



The Corporation of the Municipality of Whitestone

**Agenda of Regular Council Meeting
Tuesday April 21, 2026**

**Dunchurch Community Centre
and
Zoom Videoconferencing**

Join here: <https://us02web.zoom.us/j/81144899804>

(Phone Call Only)

Dial 1-778-907-2071 Meeting ID: 811 4489 9804#

*Every effort is made to record meetings with the exception of the Closed Session matters.
Both the audio and video are posted on the Municipal Website.
The written minutes are the official record of the meeting.*

1. Call to Order and Roll Call

10:00 a.m.

National Anthem

Indigenous Land Acknowledgement Statement

The Municipality of Whitestone recognizes all of Canada resides on traditional, unceded and/or treaty lands of the Indigenous People of Turtle Island.

We recognize our Municipality on The Robinson Huron Treaty territory is home to many past, present and future Indigenous families.

This acknowledgment of the land is a declaration of our commitment and collective responsibility to reconcile the past, and to honour and value the culture, history and relationships we have with one another.

2. Disclosure of Pecuniary Interest

3. Approval of Agenda

4. Presentations and Delegations

4.1 2025 Asset Management Plan

4.1.1 Report FIN-2026-08, Approval of Final 2025 Asset Management Plan

4.1.2 psd citywide report - Asset Management Plan 2025

- 4.2 ICECAP – Milestone 5 Report
 - Benjamin John, Climate and Energy Programs Manager, Georgian Bay Biosphere
 - 4.2.1 2022-2024 Corporate Energy and Emissions Municipality of Whitestone
 - 4.2.2 2022-2024 Corporate Energy and Emissions Buildings Annex Report

Matters Arising from Presentations and Delegations

Committee of the Whole will be addressed after items Public Meeting, Consent Agenda, and Accounts Payable, to accommodate scheduling

Move into Public Meeting

- 5 **Public Meeting**
 - 5.1 2850490 Ontario Inc. (Shaun Brear) (Proposed Zoning By-law amendment)
 - Memorandum from Paula Macri, Planning Assistant
 - 5.2 Adoption of the 2026 Operating and Capital Budget
 - Report FIN-2026-09
 - 5.3 Adoption of Fees and Charges By-law
 - Report FIN-2026-10

Reconvene into Regular Meeting

- 6 **Consent Agenda**

Items listed under the Consent Agenda are considered routine and will be enacted in one motion. A Member of Council may request one or more items to be removed from the Consent Agenda for separate discussion and/or action.

 - 6.1 Council Meeting Minutes
 - 6.1.1 Regular Council Budget Meeting Minutes – March 4
 - 6.1.2 Regular Council Meeting Minutes – March 17 2026
 - 6.1.3 Special Council Meeting Minutes – March 26, 2026
 - 6.2 Council Committee and Board Minutes
 - 6.2.1 Belvedere Heights Board of Management – January 28, 2026
 - 6.2.2 North Bay Parry Sound District Health Unit – January 28, 2026
 - 6.2.3 Parry Sound Area Planning Board – February 23, 2026
 - 6.2.4 District of Parry Sound Social Services Administration Board – February 12, 2026

Matters Arising from Consent Agenda

- 7 **Accounts Payable**
 - 7.1 Accounts Payable Report from March 1 to March 31, 2026

Move into Committee of the Whole

8 Committee of the Whole

8.1 Official Plan Review

- Memorandum from CAO/Clerk Black - Draft Official Plan - Continuation of review (OP Draft pages 67–90 not reached at prior meetings)

Reconvene into Regular Meeting

Matters Arising from Committee of the Whole

At the request of Council we will be moving into Closed Session at this point in the meeting.

9 Closed Session

9.1 Closed session minutes Regular Council Closed Session March 17 2026

9.2 Closed session minutes Special Council Closed Session March 26 2026

9.3 Personal matters about an identifiable individual, including municipal or local board employees, pursuant to *Ontario Municipal Act*, Section 239(2)(b)

- Report CLOSED-2026-03 OPP Board Volunteer Appointments

9.4 Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board, subject to the *Municipal Act*, Section 239(2)(e):

- Report CLOSED-2026-04 - Ontario Land Tribunal Appeal update

9.5 Personal matters about an identifiable individual, including municipal or local board employees, pursuant to Ontario Municipal Act, Section 239(2)(b)

- Report CLOSED-2026-05 – Building Permit Inactive Fees – Closed Session items

Reconvene into Regular Meeting

Matters Arising from Closed Session

10 Staff Reports

10.1 Report ADMIN-2026-02 Revised

- Building Department Inactive Permits [deferred from March 17 agenda]

10.2 Report FIN-2026-05 Revised

- Council Remuneration and Expenses 2025

10.3 Report ADMIN-2026-03

- Building Report / Green Initiatives

11 By-laws

11.1 By-law No. 16-2026, being a By-law for a Zoning By-law amendment – 2850490 Ontario Inc. (Shaun Brear)

- 11.2 By-law no. 17-2026, being a By-law for a Zoning By-law amendment to rezone from Waterfront Residential 1 – Limited Services (WF1-LS) Zone to Tourist Commercial Exception 5 (C2-5) Zone, William Rootham-Roberts
- 11.3 By-law No. 18-2026, being a By-law to set tax ratios for Municipal purposes for the year 2026
- 11.4 By-law 19-2026, being a By-law to adopt the estimates of all sums required during the year and to adopt the rates of taxation for year 2026
- 11.5 By-law No. 19-2026, being a By-law to establish Fees and Charges for services provided by the Municipality of Whitestone and to repeal By-law Nos. 08-2024 and 25-2025
- 12 Business Matters**
 - 12.1 Resolution of Support – James Bay East OPP Detachment Board – Establishment of provincial Bail Notification Program (Item B from March 17 Correspondence items)
 - 12.2 Resolution of Support – McKellar – Preservation of Jones Island Rear Lighthouse (item D from March 17 Correspondence items)
 - 12.3 Resolution of Support – Papineau-Cameron - Ontario Veterinary College enrollment (Item C from March 17 Correspondence items)
 - 12.4 2025 Integrity Commissioner Report – Municipality of Whitestone
- 13 Correspondence – Page 7**
- 14 Councillor Items**
- 15 Questions from the Public**
- 16 Confirming By-law 21-2026**
- 17 Adjournment**

Unfinished Business

DATE	ITEM AND DESCRIPTION	ASSIGNED TO	STATUS
March 15, 2021	Review of By-law 20-2014 (being a By-law for the licensing, regulating/governing of rental units in Whitestone)	Administration Staff	Public meeting for Public input: March 19, 2024. DRAFT By-law presented at the May 21, 2024 Council to submit comments by June 7, 2024 to Staff Memo to Council meeting August 20, 2024 – Policy direction provided for future iteration of By-law Revised Draft to Council submitted November 19, 2024 Staff to seek legal review and provide to Council at a future Council meeting To Council April 15 2025 – deferred To Council May 20 2025 May 20 – staff to review and provide update CAO to provide report at January 21 2026 meeting Jan 21 2026 –staff directed to bring back to Council at a future meeting a revised by-law taking into account items discussed at the Jan 21 meeting
July 4, 2023	Strategic Plan, By-law Initiatives THAT the Council of the Municipality of Whitestone receive for information the Memorandum from CAO/Clerk Hendry, Strategic Plan – moving forward with 2023 priorities	Assigned to various staff	In progress; review presented at Jan 21 meeting

October 21, 2025	Blue Green Algae – arrange in-person meeting with agencies responsible; continue to provide information to residents	Administration Staff	October 31 MECP suggests Health Unit has jurisdiction Health Unit staff scheduled to attend March 17, 2026 Council meeting to provide information Request to MECP to attend Council meeting as follow-up to Health Unit presentation
October 21, 2025	Nursing Station update to operations	Administration Staff	Staff to arrange for a Nursing Station representative to attend and discuss operational change In progress – email request sent December 19 2025 Nursing Station staff confirm attendance at Feb 17 meeting Nurse Practitioner-Led Clinic and Health Centre staff delegated to Council Feb 17; item to be removed from Unfinished Business List
May 20, 2025	Grant Writing RFP	Treasurer	RPF for grant writing services to be posted In progress
December 2, 2025	Insurance Review	Treasurer	In progress – spoken to at Feb 9 Budget review meeting
December 2, 2025	Procurement By-law Review	Administration staff	In progress
November 18, 2025	Review of fees charged per building inspection	CAO / CBO	To be spoken to at April 21 meeting

Correspondence

A	LEA Consulting	Highways 124 and 520 bridgework information
B	Ottawa	Amending the Restricting Public Consumption of Illegal Substances Act
C	Prince Edward County	Funding for municipalities to offset policing costs
D	Parry Sound	Highway 69 affecting Magnetawan First Nation
E	Parry Sound	Maintain Local Municipally Governed Conservation Authorities
F	McKellar	Supporting AORS request to improve protections for public works staff
G	Northeastern Manitoulin Island	Quality of oil used in chip-and-tar road resurfacing
H	Mississauga	School Board maintenance vs. provincial legislated changes

Organizations / Individuals

I	WahWashKesh Conservation Association	Request for donation for Hobolink
J	MECP	Consolidation of Conservation Authorities
K	FONOM	Northern priorities
L	FONOM	Response to Ontario Budget
M	Canadore College	Parry Sound campus initiatives
N	Epps, Barry and Kate	Request for Municipal Assumption and Maintenance of Shawanaga Lake Road
O	Almaguin Pride	Elections information session
P	FONOM	Development Charges changes announced by Federal and Provincial governments
Q	Canadian History Ehx	Video opportunity
R	Heather Chambers	T-ball in Whitestone
S	Ministry of Environment Conservation and Parks	Proposed legislative and regulatory amendments to enable the Species Conservation Act, 2025

PRESENTATIONS AND DELEGATIONS

4.1 2025 Asset Management Plan

4.2 ICECAP - Milestone 5 Report



Municipality of Whitestone

Report to Council

Prepared for: Council

Department: Finance

Agenda Date: April 21, 2026

Report No: FIN-2026-08

Subject:

Approval of the Final 2025 Asset Management Plan

Recommendation:

THAT the Council of the Municipality of Whitestone hereby receives report FIN-2026-08 Approval of Final 2025 Asset Management Plan; and

THAT Council endorse the findings from the update of the Municipality's Asset Management Plan, for all core and non-core assets, including proposed levels of service, prepared in accordance with Ontario Regulation 588/17; and

THAT Council direct staff to submit the 2025 Asset Management Plan to the Ministry of Infrastructure and make the document publicly available on the Municipality's website.

Background:

Ontario Regulation 588/17, Asset Management Planning for Municipal Infrastructure, requires municipalities to complete asset management planning in phases. These requirements include:

- Development of a Strategic Asset Management Policy by July 1, 2019 and review at least every five years;
- Development of an Asset Management Plan ("AMP") for core assets including current levels of service by July 1, 2022;
- Development of an AMP for all core and non-core assets including current levels of service by July 1, 2024; and
- Development of an AMP for all assets that documents proposed levels of service, the costs to achieve those proposed levels of service, and the financial strategy to fund those expenditures by July 1, 2025.

Every AMP prepared under O. Reg. 588/17 must be endorsed by the executive lead of the municipality and approved by a resolution of Council. The municipality must also post its current AMP on a public website and provide a copy to any person who requests it.

In 2025, Council endorsed the Municipality's 2024 AMP, which addressed all core and non-core assets at current levels of service. The 2025 AMP is the next and final phase required under the regulation and builds on the previous plan by identifying proposed levels of service, the lifecycle activities needed to support them, and the financial strategy required to sustain them. The final 2025 AMP was completed by PSD Citywide in April 2026.

Analysis:

This report presents the Municipality of Whitestone's 2025 Asset Management Plan (AMP), prepared by PSD Citywide. The plan satisfies the final phase of the requirements under O. Reg. 588/17 and provides Council with an updated analysis of municipal infrastructure, proposed levels of service, long-term capital needs, and funding considerations. The AMP is based on asset data effective December 2024 and therefore represents a snapshot in time using the best available data at the time of preparation.

Highlights of the AMP

The AMP identifies municipal infrastructure with a total current replacement value of \$73.3 million, including \$31.7 million of road base. Because road base is not routinely replaced as part of Whitestone's capital replacement schedule, it has been excluded from the remainder of the plan's financial analysis, resulting in a working portfolio replacement value of \$41.6 million used throughout the report.

The Plan found that 71% of Whitestone's infrastructure assets are in fair or better condition, while 29% are in poor or very poor condition. The Plan also notes that approximately 28% of municipal assets will require replacement within the next 10 years based on age, available condition data, and estimated useful life.

The AMP concludes that, to maintain existing infrastructure using current life expectancies and lifecycle strategies, the Municipality should be investing approximately \$1.1 million annually toward capital assets. The Plan states that the Municipality is currently investing approximately \$652,000 annually from taxes and sustainable grant revenues, resulting in an annual funding gap of approximately \$480,000. It should be noted that the funding available figures used in the AMP were based on the 2024 budget. Since completion of that analysis, the Municipality's capital investment has increased to \$782,501 in the 2025 budget and \$832,292 in the proposed 2026 budget, demonstrating continued progress toward the funding target.

In addition to condition and funding analysis, the AMP includes a preliminary assessment of asset risk and criticality. Based on the current risk models used in the Plan, approximately 28% of assets, representing about \$11.6 million in replacement value, have a risk rating of 15 or higher out of 25. The consultant notes that these ratings should continue to be refined over time as better asset data and condition information becomes available.

Proposed Levels of Service

A key difference between the 2025 AMP and the prior AMP is that the 2025 Plan addresses proposed levels of service in accordance with O. Reg. 588/17. The Plan uses three funding scenarios as proxies for the Municipality's ability to sustain proposed levels of service over time:

1. Scenario 1: Maintain existing funding levels;
2. Scenario 2: Achieve 80% of ideal funding through a 0.5% annual tax increase for 6 years; and
3. Scenario 3: Achieve 100% of ideal funding through a 1.4% annual tax increase for 6 years.

The Municipality's preferred path forward, as reflected in the AMP, is Scenario 3. The consultant identifies this scenario as the option that best supports long-term infrastructure sustainability and reduces the likelihood that capital improvements will be deferred. The trade-off identified is a higher tax burden on residents and the need for continued discipline to ensure increased funding is directed toward existing AMP assets.

Recommendations and Strategic Direction

The AMP includes several recommendations intended to strengthen the Municipality's asset management program over time.

Financial Strategies:

The Plan recommends that the Municipality review the feasibility of adopting a full-funding scenario to achieve 100% of average annual funding requirements for the asset categories analyzed. This would include annual tax increases of 1.4% over 6 years, continued allocation of OCIF and CCBF funding, reallocation of debt cost reductions to capital spending when debt payments end, and continued pursuit of project-specific grants. The Plan also recommends increasing infrastructure budgets annually by the applicable inflation index in addition to phased-in increases required to eliminate the current funding gap.

Asset Data and Continuous Improvement:

The AMP emphasizes the need for stronger internal asset data management, including maintaining a "single source of truth" for asset information and continuing to review, refine, and

calibrate lifecycle strategies, replacement costs, useful lives, and risk models. These improvements are important to support better long-term capital forecasting and decision-making.

Service Levels and Risk:

The Plan recommends that the Municipality continue to measure current levels of service and identify changes required to support sustainable proposed levels of service. It also emphasizes the importance of improving risk models and centralizing performance data so that high-risk or high-priority assets can be identified and managed proactively.

Conclusion

The Final 2025 Asset Management Plan represents the completion of the Municipality's current compliance obligations under Ontario Regulation 588/17. It expands on the previous AMP by incorporating proposed levels of service, 10-year lifecycle and capital forecasts, and a longer-term financial strategy for maintaining municipal infrastructure. While the Plan confirms that Whitestone has made meaningful progress in maintaining its assets, it also identifies ongoing funding pressures and the need for continued, disciplined investment in infrastructure.

Next Steps

Upon Council approval, staff will submit the Final 2025 Asset Management Plan to the Ministry of Infrastructure and post the document on the Municipality's website in accordance with the regulation. Staff will also continue to incorporate AMP findings into budget planning, reserve strategy, capital forecasting, and ongoing refinement of asset data and lifecycle assumptions. Annual review of asset management progress will continue as required under O. Reg. 588/17.

Link to Strategic Plan:

- 2. Fiscal Responsibility and Accountability
- 5. Maintenance of our Infrastructure

Respectfully submitted by:



Jessica Sinkowski
Treasurer/Tax Collector

Reviewed by:



Nigel Black
CAO/Clerk

ATTACHMENT A – Final 2025 Asset Management Plan

Asset Management Plan 2025

Municipality of Whitestone

Issued: April 2026_{v1}



Version Tracking

PSD Author	Version	Date Issued	Changes/Notes
A. Wylde	2024AMP_d1	January 29, 2025	Initial 2024 DRAFT Issuance
A. Wylde	2024AMP_d2	February 12, 2025	2024 DRAFT Revisions
A. Wylde	2024AMP_v1	March 19, 2025	2024 Initial Issuance
A. Wylde	2025AMP_d1	January 19, 2026	Initial 2025 DRAFT Issuance - updated to include Proposed Levels of Service - updated to include Road Base
A. Wylde	2025AMP_d2	April 2, 2026	2025 DRAFT Revisions
A. Wylde	2025AMP_v1	April 8, 2026	2025 Initial Issuance

This Asset Management Plan was prepared by:



Empowering your organization through advanced asset management, budgeting & GIS solutions

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1. Executive Summary

Municipal infrastructure delivers critical services that are foundational to the economic, social, and environmental health and growth of a community. The goal of asset management is to enable infrastructure to deliver an adequate level of service in the most cost-effective manner. This involves the ongoing review and update of infrastructure information and data alongside the development and implementation of asset management strategies and long-term financial planning.

1.1 Scope

This Asset Management Plan (AMP) identifies the current practices and strategies that are in place to manage public infrastructure and makes recommendations where they can be further refined. Through the implementation of sound asset management strategies, the Municipality of Whitestone can ensure that public infrastructure is managed to support the sustainable delivery of municipal services.

This AMP includes the following asset categories:

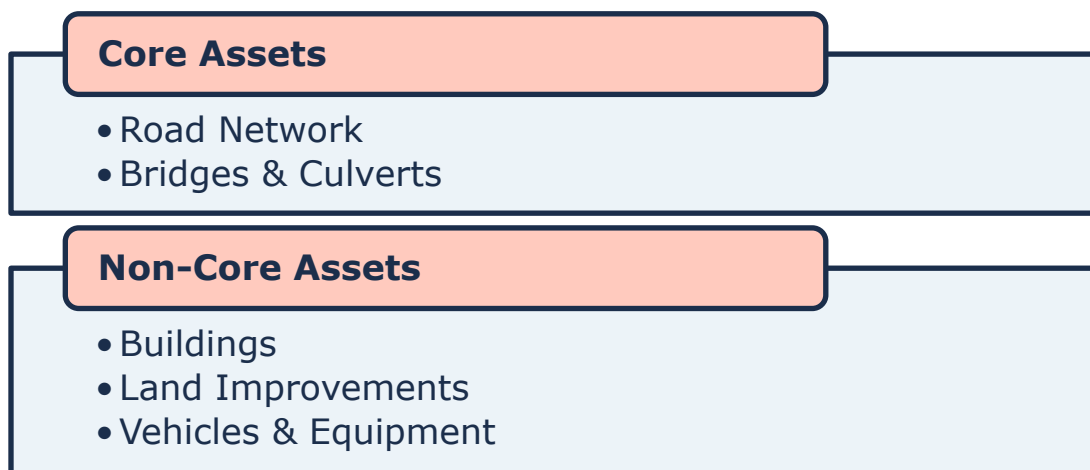


Figure 1 Core and Non-Core Asset Categories

Note: The Municipality of Whitestone does not operate or maintain a water distribution or wastewater collection system. Water and wastewater assets are considered under the buildings category, as they involve individual wells and septic systems dedicated to that facility and do not require the same municipal operating license as those servicing community-wide systems.

1.2 Compliance

With the development of this AMP the Municipality of Whitestone will achieve compliance with July 1, 2025, requirements under O. Reg. 588/17. This includes requirements for current and proposed levels of service and inventory reporting for all asset categories.

1.3 Findings

The Municipality currently owns infrastructure valued at **\$73.3 million**.

Note: *this figure includes \$31.7 million of road base, which is not routinely replaced as part of Whitestone’s capital replacement schedule. As such, road base has been excluded from the remainder of calculations in this plan, resulting in a portfolio replacement value of \$41.6 million which is used throughout the report.*

71% of Whitestone infrastructure assets are rated in **fair or better condition**.

In order to maintain existing infrastructure using current life expectancies and current lifecycle strategies, **the Municipality should invest \$1.1 million per year towards its capital assets** (combination of capital spending and annual transfers to reserves for long-term expenditures).

The Municipality currently invests approximately \$652,00¹ per year (from taxes and sustainable grant revenues) in capital infrastructure, resulting in an **annual funding gap of approximately \$480,000**.

1.4 Financial Recommendations

In order to close the Municipality’s funding gap, a financial analysis of historical spending, tax rates, and annual infrastructure was conducted. It is recommended to increase taxes by 1.4% annually for a period of 6 years to reach recommended infrastructure funding levels, after which funding levels stabilize.

Tax-Funded ASSETS	
Average Annual Tax Change for 6 years	1.4%

Figure 2 Proposed Tax/Rate Changes

A period of 6 years was chosen with consideration of the Municipality’s debt payments, which are scheduled to reduce by \$146,000 per year in 2031 which is recommended to be reallocated towards capital spending to reduce the tax increase required to reach full infrastructure funding.

¹ Funding available was based upon a combination 2022- 2023 actuals and 2024 budgeted financial figures. Refer to Appendix J - Financial Strategy for more detail.

1.5 Asset Management Recommendations

Recommendations to guide continuous refinement of the Municipality's asset management program. These include:

- ◆ Consolidate asset data into a 'single source of truth' such as an excel spreadsheet or dedicated asset management software
- ◆ Review data to update and maintain a complete and accurate dataset
- ◆ Develop a condition assessment strategy with a regular schedule
- ◆ Review and update lifecycle management strategies
- ◆ Development and regular review of short- and long-term plans to meet capital requirements
- ◆ Continue to measure current levels of service and identify any changes required to reach sustainable proposed levels of service

2. Introduction & Context

2.1 Community Profile

The Municipality of Whitestone is located in the District of Parry Sound. In 2000, the Parry Sound District Restructuring Commission incorporated Whitestone, amalgamating the Townships of East Burpee, Burton, McKenzie, Ferris, Hagerman, and part of Croft, along with the Communities of Ardbeg, Dunchurch, Maple Island, and the Village of Whitestone.

Census Characteristic	Municipality of Whitestone ²	Ontario
Population 2021	1,075	14,223,942
Population Change 2016-2021	+17.4%	+5.8%
Total Private Dwellings	1,427	5,929,250
Population Density	1.2/km ²	15.9/km ²
Land Area	923.70 km ²	892,411.76 km ²

Table 1 Municipality of Whitestone Community Profile

This expansive area is rich with lakes and white pine trees, featuring prominent bodies of water such as Wahwashkesh Lake, Shawanaga Lake, Whitestone Lake, Wilson Lake, and Lorimer Lake. Major rivers like the Magnetawan, Shawanaga, and Naiscoot flow west into Georgian Bay. These natural attractions make Whitestone an appealing destination for recreation and retirement, while its proximity to Southern Ontario enhances its charm as a welcoming place to raise a family in a supportive community.

Parry Sound District features two north-south highway corridors that create distinct communities of interest. The Highway 11 corridor serves municipalities on the eastern side of the district, while Highway 69 serves the west. Whitestone is situated midway between these trans-provincial highways along Highway 124, the only major east-west route in the district. This central location allows Whitestone to share influences from both the east and west. In many ways, the Municipality of Whitestone embodies the character of the broader Parry Sound District, with a small year-round population, a significant number of seasonal residents, and a limited assessment base.

The local economy of the Municipality of Whitestone is primarily driven by its seasonal landowners. Other important sectors include resource extraction, services, retail, and construction. The Municipality aims to promote further development and diversify the local economy. In this effort, ratepayers have emphasized the need for a focus on sustainability and compatibility with the natural environment.

² Statistics Canada, Census Profile 2021: Whitestone (Municipality), Ontario Census Subdivision

One notable attraction was the Ardbeg fire tower, one of the last staffed towers in Southern Ontario until the early 1970s, when aerial forest fire detection took over. The tower was located on a small hill where the road meets the railway.

2.2 Climate Change

Climate change can cause severe impacts on human and natural systems around the world. The effects of climate change include increasing temperatures, higher levels of precipitation, droughts, and extreme weather events. In 2019, Canada's Changing Climate Report (CCCR 2019) was released by Environment and Climate Change Canada (ECCC).

The report revealed that between 1948 and 2016, the average temperature increase across Canada was 1.7°C; moreover, during this time, Northern Canada experienced a 2.3°C increase. The temperature increase in Canada has doubled that of the global average. If emissions are not significantly reduced, the temperature could increase by 6.3°C in Canada by the year 2100 compared to 2005 levels. Observed precipitation changes in Canada include an increase of approximately 20% between 1948 and 2012. By the late 21st century, the projected increase could reach an additional 24%. During the summer months, some regions in Southern Canada are expected to experience periods of drought at a higher rate. Extreme weather events and climate conditions are more common across Canada. Recorded events include droughts, flooding, cold extremes, warm extremes, wildfires, and record minimum arctic sea ice extent.

The changing climate poses a significant risk to the Canadian economy, society, environment, and infrastructure. The impacts on infrastructure are often a result of climate-related extremes such as droughts, floods, higher frequency of freeze-thaw cycles, extended periods of high temperatures, high winds, and wildfires. Physical infrastructure is vulnerable to damage and increased wear when exposed to these extreme events and climate variabilities. Canadian Municipalities are faced with the responsibility to protect their local economy, citizens, environment, and physical assets.

2.2.1 Whitestone Climate Profile

The Municipality of Whitestone is in the Parry Sound District in Ontario. The Municipality is expected to experience notable effects of climate change which include higher average annual temperatures, and an increase in total annual precipitation. According to Climatedata.ca – a collaboration supported by Environment and Climate Change Canada (ECCC) – the municipality of Whitestone may experience the following trends:

Higher Average Annual Temperature:

- ◆ Between the years 1971 and 2000 the annual average temperature was 4.7°C
- ◆ Under a high emissions scenario, the annual average temperatures are projected to increase by 2.7°C by the year 2050, over 4.9°C by 2080, and 6.6°C by the end of the century.

Increase in Total Annual Precipitation:

- ♦ From 1971 to 2000, the average annual precipitation was 1025 mm. Under a high emissions scenario, Whitestone is projected to experience a 13% increase in precipitation by the year 2080 and an 18% increase by the end of the century.

2.2.2 Consideration of Climate Change with Asset Management Strategies

Asset management practices aim to deliver sustainable service delivery - providing services to residents today without compromising the services and well-being of future residents. Climate change threatens sustainable service delivery by reducing the useful life of assets and increasing the risk of asset failure. Achieving desired levels of service can become more challenging due to climate change impacts such as flooding, high heat, drought, and more frequent and intense storms.

To achieve sustainable service delivery, climate change considerations should be incorporated into asset management practices. Integrating asset management and climate change adaptation adheres to industry best practices and enables the development of a holistic approach to risk management.

2.3 Asset Management Overview

Municipalities are responsible for managing and maintaining a broad portfolio of infrastructure assets to deliver services to the community. The goal of asset management is to minimize the lifecycle costs of delivering infrastructure services, manage the associated risks, while maximizing the value ratepayers receive from the asset portfolio.

The acquisition of capital assets accounts for only 10-20% of their total cost of ownership. The remaining 80-90% comes from operations and maintenance. This AMP focuses its analysis on the capital costs to maintain, rehabilitate and replace existing municipal infrastructure assets.

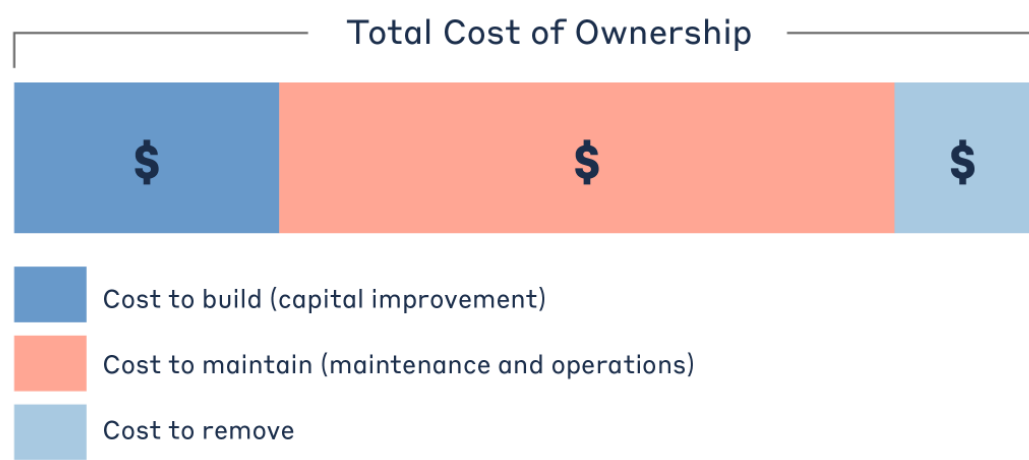


Figure 3 Total Cost of Asset Ownership

These costs can span decades, requiring planning and foresight to ensure financial responsibility is spread equitably across generations. An asset management plan is critical to this planning, and an essential element of broader asset management program.

2.3.1 Foundational Asset Management Documentation

The industry-standard approach and sequence to developing a practical asset management program begins with a Strategic Plan, followed by an Asset Management Policy and an Asset Management Strategy, concluding with an Asset Management Plan.

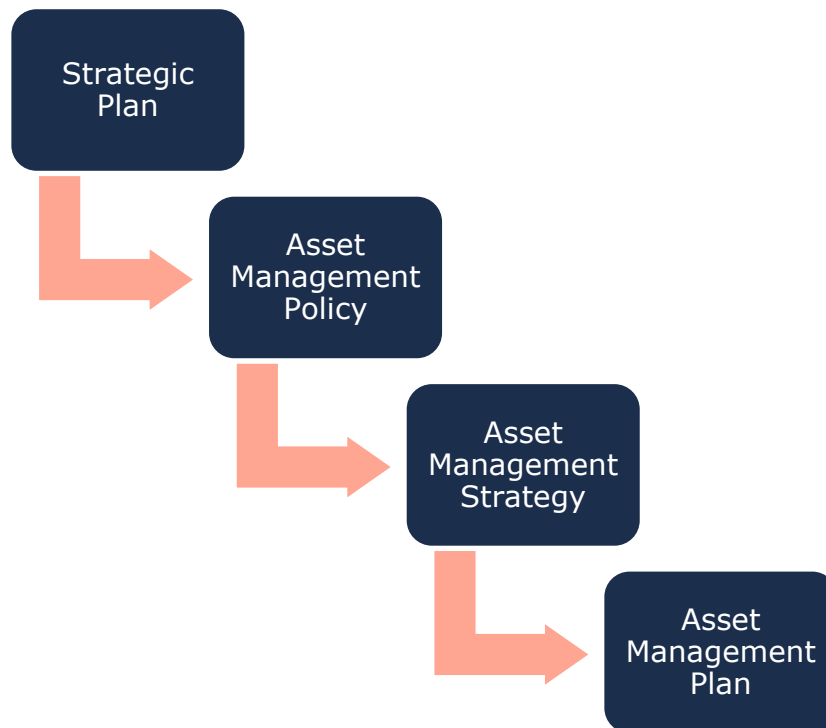


Figure 4 Foundational Asset Management Documents

This industry standard, defined by the Institute of Asset Management (IAM), emphasizes the alignment between the corporate strategic plan and various asset management documents. The strategic plan has a direct, and cascading impact on asset management planning and reporting.

Asset Management Policy

An asset management policy represents a statement of the principles guiding the Municipality's approach to asset management activities. It aligns with the organizational strategic plan and provides clear direction to municipal staff on their roles and responsibilities as part of the asset management program.

The Municipality of Whitestone adopted policy number A06-F06-01 "Strategy Asset Management Policy" on June 18, 2019, in accordance with Ontario Regulation 588/17. The Municipality's asset management planning will be guided by the following principles:

- ◆ Forward Looking
- ◆ Budgeting and Planning
- ◆ Consistency
- ◆ Economic Development
- ◆ Prioritizing
- ◆ Innovation
- ◆ Transparency
- ◆ Environmentally Conscious
- ◆ Health and Safety
- ◆ Community Focused
- ◆ Integration

Asset Management Strategy

An asset management strategy outlines the translation of organizational objectives into asset management objectives and provides a strategic overview of the activities required to meet these objectives. It provides greater detail than the policy on how the Municipality plans to achieve asset management objectives through planned activities and decision-making criteria.

The Municipality's Asset Management Policy contains many of the key components of an asset management strategy and may be expanded on in future revisions or as part of a separate strategic document.

Asset Management Plan

The asset management plan (AMP) presents the outcomes of the Municipality's asset management program and identifies the resource requirements needed to achieve a defined level of service. The AMP typically includes the following content:

- ◆ State of Infrastructure
- ◆ Asset Management Strategies
- ◆ Levels of Service
- ◆ Financial Strategies

The AMP is a living document that should be updated regularly as additional asset and financial data becomes available. This will allow the Municipality to re-evaluate the state of infrastructure and identify how the organization's asset management and financial strategies are progressing.

2.3.2 Key Concepts in Asset Management

Effective asset management integrates several key components, including lifecycle management, risk & criticality, and levels of service. These concepts are applied throughout this asset management plan and are described below in greater detail.

Lifecycle Management Strategies

The condition or performance of most assets will deteriorate over time. This process is affected by a range of factors including an asset's characteristics, location, utilization, maintenance history and environment. Asset deterioration has a negative effect on the ability of an asset to fulfill its intended function, and may be characterized by increased cost, risk and even service disruption.

To ensure that municipal assets are performing as expected and meeting the needs of customers, it is important to establish a lifecycle management strategy to proactively manage asset deterioration.

There are several field intervention activities that are available to extend the life of an asset. These activities can be generally placed into one of three categories: maintenance, rehabilitation, and replacement. The following table provides a description of each type of activity and the general difference in cost.

Depending on initial lifecycle management strategies, asset performance can be sustained through a combination of maintenance and rehabilitation, but at some point, replacement is required. Understanding what effect these activities will have on the lifecycle of an asset, and their cost, will enable staff to make better recommendations.

Lifecycle Activity	Cost	Typical Associated Risks
<i>Maintenance</i> Activities that prevent defects or deteriorations from occurring	\$	♦ Balancing limited resources between planned maintenance and reactive, emergency repairs and interventions; ♦ Diminishing returns associated with excessive maintenance activities, despite added costs; ♦ Intervention selected may not be optimal and may not extend the useful life as expected, leading to lower payoff and potential premature asset failure;
<i>Rehabilitation/ Renewal</i> Activities that rectify defects or deficiencies that are already present and may be affecting asset performance	\$\$\$	♦ Useful life may not be extended as expected; ♦ May be costlier in the long run when assessed against full reconstruction or replacement; ♦ Loss or disruption of service, particularly for underground assets;
<i>Replacement/ Reconstruction</i> Asset end-of-life activities that often involve the complete replacement of assets	\$\$\$\$\$	♦ Incorrect or unsafe disposal of existing asset; ♦ Costs associated with asset retirement obligations; ♦ Substantial exposure to high inflation and cost overruns; ♦ Replacements may not meet capacity needs for a larger population; ♦ Loss or disruption of service, particularly for underground assets;

Table 2 Lifecycle Management: Typical Lifecycle Interventions

The Municipality’s approach to lifecycle management is described within each asset category outlined in this AMP. Staff will continue to evolve and innovate current practices for developing and implementing proactive lifecycle strategies to determine which activities to perform on an asset and when they should be performed to maximize useful life at the lowest total cost of ownership.

Risk & Criticality

Asset risk and criticality are essential building blocks of asset management, integral in prioritizing projects and distributing funds where they are needed most based on a variety of factors. Assets in disrepair may fail to perform their intended function, pose substantial risk to the community, lead to unplanned expenditures, and create liability for the municipality. In addition, some assets are simply more important to the community than others, based on their financial significance, their role in delivering essential services, the impact of their failure on public health and safety, and the extent to which they support a high quality of life for community stakeholders.

Risk is a product of two variables: the probability that an asset will fail, and the resulting consequences of that failure event. It can be a qualitative measurement, (i.e. low, medium, high) or quantitative measurement (i.e. 1-5), that can be used to rank assets and projects, identify appropriate lifecycle strategies, optimize short- and long-term budgets, minimize service disruptions, and maintain public health and safety.

Formula to Assess Risk of Assets

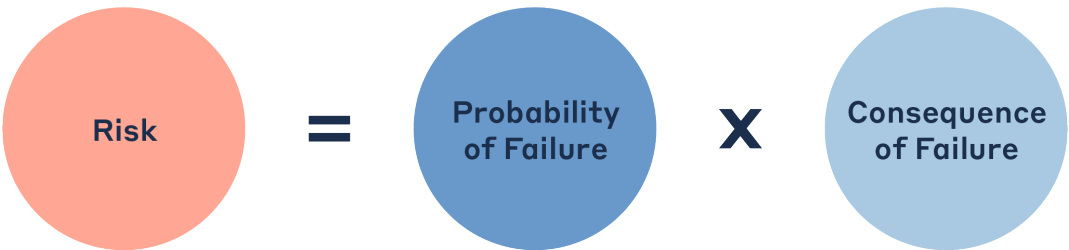


Figure 5 Risk Equations

The approach used in this AMP relies on a quantitative measurement of risk associated with each asset. The probability and consequence of failure are each scored from 1 to 5, producing a minimum risk index of 1 for the lowest risk assets, and a maximum risk index of 25 for the highest risk assets.

Probability of Failure

Several factors can help decision-makers estimate the probability or likelihood of an asset’s failure, including its condition, age, previous performance history, and exposure to extreme weather events, such as flooding and ice jams—both a growing concern for municipalities in Canada.

Consequence of Failure

Estimating criticality also requires identifying the types of consequences that the organization and community may face from an asset's failure, and the magnitude of those consequences. Consequences of asset failure will vary across the infrastructure portfolio; the failure of some assets may result primarily in high direct financial cost but may pose limited risk to the community. Other assets may have a relatively minor financial value, but any downtime may pose significant health and safety hazards to residents.

Table 3 illustrates the various types of consequences that can be integrated in developing risk and criticality models for each asset category and segments within. We note that these consequences are common, but not exhaustive.

Type of Consequence	Description
<i>Direct Financial</i>	Direct financial consequences are typically measured as the replacement costs of the asset(s) affected by the failure event, including interdependent infrastructure.
<i>Economic</i>	Economic impacts of asset failure may include disruption to local economic activity and commerce, business closures, service disruptions, etc. Whereas direct financial impacts can be seen immediately or estimated within hours or days, economic impacts can take weeks, months and years to emerge, and may persist for even longer.
<i>Socio-political</i>	Socio-political impacts are more difficult to quantify and may include inconvenience to the public and key community stakeholders, adverse media coverage, and reputational damage to the community and the Municipality.
<i>Environmental</i>	Environmental consequences can include pollution, erosion, sedimentation, habitat damage, etc.
<i>Public Health and Safety</i>	Adverse health and safety impacts may include injury or death, or impeded access to critical services.
<i>Strategic</i>	These include the effects of an asset's failure on the community's long-term strategic objectives, including economic development, business attraction, etc.

Table 3 Risk Analysis: Types of Consequences of Failure

This AMP includes a preliminary evaluation of asset risk and criticality. Each asset has been assigned a probability of failure score and consequence of failure score based on available asset data. These risk scores can be used to prioritize maintenance, rehabilitation, and replacement strategies for critical assets.

Levels of Service

A level of service (LOS) is a measure of the services that the Municipality is providing to the community and the nature and quality of those services. Within each asset category in this AMP, technical metrics and qualitative descriptions that measure both technical and community levels of service have been established and measured as data is available.

The Municipality measures the level of service provided at two levels: Community Levels of Service, and Technical Levels of Service.

Community Levels of Service

Community levels of service are a simple, plain language description or measure of the service that the community receives. For core asset categories, as applicable (Roads, Bridges & Culverts, Water, Wastewater, Stormwater) the province, through O. Reg. 588/17, has provided qualitative descriptions that are required to be included in this AMP. For non-core asset categories, municipalities may use their discretion in determining community levels of service parameters.

Technical Levels of Service

Technical levels of service are a measure of key technical attributes of the service being provided to the community. These include mostly quantitative measures and tend to reflect the impact of the Municipality's asset management strategies on the physical condition of assets or the quality/capacity of the services they provide.

For core asset categories as applicable the province, through O. Reg. 588/17, has also provided technical metrics that are required to be included in this AMP.

Current and Proposed Levels of Service

This AMP focuses on measuring the **proposed** levels of service provided to the community. Proposed levels of service should be realistic and achievable within the timeframe outlined by the Municipality. They should also be determined with consideration of a variety of community expectations, fiscal capacity, regulatory requirements, corporate goals and long-term sustainability.

2.4 Scope & Methodology

2.4.1 Asset Categories for this AMP

This asset management plan for the Municipality of Whitestone is produced in compliance with O. Reg. 588/17. The July 2025 deadline under the regulation—the third of three AMPs—requires analysis of core and non-core asset categories and inclusion of proposed levels of service.

The AMP summarizes the state of the infrastructure for the Municipality's asset portfolio, establishes current levels of service and the associated technical and customer oriented key metrics, outlines lifecycle strategies for optimal asset management and performance, and provides financial strategies to reach sustainability for the asset categories listed below.

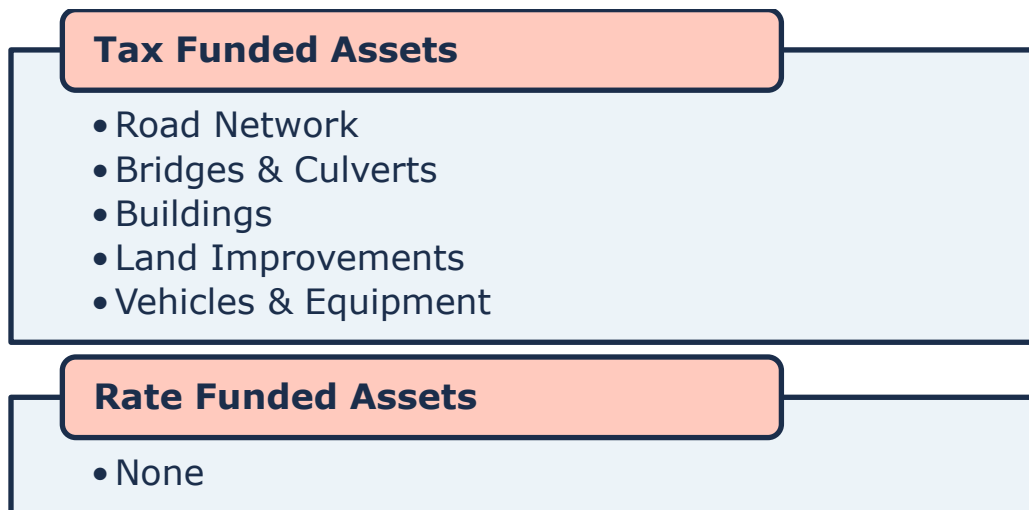


Figure 6 Tax Funded and Rate Funded Asset Categories

2.4.2 Data Effective Date

It is important to note that this plan is based on data as of **December 2024**; therefore, it represents a snapshot in time using the best available processes, data, and information at the Municipality. Strategic asset management planning is an ongoing and dynamic process that requires continuous data updates and dedicated data management resources.

2.4.3 Deriving Replacement Costs

There are a range of methods to determine the replacement cost of an asset, and some are more accurate and reliable than others. This AMP relies on two methodologies:

User-Defined Cost and Cost Per Unit

Based on costs provided by municipal staff which could include average costs from recent contracts; data from engineering reports and assessments; staff estimates based on knowledge and experience.

Cost Inflation / CPI Tables

Historical costs of the assets are inflated based on Consumer Price Index or Non-Residential Building Construction Price Index.

User-defined costs based on reliable sources are a reasonably accurate and reliable way to determine asset replacement costs. Cost inflation is typically used in the absence of reliable replacement cost data. It is a reliable method for recently purchased and/or constructed assets where the total cost is reflective of the actual costs that the Municipality incurred. As assets age, and new products and technologies become available, cost inflation becomes a less reliable method.

2.4.4 Estimated Service Life & Service Life Remaining

The estimated useful life (EUL) of an asset is the period over which the Municipality expects the asset to be available for use and remain in service before requiring replacement or disposal. The

EUL for each asset in this AMP was assigned according to the knowledge and expertise of municipal staff and supplemented by existing industry standards when necessary.

By using an asset’s in-service data and its EUL, the Municipality can determine the service life remaining (SLR) for each asset. Using condition data and the asset’s SLR, the Municipality can more accurately forecast when it will require replacement. The SLR is calculated as follows:

$$\text{Service Life Remaining (SLR)} = \text{In Service Date} + \text{Estimated Useful Life (EUL)} - \text{Current Year}$$

Figure 7 Service Life Remaining Calculation

2.4.5 Reinvestment Rate

As assets age and deteriorate they require additional investment to maintain a state of good repair. The reinvestment of capital funds, through asset renewal or replacement, is necessary to sustain an adequate level of service. The reinvestment rate is a measurement of available or required funding relative to the total replacement cost.

By comparing the actual vs. target reinvestment rate the Municipality can determine the extent of any existing funding gap. The reinvestment rate is calculated as follows:

$$\text{TARGET Reinvestment Rate} = \frac{\text{Annual Capital Requirement}}{\text{Total Replacement Cost}}$$

Figure 8 Target Reinvestment Rate Calculation

$$\text{ACTUAL Reinvestment Rate} = \frac{\text{Annual Capital Funding}}{\text{Total Replacement Cost}}$$

Figure 9 Actual Reinvestment Rate Calculation

2.4.6 Deriving Asset Condition

An incomplete or limited understanding of asset condition can mislead long-term planning and decision-making. Accurate and reliable condition data helps to prevent premature and costly rehabilitation or replacement and ensures that lifecycle activities occur at the right time to maximize asset value and useful life.

A condition assessment rating system provides a standardized descriptive framework that allows comparative benchmarking across the Municipality’s asset portfolio. The table below outlines the condition rating system used in this AMP to determine asset condition. This rating system is aligned with the Canadian Core Public Infrastructure Survey which is used to develop the

Canadian Infrastructure Report Card. When assessed condition data is not available, service life remaining is used to approximate asset condition.

Condition	Description	Criteria	Service Life Remaining (%)
Very Good	Fit for the future	Well maintained, good condition, new or recently rehabilitated	80-100
Good	Adequate for now	Acceptable, generally approaching mid-stage of expected service life	60-80
Fair	Requires attention	Signs of deterioration, some elements exhibit significant deficiencies	40-60
Poor	Increasing potential of affecting service	Approaching end of service life, condition below standard, large portion of system exhibits significant deterioration	20-40
Very Poor	Unfit for sustained service	Near or beyond expected service life, widespread signs of advanced deterioration, some assets may be unusable	0-20

Table 4 Standard Condition Rating Scale

The analysis in this AMP is based on assessed condition data only as available. In the absence of assessed condition data, asset age is used as a proxy to determine asset condition.

2.5 Ontario Regulation 588/17

As part of the Infrastructure for Jobs and Prosperity Act, 2015, the Ontario government introduced Regulation 588/17 - Asset Management Planning for Municipal Infrastructure (O. Reg 588/17)³. Along with creating better performing organizations, more liveable and sustainable communities, the regulation is a key, mandated driver of asset management planning and reporting. It places substantial emphasis on current and proposed levels of service and the lifecycle costs incurred in delivering them.

Figure 10 below outlines key reporting requirements under O. Reg 588/17 and the associated timelines.

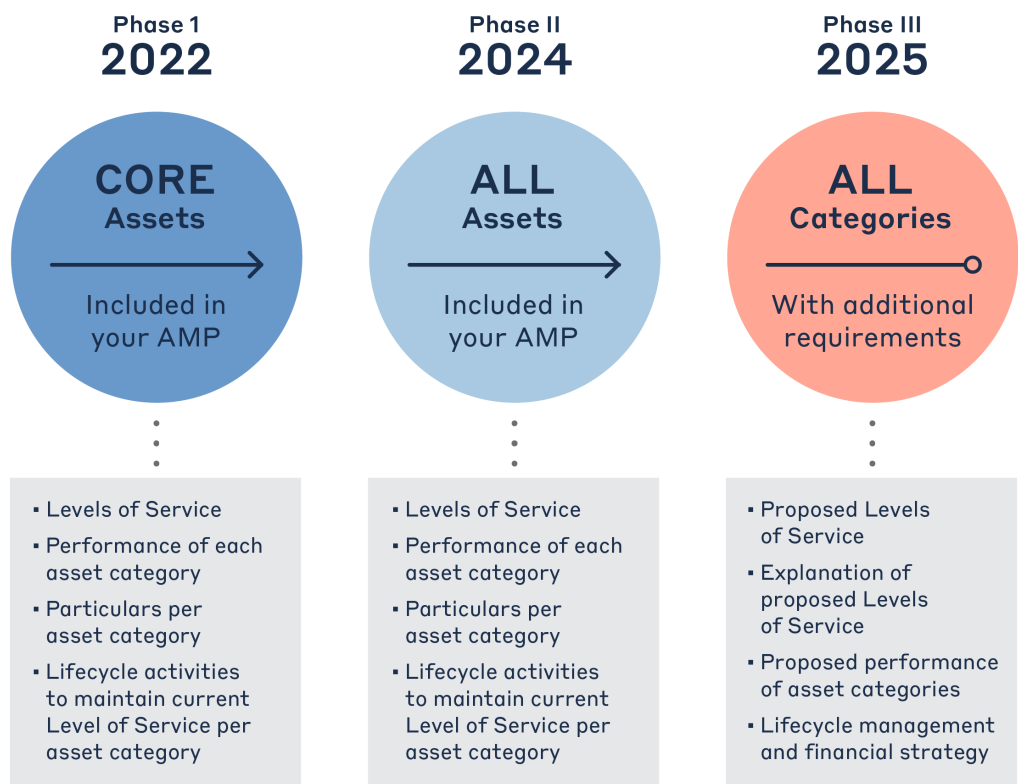


Figure 10 O. Reg. 588/17 Requirements and Reporting Deadlines

³ O. Reg. 588/17: Asset Management Planning for Municipal Infrastructure <https://www.ontario.ca/laws/regulation/170588>

2.5.1 O. Reg. 588/17 Compliance Review

Requirement	O. Reg. 588/17 Section	AMP Section Reference	Status
Summary of assets in each category	S.5(2), 3(i)	Appendix A-E	Complete
Replacement cost of assets in each category	S.5(2), 3(ii)	Appendix A-E	Complete
Average age of assets in each category	S.5(2), 3(iii)	Appendix A-E	Complete
Condition of core assets in each category	S.5(2), 3(iv)	Appendix A-E	Complete
Description of municipality's approach to assessing the condition of assets in each category	S.5(2), 3(v)	Appendix A-E	Complete
Current levels of service in each category	S.5(2), 1(i-ii)	Appendix A-E	Complete
Current performance measures in each category	S.5(2), 2	Appendix A-E	Complete
Lifecycle activities needed to maintain current levels of service for 10 years	S.5(2), 4	Appendix A-E	Complete
Costs of providing lifecycle activities for 10 years	S.5(2), 4	Appendix G	Complete
Growth assumptions	S.5(2), 5(i-ii) S.5(2), 6(i-vi)	Section 6	Complete
Proposed levels of service for each category for next 10 years	S.6(1), 1(i-ii)	Appendix A-E	Complete
Explanation of appropriateness of proposed levels of service	S.6(1), 2(i-iv)	Appendix F	Complete
Lifecycle management activities for proposed levels of service	S.6(1), 4(i)	Appendix F	Complete
10-year capital costs for proposed levels of service	S.6(1), 4(ii)	Appendix G	Complete
Annual funding availability projections	S.6(1), 4(iii)	Appendix F	Complete

Table 5 O. Reg. 588/17 Compliance Review

3. Portfolio Overview – State of the Infrastructure

The state of the infrastructure (SOTI) summarizes the inventory, condition, age profiles, and other key performance indicators for the Municipality’s infrastructure portfolio. These details are presented for all core and non-core asset categories.

3.1 Asset Hierarchy & Data Classification

Asset hierarchy explains the relationship between individual assets and their components, and a wider, more expansive network and system. How assets are grouped in a hierarchy structure can impact how data is interpreted. Assets were structured to support meaningful, efficient reporting and analysis. Key category details are summarized at asset segment level.



Figure 11 Asset Hierarchy and Data Classification

3.2 Portfolio Overview

3.2.1 Total Replacement Cost of Asset Portfolio

The five asset categories analyzed in this Asset Management Plan have a total current replacement cost of \$73.3 million, which includes road base for asphalt, surface treated, and

gravel roadways. As it is not the standard practice of the Municipality to replace the road base when reconstructing roadways, a replacement figure of \$41.6 million is used consistently throughout the AMP, which excludes the cost of road base replacements.

These estimates were calculated using user-defined costing, as well as inflation of historical costs to current date. The estimates reflect replacement of historical assets with similar, not necessarily identical, assets available for procurement today. Figure 12 illustrates the replacement cost of each asset category; The road network represents the largest share of the Municipality’s asset portfolio at 52%, followed by bridges at 22%.

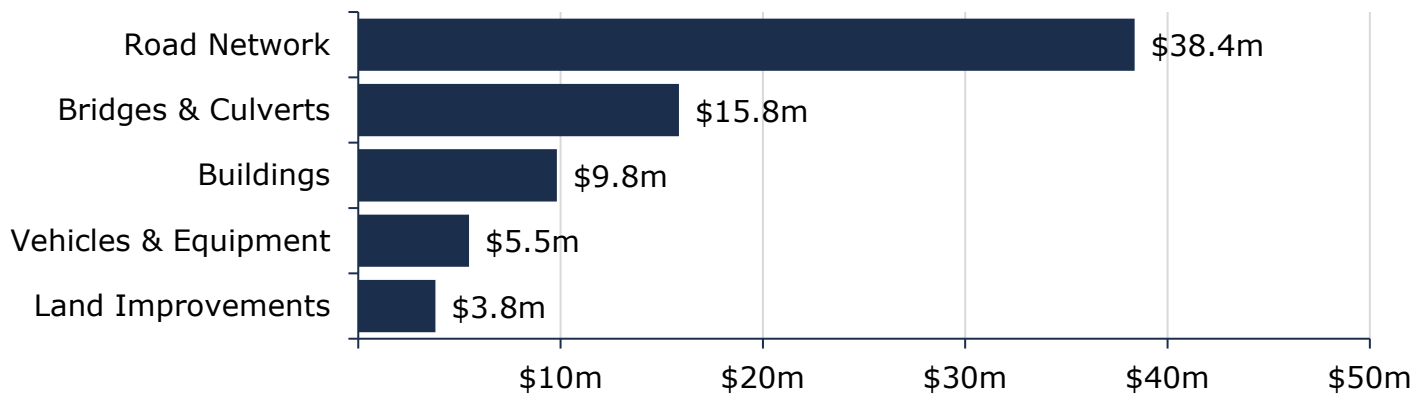


Figure 12 Current Replacement Cost by Asset Category⁴

3.2.2 Target vs. Actual Reinvestment Rate

The graph below depicts funding gaps by comparing the target to the current reinvestment rate. To meet the existing long-term capital requirements, the Municipality requires an annual capital investment of \$1.1 million, for a target portfolio reinvestment rate of 2.7%. Currently, annual investment from sustainable revenue sources (i.e. capital allocation of property taxes, CCBF, and OCIF grants) is \$652,000, for a current portfolio reinvestment rate of 1.6%. Target and current re-investment rates by asset category are detailed below.

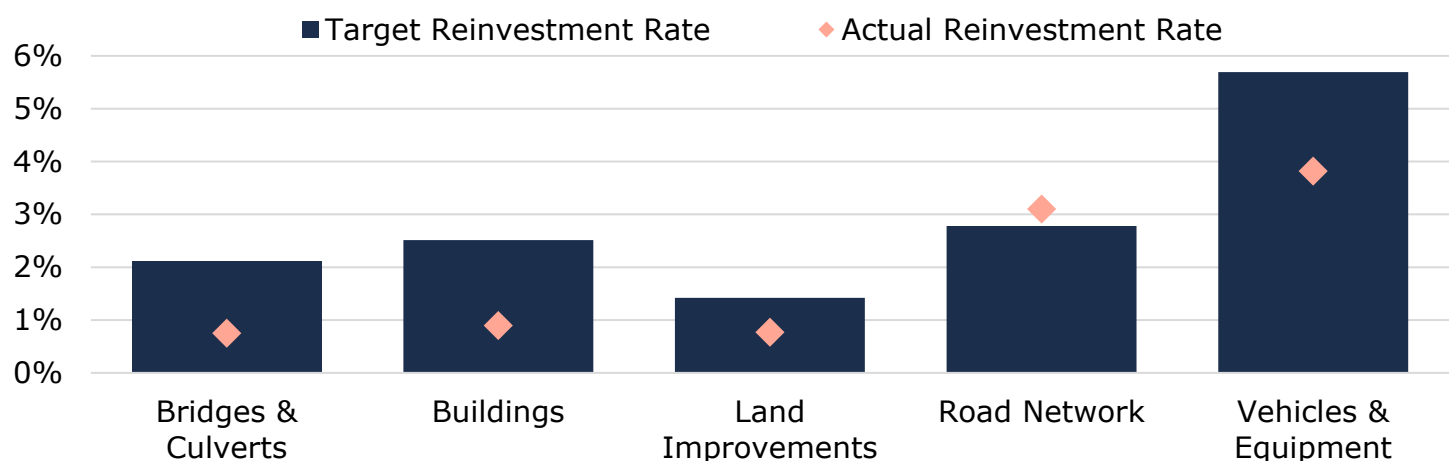


Figure 13 Current Vs. Target Reinvestment Rate⁵

⁴ This figure includes road base within the Road Network replacement cost.

⁵ These reinvestment rates EXCLUDE road base from the calculations.

3.2.3 Condition of Asset Portfolio

Figure 14 and Figure 15 summarize asset condition at the portfolio and category levels, respectively. Based on both assessed condition and age-based analysis, 71% of the Municipality’s infrastructure portfolio is in fair or better condition, with the remaining 29% in poor or worse condition. Typically, assets in poor or worse condition may require replacement or major rehabilitation in the immediate or short-term. Targeted condition assessments may help further refine the list of assets that may be candidates for immediate intervention, including potential replacement or reconstruction.

Similarly, assets in fair condition should be monitored for disrepair over the medium term. Keeping assets in fair or better condition is typically more cost-effective than addressing assets needs when they enter the latter stages of their lifecycle or decline to a lower condition rating, e.g., poor or worse.

Condition data was available for the majority of the bridges and culverts, buildings, and vehicles. Additionally, complete condition data was available for all land improvements and the road network.

Further, when assessed condition data was available, it was projected to current year-end (2024). This ‘projected condition’ can generate lower condition ratings than those established at the time of the condition assessment. The rate of this deterioration will also depend on lifecycle curves used to project condition over time.

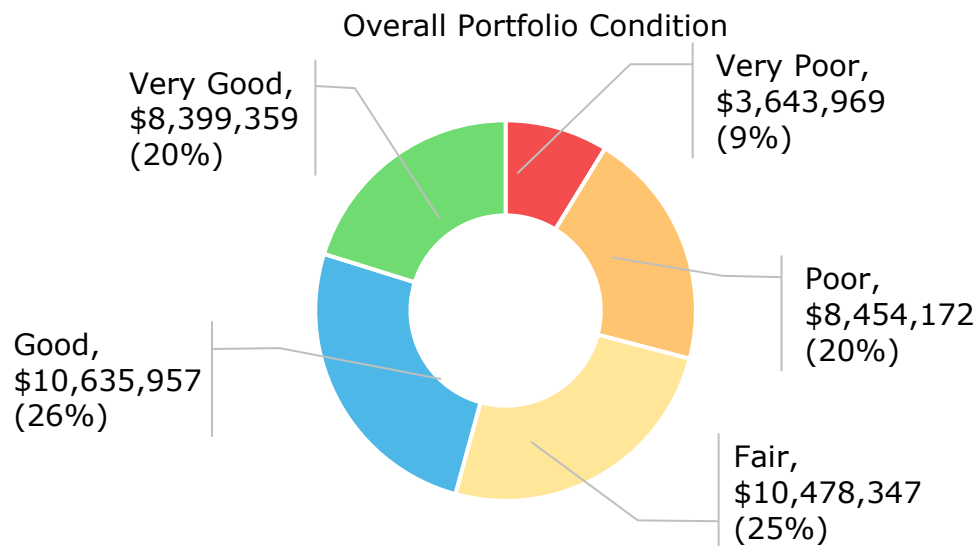
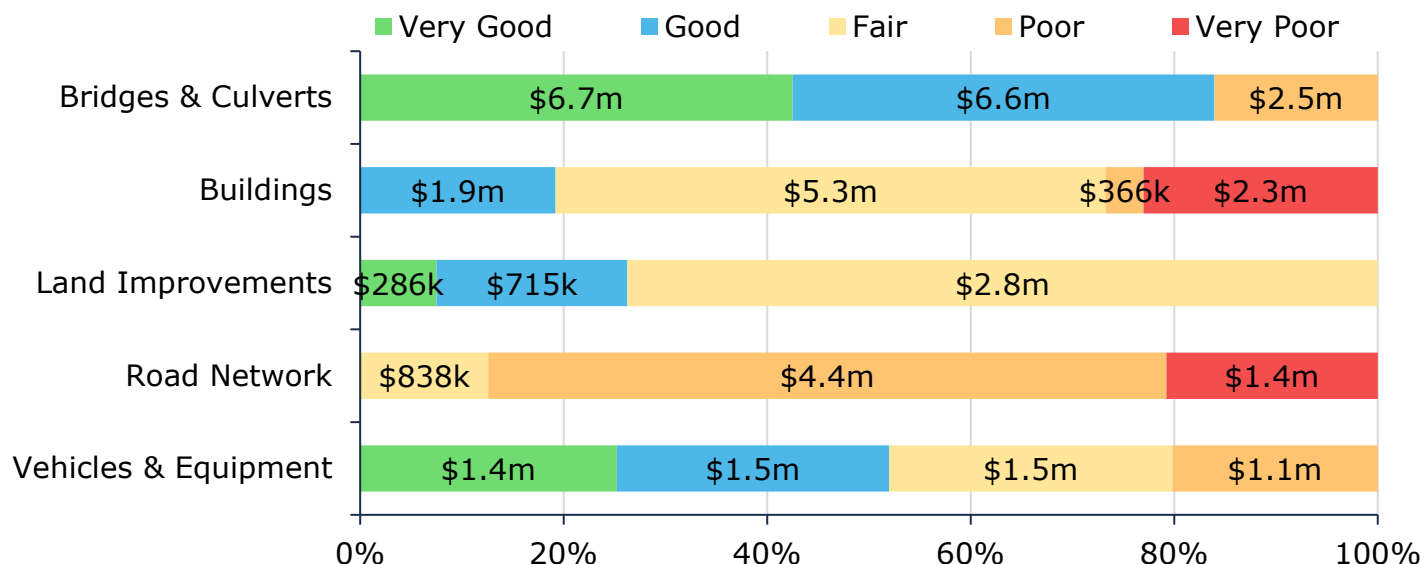


Figure 14 Asset Condition: Portfolio Overview⁶

As further illustrated in Figure 15 at the category level, the majority of infrastructure categories have a substantial amount of assets in fair or better condition based on condition assessment data. However, the road network is an area of concern, with the majority of assets in poor or worse condition. See Table 6 for details on how condition data was derived for each asset segment.

⁶ Road base has been excluded portfolio condition evaluation.



Value and Percentage of Asset Segments by Replacement Cost

Figure 15 Asset Condition by Asset Category⁷

It is worth noting that buildings and facilities are not componentized into their individual major elements and components. This limits the validity of current condition estimates as they are presented only at the 'parent' asset level, such as 'Municipality Building, or 'Library'.

Source of Condition Data

This AMP relies on assessed condition for 90% of assets, based on and weighted by replacement cost. For the remaining assets, age is used as an approximation of condition. Assessed condition data is invaluable in asset management planning as it reflects the true condition of the asset and its ability to perform its functions. Table 6 below identifies the source of condition data used throughout this AMP.

⁷ Road base has been excluded from the Road Network condition evaluation.

Asset Category	Asset Segment(s)	% of Assets with Assessed Conditions	Source of Condition Data
Road Network	Roads	100%	2020 Road Needs Study
	Signage	100%	Staff Estimates
Bridges & Culverts	Bridges	100%	2023 OSIM Report
	Structural Culverts	97%	
Buildings	Buildings	76%	2023 SBSG Building Condition Assessment Report
	Water	100%	Staff Estimates
	Wastewater	100%	
	Stormwater	36%	
Land Improvements	Boat Launches	100%	2023 RHH Engineering Report
	Landfill	100%	Staff Estimates
	Parks	100%	
Vehicles & Equipment	All	70%	Staff Estimates

Table 6 Source of Condition Data

3.2.4 Service Life Remaining

Based on asset age, available assessed condition data, and estimated useful life, 28% of the Municipality's assets will require replacement within the next 10 years. Refer to Appendix G - 10-Year Capital Requirements.

