (2011 ESR) findings, proposes the study areas around the stations, examines existing and current planned land uses and identifies key issues and opportunities for the station areas.
- The preferred station locations are as follows; in Grimsby at Casablanca Boulevard, in Beamsville (Lincoln) at Ontario Street, in St. Catharines at the existing VIA Station and in Niagara Falls at the existing VIA Station.
- Phase 2 of the study, is underway and will develop a vision and guiding design principles for each station area.

CONSIDERATIONS

Financial

The GO HTSS has an estimated total cost of \$750,000 which is funded from the 2015 budget. There are no additional financial requests at this time.

Corporate

GO Rail expansion has been identified as one of Council’s most significant priority projects. The project aligns with Council’s strategic priority of moving people and goods.

Governmental Partners

The successful completion of the HTSS requires a commitment from the Region and the four participating municipalities (Grimsby, Lincoln, St. Catharines and Niagara Falls). A close working relationship has been established and has resulted in the successful completion of the first phase of the study.

Regional staff have been working closely with Metrolinx, the operating agency for the GO train, to ensure alignment with their mandate and practices. Metrolinx staff have reviewed and provided support for the Phase 1 Interim Summary Report.

Public and/or Service Users

The HTSS project supports the efforts that have secured a commitment from the Province for GO Rail expansion to Niagara. With station stops identified in Grimsby, St. Catharines, Niagara Falls and a future stop in Beamsville, the expansion of GO Rail service into Niagara will provide a new level of direct transportation connectivity for Niagara residents and businesses to the Greater Toronto-Hamilton Area. GO train stations will also act as the cornerstone for current and future local transit options, supporting enhanced transit alternatives and opportunities.

Users of GO Transit must complete the first and last portion of their trip on their own; they must first walk, drive or cycle themselves to the nearest station and once they get to the destination they must again walk, drive, or cycle to complete their journey. This is referred to as the “first-last mile” of the users trip. The streets and infrastructure surrounding the future transit stations are critical elements of an effective transportation system. For that reason, as part of the work plan the HTSS will review the issues and opportunities the future GO users will contend with in the first-last mile.

ANALYSIS

Phase 1 of the HTSS project has been completed. The findings and analysis of the first phase of the study is presented in the ‘Phase 1 Interim Summary Report’ attached as Appendix 1. The first phase of the study focused on data collection and review, an examination of the 2011 ESR findings to confirm station locations and identification of the preliminary study area boundaries for each station area. The consultation program also commenced with the establishment of the Technical Advisory Committees (TAC) and Stakeholder Advisory Committees (SAC) for each of the four municipalities (Grimsby, Lincoln, St. Catharines and Niagara Falls). The study area boundaries for each station area will be further refined during Phase 2 of the HTSS project.

Station locations for Grimsby, Lincoln, St. Catharines and Niagara Falls identified in the 2011 ESR were reviewed based on the input from the local municipalities, the Region, Provincial agencies and local stakeholders. Alternative station locations for Grimsby and

St. Catharines were also reviewed. The evaluation of the sites considered Transportation Connectivity and Ridership/ Operations, Planning and Land Use, Technical Feasibility, Financial Feasibility and Policy criteria.

Grimsby

Three potential station locations were reviewed in Grimsby; one site included the 2011 ESR recommended site at Casablanca Boulevard, the second site was located on the South Service Road just east of Casablanca Boulevard and the third site was located in Downtown Grimsby by the existing Amtrak station on the west side of Ontario Street.

The Casablanca Station Site has been identified as the preferred site for a number of reasons. The site has the least technical challenges, is consistent with provincial policy, can accommodate the station layout and circulation requirements including parking, pick-up and drop off and station platforms required on opening day and is well situated to serve future population growth.

Lincoln

The 2011 ESR reviewed two potential station locations in the Town of Lincoln; one in Beamsville at Ontario Street and one in Vineland at Victoria Street. The study recommended the Beamsville location at Ontario Street for various reasons including the following. The site is or has:

- Situated in a relatively developed area (industrial lands) with no natural heritage features or watercourses to be impacted;
- Compatible with surrounding lands, which are primarily industrial uses;
- Outside of the Tender Fruit and Grape designated lands of the Greenbelt area; and
- Good potential for parking

The Beamsville site was identified as a future potential GO train station to be developed once the Niagara GO line is established and as ridership grows. In the 2011 ESR, the Grimsby, St. Catharines and Niagara Falls stations were identified as occurring first along the line with the Beamsville station to be developed at a later date. The development of the station will be based on ridership needs.