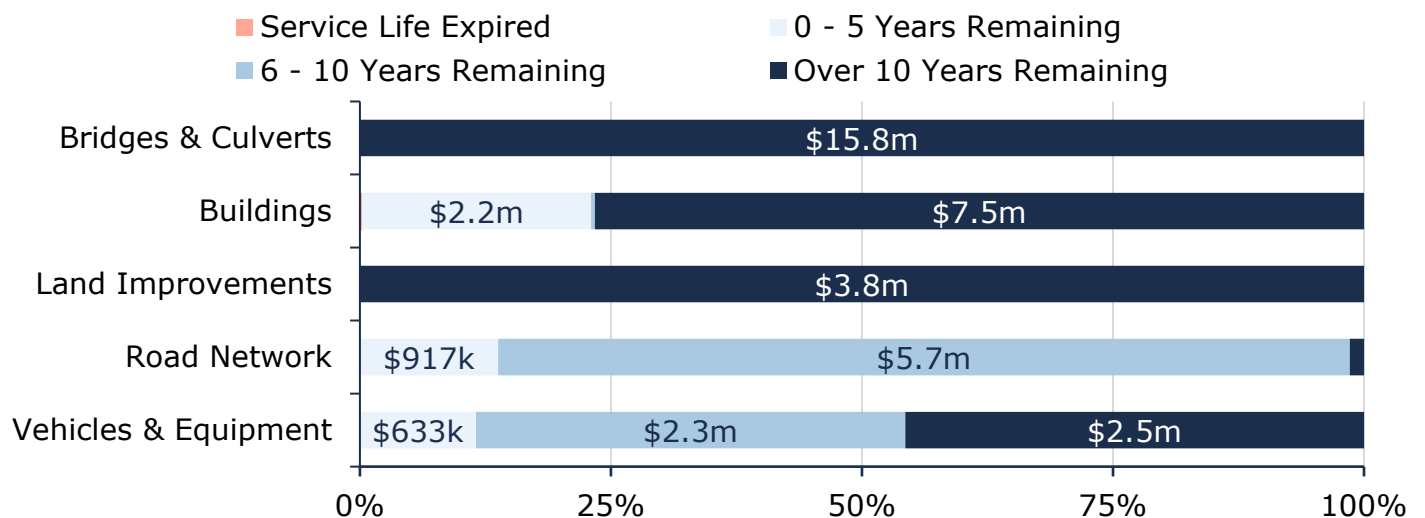


Figure 16 Service Life Remaining by Asset Category

3.2.5 Risk Matrix

Using the risk equation and preliminary risk models, Figure 17 shows how assets across the different asset categories are stratified within a risk matrix.

1 - 4 Very Low \$3,312,269 (8%)	5 - 7 Low \$5,531,769 (13%)	8 - 9 Moderate \$3,276,747 (8%)	10 - 14 High \$17,848,862 (43%)	15 - 25 Very High \$11,642,157 (28%)
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Figure 17 Risk Matrix: All Assets⁸

The analysis shows that based on current risk models, approximately 28% of the Municipality's assets, with a current replacement cost of approximately \$11.6 million, carry a risk rating of 15 or higher (red) out of 25. Assets in this group may have a high probability of failure based on available condition data and age-based estimates and were considered to be most essential to the Municipality.

As new asset attribute information and condition assessment data are integrated with the asset listing, asset risk ratings will evolve, resulting in a redistribution of assets within the risk matrix. Staff should also continue to calibrate risk models.

We caution that since risk ratings rely on many factors beyond an asset's physical condition or age, assets in a state of disrepair can sometimes be classified as low-risk, despite their poor condition rating. In such cases, although the probability of failure for these assets may be high, their consequence of failure ratings were determined to be low based on the attributes used and the data available.

Similarly, assets with very high condition ratings can receive a moderate to high-risk rating despite a low probability of failure. These assets may be deemed as highly critical to the Municipality based on their costs, economic importance, social significance, and other factors. Continued calibration of an asset's criticality and regular data updates are needed to ensure these models more accurately reflect an asset's actual risk profile.

⁸ Road base has been excluded from risk evaluations.

Risks to Current Asset Management Strategies



Aging Infrastructure

A significant portion of Whitestone's infrastructure is nearing the end of its useful life. This challenge spans across all asset categories, including roads, bridges, culverts, vehicles, and buildings. Many aging structures were inherited during the 2000 amalgamation and were built with materials designed for short to mid-term lifespans, further exacerbating maintenance challenges.



Climate Change and Extreme Weather Events

Whitestone's location at the receiving end of the Magnetawan River Drainage system makes it particularly vulnerable to upstream weather events. Water elevation changes of up to 5 meters during extreme weather exacerbate maintenance challenges, increase flooding risks, and accelerate the deterioration of infrastructure.



Organizational Capacity

While staff are actively pursuing training and professional development, resource limitations hinder the Municipality's ability to dedicate personnel solely to asset management. This impacts proactive lifecycle management, compliance with evolving standards, and overall operational efficiency.

Table 7 Summary of Qualitative Risks

3.2.6 Forecasted Capital Requirements

Aging assets require maintenance, rehabilitation, and replacement. Figure 18 below illustrates the cyclical short-, medium- and long-term infrastructure replacement requirements for all asset categories analyzed in this AMP over a 75-year time horizon. On average, \$1.1 million is required each year to remain current with capital replacement needs for the Municipality's asset portfolio (red dotted line). Although actual spending may fluctuate substantially from year to year, this figure is a useful benchmark for annual capital expenditure targets (or allocations to reserves) to ensure projects are not deferred and replacement needs are met as they arise. This figure relies on age and available condition data.

The chart also illustrates that there is no current infrastructure backlog, which is commendable for a Municipality of Whitestone's size. Risk frameworks, proactive lifecycle strategies, and levels of service targets should be used to prioritize projects with continuously refinement of estimates for ongoing capital needs. Additionally, more effective componentization of buildings will improve these projections.

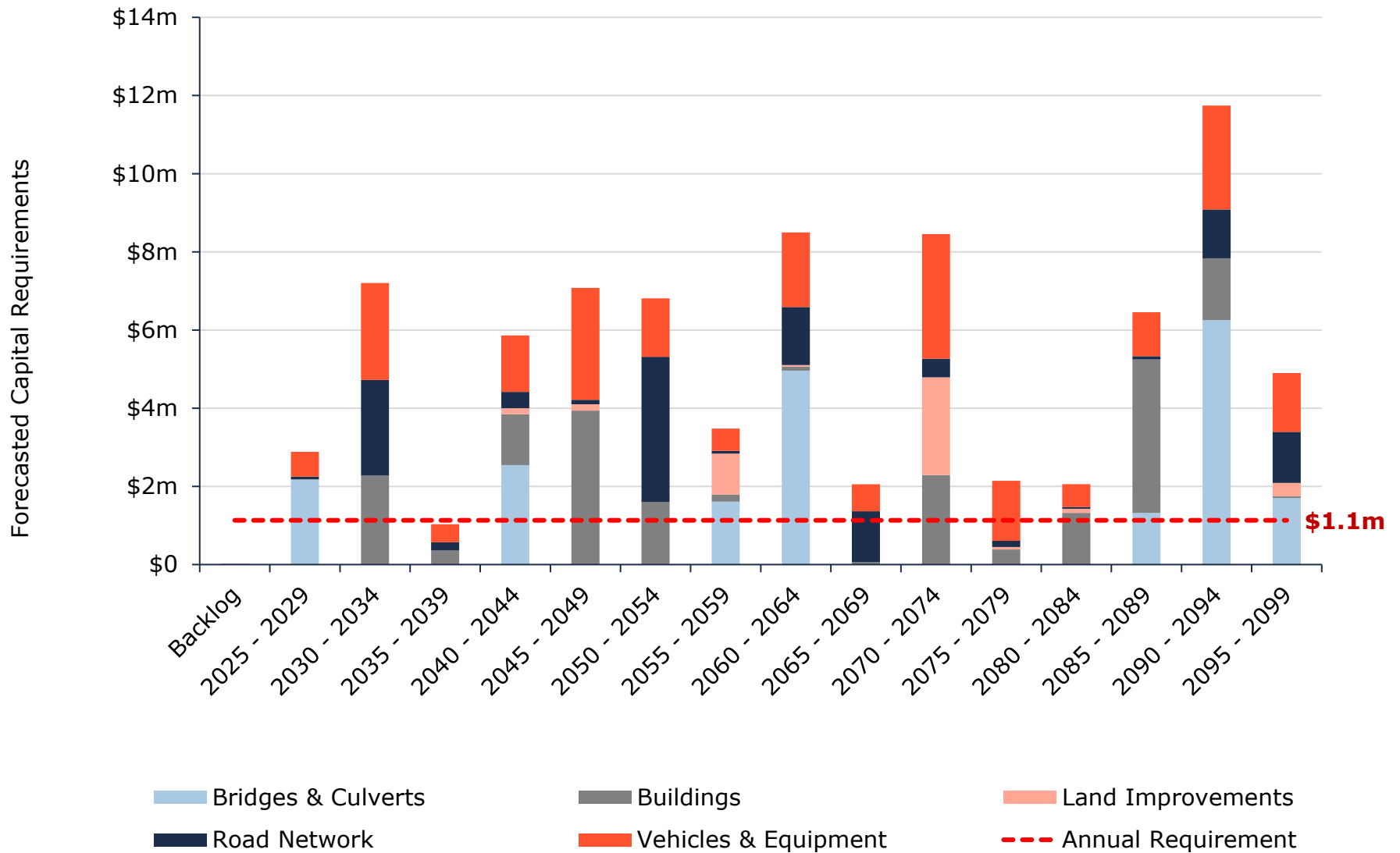


Figure 18 Capital Replacement Needs: Portfolio Overview 2025-2099

4. Proposed Levels of Service Analysis

4.1 Overview

4.1.1 O. Reg. 588/17 Proposed Levels of Service Requirements

The third iteration of municipal Asset Management Plans required under O. Reg. 588/17 requires the evaluation of levels of service (LOS) that includes:

- ◆ Proposed LOS options (i.e. increase, decrease, or maintain current LOS) and the risks associated with these options.
- ◆ How the proposed LOS may differ from current LOS.
- ◆ Whether the proposed LOS are achievable; and
- ◆ The municipality's ability to afford proposed LOS.

Additionally, a lifecycle management and financial strategy to support the proposed LOS must be identified for a period of 10 years with specific reporting on:

- ◆ Identification of lifecycle activities needed to provide the proposed LOS.
- ◆ Annual costs over the next 10 years to achieve the proposed LOS; and
- ◆ Identification of proposed funding projected to be available.

4.1.2 Considerations

Proposed LOS for the Municipality have been developed through comprehensive engagement with Municipality staff. In order to achieve any target LOS goal, careful consideration should be given to the following:

Financial Impact Assessments

- ◆ Assess historical expenditures/budget patterns to gauge feasibility of increasing budgets to achieve increased service levels
- ◆ Consider implications of LOS adjustments on other services and other infrastructure programs (i.e. trade-offs)

Infrastructure Condition Assessments

- ◆ Regularly assess the condition of critical infrastructure components
- ◆ Use standardized condition assessment protocols (where possible) to quantify the state of the infrastructure
- ◆ Identify non-critical components where maintenance could potentially be deferred without causing severe degradation
- ◆ Use current condition metrics as benchmarks to gauge feasibility of large adjustments to LOS

Service Metrics

- ◆ Measure user satisfaction, response times, and other relevant indicators for specific services

Service Impact Assessments

- ◆ Evaluate potential impacts on user satisfaction and service delivery due to changes in infrastructure condition

Key Lifecycle Activities

- ◆ Implement routine maintenance and inspections to ensure infrastructure reaches its optimal useful life
- ◆ Monitor and optimize operational processes for efficiency
- ◆ Regularly review and update preventive maintenance schedules
- ◆ Prioritize critical infrastructure components for maintenance
- ◆ Implement cost-saving measures without compromising safety or compliance
- ◆ Develop strategies for managing and communicating service impacts to stakeholders
- ◆ Invest in technology and process improvements to enhance maintenance efficiency
- ◆ Upgrade critical infrastructure components to improve overall reliability
- ◆ Explore opportunities for innovation and efficiency gains

Risk Management

- ◆ Identify potential risks to infrastructure and service quality resulting from adjusted service levels
- ◆ Develop contingency plans to address unforeseen challenges without compromising service quality
- ◆ Monitor performance closely to ensure that the target investment translates to the desired infrastructure condition

Infrastructure Condition Enhancements

- ◆ Identify areas for improvement and increased maintenance to enhance overall infrastructure condition

Timelines

- ◆ Although O. Reg. 588/17 requires evaluation of expenditures for a 10-year period in pursuit of proposed LOS, it does not require municipalities to achieve the LOS within this 10-year timeframe (ex. a municipality may have a goal to reach X% condition by 2050, the AMP is required to review the first 10 years of the strategy to reach this goal)
- ◆ Careful consideration should be given to setting realistic targets for when proposed service levels can be achieved.

Stakeholder Engagement

- ◆ It is recommended to ensure adjustments to LOS are not made in isolation and without consultation of various stakeholders. This could include, but is not limited to:
 - ◆ Department Heads/Infrastructure Managers
 - ◆ Residents
 - ◆ Service Users
 - ◆ Council
- ◆ Efforts should be made to communicate changes to LOS transparently to all affected stakeholders

Flexibility

- ◆ Priorities may change over time due to a variety of factors, such as:
 - ◆ Financial state of the municipality
 - ◆ Availability of grants
 - ◆ Significant increases or decreases in population
 - ◆ Changes in political priorities
 - ◆ Changes in resident priorities
 - ◆ New technologies
 - ◆ Changes in legislation
- ◆ Any proposed changes to LOS should be flexible and able to adapt to changes listed above, and other unforeseen circumstances

4.2 Proposed Levels of Service Scenarios

The three scenarios outlined in the following section were analyzed as options for proposed service levels for all categories included in this Asset Management Plan.

For reference, current funding levels for the Municipality, based on recent capital investment reporting from sustainable funding sources, are 58% funded for tax assets.

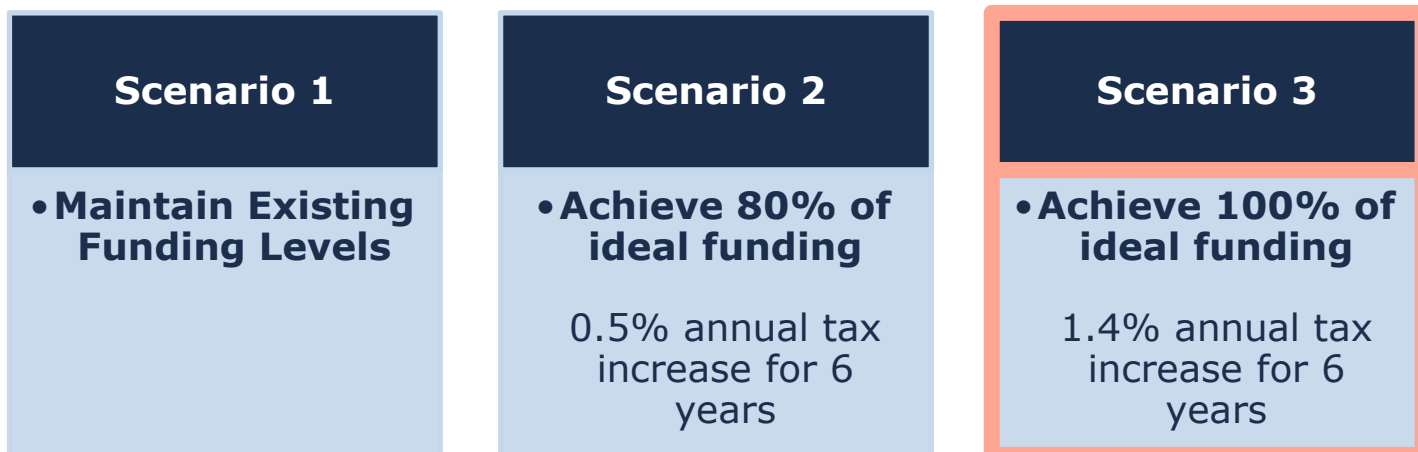


Figure 19 PLOS Scenario Overview

While all three scenarios were reviewed, **the Municipality of Whitestone selected Scenario 3 as their preferred path forward regarding proposed levels of service**, which is reflected in the financial strategy and 10-year capital replacement forecasts.

4.2.1 Summary of PLOS Scenario Pros/Cons

Pros/Benefits		Cons/Risks
Scenario 1: Maintain Existing Funding Levels (58%)	◆ Maintains existing tax levies for residents	◆ Heavy reliance on future conditional/one-time external grant funding ◆ Risk of capital asset failures impacting future services ◆ Deteriorating asset conditions
Scenario 2: Achieve 80% Funding in 6 years	◆ Manageable/moderate increase to tax levies on residents (0.5% per year) ◆ A balanced approach between financial burden and infrastructure sustainability	◆ Moderate reliance on future condition/one-time external grant funding ◆ May require some capital improvements be deferred/delayed due to lack of funding
Scenario 3: Achieve 100% Funding in 6 years	◆ Municipality reaches infrastructure sustainability, providing confidence in future stability of services ◆ Capital improvements less likely to be deferred/delayed ◆ Reduced reliance on future condition/one-time grant funding	◆ Higher tax burden on residents (increase of 1.4% per year) ◆ Requires political discipline to ensure increased funding is allocated to existing AMP assets, and not new projects/expanded services

Table 8 Summary of PLOS Scenario Pros/Cons

Further detail regarding the proposed levels of service scenarios can be found in Appendix F – Proposed Levels of Service Details.

5. Infrastructure Report Card

Asset Category	Replacement Cost	Average Condition	Financial Capacity		% Funded
Road Network	\$6.7 m	Poor⁹	Average Annual Requirement:	\$185,307	
Bridges & Culverts	\$15.8 m	Good	Average Annual Requirement:	\$334,687	
Buildings	\$9.8 m	Fair	Average Annual Requirement:	\$246,680	
Land Improvements	\$3.8 m	Fair	Average Annual Requirement:	\$54,197	
Vehicles & Equipment	\$5.5 m	Good	Average Annual Requirement:	\$311,637	
Total Asset Portfolio	\$41.6 m	Fair	Total Annual Requirement:	\$1,132,508	58%
			Funding Available:	\$652,016 ¹⁰	
			Annual Deficit:	\$480,492	

⁹ Road conditions were based upon results from 2020 Road Needs Study with assumed continued deterioration year-over-year. Improvements completed between 2020 and 2024 were not incorporated due to lack of data, potentially skewing average conditions to worse than reality. Additional data required.

¹⁰ Funding available was based upon a combination of 2022- 2023 actuals and 2024 budgeted financial figures. Refer to Appendix J - Financial Strategy for more detail.

6. Growth

The demand for infrastructure and services will change over time based on a combination of internal and external factors. Understanding the key drivers of growth and demand will allow the Municipality to plan for new infrastructure more effectively, and the upgrade or disposal of existing infrastructure. Increases or decreases in demand can affect what assets are needed and what level of service meets the needs of the community.

6.1 Growth Assumptions

The demand for infrastructure and services will change over time based on a combination of internal and external factors. Understanding the key drivers of growth and demand will allow the Municipality to plan for new infrastructure more effectively, and the upgrade or disposal of existing infrastructure. Increases or decreases in demand can affect what assets are needed and what level of service meets the needs of the community.

6.2 Impact of Growth on Lifecycle Activities

Planning for forecasted population growth may require the expansion of existing infrastructure and services. As growth-related assets are constructed or acquired, they should be integrated into the Municipality's AMP. While the addition of residential units will add to the existing assessment base and offset some of the costs associated with growth, the Municipality will need to review the lifecycle costs of growth-related infrastructure. These costs should be considered in long-term funding strategies that are designed to, at a minimum, maintain the current level of service.

At current expected growth rates, it is not expected that Whitestone's growth will impact the existing infrastructure outlined in this AMP and will not require significant adjustments to lifecycle management activities.

7. Recommendations & Key Considerations

7.1 Financial Strategies

1. Review the feasibility of adopting a full-funding scenario to achieve 100% of average annual funding requirements for the asset categories analyzed. This includes increasing taxes by 1.4% per year over a period of 6 years. *Refer to Appendix J - Financial Strategy for more detail.*
2. Reallocate debt cost reductions towards capital spending, when debt payments end.
3. Continue allocation of OCIF and CCBF funding as per current practices.
4. Reallocate appropriate revenue from categories in a surplus position to those in a deficit position.
5. Increase existing and future infrastructure budgets by the applicable inflation index on an annual basis in addition to the phased in increases required to eliminate the current funding gap.
6. Continue to apply for project specific grant funding to supplement sustainable funding sources.

7.2 Asset Data

1. Ensure consistent data management by organizing asset data into a 'single source of truth'. This may be as simple as an Excel Spreadsheet or a dedicated asset management software. Whitestone should ensure whichever solution they choose is accompanied by data governance policies to ensure consistency.
2. Continuously review, refine, and calibrate lifecycle and risk profiles to better reflect actual practices and improve capital projections. In particular:
 - a. the timing of various lifecycle events, the triggers for treatment, anticipated impacts of each treatment, and costs
 - b. the various attributes used to estimate the likelihood and consequence of asset failures, and their respective weightings
3. Further to the recommendation immediately above, an asphalt lifecycle strategy should be implemented. While Whitestone only has a single asphalt road, extending the lifespan of this asset through preventative maintenance and a rehabilitation program will extend the life expectancy of the road and result in long-term cost savings.
4. Asset management planning is highly sensitive to replacement costs. Periodically update replacement costs based on recent projects, invoices, or estimates, as well as condition assessments, or any other technical reports and studies. Material and labour costs can fluctuate due to local, regional, and broader market trends, and substantially so during major world events. Accurately estimating the replacement cost of like-for-like assets can

be challenging. Ideally, several recent projects over multiple years should be used. Staff judgement and historical data can help attenuate extreme and temporary fluctuations in cost estimates and keep them realistic.

5. Like replacement costs, an asset's established serviceable life can have dramatic impacts on all projections and analyses, including condition, long-range forecasting, and financial recommendations. Periodically reviewing and updating these values to better reflect in-field performance and staff judgement is recommended.

7.3 Risk & Levels of Service

1. Risk models and matrices can play an important role in identifying high-value assets, and developing an action plan which may include repair, rehabilitation, replacement, or further evaluation through condition assessments. As a result, project selection and the development of multi-year capital plans can become more strategic and objective. Initial models have been built into Citywide software for all asset groups, and can be further reviewed in Appendix I - Risk Rating Criteria. These models reflect current data, which was limited. As the data evolves and new attribute information is obtained, these models should also be refined and updated.
2. Available data on current performance should be centralized and tracked to support any calibration of service levels ahead of O. Reg. 588/17's 2025 requirements on proposed levels of service.
3. Staff should monitor evolving local, regional, and environmental trends to identify factors that may shape the demand and delivery of infrastructure programs. These can include population growth, and the nature of population growth; climate change and extreme weather events; and economic conditions and the local tax base. This data can also be used to review service level targets.

Appendices

Appendix A - Road Network

The Municipality's road network is an essential part of its infrastructure portfolio, with a current replacement cost of \$38 million, distributed primarily between gravel and surface treated roads. The Municipality also owns and manages other supporting infrastructure such as roadside signage.

Inventory & Valuation

Table 9 summarizes the quantity and current replacement cost of the Municipality's various road network assets.

Segment	Quantity	Unit of Measure	Replacement Cost	Primary RC Method
Asphalt Roads	0.7	Length (km)	\$93,800	CPI
Gravel Roads	80.6	Length (km)	\$3,882,719	CPI
Signage	250	Quantity	\$25,000	Cost per Unit
Surface Treated Roads	21.6	Length (km)	\$2,660,180	CPI
Sub-Total			\$6,661,699	
Road Base	105.7	Length (km)	\$31,710,000	Cost per Unit
TOTAL			\$38,371,699	

Table 9 Detailed Asset Inventory: Road Network

Note: While it is important to acknowledge the full replacement cost of the Municipality's inventory, typical lifecycle management of roads within the Municipality does not include replacement of the Road Base, thus, it has been excluded from capital projections. In cases where road base is in poor condition, it is typically replaced in small sections, not for the entirety of the roadway.

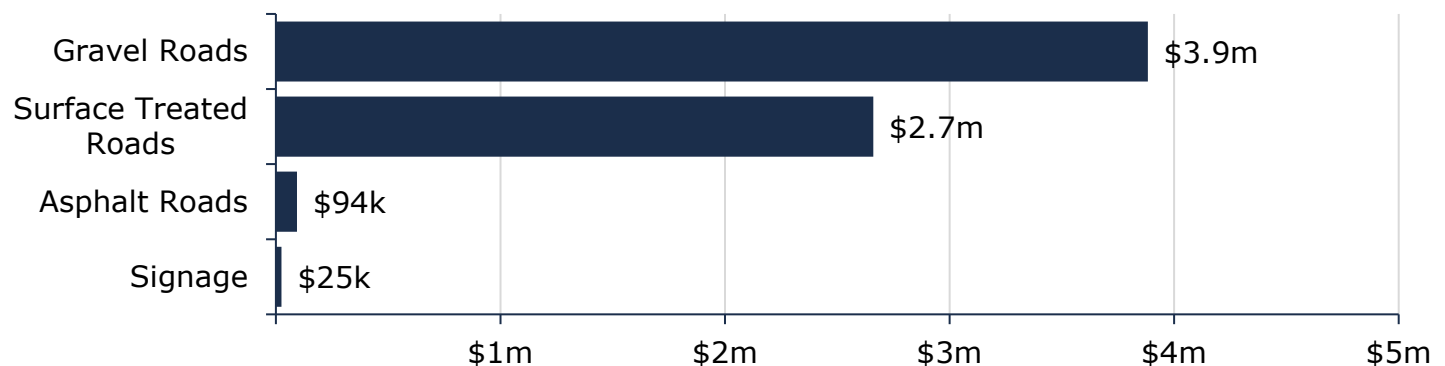


Figure 20 Portfolio Valuation: Road Network

Asset Condition

Figure 21 summarizes the replacement cost-weighted condition of the Municipality's road network. Based on field inspection data, only 13% of assets are in fair or better condition; the remaining 87% of assets are in poor to very poor condition. Formalized condition assessments were available for all asphalt, gravel, and surface treated roads, whereas Staff estimates were utilized for signage conditions. This condition data was projected from inspection date to current year to estimate their condition today.

Assets in poor or worse condition may be candidates for replacement in the short term; similarly, assets in fair condition may require rehabilitation or replacement in the medium term and should be monitored for further degradation in condition. As illustrated in Figure 21, the majority of the Municipality's road network assets are in poor or worse condition.

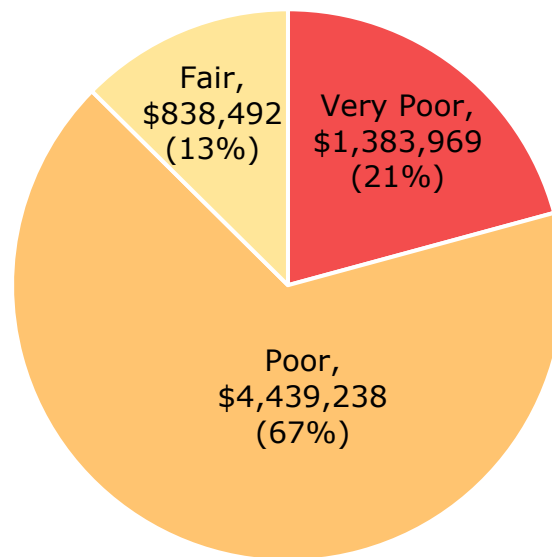


Figure 21 Asset Condition: Road Network Overall

As illustrated in Figure 22, based on condition assessments, the majority of the Municipality's gravel and surface treated roads are in poor or worse condition, whereas the average condition of asphalt roads is fair.

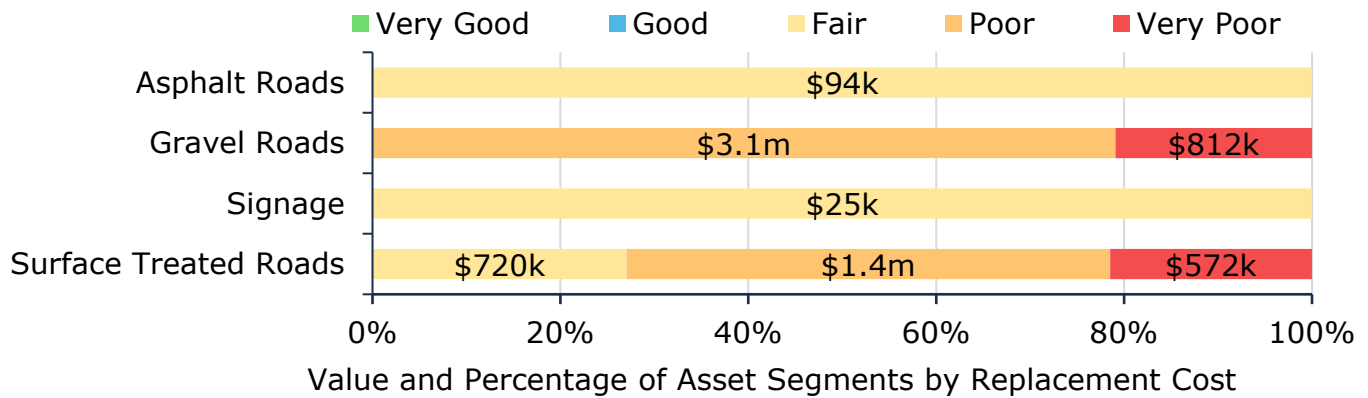


Figure 22 Asset Condition: Road Network by Segment

Age Profile

An asset's age profile comprises two key values: estimated useful life (EUL), or design life; and the percentage of EUL consumed. The EUL is the serviceable lifespan of an asset during which it can continue to fulfil its intended purpose and provide value to users, safely and efficiently. As assets age, their performance diminishes, often more rapidly as they approach the end of their design life.

In conjunction with condition data, an asset's age profile provides a more complete summary of the state of infrastructure. It can help identify assets that may be candidates for further review through condition assessment programs; inform the selection of optimal lifecycle strategies; and improve planning for potential long-term replacement spikes.

Figure 23 illustrates the average current age of each asset type and its estimated useful life. Both values are weighted by the replacement cost of individual assets.

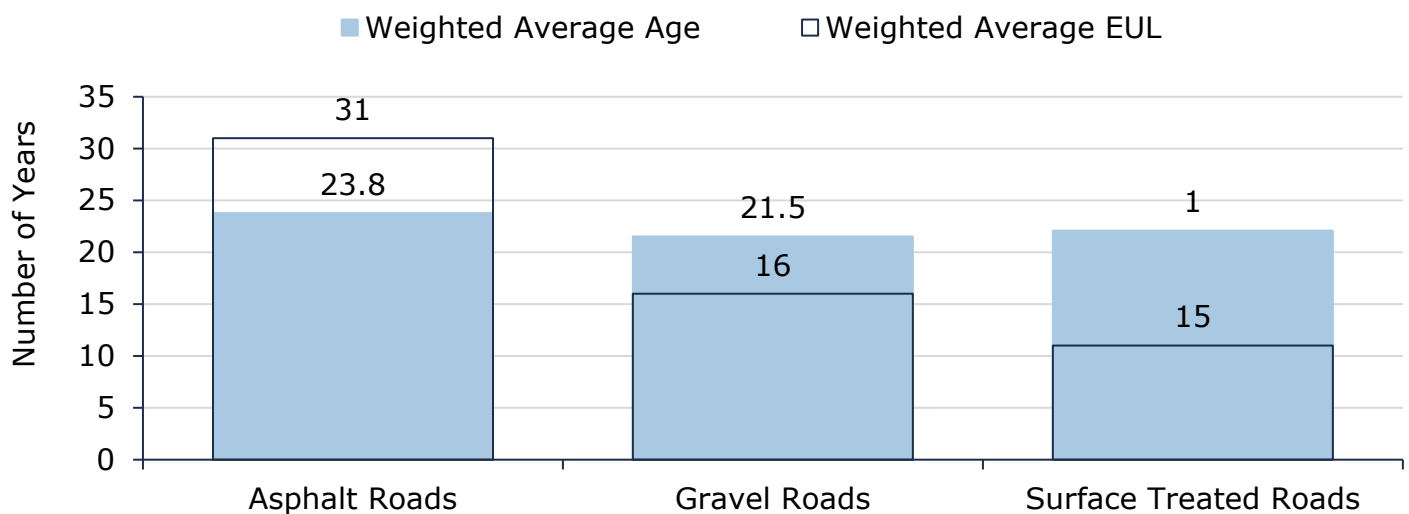


Figure 23 Estimated Useful Life vs. Asset Age: Road Network¹¹

¹¹ Accurate age data was not available for signage.

Age analysis shows the Municipality’s sole asphalt road, Church Street, has entered the latter stages of its expected useful life, with an average age of 24 years against a design life of 31 years. Surface-treated roads and gravel roads have already surpassed their expected useful life, with average ages of 22 years and 21 years, compared to design lives of 11 years and 16 years, respectively. However, both gravel and surface treated roads can be maintained on a perpetual cycle through the operational maintenance budget with a regular roadway granular replacement and surface treatment programs.

Although asset age is an important measurement for long-term planning, condition assessments provide a more accurate indication of actual asset needs. Further, useful life estimates established as part of the PSAB 3150 implementation may not be accurate and may not reflect in-field asset performance.

Current Approach to Lifecycle Management

The condition or performance of most assets will deteriorate over time. This process is affected by a range of factors including an asset’s characteristics, location, utilization, maintenance history and environment.

The following lifecycle strategies have been developed as a proactive approach to managing the lifecycle of asphalt, gravel, and surface treated roads. Instead of allowing the roads to deteriorate until replacement is required, strategic rehabilitation is expected to extend the service life of roads at a lower total cost.

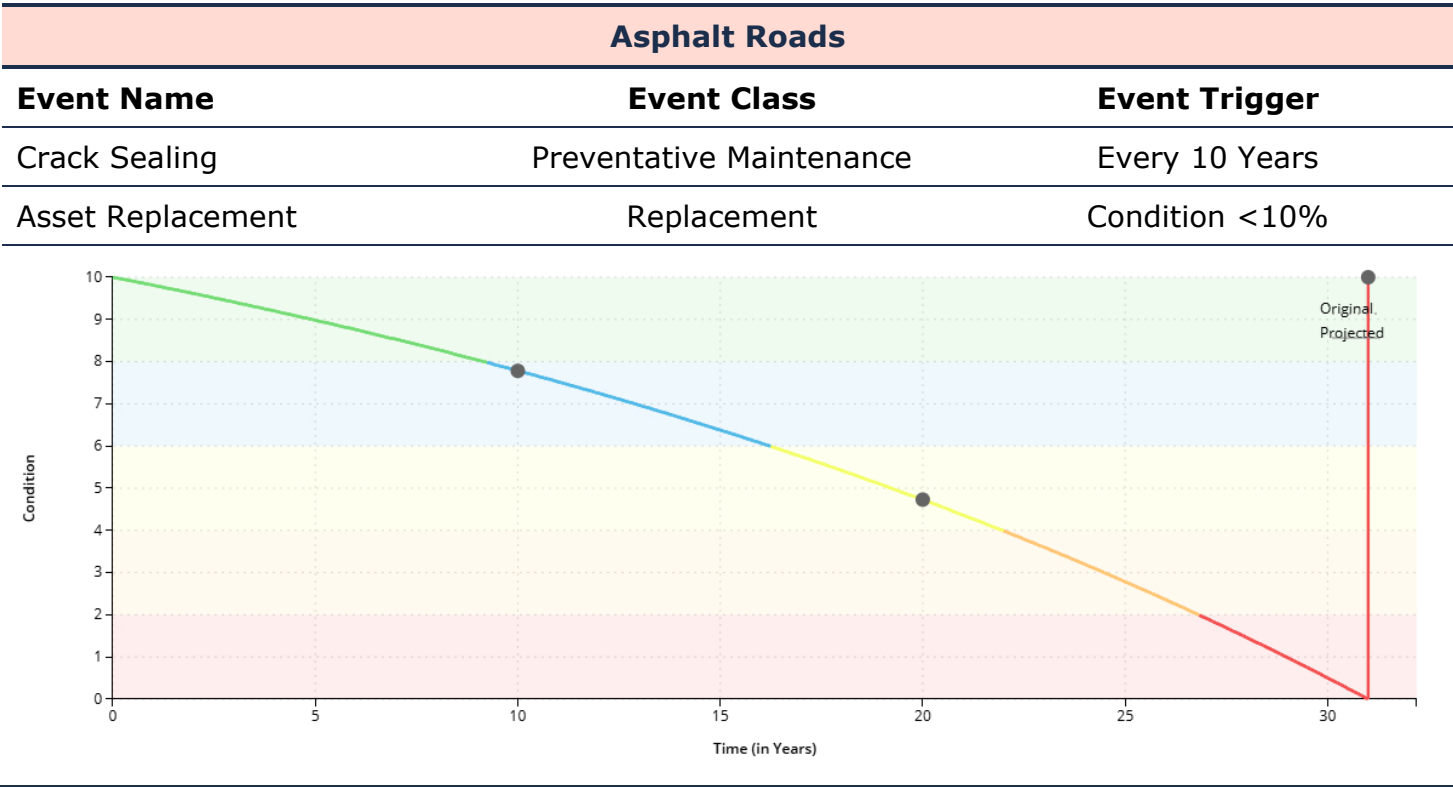


Table 10 Lifecycle Management Strategy: Road Network (Asphalt Roads)

Gravel Roads

Event Name	Event Class	Event Trigger
Dust Suppression	Maintenance	Once Per Year
Re-Gravelling	Rehabilitation	Every 10 years
Asset Replacement	Replacement	Condition <10%

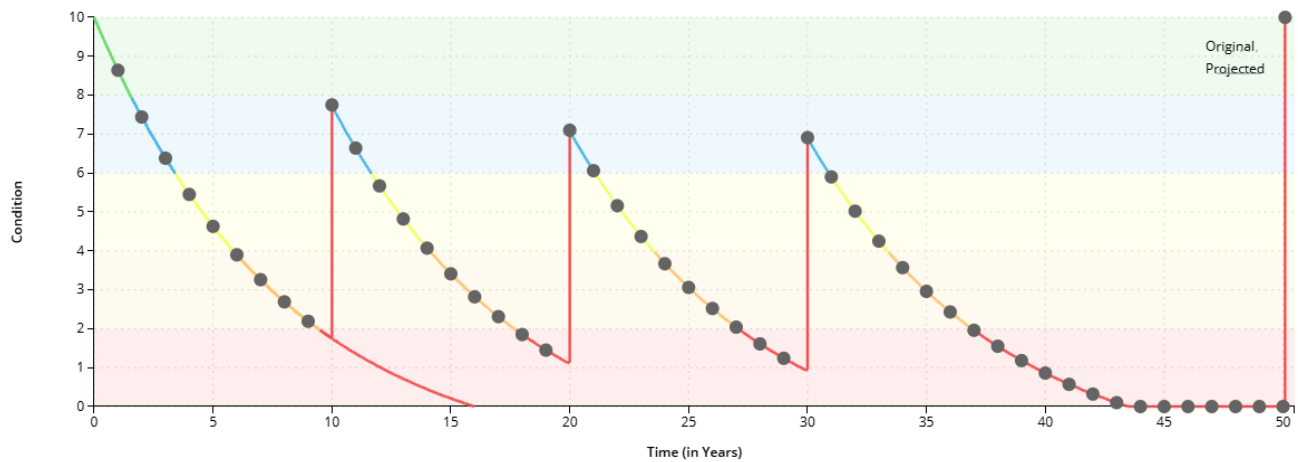


Table 11 Lifecycle Management Strategy: Road Network (Gravel Roads)

Surface Treated Roads

Event Name	Event Class	Event Trigger
Initial Slurry Seal	Rehabilitation	1 Year after Initial Construction
Slurry Seal	Rehabilitation	Every 7 Years
Asset Replacement	Replacement	Condition <10%

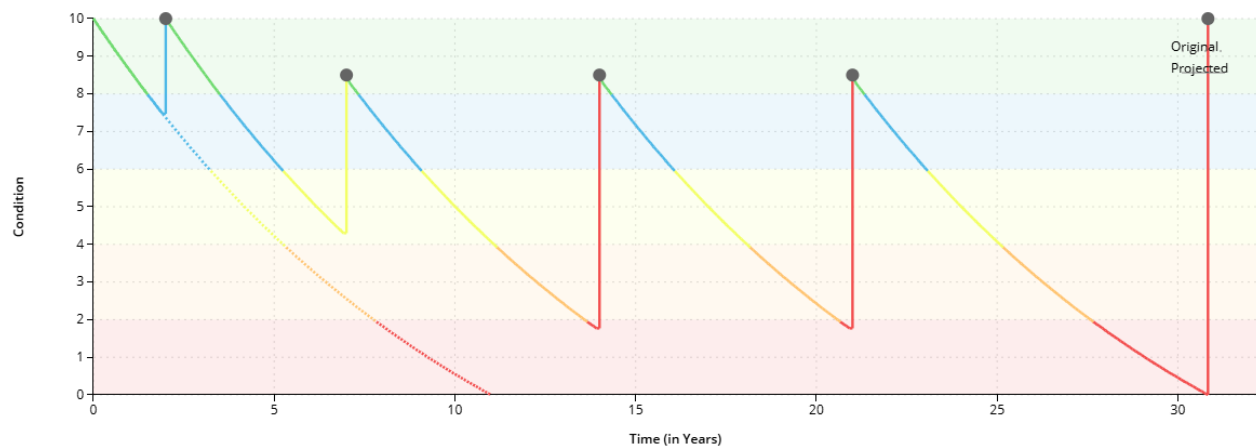


Table 12 Lifecycle Management Strategy: Road Network (Surface Treated Roads)

The following table outlines the Municipality’s current lifecycle management strategy.

Activity Type	Description of Current Strategy
Maintenance	Routine maintenance includes inspections, minor repairs, vegetation management, and drainage assessments.
	Roadside mowing is conducted annually to manage vegetation.
Rehabilitation	Rehabilitation includes slurry fills, dig-outs, and installing frost tappers to address structural deterioration.
	Rehabilitation programs are initiated every 7 to 8 years, prioritizing roads with heavy traffic utilization.
Replacement	Replacement is considered when an asset's condition has deteriorated significantly.
	Roads experiencing frequent or costly repairs are also prioritized for replacement.
	Traffic volumes are factored into replacement decisions to prioritize high-usage roads.
Inspection	Regular inspections focus on signs, guide rails, drainage, and road hazards.
	Formalized Road Needs Studies are completed by external consultants approximately every 10 years.

Table 13 Lifecycle Management Strategy: Road Network

Forecasted Long-Term Replacement Needs

Figure 13 illustrates the cyclical short-, medium- and long-term infrastructure rehabilitation and replacement requirements for the Municipality’s road network. This analysis was run until 2064 to capture at least one iteration of replacement for the longest-lived asset based on the Municipality’s provided data. Whitestone’s average annual requirements (red dotted line) total \$185k for all assets in the road network. Although actual spending may fluctuate substantially from year to year, this figure is a useful benchmark value for annual capital expenditure targets (or allocations to reserves) to ensure projects are not deferred and replacement needs are met as they arise.

The chart illustrates varying capital needs throughout the forecast period, with notable peaks in specific intervals. Significant capital requirements are observed between 2030-2034 and 2050-2054, primarily driven by surface-treated roads and gravel roads, respectively. These projections are based on asset replacement costs, age analysis, and condition data when available, as well as lifecycle modeling (roads only). They are designed to provide a long-term, portfolio-level overview of capital needs and should be used to support improved financial planning over several decades.

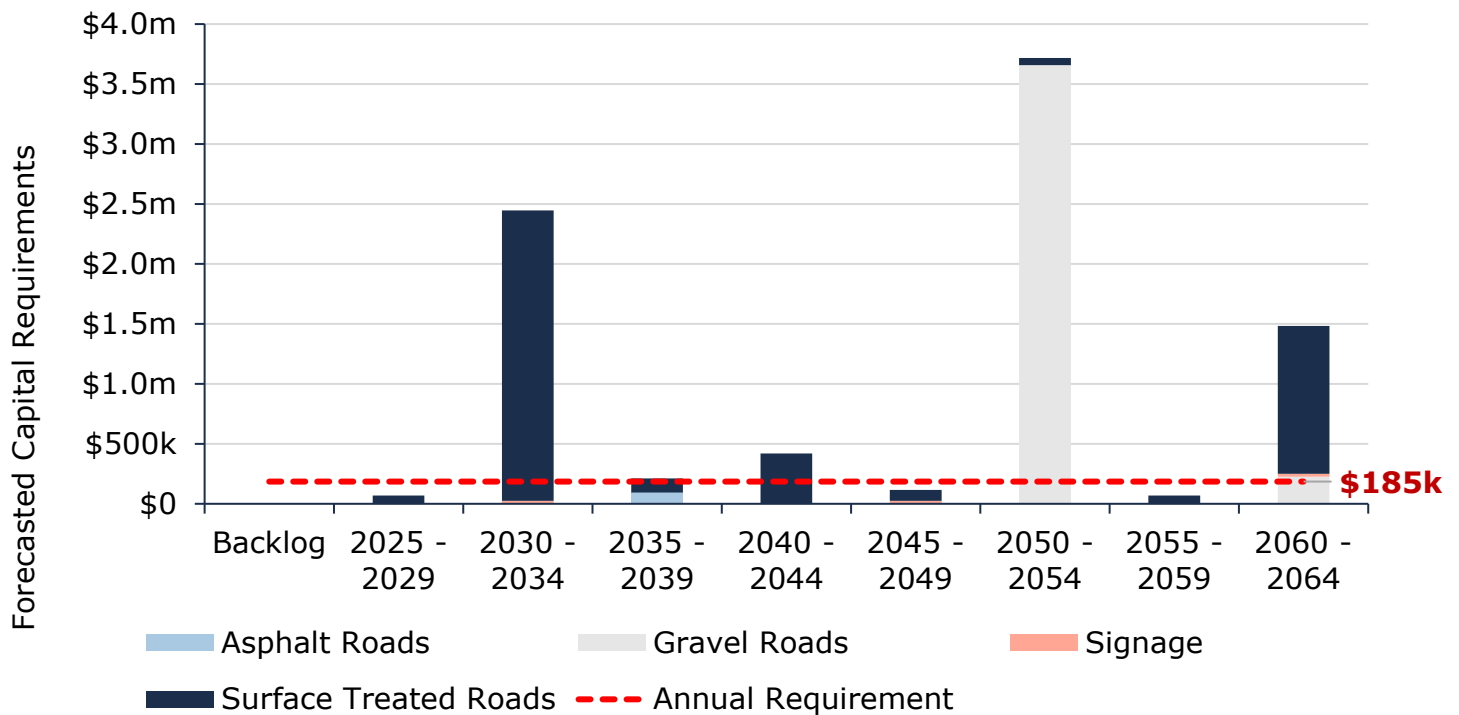


Figure 24 Forecasted Capital Replacement Needs: Road Network 2025-2064

Often, the magnitude of replacement needs is substantially higher than most municipalities can afford to fund. In addition, most assets may not need to be replaced. However, quantifying and monitoring these spikes is essential for long-term financial planning, including establishing dedicated reserves. Regular road condition assessments and a robust risk framework will ensure that high-criticality assets receive proper and timely lifecycle intervention, including replacements.

A summary of the 10-year replacement forecast can be found in Appendix G - 10-Year Capital Requirements.

Risk Analysis

The risk matrix below is generated using available asset data, including condition, service life remaining, replacement costs, surface material, and traffic data. The risk ratings for assets without useful attribute data were calculated using only condition, service life remaining, and their replacement costs.

The matrix stratifies assets based on their individual probability and consequence of failure, each scored from 1 to 5. Their product generates a risk index ranging from 1-25. Assets with the highest criticality and likelihood of failure receive a risk rating of 25; those with lowest probability of failure and lowest criticality carry a risk rating of 1. As new data and information is gathered, the Municipality may consider integrating relevant information that improves confidence in the criteria used to assess asset risk and criticality.

See *Risk & Criticality* section for further details on approach used to determine asset risk ratings and classifications.

1 - 4 Very Low - (0%)	5 - 7 Low \$85,300 (1%)	8 - 9 Moderate \$274,282 (4%)	10 - 14 High \$2,850,360 (43%)	15 - 25 Very High \$3,451,757 (52%)
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Figure 25 Risk Matrix: Road Network

Current Levels of Service

The tables that follow summarize the Municipality's current levels of service with respect to prescribed KPIs under Ontario Regulation 588/17, as well as any additional performance measures that the Municipality selected for this AMP.

Community Levels of Service

Service Attribute	Qualitative Description	Current LOS (2024)
Scope	Description, which may include maps, of the road network in the municipality and its level of connectivity	There are approximately 103 km of municipally maintained roads within a rugged geography, where 80% of the land is crown land. Additionally, there are around 200 km of privately maintained roads. The primary corridors include Hwy 124, running east-west, and Hwy 520 North, connecting Dunchurch to Ardbeg (both provincially maintained). Many municipally maintained roads are dead-end routes, increasing risk exposure to flooding or road failures, which highlights the importance of careful management and maintenance of these critical access routes.
Quality	Description or images that illustrate the different levels of road class pavement condition	The Municipality of Whitestone includes Class 5 and Class 6 roads with varying pavement conditions that impact service delivery. Class 5 Roads: Predominantly gravel surface roads, followed by surface-treated roads, serving rural areas. Conditions range from well-maintained to significantly deteriorated. Class 6 Roads: Minimally developed seasonal roads, often in poor condition. These roads face challenges such as significant rock outcrops, limited gravel, narrow single-lane access, poor geometrics, and limited drainage capacity. Also refer to Appendix H - Level of Service Maps & Photos

Table 14 O. Reg. 588/17 Community Levels of Service: Road Network

Technical Levels of Service

Service Attribute	Technical Metric	Current LOS (2024)
Scope	Lane-km of arterial roads (MMS classes 1 and 2) per land area (km/km ²)	0 km/km ²
	Lane-km of collector roads (MMS classes 3 and 4) per land area (km/km ²)	0 km/km ²
	Lane-km of local roads (MMS classes 5 and 6) per land area (km/km ²) ¹²	0.22 km/km ²
Quality	Average pavement condition index for paved roads in the Municipality	Asphalt: 57% Surface Treated: 35%
	Average surface condition for unpaved roads in the Municipality (e.g. excellent, good, fair, poor, very poor)	24% (Poor)
Performance	Target vs. Actual capital reinvestment rate ¹³	2.8% vs. 3.1%

Table 15 O. Reg. 588/17 Technical Levels of Service: Road Network

¹² 102.8 km of roads, assumed at 2 lanes each.
¹³ These rates exclude the road base from the reinvestment rate calculation.

Proposed Levels of Service

As per O. Reg. 588/17, by July 1, 2025, municipalities are required to consider proposed levels of service (PLOS), discuss the associated risks and long-term sustainability of these service levels, and explain the Municipality’s ability to afford the PLOS.

The below tables and graphs explain the proposed levels of service scenarios that were analyzed for the road network. Further PLOS analysis at the portfolio level can be found in Section 4. *Proposed Levels of Service Analysis.*

PLOS Scenarios Analyzed

Scenario	Description
Scenario 1: Maintain Existing Spending Levels	This scenario assumes no tax increases. Annual capital funding is maintained at \$207,000 for the Road Network
Scenario 2: Achieving 80% Funding in 6 Years	This scenario assumes annual tax increases of 0.5% for 6 years, stabilizing at 80% funding. Because the Road Network’s current funding levels are over the recommended allocation, annual capital funding is reduced from \$207,000 to \$148,000 with the remainder reallocated to other asset categories to average 80% funding across all asset categories
Scenario 3: Achieving 100% Funding in 6 Years	This scenario assumes annual tax increases of 1.4% for 6 years, stabilizing at 1000% funding. Because the Road Network’s current funding levels are over the recommended allocation, annual capital funding is reduced from \$207,000 to \$185,000 with the remainder reallocated to other asset categories to ensure full funding across all asset categories

Table 16 Road Network PLOS Scenario Descriptions

PLOS Analysis Results

Scenario	Technical LOS Outcomes	Initial Value (2025)	15 Year Projection (2039)	30 Year Projection (2054)	Comments
Scenario 1 (Maintain)	Average Condition*	54%	40%	37%	
	Average Asset Risk*	11.6	14.0	15.5	
	Average Annual Investment		\$207,000		This parameter is maintained
	Average Capital re-investment rate		3.1%		
Scenario 2 (80%)	Average Condition*	54%	28%	27%	
	Average Asset Risk*	11.6	15.6	16.5	
	Average Annual Investment		\$148,000		Increase taxes by ~0.5% per year for 6 years
	Average Capital re-investment rate		2.2%		
Scenario 3 (100%)	Average Condition*	54%	37%	56%	
	Average Asset Risk*	11.6	13.7	9.9	
	Average Annual Investment		\$185,000		Increase taxes by ~1.4% per year for 6 years
	Average Capital re-investment rate		2.8%		

Table 17 Road Network PLOS Scenario Analysis

Note: Since gravel roads are typically in a state of perpetual maintenance with minimal capital requirements, the condition analysis below was completed EXCLUDING gravel roads.

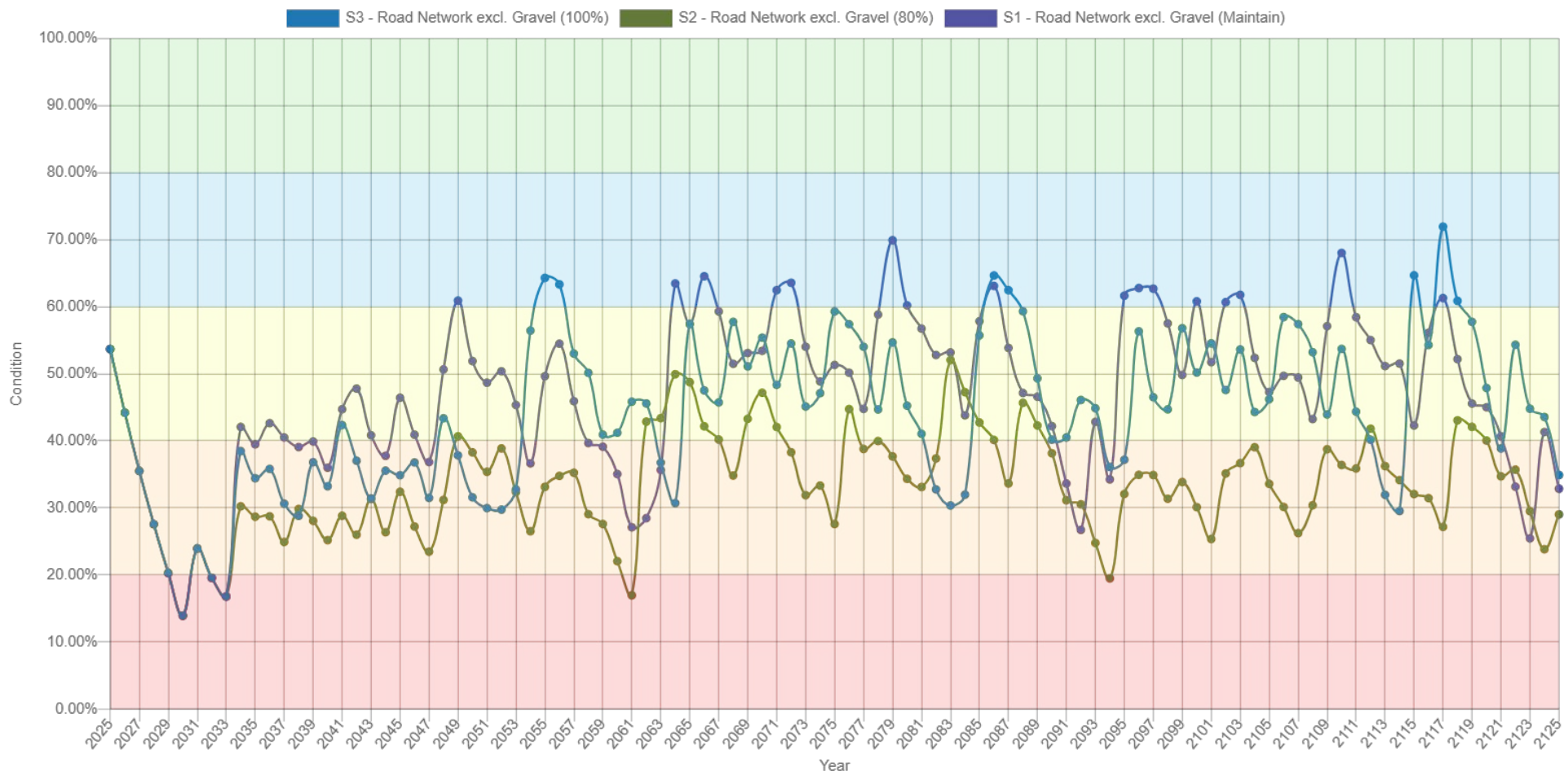


Figure 26 Road Network PLOS Scenario Condition Results

10-Year PLOS Financial Projections

As outlined in Section 4. *Proposed Levels of Service Analysis*, the Municipality of Whitestone selected Scenario 3 as their preferred proposed levels of service. The main objective is to increase spending gradually to reach a more sustainable funding level to manage the Municipality's current inventory of assets. The following table outlines the funding trajectory over the next 10 years for the road network if the financial strategy for Scenario 3 is implemented.

	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Targeted Capital Spending	\$185k	\$185k	\$185k	\$185k	\$185k	\$185k	\$185k	\$185k	\$185k	\$185k
Projected Capital Spending	\$185k	\$185k	\$185k	\$185k	\$185k	\$185k	\$185k	\$185k	\$185k	\$185k
Funding Deficit	-	-	-	-	-	-	-	-	-	-
Target Reinvestment Rate	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%
Projected Reinvestment Rate	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%	2.8%

Table 18 Road Network 10-Year PLOS Financial Projection

Appendix B - Bridges & Culverts

The Municipality’s bridges and culverts comprise the largest share of its infrastructure portfolio, with a current replacement cost of \$16 million.

Inventory & Valuation

Table 19 summarizes the quantity and current replacement cost of bridges and culverts. The Municipality owns and manages 7 bridges and 7 structural culverts.

Segment	Quantity	Unit of Measure	Replacement Cost	Primary RC Method
Bridges	7	Quantity	\$9,125,000	User-Defined
Structural Culverts	7	Quantity	\$6,723,000	User-Defined
TOTAL			\$15,848,000	

Table 19 Detailed Asset Inventory: Bridges & Culverts

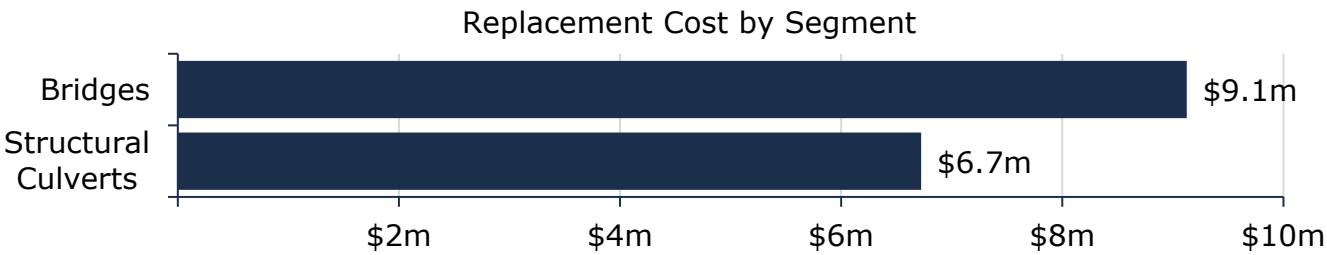


Figure 27 Portfolio Valuation: Bridges & Culverts

Asset Condition

Figure 28 summarizes the replacement cost-weighted condition of the Municipality’s bridges and culverts. Based on the Municipality’s 2023 Ontario Structures Inspection Manual (OSIM) assessments, 84% of bridges and culverts are in fair or better condition. Some elements or components of these structures may be candidates for replacement or rehabilitation in the medium term and should be monitored for further degradation in condition. At 16% of the total bridges and culverts portfolio, assets in poor condition may require replacement in the immediate or short term.

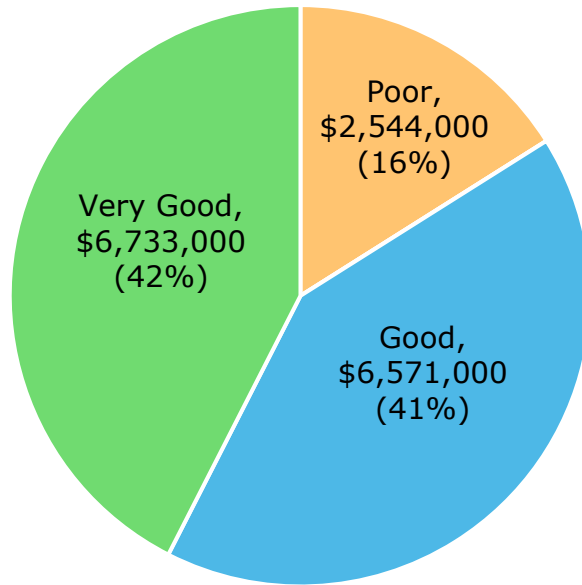


Figure 28 Asset Condition: Bridges & Culverts Overall

As further detailed in Figure 29, based on in-field condition assessments, all bridge assets were assessed to be in good or very good condition. 38% of structural culverts, with a current replacement cost of \$2.5 million were identified as poor or worse condition. Bridges and structures with a poor or worse rating are not necessarily unsafe for regular use, however, should be monitored closely with potential additional study required. The OSIM ratings are designed to identify repairs needed to elevate condition ratings to a fair or higher.

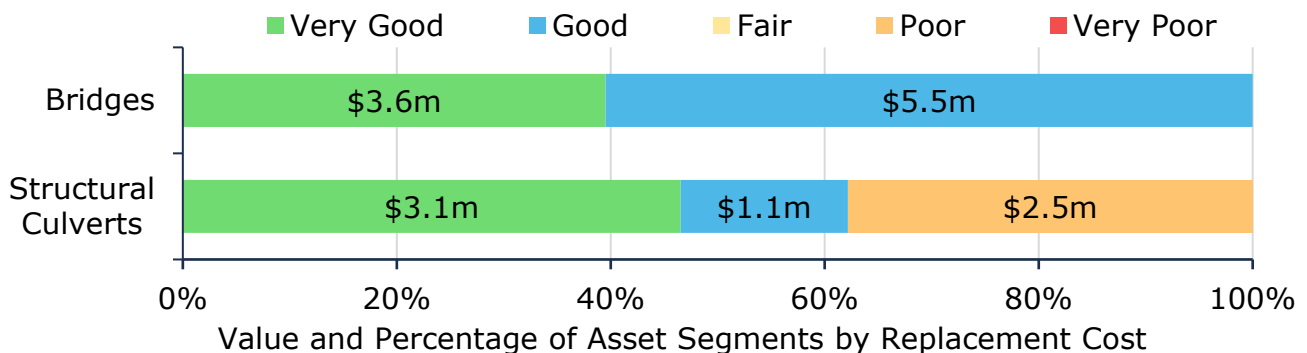


Figure 29 Asset Condition: Bridges & Culverts by Segment

Age Profile

An asset's age profile comprises two key values: estimated useful life (EUL), or design life; and the percentage of EUL consumed. The EUL is the serviceable lifespan of an asset during which it can continue to fulfil its intended purpose and provide value to users, safely and efficiently. As assets age, their performance diminishes, often more rapidly as they approach the end of their design life.

In conjunction with condition data, an asset’s age profile provides a more complete summary of the state of infrastructure. It can help identify assets that may be candidates for further review through condition assessment programs; inform the selection of optimal lifecycle strategies; and improve planning for potential replacement spikes.

Figure 30 illustrates the average current age of each asset type and its estimated useful life. Both values are weighted by the replacement cost of individual assets.

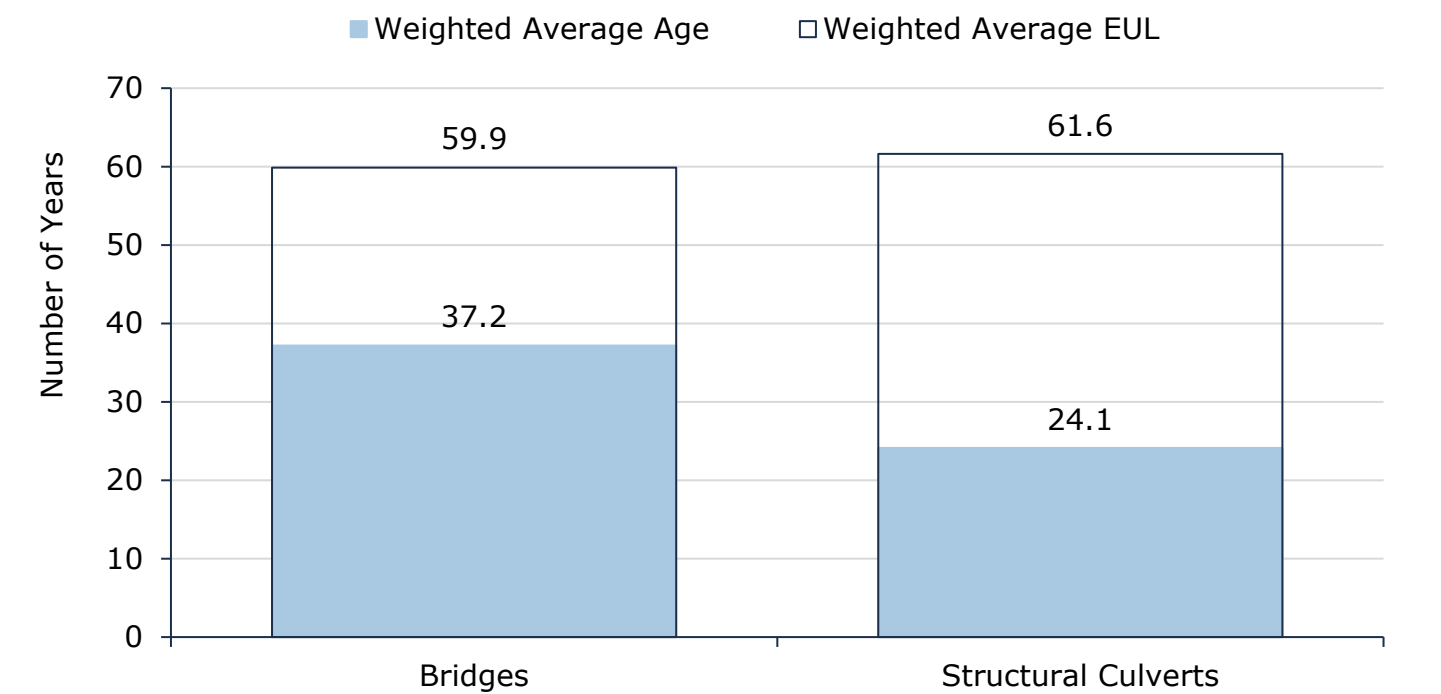


Figure 30 Estimated Useful Life vs. Asset Age: Bridges & Culverts

Age analysis reveals that bridges have a weighted average age of 37 years, representing 62% of their expected useful life of 60 years. Structural culverts have a weighted average age of 24 years, accounting for 39% of their expected useful life of 62 years. While age analysis shows no immediate concerns for upcoming asset replacements, OSIM assessments should continue to be used to prioritize capital and maintenance expenditures. Long-term savings should also be prioritized to ensure funding is available when asset replacement is required in future decades.

Current Approach to Lifecycle Management

The condition or performance of most assets will deteriorate over time. To ensure that municipal assets are performing as expected and meeting the needs of customers, it is important to establish a lifecycle management strategy to proactively manage asset deterioration.

The following table outlines the Municipality’s current lifecycle management strategy.

Activity Type	Description of Current Strategy
Maintenance	Routine maintenance activities include visual inspections, cleaning, minor repairs, and vegetation management.
Rehabilitation/ Replacement	Rehabilitation focuses on deck resurfacing, curb and railing repairs, ballast rock addition, and scour protection.
	Rehabilitation activities are initiated based on OSIM report recommendations.
	Replacement is considered when rehabilitation is no longer cost-effective or when assets deteriorate significantly.
	Priority is given to assets nearing the end of their service life or requiring frequent, costly repairs.
Inspection	Biannual OSIM inspections are conducted by GHD Engineering Consultants.
	General visual inspections are conducted annually by municipal staff. No formalized rating are given from these inspections.
	Inspections identify issues and trigger maintenance, rehabilitation, or replacement actions as needed.

Table 20 Lifecycle Management Strategy: Bridges & Culverts

Forecasted Long-Term Replacement Needs

Figure 31 illustrates the cyclical short-, medium- and long-term infrastructure rehabilitation and replacement requirements for the Municipality's bridges and culverts. This analysis was run until 2099 to capture at least one iteration of replacement for the longest-lived asset based on the Municipality's provided data. The Municipality's average annual requirements (red dotted line) for bridges and culverts total \$335,000. Although actual spending may fluctuate substantially from year to year, this figure is a useful benchmark value for annual capital expenditure targets (or allocations to reserves) to ensure projects are not deferred and replacement needs are met as they arise.

The chart illustrates varying capital needs throughout the forecast period, with two significant spikes between 2060–2064 and 2090–2094, peaking at \$4.9 million and \$6.3 million, respectively. These projections and estimates are based on asset replacement costs, age analysis, and condition data. They are designed to provide a long-term, portfolio-level overview of capital needs and should be used to support improved financial planning over several decades.

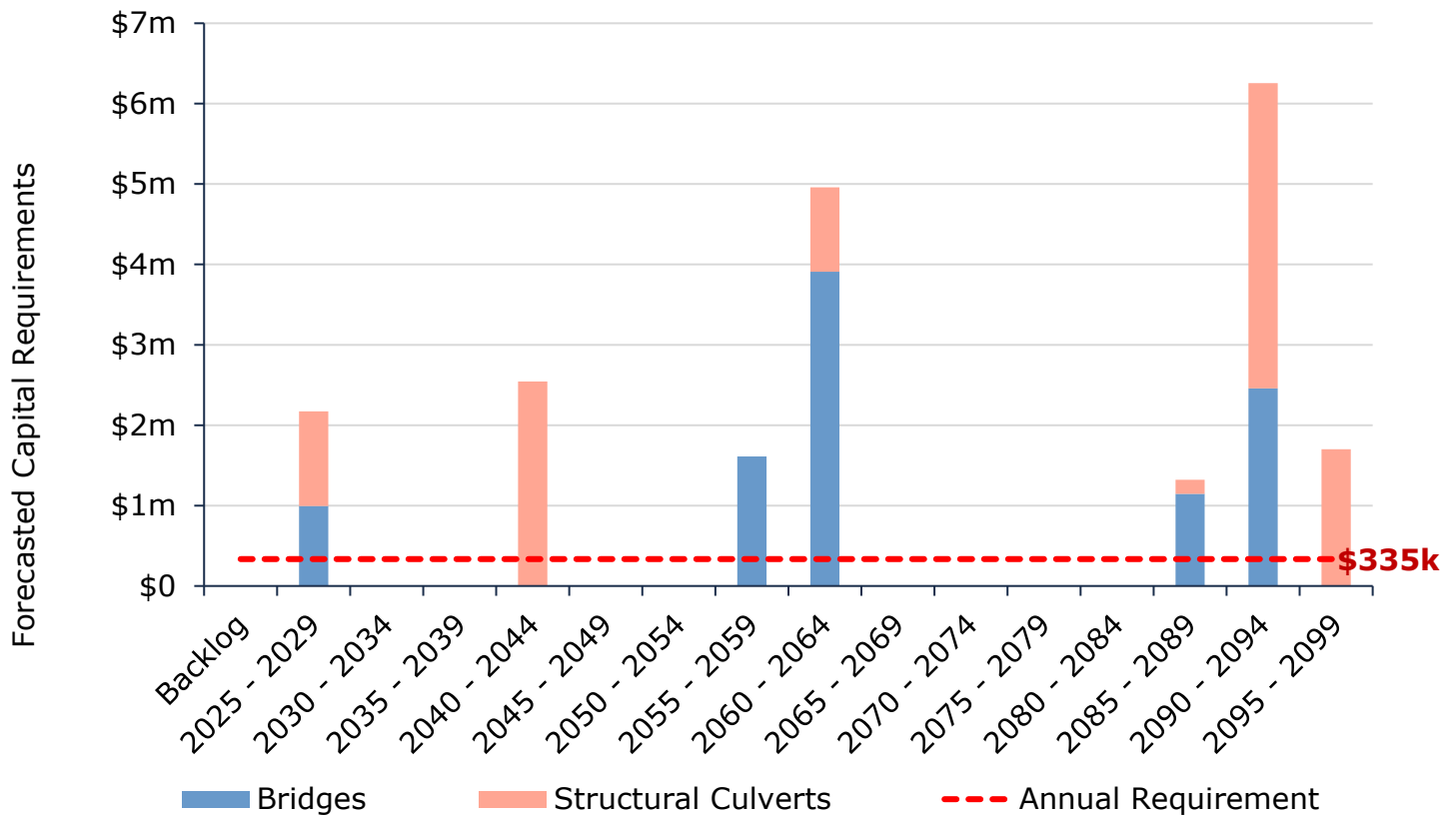


Figure 31 Forecasted Capital Replacement Needs: Bridges & Culverts 2024-2099

Often, the magnitude of replacement needs is substantially higher than most municipalities can afford to fund. In addition, most assets may not need to be replaced. However, quantifying and monitoring these spikes is essential for long-term financial planning, including establishing dedicated reserves. OSIM condition assessments and a robust risk framework will ensure that high-criticality assets receive proper and timely lifecycle intervention, including replacements.

A summary of the 10-year replacement forecast can be found in Appendix G - 10-Year Capital Requirements.

Risk Analysis

The risk matrix below is generated using available asset data, including condition, service life remaining, replacement costs, and traffic volume. The risk ratings for assets without useful attribute data were calculated using only condition, service life remaining, and their replacement costs.

The matrix stratifies assets based on their individual probability and consequence of failure, each scored from 1 to 5. Their product generates a risk index ranging from 1-25. Assets with the highest criticality and likelihood of failure receive a risk rating of 25; those with lowest probability of failure and lowest criticality carry a risk rating of 1. As new data and information is gathered, the Municipality may consider integrating relevant information that improves confidence in the criteria used to assess asset risk and criticality.

See *Risk & Criticality* section for further details on approach used to determine asset risk ratings and classifications.

1 - 4 Very Low \$1,746,000 (11%)	5 - 7 Low \$4,987,000 (31%)	8 - 9 Moderate \$1,295,000 (8%)	10 - 14 High \$5,276,000 (33%)	15 - 25 Very High \$2,544,000 (16%)
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Figure 32 Risk Matrix: Bridges & Culverts

Current Levels of Service

The tables that follow summarize the Municipality’s current levels of service with respect to prescribed KPIs under Ontario Regulation 588/17 as well as any additional performance measures that the Municipality has selected for this AMP.

Community Levels of Service

Service Attribute	Qualitative Description	Current LOS (2024)
Scope	Description of the traffic that is supported by municipal bridges (e.g., heavy transport vehicles, motor vehicles, emergency vehicles, pedestrians, cyclists)	The traffic on municipal bridges is generally light, supporting motor vehicles, emergency vehicles, cyclists, and pedestrians. Several bridges have load limits in place, restricting access for heavy transport vehicles, which helps to preserve their structural integrity while accommodating local traffic needs.
Quality	Description or images of the condition of bridges & culverts and how this would affect use of the bridges & culverts	The condition of bridges and culverts in the Municipality of Whitestone includes restrictions and rehabilitation needs that affect their use: ♦ Ladds Bridge has a load limit of 19 tonnes (41,887 lbs) ♦ Maple Island Bridge has a load limit of 25 tonnes (55,115 lbs), restricting access for heavier vehicles. ♦ Additionally, two culverts are in need of rehabilitation, highlighting critical maintenance requirements to ensure continued usability and safety of these structures. Also refer to Appendix H - Level of Service Maps & Photos

Table 21 O. Reg. 588/17 Community Levels of Service: Bridges & Culverts

Technical Levels of Service

Service Attribute	Technical Metric	Current LOS (2024)
Scope	% of bridges in the Municipality with loading or dimensional restrictions	28%
Quality	Average bridge condition index value for bridges in the Municipality	78%
	Average bridge condition index value for structural culverts in the Municipality	68%
Performance	Target vs. Actual capital reinvestment rate	2.1% vs. 0.8%

Table 22 O. Reg. 588/17 Technical Levels of Service: Bridges & Culverts

Proposed Levels of Service

As per O. Reg. 588/17, by July 1, 2025, municipalities are required to consider proposed levels of service (PLOS), discuss the associated risks and long-term sustainability of these service levels, and explain the Municipality’s ability to afford the PLOS.

The below tables and graphs explain the proposed levels of service scenarios that were analyzed for bridges and culverts. Further PLOS analysis at the portfolio level can be found in section 4. *Proposed Levels of Service Analysis.*

PLOS Scenarios Analyzed

Scenario	Description
Scenario 1: Maintain Existing Spending Levels	This scenario assumes no tax increases. ♦ Annual capital funding is maintained at \$119,000 for Bridges
Scenario 2: Achieving 80% Funding in 6 Years	This scenario assumes annual tax increases of 0.5% for 6 years, stabilizing at 80% funding. ♦ Annual capital funding for Bridges increases from \$119,000 to \$268,000
Scenario 3: Achieving 100% Funding in 6 Years	This scenario assumes annual tax increases of 1.4% for 6 years, stabilizing at 100% funding. ♦ Annual capital funding for Bridges increases from \$119,000 to \$335,000

Table 23 Bridges & Culverts PLOS Scenario Descriptions

PLOS Analysis Results

Scenario	Technical LOS Outcomes	Initial Value (2025)	15 Year Projection (2039)	30 Year Projection (2054)	Comments
Scenario 1 (Maintain)	Average Condition	72%	48%	40%	
	Average Asset Risk	9.1	14.3	16.0	
	Average Annual Investment		\$119,000		This parameter is maintained
	Average Capital re-investment rate		0.8%		
Scenario 2 (80%)	Average Condition	72%	48%	38%	
	Average Asset Risk	9.1	14.3	16.8	
	Average Annual Investment		\$268,000		Increase taxes by ~0.5% per year for 6 years
	Average Capital re-investment rate		1.7%		
Scenario 3 (100%)	Average Condition	72%	48%	38%	
	Average Asset Risk	9.1	14.3	16.8	
	Average Annual Investment		\$335,000		Increase taxes by ~0.5% per year for 6 years
	Average Capital re-investment rate		2.1%		

Table 24 Bridges & Culverts PLOS Scenario Analysis

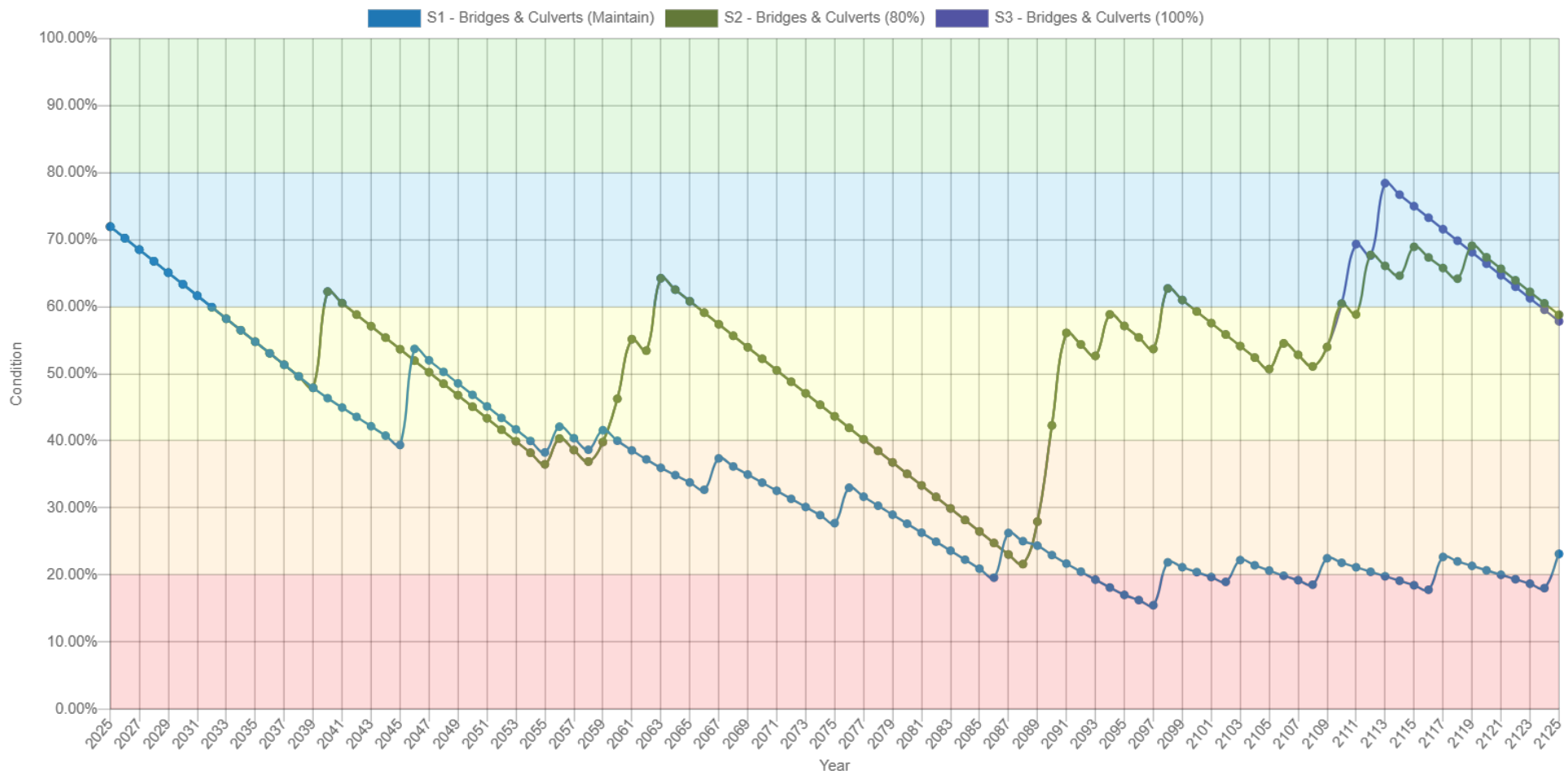


Figure 33 Bridges & Culverts PLOS Scenario Condition Results

10-Year PLOS Financial Projections

As outlined in Section 4. *Proposed Levels of Service Analysis* the Municipality of Whitestone selected Scenario 3 as their preferred proposed levels of service. The main objective is to increase spending gradually to reach a more sustainable funding level to manage the Municipality's current inventory of assets. The following table outlines the funding trajectory over the next 10 years for bridges and culverts if the financial strategy for Scenario 3 is implemented.

	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Targeted Capital Spending	\$335k	\$335k	\$335k	\$335k	\$335k	\$335k	\$335k	\$335k	\$335k	\$335k
Projected Capital Spending	\$151k	\$187k	\$245k	\$269k	\$314k	\$335k	\$335k	\$335k	\$335k	\$335k
Funding Deficit	\$183k	\$148k	\$90k	\$66k	\$20k	-	-	-	-	-
Target Reinvestment Rate	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%	2.1%
Projected Reinvestment Rate	1.0%	1.2%	1.5%	1.7%	2.0%	2.1%	2.1%	2.1%	2.1%	2.1%

Table 25 Bridges & Culverts 10-Year PLOS Financial Projections

Appendix C - Buildings

The Municipality's buildings portfolio includes a diverse range of assets, comprising buildings as a standalone segment, as well as facilities related to water, wastewater, and stormwater systems. The total current replacement of buildings is estimated at more than \$9.8 million.

Inventory & Valuation

Table 26 summarizes the quantity and current replacement cost of all buildings assets available in the Municipality's asset listing. Aside from separating water, sewer, and storm assets from the building itself, the Municipality's building portfolio is not componentized.

Segment	Quantity	Unit of Measure	Replacement Cost	Primary RC Method
Buildings	36,273	Area (sq ft)	\$9,362,400	User-Defined
Stormwater	10	Assets	\$98,559	CPI
Wastewater	6	Assets	\$209,066	CPI
Water	13	Assets	\$146,585	CPI
TOTAL			\$9,816,610	

Table 26 Detailed Asset Inventory: Buildings

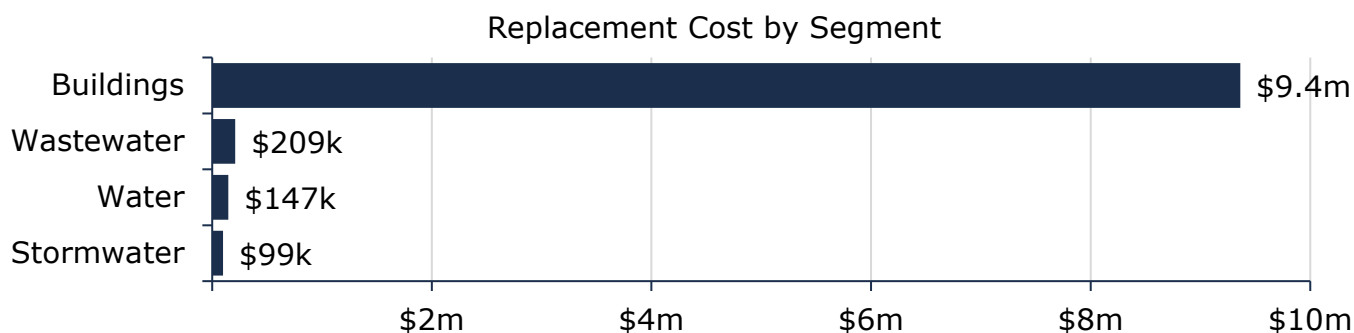


Figure 34 Portfolio Valuation: Buildings

Asset Condition

Figure 41 summarizes the replacement cost-weighted condition of the Municipality's buildings portfolio. Based only on age data, 73% of buildings assets are in fair or better condition; however, 27%, with a current replacement cost of more than \$2.5 million are in poor or worse condition. These assets may be candidates for replacement in the short term; similarly, assets in fair condition may require rehabilitation or replacement in the medium term and should be monitored for further degradation in condition.

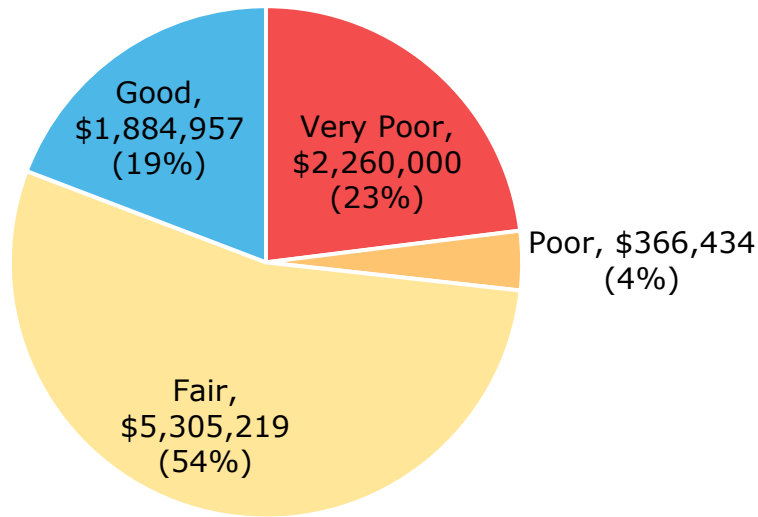


Figure 35 Asset Condition: Buildings Overall

Figure 36 summarizes the age-based condition of buildings by segment. While the majority of assets are in fair of better condition, in the absence of componentization, this data has limited value. Componentization of assets and integration of condition assessments will provide a more accurate and reliable estimation of the condition of various facilities.

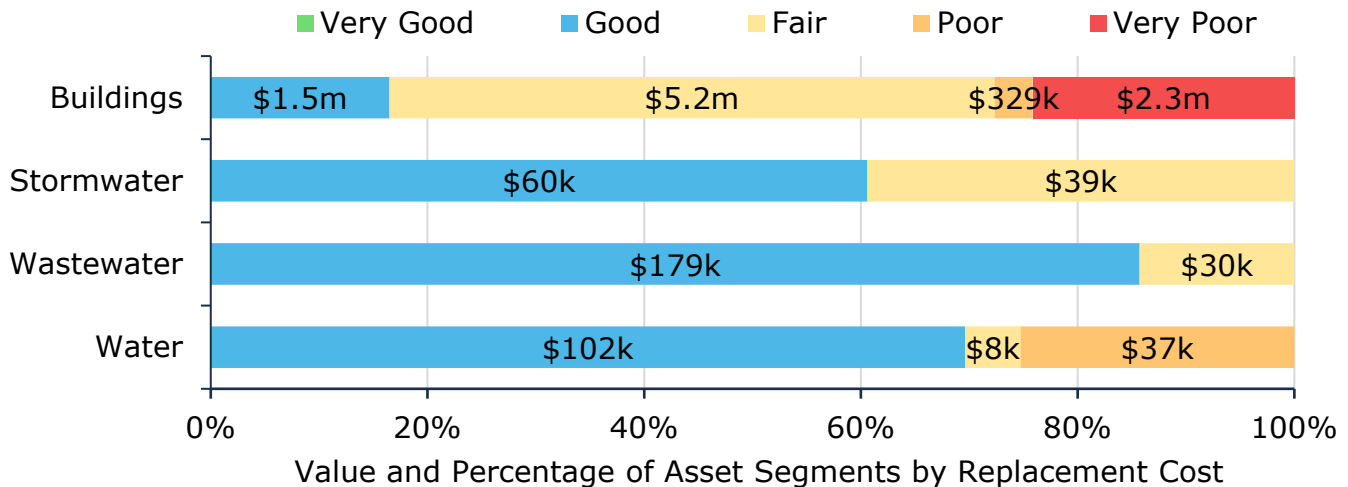


Figure 36 Asset Condition: Buildings by Segment

Age Profile

An asset's age profile comprises two key values: estimated useful life (EUL), or design life; and the percentage of EUL consumed. The EUL is the serviceable lifespan of an asset during which it can continue to fulfil its intended purpose and provide value to users, safely and efficiently. As assets age, their performance diminishes, often more rapidly as they approach the end of their design life.

In conjunction with condition data, an asset’s age profile provides a more complete summary of the state of infrastructure. It can help identify assets that may be candidates for further review through condition assessment programs; inform the selection of optimal lifecycle strategies; and improve planning for potential replacement spikes.

Figure 37 illustrates the average current age of each asset type and its estimated useful life. Both values are weighted by the replacement cost of individual assets.

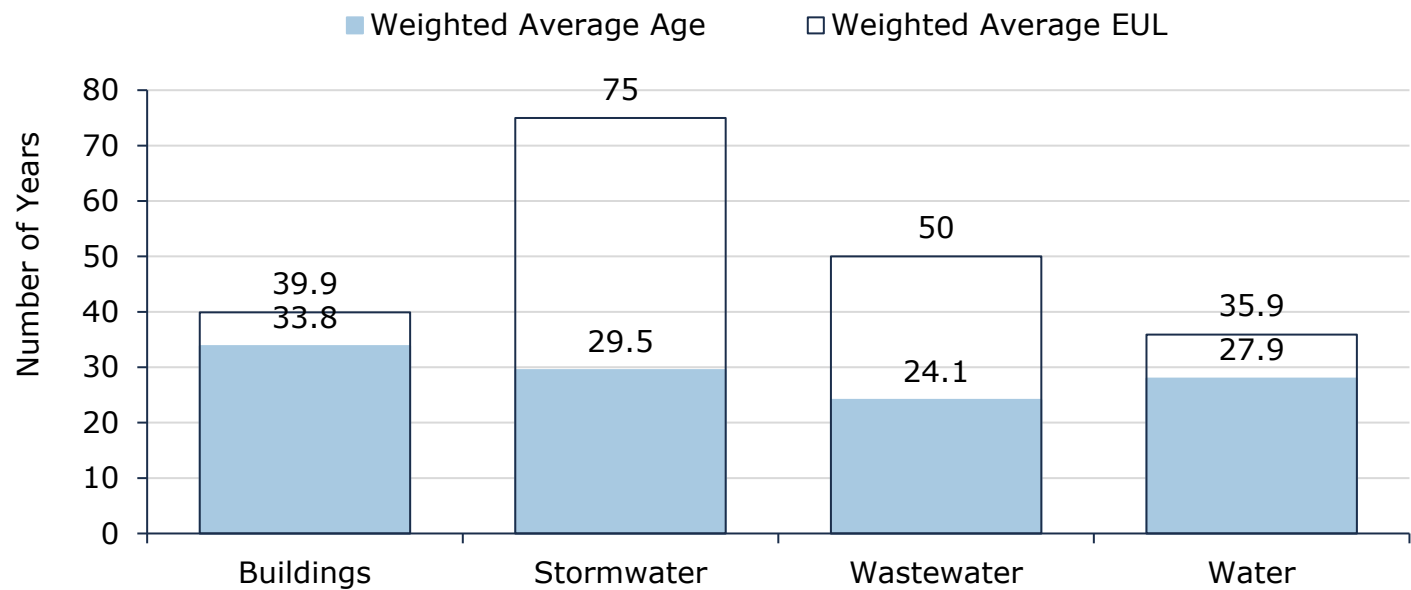


Figure 37 Estimated Useful Life vs. Asset Age: Buildings

Age analysis reveals varying stages of serviceability across asset categories. Buildings have a weighted average age of 33.8 years, representing 85% of their expected useful life of 39.9 years. Similarly, water infrastructure, with a weighted average age of 27.9 years, has utilized 78% of its expected useful life of 35.9 years. Wastewater assets, with a weighted average age of 24.1 years, are at the mid-point of their lifecycle. In contrast, stormwater assets, with a weighted average age of 29.5 years, have consumed only 39% of their 75-year expected useful life. Once again, this analysis presented only at the site level, rather than at the individual element or component level. Useful and meaningful age analysis for buildings is entirely predicated on effective componentization.

Current Approach to Lifecycle Management

The condition or performance of most assets will deteriorate over time. To ensure that municipal assets are performing as expected and meeting the needs of customers, it is important to establish a lifecycle management strategy to proactively manage asset deterioration.

Table 27 outlines the Municipality’s current lifecycle management strategy.

Activity Type	Description of Current Strategy
Maintenance	Routine maintenance includes inspections, HVAC and plumbing repairs, and accessibility reviews.
Rehabilitation/ Replacement	Rehabilitation includes roof replacements, HVAC system upgrades, and water treatment system improvements.
	Replacement is considered when rehabilitation is no longer cost-effective or assets are at end of life.
	Priority is given to assets nearing the end of their service life or requiring frequent, costly repairs.
Inspections	Inspections are conducted by staff or consultants to evaluate building conditions and identify issues.
	Inspection results guide the prioritization of maintenance, rehabilitation, and replacement actions.
	Regular inspections focus on safety, accessibility, and structural integrity.

Table 27 Lifecycle Management Strategy: Buildings

Forecasted Long-Term Replacement Needs

Figure 38 illustrates the cyclical short-, medium- and long-term infrastructure replacement requirements for the Municipality's buildings portfolio. This analysis was run until 2084 to capture at least one iteration of replacement for the longest-lived asset based on the Municipality's provided data. The Municipality's average annual requirements (red dotted line) total \$247k for all buildings. Although actual spending may fluctuate substantially from year to year, this figure is a useful benchmark value for annual capital expenditure targets (or allocations to reserves) to ensure projects are not deferred and replacement needs are met as they arise.

Replacement needs are forecasted to rise significantly at key intervals over the next 60 years, with major peaks in 2030–2034 (\$2.3M), 2050–2054 (\$3.9M), and 2070–2074 (\$2.3M), primarily driven by buildings. A small backlog of \$20,000 represents assets due for immediate replacement. Between these peaks, funding needs decline, reaching a low of \$108,000 in 2060–2064. These projections and estimates are based on current asset records, their replacement costs, and age analysis. They are designed to provide a long-term, portfolio-level overview of capital needs and should be used to support improved financial planning over several decades.

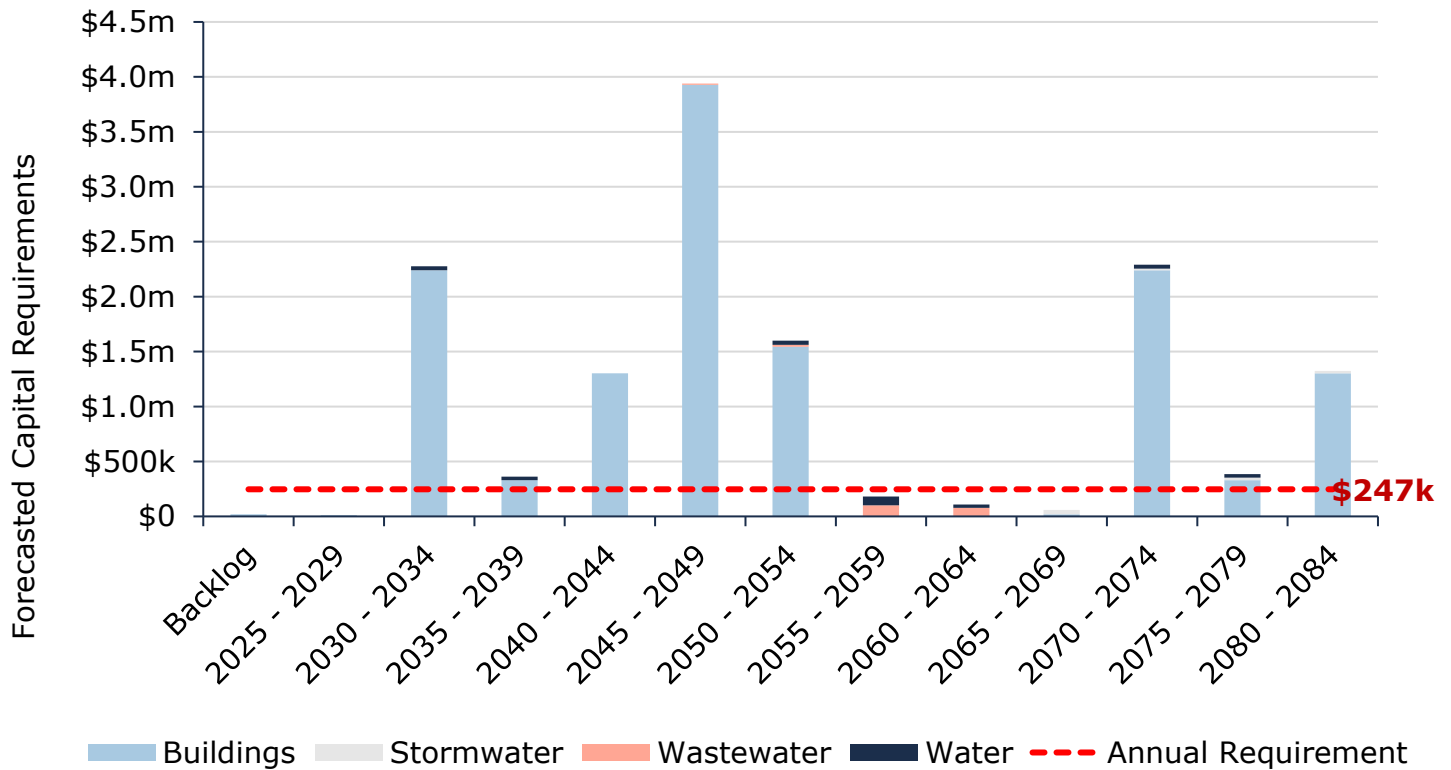


Figure 38 Forecasted Capital Replacement Needs Buildings 2025-2084

Often, the magnitude of replacement needs is substantially higher than most municipalities can afford to fund. In addition, most assets may not need to be replaced. However, quantifying and monitoring these spikes is essential for long-term financial planning, including establishing dedicated reserves. In addition, a robust risk framework will ensure that high-criticality assets receive proper and timely lifecycle intervention, including replacements. In the case of buildings and facilities, detailed componentization is necessary to develop more reliable lifecycle forecasts that reflect the needs of individual elements and components.

A summary of the 10-year replacement forecast can be found in Appendix G - 10-Year Capital Requirements.

Risk Analysis

The risk matrix below is generated using available asset data, including service life remaining, replacement costs, and building department. The risk ratings for assets without useful attribute data were calculated using only age, service life remaining, and their replacement costs.

The matrix classifies assets based on their individual probability and consequence of failure, each scored from 1 to 5. Their product generates a risk index ranging from 1-25. Assets with the highest criticality and likelihood of failure receive a risk rating of 25; those with lowest probability of failure and lowest criticality carry a risk rating of 1. As new data and information is gathered, the Municipality may consider integrating relevant information that improves confidence in the criteria used to assess asset risk and criticality.

See *Risk & Criticality* section for further details on approach used to determine asset risk ratings and classifications.

1 - 4 Very Low \$82,910 (<1%)	5 - 7 Low \$221,969 (2%)	8 - 9 Moderate \$139,465 (1%)	10 - 14 High \$5,500,866 (56%)	15 - 25 Very High \$3,871,400 (39%)
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Figure 39 Risk Matrix: Buildings

Current Levels of Service

The tables that follow summarize the Municipality’s current levels of service. There are no specifically prescribed KPIs under Ontario Regulation 588/17 for non-core assets, therefore the KPIs below represent performance measures that the Municipality has selected for this AMP.

Community Levels of Service

Service Attribute	Qualitative Description	Current LOS (2024)
Scope	Description, which may include maps, of the types of facilities that the municipality operates and maintains	The municipality operates and maintains a range of facilities such as the Municipality Administration Building, Library, Firehall, and Nursing Station, along with additional structures like Staff Sheds and the Public Works Building that support essential municipal operations and services. In addition to the buildings themselves, the municipality maintains water, wastewater, and stormwater systems associated with certain facilities.

Table 28 Community Levels of Service: Buildings

Technical Levels of Service

Service Attribute	Technical Metric	Current LOS (2024)
Quality	Average facility condition index value for facilities in the municipality	45%
Performance	Target vs. Actual capital reinvestment rate	2.5% vs. 0.9%

Table 29 Technical Levels of Service: Buildings

Proposed Levels of Service

As per O. Reg. 588/17, by July 1, 2025, municipalities are required to consider proposed levels of service (PLOS), discuss the associated risks and long-term sustainability of these service levels, and explain the Municipality’s ability to afford the PLOS.

The below tables and graphs explain the proposed levels of service scenarios that were analyzed for buildings. Further PLOS analysis at the portfolio level can be found in Section 4. *Proposed Levels of Service Analysis*.

PLOS Scenarios Analyzed

Scenario	Description
Scenario 1: Maintain Existing Spending Levels	This scenario assumes no tax increases. Annual capital funding is maintained at \$88,000 for Buildings
Scenario 2: Achieving 80% Funding in 6 Years	This scenario assumes annual tax increases of 0.5% for 6 years, stabilizing at 80% funding. Annual capital funding for Buildings increases from \$88,000 to \$197,000
Scenario 3: Achieving 100% Funding in 6 Years	This scenario assumes annual tax increases of 1.4% for 6 years, stabilizing at 100% funding. Annual capital funding for Buildings increases from \$88,000 to \$247,000

Table 30 Buildings PLOS Scenario Descriptions

PLOS Analysis Results

Scenario	Technical LOS Outcomes	Initial Value (2025)	15 Year Projection (2039)	30 Year Projection (2054)	Comments
Scenario 1 (Maintain)	Average Condition	43%	18%	16%	
	Average Asset Risk	15.3	21.4	20.0	
	Average Annual Investment		\$88,000		This parameter is maintained
	Average Capital re-investment rate		0.9%		
Scenario 2 (80%)	Average Condition	43%	40%	40%	
	Average Asset Risk	15.3	17.1	14.8	
	Average Annual Investment		\$197,000		Increase taxes by ~0.5% per year for 6 years
	Average Capital re-investment rate		2.0%		
Scenario 3 (100%)	Average Condition	43%	39%	48%	
	Average Asset Risk	15.3	17.1	13.7	
	Average Annual Investment		\$247,000		Increase taxes by ~1.4% per year for 6 years
	Average Capital re-investment rate		2.5%		

Table 31 Buildings PLOS Scenario Analysis

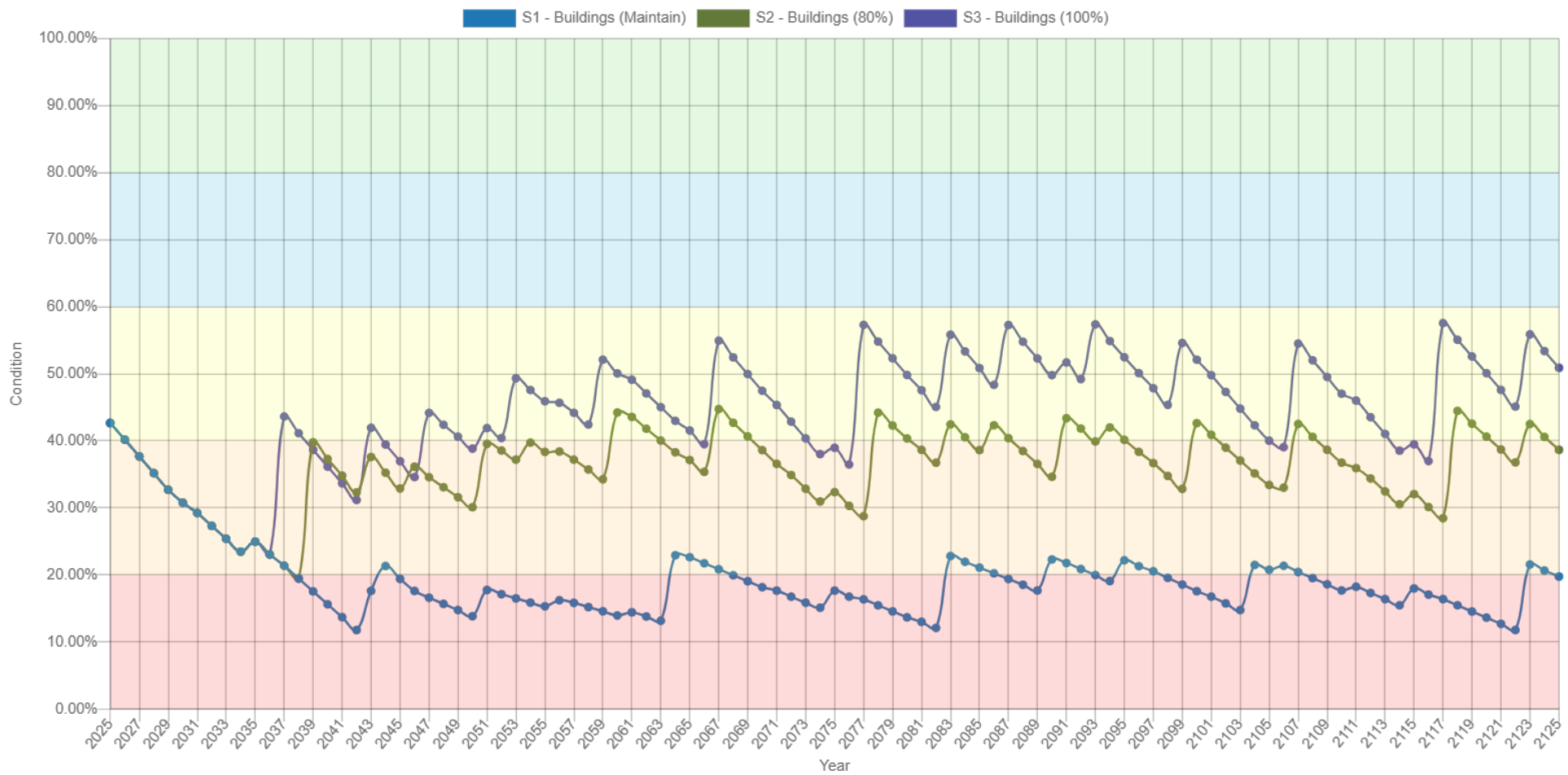


Figure 40 Buildings PLOS Scenario Condition Results

10-Year PLOS Financial Projections

As outlined in Section 4. *Proposed Levels of Service Analysis*, the Municipality of Whitestone selected Scenario 3 as their preferred proposed levels of service. The main objective is to increase spending gradually to reach a more sustainable funding level to manage the Municipality's current inventory of assets. The following table outlines the funding trajectory over the next 10 years for buildings if the financial strategy for Scenario 3 is implemented.

	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Targeted Capital Spending	\$247k	\$247k	\$247k	\$247k	\$247k	\$247k	\$247k	\$247k	\$247k	\$247k
Projected Capital Spending	\$112k	\$138k	\$181k	\$198k	\$232k	\$247k	\$247k	\$247k	\$247k	\$247k
Funding Deficit	\$135k	\$109k	\$66k	\$49k	\$15k	-	-	-	-	-
Target Reinvestment Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Projected Reinvestment Rate	1.1%	1.4%	1.8%	2.0%	2.4%	2.5%	2.5%	2.5%	2.5%	2.5%

Table 32 Buildings 10-Year PLOS Financial Projections

Appendix D - Land Improvements

The Municipality’s land improvements portfolio includes boat launches, dams, landfills, and parks. The total current replacement of land improvements is estimated at approximately \$3.8 million.

Inventory & Valuation

Table 33 summarizes the quantity and current replacement cost of all land improvements assets available in the Municipality’s listing. Dams and landfills account for the largest share of the land improvements asset group.

Segment	Quantity	Unit of Measure	Replacement Cost	Primary RC Method
Boat Launches	3	Quantity	\$359,000	User-Defined
Dams	1	Quantity	\$1,750,000	User-Defined
Landfill	2	Quantity	\$1,550,000	User-Defined
Parks	4	Quantity	\$153,000	User-Defined
TOTAL			\$3,812,000	

Table 33 Detailed Asset Inventory: Land Improvements

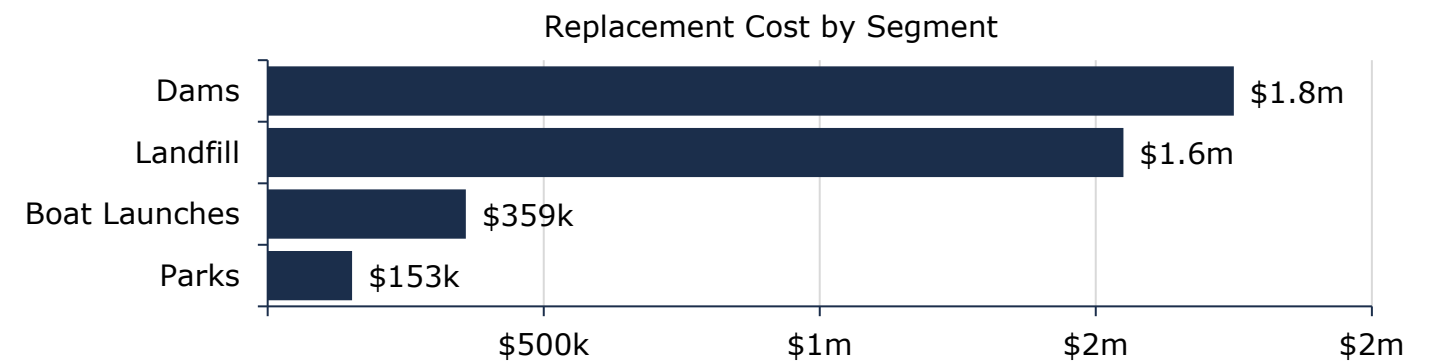


Figure 41 Portfolio Valuation: Land Improvements

Asset Condition

Figure 42 summarizes the replacement cost-weighted condition of the Municipality’s land improvements portfolio. Based on age data only, 100% of assets are in fair or better condition. These assets may be candidates for replacement in the short term; similarly, assets in fair condition may require rehabilitation or replacement in the medium term and should be monitored for further degradation in condition.

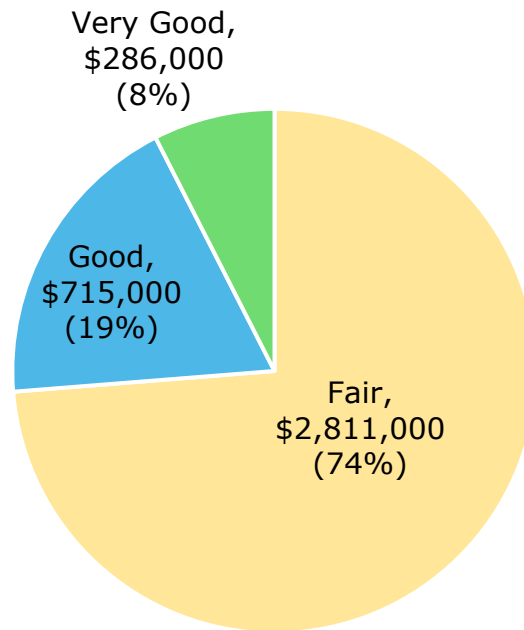


Figure 42 Asset Condition: Land Improvements Overall

Figure 43 summarizes the age-based condition of land improvements by each department.

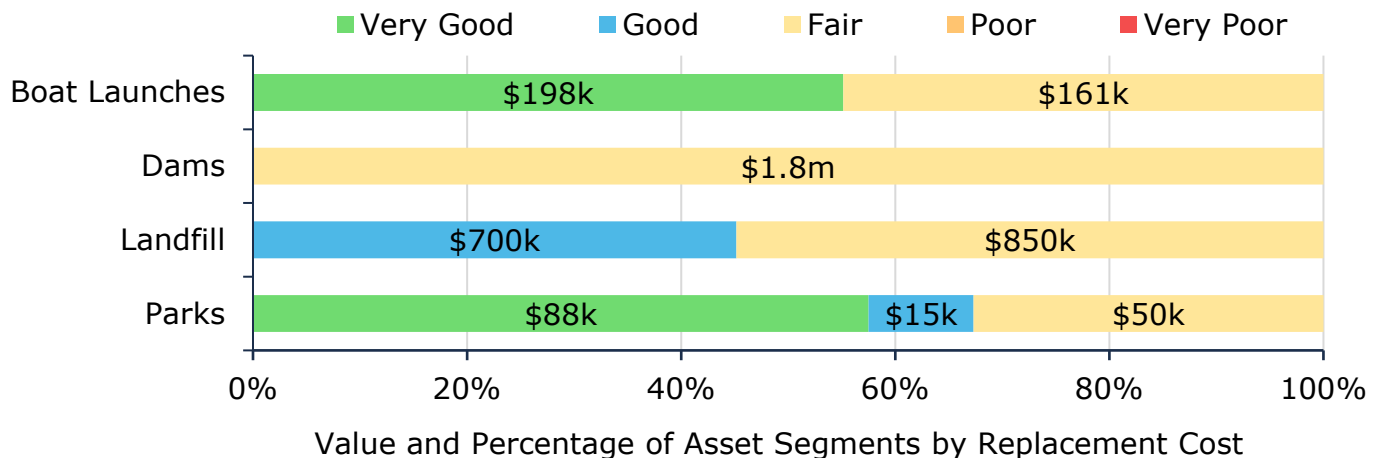


Figure 43 Asset Condition: Land Improvements by Segment

Age Profile

An asset's age profile comprises two key values: estimated useful life (EUL), or design life; and the percentage of EUL consumed. The EUL is the serviceable lifespan of an asset during which it can continue to fulfil its intended purpose and provide value to users, safely and efficiently. As assets age, their performance diminishes, often more rapidly as they approach the end of their design life.

In conjunction with condition data, an asset's age profile provides a more complete summary of the state of infrastructure. It can help identify assets that may be candidates for further review

through condition assessment programs; inform the selection of optimal lifecycle strategies; and improve planning for potential replacement spikes.

Figure 44 illustrates the average current age of each asset type and its estimated useful life. Both values are weighted by the replacement cost of individual assets.

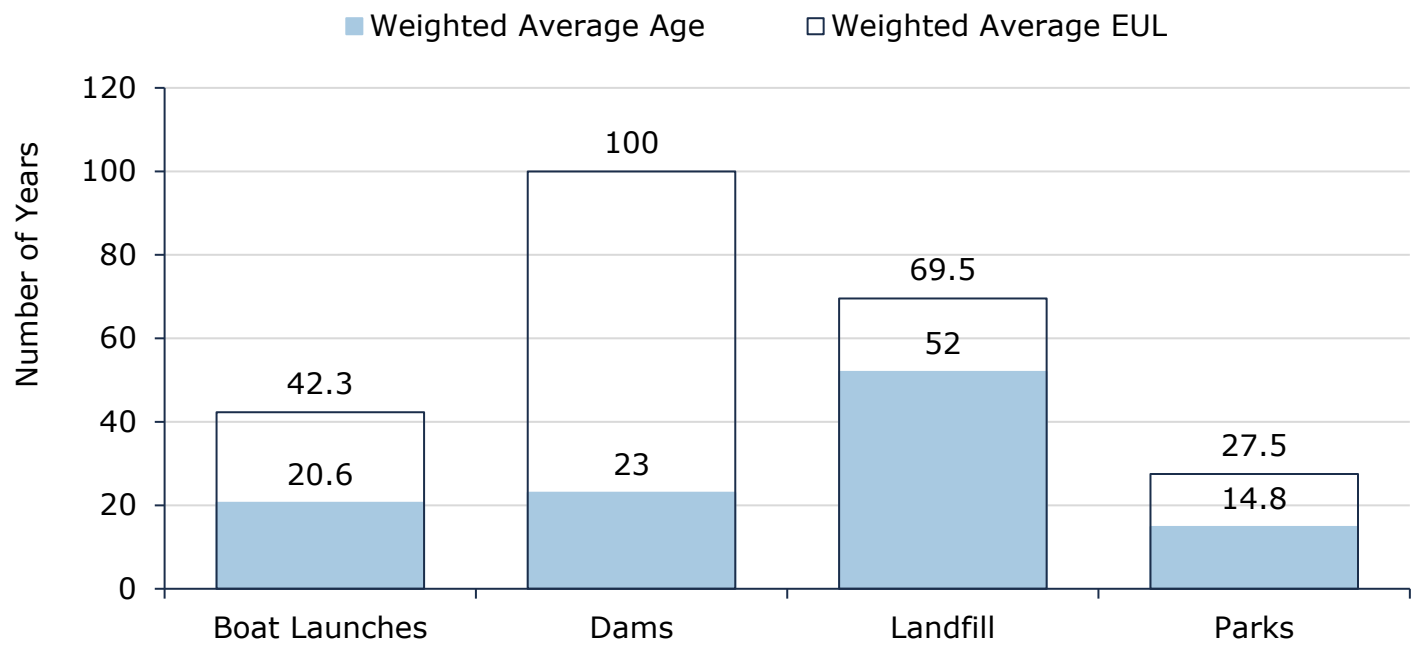


Figure 44 Estimated Useful Life vs. Asset Age: Land Improvements

Age analysis reveals that boat launches have a weighted average age of 20.6 years against an expected useful life of 42.3 years. Dams, with a weighted average age of 23 years, have a long remaining life compared to their expected useful life of 100 years. Landfill assets, at an average age of 52 years, are nearing their expected useful life of 69.5 years. Parks infrastructure, with an average age of 14.8 years, is midway through its expected useful life of 27.5 years.

Current Approach to Lifecycle Management

The condition or performance of most assets will deteriorate over time. To ensure that municipal assets are performing as expected and meeting the needs of customers, it is important to establish a lifecycle management strategy to proactively manage asset deterioration.

Table 34 outlines the Township’s current lifecycle management strategy.

Activity Type	Description of Current Strategy
Maintenance	Routine parks maintenance includes inspections, cleaning, minor repairs, and vegetation management. Cleaning and minor repairs are conducted bi-weekly during summer months, monthly during spring and fall, and no maintenance of parks is performed during the winter months.
Rehabilitation/ Replacement	No formal rehabilitation activities are currently applied to parks and land improvements. Replacement is prioritized for assets with significant deterioration or those that are costly to maintain
Inspections	Inspections are conducted regularly by internal staff to monitor the condition of land improvements, trails, and parks. Inspections focus on identifying safety hazards and structural issues. Inspection findings trigger maintenance, rehabilitation, or replacement actions.

Table 34 Lifecycle Management Strategy: Land Improvements

Forecasted Long-Term Replacement Needs

Figure 45 illustrates the cyclical short-, medium- and long-term infrastructure replacement requirements for the Municipality's land improvements portfolio. This analysis was run until 2074 to capture at least one iteration of replacement for the longest-lived asset based on the Municipality's provided data. The Municipality's average annual requirements (red dotted line) total \$54,000 for all land improvements. Although actual spending may fluctuate substantially from year to year, this figure is a useful benchmark value for annual capital expenditure targets (or allocations to reserves) to ensure projects are not deferred and replacement needs are met as they arise.

Replacement needs are forecasted to fluctuate significantly over the next 50 years, with minimal requirements until 2040. Capital needs begin to rise between 2040 and 2049, totaling \$153,000 and \$161,000, respectively. A major peak is observed in 2055–2059, with replacement requirements reaching \$1 million, driven primarily by landfill assets. Another significant spike occurs in 2070–2074, with total requirements surging to \$2.5 million, largely due to dams and landfill assets. These projections and estimates are based on asset replacement costs and age analysis. They are designed to provide a long-term, portfolio-level overview of capital needs and should be used to support improved financial planning over several decades.

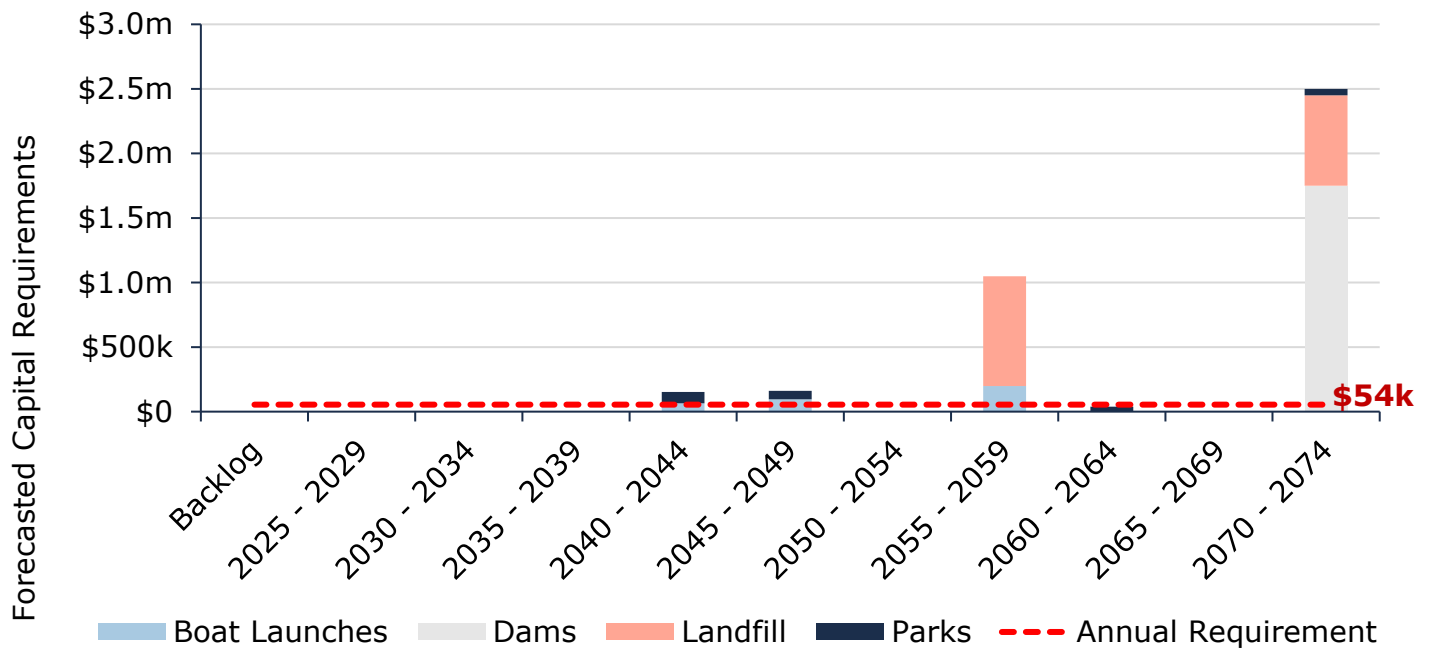


Figure 45 Forecasted Capital Replacement Needs: Land Improvements 2025-2074

Often, the magnitude of replacement needs is substantially higher than most municipalities can afford to fund. In addition, most assets may not need to be replaced. However, quantifying and monitoring these spikes is essential for long-term financial planning, including establishing dedicated reserves. In addition, a robust risk framework will ensure that high-criticality assets receive proper and timely lifecycle intervention, including replacements.

A summary of the 10-year replacement forecast can be found in Appendix G - 10-Year Capital Requirements.

Risk Analysis

The risk matrix below is generated using available asset data, including condition, service life remaining, replacement costs, and asset type. The risk ratings for assets without useful attribute data were calculated using only condition, service life remaining, and their replacement costs.

The matrix stratifies assets based on their individual probability and consequence of failure, each scored from 1 to 5. Their product generates a risk index ranging from 1-25. Assets with the highest criticality and likelihood of failure receive a risk rating of 25; those with lowest probability of failure and lowest criticality carry a risk rating of 1. As new data and information is gathered, the Municipality may consider integrating relevant information that improves confidence in the criteria used to assess asset risk and criticality.

These risk models have been built in the Citywide Software Platform. See *Risk & Criticality* section for further details on approach used to determine asset risk ratings and classifications.

1 - 4 Very Low \$103,000 (3%)	5 - 7 Low \$198,000 (5%)	8 - 9 Moderate \$750,000 (20%)	10 - 14 High \$2,761,000 (72%)	15 - 25 Very High - (0%)
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Figure 46 Risk Matrix: Land Improvements

Current Levels of Service

The tables that follow summarize the Municipality's current levels of service. There are no specifically prescribed KPIs under Ontario Regulation 588/17 for non-core assets, therefore the KPIs below represent performance measures that the Municipality has selected for this AMP.

Community Levels of Service

Service Attribute	Qualitative Description	Current LOS (2024)
Scope	Description, which may include maps, of the outdoor recreational facilities that the municipality operates and maintains	The Municipality operates and maintains outdoor recreational facilities, including boat launches at Indian Narrows, Bennett's Bay, and Church Street, with floating docks, ramps, and parking areas for water access. Parks and play areas feature amenities like play structures, shade structures, a volleyball court, swings, and a ball diamond. Additionally, the Wahwashkesh Dam provides flow control and safety on the Magnetawan River. Also refer to Appendix H - Level of Service Maps & Photos

Table 35 Community Levels of Service: Land Improvements

Technical Levels of Service

Service Attribute	Technical Metric	Current LOS (2024)
Quality	Average condition of outdoor recreation facilities and land improvements in the municipality	55%
Performance	Target vs. Actual capital reinvestment rate	1.4% vs. 0.8%

Table 36 Technical Levels of Service: Land Improvements

Proposed Levels of Service

As per O. Reg. 588/17, by July 1, 2025, municipalities are required to consider proposed levels of service (PLOS), discuss the associated risks and long-term sustainability of these service levels, and explain the Municipality’s ability to afford the PLOS.

The below tables and graphs explain the proposed levels of service scenarios that were analyzed for land improvements. Further PLOS analysis at the portfolio level can be found in section 4. *Proposed Levels of Service Analysis.*

PLOS Scenarios Analyzed

Scenario	Description
Scenario 1: Maintain Existing Spending Levels	This scenario assumes no tax increases. ♦ Annual capital funding is maintained at \$29,000 for Land Improvements
Scenario 2: Achieving 80% Funding in 6 Years	This scenario assumes annual tax increases of 0.5% for 6 years, stabilizing at 80% funding. ♦ Annual capital funding for Land Improvements increases from \$29,000 to \$43,000
Scenario 3: Achieving 100% Funding in 6 Years	This scenario assumes annual tax increases of 1.4% for 6 years, stabilizing at 100% funding. ♦ Annual capital funding for Land Improvements increases from \$29,000 to \$54,000

Table 37 Land Improvements PLOS Scenario Descriptions

PLOS Analysis Results

Scenario	Technical LOS Outcomes	Initial Value (2025)	15 Year Projection (2039)	30 Year Projection (2054)	Comments
Scenario 1 (Maintain)	Average Condition	54%	34%	21%	
	Average Asset Risk	11.7	16.4	19.9	
	Average Annual Investment		\$29,000		This parameter is maintained
	Average Capital re-investment rate		0.8%		
Scenario 2 (80%)	Average Condition	54%	34%	21%	
	Average Asset Risk	11.7	16.4	19.9	
	Average Annual Investment		\$43,000		Increase taxes by ~0.5% per year for 6 years
	Average Capital re-investment rate		1.1%		
Scenario 3 (100%)	Average Condition	54%	34%	21%	
	Average Asset Risk	11.7	16.4	19.9	
	Average Annual Investment		\$54,000		Increase taxes by ~1.4% per year for 6 years
	Average Capital re-investment rate		1.4%		

Table 38 Land Improvements PLOS Scenario Analysis

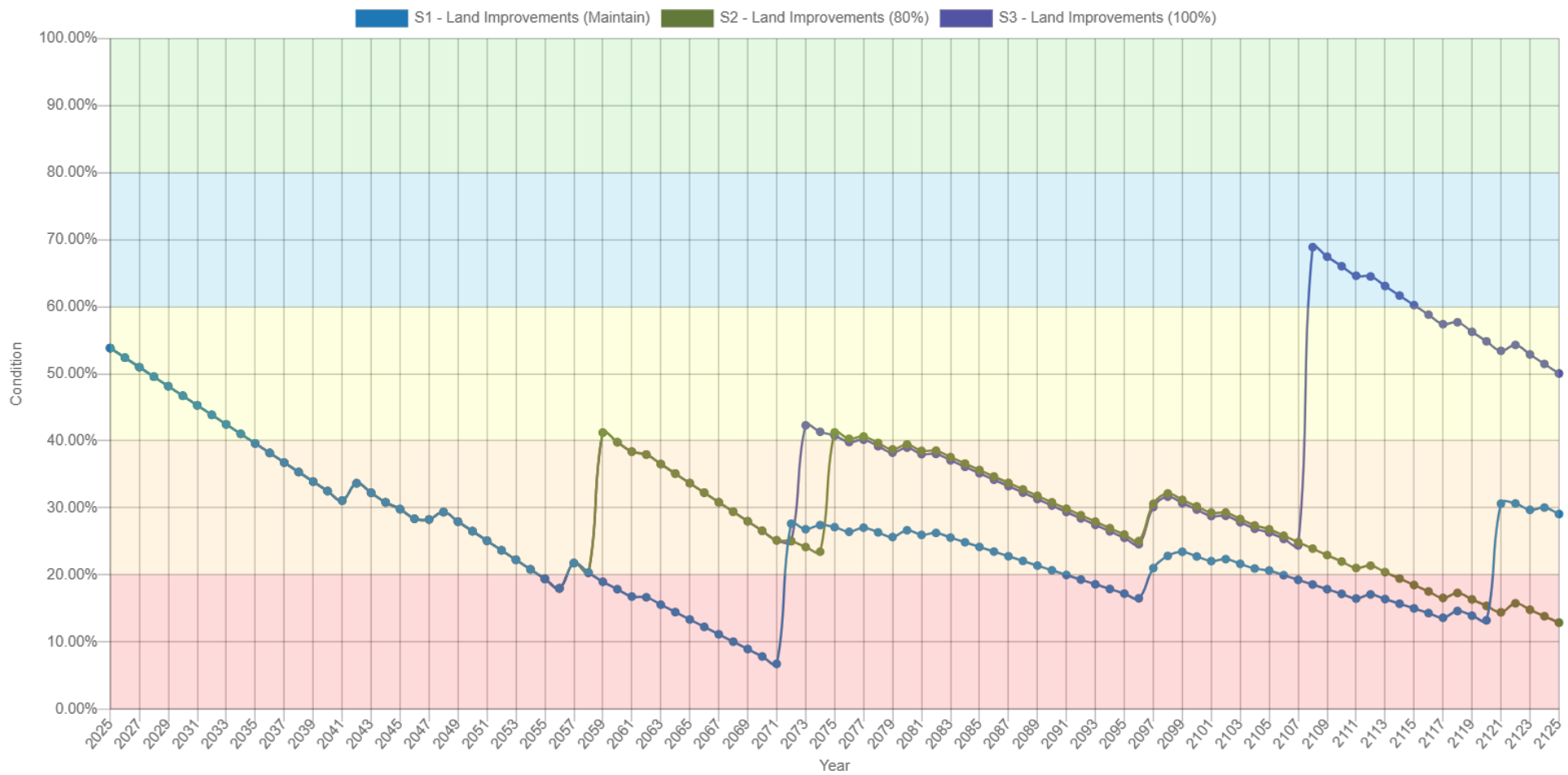


Figure 47 Land Improvements PLOS Scenario Condition Results

10-Year PLOS Financial Projections

As outlined in Section 4. *Proposed Levels of Service Analysis*, the Municipality of Whitestone selected Scenario 3 as their preferred proposed levels of service. The main objective is to increase spending gradually to reach a more sustainable funding level to manage the Municipality's current inventory of assets. The following table outlines the funding trajectory over the next 10 years for the land improvements if the financial strategy for Scenario 3 is implemented.