St. Catharines

During the Phase 1 of the HTSS, the St. Catharines location identified in the 2011 ESR was reviewed along with four other potential station locations. Station locations were reviewed based on input from the local municipality, the Region, Provincial agencies and local stakeholders. As a result of input received from the St. Catharines TAC and

SAC members and background research completed, five potential station locations were reviewed. The locations were as follows:

- The 2011 ESR recommended site at the existing St. Catharines VIA Station;
- West of Louth Street, on Benfield Drive;
- Between Vansickle Road and First Street Louth, north of St. Paul Street;
- On the east side of Mountain Street, west of Highway 406 and north of Glendale Avenue; and,
- On the south side of Glendale Avenue, east of the Welland Canal.

Figure 9 in Appendix 1 provides the locations of all five sites considered in the review for the St. Catharines station location.

The analysis of the five potential locations in St. Catharines indicated that overall the VIA Station is preferred, which confirms the findings of the 2011 ESR. This site provides the combination of features needed to achieve a successful GO Transit Hub. Unlike the three other stations being planned, the St. Catharines station is to be planned as a Hub which requires a central location for multi-modal connections (cycling, walking, transit) and the opportunity for vibrant residential and employment development in close proximity to the station to create a place not only that people move through but that is a destination in and of itself. The VIA site provides the necessary components for a successful Hub station including size, multi-modal connections including walkability, opportunities for main street connections to the downtown, proximity to an identified intensification area and interest in revitalization of the surrounding community.

Impacts on the local and Regional road network as a result of the station will be assessed in the later phases of the HTSS. The improvements to the roads and facilities around the station will be identified during the transportation technical analysis phase.

Niagara Falls

The 2011 ESR reviewed the potential for a new station at the location of the existing VIA station. The existing VIA station site was identified as the preferred location for the following reasons:

- The site is situated in a developed urban setting (downtown) where there are no natural heritage features or watercourses to be impacted;
- The site is compatible with the surrounding lands, which are primarily industrial;
- The site is well connected to the existing local transit system; and
- The site has good potential for parking.

Phase 1 of the HTSS confirmed the findings of the 2011 ESR. The VIA station site in Niagara Falls and surrounding station area presents an opportunity to connect existing

transit services in the municipality and is located in an area that has significant redevelopment potential.

Next Steps

- **Phase 1 Study Context and Site Review** (completed)
- **Phase 2 Prepare and Development Visions, Principles, Options** (underway)
- **Phase 3 Prepare Secondary Plans** (to be started in Q4 of 2016)
- **Phase 4 Primary Zone Technical Analysis** (to be started in Q1 of 2017)
- **Phase 5 Station Area Design and Layout** (to be started in Q1 of 2017)
- **Phase 6 Implementation Plan and Planning Framework Update** (to be started in Q2 of 2017)

ALTERNATIVES REVIEWED

Undertaking the GO Hub and Transit Stations Study is warranted. The study supports the commitment received from the Province in Q2 of 2016 to bring GO Rail service to Niagara by 2023.

ORIGIN OF REPORT

This report is brought forward by staff to notify Regional Council of the results of Phase 1 of the GO Hub and Transit Stations Study.

OTHER PERTINENT REPORTS

- PDS 9-2016, Project Initiation Report, Niagara GO Hub and Transit Stations Study, March 9, 2016

SUBMITTED & SIGNED BY:

Rino Mostacci, MCIP, RPP
Commissioner
Planning and Development Services

APPROVED & SIGNED BY:

Mo Lewis
Acting Chief Administrative Officer

This report was prepared by Denise Landry, Planner and reviewed by Diana Morreale, MCIP, RPP, Manager of Community Planning.