	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Targeted Capital Spending	\$54k	\$54k	\$54k	\$54k	\$54k	\$54k	\$54k	\$54k	\$54k	\$54k
Projected Capital Spending	\$33k	\$37k	\$44k	\$47k	\$52k	\$54k	\$54k	\$54k	\$54k	\$54k
Funding Deficit	\$21k	\$17k	\$10k	\$8k	\$2k	-	-	-	-	-
Target Reinvestment Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
Projected Reinvestment Rate	0.9%	1.0%	1.1%	1.2%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%

Table 39 Land Improvements 10-Year PLOS Financial Projections

Appendix E - Vehicles & Equipment

The Municipality’s vehicles and equipment portfolio includes public works, building department, and fire services. The total current replacement of vehicles and equipment is estimated at almost \$5.5 million.

Inventory & Valuation

Table 40 summarizes the quantity and current replacement cost of all vehicles and equipment assets available in the Municipality’s asset listing. Public works and fire services account for the largest share of the vehicles and equipment portfolio.

Segment	Quantity	Unit of Measure	Replacement Cost	Primary RC Method
Building Department	1	Quantity	\$48,000	User-Defined
Fire	11	Quantity	\$2,601,689	User-Defined
Public Works	14	Quantity	\$2,823,806	User-Defined
TOTAL			\$5,473,495	

Table 40 Detailed Asset Inventory: Vehicles & Equipment

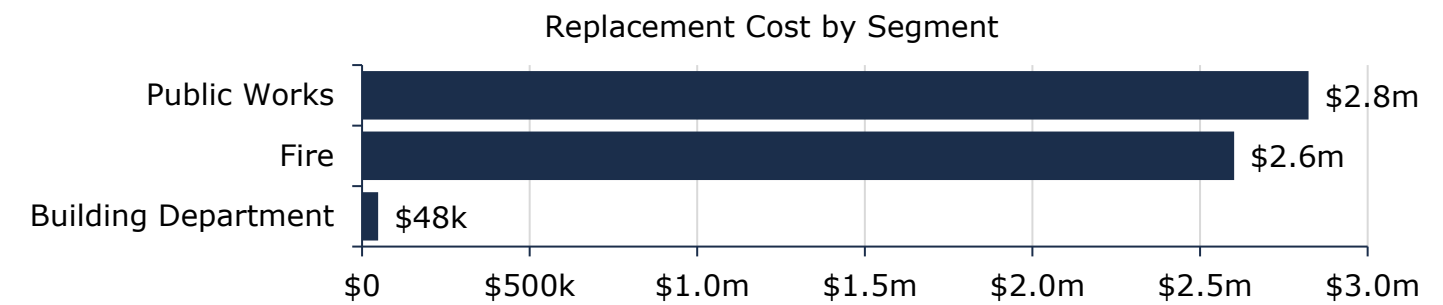


Figure 48 Portfolio Valuation: Vehicles & Equipment

Asset Condition

Figure 49 summarizes the replacement cost-weighted condition of the Municipality’s vehicles and equipment portfolio. Based primarily on assessed condition data, 80% of vehicles and equipment are in fair or better condition, with the remaining 20% are in poor or worse condition. These assets may be candidates for replacement in the short term; similarly, assets in fair condition may require rehabilitation or replacement in the medium term and should be monitored for further degradation in condition. Condition data was available for 70% of vehicles and equipment, based on replacement costs; age was used to estimate condition for the remaining 30% of assets.

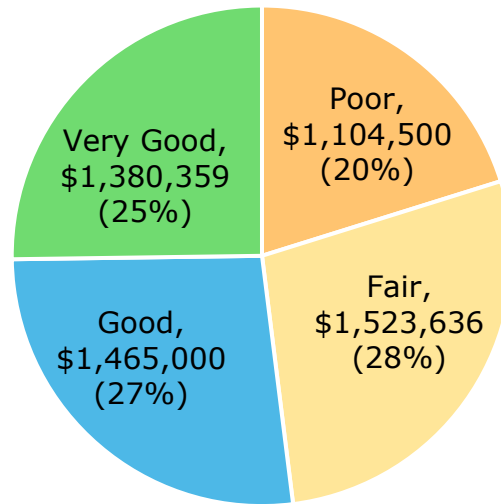


Figure 49 Asset Condition: Vehicles & Equipment Overall

Figure 50 summarizes the condition of vehicles and equipment by each department. The vast majority of vehicles that support critical services such as fire and public works are in fair or better condition. Additionally, assets in the building department are entirely in fair condition.

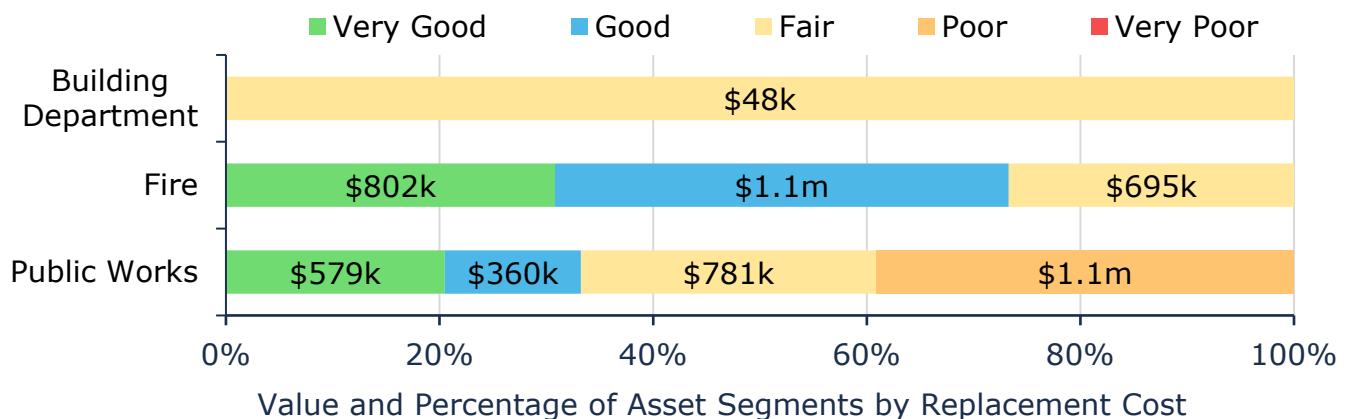


Figure 50 Asset Condition: Vehicles & Equipment by Segment

Age Profile

An asset's age profile comprises two key values: estimated useful life (EUL), or design life; and the percentage of EUL consumed. The EUL is the serviceable lifespan of an asset during which it can continue to fulfil its intended purpose and provide value to users, safely and efficiently. As assets age, their performance diminishes, often more rapidly as they approach the end of their design life.

In conjunction with condition data, an asset's age profile provides a more complete summary of the state of infrastructure. It can help identify assets that may be candidates for further review through condition assessment programs; inform the selection of optimal lifecycle strategies; and improve planning for potential replacement spikes.

Figure 51 illustrates the average current age of each asset type and its estimated useful life. Both values are weighted by the replacement cost of individual assets.

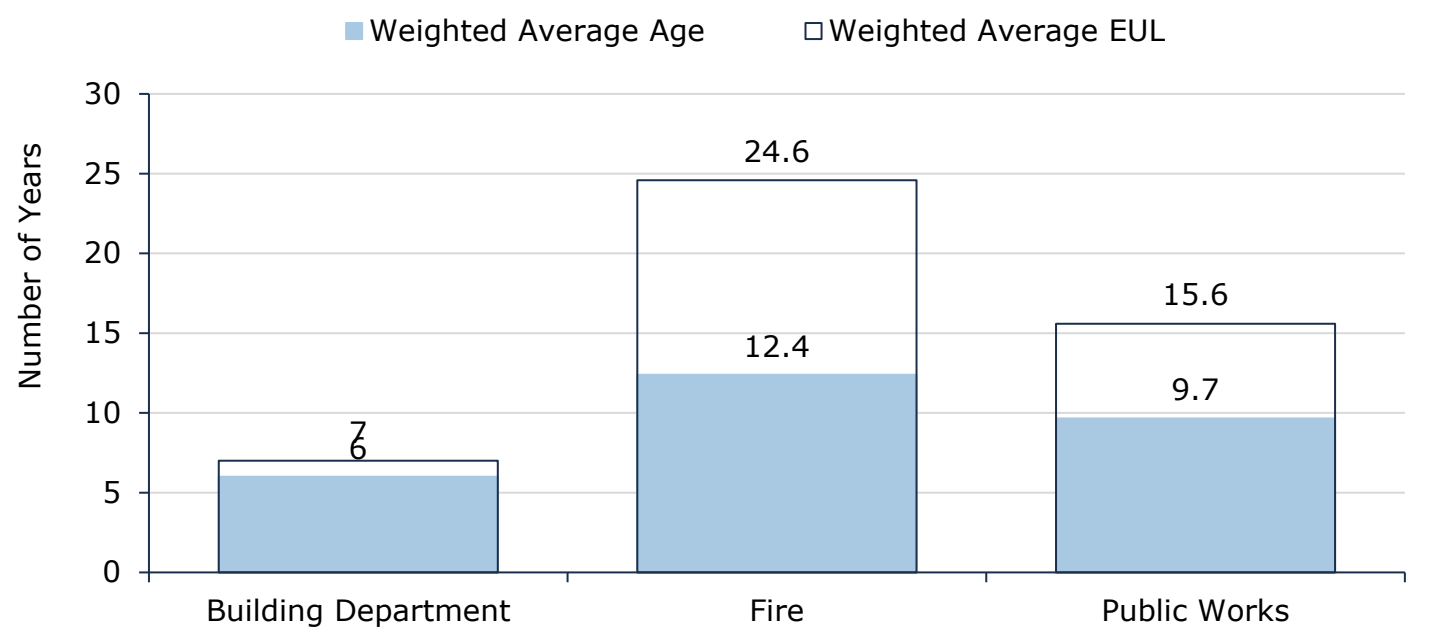


Figure 51 Estimated Useful Life vs. Asset Age: Vehicles & Equipment

Age analysis reveals that Building Department assets are near the end of their expected useful life, with a weighted average age of 6 years against an expected useful life of 7 years. Fire assets, with a weighted average age of 12.4 years and an expected useful life of 24.6 years, are at the midpoint of their lifecycle. Public Works assets, averaging 9.7 years of age with an expected useful life of 15.6 years, are in the mid-to-late stages of their lifecycle.

Current Approach to Lifecycle Management

The condition or performance of most assets will deteriorate over time. To ensure that municipal assets are performing as expected and meeting the needs of customers, it is important to establish a lifecycle management strategy to proactively manage asset deterioration.

The following table outlines the Municipality’s current lifecycle management strategy.

Activity Type	Description of Current Strategy
Maintenance	Routine maintenance includes inspections, tire rotations, minor repairs, and oil changes.
	Efforts prioritize light to moderate repairs for trucks and heavy plow equipment.
	Minor repairs are conducted immediately when parts and labour are available.

Activity Type	Description of Current Strategy
Replacement	Replacement is considered when maintenance becomes cost-prohibitive, or the asset condition deteriorates significantly.
	Assets nearing the end of their service life are prioritized for replacement.
Inspections	Regular inspections are integrated into daily circle checks to identify safety and mechanical issues.
	Inspection findings are used to prioritize maintenance, rehabilitation, or replacement actions.
	Trigger points for maintenance and replacement are periodically reviewed to align with best practices.

Table 41 Lifecycle Management Strategy: Vehicles & Equipment

Forecasted Long-Term Replacement Needs

Figure 52 illustrates the cyclical short-, medium- and long-term infrastructure replacement requirements for the Municipality’s vehicles and equipment portfolio. This analysis was run until 2049 to capture at least one iteration of replacement for the longest-lived asset based on the Municipality’s provided data. The Municipality’s average annual requirements (red dotted line) total \$312,000 for all vehicles. Although actual spending may fluctuate substantially from year to year, this figure is a useful benchmark value for annual capital expenditure targets (or allocations to reserves) to ensure projects are not deferred and replacement needs are met as they arise.

Replacement needs are forecasted to rise significantly in the coming decades, starting with \$633,000 in 2025–2029 and peaking at \$2.5 million in 2030–2034, primarily driven by Public Works assets. After a decline to \$458,000 in 2035–2039, replacement needs increase again, reaching \$2.9 million by 2045–2049. These projections and estimates are based on asset replacement costs and age analysis. They are designed to provide a long-term, portfolio-level overview of capital needs and should be used to support improved financial planning over several decades.

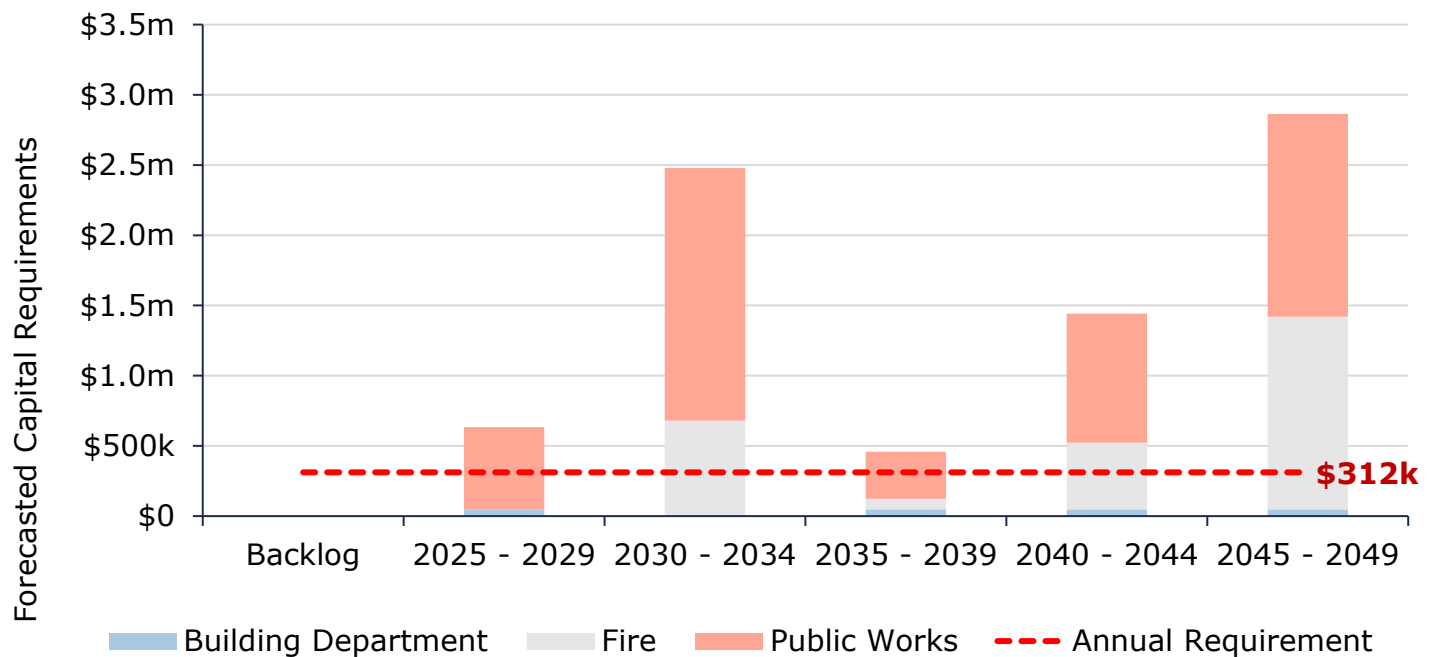


Figure 52 Forecasted Capital Replacement Needs: Vehicles & Equipment 2025-2049

Often, the magnitude of replacement needs is substantially higher than most municipalities can afford to fund. In addition, most assets may not need to be replaced. However, quantifying and monitoring these spikes is essential for long-term financial planning, including establishing dedicated reserves. In addition, a robust risk framework will ensure that high-criticality assets receive proper and timely lifecycle intervention, including replacements.

A summary of the 10-year replacement forecast can be found in Appendix G - 10-Year Capital Requirements.

Risk Analysis

The risk matrix below is generated using available asset data, including condition, service life remaining, replacement costs, and department or service area. The risk ratings for assets without useful attribute data were calculated using only condition, service life remaining, and their replacement costs.

The matrix stratifies assets based on their individual probability and consequence of failure, each scored from 1 to 5. Their product generates a risk index ranging from 1-25. Assets with the highest criticality and likelihood of failure receive a risk rating of 25; those with lowest probability of failure and lowest criticality carry a risk rating of 1. As new data and information is gathered, the Municipality may consider integrating relevant information that improves confidence in the criteria used to assess asset risk and criticality.

These risk models have been built into the Citywide Software Platform. See *Risk & Criticality* section for further details on approach used to determine asset risk ratings and classifications.

1 - 4 Very Low \$1,380,359 (25%)	5 - 7 Low \$39,500 (<1%)	8 - 9 Moderate \$818,000 (15%)	10 - 14 High \$1,460,636 (27%)	15 - 25 Very High \$1,775,000 (32%)
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Figure 53 Risk Matrix: Vehicles & Equipment

Current Levels of Service

The tables that follow summarize the Municipality's current levels of service. There are no specifically prescribed KPIs under Ontario Regulation 588/17 for non-core assets, therefore the KPIs below represent performance measures that the Municipality has selected for this AMP.

Community Levels of Service

Service Attribute	Qualitative Description	Current LOS (2024)
Scope	Description, which may include images, of the types of vehicles (i.e. light, medium, and heavy duty) that the municipality operates and the services that they help to provide to the community	The Municipality operates a diverse fleet of vehicles to support community services. Fire vehicles include pumper trucks, rescue trucks, tankers, snowmobiles, and boats with trailers for firefighting and emergency response. SUVs in the building department facilitate inspections and municipal operations. Public works equipment, such as graders, plow trucks, excavators, and backhoes handle road maintenance and infrastructure management, while pick-up trucks, trailers, and lawn mowers support landscaping and general tasks.

Table 42 Community Levels of Service: Vehicles & Equipment

Technical Levels of Service

Service Attribute	Technical Metric	Current LOS (2024)
Quality	Average condition of vehicles and equipment	63%
Performance	Target vs. Actual capital reinvestment rate	5.7% vs. 3.8%

Table 43 Technical Levels of Service: Vehicles & Equipment

Proposed Levels of Service

As per O. Reg. 588/17, by July 1, 2025, municipalities are required to consider proposed levels of service (PLOS), discuss the associated risks and long-term sustainability of these service levels, and explain the Municipality’s ability to afford the PLOS.

The below tables and graphs explain the proposed levels of service scenarios that were analyzed for vehicles and equipment. Further PLOS analysis at the portfolio level can be found in section 4. *Proposed Levels of Service Analysis*.

PLOS Scenarios Analyzed

Scenario	Description
Scenario 1: Maintain Existing Spending Levels	This scenario assumes no tax increases. ◆ Annual capital funding is maintained at \$209,000 for Vehicles
Scenario 2: Achieving 80% Funding in 6 Years	This scenario assumes annual tax increases of 0.5% for 6 years, stabilizing at 80% funding. ◆ Annual capital funding for Vehicles increases from \$209,000 to \$249,000
Scenario 3: Achieving 100% Funding in 6 Years	This scenario assumes annual tax increases of 1.4% for 6 years, stabilizing at 100% funding. ◆ Annual capital funding for Vehicles increases from \$209,000 to \$312,000

Table 44 Vehicles & Equipment PLOS Scenario Descriptions

PLOS Analysis Results

Scenario	Technical LOS Outcomes	Initial Value (2025)	15 Year Projection (2039)	30 Year Projection (2054)	Comments
Scenario 1 (Maintain)	Average Condition	57%	41%	31%	
	Average Asset Risk	11.6	15.6	16.1	
	Average Annual Investment		\$209,000		This parameter is maintained
	Average Capital re-investment rate		3.8%		
Scenario 2 (80%)	Average Condition	57%	46%	37%	
	Average Asset Risk	11.6	14.5	15.2	
	Average Annual Investment		\$249,000		Increase taxes by ~0.5% per year for 6 years
	Average Capital re-investment rate		4.5%		
Scenario 3 (100%)	Average Condition	57%	44%	58%	
	Average Asset Risk	11.6	15.1	11.5	
	Average Annual Investment		\$312,000		Increase taxes by ~1.4% per year for 6 years
	Average Capital re-investment rate		5.7%		

Table 45 Vehicles & Equipment PLOS Scenario Analysis

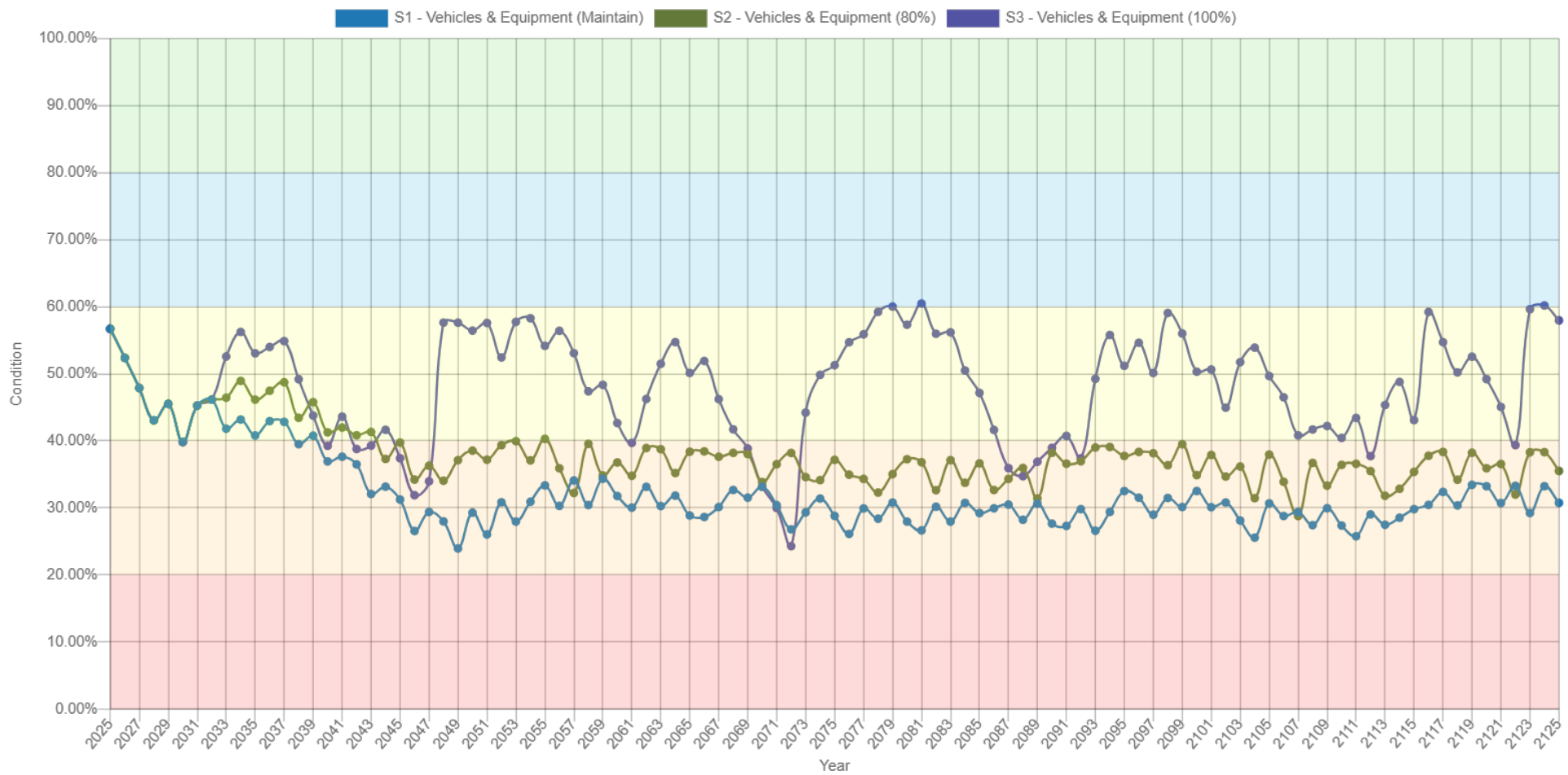


Figure 54 Vehicles & Equipment PLOS Scenario Condition Results

10-Year PLOS Financial Projections

As outlined in Section 4. *Proposed Levels of Service Analysis*, the Municipality of Whitestone selected Scenario 3 as their preferred proposed levels of service. The main objective is to increase spending gradually to reach a more sustainable funding level to manage the Municipality's current inventory of assets. The following table outlines the funding trajectory over the next 10 years for vehicles and equipment if the financial strategy for Scenario 3 is implemented.

	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Targeted Capital Spending	\$312k	\$312k	\$312k	\$312k	\$312k	\$312k	\$312k	\$312k	\$312k	\$312k
Projected Capital Spending	\$224k	\$241k	\$269k	\$280k	\$302k	\$312k	\$312k	\$312k	\$312k	\$312k
Funding Deficit	\$87k	\$70k	\$43k	\$31k	\$10k	-	-	-	-	-
Target Reinvestment Rate	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%	5.7%
Projected Reinvestment Rate	4.1%	4.4%	4.9%	5.1%	5.5%	5.7%	5.7%	5.7%	5.7%	5.7%

Table 46 Vehicles & Equipment 10-Year PLOS Financial Projections

Appendix F – Proposed Levels of Service Details

Scenario 1: Maintain Existing Funding Levels

This scenario assumes no tax increases and maintains annual capital investments (from sustainable funding sources) at \$652,000 per year. This figure excludes any one-time or conditional grants, but does include property taxes, OCIF, and CCBF.

While this scenario was modelled for consideration, the Municipality did not elect to move forward with this scenario.

Lifecycle Changes Required for Scenario 1

For all asset categories, no changes to lifecycle strategies are required in order to achieve Scenario 1. For the Municipality’s current approach to lifecycle management of each category, refer to the below table to be directed to the specific section of the AMP.

In future iterations of the AMP, it is recommended to more closely analyze changes to lifecycle management strategies to find long-term cost savings and efficiencies.

Affordability/Achievability of Scenario 1

Of the three scenarios analyzed, Scenario 1 is the least expensive option. Maintaining existing funding levels would require no tax increases. Tax revenue (from sustainable sources) would remain constant at \$3.7 million (attributed to a combination of capital and operating expenses).

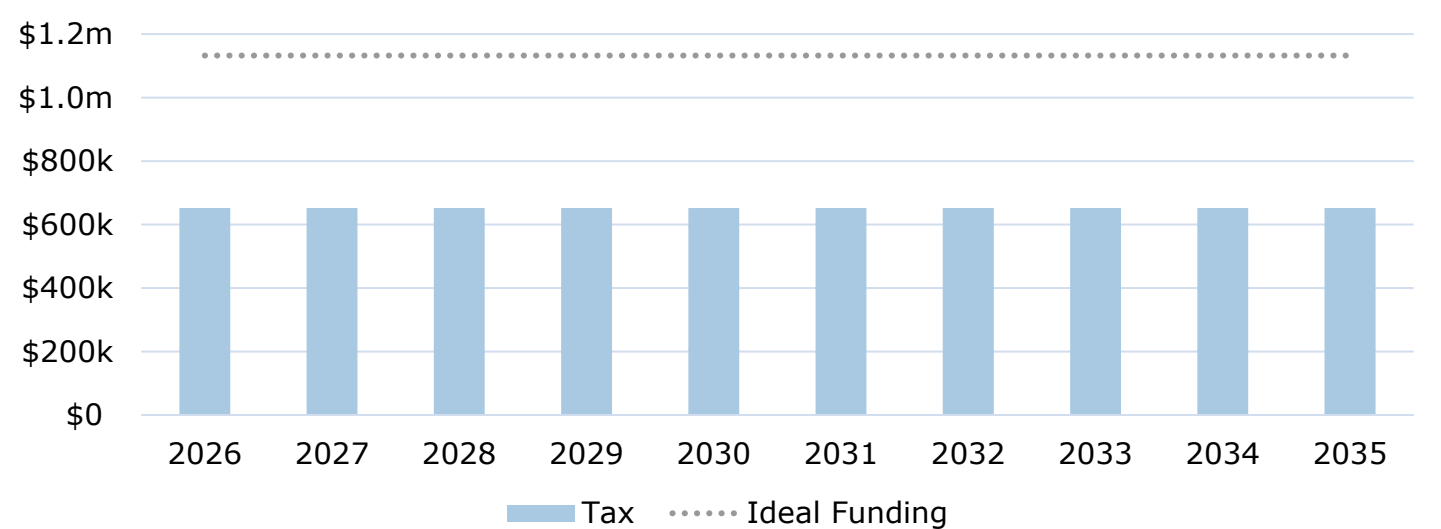


Figure 55 Scenario 1 Available Capital Funding Over Next 10 Years

It is important to note that an AMP is a dynamic document which should be reviewed regularly to ensure up-to-date information is incorporated including accurate replacement costs, changes in inventory, changes in available funding sources, and reflection on progress made on previous recommendations.

Changes to Community and Technical Levels of Service for Scenario 1

The Municipality of Whitestone does not anticipate any changes to qualitative community levels of services for any of the asset categories included within this AMP. All asset categories will see adjustments to their technical levels of service over time, particularly relating to capital reinvestment rate and average condition of assets. Refer to each asset category for more details.

Risks Associated with Scenario 1

There are pros and cons associated with each scenario analyzed, and each benefit is counter-balanced with consequences. For Scenario 1, the following risks have been identified:

- ◆ Increased infrastructure backlog
 - ◆ While mitigating the impact of financial increases on residents and businesses, maintaining existing funding levels maintains sub-optimal lifecycle management of assets. Being unable to complete strategic lifecycle interventions and replacements may result in increased asset failures, reduced reliability, and the potential for costly unbudgeted repairs to maintain services.
 - ◆ In addition to the risks of reaching the desired funding levels gradually, Scenario 1 maintains 58% funding for tax assets. By intentionally underfunding the Municipality's asset portfolio, there is increased risk of services being impacted by deteriorating asset conditions.
- ◆ Reliance on Grants
 - ◆ As Scenario 1 targets 58% of recommended funding levels for tax assets, the Municipality will be more reliant on conditional grants, as they become available. While these are beneficial to all municipalities to secure to reduce their tax/rate burden on residents, they are considered an unsustainable revenue source. The Municipality will be more vulnerable to changes in provincial and federal policy and funding programs.
- ◆ Missed opportunities for efficiencies
 - ◆ While analyzing Scenario 1, no alternative lifecycle strategies were proposed. Mid-lifecycle interventions, such as asphalt overlays and sewer lining, can result in extended lifespans of assets and reduced costs over the lifetime of the assets. By relying on existing lifecycle strategies, the Municipality risks paying more than necessary to maintain their asset inventory.

Scenario 2: Achieving 80% Funding in 6 Years

This scenario assumes gradual tax increases, stabilizing at 80% of recommended funding in 6 years.

- ◆ Annual Tax Increase ~0.5%

While this scenario was modelled for consideration, the Municipality did not elect to move forward with this scenario.

Lifecycle Changes Required for Scenario 2

For all asset categories, no changes to lifecycle strategies are required in order to achieve Scenario 2. In future iterations of the AMP, it is recommended to more closely analyze changes to lifecycle management strategies to find long-term cost savings and efficiencies.

Affordability/Achievability of Scenario 2

Of the three scenarios analyzed, Scenario 2 is a middle option in terms of tax/rate increases. Reaching 80% of full funding immediately would require an increase of 6.8% in tax revenue. This is very achievable, reasonable, and realistic to achieve in a short period of time, however, is subject to additional risk for continuing to underinvest in existing infrastructure. With the recommended implementation timeframe of 6 years, tax revenue would be increased gradually from \$3.73 million to \$3.85 million. Based on these gradual proposed increases, while maintaining existing sustainable grant funding, the available capital funding over the next 10 years for Scenario 2 is indicated in the table below:

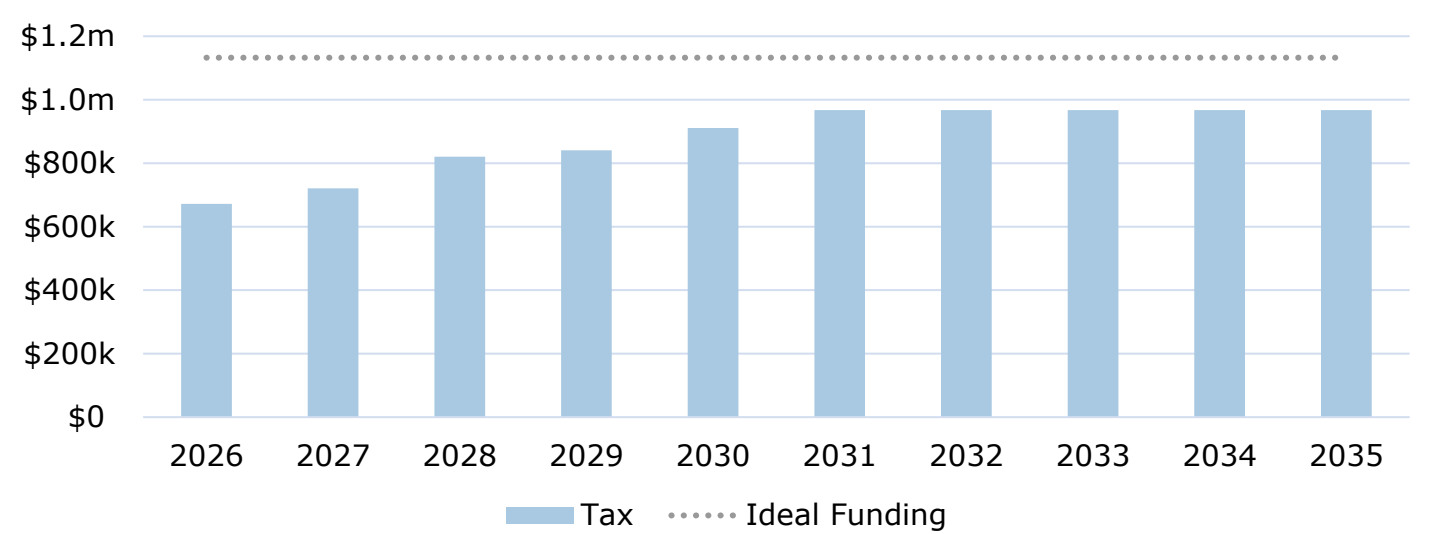


Figure 56 Scenario 2 Available Capital Funding Over Next 10 Years

It is important to note that an AMP is a dynamic document which should be reviewed regularly to ensure up-to-date information is incorporated including accurate replacement costs, changes in inventory, changes in available funding sources, and reflection on progress made on previous recommendations.

Changes to Community and Technical Levels of Service for Scenario 2

The Municipality of Whitestone does not anticipate any changes to qualitative community levels of services for any of the asset categories included within this AMP. All asset categories will see adjustments to their technical levels of service over time, particularly relating to capital reinvestment rate and average condition of assets. Refer to each asset category for more details.

Risks Associated with Scenario 2

There are pros and cons associated with each scenario analyzed, and each benefit is counter-balanced with consequences. For Scenario 2, the following risks have been identified:

- ◆ Increased infrastructure backlog
 - ◆ While mitigating the impact of financial increases on residents and businesses, taking 6 years to reach the targeted funding levels means 6 years of sub-optimal lifecycle management of assets. Being unable to complete strategic lifecycle interventions and replacements may result in increased asset failures, reduced reliability, and the potential for costly unbudgeted repairs to maintain services.
 - ◆ In addition to the risks of reaching the desired funding levels gradually, Scenario 2 only targets 80% funding for tax assets. By intentionally underfunding the Municipality's asset portfolio, there is increased risk of services being impacted by deteriorating asset conditions.
- ◆ Reliance on Grants
 - ◆ As Scenario 2 targets 80% of recommended funding levels for tax assets, Municipality will be more reliant on conditional grants, as they become available. While these are beneficial to all municipalities to secure to reduce their tax/rate burden on residents, they are considered an unsustainable revenue source. The Municipality will be more vulnerable to changes in provincial and federal policy and funding programs.
- ◆ Missed opportunities for efficiencies
 - ◆ While analyzing Scenario 2, no alternative lifecycle strategies were proposed. Mid-lifecycle interventions, such as asphalt overlays and sewer lining, can result in extended lifespans of assets and reduced costs over the lifetime of the assets. By relying on existing lifecycle strategies, the Municipality risks paying more than necessary to maintain their asset inventory

Scenario 3: Achieving 100% Funding in 6 Years (Preferred Scenario)

This scenario assumes gradual tax increases, stabilizing at 100% of recommended funding in 6 years.

- ◆ Annual Tax Increase ~1.4%

Lifecycle Changes Required for Scenario 3

For all asset categories, no changes to lifecycle strategies are required in order to achieve Scenario 3. In future iterations of the AMP, it is recommended to more closely analyze changes to lifecycle management strategies to find long-term cost savings and efficiencies.

Affordability/Achievability of Scenario 3

Of the three scenarios analyzed, Scenario 3 is the most expensive option. Reaching 100% of full funding immediately would require an increase of 12.9% in tax revenue. This is not reasonable to achieve in a short period of time. With the recommended implementation timeframe of 6 years, tax revenue would be increased gradually from \$3.7 million to \$4.1 million. Based on

these gradual proposed increases, while maintaining existing sustainable grant funding, the available capital funding over the next 10 years for Scenario 3 is indicated in the table below:

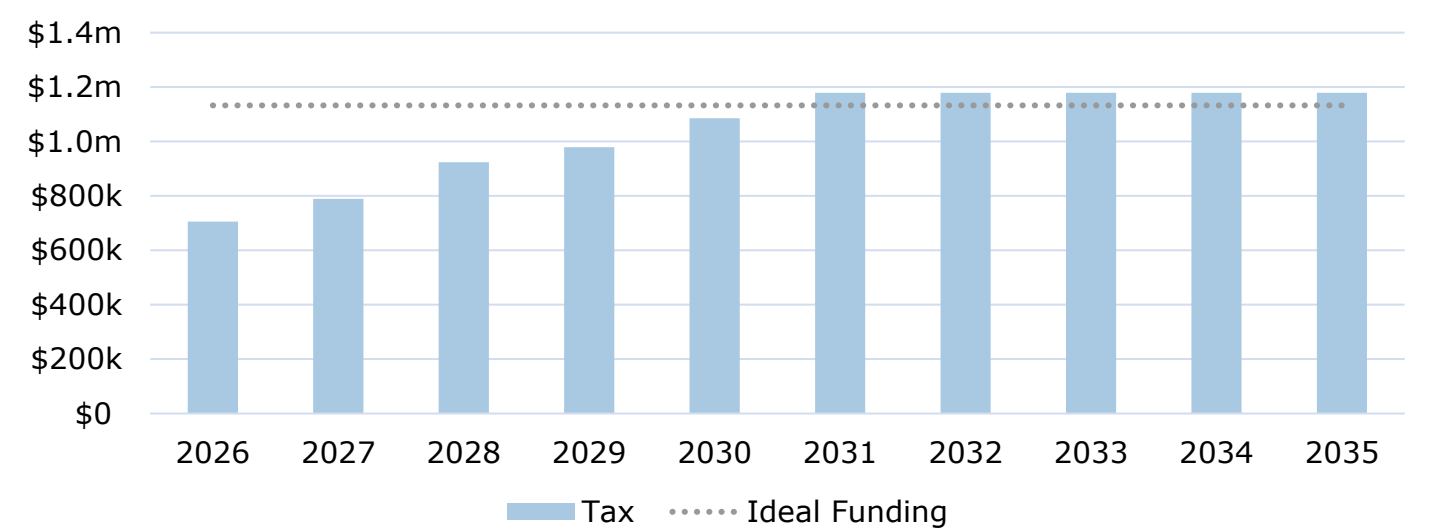


Figure 57 Scenario 3 Available Capital Funding Over Next 10 Years

The above table accounts for both current and future expenditures in order to achieve and maintain the proposed levels of service. This requires a combination of capital spending and saving (i.e. reserves) to ensure future large expenditures can be financed. As an example, Whitestone owns and maintains 14 bridges/structural culverts each with an estimated useful life of around 66 years. Because of the long duration between replacements, and low quantity of assets, it is likely that there will be years with no capital expenditures relating to bridges, however, this does not mean that the Municipality should ignore the funding requirements in these years. Instead, annual funding should be set aside in the form of reserves to ensure funding for upcoming lifecycle events is available when required.

As the Municipality of Whitestone selected Scenario 3 as their preferred proposed level of service, a further breakdown of projected capital expenditures by asset category can be found in Appendix G - 10-Year Capital Requirements.

It is important to note that an AMP is a dynamic document which should be reviewed regularly to ensure up-to-date information is incorporated including accurate replacement costs, changes in inventory, changes in available funding sources, and reflection on progress made on previous recommendations.

Changes to Community and Technical Levels of Service for Scenario 3

The Municipality of Whitestone does not anticipate any changes to qualitative community levels of services for any of the asset categories included within this AMP. All asset categories will see adjustments to their technical levels of service over time, particularly relating to capital reinvestment rate and average condition of assets. Refer to each asset category for more details.

Risks Associated with Scenario 3

There are pros and cons associated with each scenario analyzed, and each benefit is counter-balanced with consequences. For Scenario 3, the following risks have been identified:

- ◆ Increased infrastructure backlog
 - ◆ While mitigating the impact of financial increases on residents and businesses, taking 6 years to reach the targeted funding levels means 6 years of sub-optimal lifecycle management of assets. Being unable to complete strategic lifecycle interventions and replacements may result in increased asset failures, reduced reliability, and the potential for costly unbudgeted repairs to maintain services.
- ◆ Missed opportunities for efficiencies
 - ◆ While analyzing Scenario 3, no alternative lifecycle strategies were proposed. Mid-lifecycle interventions, such as asphalt overlays and sewer lining, can result in extended lifespans of assets and reduced costs over the lifetime of the assets. By relying on existing lifecycle strategies, the Municipality risks paying more than necessary to maintain their asset inventory.

Appropriateness of Scenario 3 to Meet the Municipality's Needs

Municipality staff emphasized the need to balance financial impacts on residents with the reality of the current state of infrastructure within the municipality. Upon review of all three scenarios, Scenario 3 was selected as the most appropriate option as an annual tax increase of 1.4% was determined to be subjectively manageable to implement, while creating a sustainable future for the Municipality's infrastructure. The risks associated with relying on conditional grants from higher levels of government were deemed to be too great considering the country-wide trend of downloading responsibilities (and costs) to municipal governments and reducing funding opportunities.

Appendix G - 10-Year Capital Requirements

Capital Requirements for Current Levels of Service

The tables below summarize the projected cost of lifecycle activities (rehabilitation and replacements) that may be undertaken over the next 10 years to support current levels of service. They do not consider any proposed levels of service, or available funding, and are projected based on ideal conditions. **Note: These projections do not consider the availability of funding.**

These projections are generated in Citywide software and rely on the data available in the Municipality's asset listing. Assessed condition data and replacement costs were used to assist in forecasting replacement needs where available. For all remaining assets, only age was used to determine forthcoming replacement needs.

The projections can be different from actual capital forecasts. Consistent data updates, particularly condition, replacement costs, and regular upkeep of lifecycle models, will improve the alignment between the system generated expenditure requirements, and the Municipality's capital expenditure forecasts.

Road Network

Segment	Back-log	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Asphalt Roads	-	-	-	-	-	-	-	-	-	-	-
Gravel Roads	-	-	-	-	-	-	-	-	-	-	-
Signage	-	-	-	-	-	-	-	-	\$25k	-	-
Surface Treated Roads	-	\$69k	-	-	-	-	\$953k	\$232k	\$39k	\$9k	\$1.2m
Total	-	\$69k	-	-	-	-	\$953k	\$232k	\$64k	\$9k	\$1.2m

Table 47 System Generated 10-Year Capital Replacement Forecast: Road Network

Bridges & Culverts

Segment	Back-log	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Bridges	-	-	\$976k	\$20k	-	-	-	-	-	-	-
Structural Culverts	-	-	\$1.2m	-	-	-	-	-	-	-	-
Total	-	-	\$2.2m	\$20k	-	-	-	-	-	-	-

Table 48 System Generated 10-Year Capital Replacement Forecast: Bridges & Culverts

Buildings

Segment	Back-log	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Buildings	\$20k	-	-	\$10k	-	-	\$2.2m	-	-	-	-
Stormwater	-	-	-	-	-	-	-	-	-	-	-
Wastewater	-	-	-	-	-	-	-	-	-	-	-
Water	-	-	-	-	-	-	-	\$37k	-	-	-
Total	\$20k	-	-	\$10k	-	-	\$2.2m	\$37k	-	-	-

Table 49 System Generated 10-Year Capital Replacement Forecast: Buildings

Note: These projections are generated in Citywide software and rely on the data available in the Municipality's asset listing. As assessed condition data was not available for many buildings assets, age was used to determine forthcoming replacement needs. Buildings often contain thousands of assets, each with its own estimated useful life. Currently, however, as the Municipality's buildings are not fully componentized. Over time, with improved and effective componentization, the alignment between the system generated expenditure requirements, and the Municipality's capital expenditure forecasts will also increase.

Land Improvements

Segment	Back-log	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Boat Launches	-	-	-	-	-	-	-	-	-	-	-
Dams	-	-	-	-	-	-	-	-	-	-	-
Landfill	-	-	-	-	-	-	-	-	-	-	-
Parks	-	-	-	-	-	-	-	-	-	-	-
Total	-	-	-	-	-	-	-	-	-	-	-

Table 50 System Generated 10-Year Capital Replacement Forecast: Land Improvements

Vehicles & Equipment

Segment	Back-log	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Building Department	-	-	-	-	\$48k	-	-	-	-	-	-
Fire	-	-	-	-	-	-	-	-	-	\$680k	-
Public Works	-	-	\$75k	\$65k	-	\$446k	-	\$610k	\$360k	\$405k	\$425k
Total	-	-	\$75k	\$65k	\$48k	\$446k	-	\$610k	\$360k	\$1.1m	\$425k

Table 51 System Generated 10-Year Capital Replacement Forecast: Vehicles & Equipment

Capital Requirements for Proposed Levels of Service

The following capital forecasts are based on gradually increasing funding over 6 years to reach a target of 100% of ideal funding levels. **Note: These projections do consider the availability of funding.**

Category	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Road Network	\$69k	-	-	-	-	-	\$232k	\$25k	\$9k	\$739k
Bridges & Culverts	-	-	-	-	-	-	-	-	-	-
Buildings	\$20k	-	-	-	-	-	\$37k	-	-	-
Land Improvements	-	-	-	-	-	-	-	-	-	-
Vehicles & Equipment	-	\$75k	\$65k	\$48k	\$446k	-	\$610k	\$360k	\$660k	\$490k
Total	\$89k	\$75k	\$65k	\$48k	\$446k	\$0	\$879k	\$385k	\$669k	\$1.2m

Table 52 System Generated Proposed LOS 10-Year Capital Replacement Forecast: All Categories

Appendix H - Level of Service Maps & Photos

Road Network Map

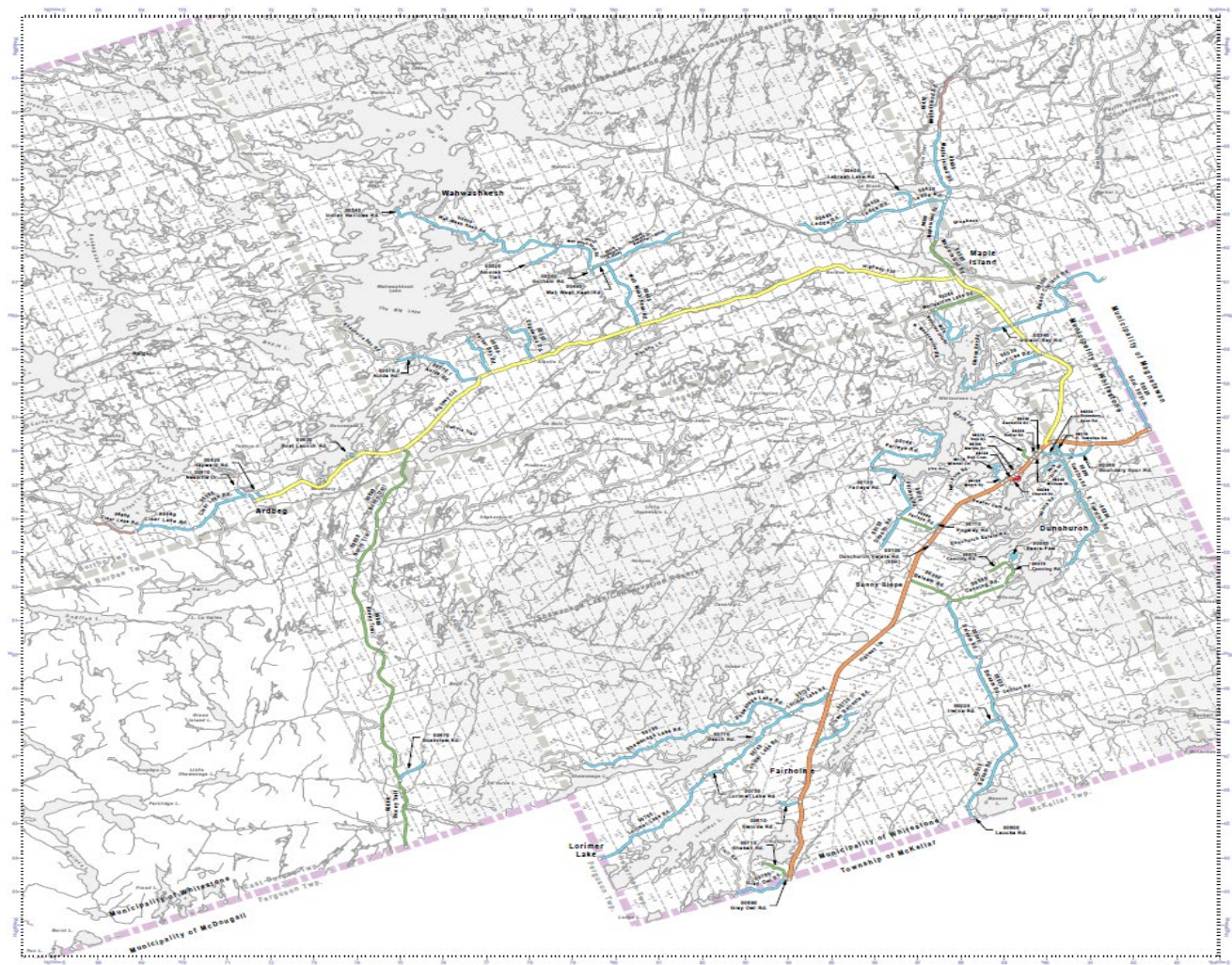


Figure 58 Road Network Map

Boat Launches Location Map

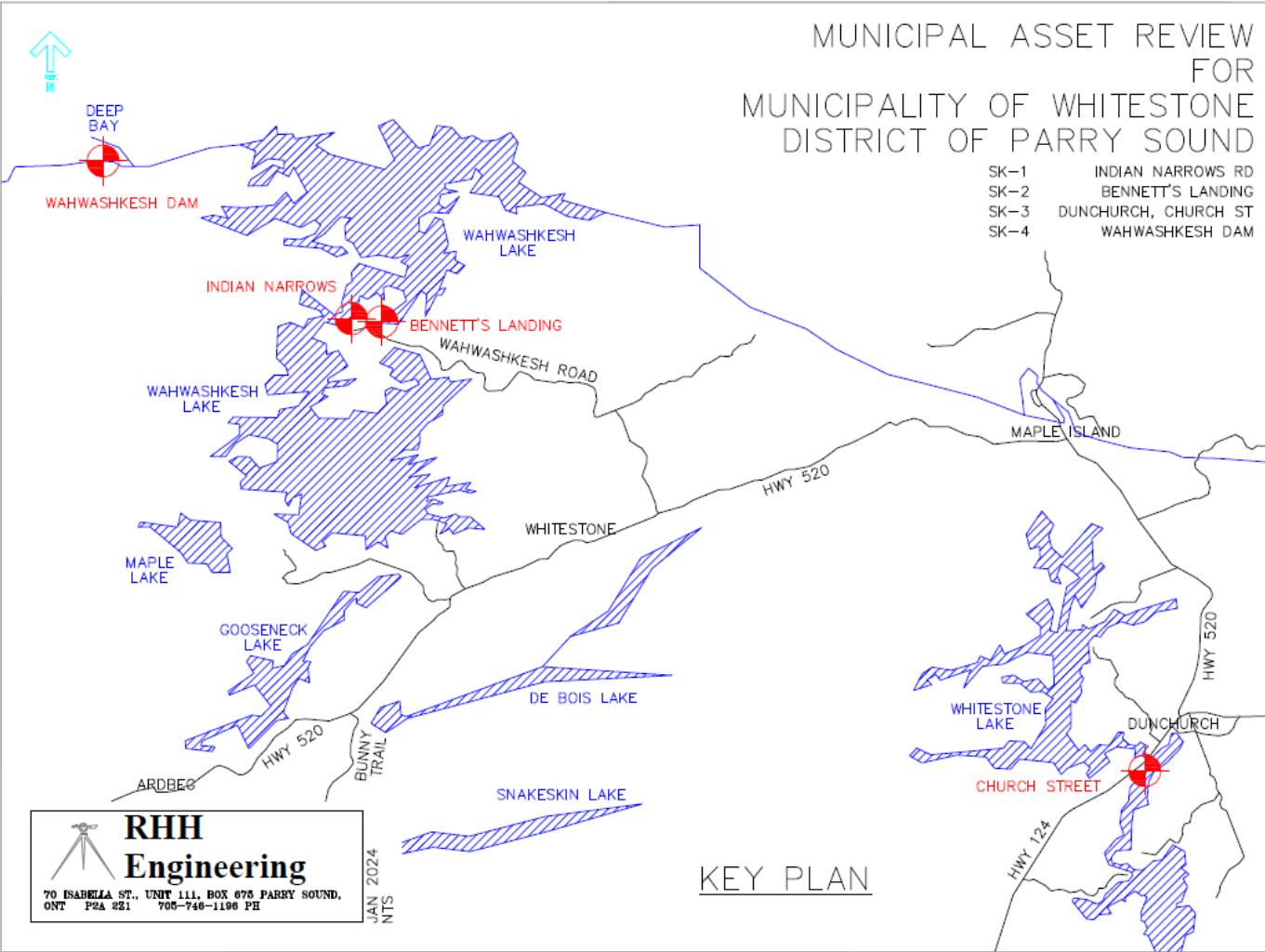


Figure 59 Boat Launch Location Map

Bridges & Culverts Location Map

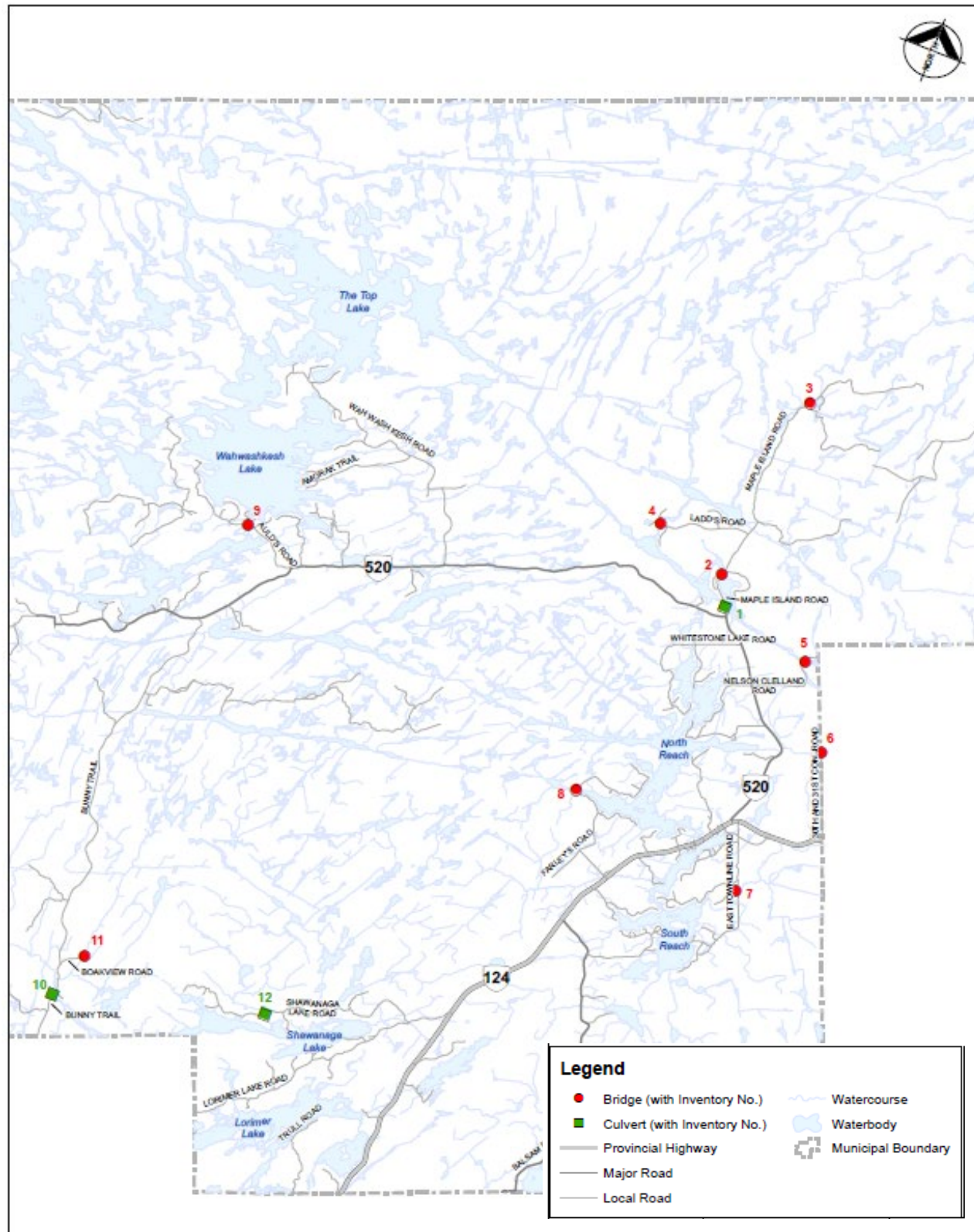


Figure 60 Bridge and Culvert Location Map

Images of Bridges in Good Condition

Maple Island Bridge

Inspected: September 27th, 2023



Figure 61 Good Condition Bridge Example

Images of Bridges in Fair Condition

Ladd's Road Bridge

Inspected: September 27th, 2023



Figure 62 Fair Condition Bridge Example 1

13th & 14th Concession Bridge

Inspected: September 27th, 2023



Figure 63 Fair Condition Bridge Example 2

Images of Bridges in Poor Condition

Maple Island Bridge

Inspected: September 27th, 2023



Figure 64 Poor Condition Bridge Example 1

Farley's Road Bridge

Inspected: September 27th, 2023



Figure 65 Poor Condition Bridge Example 2

Images of Culverts in Good Condition

30th & 31st Concession Culvert

Inspected: September 27th, 2023



Figure 66 Good Condition Culvert Example 1

Bunny Trail CPS

Inspected: September 27th, 2023



Figure 67 Good Condition Culvert Example 2

Images of Culverts in Fair Condition

Maple Island CPS

Inspected: September 27th, 2023



Figure 68 Fair Condition Culvert Example

Images of Culverts in Poor Condition

Shawanaga Road CPS

Inspected: September 27th, 2023



Figure 69 Poor Condition Culvert Example

Appendix I - Risk Rating Criteria

Probability of Failure

Asset Category	Risk Criteria	Criteria Weighting	Value/Range	Probability of Failure Score
Road Network (Surfaces)	Condition	80%	8 - 10	1
			6 - 7.9	2
			4 - 5.9	3
			2 - 3.9	4
			0 - 1.9	5
	Service Life Remaining	20%	80 - 100	1
			60 - 79	2
			40 - 59	3
			20 - 39	4
			0 - 19	5
Bridges & Culverts	Condition	80%	5.1 - 6	1
			4.1 - 5	2
			3.1 - 4	3
			2.1 - 3	4
			1 - 2	5
	Service Life Remaining	20%	80 - 100	1
			60 - 79	2
			40 - 59	3
			20 - 39	4
			0 - 19	5
Road Network (Signage)	Condition	80%	80 - 100	1
60 - 79			2	
Buildings			40 - 59	3

Asset Category	Risk Criteria	Criteria Weighting	Value/Range	Probability of Failure Score
Land Improvements	Service Life Remaining	20%	20 - 39	4
			0 - 19	5
80 - 100			1	
60 - 79			2	
40 - 59			3	
20 - 39			4	
0 - 19			5	
Vehicles & Equipment				

Table 53 Probability of Failure Risk Scores

Consequence of Failure

Asset Category	Risk Classification	Risk Criteria	Value/Range	Consequence of Failure Score
Road Network (Roads)	Economic (50%)	Replacement Cost (100%)	0-\$10,000	1
			\$10,001 - \$20,000	2
			\$20,001 - \$50,000	3
			\$50,001 - \$100,000	4
			\$100,001+	5
	Operational (30%)	Surface Material (100%)	Earth	1
			Gravel	2
			Surface Treated	3
			Asphalt	4
	Social (20%)	AADT (100%)	0 - 20	1
			21 - 50	2
			51 - 100	3
			101 - 300	4
			301+	5

Asset Category	Risk Classification	Risk Criteria	Value/Range	Consequence of Failure Score
Bridges & Culverts	Economic (80%)	Replacement Cost (100%)	\$0 - \$10,000	1
			\$10,001 - \$20,000	2
			\$20,001 - \$50,000	3
			\$50,001 - \$100,000	4
			\$100,001+	5
	Social (20%)	AADT (100%)	0 - 10	1
			11 - 20	2
			21 - 50	3
			51 - 80	4
			81+	5
Buildings	Economic (70%)	Replacement Cost (100%)	\$0 - \$10,000	1
			\$10,001 - \$20,000	2
			\$20,001 - \$50,000	3
			\$50,001 - \$100,000	4
			\$100,001+	5
	Operational (30%)	AMP Segment (100%)	Stormwater	2
			Water, Wastewater	3
			Buildings	4
Land Improvements	Economic (70%)	Replacement Cost (100%)	\$0 - \$10,000	1
			\$10,001 - \$20,000	2
			\$20,001 - \$50,000	3
			\$50,001 - \$100,000	4
			\$100,001+	5
	Operational (30%)	AMP Segment (100%)	Parks	2
			Boat Lunches, Dams, Landfill	3
Vehicles & Equipment	Economic (70%)	Replacement Cost (100%)	\$0 - \$10,000	1
			\$10,001 - \$20,000	2
			\$20,001 - \$50,000	3

Asset Category	Risk Classification	Risk Criteria	Value/Range	Consequence of Failure Score
	Operational (30%)	AMP Segment (100%)	\$50,001 - \$100,000	4
			\$100,001+	5
			Building Department	2
			Public Works	3
			Fire	4

Table 54 Consequence of Failure Risk Scores

Appendix J - Financial Strategy

For an asset management plan to be effective and meaningful, it must be integrated with financial planning and long-term budgeting. The development of a comprehensive financial plan will allow the Municipality of Whitestone to identify the financial resources required for sustainable asset management based on existing asset inventories, desired levels of service, and projected growth requirements.

This report develops such a financial plan by presenting several scenarios for consideration and culminating with final recommendations. As outlined below, the scenarios presented model different combinations of the following components:

1. The financial requirements for:
 - a. Existing assets
 - b. Existing service levels
 - c. Requirements of contemplated changes in service levels
 - d. Requirements of anticipated growth (none identified for this plan)
2. Use of traditional sources of municipal funds:
 - a. Tax levies
 - b. User fees
 - c. Debt
 - d. Development charges
3. Use of non-traditional sources of municipal funds:
 - a. Reallocated budgets
 - b. Partnerships
 - c. Procurement methods
4. Use of Senior Government Funds:
 - a. Canada Community-Building Fund (CCBF)
 - b. Annual grants

Note: Periodic grants are normally not included due to Provincial requirements for firm commitments. However, if moving a specific project forward is wholly dependent on receiving a one-time grant, the replacement cost included in the financial strategy is the net of such grant being received.

If the financial plan component results in a funding shortfall, the Province requires the inclusion of a specific plan as to how the impact of the shortfall will be managed. In determining the legitimacy of a funding shortfall, the Province may evaluate a Township's approach to the following:

1. In order to reduce financial requirements, consideration has been given to revising service levels downward.
2. All asset management and financial strategies have been considered. For example:

- a. If a zero-debt policy is in place, is it warranted? If not the use of debt should be considered.
- b. Do user fees reflect the cost of the applicable service? If not, increased user fees should be considered.

Annual Requirements & Capital Funding

Annual Requirements

The annual requirements represent the amount the Municipality should allocate annually to each asset category to meet replacement needs as they arise, prevent infrastructure backlogs and achieve long-term sustainability. In total, the Municipality must allocate approximately \$1.1 million annually to address capital requirements for the assets included in this AMP.

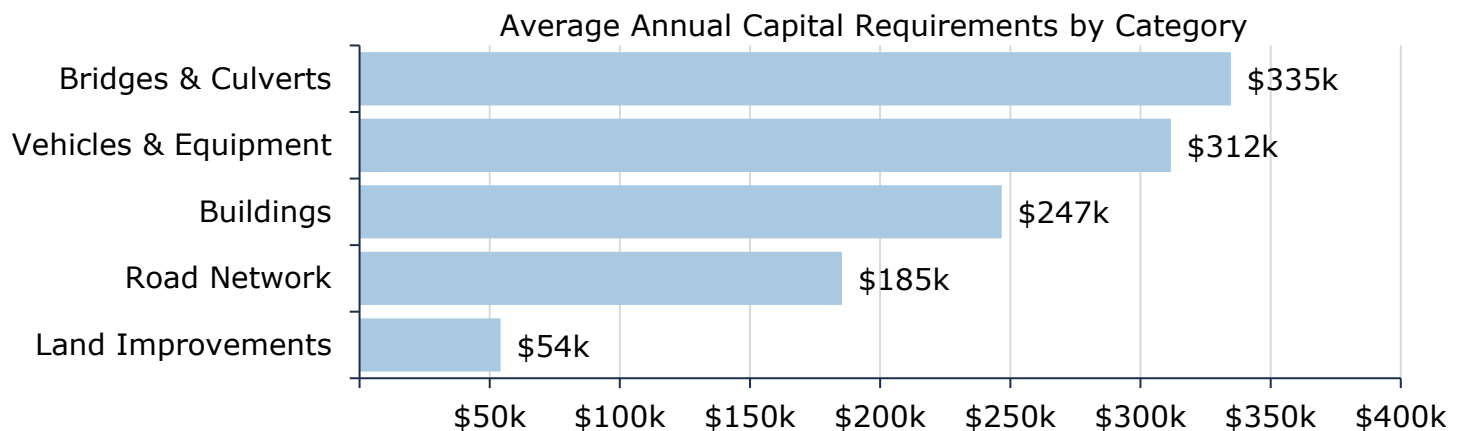


Figure 70 Annual Capital Funding Requirements by Asset Category

For most asset categories the annual requirement has been calculated based on a “replacement only” scenario, in which capital costs are only incurred at the construction and replacement of each asset.

However, for the Road Network, lifecycle management strategies have been developed to identify capital costs that are realized through strategic rehabilitation and renewal of the Municipality’s roads. The development of these strategies allows for a comparison of potential cost avoidance if the strategies were to be implemented. The following table compares two scenarios for the Road Network:

1. **Replacement Only Scenario:** Based on the assumption that assets deteriorate and – without regularly scheduled maintenance and rehabilitation – are replaced at the end of their service life.
2. **Lifecycle Strategy Scenario:** Based on the assumption that lifecycle activities are performed at strategic intervals to extend the service life of assets until replacement is required.

Asset Category	Annual Requirements (Replacement Only)	Annual Requirements (Lifecycle Strategy)	Difference
Road Network	\$489,000	\$185,000	\$304,000

Table 55 Lifecycle Strategies Annual Savings

The implementation of a proactive lifecycle strategy for roads leads to a potential annual cost avoidance of \$304,000 for the Road Network. This represents an overall reduction of the annual requirements for each category by 62%. As the lifecycle strategy scenario represents the lowest cost option available to the Municipality, we have used these annual requirements in the development of the financial strategy.

Annual Funding Available

Based on a historical analysis of sustainable capital funding sources, the Municipality is committing approximately \$652,000 towards capital projects per year. Given the annual capital requirement of \$1.1 million, there is currently a funding gap of \$480,000 annually.

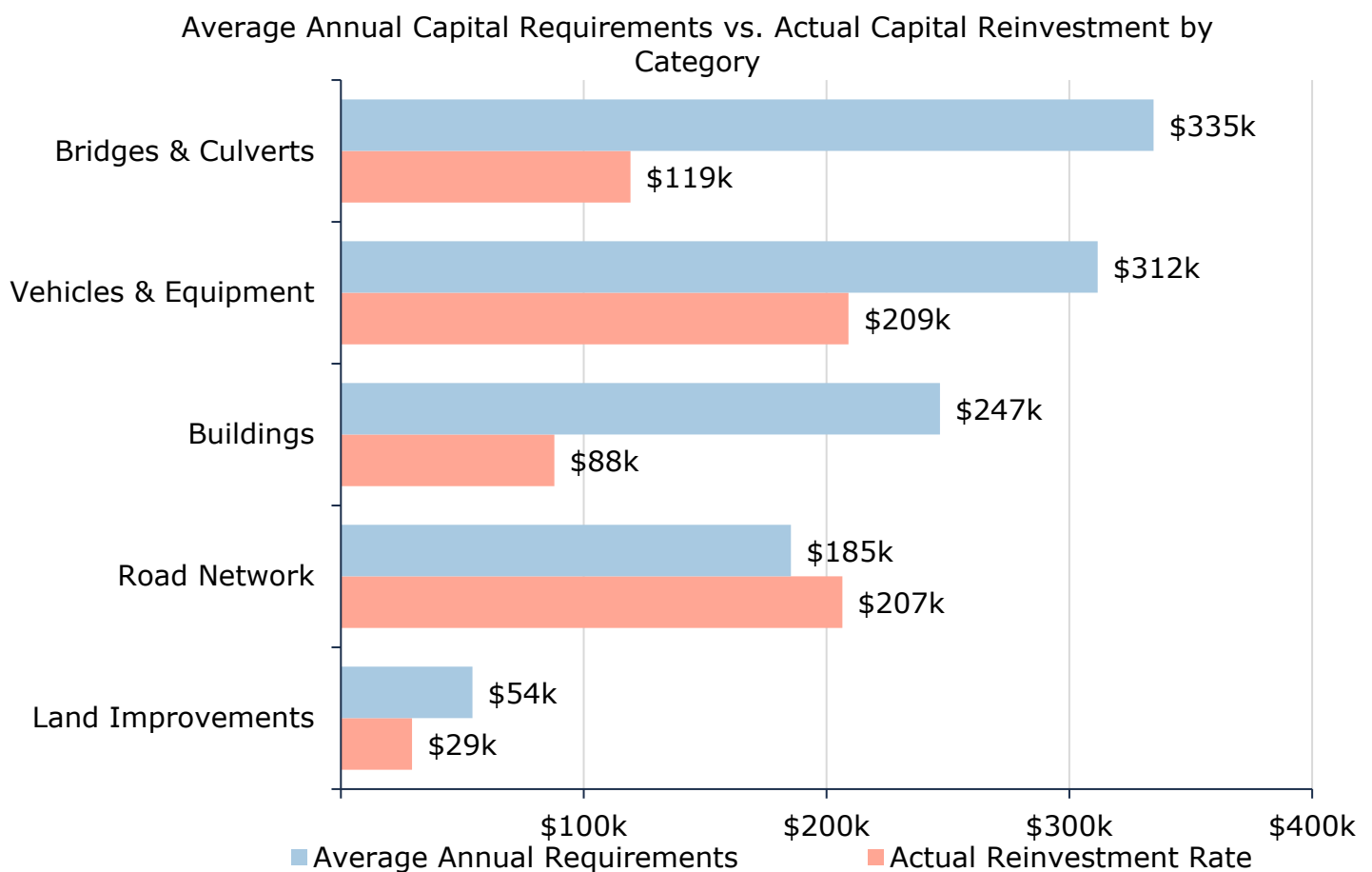


Figure 71 Annual Requirements vs. Capital Funding Available

Funding Objective

We have developed a scenario that would enable Municipality of Whitestone to achieve full funding within 6 years for tax-funded assets in the following categories:

- ◆ Road Network
- ◆ Bridges & Culverts
- ◆ Buildings
- ◆ Land Improvements
- ◆ Vehicles & Equipment

For each scenario developed we have included strategies, where applicable, regarding the use of cost containment and funding opportunities.

Financial Profile: Tax Funded Assets

Current Funding Position

The following tables show, by asset category, Whitestone's average annual asset investment requirements, current funding positions, and funding increases required to achieve full funding on assets funded by taxes.

Asset Category	Avg. Annual Requirement	Annual Funding Available ¹⁴				Annual Deficit
		Taxes	CCBF	OCIF	Total Available	
Road Network	185,307	6,667	67,596	132,250	206,513	-21,206
Bridges & Culverts	334,687	119,262	0	0	119,262	215,425
Buildings	246,680	87,901	0	0	87,901	158,779
Land Improvements	54,197	29,312	0	0	29,312	24,885
Vehicles & Equipment	311,637	209,028	0	0	209,028	102,609
Total	1,132,508	452,170	67,596	132,250	652,016	480,492

Table 56 Annual Available Funding for Tax Funded Assets

The average annual investment requirement for the above categories is \$1.13 million. Annual revenue currently allocated to these assets for capital purposes is \$652,000 leaving an annual deficit of \$480,000. Put differently, these infrastructure categories are currently funded at 58% of their long-term requirements.

¹⁴ Funding available was based upon a combination 2022- 2023 actuals and 2024 budgeted financial figures. Whitestone has made a continued commitment to bridging the funding gap, which would result in increased funding figures for 2025 actuals and 2026 budgetary amounts. Continued review of available funding is recommended to ensure decisions are made on up-to-date financial data.

Full Funding Requirements

In 2024, the Municipality of Whitestone had budgeted annual tax revenues of approximately \$3.7 million. As illustrated in the following table, without consideration of any other sources of revenue or cost containment strategies, full funding would require the following tax change over time:

Asset Category	Tax Change Required for Full Funding
Road Network	-0.6%
Bridges & Culverts	5.8%
Buildings	4.3%
Land Improvements	0.7%
Vehicles & Equipment	2.7%
Total	12.9%

Table 57 Tax Increase Requirements for Full Funding

The following changes in costs and/or revenues over the next number of years should also be considered in the financial strategy:

- a) Whitestone's debt payments for these asset categories will be decreasing \$146,000 by 2030.

Our scenario modeling include capturing the above changes and allocating them to the infrastructure deficit outlined above. The table below outlines this concept and presents several options:

	6 Years	10 Years	15 Years	20 Years
Infrastructure Deficit	480,492	480,492	480,492	480,492
Change in Debt Costs	-145,823	-183,021	-266,296	-286,326
Resulting Infrastructure Deficit:	334,670	297,471	214,196	194,166
Tax Increase Required	9.0%	8.0%	5.7%	5.2%
Annually:	1.4%	0.8%	0.4%	0.3%

Table 58 Tax Increase Options 6-20 Years

Financial Strategy Recommendations

Considering all the above information, we recommend the 6-year option. This involves full funding being achieved over 6 years by:

- a) when realized, reallocating the debt cost reductions of \$146,000 to the infrastructure deficit as outlined above.
- b) increasing tax revenues by 1.4% each year for the next 6 years solely for the purpose of phasing in full funding to the asset categories covered in this section of the AMP.
- c) allocating the current CCBF and OCIF revenue as outlined previously.
- d) reallocating appropriate revenue from categories in a surplus position to those in a deficit position.
- e) increasing existing and future infrastructure budgets by the applicable inflation index on an annual basis in addition to the deficit phase-in.

Notes:

- 1. As in the past, periodic senior government infrastructure funding will most likely be available during the phase-in period. By Provincial AMP rules, this periodic funding cannot be incorporated into an AMP unless there are firm commitments in place. We have included OCIF formula-based funding, if applicable, since this funding is a multi-year commitment¹⁵.
- 2. We realize that raising tax revenues by the amounts recommended above for infrastructure purposes will be very difficult to do. However, considering a longer phase-in window may have even greater consequences in terms of infrastructure failure.

Although this option achieves full funding on an annual basis in 6 years and provides financial sustainability over the period modeled, the recommendations do require prioritizing capital projects to fit the resulting annual funding available.

Prioritizing future projects will require the current data to be replaced by recent condition-based data. Although our recommendations include no further use of debt, the results of the condition-based analysis may require otherwise.

Use of Debt

Debt can be strategically utilized as a funding source within the long-term financial plan. The benefits of leveraging debt for infrastructure planning include:

- a) the ability to stabilize tax rates when dealing with variable and sometimes uncontrollable factors
- b) equitable distribution of the cost/benefits of infrastructure over its useful life
- c) a secure source of funding
- d) flexibility in cash flow management

Debt management policies and procedures with limitations and monitoring practices should be considered when reviewing debt as a funding option. In efforts to mitigate increasing commodity prices and inflation, interest rates have been rising. Sustainable funding models that include debt need to incorporate the now current realized risk of rising interest rates.

¹⁵ The Municipality should take advantage of all available grant funding programs and transfers from other levels of government. While OCIF has historically been considered a sustainable source of funding, the program is currently undergoing review by the provincial government. Depending on the outcome of this review, there may be changes that impact its availability.

The following tables outline how Whitestone has historically used debt for investing in the asset categories as listed. As of year-end 2024, there is currently \$2.2 million of debt outstanding for the assets covered by this AMP with corresponding principal and interest payments of \$286,000, well within its provincially prescribed maximum of \$622,000.

Asset Category	Current Debt Outstanding (2024)	Use of Debt in the Last Five Years				
		2020	2021	2022	2023	2024
Road Network	695,008	501,439	242,611	0	301,643	0
Bridges & Culverts	199,188	0	249,504	0	0	0
Buildings	331,016	470,000	0	0	0	0
Land Improvements	618,545	0	0	695,000	0	0
Vehicles & Equipment	402,537	0	0	183,115	0	295,827
Total Tax Funded	2,246,294	971,439	492,115	878,115	301,643	295,827

Table 59 Whitestone Use of Debt 2020-2024

Asset Category	Principal & Interest Payments in the Next Six Years						
	2024	2025	2026	2027	2028	2029	2030
Road Network	113,406	112,219	111,050	109,882	108,720	107,545	56,526
Bridges & Culverts	19,992	19,992	19,992	19,992	19,992	19,992	19,992
Buildings	37,280	37,280	37,280	37,280	37,280	37,280	37,280
Land Improvements	66,574	66,574	66,574	44,383	0	0	0
Vehicles & Equipment	49,073	69,102	69,102	62,036	26,705	26,705	26,705
Total Tax Funded	286,326	305,167	303,999	273,573	192,698	191,523	140,503

Table 60 Whitestone Principal and Interest Payments

The revenue options outlined in this plan allow the Municipality of Whitestone to fully fund its long-term infrastructure requirements without further use of debt.

Use of Reserves

Available Reserves

Reserves play a critical role in long-term financial planning. The benefits of having reserves available for infrastructure planning include:

- a) the ability to stabilize tax rates when dealing with variable and sometimes uncontrollable factors
- b) financing one-time or short-term investments
- c) accumulating the funding for significant future infrastructure investments
- d) managing the use of debt
- e) normalizing infrastructure funding requirement

By asset category, the table below outlines the details of the reserves currently available to Whitestone.

Asset Category	Budgeted Balance at December 31, 2024 ¹⁶
Road Network	162,982
Bridges & Culverts	294,366
Buildings	278,460
Land Improvements	277,728
Vehicles & Equipment	516,040
Total Tax Funded:	1,529,576

Table 61 Whitestone Reserve Balances

There is considerable debate in the municipal sector as to the appropriate level of reserves that a Municipality should have on hand. There is no clear guideline that has gained wide acceptance. Factors that municipalities should take into account when determining their capital reserve requirements include:

- a) breadth of services provided
- b) age and condition of infrastructure
- c) use and level of debt
- d) economic conditions and outlook
- e) internal reserve and debt policies.

These reserves are available for use by applicable asset categories during the phase-in period to full funding. This coupled with Whitestone's judicious use of debt in the past, allows the scenarios to assume that, if required, available reserves and debt capacity can be used for high priority and emergency infrastructure investments in the short- to medium-term.

¹⁶ The Municipality of Whitestone has a general Asset Management Reserve which was allocated to each asset category proportionally based on its projected annual requirements. The total reserve amount may not precisely match the Municipality's reserve balance as reserves dedicated to operating expenses have been excluded.

2025 Asset Management Plan

Municipality of Whitestone

Project Background

Asset Management Plan 2025

Municipality of Whitestone

Issued: April 2026 v1



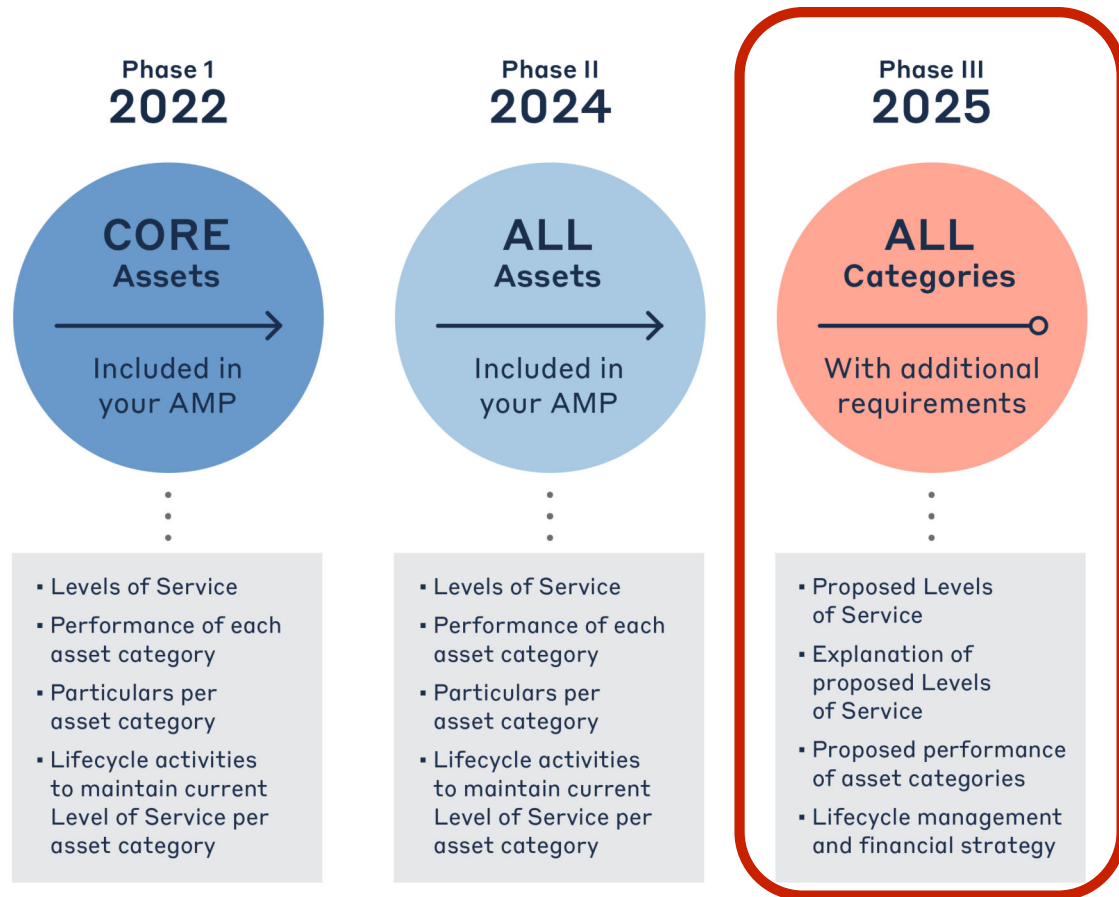
Primary Deliverable

AMP (2025 O. Reg. 588/17 Compliant)

Key Staff

- Jessica Sinkowski, Treasurer
- Mike Huggins, Manager of Public Works
- Nigel Black, CAO

O. Reg. 588/17 Compliance



AMPs - Updating, Reviewing & Public Posting

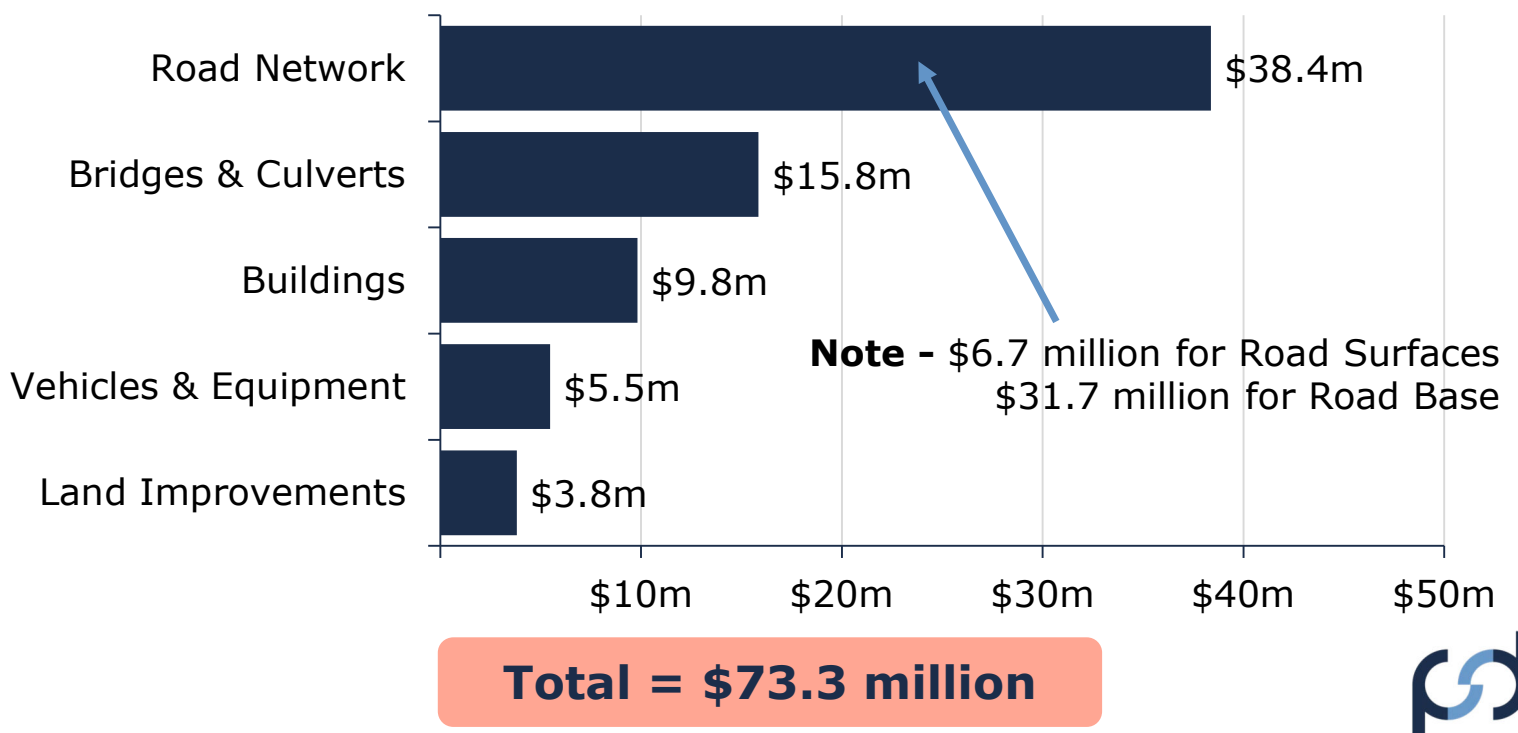


- After 2025, asset management plans must be updated at least once every 5 years
- Every municipal council shall conduct an annual review of its asset management progress on or before July 1st
- The asset management policy and plan should be posted to the municipal website

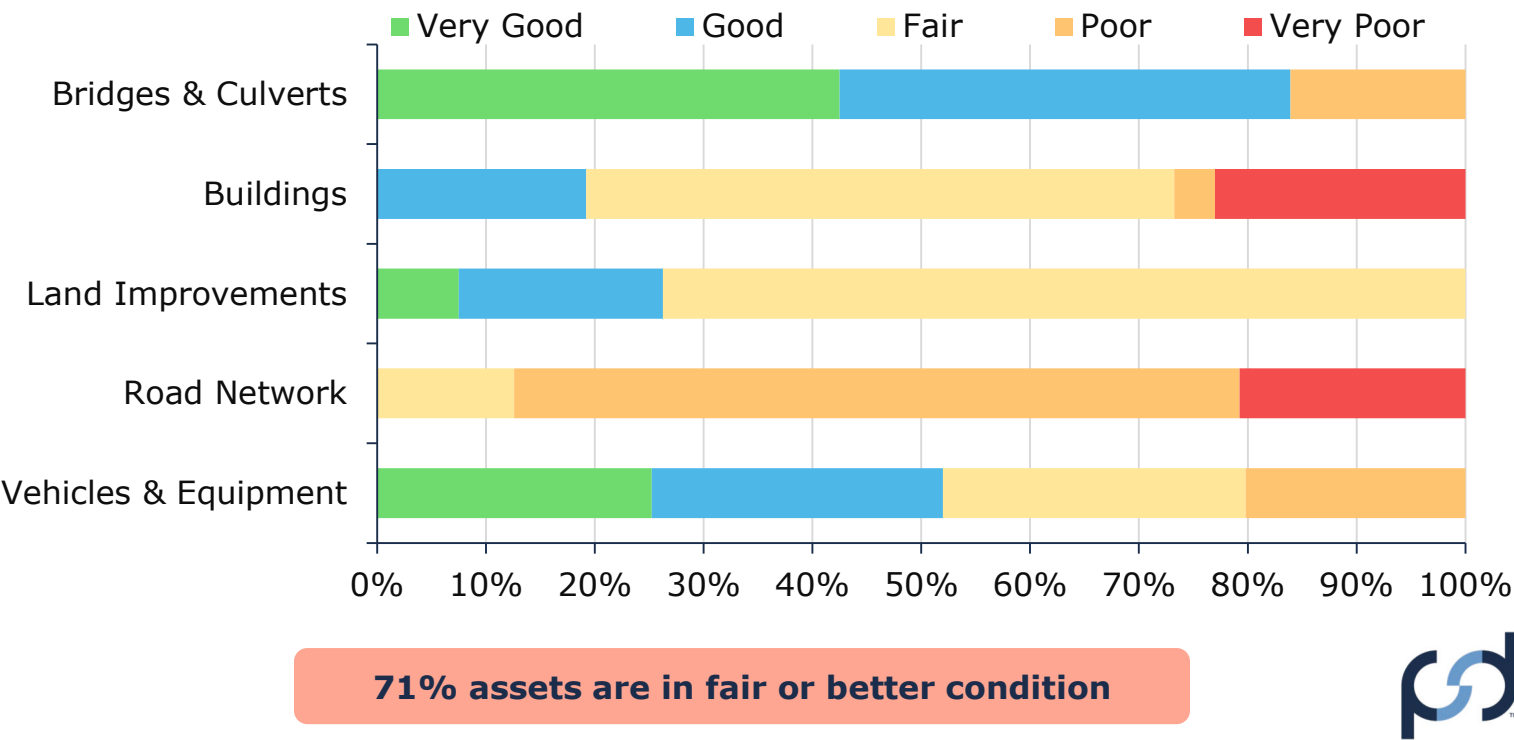
State of the Infrastructure

Recap of Current Infrastructure

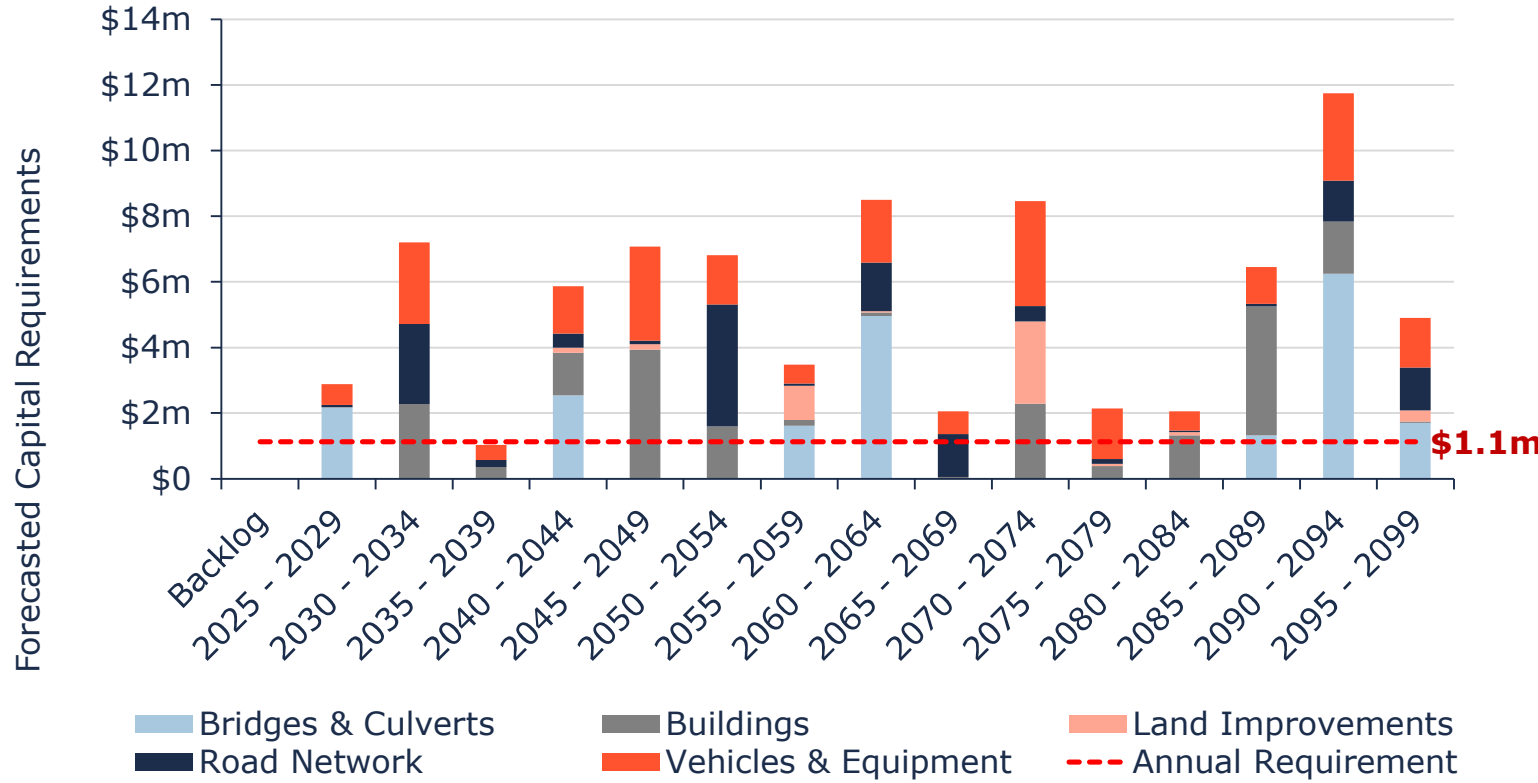
Total Replacement Cost of the Asset Portfolio



Overall Condition of the Asset Portfolio



Forecasted Capital Requirements (ideal funding)



Proposed Levels of Service

New Requirement of 2025 AMP

What are Proposed Levels of Service (LOS)?

- ◆ Current LOS are the past performance metrics of an asset category up until present day.
- ◆ In contrast, Proposed LOS looks toward the municipality's goal for asset performance by a defined future date.

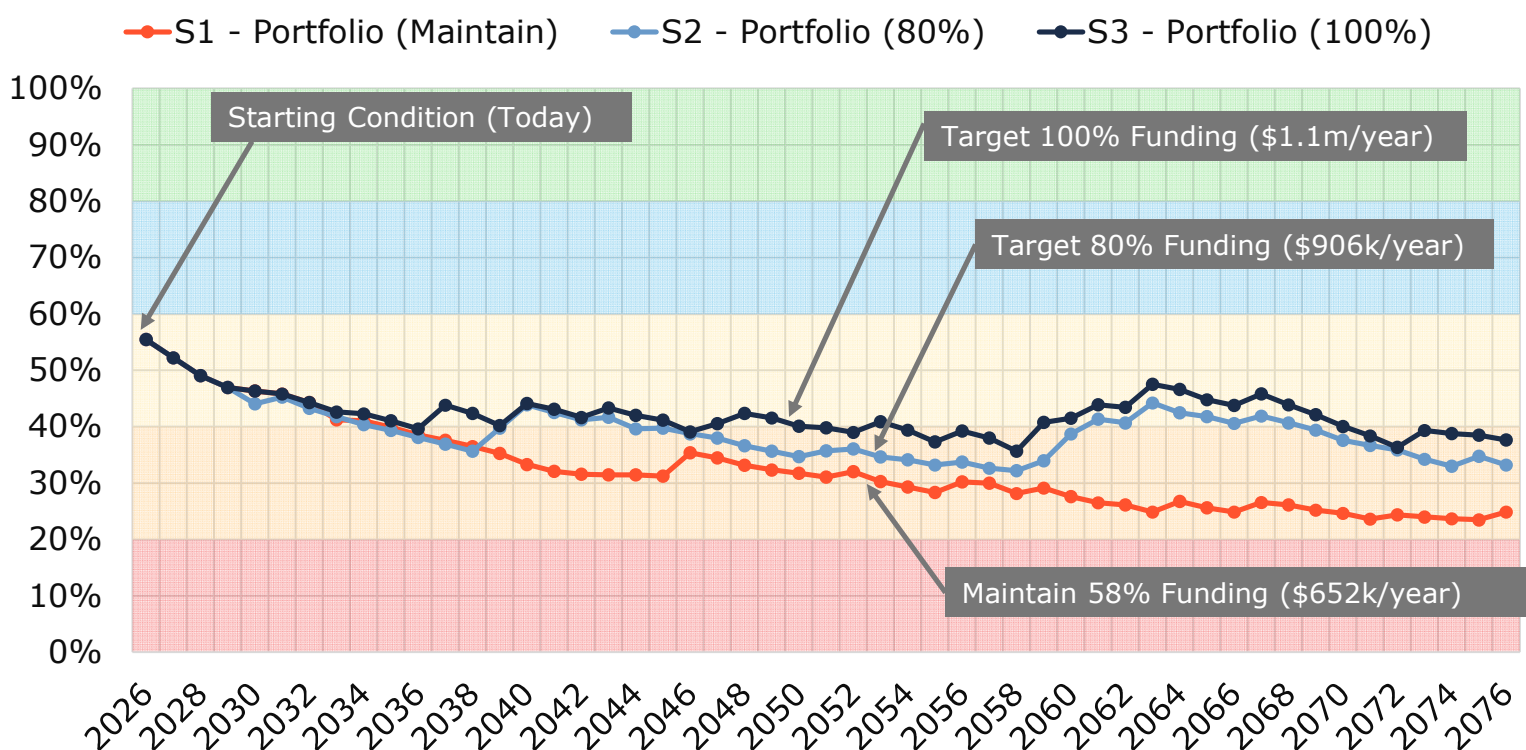
Note: O. Reg 588/17 does not dictate which proposed LOS metrics municipalities need to strive for. A proposed LOS will be very specific to each community's resident desires, political goals, and financial capacity.



PLOS Scenarios Modelled

Scenario	Pros	Cons
Scenario 1: Maintain Existing Funding Levels (Currently 58% of Ideal)	- Least expensive option for residents. - Lowest financial burden for residents and businesses No AMP related tax increases	- Significantly increased infrastructure backlog. - Underfunding risks asset failure and service impact. - Heavy reliance on grants and future funding uncertainty.
Scenario 2: 80% Funding in 6 Years	- More manageable increases. 0.5% annual tax increase for 6 years - Moderate balance between service delivery and financial feasibility.	- Infrastructure backlog increased moderately. - Increased reliance on grants may lead to future funding instability.
Scenario 3: 100% Funding in 6 Years	- Full funding for infrastructure. - Gradual cost increases. - Clear path to achieve full funding. - Proactive approach infrastructure investment.	- Higher long-term financial burden. 1.4% annual tax increase for 6 years - Requires political discipline to allocate funds to existing needs, not new.

PLOS Scenario Modelling – Portfolio



Financial Strategy

How to Achieve the Proposed Levels of Service (6 Year Implementation)

Scenario	Description	Annual Tax Increase
Scenario 1	Maintain 58% Funding	0%
Scenario 2	80% Funding	0.5%
Scenario 3	100% Funding	1.4%

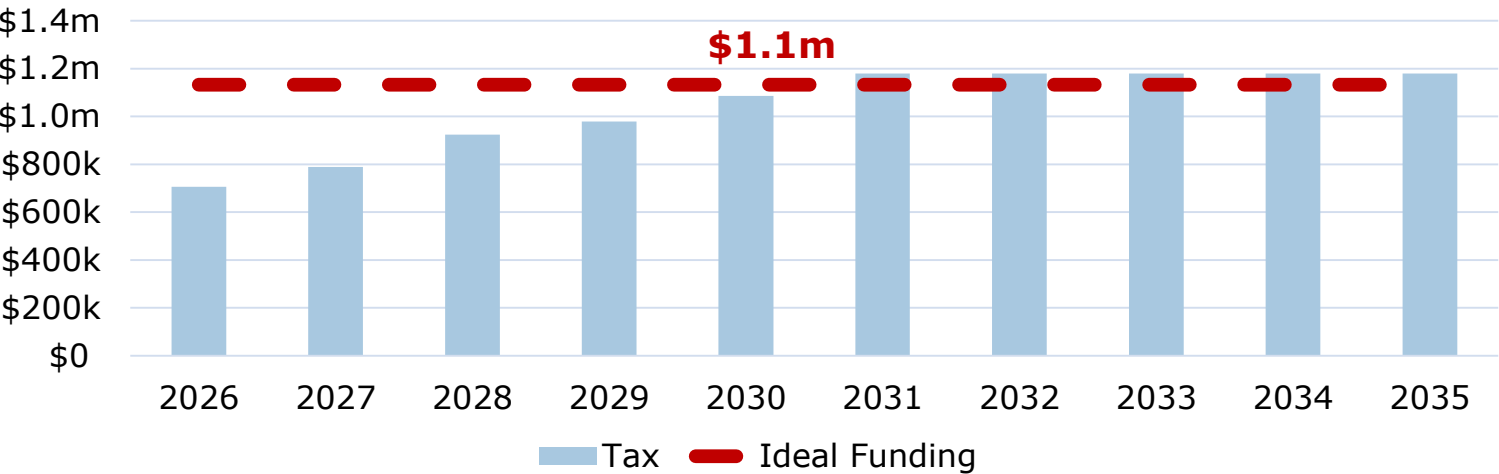
Plus re-allocating maturing debt payments to capital projects

- Both sustainable and one-time grants/transfers will continue to be an essential source of revenue for investment in capital infrastructure
- Adjustments to taxes should be supplemented with project prioritization and evaluation of the desired levels of service



10-Year Outlook of Financial Strategy

Scenario 3: 100% Funding in 6 Years



Important: In years where the full recommended amount is not allocated to current projects, the excess funds should be saved in Reserves to account for future expenditures

Recommendations & Next Steps

Recommendations

1 Asset Inventory

- ◆ Assess and update replacement cost data
- ◆ Review lifecycle strategies (such as timing of road overlays and replacements)
- ◆ Develop condition assessment strategies and implement on a recurring schedule

2 Continuous Improvement and Regular Review

- ◆ An asset management plan is a **living document** that should be updated regularly to inform long-term planning. Accordingly, the yearly operating budget should include funding for the assessment of the Municipality's assets that will be used to update future iterations of the plan

3 Levels of Service

- ◆ Measure levels of service according to the metrics identified in the AMP, ensuring these metrics align with the Municipality's goals for meaningful asset management planning

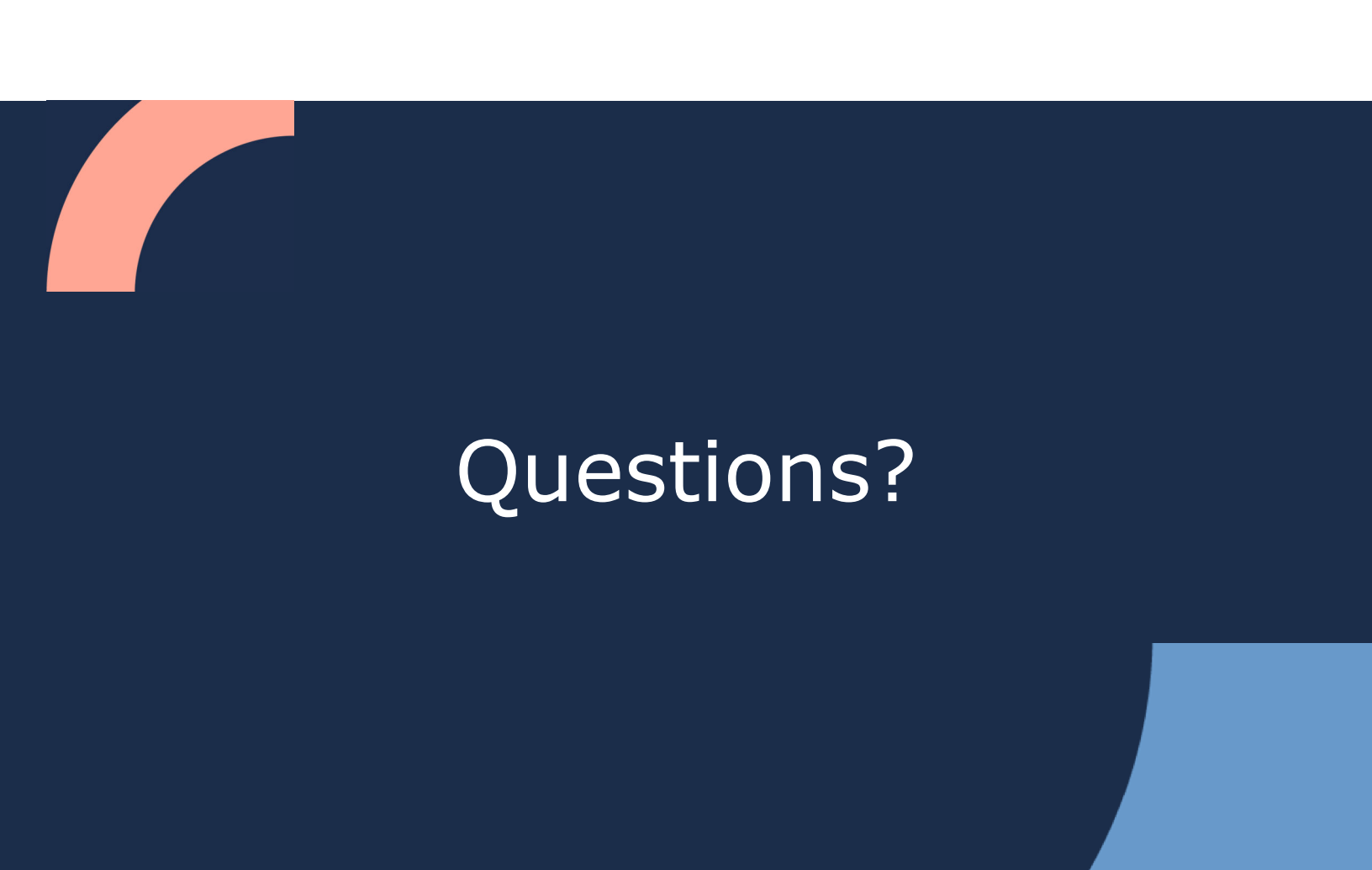


Next Steps

- ◆ Review and consider the findings of the Asset Management Plan in future budget deliberations
- ◆ Consider what supports administration may need to improve the confidence in asset management planning (i.e. staffing, condition assessments, consultant assistance)
- ◆ Develop a process for regular review and tracking of asset management progress, including reporting to Council

Per O. Reg. 588/17, the next iteration of the Municipality's Asset Management Plan is due in 2031





Questions?



2022 – 2024
Corporate Energy & Emissions
Municipality of Whitestone

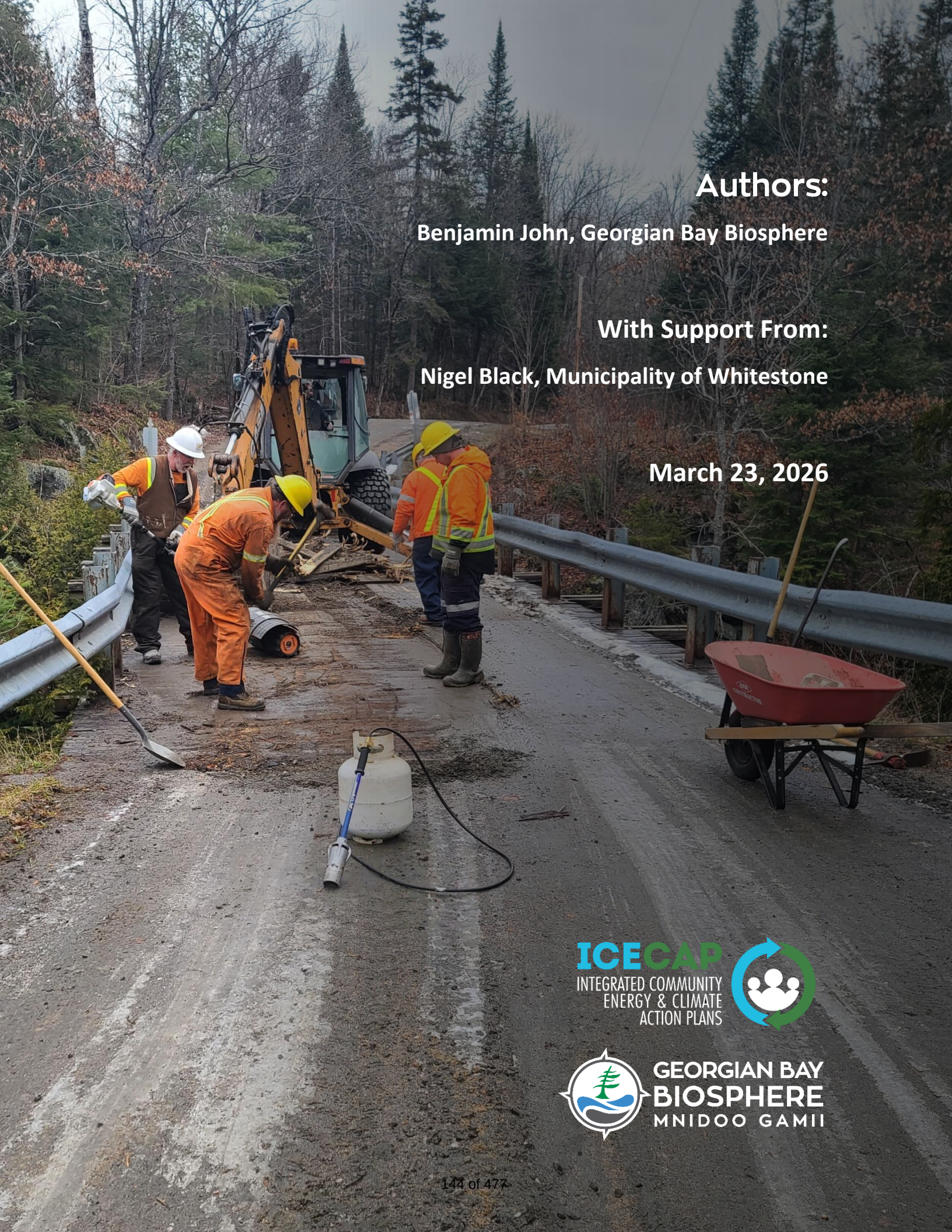
Authors:

Benjamin John, Georgian Bay Biosphere

With Support From:

Nigel Black, Municipality of Whitestone

March 23, 2026



ICECAP
INTEGRATED COMMUNITY
ENERGY & CLIMATE
ACTION PLANS



**GEORGIAN BAY
BIOSPHERE**
MNIDOO GAMII

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Glossary of Terms

Avoided Costs	Additional expenses that are not incurred as a result of efforts to reduce something.
Business as Usual	Continuing standard practices without any changes.
Community Emissions	Greenhouse gas emissions produced by residents and businesses within a jurisdiction.
Corporate Emissions	Greenhouse gas emissions produced by a local government's operations.
Emission Factor	A coefficient that describes the rate at which a given activity releases greenhouse gasses.
Energy Conservation	Reducing energy use by using fewer energy services.
Energy Efficiency	Completing a task using less energy than before.
Fuel Switching	The process of changing the primary source of energy used for a particular purpose or activity.
Global Warming Potential	A coefficient that enables the comparison of different greenhouse gasses.
ICECAP Members	First Nations and Municipalities who have joined the ICECAP partnership by signing a MOU.
ICECAP Partners	Those who participate in ICECAP without having signed the partnership's MOU.
Mitigation	Actions to limit climate change and its effects by reducing the emission of excess greenhouse gasses.
Scope 1 Emissions	Direct emissions produced by Municipality owned and controlled assets.
Scope 2 Emissions	Indirect emissions resulting from the generation of electricity purchased by the Municipality.
Scope 3 Emissions	Emissions produced by assets not owned or controlled by the Municipality, but are part of its value chain.

Executive Summary

On March 19th, 2024 the Municipality of Whitestone (Municipality) adopted its Corporate Climate Action Plan. During the adoption of these plans, the Municipality also passed a resolution adopting the following greenhouse gas (GHG) emissions reduction targets:

- Corporate: 10% GHG reduction from 2022 baseline levels by 2034

The goal of this report is to measure and monitor the Municipality's progress towards the corporate GHG emissions reduction target listed above. This report contributes to the collective objectives of the regional Integrated Communities Energy & Climate Action Plans (ICECAP) partnership, and serves as an ongoing deliverable to Milestone 5 of the Federation of Canadian Municipalities Partners for Climate Protection program. The purpose of this report is to:

- Measure progress towards the corporate GHG emissions reduction target;
- Understand trends in energy used during municipal operations;
- Understand trends in municipal energy expenditures;
- Identify opportunities for emissions reductions and energy cost-savings.

As of 2024, the Municipality's corporate GHG emissions have decreased by 6.9% compared to the 2022 baseline year. An overview of current and baseline GHG emissions for the Municipality's corporate sectors can be found in Table 1.

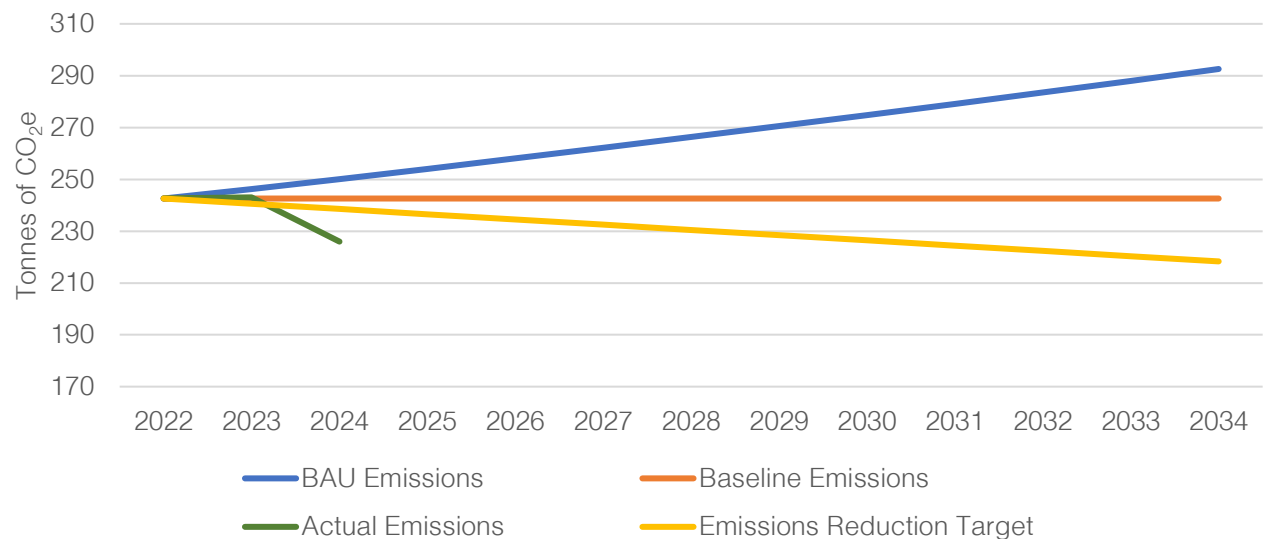
Table 1: Corporate GHG Emissions by Sector

Emission Sector	2022 Emissions *	2024 Emissions *	% Change
Buildings	56.7	45.3	-20.1
Streetlights	0.5	0.4	-20.0
Fleet	185.4	180.3	-2.8
Waste	4.0	4.0	0.0
Total GHG Emissions	242.9	226.0	-6.9

* All GHG emissions are measured in terms of carbon dioxide equivalent (tCO₂e)

As seen in Figure 1 below, the Municipality is currently on track to meet its emissions reduction target. However, actual emissions can fluctuate each year, as fluctuations in energy use and the subsequent emissions produced can be attributed to variations in year over year weather and temperature conditions. This means progress towards this target can change. Further momentum and implementation of the Corporate Climate Action Plan can guide progress towards the Municipality's 2034 target and realize additional energy cost savings and/or avoidances.

Figure 1: Corporate GHG Emissions Progress to 2034 Target



The amount of GHG emissions produced by the Municipality is dependent on the types and quantities of different energy sources it uses in its operations. Compared to the 2022 baseline, the use of many energy sources has decreased in 2024. The primary drivers for the reduced GHG emissions in 2024 can be connected to lower quantities of propane and fuel oil being used to heat municipal facilities, and less gasoline consumed by the Township’s fleet.

Table 2: Corporate Energy Use Summary

Emission Sector	Energy	2022 Use	2024 Use	% Change
Buildings	Electricity (kWh)	92,832	106,810	15.1
	Propane (L)	29,391	23,557	-19.8
	Fuel Oil (L)	2,836	2,066	-27.2
Fleet	Gasoline (L)	24,227	20,373	-15.9
	Diesel (L)	31,672	33,670	6.3
	Dyed Diesel (L)	14,630	14,279	-2.4
Streetlights	Electricity (kWh)	15,552	14,129	-9.2

Along with decreases in the use of many energy sources, the Municipality’s energy expenditures in 2024 also decreased in comparison to the 2022 baseline year. In 2022, the unit-prices of many types of energy were higher compared to recent years. The decrease in energy use in 2024, compounded by lower prices resulted in energy expenditures to decrease as well. In 2024, the Municipality reduced its energy expenditures by \$18,832 compared to the 2022 baseline year. An overview of the change in energy expenditures between 2022 and 2024 for each energy type and sector can be found in Table 3.

Table 3: Corporate Energy Expenditures Summary

Emission Sector	Energy	2022 Costs (\$)	2024 Costs (\$)	% Change
Buildings	Electricity	19,657	25,722	30.9
	Propane	21,829	17,716	-18.8
	Fuel Oil	5,937*	3,215	-45.8
Fleet	Gasoline	42,961*	31,089	-27.6
	Diesel	60,810*	54,697	-10.1
	Dyed Diesel	21,878*	21,439	-2.0
Streetlights	Electricity	3,695	4,057	9.8
Total:		176,767	157,935	-10.7

*Estimated using local energy price data and actual consumption values.

Volatile market conditions can cause price fluctuations in many energy sources, resulting in changes to energy expenditures that are not correlated with the changes in quantity of which they are consumed. This means that energy sources with greater price stability can offer greater budget forecasting and resilience. A comparison of the percentage change between energy use and energy costs between 2024 and the 2022 baseline year can be found in Table 4.

It should be noted that during the 2022 baseline year, market prices of many energy sources were substantially higher than in previous years. With market prices decreasing in 2024 as compared to 2022, the decrease in total energy expenditures is a compounding effect between decreased usage and costs per unit. This means that efforts to reduce energy use below baseline levels can amplify this cost saving effect in years with lower costs per unit, and mitigate expenditure increases when prices rise.

Table 4: Comparison of Percentage Change in Corporate Energy Use and Costs

Emission Sector	Energy	Use Change (%)	Cost Change (%)
Buildings	Electricity	15.1	30.9
	Propane	-19.8	-18.8
	Fuel Oil	-27.2	-45.8
Fleet	Gasoline	-15.9	-27.6
	Diesel	6.3	-10.1
	Dyed Diesel	-2.4	-2.0
Streetlights	Electricity	-9.2	9.8

In addition to a decrease in energy expenditures, energy management and efficiency efforts have resulted in avoided costs. **Since 2022, the Municipality has cumulatively avoided approximately \$26,500 in additional energy costs as a result of its efforts to switch fuel sources, conserve energy, and use it more efficiently.**

Avoided energy costs are different from cost savings. While cost savings are a direct reflection of changes in expenditures, avoided energy costs refer to the cumulative

incremental costs that are not incurred when an additional unit of energy is used. Avoided costs are measured by multiplying the change in energy use between a given year and the baseline and the average annual price paid for that energy source in that year. In doing so, avoided costs reflect what the Municipality would have roughly paid for each energy source if consumption was the same in a given year as the baseline. Positive values are the incremental benefit of reduced energy consumption and negative values are an opportunity cost.

As energy costs fluctuate, this can put varying and unexpected financial pressures on the Municipality, and in turn its ratepayers. Using more stable and reliable energy sources, along with energy efficiency and conservation efforts, have the potential to reduce and/or avoid additional energy costs, while also reducing GHG emissions.

Through continued implementation of its Corporate Climate Action Plan, the Municipality can achieve these additional energy cost-savings and/or avoided costs through the actions and strategies it contains. In doing so, this also positions the Municipality in a leadership role by demonstrating the financial and environmental benefits that can come through energy management practices.

Ongoing measurement and the analysis contained in this report can help the Municipality quantify these benefits annually and cumulatively through time. Along with the progress made by other ICECAP members, these results can be combined to show that collaborative action in the region is having a quantifiable impact in municipal operations. By accelerating progress in pursuit of its 2034 target, the Municipality can amplify these financial and environmental benefits on its municipal operations, to its community, and the broader region.

Introduction

ICECAP

Originating out of a shared desire to address climate change in a cost-effective manner, communities and partners in and around the eastern Georgian Bay region have joined to create the Integrated Communities Energy and Climate Action Plans (ICECAP) partnership. ICECAP is a partnership between the First Nations and municipalities in the region for the purpose of a collaborative, more cost-effective approach to energy management and the reduction of greenhouse gas (GHG) emissions for the operations of each member, their communities, and for the broader region. The Municipality joined the ICECAP partnership in 2021.

The 4 main objectives of ICECAP are to:

1. Encourage the reduction of greenhouse gas emissions
2. Improve energy efficiency
3. Reduce the use of and reliance on fossil fuels
4. Adapt to a changing climate by building greater resilience

To advance these objectives, the Municipality is participating in the Federation of Canadian Municipalities' Partners for Climate Protection Program.

What is the Federation of Canadian Municipalities?

The Federation of Canadian Municipalities (FCM) is the national voice for municipal governments in Canada. With nearly 2,000 municipal members across the country, FCM advocates for municipalities to ensure their citizen's needs are reflected in federal policies and programs. Through this advocacy the FCM is able to provide funding and programs that help municipalities tackle local challenges, such as climate change, asset management, economic development, and more.

What is the Partners for Climate Protection Program?

The Partners for Climate Protection (PCP) program is designed to guide municipalities through the process of reducing GHG emissions through climate change and energy planning. In partnership with the International Council for Local Environmental Initiatives (ICLEI), the PCP program is administered by the FCM. Since the program's establishment in 1997, over 500 municipalities across Canada have joined. The PCP program consists of a five-step framework consisting of the following milestones:



The PCP program looks at these milestones from two different perspectives; corporate and community. **Corporate** refers to the GHG emissions produced as a result of a local government's operations and services. Its purpose is to identify the GHG emissions within a local government's direct control or influence, and for which the local government is accountable for as a corporate entity. **Community** refers to the GHG emissions generated by the residents and businesses of the community.

Municipal Commitments & GHG Reduction Target

Following the PCP program and in alignment with its efforts in ICECAP, the Municipality of Whitestone's Council has adopted a Corporate Climate Action Plan. Through this plan, the Municipality has also passed a resolution in which it will strive to achieve the following GHG reduction target:

- Corporate: 10% GHG reduction from 2022 baseline levels by 2034

This report is part of the Municipality's ongoing efforts to monitor and report its progress towards its reduction target and is part of Milestone 5 of the PCP program.

Report Scope

This document will focus on corporate operations. The purpose of this report is to:

- Measure progress towards the corporate GHG emissions reduction target;
- Understand trends in energy used during municipal operations;
- Understand trends in municipal energy expenditures;
- Identify opportunities for emissions reductions and energy cost-savings.

METHODOLOGY BACKGROUND

Greenhouse Gas Emissions Scopes

GHG Emissions can be classified by scopes, as seen in Table 5 below. In producing a corporate GHG inventories, Scope 1 and 2 are mandatory requirements. Including Scope 3 emissions is optional, however, measuring Scope 3 emissions in which the Municipality has operational control is required by the PCP program.

Table 5: GHG Emissions Scopes & Sources

Scope 1: Direct Emissions
Includes: Gasoline, Diesel, Propane, Fuel Oil
Scope 2: Indirect Emissions
Includes: Electricity
Scope 3: Other Indirect Emissions
Includes: Corporate Waste

Baseline Year

Establishing a baseline is a critical component for identifying trends and establishing a benchmark for which progress will be based on. As part of its municipal commitments, and based on its past work in the PCP program, the Municipality has established a baseline year of 2022. This means, that unless otherwise stated, trends outlined in the report will be compared against this baseline year.

Greenhouse Gas Emissions Inventory

In addition to the GHG emission scopes listed above, Table 6 lists the parameters applied to the measurement of the Municipality's corporate GHG emissions.

Table 6: GHG Emissions Inventory Parameters

Measurement Approach:	Operational Control
Geographic Constraint:	Municipality of Whitestone
Reporting Period:	2022 - 2024

Recognizing that the Municipality produces GHG emissions in different ways through its operations, GHG emissions can be grouped based on the type of asset, infrastructure, or service being provided. This report consolidates GHG emissions into the following emissions sources:

- Buildings and facilities;
- Streetlights;
- Fleet;
- Corporate waste

Emission Factors & Global Warming Potentials

Emission factors (EF) and global warming potentials (GWP) are a fundamental component of every formula used to measure GHG emissions. An emissions factor is a representative value that attempts to relate the quantity of a pollutant released into the atmosphere with an activity associated with the release of that pollutant. For example, grams (g) of carbon dioxide (CO₂) emitted per litre (L) of gasoline consumed. There are many factors that influence the values of emission factors, such as the technology used to consume the fuel source and the end user of that fuel. Therefore, as technologies improve and research on greenhouse gasses develop, the values of EF and GWP change over the years, resulting in both EF and GWP to be variable when compared across years.

To measure corporate GHG emissions, EF and GWP were collected from Environment and Climate Change Canada's (ECCC) annual *National Inventory Report (NIR): Greenhouse Gas Sources and Sinks in Canada* for the reporting year. It should be noted, however, that there is typically a two-year lag for ECCC to publish the NIR for each respective year. For example, the 2023 report will be published in 2025. As a result, the EF and GWP for 2022 have been applied to 2023 as it is the most recent data available. Moving forward, this means that the most recent reporting years may be subject to minor variations depending on EF and GWP changes in future NIRs.

System of Measurement

For the purposes of this report and baseline, GHG emission quantities are expressed in terms of *carbon dioxide equivalent (CO₂e)*.

Data Collection and Sources

Data was collected from municipal records where possible. Data quality was assessed on its accuracy, completeness, and whether it came from a reputable and trustworthy source. Given the quality of data retrieved, there is a high degree confidence in the accuracy of the GHG emissions measured in this report.

Sector	Data	Source	Data Quality	Notes
Buildings	Electricity Consumption	Municipal Records	Medium - High	Actual consumption and few assumptions using municipal data.
	Fuel Oil Consumption	Municipal Records	High	Actual fuel oil consumption.
	Propane Consumption	Municipal Records	Medium - High	Actual consumption and few assumptions using municipal data.
Streetlights	Electricity Consumption	Municipal Records	High	Actual consumption and few assumptions using municipal data.
Fleet	Diesel Consumption	Municipal Records	Medium	Some assumptions made using municipal data.
	Gasoline Consumption	Municipal Records	Medium	Some assumptions made using municipal data.
	Dyed Diesel	Municipal Records	Medium	Some assumptions made using municipal data.
Waste	Tonnes of Waste	Assumptions	Low	Based primarily on assumptions.
	Degradable Organic Carbon	PCP Protocol	Medium	Some assumptions made using municipal data.
	Landfill Characteristics	Municipal Records	Medium	Some assumptions made using staff comments.
All	Expenditures	Municipal Records	Medium - High	Actual expenditures from general ledger.

Buildings & Facilities

The Municipality operates many buildings and facilities, all of which consume electricity, and many of which consume either propane or fuel oil as a source for heating. As of 2024, the Municipality has decreased the GHG emissions produced by its buildings and facilities compared to the 2022 baseline year. As seen in Figure 2, GHG emissions have decreased by ~11 tCO₂e, or approximately 20%. These GHG emissions have been broken down in Figure 3 to show the emissions produced by the different energy sources used.