APPENDICES

Appendix 1 Phase 1 Interim Summary Report



**THE CORPORATION OF THE TOWNSHIP
OF MADAWASKA VALLEY**

P.O. Box 1000

85 Bay Street

Barry's Bay ON K0J 1B0

Ph 613-756-2747 Fax 613-756-0553

info@madawaskavalley.ca

Moved by: Mayor Love

15-0310-16

Seconded by: Councillor Archer

03 October 2016

BE IT RESOLVED

WHEREAS: The safety of victims of sexual violence and/or domestic violence should be a priority for all levels of government in Canada, and

WHEREAS: The intent of a certificate of parole is to set out the conditions under which an inmate may be granted parole, and

WHEREAS: By signing a certificate of parole the inmate indicated that they agree to abide by the conditions contained therein; and

WHEREAS: The electronic monitoring of parolees convicted of an offence of sexual violence and/or an offence of domestic violence would facilitate compliance with the conditions of parole and provide some peace of mind for the victims of these crimes,

THEREFORE BE IT RESOLVED

THAT the Council of the Township of Madawaska Valley supports the changes to the parole system proposed in the Private Member's Bill put forward by the Honourable John Yakabuski, MPP for Renfrew Nipissing Pembroke, and submitted as Bill 21, An Act to amend the Ministry of Correctional Services Act in respect of parole,

AND THAT a copy of this resolution of support be sent to the Honourable Kathleen Wynne, Premier of Ontario, the Honourable David Orazietto, Minister of Community Safety & Correctional Services, Mr. Patrick Brown, Leader of the Progressive Conservative Party, Ms. Andrew Horwath, Leader of the New Democratic Party, and all Members of Provincial Parliament in the Province of Ontario; and

THAT a copy of this resolution of support be sent to the Association of Municipalities of Ontario (AMO), and to all Ontario municipalities for consideration.

X CARRIED.



Craig Kelley, CAO/Clerk

October 4, 2016

Council of the Municipality of Grey Highlands passed the following resolution at their meeting of October 3, 2016:

16-692

Mokriy - Halliday

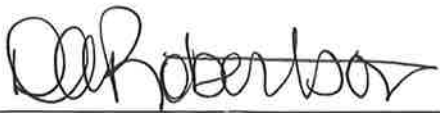
Whereas the current Accommodation Review process is not reflective of the reality of rural school and community life; and

Whereas school closures impact single-school small rural communities in all educational, social and economic aspects to a far greater degree than those impacts in multi-school urban communities;

Be it resolved, That the Municipality of Grey Highlands requests the Minister of Education initiate an immediate moratorium on the Accommodation Review Process until such time as a review of the above mentioned impacts on small rural communities be studied, completed and the results and recommendations be considered; and

**That this resolution be circulated to Premier Kathleen Wynne, MPP Bill Walker, Minister of Infrastructure, Bluewater District School Board, Bruce-Grey Catholic District School Board, Community School Alliance, County of Grey, County of Bruce, People for Education, and all municipalities in Ontario.
CARRIED.**

CERTIFIED TO BE A TRUE COPY



Debbie Robertson
Chief Administrative Officer(Acting)/Municipal Clerk
Director Council and Legislative Services



TOWN OF LINCOLN

4800 South Service Road
Beamsville, ON L0R 1B1
TEL (905) 563-8205
FAX (905) 563-6566

October 6, 2016

Dean Iorfida, City Clerk
City of Niagara Falls
4310 Queen Street, P.O Box 1023
Niagara Falls, ON L2E 6X5

Dear Mr. Iorfida:

RE: Receive and Support – Teen Mental Health

The Municipal Council of the Town of Lincoln at its meeting of October 3, 2016, received your correspondence dated July 21, 2016, and supported the motion passed recently by the Council of the City of Niagara Falls calling upon the Region to form a committee on Teen Mental Health with representatives from the school boards and area municipalities.

Trusting this information will be of assistance to you.

Yours very truly,

William Kolasa
Director of Corporate Services/Clerk

CC: Niagara Area Municipalities
W. Hoshizaki, Director of Education, DSBN *Sent via email: warren.hoshizaki@dsbn.org*
J. Crocco, Director of Education, NCDSB *Sent via email: john.crocco@ncdsb.com*