Figure 2: Total Buildings and Facilities GHG Emissions (2022 – 2024)

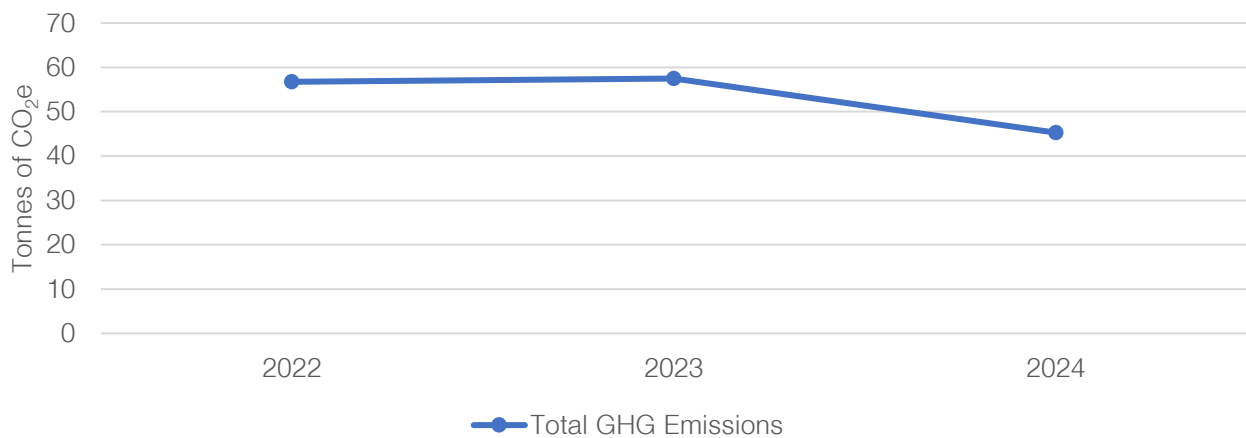
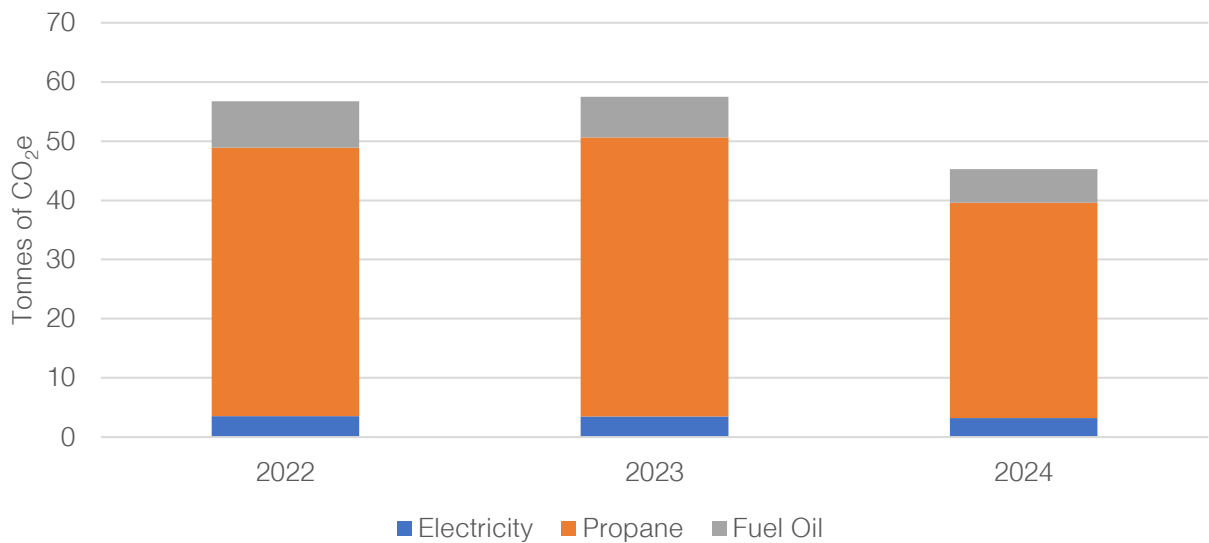


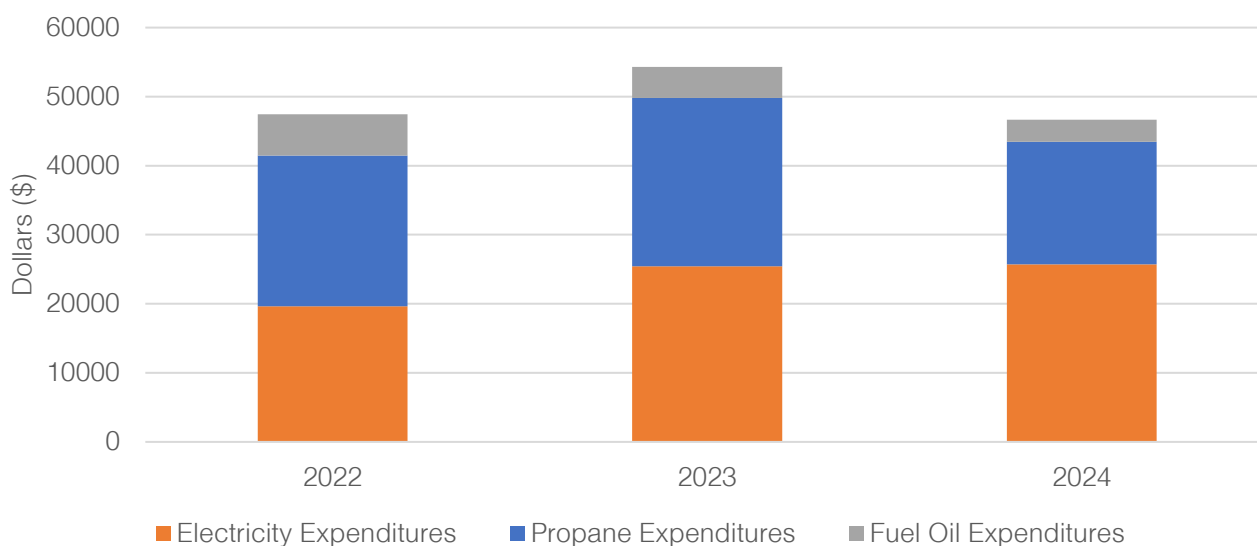
Figure 3: Buildings and Facilities GHG Emissions by Energy Source (2022 – 2024)



GHG emissions from buildings have primarily decreased due to the less propane and fuel oil being used for heating purposes. The performance of individual buildings varies, however, the most significant reductions come from the Roads Garage, 21 Church Street, and 20 Church Street.

With the energy use in buildings decreasing, so too have their energy expenditures. However, while propane and fuel oil expenditures have decreased in 2024, increases in electricity use have limited the total cost-savings experienced in the buildings sector. The growth in electricity expenditures can largely be attributed to increases in electricity use at 21 Church Street and with the acquisition of “The Twist” in late 2022. This outcome is commonly expected when adding an additional facility to a municipality’s building stock. Changes in electricity use at the Municipality’s other buildings and facilities are minor. As seen in Figure 4, the Municipality’s total energy expenditures for its buildings and facilities in 2024 have decreased by \$770 compared to the 2022 baseline year, or roughly 1.6%.

Figure 4: Total Buildings and Facilities Energy Expenditures (2022 – 2024)

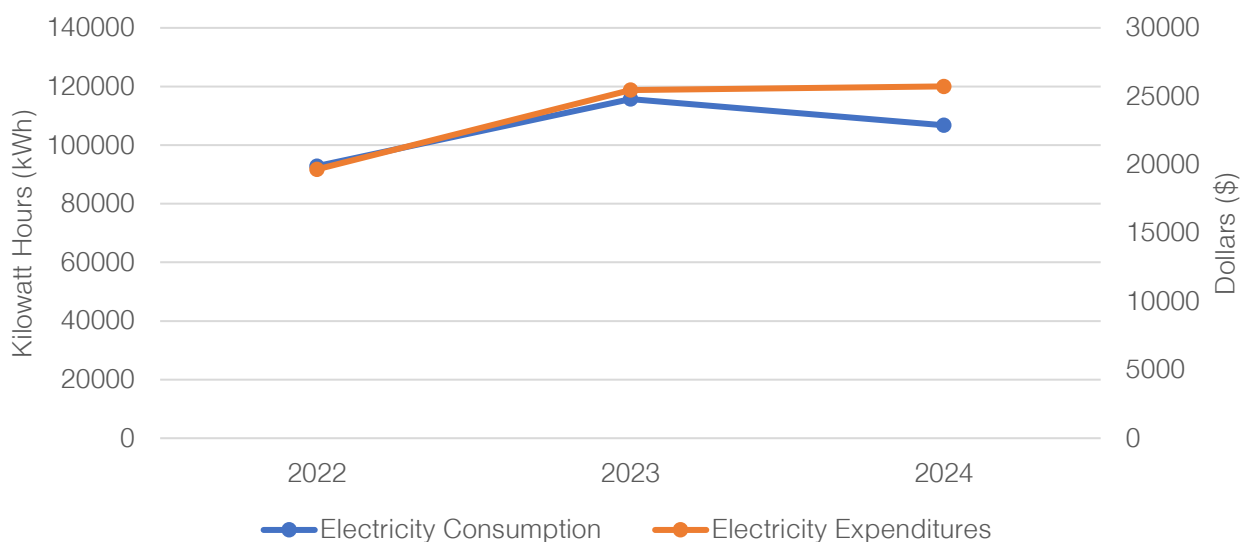


Although total energy expenditures for buildings and facilities have decreased, the consumption and expenditures of individual energy sources have fluctuated more drastically over time. For example, electricity expenditures have increased, while propane and fuel oil expenditures have decreased over this time period. These trends are outlined in greater detail in the following sections of this report.

Electricity Consumption & Expenditures

Electricity consumption in municipal facilities is typically related to cooling, lighting, electronics, equipment, and appliances. There are many complex factors which influence electricity consumption at any given building or facility. For example, weather can impact consumption by increasing the demand for cooling on hotter days. Consumption for other purposes like lighting, electronics, equipment, and appliances is not directly impacted by the weather and is, instead, connected to staff and occupant usage patterns. As seen in Figure 5, electricity consumption and expenditures have increased by 15.1% and 30.9% respectively.

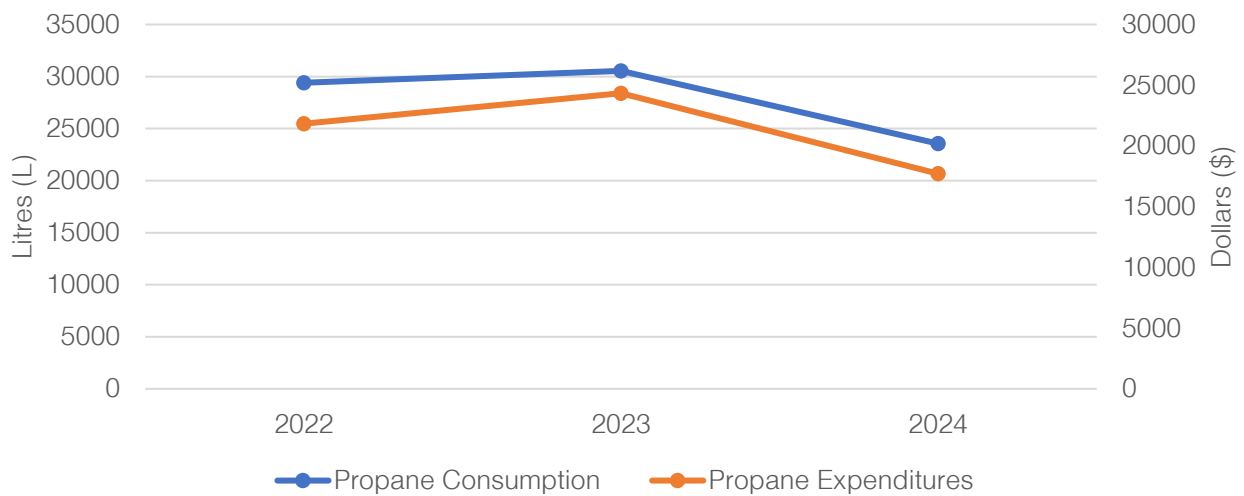
Figure 5: Buildings and Facilities Electricity Consumption (2022 – 2024)



Propane Consumption & Expenditures

In many of the Municipality's buildings and facilities, propane is used as an energy source for heating purposes. As seen in Figure 6, propane consumption has decreased 19.8% and propane expenditures have decreased by 18.8% or \$4,113. Similar to electricity, there are many complex factors that can influence propane consumption at any given building or facility. For example, weather temperatures and occupancy can impact consumption by increasing the demand for space heating on colder days. Heating degree days is a useful metric that allows for comparisons to be made between average outdoor air temperatures and the energy performance for space heating. Further investigation and analysis can be completed to determine the influence of heating degree days on propane consumption.

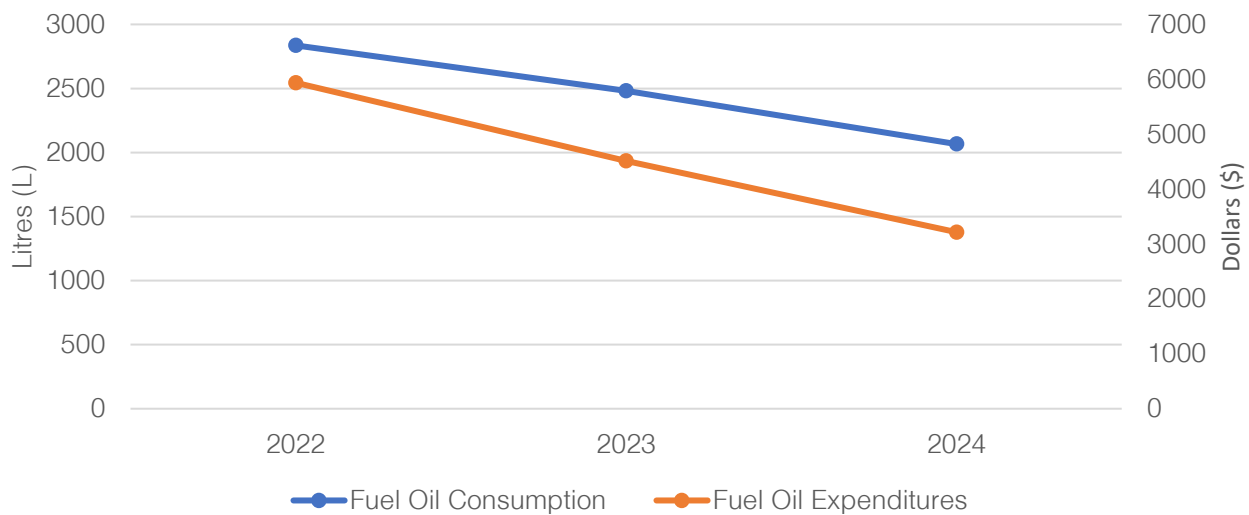
Figure 6: Buildings and Facilities Propane Consumption & Expenditures (2022 – 2024)



Fuel Oil Consumption & Expenditures

Fuel oil is used as an energy source for heating purposes solely at the Ardbeg Firehall. As seen in Figure 7, fuel oil consumption and expenditures have decreased 27.2% and 45.8% respectively. Like propane, there are many complex factors that can influence fuel consumption. Weather temperatures and occupancy can impact consumption by changing the demand for space heating on colder days. Further investigation and analysis can be completed to determine the influence of heating degree days on fuel oil consumption as well.

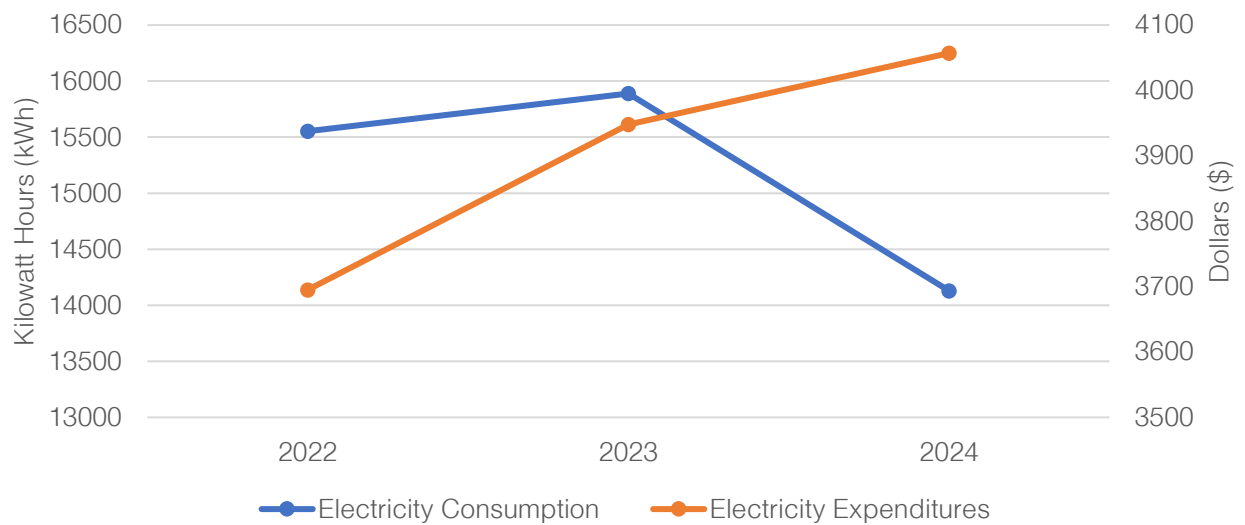
Figure 7: Buildings and Facilities Fuel Oil Consumption & Expenditures (2022 – 2024)



Streetlights

The Municipality operates multiple outdoor ambient lights and streetlights at its facilities, and on some of its roads. All of these lights use electricity. As seen in Figure 8, as of 2024, streetlight electricity consumption has decreased by 9.1% compared to the 2022 baseline. In the same period, electricity expenditures have increased, with a rise of 9.8% or \$362 in 2024 relative to the baseline.

Figure 8: Streetlights Electricity Consumption & Expenditures (2022 – 2024)



Fleet

The Municipality relies on its fleet of vehicles and equipment to maintain roads and parks, and provide many other community services. These vehicles and equipment are essential; yet, they produce a substantial portion of the Municipality's corporate GHG emissions. As seen in Figure 9, GHG emissions produced by the fleet in 2024 have decreased by a total of 5 tCO₂e, or approximately 3% as compared to the 2022 baseline year. As seen in Figure 11, GHG emissions produced by the fleet have been broken down by fuel type. It should be noted that individual vehicle classification, age, fuel use, and specifications influence the quantity of GHG emissions produced by each fuel type.

Figure 9: Total Fleet GHG Emissions (2022 – 2024)

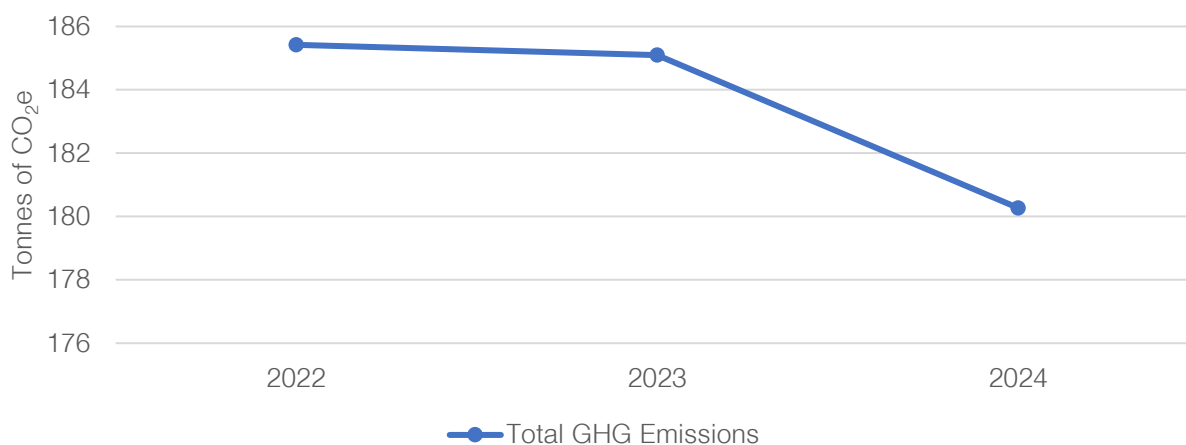
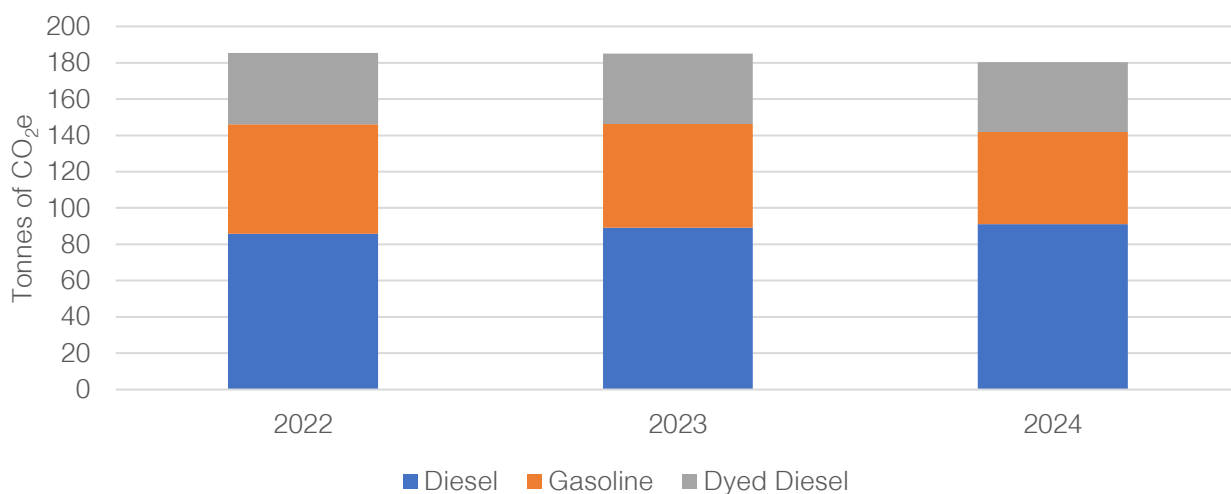
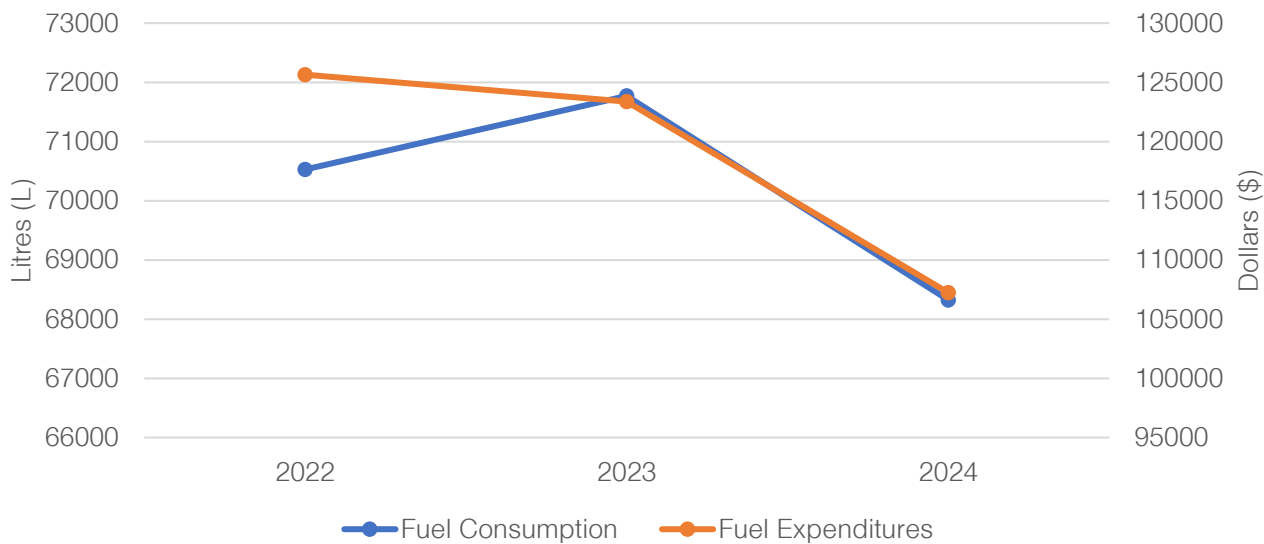


Figure 10: Total Fleet GHG Emissions by Fuel Type (2022 – 2024)



The cost of fuels has steadily increased over the years, with prices at high points during the 2022 baseline year. Total fuel consumption (gasoline, diesel, and dyed diesel combined) remained relatively the same between 2022 and 2023, with a larger decreasing happening in 2024. With market prices of these fuels decreasing compared to 2022, total fuel expenditures decreased by an estimated 14.6% or \$18,423. This can be seen in Figure 11 below.

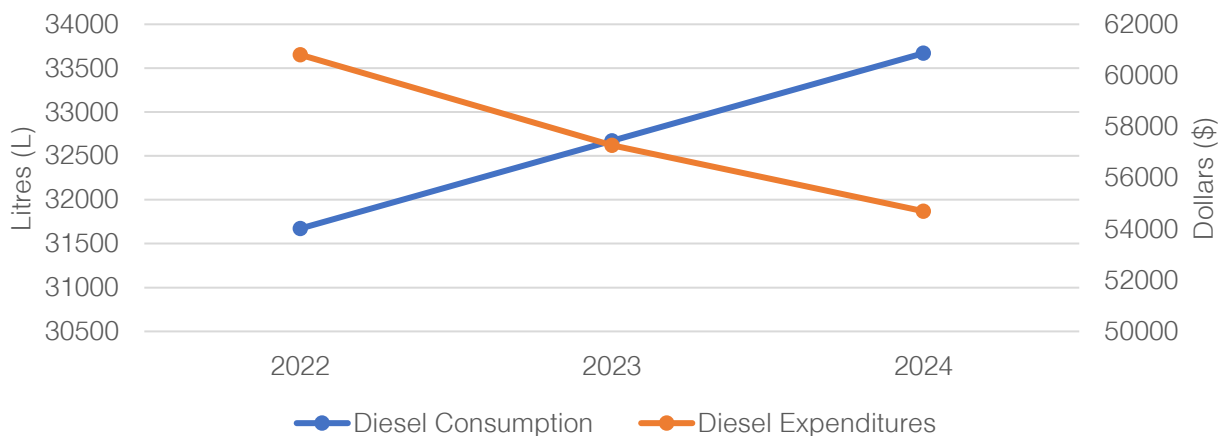
Figure 11: Total Fleet Fuel Consumption and Expenditures (2022 – 2024)



Diesel Consumption & Expenditures

As of 2024, diesel consumption has increased by roughly 2,000L, or 6.3% compared to the 2022 baseline year. Despite this increase in diesel consumption, diesel expenditures have decreased by approximately \$6,113 or 10% due to falling prices.

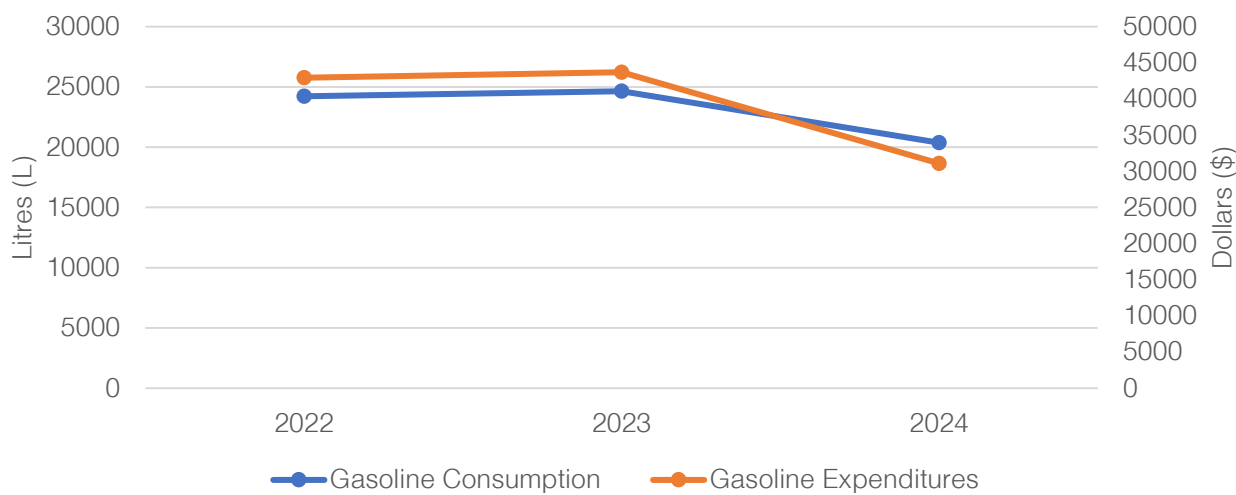
Figure 12: Total Diesel Consumption and Expenditures (2022 – 2024)



Gasoline Consumption & Expenditures

As of 2024, gasoline consumption has decreased by approximately 15.9% compared to the 2022 baseline year. As seen in Figure 13, this has resulted in gasoline expenditures to decrease by 27.6% or approximately \$11,872.

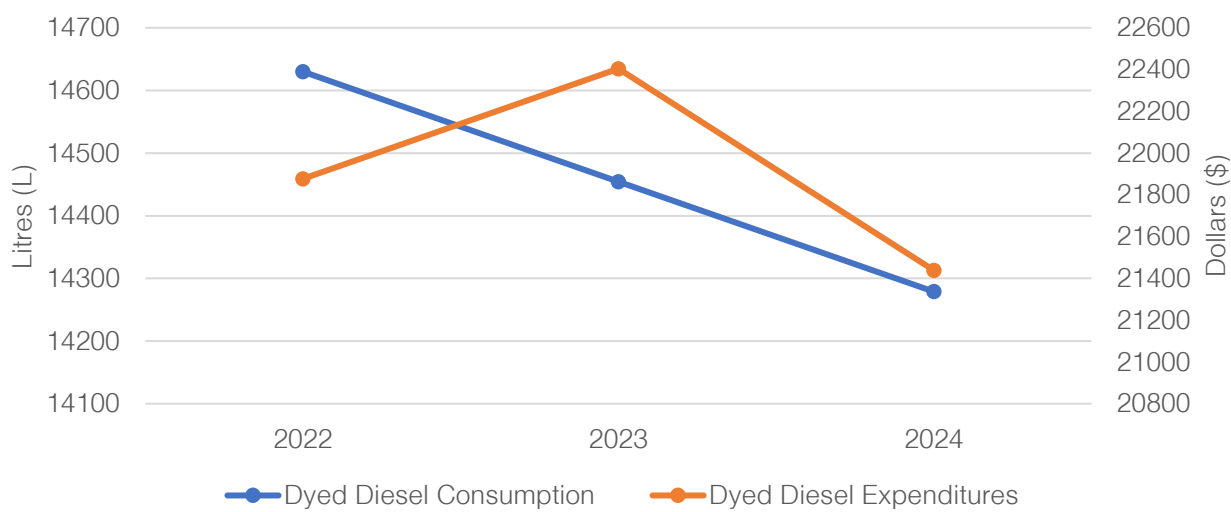
Figure 13: Total Gasoline Consumption and Expenditures (2022 – 2024)



Dyed Diesel Consumption & Expenditures

As of 2024, dyed diesel consumption has decreased by 351L compared to the 2022 baseline year. As seen in Figure 14, this decrease in dyed diesel consumption has resulted in dyed diesel expenditures to fall by \$439.

Figure 14: Total Dyed Diesel Consumption and Expenditures (2022 – 2024)



Solid Waste

In addition to waste generated during operations, the Municipality offers waste disposal services to the community at its municipal facilities and recreation areas. In addition to the waste created through its operations, these sources of waste comprise what is known as corporate solid waste. When this waste is diverted to a landfill it produces methane, a powerful greenhouse gas. This process occurs over many years, which means the methane generated in landfills today is the result of decades of disposed waste. As a result, these emissions must be measured and managed differently from those related to the use of fossil fuels and electricity, since they do not come from the consumption of energy.

Compared to other sources of GHG emissions, solid waste emissions are more difficult to measure and monitor. Unlike energy consumption and expenditures which can be measured and monitored via utility bills, the Municipality does not currently measure the amount and/or types of solid waste that is generated through operations. Given that other key variables and assumptions for calculating corporate solid waste emissions have remained unchanged, it was therefore assumed that corporate solid waste emissions in 2024 stayed at the same level as in the 2022 baseline year, totaling 4 tCO₂e. Should additional and/or updated information become available in the future, this assumption and measurement of corporate solid waste emissions will be updated.

Avoided Energy Costs

Avoided costs refer to the incremental expenses that are not incurred, or are mitigated as a result of implementing measures to limit the amount of an input used or output produced. In the case of energy, avoided costs can refer to the energy costs avoided as a result of energy efficiency, conservation, and/or fuel-switching efforts that limit the types and/or quantities of energy used. For the Municipality, avoided energy costs can assess the effectiveness of its energy management efforts and initiatives.

Avoided costs are different from cost savings. Cost savings are achieved when overall spending or actual expenditures decrease. Avoided costs, on the other hand, can still be achieved even when overall spending or actual expenditures increase. The opposite holds true as well, where avoided energy costs can increase even when actual expenditures decrease. In other words, avoided energy costs can refer to the opportunity cost or incremental benefits associated with not maintaining the same levels of energy and fuel use as in the baseline year.

An overview of avoided energy costs by fuel types and sector for each year since the 2022 baseline can be found in Figure 15 below. Note that a positive value indicates an avoided cost, whereas a negative value indicates that incremental costs have increased as a result of the consumption of that fuel source increasing.

Although there has been a slight decrease in energy expenditures, energy management and efficiency efforts could have resulted in more substantial cost savings. As a result of the consumption of many energy sources decreasing, the Municipality has achieved ~\$26,500 in total avoided energy cost. With the price of different energy sources anticipated to increase in the future, further energy management efforts through the Municipality's Corporate Climate Action Plan can help achieve greater avoided energy costs and/or cost savings.

Table 8: Total and Annual Avoided Energy Costs

	2022	2023	2024	Total
Avoided Electricity Costs in Buildings	\$ -	-\$ 5,031	-\$ 3,366	-\$ 8,397
Avoided Fuel Oil Costs in Buildings	\$ -	\$ 646	\$ 460	\$ 1,106
Avoided Propane Costs in Buildings	\$ -	-\$ 920	\$ 22,103	\$ 21,184
Avoided Electricity Costs in Streetlights	\$ -	-\$ 84	\$ 409	\$ 325
Avoided Diesel Costs in Fleet	\$ -	-\$ 1,751	-\$ 3,246	-\$ 4,997
Avoided Gasoline Costs in Fleet	\$ -	-\$ 739	\$ 527	-\$ 212
Avoided Dyed Diesel Costs in Fleet	\$ -	\$ 273	\$ 17,242	\$ 17,515
Total Annual Avoided Energy Costs	\$ -	-\$ 7,606	\$ 34,129	\$ 26,523

Thank You Miigwech

This report has been developed in partnership
with the Georgian Bay Mnidoo Gamii
Biosphere (GBB).

The GBB is an inclusive and dynamic
organization that builds capacity for regional
sustainability in eastern Georgian Bay, a
UNESCO designated world Biosphere.

The GBB is a non-profit registered Canadian
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For more information, please visit:

georgianbaybiosphere.com

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2022 – 2024 Corporate Energy & Emissions BUILDINGS ANNEX REPORT

1.1 20 Church Street

Figure 1.1.1 : 20 Church Street Electricity Consumption & Expenditures

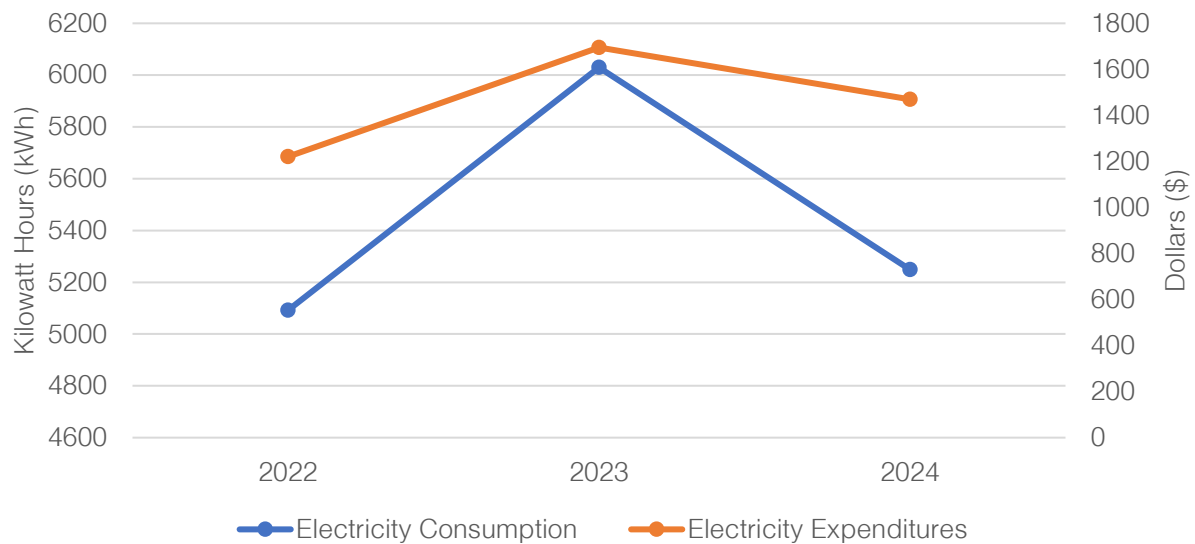
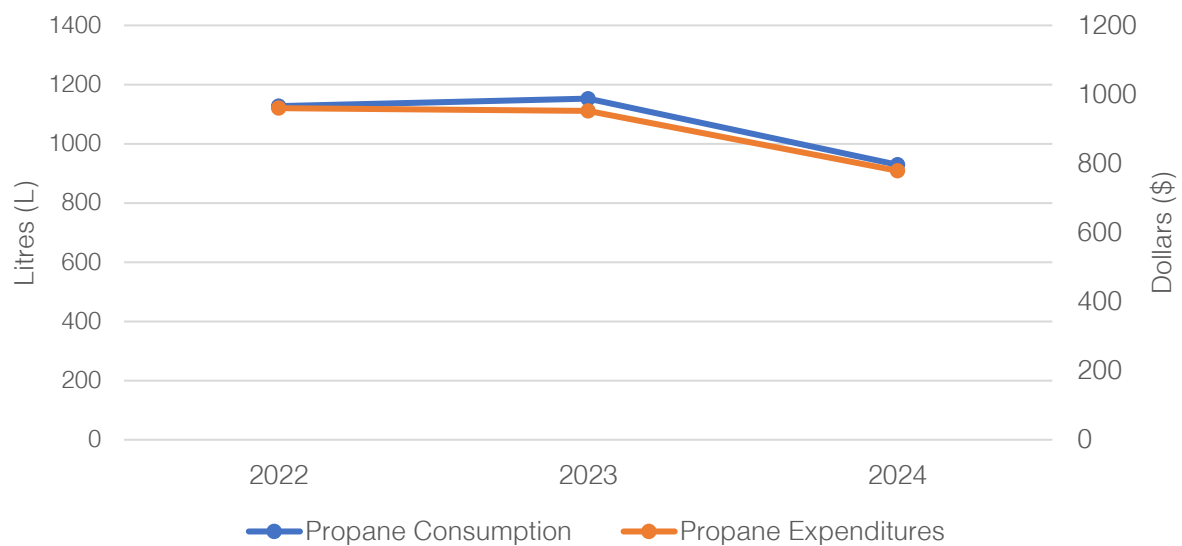


Figure 1.1.2: 20 Church Street Propane Consumption and Expenditures



1.2 Community Centre

Figure 1.2.1: Community Centre Electricity Consumption and Expenditures

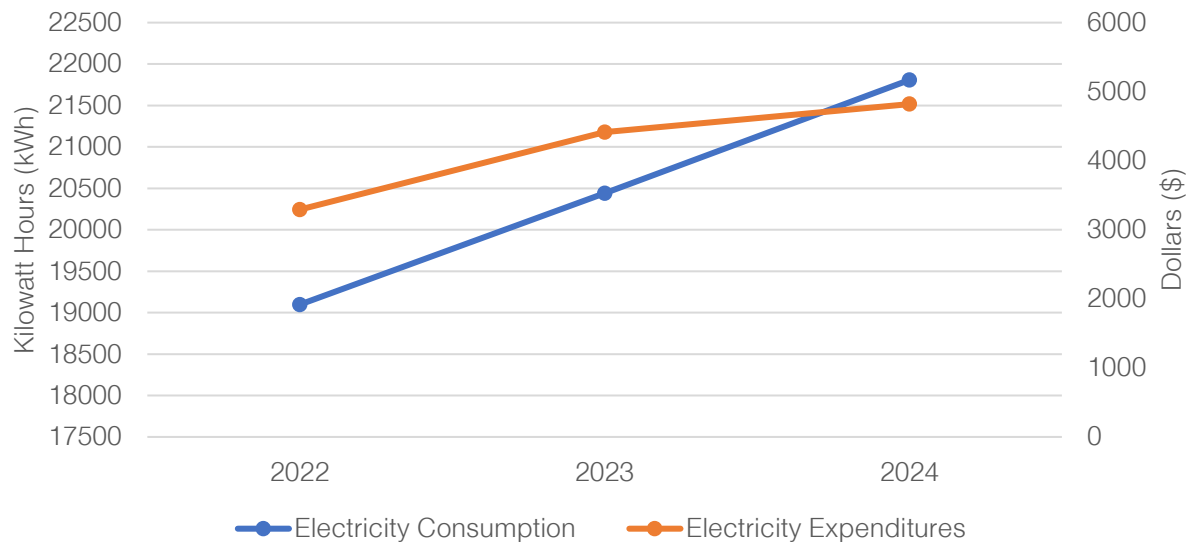
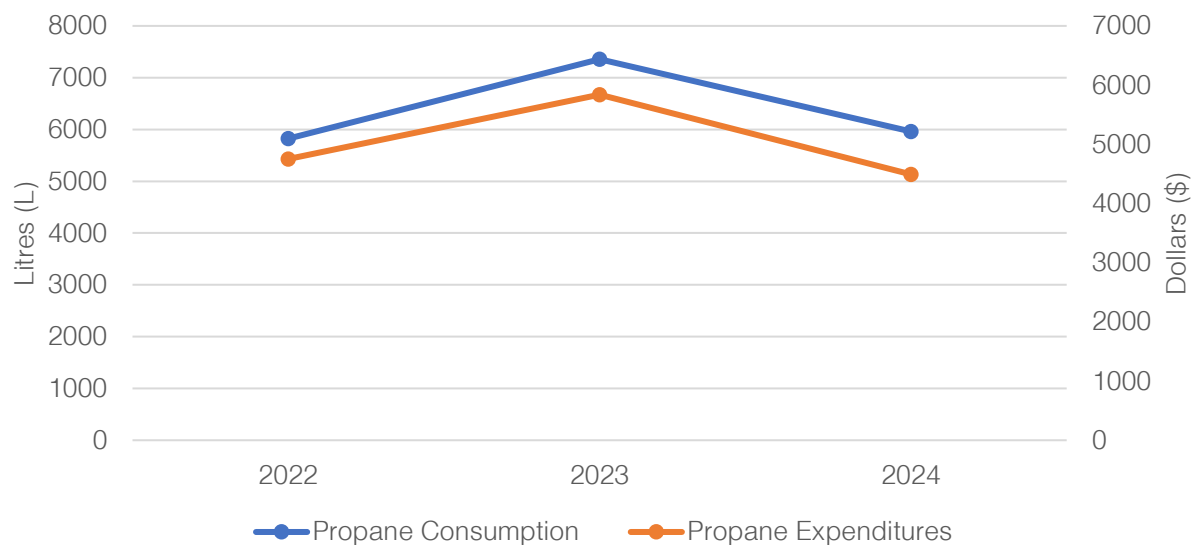


Figure 1.2.2: Community Centre Propane Consumption and Expenditures



The Building Energy Assessment Report (Energy Audit) provided the following recommendations for improving the energy efficiency of the Community Centre:

1. Have a refrigeration technician examine the kitchen refrigerator. Long run times could be due to low refrigerant levels. While it wasn't possible to project annual savings, low refrigerant levels cause excessive run time and can substantially reduce the life span of the unit. The Energy Audit concludes with this being the most immediate action that is investigated.
2. The windows are nearing the end of their anticipated life as indicated by fogging between the panes at the kitchen window. When replacement is done, triple-pane units with low-E coating and Argon fill are recommended.
3. The current AC units are nearing the end of their expected life. When replaced, consider installing a Cold-Climate Air Source Heat Pump to provide both high efficiency heating and cooling.

Funding Opportunity:

Save on Energy Small Business Program – Refrigeration Levels

The Save On Energy Small Business Program offers up to \$2500 for non-lighting upgrades, which includes certain forms of refrigeration. By going through this program, the Municipality can have a licensed technician visit the Community Centre to conduct a free on-site assessment to determine refrigeration upgrades within the scope of the program and funding. Depending on the scope, this program also provides funding for the install of any upgrades, meaning the Municipality could effectively address the identified issue free-of-charge.

NOHFC Rural Enhancement Program – Heat Pump and Windows

NOHFC's Rural Enhancement Program provides funding that supports incremental improvements, repairs, and/or renovations to improve and extend the useful life of capital assets, including social and recreational facilities, municipal assets and community halls, that contribute to a healthy and vibrant community. The program provides funding up to 90% of eligible costs, to a maximum of \$200,000, for communities with fewer than 1,500 people. The Community Centre is an eligible facility for this program, and could provide significant funding to simultaneously replace windows and install a heat pump when the current AC reaches the end of its life.

1.3 Roads Garage

Figure 1.3.1: Roads Garage Electricity Consumption and Expenditures

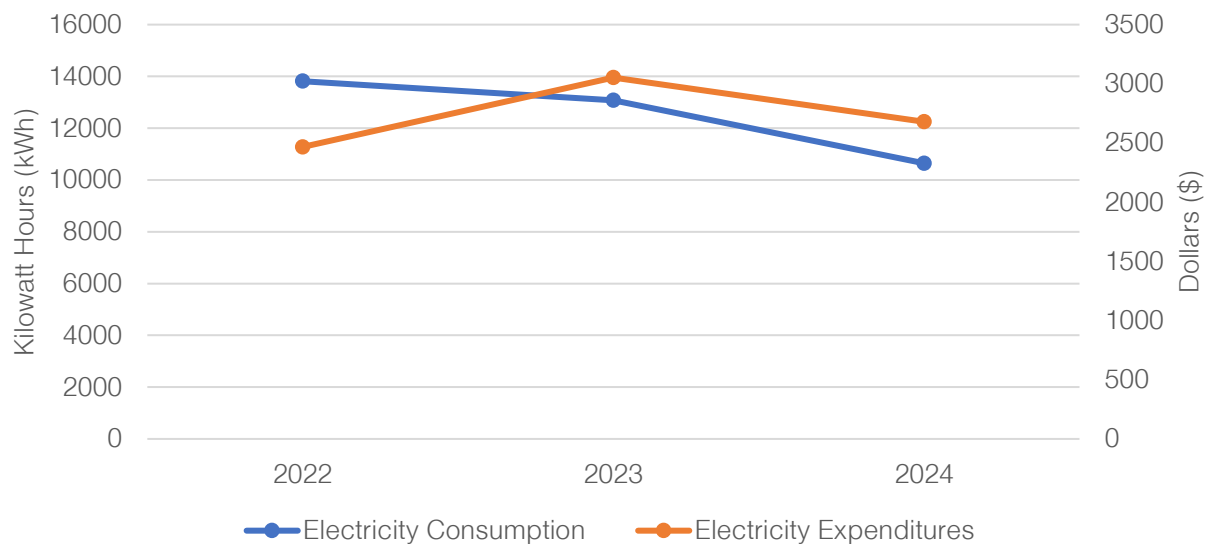
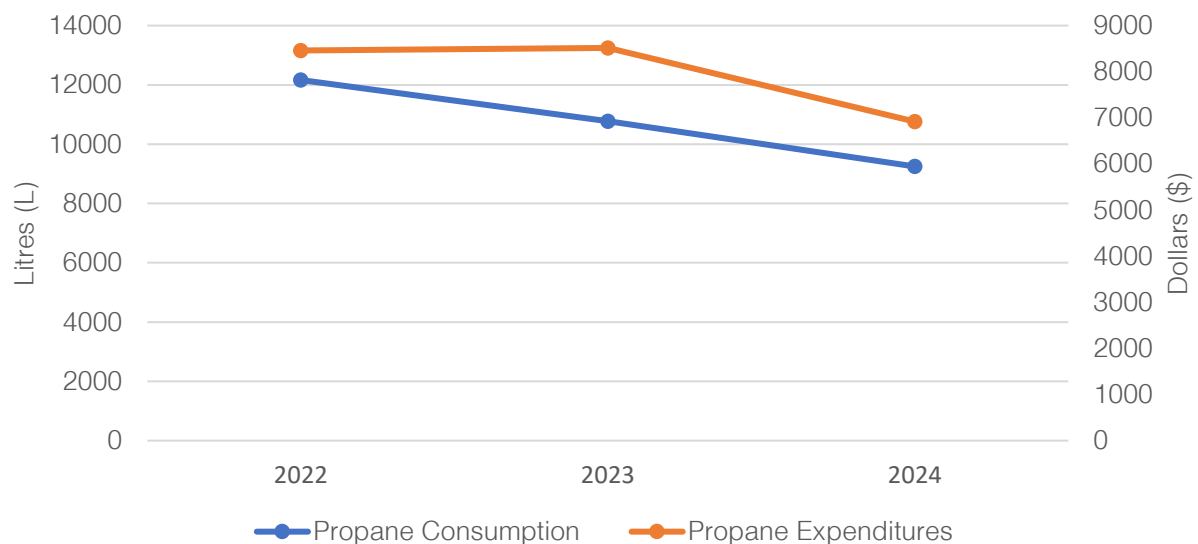


Figure 1.3.2: Roads Garage Propane Consumption and Expenditures



Funding Opportunity:

Save on Energy Prescriptive Retrofit Stream

This funding provides up to 50% of eligible projects for targeted energy efficiency retrofits, that include HVAC upgrades. As indicated by the Energy Audit, both the Roads Garage and the Fire Hall do not have high-efficiency HVAC equipment. When they reach their end of life, this program could provide funding to support its replacement.

1.4 21 Church Street

Figure 1.4.1: 21 Church Street Electricity Consumption and Expenditures

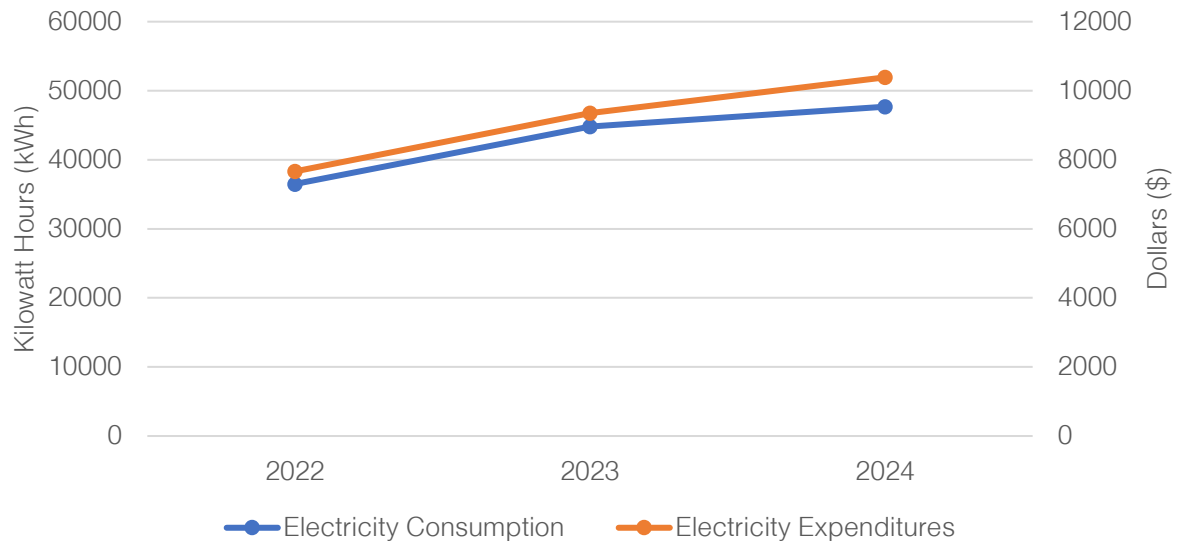
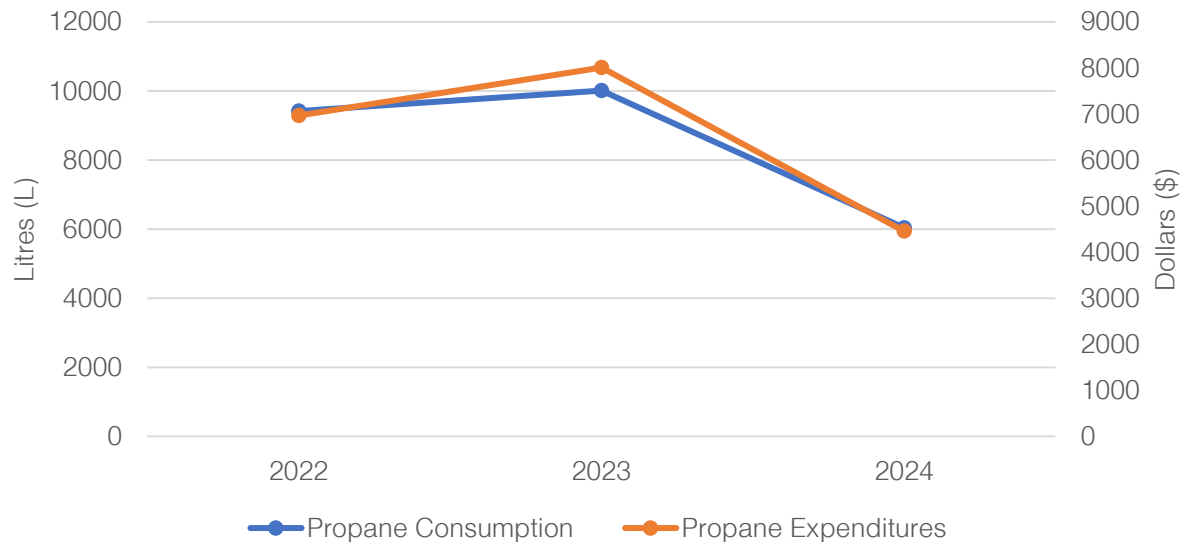


Figure 1.4.2: 21 Church Street Propane Consumption and Expenditures



As indicated in the Energy Audit, the Dundome shares the electrical service with the Municipal Office. At face-value, this shared servicing and the south-east facing rooftop presents an opportunity for solar to offset electricity consumption at the Municipal Office/Fire Hall. At the request of Whitestone staff, preliminary investigation has taken place to understand feasibility, and identify funding opportunities and industry connections that can support implementation, should the Municipality decide to pursue this. However, it is first recommended that a business case be developed to determine the ROI of such a project. Concurrently, an assessment into the installation size should be investigated to inform the business case. In support of this request, the following funding programs have been identified below to support such a project. Alternatively, information has been provided on Power Purchasing Agreements as a project financing model that requires little-to-no capital or operating expenditures on behalf of the Municipality.

Funding Opportunity:

Save on Energy Prescriptive Retrofit Stream

Incentives are available for any commercial, industrial and institutional participants who are interested in behind-the-meter solar installations to displace their load and reduce their demand on the grid under the Prescriptive Retrofit stream. Solar PV must be mounted on new or existing building rooftop(s) or walls. The funding provides two categories of eligible PV systems:

1. **Micro-generation** for PV installations that are up to 10kW at \$1,000/kW-DC.
2. **Small/medium generation** for PV installations that are greater than 10kW-AC, up to 1MW-AC, at \$860/kW-AC.

Systems larger than 1,000 kW AC can be eligible; however, the incentive amount will be capped at 1,000 kW AC and at 50% of total eligible project costs (including labour and materials). Note that this funding is for load displacement, making the installation ineligible for Ontario's Net-Metering Program.

1.5 Ardbeg Fire Hall

Figure 1.5.1: Ardbeg Fire Hall Electricity Consumption and Expenditures

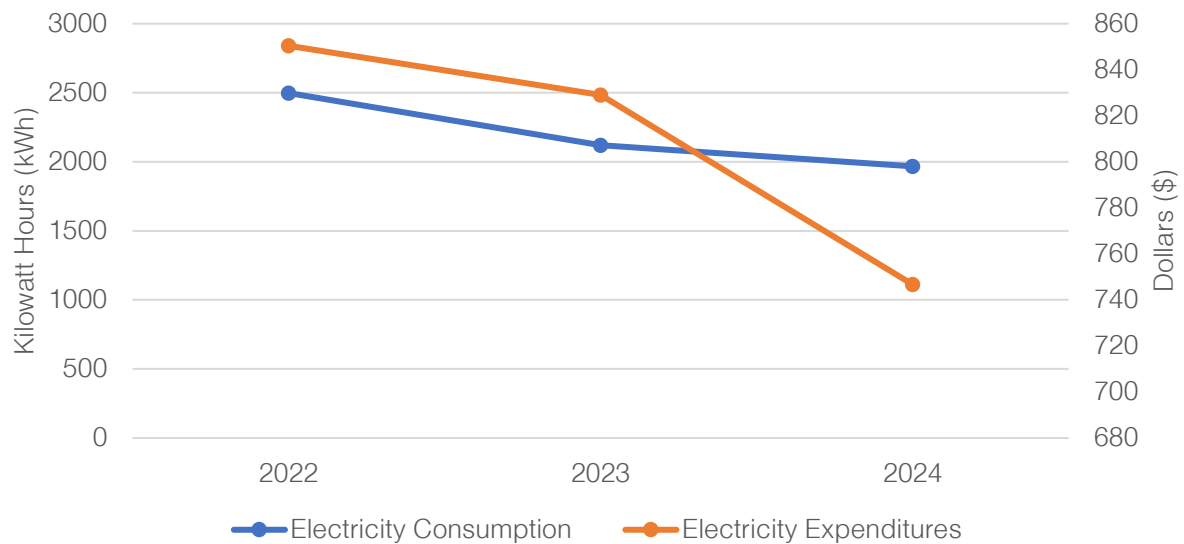
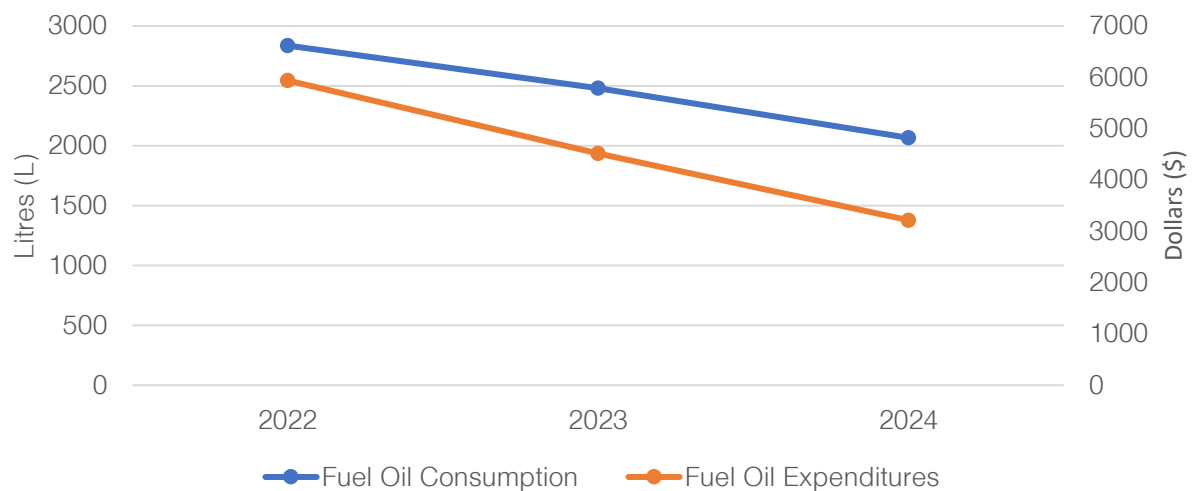
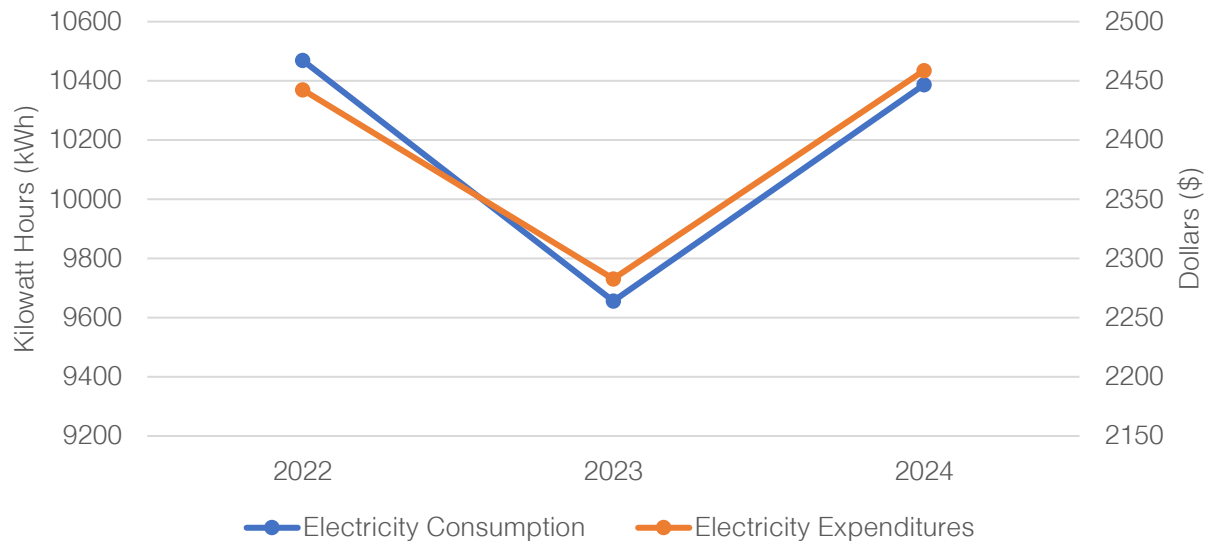


Figure 1.5.2: Ardbeg Fire Hall Fuel Oil Consumption and Expenditures



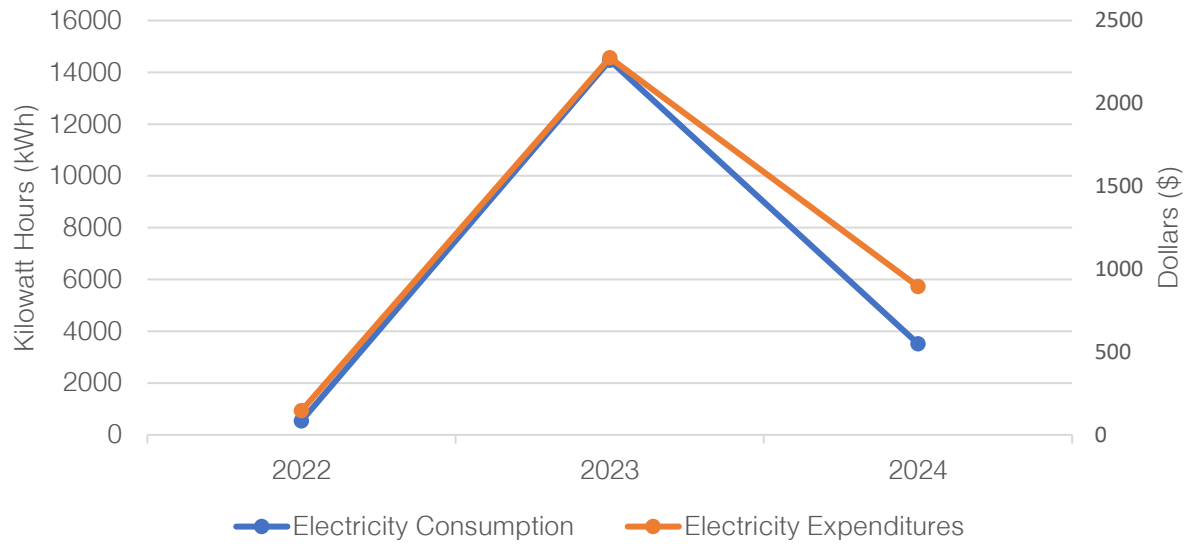
1.6 Thrift Shop

Figure 1.6.1: Thrift Shop Electricity Consumption and Expenditures



1.7 The Twist

Figure 1.7.1: The Twist Electricity Consumption and Expenditures



1.8 York Street Landfill

Figure 1.8.1: York Street Landfill Electricity Consumption and Expenditures

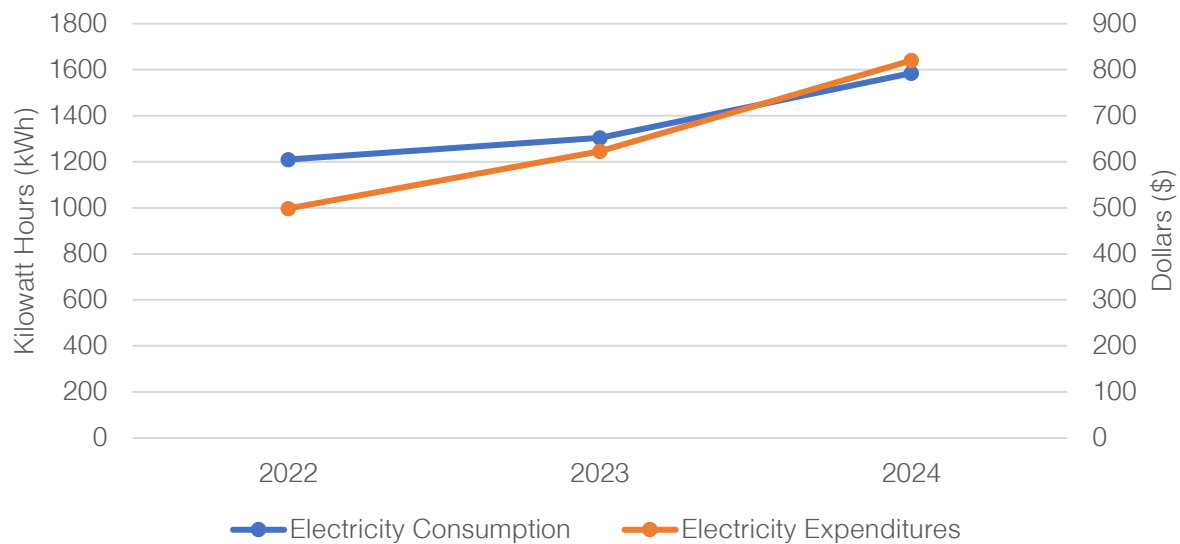
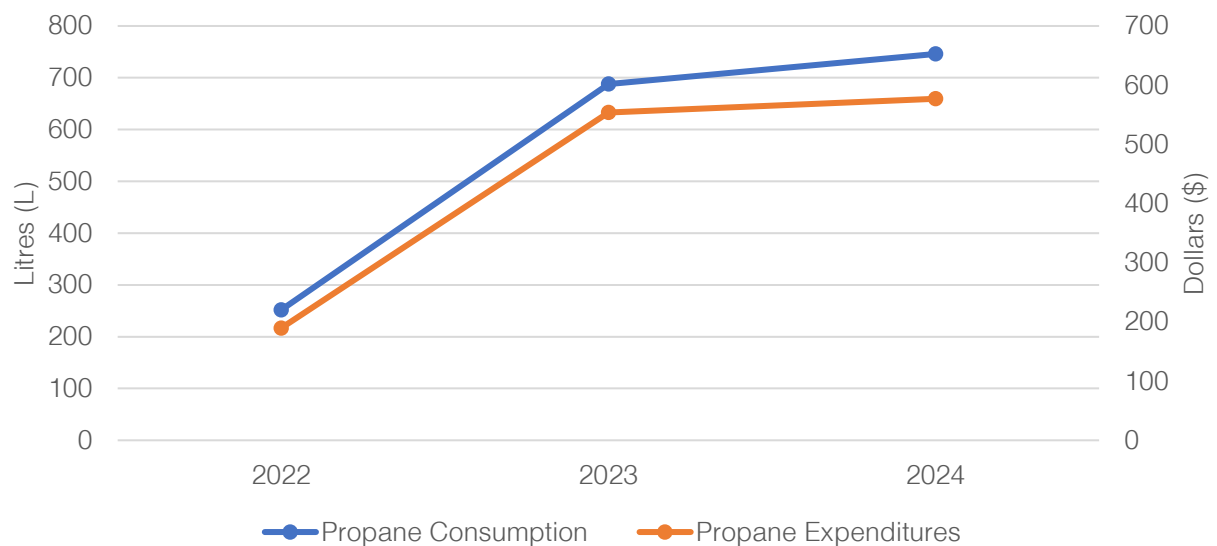


Figure 1.8.2: York Street Landfill Propane Consumption and Expenditures



1.9 Aulds Road Landfill

Figure 1.9.1: Aulds Road Landfill Electricity Consumption and Expenditures

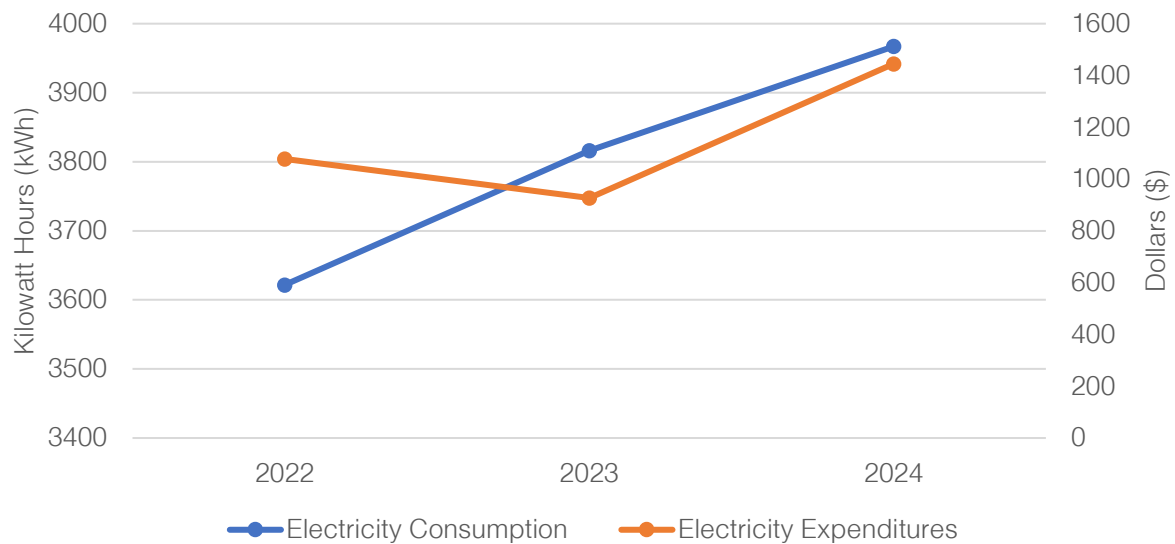
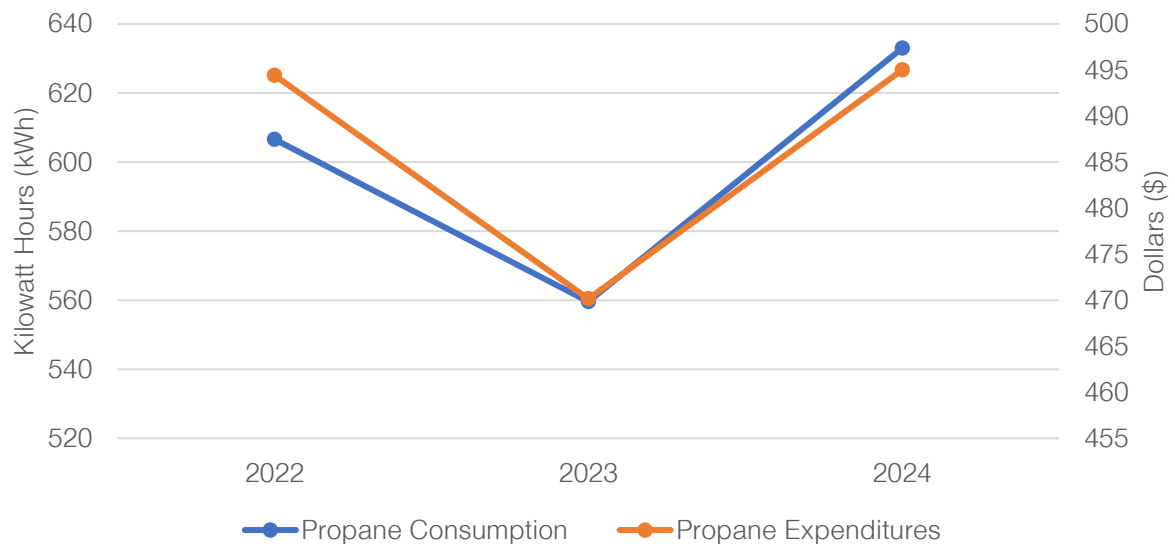


Figure 1.9.2: Aulds Road Landfill Propane Consumption and Expenditures



PUBLIC MEETING

Public Meeting Agenda

1. Call to Order

- Introductions are made by the Chairperson - Council and Staff

2. Disclosure of Pecuniary Interest and General Nature Thereof

3. Meeting Protocol

- The Chairperson notes that the record of the Zoom meeting will record those in attendance. For those in attendance who are showing a phone number only, please advise your name for the record.
- The Chairperson asks that all comments be addressed through the Chairperson and that the person making comments should state their name before speaking.

4. Notice

- The Chairperson will ask the Clerk how the Notices were delivered and if any letters or related correspondence have been received in regards to:
 1. 2850490 Ontario Inc. (Shaun Brear) (Proposed Zoning By-law amendment)
 2. Adoption of the 2026 Operating and Capital Budget
 3. Adoption of By-law 20-2026, Fees and Charges

5. Discussions:

- 5.1 2850490 Ontario Inc. (Shaun Brear) (Proposed Zoning By-law amendment)
 - Memorandum from Paula Macri, Planning Assistant
- 5.2 Adoption of the 2026 Operating and Capital Budget
 - Report FIN-2026-09
- 5.3 Adoption of Fees and Charges By-law
 - Report FIN-2026-10

6. Adjournment



MEMORANDUM

To: Mayor and Council
From: Paula Macri, Planning Assistant
Report Date: March 31, 2026
Council Agenda: April 21, 2026
Re: 2850490 Ontario Inc. (Shaun Brear)
Consent Application B32/2024(W)
Status of Conditions of Approval

Background

At the Regular Council meeting of September 17, 2024, the following resolution was passed:

Resolution No. 2024-347

Moved by: Councillor Brian Woods

Seconded by: Councillor Scott Nash

5.1 Planning Matters
Consent Application B32/2024(W) - 2850490 Ontario Inc. (Shaun Brear)

WHEREAS Patrick Christie, C.P.T., has prepared a report for the Parry Sound Area Planning Board regarding Consent Application B32/2024(W) - 2850490 Ontario Inc. (Shaun Brear) and provided a copy to the Municipality of Whitestone;

NOW THEREFORE BE IT RESOLVED THAT the Council of the Municipality of Whitestone receives this memorandum as information;

AND THAT the Council of the Municipality of Whitestone recommends this Consent Application for approval in principle, subject to the following conditions:

1. **THAT** payment of a parkland dedication fee be made in accordance with the current Municipal fees and charges By-law; and
2. **THAT** the new lots receive 911 addressing from the Municipality;
3. **THAT** the newly created lots be rezoned from Rural (RU) zone to Rural Residential (RR) zone;
4. **THAT** all applicable planning board fees be paid to the Parry Sound Area Planning Board

Amendment proposed by Councillor Nash

Resolution No. 2024-348

Moved by: Councillor Scott Nash

Seconded by: Councillor Janice Bray

THAT the following condition be added to Resolution No. 2024-347:

5. A notation be placed on title to the severed lots of the adjacent commercial property and the existing sand pit on the adjacent lands.

Recorded vote as per Procedural By-law 83-2024 Section 3.19

	Yeas	Nays	Abstain
Councillor Brian Woods	X		
Councillor Janice Bray	X		
Councillor Joe Lamb (absent)			
Councillor Scott Nash	X		
Mayor George Comrie	X		

Carried

Resolution No. 2024-347 (as amended)

Moved by: Councillor Brian Woods

Seconded by: Councillor Scott Nash

5.1 Planning Matters

Consent Application B32/2024(W) - 2850490 Ontario Inc. (Shaun Brear)

WHEREAS Patrick Christie, C.P.T., has prepared a report for the Parry Sound Area Planning Board regarding Consent Application B32/2024(W) - 2850490 Ontario Inc. (Shaun Brear) and provided a copy to the Municipality of Whitestone;

NOW THEREFORE BE IT RESOLVED THAT the Council of the Municipality of Whitestone receives this memorandum as information;

AND THAT the Council of the Municipality of Whitestone recommends this Consent Application for approval in principle, subject to the following conditions:

1. **THAT** payment of a parkland dedication fee be made in accordance with the current Municipal fees and charges By-law; and
2. **THAT** the new lots receive 911 addressing from the Municipality;
3. **THAT** the newly created lots be rezoned from Rural (RU) zone to Rural Residential (RR) zone;
4. **THAT** all applicable planning board fees be paid to the Parry Sound Area Planning Board; and
5. **THAT** a notation be placed on title to the severed lots of the adjacent commercial property and the existing sand pit on the adjacent lands.

Recorded vote as per Procedural By-law 83-2024 Section 3.19

	Yeas	Nays	Abstain
Councillor Scott Nash	X		
Councillor Brian Woods	X		
Councillor Janice Bray	X		
Councillor Joe Lamb (absent)			
Mayor George Comrie	X		

Carried

On September 23, 2024, the Parry Sound Area Planning Board granted three (3) new Rural residential lots at 29 Shawanaga Lake Road as applied for by 2850490 Ontario Inc. (Shaun Brear) subject to the following conditions:

Planning Board Requirements

1. That the applicant provides the Secretary-Treasurer with:

From Lawyer:

- a) the original executed transfer (deed), a duplicate original and one photocopy;
- b) a schedule describing the severed parcel and naming the grantor and grantee attached to the transfer for approval purposes

From Surveyor:

- c) a copy of the survey plan deposited in the Land Registry Office

Status of Conditions of the Parry Sound Area Planning Board approval of September 23, 2024:

1. That payment of a parkland dedication fee be made in accordance with the current Municipal fees and charges By-law;
 - Condition satisfied
2. That the new lot(s) receive 911 addressing from the Municipality;
 - Condition satisfied
3. That the newly created lots be rezoned from the Rural (RU) zone to Rural Residential (RR) zone;
 - On March 19, 2026 the Notice of the Public Meeting was circulated within 120 metres of the subject property, and posted on the Municipal website, the public bulletin board at the Municipal Office, and at the applicant's property.
4. That all applicable planning board fees be paid to the Parry Sound Area Planning Board;
 - Not applicable
5. That a notation be placed on title to the severed lots of the adjacent commercial property and the existing sand pit on the adjacent lands.
 - Waiting for solicitor's draft documentation

Next Steps:

That the Zoning By-law amendment be passed later during today's Council meeting.

ATTACHMENTS:

Attachment 1 - Report from the Parry Sound Area Planning Board dated September 5, 2024

PARRY SOUND AREA PLANNING BOARD

1 Mall Drive, Unit 2, Parry Sound, Ontario P2A 3A9

CONSENT APPLICATION NO. B32 2024 (W) - Brear
PART OF LOT 39, CONCESSION A
GEOGRAPHIC TOWNSHIP OF HAGERMAN
MUNICIPALITY OF WHITESTONE

Roll # 493901000701180 PIN: 520890105

29 SHAWANAGA LAKE ROAD

Applicant: Shaun Brear

Owner: 2850490 ONTARIO INC.

September 5, 2024

BACKGROUND / PURPOSE

A numbered company, 2850490 ONTARIO INC., owns a triangular shaped parcel of land fronting on Lorimer Lake Road and Shawanaga Lake Road near Highway No. 124.



Shaun Brear has applied on behalf of the numbered company to create three (3) new lots. at the east end of the property.

PROPERTY DESCRIPTION

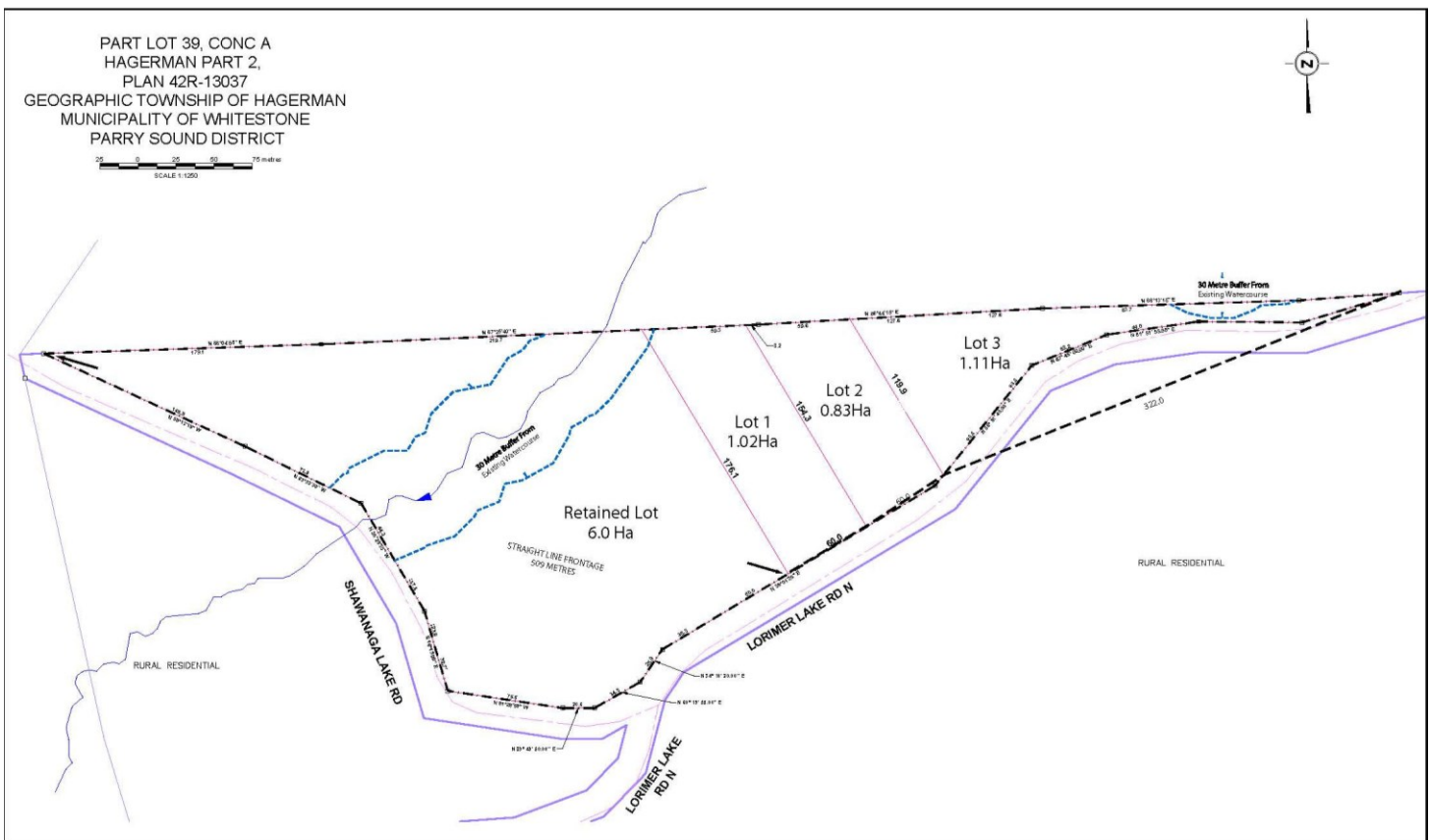
The subject lands are approximately 19 hectares in size with over a kilometre of road frontage.

The lands are described as:

PIN: 520890105

PT LT 39 CON A HAGERMAN

Part 2, 42R-13037; PCL 26177 SS WHITESTONE



PROPOSED CONSENT

The proposed consent will create three (3) new lots fronting on Lorimer Lake Road

	Frontage (m)	Depth(m)	Area
Retain	509	±230	6.0 ha
Sever 1	60	176	1.02 ha
Sever 2	60	154	0.83 ha
Sever 3	322	120	1.11 ha

The proposal is designed to meet the Rural Residential (RR) standard and will require a zoning by-law amendment as a condition of the consent.

ACCESS

The subject lands front on both Lorimer Lake Road and Shawanaga Lake Road.

The severed and retained lots will be accessed from Lorimer Lake Road. However, it is worth noting that Shawanaga Lake Road is municipally maintained (plowed) to the western boundary of these lands, should access to this portion of the retained lot be necessary.

EXISTING LOT CONDITIONS

The air photo below shows the vacant parcel that is well forested.

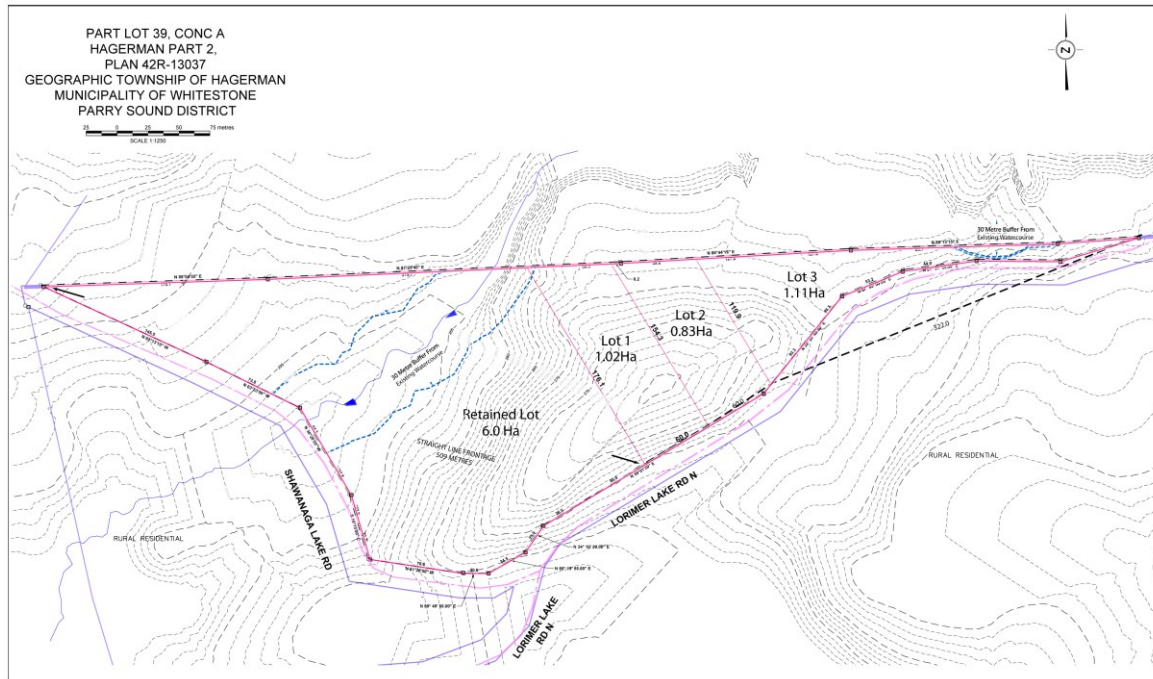
There is a creek flowing through the retained lot as well as a sand pit located on the lot. The pit license has been surrendered in anticipation of the consent.



As shown below, the proposed lots are somewhat steep along the road frontage. The applicant has indicated that there are appropriate locations for buildings and services on each of the proposed lots.

A 30 metre buffer around existing watercourses has been indicated on the consent sketch. This setback is a common recommendation by biologists to protect any aquatic or amphibious species.

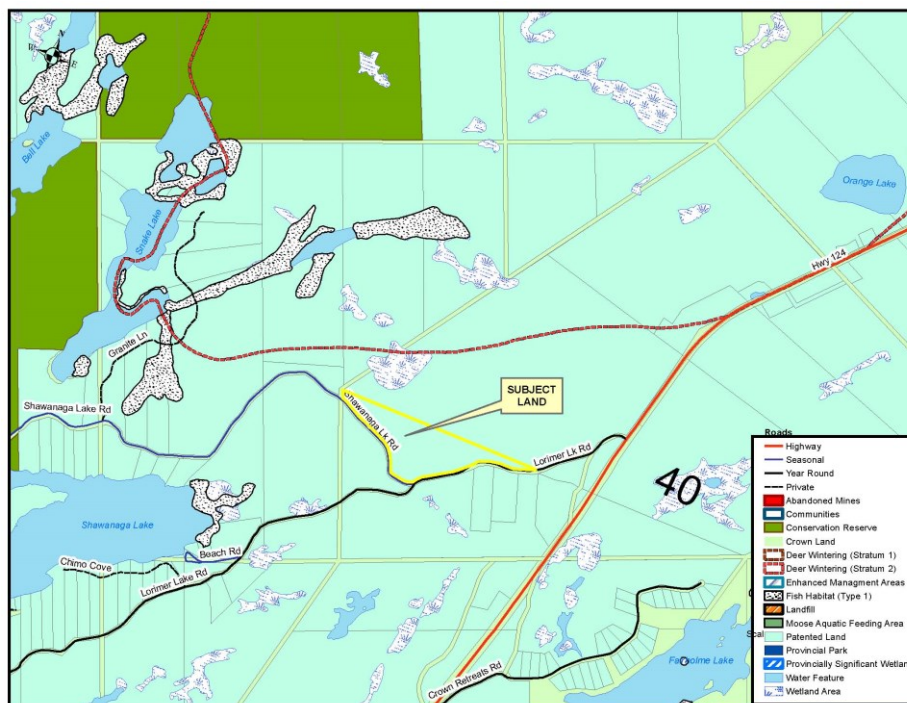
This setback can be included in lot area, but no buildings or structure should be located within this buffer.



OFFICIAL PLAN

The subject lands are designated Rural and Pit in the Municipality's Official Plan.

The Natural Heritage Schedule shows no significant feature on the property. The lot is outside of the Deer Wintering Stratum to the north.



“ 16.01 Rural

- 16.01.4 New development in the rural area is most likely to proceed by consent. Consents should be limited in number and new lots should be at a larger standard to maintain the qualities of the Rural area. “

PROVINCIAL POLICY STATEMENTS (P.P.S)

The lands are subject to the 2020 provincial policies.

These lands are considered Rural lands and are subject to section 1.1.5

“ 1.1.5 Rural Lands in Municipalities

- 1.1.5.1 When directing development on rural lands, a planning authority shall apply the relevant policies of Section 1: Building Strong Healthy Communities, as well as the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.***
- 1.1.5.2 On rural lands located in municipalities, permitted uses are:***
- a) the management or use of resources;***
 - b) resource-based recreational uses (including recreational dwellings);***
 - c) residential development, including lot creation, that is locally appropriate;***
 - d) agricultural uses, agriculture-related uses, on-farm diversified uses and normal farm practices, in accordance with provincial standards;***
 - e) home occupations and home industries;***
 - f) cemeteries; and***
 - g) other rural land uses.***
- 1.1.5.3 Recreational, tourism and other economic opportunities should be promoted.***
- 1.1.5.4 Development that is compatible with the rural landscape and can be sustained by rural service levels should be promoted.***
- 1.1.5.5 Development shall be appropriate to the infrastructure, which is planned or available, and avoid the need for the unjustified and/or***

uneconomical expansion of this infrastructure.

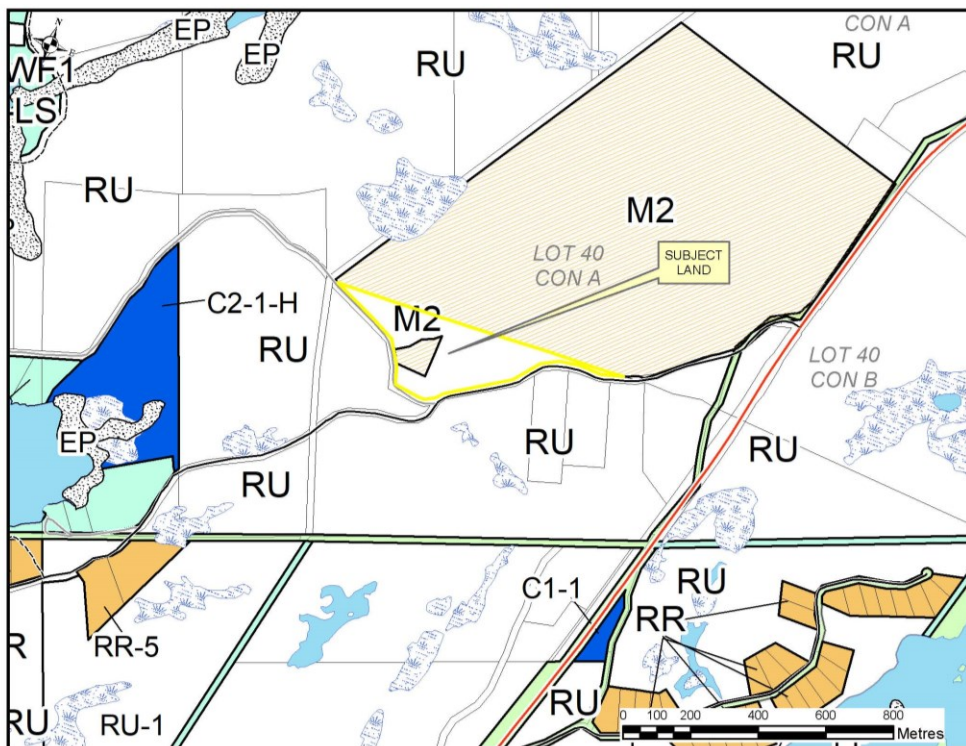
1.1.5.6 Opportunities should be retained to locate new or expanding land uses that require separation from other uses.

There are no inconsistencies with these policies.

ZONING BY-LAW

The subject lands are zoned Rural (RU) and Industrial Pit (M2) in the Municipality's Zoning By-law.

The pit license on the subject lands has been surrendered.



There is a licensed pit to the north of this property. However, the pit is small and is not currently active. It is a minimum of 150 metres from the northern boundary of the subject lands. A large hill near the front of the proposed new lots will act as a physical buffer from any pit activities and will push building locations closer to the road.

A rezoning from Rural (RU) to Rural Residential (RR) will be required as a condition of this consent.

RECOMMENDATION

That the proposed consent to allow the creation of three (3) new lots at 29 Shawanaga Lake Road in the geographic Township of Hagerman as applied for by Shaun Brear in Application No. B32/2024(W) be approved subject to the following conditions:

1. Payment of a Parkland dedication fee in accordance with the Municipality's fee By-Law;
2. Receiving adequate 911 addressing for the lots;
3. Rezoning the subject lands from Rural (RU) to Rural Residential (RR) zone; and
4. Payment of all applicable planning board fees.

Respectfully,



Patrick Christie, C.P.T.
Secretary-Treasurer
Parry Sound Area Planning Board



Municipality of Whitestone

Report to Council

Prepared for: Council

Department: Finance

Agenda Date: April 21, 2026

Report No: FIN-2026-09

Subject:

Adoption of Proposed 2026 Operating and Capital Budget

Recommendation:

THAT The Council of the Municipality of Whitestone hereby receives report FIN-2026-09 Adoption of Proposed 2026 Operating and Capital Budget for information; and

THAT the Council of the Municipality of Whitestone hereby adopts the Proposed 2026 Operating and Capital Budget as presented; and

THAT the Council of the Municipality of Whitestone does hereby request that the CAO/Clerk present a By-Law to adopt the estimates of all sums required during the year and to adopt the rates of taxation for the 2026 year.

Background:

Council has reviewed the 2026 budget through a series of reports and budget discussions held throughout the budget process. The draft budget was first presented in a new consolidated format that groups revenues and expenses by cost centre rather than by general ledger sequence, improving transparency and making it easier to understand the full cost of individual municipal services. Subsequent reports summarized revisions requested by Council and updated the associated tax impact analysis.

Since the last report presented to Council, no further changes have been made to the operating or capital budget previously reviewed, with the exception of an additional Fire Department capital project for air packs and multi gas detectors in the amount of \$23,300 which is fully funded through a provincial grant. This project has been added to the final capital plan.

Analysis:

The 2026 Final Budget being presented for approval reflects a continued effort to improve the clarity, accuracy, and long-term sustainability of the Municipality's financial planning. As presented throughout the budget process, the budget has been built using a cost-centre format, supported by detailed working papers and historical information, to provide Council with a clearer understanding of service-level costs and funding sources.

The significant features of the 2026 budget are summarized below.

Improved Budget Presentation

The 2026 budget is the first budget presented in a consolidated cost-centre format. This format groups revenues and expenses by department or service area, allowing Council to more clearly see the net cost of services such as Administration, Roads, Fire & Rescue Services, Facilities, and External Levies. This is a significant improvement over prior formats, where related costs and revenues were often spread across multiple general ledger groupings.

Capital Investment

The capital budget has been a key driver in the 2026 financial plan. Earlier drafts included major infrastructure, equipment, and facility-related projects funded through a combination of tax levy, reserves, and external funding sources including OCIF and CCBF. The capital plan also reflects Council's previously requested changes, including revisions to project scope and funding sources.

The final budget now also includes an additional Fire Department capital project for air packs and multi gas detectors in the amount of \$23,300. This project was not included in prior reports to Council as funding had not yet been secured.

Asset Management and Reserve Sustainability

The 2026 budget continues to prioritize long-term asset management funding. Annual contributions to the Asset Management Reserve have been increased to \$555,000, helping move the Municipality closer to the annual capital funding target identified in the 2024 and 2025 Asset Management Plans. The budget also continues to rely primarily on pay-as-you-go capital financing and reserve funding rather than new debt for most capital needs.

Debt

The Municipality's 2026 debt payments remain within regulated debt capacity. The Municipality continues to remain well within its Annual Repayment Limit, indicating that existing debt obligations remain manageable within the broader financial plan.

Revenues

A significant positive driver in the 2026 budget is an increase in general revenues, particularly the increase in Ontario Municipal Partnership Fund funding, which helped offset budget pressures in other areas and support delivery of municipal services.

Financial Impact:

As last presented to Council, the revised 2026 budget reflected an adjusted levy increase of \$115,669, or 2.99%, with an estimated increase of approximately \$29.52 for an average residential property assessed at \$168,000.

Next Steps:

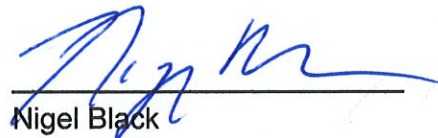
Following Council direction at the March 17, 2026 meeting, staff will finalize the 2026 Budget, user fee schedule, and required by-laws for consideration at the April 21, 2026 regular Council meeting.

Link to Strategic Plan:

Fiscal Responsibility and Accountability



Jessica Sinkowski
Treasurer / Tax Collector



Nigel Black
CAO/Clerk

Attachments:

ATTACHMENT A 2026 Proposed Operating and Capital Budget Package

ATTACHMENT B Capital Project Sheet (New Project – Air Packs and Multi Gas Detectors, Fire)



2026 Proposed Consolidated Operating and Capital Budget

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Introductory Reports

2026 Final Consolidated Operating and Capital Budget

Summary by Cost Centre

Cost Centre	2025 Approved Budget	2026 Request	Sum of Change	% Change
External Levies	\$1,063,550.00	\$1,153,800.00	\$90,250.00	8.49%
Reserve Contributions	\$605,000.00	\$675,000.00	\$70,000.00	11.57%
Administration	\$1,048,281.00	\$1,098,750.00	\$50,469.00	4.81%
Capital	\$88,467.00	\$133,000.00	\$44,533.00	50.34%
Library	\$135,775.00	\$164,500.00	\$28,725.00	21.16%
Environmental Initiatives	\$23,000.00	\$48,000.00	\$25,000.00	108.70%
Waste Management	\$130,910.00	\$147,800.00	\$16,890.00	12.90%
Roads	\$1,225,644.00	\$1,240,700.00	\$15,056.00	1.23%
Recreation	\$30,280.00	\$40,550.00	\$10,270.00	33.92%
Building Services	(\$7,517.00)	\$0.00	\$7,517.00	-100.00%
Facilities	\$197,966.00	\$204,300.00	\$6,334.00	3.20%
Fire & Rescue Services	\$265,026.00	\$271,000.00	\$5,974.00	2.25%
Council	\$168,279.00	\$168,300.00	\$21.00	0.01%
Water Services	\$6,500.00	\$6,500.00	\$0.00	0.00%
By-Law	\$30,600.00	\$30,600.00	\$0.00	0.00%
Thrift Shop	\$7,975.00	\$6,200.00	(\$1,775.00)	-22.26%
Debt	\$306,828.00	\$304,300.00	(\$2,528.00)	-0.82%
Planning	(\$3,800.00)	(\$11,500.00)	(\$7,700.00)	202.63%
Cemeteries	\$14,470.00	\$5,450.00	(\$9,020.00)	-62.34%
Taxation	(\$3,816,638.00)	(\$3,942,781.00)	(\$126,143.00)	3.31%
General Revenue	(\$1,406,140.00)	(\$1,628,800.00)	(\$222,660.00)	15.83%
Levy Increase	\$114,456.00	\$115,669.00	\$1,213.00	

2026 Proposed Consolidated Operating and Capital Budget

Expense and Revenue Comparison

Expenses	2026 Request
Capital	\$1,668,700.00
Reserve Contributions	\$695,000.00
Debt	\$304,300.00
Administration	\$1,104,750.00
Building Services	\$173,600.00
By-Law	\$30,600.00
Cemeteries	\$9,450.00
Council	\$168,300.00
Environmental Initiatives	\$48,000.00
External Levies	\$1,153,800.00
Facilities	\$222,200.00
Fire & Rescue Services	\$291,200.00
Library	\$164,500.00
Planning	\$40,000.00
Recreation	\$53,950.00
Roads	\$1,260,700.00
Taxation	\$0.00
Thrift Shop	\$25,200.00
Waste Management	\$214,350.00
Water Services	\$6,500.00
Grand Total	\$7,635,100.00

Revenues	2026 Request
Capital Funding	(\$392,500.00)
Capital Grant	(\$230,500.00)
Capital Reserve Transfer	(\$912,700.00)
Development Revenue	(\$20,000.00)
Donations	\$0.00
Fees & Service Charges	(\$330,900.00)
Investment Income	(\$45,000.00)
Lease Revenue	(\$15,900.00)
Operating Grant	(\$1,523,300.00)
Operating Reserve Transfer	(\$32,850.00)
Recycling Revenue	(\$42,000.00)
Sales	(\$31,000.00)
Payment in Lieu	(\$9,097.00)
Supplementary Taxes	(\$40,000.00)
Railway ROW	(\$27,250.00)
Taxation Revenue	(\$3,866,434.00)
Levy Increase	(\$115,669.00)
Grand Total	(\$7,635,100.00)

2026 Proposed Capital Budget

2026 Proposed Capital Budget

Cost Centre Capital

Row Labels	Account Number	Account Description	2024 BUDGET	2024 ACTUALS	2025 BUDGET	2025 ACTUALS	2026 REQUEST	2026 CHANGE
Revenue	15-505-1	Grant - OCIF Capacity Program	(\$132,250.00)	(\$90,469.79)	(\$152,088.00)	(\$14,125.60)	(\$136,800.00)	\$15,288.00
	15-505-1-1	OCIF Funding Revenue				\$0.00	(\$262,500.00)	(\$262,500.00)
	15-506	Ontario Fire Services Grant	\$0.00	\$0.00	(\$16,461.00)	(\$16,460.90)	(\$23,300.00)	(\$6,839.00)
	15-508	Grant - CCBF (fka Gas Tax)	(\$67,596.00)	(\$67,838.03)	(\$70,413.00)	\$0.00	(\$70,400.00)	\$13.00
	15-508-1	CCBF Funding Revenue				\$0.00	(\$130,000.00)	(\$130,000.00)
	15-790	Transfer Between Funds	(\$640,729.00)	(\$512,489.38)	(\$131,700.00)	\$0.00	\$0.00	\$131,700.00
	15-790-2	Transfer from Asset Management Reserve				\$0.00	(\$634,000.00)	(\$634,000.00)
	15-790-4	Transfer from Parkland Reserve (Capital)				\$0.00	(\$136,500.00)	(\$136,500.00)
	15-790-5	Transfer from Fire Equipment Reserve				\$0.00	(\$2,200.00)	(\$2,200.00)
	15-790-7	Transfer from Funding Stabilization Reserve				\$0.00	(\$140,000.00)	(\$140,000.00)
Revenue Total			(\$840,575.00)	(\$670,797.20)	(\$370,662.00)	(\$30,586.50)	(\$1,535,700.00)	(\$1,165,038.00)
Expenditure	17-550	Deferred CCBF (Gas Tax) Grant	\$0.00	\$0.00	\$70,413.00	\$0.00	\$70,400.00	(\$13.00)
	17-550-1	Deferred OCIF Grant				\$0.00	\$136,800.00	\$136,800.00
	(blank)	Capital Projects			\$388,716.00		\$1,461,500.00	\$1,072,784.00
Expenditure Total			\$0.00	\$0.00	\$459,129.00	\$0.00	\$1,668,700.00	\$1,209,571.00
Grand Total			(\$840,575.00)	(\$670,797.20)	\$88,467.00	(\$30,586.50)	\$133,000.00	\$44,533.00

2026 Proposed Capital Budget Project Listing

PROJECT	PROJECT MANAGER	2026 DRAFT REQUEST	2026 DRAFT #2	2026 DRAFT #3	2026 PROPOSED	FUNDING SOURCE
DEFERRED FROM 2025						
19-110-1 AMP Consultant Phase 2 & 3	Treasurer	15,000	10,000	10,000	10,000	OCIF Grant
19-115 Official Plan/Zoning Consultant	CAO	24,000	50,000	50,000	50,000	Tax Levy
19-210 Replace Radio	Fire Chief	2,200	2,200	2,200	2,200	Fire Equipment Reserve
19-352 Ladd Rd Bridge Rehab Analysis	Public Works Manager	25,000	25,000	25,000	25,000	OCIF Grant
19-714-2 AODA Door Openers - Community Centre	Public Works Manager	20,000	6,500	6,500	6,500	Parkland Dedication Reserve
19-814 Recreation Playground Project	Recreation Committee	10,000	10,000	10,000	10,000	Parkland Dedication Reserve
SUB TOTAL		96,200	103,700	103,700	103,700	
ANNUAL PROJECTS						
19-100 IT Upgrades	CAO	10,000	10,000	10,000	10,000	Funding Stabilization Reserve
19-300 Surface Treatment - Shakell Road	Public Works Manager	175,000	0	0	0	OCIF Grant
Slurry Seal Treatment - Balsam Road	Public Works Manager	30,000	40,000	40,000	40,000	CCBF Grant
Slurry Seal Treatment - Canning Road	Public Works Manager	65,000	90,000	90,000	90,000	CCBF Grant
Slurry Seal Treatment - Whitestone Road	Public Works Manager	32,000	35,000	35,000	35,000	OCIF Grant
Gravel to Hardtop - Maple Island	Public Works Manager	0	105,000	0	0	OCIF Grant
Gravel to Hardtop - Aulds	Public Works Manager	0	35,000	35,000	35,000	OCIF Grant
Annual Gravel Resurfacing	Public Works Manager	0	0	170,000	170,000	OCIF Grant / Tax Levy
Road Maintenance and 1/4" Chip Seal - Farleys Road	Public Works Manager	20,000	52,500	52,500	52,500	OCIF Grant
SUB TOTAL		332,000	367,500	432,500	432,500	
NEW PROJECTS						
PW Garage Backup Power	CAO	70,000	65,000	65,000	65,000	Funding Stabilization Reserve
Twist Property Upgrades	CAO	10,000	10,000	10,000	10,000	Funding Stabilization Reserve
Replacement of Half Ton Pickup Truck	Public Works Manager	70,000	70,000	70,000	70,000	Asset Management Reserve
Replacement of Tandem Dump/Plow Truck	Public Works Manager	470,000	470,000	470,000	470,000	Asset Management Reserve
AODA Door Openers - Dun Dome	Public Works Manager	0	0	0	0	Parkland Dedication Reserve
AODA Door Openers - Library	Public Works Manager	0	6,000	6,000	6,000	Funding Stabilization Reserve
Door Replacements - Community Centre	Public Works Manager	0	20,000	20,000	20,000	Parkland Dedication Reserve
Ice Resurfacer and Shed	Public Works Manager	0	0	65,000	65,000	Parkland Dedication Reserve
Ice Resurfacer Storage	Public Works Manager	0	0	80,000	40,000	\$35k Parkland/\$5k Funding Stabilization Reserve
Boat Dock - Beach Road	Public Works Manager	0	0	0	12,500	Funding Stabilization Reserve
Purchase of New Utility Vehicle	PW Manager / Fire Chief	30,000	30,000	30,000	30,000	Funding Stabilization Reserve
Traffic Calming - Radar Signs (3)	Public Works Manager	9,000	14,000	14,000	14,000	Tax Levy
Paving of Heli Pad and McDonald Drive	Public Works Manager	150,500	0	0	0	Tax Levy
Bridge and Culvert Inspections	Public Works Manager	12,000	12,000	12,000	12,000	Asset Management Reserve
Replacement of Pickup Truck	Fire Chief	82,000	82,000	82,000	82,000	Asset Management Reserve
Gooseneck Lake Standpipe	Fire Chief	1,500	1,500	1,500	1,500	Funding Stabilization Reserve
Tanker Repairs	Fire Chief	4,000	0	0	0	Fire Equipment Reserve
Air Packs & Multi Gas Detectors	Fire Chief	0	0	0	23,300	Fire Protection Grant
Volunteer Management Software	Deputy Clerk	4,000	4,000	4,000	4,000	Tax Levy
SUB TOTAL		913,000	784,500	929,500	925,300	
TOTAL CAPITAL EXPENSEES		1,341,200	1,255,700	1,465,700	1,461,500	

2026 Proposed Capital Budget Funding Summary

FUNDING SOURCE	2026 DRAFT REQUEST	2026 DRAFT #2	2026 DRAFT #3	2026 PROPOSED
Tax Levy	314,000	90,500	90,500	68,000
Tax Levy (Moved from Operating for Gravel)			65,000	65,000
Asset Management Reserve	659,000	634,000	634,000	634,000
Parkland Dedication Reserve	40,000	36,500	136,500	136,500
Fire Equipment Reserve	6,200	2,200	2,200	2,200
Funding Stabilization Reserve		100,000	145,000	140,000
OCIF Grant	195,000	262,500	262,500	262,500
CCBF Grant	127,000	130,000	130,000	130,000
Fire Protection Grant				23,300
TOTAL CAPITAL FUNDING	1,341,200	1,255,700	1,465,700	1,461,500

2026 Proposed Operating Budget

2026 Proposed Operating Budget

Cost Centre Reserve Contributions

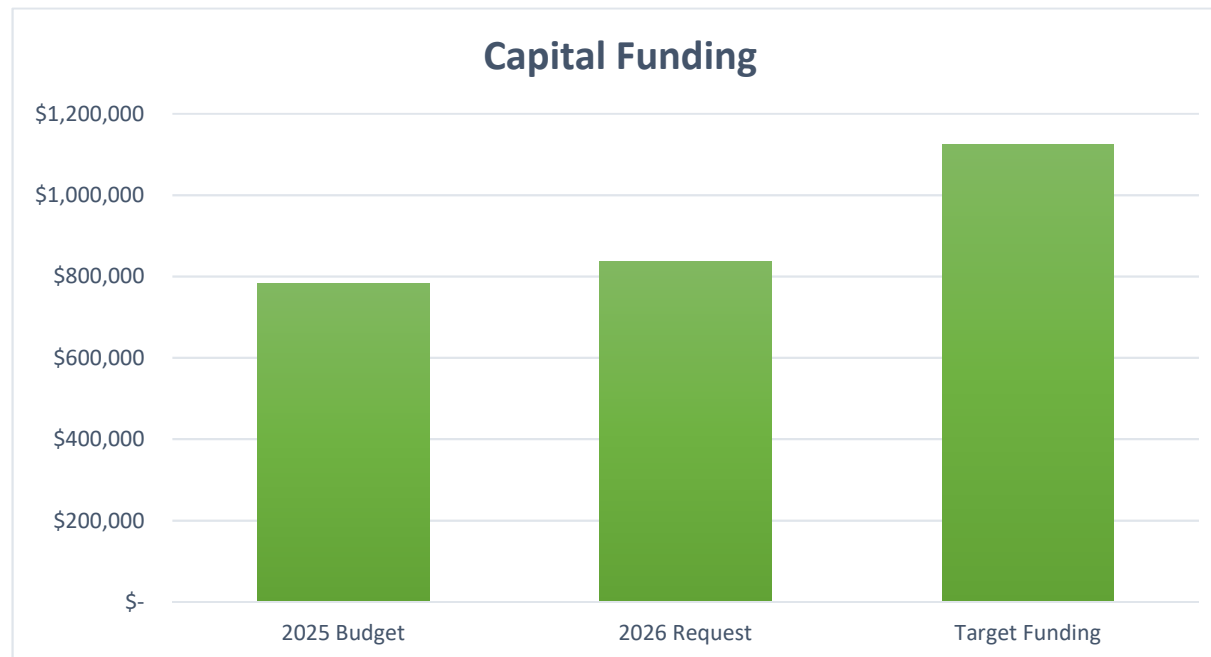
Row Labels	Account Number	Account Description	2024 BUDGET	2024 ACTUALS	2025 BUDGET	2025 ACTUALS	2026 REQUEST	2026 CHANGE
Revenue	15-753	Parkland In Lieu Payments	(\$35,000.00)	(\$84,975.00)	(\$50,000.00)	(\$26,150.00)	(\$20,000.00)	\$30,000.00
Revenue Total			(\$35,000.00)	(\$84,975.00)	(\$50,000.00)	(\$26,150.00)	(\$20,000.00)	\$30,000.00
Expenditure	16-844-1	Parkland Reserve Contribution	\$0.00	\$23,054.89	\$0.00	\$0.00	\$0.00	\$0.00
	17-501	Asset Management Reserve Contribution	\$288,985.00	\$288,985.00	\$485,000.00	\$485,000.00	\$555,000.00	\$70,000.00
	17-502	Fire Pumper Reserve Contribution	\$125,000.00	\$125,000.00	\$65,000.00	\$65,000.00	\$65,000.00	\$0.00
	17-504	Fire Vehicle/Equipment Reserve Cont.	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$10,000.00	\$0.00
	17-505	Parkland Reserve Contribution	\$35,000.00	\$75,975.00	\$50,000.00	\$26,150.00	\$20,000.00	(\$30,000.00)
	17-506	Landfill Reserve Contribution	\$10,000.00	\$10,000.00	\$45,000.00	\$45,000.00	\$45,000.00	\$0.00
Expenditure Total			\$468,985.00	\$533,014.89	\$655,000.00	\$631,150.00	\$695,000.00	\$40,000.00
Grand Total			\$433,985.00	\$448,039.89	\$605,000.00	\$605,000.00	\$675,000.00	\$70,000.00

Reserves & Deferred Grants - 2025/2026 Estimated Closing Balances

Reserve	2024 Audited Balance	2025 Transfers In	2025 Estimated Transfers Out	2025 Estimated Closing Balance	2026 Recommended Contribution	2026 Recommended Transfers Out	2026 Estimated Closing Balance
13-311-1 Asset Management Reserve	964,652	485,000	(16,428)	1,433,224	555,000	(634,000)	1,354,224
13-312 Parkland Reserve	181,858	18,550	(41,015)	159,392	20,000	(156,500)	22,892
13-314 Fire Pumper	(2)	65,000	0	64,998	65,000		129,998
13-314-1 Fire Vehicle/Equipment	66,500	10,000	(36,576)	39,924	10,000	(2,200)	47,724
13-316 Forest Fire Reserve	50,533	0		50,533			50,533
13-321 Roads Equipment Reserve	75,435			75,435			75,435
13-326 Thrift Shop Reserve	25,255		(5,000)	20,255			20,255
13-328 Landfill Reserve	48,718	45,000		93,718	45,000		138,718
13-331 Cemetery Reserve	2,478			2,478			2,478
13-332 Cemetery Capital	13,721			13,721			13,721
13-342 Kashe Dam	12,000			12,000			12,000
13-343 Building Vehicle Reserve	43,000			43,000			43,000
13-344 Facilities Vehicle Reserve	39,854			39,854			39,854
13-348 Building Reserve	37,208	19,483		56,691		(12,850)	43,841
Funding Stabilization Reserve	0	285,446		285,446		(140,000)	145,446
Total Reserve	1,561,210	643,033	(99,019)	2,105,224	695,000	(805,550)	1,994,674
Deferred Grants	2024 Audited Balance	2025 Transfers In	2025 Estimated Transfers Out	2025 Estimated Closing Balance	2026 Contributions	2026 Recommended Transfers Out	2026 Estimated Closing Balance
12-321 Deferred CCBF Grant (Gas Tax)	680	70,413		71,093	70,413	(130,000)	11,506
12-322 Deferred OCIF Grant	48,179	152,088	(14,438)	185,829	136,879	(262,500)	60,208
Total Deferred Grants	48,859	222,501	- 14,438	256,922	207,292	- 392,500	71,714

Recommended Capital Funding Target per 2024 AMP

	2025 Budget	2026 Request
Current Sustainable Funding		
CCBF (Gas Tax) Grant	70,413	70,413
OCIF Grant	152,088	136,879
Tax Funded to AM Reserve	485,000	555,000
Fire Pumper	65,000	65,000
Fire Equipment	10,000	10,000
Total Proposed Funding 2025	782,501	837,292
Target Funding	1,100,000	1,124,200
Difference	-317,499	-286,908
 Target Annual increase of 1.4%	 51,800	 54,130
Years to Reach Target	-6	-5



2026 Proposed Operating Budget

Cost Centre Debt

Row Labels	Account Number	Account Description	2024 BUDGET	2024 ACTUALS	2025 BUDGET	2025 ACTUALS	2026 REQUEST	2026 CHANGE
Expenditure	16-441-12	Roads-Backhoe loan 2022	\$42,397.00	\$34,749.94	\$42,400.00	\$42,397.08	\$42,400.00	\$0.00
	16-441-13	Land -2022 TD Loan Principle	\$66,745.00	\$33,681.17	\$66,750.00	\$66,573.84	\$66,600.00	(\$150.00)
	16-441-5	Roads Garage Loan Principle	\$37,281.00	\$29,093.73	\$37,280.00	\$37,280.50	\$37,300.00	\$20.00
	16-441-7	Roads-Bunny Trail Culvert Loan-Principle	\$19,992.00	\$19,991.72	\$19,990.00	\$19,991.72	\$20,000.00	\$10.00
	16-441-9	Roads-Bunny Trail Const Loan Principle	\$56,880.00	\$50,143.90	\$56,880.00	\$55,692.78	\$54,600.00	(\$2,280.00)
	16-442-1	Roads - Canning Road Loan	\$9,664.00	\$7,232.43	\$9,664.00	\$9,663.80	\$9,700.00	\$36.00
	16-442-2	Roads Balsam Road Loan	\$9,664.00	\$7,232.42	\$9,664.00	\$9,663.78	\$9,700.00	\$36.00
	16-442-3	Roads Whitestone/Boakview Loan Interest	\$37,198.00	\$25,924.65	\$37,200.00	\$37,198.34	\$37,200.00	\$0.00
	16-442-5	Fire Pumper Debenture	\$11,094.00	\$3,545.72	\$27,000.00	\$26,705.40	\$26,800.00	(\$200.00)
Expenditure Total			\$290,915.00	\$211,595.68	\$306,828.00	\$305,167.24	\$304,300.00	(\$2,528.00)
Grand Total			\$290,915.00	\$211,595.68	\$306,828.00	\$305,167.24	\$304,300.00	(\$2,528.00)

2026 Debt Schedule

Description & Loan from	GL Account	Term	Loan Start year	Fixed Rate of Interest	Loan #	Matures	Principal	Principal Due	Interest Due	Total	2026 Ending Balance	Annual Instalment
Garage (OILC)	16-441-5	15	2019	2.32	1126	09/16/2034	470,000.00	15,145.83 15,321.52	3,494.42 3,318.73	18,640.25 18,640.25		
Sub Total								30,467.35	6,813.15	37,280.50	270,775.92	37,280.50
Bunny Trail Reconstruction (OILC)	16-441-9	10	2019	2.33	1255	10/15/2029	501,439.05	25,071.95 25,071.95	2,330.30 2,050.22	27,402.25 27,122.17		
Sub Total								50,143.90	4,380.52	54,524.42	150,431.75	54,524.42
Bunny Trail Culvert (OILC)	16-441-7	15	2021	2.46	1449	04/01/2036	249,503.51	7,732.61 7,827.72	2,263.25 2,168.14	9,995.86 9,995.86		
Sub Total								15,560.33	4,431.39	19,991.72	168,443.54	19,991.72
Canning & Balsam Rd (OILC)	16-442-1 (Canning) 16-442-7 (Balsam)	15	2021	2.38	1570	04/01/2036	242,610.77	7,538.03 7,627.74	2,125.76 2,036.05	9,663.79 9,663.79		
Sub Total								15,165.77	4,161.81	19,327.58	163,469.29	19,327.58
Boakview, Whitestone Bunny Trail (OILC)	16-442-3	10	2022	4.17	1669	09/15/2032	301,643.00	13,932.42 14,222.91	4,666.75 4,376.26	18,599.17 18,599.17		
Sub Total								28,155.33	9,043.01	37,198.34	195,669.55	37,198.34
Tandem Snow Plow (TD Bank)	16-441-11	4	2020	2.8	9208758	04/23/2024	291,453.43			0.00 0.00 0.00 0.00		
Sub Total								0.00	0.00	0.00		0.00
Land Purchase (TD Bank)	16-441-13	15	2022	5.15	9948968-09	08/01/2027	695,000.00	2,997.86 3,010.97 3,268.37 3,038.44 3,132.25 3,065.43 3,158.48 3,092.65 3,106.18 3,198.09 3,133.75 3,224.89	2,549.99 2,536.88 2,279.48 2,509.41 2,415.60 2,482.42 2,389.37 2,455.20 2,441.67 2,349.76 2,414.10 2,322.96	5,547.85 5,547.85 5,547.85 5,547.85 5,547.85 5,547.85 5,547.85 5,547.85 5,547.85 5,547.85 5,547.85 5,547.85		
Sub Total								37,427.36	29,146.84	66,574.20	545,565.07	66,574.20

2026 Debt Schedule

Description & Loan from	GL Account	Term	Loan Start year	Fixed Rate of Interest	Loan #	Matures	Principal	Principal Due	Interest Due	Total	2026 Ending Balance	Annual Instalment
Backhoe (TD Bank)	16-441-12	5	2022	5.9	9948968-10	10/01/2027	183,115.00	3,165.41	367.68	3,533.09		
								3,181.27	351.82	3,533.09		
								3,229.71	303.38	3,533.09		
								3,213.39	319.70	3,533.09		
								3,239.29	293.80	3,533.09		
								3,245.73	287.36	3,533.09		
								3,270.74	262.35	3,533.09		
								3,278.38	254.71	3,533.09		
								3,294.81	238.28	3,533.09		
								3,318.47	214.62	3,533.09		
								3,327.95	205.14	3,533.09		
								3,350.70	182.39	3,533.09		
Sub Total								39,115.85	3,281.23	42,397.08	34,260.01	42,397.08
Fire Truck	16-442-5	15	2024	4.25	2937	03-Sep-39	295,827.00	1,241.87	983.58	2,225.45		
								1,246.27	979.18	2,225.45		
								1,250.68	974.77	2,225.45		
								1,255.11	970.34	2,225.45		
								1,259.56	965.89	2,225.45		
								1,264.02	961.43	2,225.45		
								1,268.50	956.95	2,225.45		
								1,272.99	952.46	2,225.45		
								1,277.50	947.95	2,225.45		
								1,282.02	943.43	2,225.45		
								1,286.56	938.89	2,225.45		
								1,291.12	934.33	2,225.45		
Sub Total								15,196.20	11,509.20	26,705.40	262,520.10	26,705.40
Grand Total							2,934,764.76	231,232.09	72,767.15	303,999.24	1,791,135.23	303,999.24

2026 Proposed Operating Budget

Cost Centre Taxation

Row Labels	Account Number	Account Description	2024 BUDGET	2024 ACTUALS	2025 BUDGET	2025 ACTUALS	2026 REQUEST	2026 CHANGE
Revenue	14-110	Taxation Revenue: General Levy	(\$3,631,341.00)	(\$3,631,080.44)	\$0.00	(\$3,822,141.79)	\$0.00	\$0.00
	14-115	Prior Year Levy	\$0.00	\$0.00	(\$3,631,340.00)	\$0.00	(\$3,822,000.00)	(\$190,660.00)
	14-116	Assessment Growth Revenue	\$0.00	\$0.00	(\$77,808.00)	\$0.00	(\$44,434.00)	\$33,374.00
	14-210	English Public School Taxes	\$0.00	(\$999,109.06)	\$0.00	(\$1,017,882.94)	\$0.00	\$0.00
	14-310	French Public School Taxes	\$0.00	(\$3,525.12)	\$0.00	(\$3,525.12)	\$0.00	\$0.00
	14-430	In Lieu Of Taxes	(\$7,949.00)	(\$8,193.94)	(\$8,250.00)	(\$778.78)	(\$9,097.00)	(\$847.00)
	14-431	Supplemental Taxes - Municipal	(\$67,000.00)	(\$96,738.41)	(\$72,000.00)	(\$41,417.52)	(\$40,000.00)	\$32,000.00
	14-432	Supplemental Taxes - English Public	\$0.00	(\$26,330.93)	\$0.00	(\$10,921.37)	\$0.00	\$0.00
	15-502	Railway ROW	(\$27,244.00)	(\$27,243.70)	(\$27,240.00)	(\$27,243.70)	(\$27,250.00)	(\$10.00)
Revenue Total			(\$3,733,534.00)	(\$4,792,221.60)	(\$3,816,638.00)	(\$4,923,911.22)	(\$3,942,781.00)	(\$126,143.00)
Expenditure	18-911	English Public School Board	\$0.00	\$1,025,439.99	\$0.00	\$1,019,850.05	\$0.00	\$0.00
	18-974	French Public School Board	\$0.00	\$3,525.13	\$0.00	\$3,525.12	\$0.00	\$0.00
Expenditure Total			\$0.00	\$1,028,965.12	\$0.00	\$1,023,375.17	\$0.00	\$0.00
Grand Total			(\$3,733,534.00)	(\$3,763,256.48)	(\$3,816,638.00)	(\$3,900,536.05)	(\$3,942,781.00)	(\$126,143.00)

2026 Proposed Operating Budget

Cost Centre General Revenue

Row Labels	Account Number	Account Description	2024 BUDGET	2024 ACTUALS	2025 BUDGET	2025 ACTUALS	2026 REQUEST	2026 CHANGE
Revenue	15-100	Interest Earned from Bank Balance	(\$35,000.00)	(\$47,109.31)	(\$40,000.00)	(\$50,777.88)	(\$45,000.00)	(\$5,000.00)
	15-504	Ontario Municipal Partners Fund (OMPF)	(\$1,141,600.00)	(\$1,141,600.00)	(\$1,292,200.00)	(\$1,292,200.00)	(\$1,514,800.00)	(\$222,600.00)
	15-510	Aggregate Resources Grant	(\$6,000.00)	(\$7,320.14)	\$0.00	(\$6,651.97)	(\$6,000.00)	(\$6,000.00)
	15-510-5	Provincial Offences Act (POA) Revenue	(\$3,943.00)	(\$2,881.78)	(\$3,940.00)	\$0.00	(\$3,000.00)	\$940.00
	15-750	Penalty/Interest	(\$60,000.00)	(\$72,674.35)	(\$70,000.00)	(\$68,982.49)	(\$60,000.00)	\$10,000.00
Revenue Total			(\$1,246,543.00)	(\$1,271,585.58)	(\$1,406,140.00)	(\$1,418,612.34)	(\$1,628,800.00)	(\$222,660.00)
Grand Total			(\$1,246,543.00)	(\$1,271,585.58)	(\$1,406,140.00)	(\$1,418,612.34)	(\$1,628,800.00)	(\$222,660.00)

2026 Proposed Operating Budget

Cost Centre Administration

Row Labels	Account Number	Account Description	2024 BUDGET	2024 ACTUALS	2025 BUDGET	2025 ACTUALS	2026 REQUEST	2026 CHANGE
Revenue	15-121	Nomination Fees	\$0.00	\$0.00	\$0.00	\$0.00	(\$1,000.00)	(\$1,000.00)
	15-310	Misc Office Revenue	(\$1,500.00)	(\$1,004.25)	(\$1,500.00)	(\$1,100.39)	(\$1,500.00)	\$0.00
	15-384	Farleys Parking Permits	(\$1,000.00)	(\$485.00)	(\$1,000.00)	(\$550.00)	(\$600.00)	\$400.00
	15-390	Dog Tags	(\$1,200.00)	(\$920.00)	(\$1,200.00)	(\$620.00)	(\$750.00)	\$450.00
	15-391	Kennel License	(\$75.00)	(\$75.00)	(\$80.00)	(\$141.37)	(\$150.00)	(\$70.00)
	15-396	9-1-1 Revenue	(\$500.00)	(\$895.00)	(\$500.00)	(\$370.00)	(\$500.00)	\$0.00
	15-507-8	Grant - Invasive Species	\$0.00	(\$2,500.00)	\$0.00	\$385.00	\$0.00	\$0.00
	15-721	Tax Certificates	(\$1,500.00)	(\$1,170.00)	(\$1,500.00)	(\$1,320.00)	(\$1,500.00)	\$0.00
Revenue Total			(\$5,775.00)	(\$7,049.25)	(\$5,780.00)	(\$3,716.76)	(\$6,000.00)	(\$220.00)
Expenditure	16-100	Admin - Salaries	\$614,123.00	\$610,115.72	\$626,405.00	\$726,041.57	\$644,900.00	\$18,495.00
	16-101	Admin- Benefits	\$36,414.00	\$34,860.76	\$36,410.00	\$37,512.95	\$44,100.00	\$7,690.00
	16-102	Admin - Travel Expenses	\$2,270.00	\$1,160.62	\$2,270.00	\$2,235.89	\$2,500.00	\$230.00
	16-103	Admin - Membership/Subscriptio	\$5,500.00	\$4,842.32	\$5,500.00	\$5,889.25	\$6,000.00	\$500.00
	16-104	Admin - Training Expenses	\$4,500.00	\$5,898.07	\$10,000.00	\$8,538.54	\$12,000.00	\$2,000.00
	16-106	Admin - Postage Expense	\$11,000.00	\$10,747.44	\$13,750.00	\$9,382.16	\$15,000.00	\$1,250.00
	16-107	Admin - Insurance	\$36,830.00	\$36,344.75	\$38,264.00	\$13,783.06	\$40,400.00	\$2,136.00
	16-108	Admin - Advertising	\$7,500.00	\$8,812.50	\$8,500.00	\$1,486.88	\$5,000.00	(\$3,500.00)
	16-109	Admin - Telephone	\$4,100.00	\$4,398.46	\$4,300.00	\$3,150.90	\$4,000.00	(\$300.00)
	16-110	Admin - Office Supplies	\$9,000.00	\$11,392.65	\$11,000.00	\$12,814.26	\$12,000.00	\$1,000.00
	16-110-2	Cash Over/Under	\$0.00	\$0.00	\$0.00	\$34.21	\$0.00	\$0.00
	16-113	Admin - Office Equipment	\$7,500.00	\$9,245.91	\$8,500.00	\$6,820.49	\$7,500.00	(\$1,000.00)
	16-115	Admin - Computer Supplies/Supp	\$25,000.00	\$24,041.33	\$27,500.00	\$26,188.81	\$30,000.00	\$2,500.00
	16-116	Admin - Tax Notices	\$1,000.00	\$0.00	\$1,000.00	\$594.00	\$0.00	(\$1,000.00)
	16-118	Admin - Financial Expenses	\$12,000.00	\$9,504.73	\$10,500.00	\$10,610.68	\$13,000.00	\$2,500.00
	16-119	Admin - MPAC Fees	\$79,019.00	\$79,018.92	\$81,652.00	\$81,651.64	\$84,800.00	\$3,148.00
	16-120	Admin - Legal Expenses	\$75,000.00	\$52,612.08	\$75,000.00	\$75,009.51	\$75,000.00	\$0.00
	16-120-1	Admin - Audit Fees	\$14,000.00	\$15,264.03	\$19,000.00	\$13,228.82	\$16,000.00	(\$3,000.00)
	16-121	Admin - Election	\$1,865.00	\$1,679.04	\$1,870.00	\$342.86	\$22,500.00	\$20,630.00
	16-122	Admin - Donations	\$10,000.00	\$10,000.00	\$10,000.00	\$9,250.00	\$20,000.00	\$10,000.00
	16-123	Admin - Volunteer Appreciation	\$12,000.00	\$10,202.71	\$12,000.00	\$9,710.66	\$10,000.00	(\$2,000.00)
	16-124	Admin - Taxes Written Off	\$5,000.00	\$2,578.48	\$5,000.00	\$0.00	\$5,000.00	\$0.00
	16-126	Admin - Communications	\$10,000.00	\$9,060.85	\$10,000.00	\$8,544.00	\$10,000.00	\$0.00
	16-131	Admin - HR Contingency	\$35,000.00	\$6,506.70	\$20,000.00	\$7,081.87	\$10,000.00	(\$10,000.00)
	16-161	Web Site - Maintenance/Wages	\$7,000.00	\$6,314.22	\$7,000.00	\$7,094.33	\$7,250.00	\$250.00
	16-162	High Speed Internet	\$1,900.00	\$1,994.16	\$1,900.00	\$1,884.08	\$2,000.00	\$100.00
	16-818	911 Expenses	\$500.00	\$0.00	\$500.00	\$0.00	\$500.00	\$0.00
	16-845	Tourisium Orientation Destination Signs	\$2,500.00	\$0.00	\$2,500.00	\$1,200.77	\$2,500.00	\$0.00
	16-845-1	Walking Trails-Maintenance Land Use Perm	\$500.00	\$0.00	\$500.00	\$67.88	\$0.00	(\$500.00)
	16-845-3	Land Use permit Gooseneck Lake LUP1654	\$90.00	\$0.00	\$90.00	\$93.43	\$100.00	\$10.00
	16-845-4	Land Use permit WahWashKesh lake PS-2023	\$100.00	\$0.00	\$100.00	\$0.00	\$100.00	\$0.00
	16-845-5	Land Use permit Ardbeg PS-2022-PLA 00201	\$300.00	\$67.88	\$300.00	\$0.00	\$100.00	(\$200.00)
	16-845-6	Land Use permit Whitest Lake MPSB-2023	\$250.00	\$207.69	\$250.00	\$109.28	\$100.00	(\$150.00)
	16-845-7	Land Use permit Auld's Road Landfill	\$2,400.00	\$2,208.20	\$2,400.00	\$2,452.10	\$2,300.00	(\$100.00)
	16-845-8	Land Use permit WahWashKesh Lake PS2019	\$100.00	\$93.43	\$100.00	\$193.21	\$100.00	\$0.00
Expenditure Total			\$1,034,261.00	\$969,173.65	\$1,054,061.00	\$1,082,998.09	\$1,104,750.00	\$50,689.00
Grand Total			\$1,028,486.00	\$962,124.40	\$1,048,281.00	\$1,079,281.33	\$1,098,750.00	\$50,469.00

2026 Proposed Operating Budget

Cost Centre Building Services

Row Labels	Account Number	Account Description	2024 BUDGET	2024 ACTUALS	2025 BUDGET	2025 ACTUALS	2026 REQUEST	2026 CHANGE
Revenue	15-720	Licences/Permits	(\$150,000.00)	(\$174,587.35)	(\$160,000.00)	(\$152,755.00)	(\$160,000.00)	\$0.00
	15-723	CBO Shared Services	(\$750.00)	(\$831.08)	(\$750.00)	\$0.00	(\$750.00)	\$0.00
	15-790-6	Transfer from Building Reserve				\$0.00	(\$12,850.00)	(\$12,850.00)
Revenue Total			(\$150,750.00)	(\$175,418.43)	(\$160,750.00)	(\$152,755.00)	(\$173,600.00)	(\$12,850.00)
Expenditure	16-279	Building Dept Truck - Fuel	\$1,050.00	\$829.38	\$1,050.00	\$980.29	\$1,050.00	\$0.00
	16-280	Bld Official- Wages/Direct Exp	\$126,384.00	\$141,445.10	\$135,723.00	\$144,517.66	\$151,500.00	\$15,777.00
	16-281	Bld Official - Supplies	\$2,500.00	\$1,532.83	\$2,500.00	\$1,478.53	\$5,000.00	\$2,500.00
	16-283-1	Cell Phone	\$450.00	\$403.29	\$450.00	\$369.38	\$450.00	\$0.00
	16-284	Bld Official -Training/Seminar	\$1,000.00	\$1,167.60	\$3,000.00	\$1,067.46	\$3,000.00	\$0.00
	16-285	Bld Official - Memberships	\$6,000.00	\$5,587.43	\$6,000.00	\$5,216.01	\$6,300.00	\$300.00
	16-289	Bld Official-Reserve-Vehicle	\$0.00	\$0.00	\$0.00	\$156.02	\$0.00	\$0.00
	16-290	2019 SUV Bld Official-Truck-Insurance	\$4,206.00	\$3,908.04	\$4,210.00	\$3,170.23	\$3,300.00	(\$910.00)
	16-290-1	2019 SUV Bld Official-Truck-Maintenance	\$0.00	\$0.00	\$0.00	\$0.00	\$2,500.00	\$2,500.00
	16-291-1	Bld Official-Mileage	\$300.00	\$231.00	\$300.00	\$0.00	\$500.00	\$200.00
Expenditure Total			\$141,890.00	\$155,104.67	\$153,233.00	\$156,955.58	\$173,600.00	\$20,367.00
Grand Total			(\$8,860.00)	(\$20,313.76)	(\$7,517.00)	\$4,200.58	\$0.00	\$7,517.00

2026 Proposed Operating Budget

Cost Centre By-Law

Row Labels	Account Number	Account Description	2024 BUDGET	2024 ACTUALS	2025 BUDGET	2025 ACTUALS	2026 REQUEST	2026 CHANGE
Expenditure	16-273	Animal Control	\$300.00	\$1,109.05	\$300.00	\$0.00	\$300.00	\$0.00
	16-273-1	Wildlife Compensation Program	\$300.00	\$0.00	\$300.00	\$0.00	\$300.00	\$0.00
	16-275	By-Law Enforcement	\$24,000.00	\$27,594.71	\$30,000.00	\$22,370.13	\$30,000.00	\$0.00
Expenditure Total			\$24,600.00	\$28,703.76	\$30,600.00	\$22,370.13	\$30,600.00	\$0.00
Grand Total			\$24,600.00	\$28,703.76	\$30,600.00	\$22,370.13	\$30,600.00	\$0.00

2026 Proposed Operating Budget

Cost Centre Cemeteries

Row Labels	Account Number	Account Description	2024 BUDGET	2024 ACTUALS	2025 BUDGET	2025 ACTUALS	2026 REQUEST	2026 CHANGE
Revenue	15-330-1	Cemetery Fees	\$0.00	\$0.00	\$0.00	\$0.00	(\$4,000.00)	(\$4,000.00)
Revenue Total			\$0.00	\$0.00	\$0.00	\$0.00	(\$4,000.00)	(\$4,000.00)
Expenditure	16-501-1	Staking Fees	\$3,000.00	\$1,260.06	\$3,000.00	\$2,691.00	\$4,000.00	\$1,000.00
	16-502	Cemetery - Memberships	\$420.00	\$256.74	\$420.00	\$719.12	\$750.00	\$330.00
	16-502-1	Cemetery Travel Expenses	\$0.00	\$0.00	\$0.00	\$0.00	\$600.00	\$600.00
	16-502-2	Cemetery Software	\$550.00	\$199.22	\$550.00	\$543.66	\$600.00	\$50.00
	16-505	Fairholme Cemetery - Grasscutting	\$3,500.00	\$1,309.76	\$3,500.00	\$2,771.80	\$0.00	(\$3,500.00)
	16-506	Fairholme Cemetery - Materials/Mics.	\$2,000.00	\$250.00	\$2,000.00	\$405.93	\$2,500.00	\$500.00
	16-513	Maple Is. Cemetery -Materials	\$1,000.00	\$874.82	\$1,000.00	\$19.52	\$500.00	(\$500.00)
	16-515	Maple Is. Cemetery - Grass Cutting	\$2,000.00	\$709.12	\$2,000.00	\$1,679.08	\$0.00	(\$2,000.00)
	16-522	Whitestone Cemetery -Materials	\$500.00	\$847.54	\$500.00	\$0.00	\$500.00	\$0.00
	16-524	Whitestone Cemetery Grass Cutting	\$1,500.00	\$546.36	\$1,500.00	\$1,382.92	\$0.00	(\$1,500.00)
Expenditure Total			\$14,470.00	\$6,253.62	\$14,470.00	\$10,213.03	\$9,450.00	(\$5,020.00)
Grand Total			\$14,470.00	\$6,253.62	\$14,470.00	\$10,213.03	\$5,450.00	(\$9,020.00)

2026 Proposed Operating Budget

Cost Centre Council

Row Labels	Account Number	Account Description	2024 BUDGET	2024 ACTUALS	2025 BUDGET	2025 ACTUALS	2026 REQUEST	2026 CHANGE
Expenditure	16-090	Council - Fees	\$123,550.00	\$123,567.58	\$125,690.00	\$125,280.92	\$127,900.00	\$2,210.00
	16-091	Council - Travel	\$2,000.00	\$2,977.54	\$4,000.00	\$1,470.51	\$2,500.00	(\$1,500.00)
	16-092	Council - Miscellaneous	\$7,000.00	\$8,138.17	\$8,000.00	\$5,523.60	\$7,000.00	(\$1,000.00)
	16-093	Council- Electronic Device Allowance	\$3,000.00	\$3,000.00	\$3,000.00	\$3,000.00	\$3,000.00	\$0.00
	16-093-1	Council Insurance	\$2,370.00	\$2,643.80	\$2,864.00	\$0.00	\$2,900.00	\$36.00
	16-094	Council Health Benefit	\$21,725.00	\$16,498.72	\$24,725.00	\$21,613.21	\$25,000.00	\$275.00
Expenditure Total			\$159,645.00	\$156,825.81	\$168,279.00	\$156,888.24	\$168,300.00	\$21.00
Grand Total			\$159,645.00	\$156,825.81	\$168,279.00	\$156,888.24	\$168,300.00	\$21.00

2026 Proposed Operating Budget

Cost Centre Environmental Initiatives

Row Labels	Account Number	Account Description	2024 BUDGET	2024 ACTUALS	2025 BUDGET	2025 ACTUALS	2026 REQUEST	2026 CHANGE
Expenditure	16-484	ICECAP Membership	\$10,225.00	\$9,145.00	\$3,000.00	\$2,995.00	\$3,000.00	\$0.00
	16-484-3	Whitestone Environmental Stewardship	\$3,500.00	\$325.67	\$10,000.00	\$12,080.74	\$20,000.00	\$10,000.00
	16-484-4	Green Initiatives	\$0.00	\$0.00	\$10,000.00	\$9,247.53	\$10,000.00	\$0.00
	16-484-5	Septic Initiatives					\$5,000.00	\$5,000.00
	16-484-6	Lake Quality Water Testing					\$10,000.00	\$10,000.00
Expenditure Total			\$13,725.00	\$9,470.67	\$23,000.00	\$24,323.27	\$48,000.00	\$25,000.00
Grand Total			\$13,725.00	\$9,470.67	\$23,000.00	\$24,323.27	\$48,000.00	\$25,000.00

2026 Proposed Operating Budget

Cost Centre External Levies

Row Labels	Account Number	Account Description	2024 BUDGET	2024 ACTUALS	2025 BUDGET	2025 ACTUALS	2026 REQUEST	2026 CHANGE
Expenditure	16-274	Policing Levy	\$408,081.00	\$405,341.11	\$421,038.00	\$382,628.57	\$467,400.00	\$46,362.00
	16-274-1	Police Service Board	\$2,000.00	\$0.00	\$2,000.00	\$3,464.13	\$5,000.00	\$3,000.00
	16-458	Parry Sound Industrial Park	\$15,033.00	\$15,032.44	\$15,030.00	\$15,182.76	\$15,600.00	\$570.00
	16-549	Health Unit Operating (Levy)	\$31,891.00	\$31,891.00	\$33,486.00	\$33,486.00	\$34,800.00	\$1,314.00
	16-550	Ambulance Levy	\$217,452.00	\$217,452.48	\$226,075.00	\$226,074.64	\$235,200.00	\$9,125.00
	16-618	Dist. Soc. Services (DSSAB) Levy	\$284,870.00	\$284,870.00	\$298,008.00	\$298,007.36	\$317,300.00	\$19,292.00
	16-628	Belvedere Home - Operating (Levy)	\$61,677.00	\$61,677.00	\$61,713.00	\$61,713.00	\$62,100.00	\$387.00
	16-819	911 Levy	\$1,200.00	\$1,126.97	\$1,200.00	\$1,245.63	\$1,400.00	\$200.00
	16-841	Parry Sound Area Plan Board	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$15,000.00	\$10,000.00
Expenditure Total			\$1,027,204.00	\$1,022,391.00	\$1,063,550.00	\$1,026,802.09	\$1,153,800.00	\$90,250.00
Grand Total			\$1,027,204.00	\$1,022,391.00	\$1,063,550.00	\$1,026,802.09	\$1,153,800.00	\$90,250.00

2026 Proposed Operating Budget

Cost Centre

Facilities

Division	Account Class	Account Number	Account Description	2024 BUDGET	2024 ACTUALS	2025 BUDGET	2025 ACTUALS	2026 REQUEST	2026 CHANGE
General	Revenue	15-110	LCBO Rent	(\$10,826.00)	(\$10,083.00)	(\$10,830.00)	(\$11,261.00)	(\$11,500.00)	(\$670.00)
		15-110-1	LCBO Grass & Misc Revenue	(\$3,500.00)	(\$6,245.51)	(\$3,500.00)	\$0.00	(\$3,300.00)	\$200.00
		15-371	Hall Rental Revenue	(\$1,000.00)	(\$1,048.75)	(\$1,000.00)	(\$1,738.23)	(\$2,000.00)	(\$1,000.00)
	Revenue Total			(\$15,326.00)	(\$17,377.26)	(\$15,330.00)	(\$12,999.23)	(\$16,800.00)	(\$1,470.00)
	Expenditure	16-699	Facilities - Wages	\$91,588.00	\$99,245.58	\$93,422.00	\$74,587.55	\$94,700.00	\$1,278.00
		16-707-1	Facilities - Training	\$500.00	\$150.00	\$500.00	\$0.00	\$500.00	\$0.00
		16-767	Municipal Flowers	\$1,000.00	\$1,492.58	\$1,500.00	\$1,498.24	\$2,000.00	\$500.00
		16-769	Facilities / Parks Maintenance	\$4,000.00	\$3,712.52	\$4,200.00	\$1,896.16	\$4,200.00	\$0.00
		16-775	2016 Facilities Truck - Mainte/ Insuranc	\$4,195.00	\$4,407.90	\$4,350.00	\$4,464.79	\$4,500.00	\$150.00
		16-776	2016 Facilities Truck - Fuel	\$4,000.00	\$5,860.78	\$6,000.00	\$4,493.62	\$5,500.00	(\$500.00)
		16-777	Municipal Building Maintenance (Lot)	\$6,000.00	\$4,200.09	\$5,000.00	\$1,372.90	\$5,000.00	\$0.00
		16-781	Dunchurch Dock - Beach Mtce	\$1,500.00	\$187.59	\$1,000.00	\$457.92	\$600.00	(\$400.00)
		16-784	Mower Expense	\$1,500.00	\$861.60	\$1,100.00	\$982.32	\$2,200.00	\$1,100.00
	Expenditure Total			\$114,283.00	\$120,118.64	\$117,072.00	\$89,753.50	\$119,200.00	\$2,128.00
General Sum				\$98,957.00	\$102,741.38	\$101,742.00	\$76,754.27	\$102,400.00	\$658.00
2125 Hwy 124	Expenditure	16-731-1	2125 HWY 124 - Building Maintnace	\$1,000.00	\$531.53	\$500.00	\$172.98	\$0.00	(\$500.00)
		16-731-3	2125 HWY 124 - Hydro	\$2,000.00	\$882.63	\$1,000.00	\$935.57	\$0.00	(\$1,000.00)
		16-731-5	2125 HWY 124 - Insurance	\$2,672.00	\$2,797.78	\$1,500.00	\$1,001.92	\$3,200.00	\$1,700.00
		16-731-6	2211 HWY 124 Property Maintenanc	\$1,000.00	\$1,017.60	\$300.00	\$0.00	\$500.00	\$200.00
	Expenditure Total			\$6,672.00	\$5,229.54	\$3,300.00	\$2,110.47	\$3,700.00	\$400.00
2125 Hwy 124 Sum				\$6,672.00	\$5,229.54	\$3,300.00	\$2,110.47	\$3,700.00	\$400.00
Administration Building	Expenditure	16-150	Office - Heating/Hydro	\$7,200.00	\$5,465.30	\$7,200.00	\$7,692.78	\$7,900.00	\$700.00
		16-151	Office - Building Maintenance	\$0.00	\$930.47	\$0.00	\$5,839.07	\$2,500.00	\$2,500.00
		16-153	Office - Janitorial Supplies	\$500.00	\$502.35	\$500.00	\$338.97	\$500.00	\$0.00
	Expenditure Total			\$7,700.00	\$6,898.12	\$7,700.00	\$13,870.82	\$10,900.00	\$3,200.00
Administration Building Sum				\$7,700.00	\$6,898.12	\$7,700.00	\$13,870.82	\$10,900.00	\$3,200.00
Ardbeg	Expenditure	16-732	Ardbeg Internet	\$0.00	\$0.00	\$2,200.00	\$569.86	\$1,800.00	(\$400.00)
	Expenditure Total			\$0.00	\$0.00	\$2,200.00	\$569.86	\$1,800.00	(\$400.00)
Ardbeg Sum				\$0.00	\$0.00	\$2,200.00	\$569.86	\$1,800.00	(\$400.00)
Dunchurch Hall	Expenditure	16-702	Dunchurch Hall - Supplies	\$1,700.00	\$2,775.24	\$2,700.00	\$3,808.79	\$3,500.00	\$800.00
		16-703	Dunchurch Hall - Bld Mtce	\$8,000.00	\$6,914.35	\$7,000.00	\$12,845.47	\$8,000.00	\$1,000.00
		16-704	Dunchurch Hall - Heating	\$5,300.00	\$4,044.74	\$5,300.00	\$3,894.54	\$4,500.00	(\$800.00)
		16-705	Dunchurch Hall - Hydro	\$3,700.00	\$4,207.16	\$4,700.00	\$4,049.84	\$4,300.00	(\$400.00)
		16-706	Dunchurch Hall - Telephone	\$700.00	\$628.27	\$700.00	\$540.78	\$700.00	\$0.00
		16-707	Dunchurch Hall - Insurance	\$6,787.00	\$7,105.47	\$7,499.00	\$2,544.57	\$8,000.00	\$501.00
		16-710	Dunchurch Hall -High Speed Internet	\$2,100.00	\$1,567.07	\$1,900.00	\$1,424.62	\$1,800.00	(\$100.00)
	Expenditure Total			\$28,287.00	\$27,242.30	\$29,799.00	\$29,108.61	\$30,800.00	\$1,001.00
Dunchurch Hall Sum				\$28,287.00	\$27,242.30	\$29,799.00	\$29,108.61	\$30,800.00	\$1,001.00

2026 Proposed Operating Budget

Cost Centre

Facilities

Division	Account Class	Account Number	Account Description	2024 BUDGET	2024 ACTUALS	2025 BUDGET	2025 ACTUALS	2026 REQUEST	2026 CHANGE
Garage	Expenditure	16-316	Garage - Miscellaneous	\$1,200.00	\$882.87	\$1,000.00	\$2,951.63	\$0.00	(\$1,000.00)
		16-320	Garage - Mtc/Supplies/Tools	\$13,000.00	\$13,886.89	\$14,000.00	\$11,839.68	\$15,000.00	\$1,000.00
		16-321	Garage - High Speed Internet	\$1,852.00	\$1,283.48	\$1,850.00	\$1,566.52	\$1,300.00	(\$550.00)
		16-323	Garage - Hydro	\$2,800.00	\$2,313.01	\$2,800.00	\$2,600.14	\$2,800.00	\$0.00
		16-324	Garage Telephone	\$720.00	\$531.07	\$720.00	\$540.78	\$700.00	(\$20.00)
		16-329	Garage - Heating	\$8,000.00	\$7,179.98	\$8,000.00	\$7,436.34	\$7,700.00	(\$300.00)
		16-331	Garage - Insurance	\$1,782.00	\$1,865.19	\$1,950.00	\$667.95	\$2,100.00	\$150.00
		16-334	Garage - Building Maintenance	\$6,500.00	\$6,224.97	\$8,000.00	\$5,006.19	\$8,000.00	\$0.00
	Expenditure Total			\$35,854.00	\$34,167.46	\$38,320.00	\$32,609.23	\$37,600.00	(\$720.00)
Garage Sum				\$35,854.00	\$34,167.46	\$38,320.00	\$32,609.23	\$37,600.00	(\$720.00)
Maple Island Park	Expenditure	16-762	Maple Is. Park - Building Mtce	\$1,300.00	\$1,533.41	\$1,550.00	\$407.04	\$3,000.00	\$1,450.00
	Expenditure Total			\$1,300.00	\$1,533.41	\$1,550.00	\$407.04	\$3,000.00	\$1,450.00
Maple Island Park Sum				\$1,300.00	\$1,533.41	\$1,550.00	\$407.04	\$3,000.00	\$1,450.00
Nursing Station	Revenue	15-773	Nursing Station Lease Revenues	(\$1,062.00)	(\$1,200.00)	(\$1,060.00)	(\$1,061.95)	(\$1,100.00)	(\$40.00)
	Revenue Total			(\$1,062.00)	(\$1,200.00)	(\$1,060.00)	(\$1,061.95)	(\$1,100.00)	(\$40.00)
	Expenditure	16-811	Nursing Station Expenses	\$3,000.00	\$3,324.09	\$3,000.00	\$3,396.91	\$3,500.00	\$500.00
	Expenditure Total			\$3,000.00	\$3,324.09	\$3,000.00	\$3,396.91	\$3,500.00	\$500.00
Nursing Station Sum				\$1,938.00	\$2,124.09	\$1,940.00	\$2,334.96	\$2,400.00	\$460.00
Dun Dome	Expenditure	16-740	Dun Dome - Wages	\$0.00	\$0.00	\$0.00	\$366.71	\$0.00	\$0.00
		16-741	Dun Dome - Supplies	\$700.00	\$914.29	\$950.00	\$1,071.70	\$1,200.00	\$250.00
		16-741-1	Dun Dome - Heating	\$1,300.00	\$2,056.30	\$2,100.00	\$1,081.94	\$1,500.00	(\$600.00)
		16-742	Dun Dome - Building Mtce	\$2,000.00	\$2,227.62	\$2,300.00	\$1,429.75	\$2,300.00	\$0.00
		16-743	Dun Dome - Hydro	\$1,400.00	\$1,225.75	\$1,400.00	\$2,787.04	\$1,700.00	\$300.00
		16-745	Dun Dome - Insurance	\$4,242.00	\$4,440.92	\$4,665.00	\$1,590.35	\$5,000.00	\$335.00
	Expenditure Total			\$9,642.00	\$10,864.88	\$11,415.00	\$8,327.49	\$11,700.00	\$285.00
Dun Dome Sum				\$9,642.00	\$10,864.88	\$11,415.00	\$8,327.49	\$11,700.00	\$285.00
Grand Total				\$190,350.00	\$190,801.18	\$197,966.00	\$166,092.75	\$204,300.00	\$6,334.00

2026 Proposed Operating Budget

Cost Centre Fire & Rescue Services

Division	Account Class	Account Number	Account Description	2024 BUDGET	2024 ACTUALS	2025 BUDGET	2025 ACTUALS	2026 REQUEST	2026 CHANGE
General	Revenue	15-522	Fire Revenue	(\$4,500.00)	(\$23,014.26)	(\$10,000.00)	(\$14,298.25)	(\$15,000.00)	(\$5,000.00)
		15-524	Fire - Donations	\$0.00	\$0.00	\$0.00	(\$1,200.00)	\$0.00	\$0.00
		15-525	Fire - Smoke Alarms	(\$100.00)	(\$118.00)	(\$100.00)	(\$299.00)	(\$200.00)	(\$100.00)
		15-527	Fire-Helipad Maintenance	(\$3,500.00)	(\$5,000.00)	(\$5,200.00)	(\$5,000.00)	(\$5,000.00)	\$200.00
	Revenue Total			(\$8,100.00)	(\$28,132.26)	(\$15,300.00)	(\$20,797.25)	(\$20,200.00)	(\$4,900.00)
	Expenditure	16-201	Fire - Firefighters Wages	\$101,242.00	\$105,908.33	\$102,742.00	\$95,987.33	\$103,000.00	\$258.00
		16-202	Fire - Training	\$10,000.00	\$9,811.34	\$10,000.00	\$9,214.39	\$15,000.00	\$5,000.00
		16-202-1	Fire-New Recruits	\$18,000.00	\$17,906.52	\$20,000.00	\$3,401.12	\$15,000.00	(\$5,000.00)
		16-203	Fire - Advertising	\$100.00	\$0.00	\$100.00	\$0.00	\$0.00	(\$100.00)
		16-204	Fire - Workplace Safety Ins.	\$8,000.00	\$5,072.25	\$7,500.00	\$8,455.58	\$10,700.00	\$3,200.00
		16-205	Fire - Ambulance Dispatch	\$4,263.00	\$3,934.92	\$4,263.00	\$3,934.92	\$4,500.00	\$237.00
		16-206	Fire - Insurance	\$37,096.00	\$38,974.80	\$40,805.00	\$13,783.07	\$43,300.00	\$2,495.00
		16-207	Fire - Drivers Exams	\$600.00	\$0.00	\$600.00	\$403.75	\$600.00	\$0.00
		16-208	Fire - Prevention/Education	\$2,160.00	\$1,932.84	\$2,160.00	\$2,402.53	\$2,200.00	\$40.00
		16-209	Fire - Memberships/Mutual Aid	\$545.00	\$599.75	\$600.00	\$879.84	\$900.00	\$300.00
		16-210	Fire - Miscellaneous	\$2,000.00	\$2,055.88	\$2,000.00	\$1,566.52	\$2,000.00	\$0.00
		16-211	Fire Extinguish Services MNRF	\$0.00	\$0.00	\$0.00	\$1,144.80	\$0.00	\$0.00
		16-212	Fire - Radio Tower & Air	\$1,896.00	\$1,437.24	\$1,896.00	\$1,514.44	\$1,700.00	(\$196.00)
		16-213	Fire - Radio Licenses	\$1,000.00	\$1,000.49	\$1,000.00	\$1,720.80	\$1,000.00	\$0.00
		16-216	Fire - Permits	\$2,600.00	\$0.00	\$2,600.00	\$2,544.00	\$2,600.00	\$0.00
		16-218	Fire - Stand Pipe	\$500.00	\$669.16	\$500.00	\$533.22	\$600.00	\$100.00
		16-219	Fire - Air Bottle Hydrostating	\$1,000.00	\$1,002.90	\$1,000.00	\$1,000.05	\$1,000.00	\$0.00
		16-220	Forest Fire Expense (MNR)	\$400.00	\$0.00	\$400.00	\$0.00	\$0.00	(\$400.00)
		16-222	Fire - Bunker/Safety/Uniforms	\$5,800.00	\$5,950.69	\$5,800.00	\$6,122.60	\$5,800.00	\$0.00
		16-222-1	Fire-Turnout/Repair/Cleaning	\$2,400.00	\$1,410.29	\$2,400.00	\$1,207.01	\$2,400.00	\$0.00
		16-223-3	CPA Fire Cost	\$1,086.00	\$2,424.82	\$2,424.00	\$1,224.18	\$1,300.00	(\$1,124.00)
		16-225	Fire - Hose Replacement	\$1,000.00	\$1,839.07	\$1,000.00	\$0.00	\$1,000.00	\$0.00
		16-227	Fire - Office Supplies	\$0.00	\$0.00	\$0.00	\$137.95	\$0.00	\$0.00
		16-229	Fire- Mileage	\$200.00	\$0.00	\$200.00	\$0.00	\$0.00	(\$200.00)
		16-265	Fire Rating Signs (3)	\$650.00	\$610.56	\$650.00	\$0.00	\$650.00	\$0.00
		16-267	Fire Pro	\$1,300.00	\$874.72	\$1,300.00	\$909.72	\$2,000.00	\$700.00
		16-268	SCBA Testing	\$1,500.00	\$1,282.13	\$1,500.00	\$1,471.25	\$1,500.00	\$0.00
		16-269	Cell Phone	\$400.00	\$400.00	\$400.00	\$400.00	\$400.00	\$0.00
		16-270	Emergency Plan	\$5,724.00	\$206.44	\$2,500.00	\$3,496.33	\$5,000.00	\$2,500.00
	Expenditure Total			\$211,462.00	\$205,305.14	\$216,340.00	\$163,455.40	\$224,150.00	\$7,810.00
General Sum			\$203,362.00	\$177,172.88	\$201,040.00	\$142,658.15	\$203,950.00	\$2,910.00	

2026 Proposed Operating Budget

Cost Centre Fire & Rescue Services

Division	Account Class	Account Number	Account Description	2024 BUDGET	2024 ACTUALS	2025 BUDGET	2025 ACTUALS	2026 REQUEST	2026 CHANGE	
Equipment	Expenditure	16-234	Station 1 - Fuel & Oil	\$7,000.00	\$7,974.51	\$7,000.00	\$4,310.78	\$7,000.00	\$0.00	
		16-242	Station 1 - Rescue #1 Insp/Repairs	\$2,000.00	\$1,937.73	\$2,000.00	\$1,843.21	\$1,500.00	(\$500.00)	
		16-243	Station 1-Snowmobile Inspection/Repairs	\$200.00	\$0.00	\$200.00	\$0.00	\$200.00	\$0.00	
		16-245	Station 1 - Radio Equip/Repair	\$1,500.00	\$1,444.23	\$1,500.00	\$1,401.24	\$1,500.00	\$0.00	
		16-248	Stat 1 - Pumper #1 Inspe/ Repa	\$3,400.00	\$3,190.26	\$3,400.00	\$3,505.70	\$2,700.00	(\$700.00)	
		16-248-1	Station 1 - Pumper #2	\$0.00	\$0.00	\$2,700.00	\$2,282.62	\$2,700.00	\$0.00	
		16-250	Station 1 - Truck #10	\$2,700.00	\$827.53	\$2,700.00	\$4,794.13	\$2,700.00	\$0.00	
		16-251	Station 2 - Hydro	\$1,255.00	\$708.83	\$1,255.00	\$934.68	\$1,000.00	(\$255.00)	
		16-253	Station 2 - Fuel & Oil	\$1,000.00	\$553.69	\$1,000.00	\$1,358.07	\$1,000.00	\$0.00	
		16-254	Station 2 -Rescue #2-Insp/Rep (Van)	\$2,000.00	\$1,603.43	\$2,000.00	\$1,708.56	\$2,000.00	\$0.00	
		16-255	Station 2 - Boat 2	\$554.00	\$152.64	\$550.00	\$0.00	\$550.00	\$0.00	
		16-261	Station 2 -Tanker- Inspections & Repairs	\$1,700.00	\$2,556.61	\$1,700.00	\$964.28	\$5,700.00	\$4,000.00	
		16-263	Station 2 - Radio Equipment & Repairs	\$1,200.00	\$1,069.01	\$1,200.00	\$1,287.27	\$1,200.00	\$0.00	
		16-264	Station 2 - Snowmobile Insp & Repairs	\$200.00	\$0.00	\$200.00	\$0.00	\$200.00	\$0.00	
		16-269-1	Argo/Trailer	\$400.00	\$0.00	\$400.00	\$305.28	\$400.00	\$0.00	
		16-271	Defibrillator Expense	\$1,500.00	\$2,203.71	\$1,500.00	\$1,954.34	\$2,000.00	\$500.00	
		16-272-1	Jaws-Mtce/Training	\$500.00	\$829.35	\$500.00	\$384.64	\$500.00	\$0.00	
		Expenditure Total				\$27,109.00	\$25,051.53	\$29,805.00	\$27,034.80	\$32,850.00
	Equipment Sum				\$27,109.00	\$25,051.53	\$29,805.00	\$27,034.80	\$32,850.00	\$3,045.00
Helipad	Expenditure	16-206-1	Fire Insurance Helipad	\$2,527.00	\$2,527.20	\$2,530.00	\$1,977.20	\$2,700.00	\$170.00	
		16-260-1	Helipad Maintenance	\$7,500.00	\$3,337.73	\$2,500.00	\$0.00	\$2,000.00	(\$500.00)	
	Expenditure Total			\$10,027.00	\$5,864.93	\$5,030.00	\$1,977.20	\$4,700.00	(\$330.00)	
Helipad Sum				\$10,027.00	\$5,864.93	\$5,030.00	\$1,977.20	\$4,700.00	(\$330.00)	
Station 1	Expenditure	16-232	Station 1 - Hydro	\$7,000.00	\$6,778.36	\$7,000.00	\$5,757.05	\$7,000.00	\$0.00	
		16-233	Station 1 - Minor Purchases	\$3,600.00	\$3,025.87	\$3,600.00	\$3,594.01	\$3,600.00	\$0.00	
		16-235	Station 1 - Boat 1	\$554.00	\$370.35	\$550.00	\$903.55	\$600.00	\$50.00	
		16-236	Station 1 - Heating	\$2,500.00	\$3,006.61	\$2,500.00	\$2,372.78	\$2,500.00	\$0.00	
		16-237	Station 1 - Telephone	\$900.00	\$901.22	\$900.00	\$776.31	\$950.00	\$50.00	
		16-238	Station 1 - Supplies	\$1,065.00	\$460.15	\$800.00	\$506.54	\$800.00	\$0.00	
		16-239	Station 1 - Building Mtce	\$1,000.00	\$3,970.51	\$4,500.00	\$1,974.90	\$4,500.00	\$0.00	
		16-241	Station 1 - Inspections & Repairs	\$750.00	\$519.80	\$750.00	\$639.28	\$750.00	\$0.00	
	Expenditure Total			\$17,369.00	\$19,032.87	\$20,600.00	\$16,524.42	\$20,700.00	\$100.00	
Station 1 Sum				\$17,369.00	\$19,032.87	\$20,600.00	\$16,524.42	\$20,700.00	\$100.00	
Station 2	Expenditure	16-252	Station 2 - Minor Purchases/Hose	\$3,400.00	\$3,423.40	\$3,400.00	\$3,456.15	\$3,400.00	\$0.00	
		16-256	Station 2 - Heating	\$5,000.00	\$2,895.64	\$3,000.00	\$4,388.83	\$3,000.00	\$0.00	
		16-257	Station 2 - Telephone	\$950.00	\$938.53	\$835.00	\$811.44	\$1,000.00	\$165.00	
		16-258	Station 2 - Supplies	\$1,000.00	\$973.45	\$1,000.00	\$957.48	\$1,000.00	\$0.00	
		16-259	Station 2 - Building Mtce	\$316.00	\$293.69	\$316.00	\$412.49	\$400.00	\$84.00	
		16-262	Station 2 - Internet	\$2,200.00	\$2,182.70	\$0.00	\$655.32	\$0.00	\$0.00	
	Expenditure Total			\$12,866.00	\$10,707.41	\$8,551.00	\$10,681.71	\$8,800.00	\$249.00	
Station 2 Sum				\$12,866.00	\$10,707.41	\$8,551.00	\$10,681.71	\$8,800.00	\$249.00	
Grand Total				\$270,733.00	\$237,829.62	\$265,026.00	\$198,876.28	\$271,000.00	\$5,974.00	

2026 Proposed Operating Budget

Cost Centre Library

Row Labels	Account Number	Account Description	2024 BUDGET	2024 ACTUALS	2025 BUDGET	2025 ACTUALS	2026 REQUEST	2026 CHANGE
Expenditure	16-803	Library - Expenses	\$114,300.00	\$114,304.51	\$124,205.00	\$124,209.92	\$154,500.00	\$30,295.00
	16-803-1	Library Insurance	\$6,570.00	\$16,391.39	\$6,570.00	\$2,655.50	\$7,500.00	\$930.00
	16-806	Library - Building Maintenance	\$3,000.00	\$4,600.08	\$5,000.00	\$417.73	\$2,500.00	(\$2,500.00)
Expenditure Total			\$123,870.00	\$135,295.98	\$135,775.00	\$127,283.15	\$164,500.00	\$28,725.00
Grand Total			\$123,870.00	\$135,295.98	\$135,775.00	\$127,283.15	\$164,500.00	\$28,725.00

2026 Proposed Operating Budget

Cost Centre Planning

Row Labels	Account Number	Account Description	2024 BUDGET	2024 ACTUALS	2025 BUDGET	2025 ACTUALS	2026 REQUEST	2026 CHANGE
Revenue	15-380	Planning & Zoning Revenue	(\$40,000.00)	(\$27,336.82)	(\$30,000.00)	(\$24,960.46)	(\$25,000.00)	\$5,000.00
	15-385	Rental Units	(\$4,000.00)	(\$4,800.00)	(\$4,500.00)	(\$6,000.00)	(\$6,500.00)	(\$2,000.00)
	15-395	Community Development Revenue	(\$300.00)	(\$400.00)	(\$300.00)	(\$10.00)	\$0.00	\$300.00
	15-751	Shore Road Allowance Revenue	(\$5,000.00)	(\$31,049.16)	(\$14,000.00)	(\$20,795.67)	(\$20,000.00)	(\$6,000.00)
Revenue Total			(\$49,300.00)	(\$63,585.98)	(\$48,800.00)	(\$51,766.13)	(\$51,500.00)	(\$2,700.00)
Expenditure	16-843	Planning & Development	\$70,000.00	\$37,890.29	\$45,000.00	\$45,491.99	\$40,000.00	(\$5,000.00)
Expenditure Total			\$70,000.00	\$37,890.29	\$45,000.00	\$45,491.99	\$40,000.00	(\$5,000.00)
Grand Total			\$20,700.00	(\$25,695.69)	(\$3,800.00)	(\$6,274.14)	(\$11,500.00)	(\$7,700.00)

2026 Proposed Operating Budget

Cost Centre Recreation

Row Labels	Account Number	Account Description	2024 BUDGET	2024 ACTUALS	2025 BUDGET	2025 ACTUALS	2026 REQUEST	2026 CHANGE
Revenue	15-370	Recreation Revenue	(\$300.00)	(\$1,497.75)	(\$1,500.00)	(\$2,530.65)	(\$2,500.00)	(\$1,000.00)
	15-373	After School Program Revenue	(\$9,000.00)	(\$10,290.82)	(\$9,000.00)	(\$3,225.00)	(\$8,400.00)	\$600.00
	15-570	Grants - Recreation	\$0.00	(\$1,560.00)	\$0.00	(\$2,420.00)	(\$2,500.00)	(\$2,500.00)
Revenue Total			(\$9,300.00)	(\$13,348.57)	(\$10,500.00)	(\$8,175.65)	(\$13,400.00)	(\$2,900.00)
Expenditure	16-787	Recreation - Public Pay Telephone	\$625.00	\$610.56	\$630.00	\$610.56	\$600.00	(\$30.00)
	16-790	Recreation Cmttee-Programs	\$26,000.00	\$22,325.50	\$27,750.00	\$25,808.65	\$36,350.00	\$8,600.00
	16-790-4	Recreation - Swim Program	\$4,000.00	\$3,042.84	\$4,000.00	\$2,405.24	\$2,200.00	(\$1,800.00)
	16-790-5	Recreation - Swim Program - Supplies	\$0.00	\$0.00	\$0.00	\$0.00	\$500.00	\$500.00
	16-790-6	Food Pantry	\$0.00	\$0.00	\$0.00	\$0.00	\$2,500.00	\$2,500.00
	16-791-2	Recreation-Equip & Education/Training	\$1,000.00	\$0.00	\$1,000.00	\$0.00	\$0.00	(\$1,000.00)
	16-798	After School Program Contract	\$7,000.00	\$3,600.62	\$7,000.00	\$5,399.37	\$11,000.00	\$4,000.00
	16-798-1	After School Program-Supplies	\$400.00	\$361.43	\$400.00	\$12.18	\$800.00	\$400.00
Expenditure Total			\$39,025.00	\$29,940.95	\$40,780.00	\$34,236.00	\$53,950.00	\$13,170.00
Grand Total			\$29,725.00	\$16,592.38	\$30,280.00	\$26,060.35	\$40,550.00	\$10,270.00

2026 Proposed Operating Budget

Cost Centre Roads

Division	Account Class	Account Number	Account Description	2024 BUDGET	2024 ACTUALS	2025 BUDGET	2025 ACTUALS	2026 REQUEST	2026 CHANGE
General	Revenue	15-330	Roads Revenue	(\$3,000.00)	\$1,050.00	(\$3,000.00)	(\$500.00)	\$0.00	\$3,000.00
		15-505-5	NORD Grant	(\$119,391.00)	(\$119,391.40)	(\$119,399.00)	(\$119,391.40)	\$0.00	\$119,399.00
	Revenue Total			(\$122,391.00)	(\$118,341.40)	(\$122,399.00)	(\$119,891.40)	\$0.00	\$122,399.00
	Expenditure	16-300	Roads - Holding Wages/Cpp/Wsib	\$513,338.00	\$537,733.43	\$523,607.00	\$564,963.90	\$589,800.00	\$66,193.00
		16-302	Roads-Office-Wages/Benefits	\$42,580.00	\$38,634.46	\$42,580.00	\$41,375.58	\$46,900.00	\$4,320.00
		16-303	Roads-Office-Supplies/Membership	\$1,300.00	\$1,495.03	\$1,500.00	\$1,570.71	\$1,500.00	\$0.00
		16-304	Roads-Office-Training/Consulting	\$4,500.00	\$5,007.73	\$8,000.00	\$8,084.47	\$8,500.00	\$500.00
		16-306	Roads-Office-Tower/Radio Licences	\$1,200.00	\$675.00	\$1,200.00	\$0.00	\$1,000.00	(\$200.00)
		16-310	Roads-Supplies GPS Maintenance	\$2,850.00	\$3,841.44	\$3,900.00	\$3,052.80	\$4,000.00	\$100.00
		16-322	Cell Phone	\$1,652.00	\$1,020.61	\$1,650.00	\$761.82	\$900.00	(\$750.00)
		16-337	Bridges/Culverts-Good & Services	\$4,000.00	\$7,945.77	\$8,000.00	\$8,086.10	\$8,000.00	\$0.00
		16-342	Invasive Species	\$0.00	\$0.00	\$0.00	\$210.00	\$0.00	\$0.00
		16-343	Road Side Brushing - Goods & Services	\$14,500.00	\$11,804.18	\$14,500.00	\$12,765.30	\$14,500.00	\$0.00
		16-344	Roads-Street Sweeping	\$4,500.00	\$4,334.87	\$4,500.00	\$2,225.18	\$4,500.00	\$0.00
		16-355	Beaver Dams - Goods & Services	\$500.00	\$700.00	\$500.00	\$0.00	\$500.00	\$0.00
		16-360	Hard Top Patch-Goods& Services	\$7,000.00	\$8,312.13	\$8,500.00	\$4,722.24	\$8,000.00	(\$500.00)
		16-370	Dust Control - Goods & Service	\$56,000.00	\$55,441.51	\$56,000.00	\$56,264.06	\$57,000.00	\$1,000.00
		16-375	Gravel-Summer Maintenance	\$220,000.00	\$224,456.97	\$220,000.00	\$221,266.73	\$35,000.00	(\$185,000.00)
		16-386	Sanding/Salting-Goods&Services	\$41,600.00	\$28,881.74	\$41,600.00	\$53,407.55	\$41,600.00	\$0.00
		16-389	Roadside Grasscutting	\$6,100.00	\$5,596.81	\$6,100.00	\$5,708.75	\$6,100.00	\$0.00
		16-391	Signs/Safety- Goods & Services	\$5,250.00	\$5,569.63	\$7,500.00	\$5,935.97	\$7,500.00	\$0.00
		16-398	Roads-Turn Around Upgrades	\$2,500.00	\$2,544.00	\$2,600.00	\$0.00	\$2,600.00	\$0.00
		16-414	Bunny Trail RR Crossing Maintenance	\$4,100.00	\$5,245.50	\$4,100.00	\$4,035.00	\$5,000.00	\$900.00
		16-439	Roads - Street Lights	\$5,000.00	\$5,573.18	\$5,600.00	\$7,913.50	\$7,500.00	\$1,900.00
		16-440-4	Roads Grant Program	\$89,798.00	\$92,131.39	\$100,000.00	\$113,570.52	\$113,000.00	\$13,000.00
		Expenditure Total			\$1,028,268.00	\$1,046,945.38	\$1,061,937.00	\$1,115,920.18	\$963,400.00
General Sum				\$905,877.00	\$928,603.98	\$939,538.00	\$996,028.78	\$963,400.00	\$23,862.00

2026 Proposed Operating Budget

Cost Centre Roads

Division	Account Class	Account Number	Account Description	2024 BUDGET	2024 ACTUALS	2025 BUDGET	2025 ACTUALS	2026 REQUEST	2026 CHANGE		
Equipment	Expenditure	16-394-1	2018 Dodge Ram Maintenance	\$3,255.00	\$5,103.69	\$3,500.00	\$2,558.75	\$4,000.00	\$500.00		
		16-394-2	2018 Dodge Ram 2018 Fuel	\$4,500.00	\$6,050.28	\$6,000.00	\$5,290.57	\$6,000.00	\$0.00		
		16-396	Misc MTO Vehicle Plate Renewal	\$9,300.00	\$9,229.84	\$9,300.00	\$0.00	\$9,500.00	\$200.00		
		16-402	2015 Freightliner Tandem Maint/ Insura	\$24,500.00	\$24,639.39	\$25,000.00	\$9,257.82	\$25,000.00	\$0.00		
		16-403	2015 Freightliner Tandem- Fuel	\$15,000.00	\$15,080.53	\$15,100.00	\$14,058.46	\$15,100.00	\$0.00		
		16-404	2017 Freightliner Single Axle - Maintena	\$19,000.00	\$18,355.74	\$19,000.00	\$8,341.58	\$19,000.00	\$0.00		
		16-404-1	2017 Freightliner Single Axle - Fuel	\$12,500.00	\$11,527.38	\$12,500.00	\$14,140.69	\$12,500.00	\$0.00		
		16-404-2	2020 Freightliner - Snow Plow Fuel	\$15,500.00	\$13,449.21	\$15,500.00	\$14,382.08	\$15,500.00	\$0.00		
		16-404-3	2020 Freightliner Snow Plow Maintenance	\$19,000.00	\$20,314.99	\$21,000.00	\$16,603.32	\$21,000.00	\$0.00		
		16-407-1	2022 Dodge 2500 Plow/Sander Maintenance	\$4,500.00	\$11,398.60	\$5,000.00	\$14,263.21	\$10,000.00	\$5,000.00		
		16-408-1	2022 Dodge 2500 Fuel	\$7,500.00	\$10,227.60	\$10,500.00	\$4,872.46	\$10,500.00	\$0.00		
		16-409	2007 International-Maintenance	\$9,000.00	\$19,737.10	\$10,000.00	\$6,667.87	\$10,000.00	\$0.00		
		16-411	2007 International - Fuel	\$5,500.00	\$2,314.70	\$5,500.00	\$10,173.41	\$5,500.00	\$0.00		
		16-412	2020 Float trailer - Maintenance	\$1,000.00	\$802.47	\$1,000.00	\$477.13	\$1,000.00	\$0.00		
		16-421	2010 Grader - Maintenance	\$25,000.00	\$15,036.12	\$50,000.00	\$48,500.10	\$30,000.00	(\$20,000.00)		
		16-423	2010 Grader - Fuel	\$14,500.00	\$13,355.44	\$14,500.00	\$6,164.53	\$14,500.00	\$0.00		
		16-426-1	2022 Backhoe Manintence	\$4,500.00	\$4,737.67	\$4,800.00	\$6,119.74	\$4,800.00	\$0.00		
		16-427-1	2022 Backhoe -Fuel	\$5,000.00	\$4,587.71	\$5,000.00	\$7,378.00	\$5,500.00	\$500.00		
		16-439-1	Hyundai Excavator Maintenance	\$4,500.00	\$4,175.90	\$4,500.00	\$1,765.76	\$3,500.00	(\$1,000.00)		
		16-439-2	Hyundai Excavator Fuel	\$5,000.00	\$5,176.22	\$5,200.00	\$7,196.08	\$5,500.00	\$300.00		
		16-439-3	Fleet Insurance	\$38,817.00	\$40,979.17	\$43,206.00	\$15,028.85	\$48,900.00	\$5,694.00		
		Expenditure Total				\$247,372.00	\$256,279.75	\$286,106.00	\$213,240.41	\$277,300.00	(\$8,806.00)
		Equipment Sum				\$247,372.00	\$256,279.75	\$286,106.00	\$213,240.41	\$277,300.00	(\$8,806.00)
Boat Launches	Revenue	15-790-3	Transfer from Parkland Reserve (Operating)			(\$20,000.00)	(\$21,592.78)	(\$20,000.00)	\$0.00		
	Revenue Total					(\$20,000.00)	(\$21,592.78)	(\$20,000.00)	\$0.00		
	Expenditure	16-399	Roads-Boat Launch Goods & Services	\$0.00	\$5.09	\$20,000.00	\$21,592.78	\$20,000.00	\$0.00		
	Expenditure Total			\$0.00	\$5.09	\$20,000.00	\$21,592.78	\$20,000.00	\$0.00		
Boat Launches Sum				\$0.00	\$5.09	\$0.00	\$0.00	\$0.00	\$0.00		
Grand Total				\$1,153,249.00	\$1,184,888.82	\$1,225,644.00	\$1,209,269.19	\$1,240,700.00	\$15,056.00		

2026 Proposed Operating Budget

Cost Centre Thrift Shop

Row Labels	Account Number	Account Description	2024 BUDGET	2024 ACTUALS	2025 BUDGET	2025 ACTUALS	2026 REQUEST	2026 CHANGE
Revenue	15-571	Maple Island Thrift Shop	(\$19,000.00)	(\$18,726.50)	(\$19,000.00)	(\$21,583.40)	(\$19,000.00)	\$0.00
Revenue Total			(\$19,000.00)	(\$18,726.50)	(\$19,000.00)	(\$21,583.40)	(\$19,000.00)	\$0.00
Expenditure	16-716	Maple Is. Hall - Supplies	\$300.00	\$0.00	\$100.00	\$0.00	\$100.00	\$0.00
	16-718	Maple Is. Hall - Building Mtce	\$1,600.00	\$393.19	\$1,000.00	\$245.23	\$1,000.00	\$0.00
	16-719	Maple Is. Hall - Heat/Hydro	\$2,400.00	\$2,379.86	\$2,700.00	\$2,730.05	\$2,800.00	\$100.00
	16-720	Maple Is. Hall - Telephone	\$2,000.00	\$2,025.74	\$2,000.00	\$1,924.96	\$2,000.00	\$0.00
	16-725	Maple Is. Hall - Insurance	\$1,697.00	\$1,776.37	\$1,875.00	\$636.14	\$2,000.00	\$125.00
	16-793	Recreation-Thrift Shop Donations	\$17,000.00	\$14,700.00	\$19,000.00	\$15,800.00	\$17,000.00	(\$2,000.00)
	16-794	Recreation - Thrift Shop Expenses	\$300.00	\$361.77	\$300.00	\$0.00	\$300.00	\$0.00
Expenditure Total			\$25,297.00	\$21,636.93	\$26,975.00	\$21,336.38	\$25,200.00	(\$1,775.00)
Grand Total			\$6,297.00	\$2,910.43	\$7,975.00	(\$247.02)	\$6,200.00	(\$1,775.00)

2026 Proposed Operating Budget

Cost Centre Waste Management

Division	Account Class	Account Number	Account Description	2024 BUDGET	2024 ACTUALS	2025 BUDGET	2025 ACTUALS	2026 REQUEST	2026 CHANGE
General	Revenue	15-346	Garbage Pick Up Fees	(\$13,000.00)	(\$249.00)	\$0.00	(\$30.00)	(\$50.00)	(\$50.00)
		15-346-5	Landfill Revenue - Sale of Scrap Metal	(\$20,000.00)	(\$11,976.70)	(\$12,000.00)	(\$11,808.50)	(\$12,000.00)	\$0.00
		15-346-6	Landfill - Recycling Revenue	\$0.00	(\$31,943.93)	(\$62,550.00)	(\$53,756.97)	(\$42,000.00)	\$20,550.00
	Revenue Total			(\$33,000.00)	(\$44,169.63)	(\$74,550.00)	(\$65,595.47)	(\$54,050.00)	\$20,500.00
	Expenditure	16-444-2	Landfill Wages	\$149,046.00	\$115,639.89	\$125,000.00	\$137,408.34	\$122,700.00	(\$2,300.00)
		16-479-2	Garbage Compacting	\$0.00	\$0.00	\$19,500.00	\$15,264.03	\$19,500.00	\$0.00
	Expenditure Total			\$149,046.00	\$115,639.89	\$144,500.00	\$152,672.37	\$142,200.00	(\$2,300.00)
General Sum				\$116,046.00	\$71,470.26	\$69,950.00	\$87,076.90	\$88,150.00	\$18,200.00
Aulds Landfill	Revenue	15-346-2	Landfill Revenue - Auld POS	\$0.00	(\$8,775.00)	(\$9,000.00)	(\$7,815.27)	(\$8,500.00)	\$500.00
		15-346-4	Landfill Revnue - Aulds Bag Tags	\$0.00	(\$30.00)	(\$50.00)	\$0.00	\$0.00	\$50.00
	Revenue Total			\$0.00	(\$8,805.00)	(\$9,050.00)	(\$7,815.27)	(\$8,500.00)	\$550.00
	Expenditure	16-466	Auld Landfill - Supplies	\$1,000.00	\$961.54	\$1,000.00	\$403.56	\$1,500.00	\$500.00
		16-466-1	Aulds Landfill - Hydro	\$1,100.00	\$1,114.45	\$1,100.00	\$930.04	\$1,000.00	(\$100.00)
		16-471	Auld Landfill - Bulk Waste	\$11,300.00	\$11,401.08	\$11,300.00	\$10,018.91	\$11,300.00	\$0.00
		16-473	Auld Landfill - Maintenance	\$2,600.00	\$2,729.99	\$3,500.00	\$2,335.75	\$3,500.00	\$0.00
		16-473-1	Auld Landfill-Compactors Maintenance	\$1,500.00	\$0.00	\$1,000.00	\$0.00	\$1,000.00	\$0.00
		16-476	Auld Landfill - Misc/Training.	\$500.00	\$0.00	\$500.00	\$283.52	\$500.00	\$0.00
		16-478	Auld's Landfill - Monitoring	\$6,000.00	\$4,444.72	\$6,000.00	\$6,224.77	\$6,000.00	\$0.00
		16-479	Auld Landfill - Heating	\$900.00	\$182.77	\$900.00	\$375.48	\$900.00	\$0.00
		16-479-1	Aulds Landfill - Internet	\$1,700.00	\$991.21	\$1,000.00	\$990.98	\$1,000.00	\$0.00
		Expenditure Total			\$26,600.00	\$21,825.76	\$26,300.00	\$21,563.01	\$26,700.00
Aulds Landfill Sum				\$26,600.00	\$13,020.76	\$17,250.00	\$13,747.74	\$18,200.00	\$950.00
York Landfill	Revenue	15-346-1	Landfill Revenue - York POS	\$0.00	(\$3,320.00)	(\$4,000.00)	(\$3,860.00)	(\$4,000.00)	\$0.00
		15-346-3	Landfill Revnue - York Bag Tags	(\$100.00)	(\$20.00)	(\$50.00)	\$0.00	\$0.00	\$50.00
	Revenue Total			(\$100.00)	(\$3,340.00)	(\$4,050.00)	(\$3,860.00)	(\$4,000.00)	\$50.00
	Expenditure	16-444	York Landfill - Misc.	\$400.00	\$0.00	\$400.00	\$203.52	\$0.00	(\$400.00)
		16-444-1	York Landfill - Training	\$500.00	\$0.00	\$500.00	\$78.74	\$500.00	\$0.00
		16-446	York Landfill - Supplies	\$1,200.00	\$1,388.54	\$1,200.00	\$623.45	\$1,200.00	\$0.00
		16-446-1	York Landfill - Hydro	\$700.00	\$599.47	\$700.00	\$586.97	\$700.00	\$0.00
		16-452	York Landfill - Maintenance	\$3,000.00	\$4,477.05	\$6,000.00	\$3,773.89	\$5,000.00	(\$1,000.00)
		16-452-2	York Landfill-Compactors Maintenance	\$3,500.00	\$233.84	\$1,000.00	\$0.00	\$1,000.00	\$0.00
		16-455	York Landfill -Hazardous Waste	\$10,000.00	\$8,188.60	\$10,000.00	\$6,146.37	\$9,000.00	(\$1,000.00)
		16-456	York Landfill - Monitoring	\$11,500.00	\$11,861.62	\$12,000.00	\$11,467.28	\$12,000.00	\$0.00
		16-457	York Landfill - Heating	\$750.00	\$628.47	\$750.00	\$781.16	\$800.00	\$50.00
		16-457-1	York Landfill - Internet	\$1,950.00	\$1,924.88	\$1,950.00	\$1,928.65	\$1,950.00	\$0.00
		16-459	York Landfill - Bulk Waste	\$13,260.00	\$11,832.20	\$13,260.00	\$11,082.60	\$13,300.00	\$40.00
		Expenditure Total			\$46,760.00	\$41,134.67	\$47,760.00	\$36,672.63	\$45,450.00
York Landfill Sum				\$46,660.00	\$37,794.67	\$43,710.00	\$32,812.63	\$41,450.00	(\$2,260.00)
Grand Total				\$189,306.00	\$122,285.69	\$130,910.00	\$133,637.27	\$147,800.00	\$16,890.00

2026 Proposed Operating Budget

Cost Centre Water Services

Row Labels	Account Number	Account Description	2024 BUDGET	2024 ACTUALS	2025 BUDGET	2025 ACTUALS	2026 REQUEST	2026 CHANGE
Expenditure	16-778	Water Maintenance	\$6,500.00	\$3,788.32	\$5,000.00	\$9,506.29	\$5,000.00	\$0.00
	16-779	Water Testing	\$1,500.00	\$1,286.45	\$1,500.00	\$1,114.23	\$1,500.00	\$0.00
Expenditure Total			\$8,000.00	\$5,074.77	\$6,500.00	\$10,620.52	\$6,500.00	\$0.00
Grand Total			\$8,000.00	\$5,074.77	\$6,500.00	\$10,620.52	\$6,500.00	\$0.00

Assessment and Tax Analysis

Municipality of Whitestone 2026 Assessment

2025 Tax Rate	0.00587374
Increase	1.029916
2026 Tax Rate	0.00604946

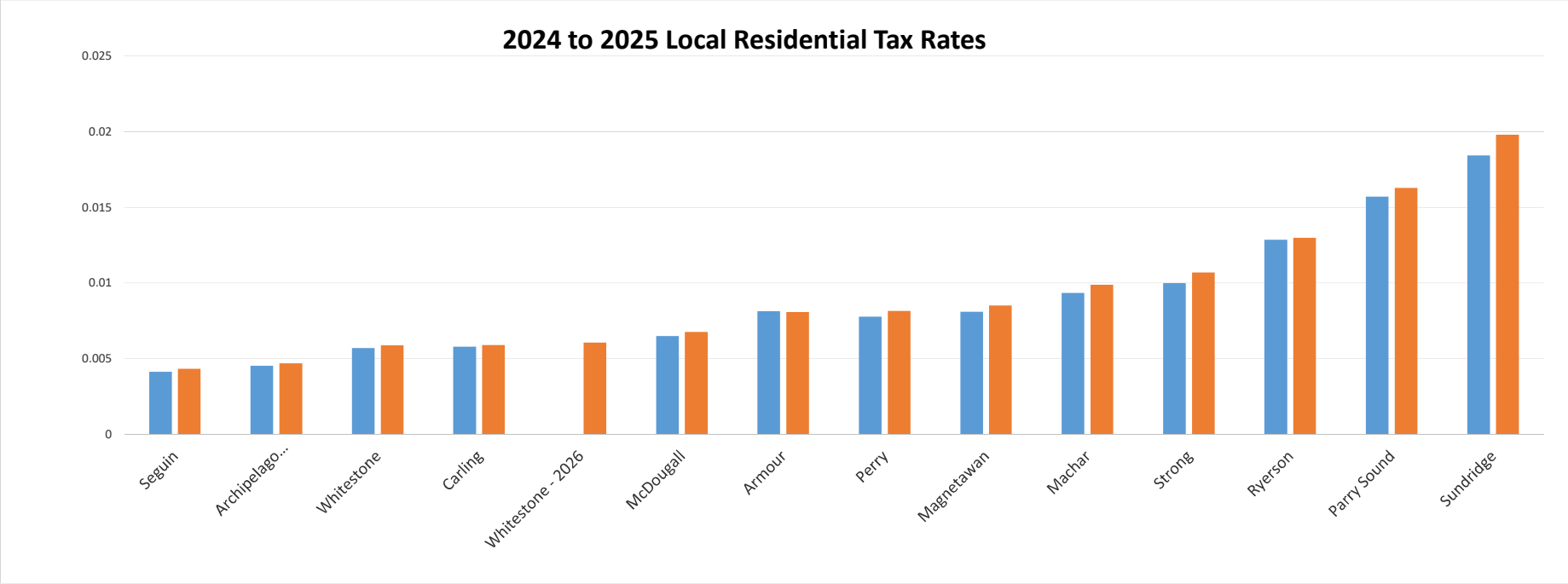
GENERAL LEVY									
Assessment Class	2022 Assessment	2023 Assessment	2024 Assessment	2025 Assessment	2026 Assessment	Tax Ratio	2026 Weighted Assessment	2026 Tax Rate	2026 Tax Amount
Residential	611,511,510	620,772,410	631,454,410	644,948,501	652,183,801	1.000000	652,183,801	0.00604946	3,945,360
Commercial	3,935,200	4,121,800	4,121,800	4,230,600	4,231,100	1.000000	4,231,100	0.00604946	25,596
Commercial Excess						0.700000	0	0.00423462	0
Commercial Vacant	130,500	130,500	130,500	130,500	130,500	0.700000	91,350	0.00423462	553
Commercial New Construction	305,400	0				1.000000	0	0.00604946	0
Farmland	3,136,800	3,133,900	3,210,000	3,246,800	3,252,500	0.250000	813,125	0.00151237	4,919
Industrial	279,100	279,100	204,200	75,000	75,000	1.000000	75,000	0.00604946	454
Managed Forest	2,325,300	2,332,400	2,376,200	2,468,500	3,032,800	0.250000	758,200	0.00151237	4,587
Aggregate Extraction				129,200	129,200	0.813706	105,131	0.00492248	636
Sub Total	621,623,810	630,770,110	641,497,110	655,229,101	663,034,901		658,257,707		3,982,104
Industrial PIL						1.000000	0	0.00604946	0
Commercial PIL	86,700	86,700	86,700	72,600	82,800	1.000000	82,800	0.00604946	501
Residential PIL - General	78,000	78,000	78,000	78,000	78,000	1.000000	78,000	0.00604946	472
Residential Tenant of Prov PIL	1,269,700	1,279,200	1,244,200	1,285,700	1,285,700	1.000000	1,285,700	0.00604946	7,778
Landfill PIL	9,800	9,800	9,800	13,400	13,400	4.491324	60,184	0.02717008	364
LCBO PIL						1.000000	0	0.00604946	0
Total	623,068,010	632,223,810	642,915,810	656,678,801	664,494,801		659,764,391		3,991,218

EDUCATION LEVY									
Assessment Class	2022 Assessment	2023 Assessment	2024 Assessment	2025 Assessment	2026 Assessment	Tax Ratio	2026 Weighted Assessment	2026 Tax Rate	2026 Tax Amount
Residential	611,511,510	620,772,410	631,454,410	644,948,501	652,183,801	1.000000	652,183,801	0.00153000	997,841
Commercial	3,935,200	4,121,800	4,121,800	4,230,600	4,231,100	1.000000	4,231,100	0.00586377	24,810
Commercial Excess						0.700000	0	0.00586377	0
Commercial Vacant	130,500	130,500	130,500	130,500	130,500	0.700000	91,350	0.00586377	765
Commercial New Construction	305,400	0				1.000000	0	0.00586377	0
Farmland	3,136,800	3,133,900	3,210,000	3,246,800	3,252,500	0.250000	813,125	0.00038250	1,244
Industrial	279,100	279,100	204,200	75,000	75,000	1.000000	75,000	0.00880000	660
Managed Forest	2,325,300	2,332,400	2,376,200	2,468,500	3,032,800	0.250000	758,200	0.00038250	1,160
Aggregate Extraction				129,200	129,200	0.813706	105,131	0.00511000	660
Sub Total	621,623,810	630,770,110	641,497,110	655,229,101	663,034,901		658,257,707		1,027,141
Industrial PIL						1.000000	0		
Commercial PIL	86,700	86,700	86,700	72,600	82,800	1.000000	82,800	0.00586377	486
Residential PIL - General	78,000	78,000	78,000	78,000	78,000	1.000000	78,000	0.00153000	119
Residential Tenant of Prov PIL	1,269,700	1,279,200	1,244,200	1,285,700	1,285,700	1.000000	1,285,700	0.00153000	1,967
Landfill PIL	9,800	9,800	9,800	13,400	13,400	4.491324	60,184	0.00980000	131
LCBO PIL						1.000000	0	0.00586377	0
Total	623,068,010	632,223,810	642,915,810	656,678,801	664,494,801		659,764,391		1,029,844

**Municipality of Whitestone
2026 Tax Impact Analysis**

2026 Tax Impact on Median/Typical Property (Before Education Tax)	CVA	2025 Municipal Taxes	2026 Municipal Taxes	\$ Tax Change	% Tax Change
Single Family Home	\$	146,000	\$ 857.57	\$ 883.22	\$ 25.66 2.99%
Seasonal Recreational Dwelling	\$	265,000	\$ 1,556.54	\$ 1,603.11	\$ 46.57 2.99%
Farm House	\$	142,000	\$ 834.07	\$ 859.02	\$ 24.95 2.99%
Farmland	\$	73,000	\$ 107.20	\$ 110.40	\$ 3.21 2.99%
Managed Forest	\$	43,500	\$ 63.88	\$ 65.79	\$ 1.91 2.99%
Small Office Bldg	\$	107,700	\$ 632.60	\$ 651.53	\$ 18.93 2.99%
Small Retail Comm Prop	\$	86,000	\$ 505.14	\$ 520.25	\$ 15.11 2.99%

2026 Tax Impact on Median/Typical Property (After Education Tax)	CVA	2025 Taxes	2026 Taxes	\$ Tax Change	% Tax Change
Single Family Home	\$	146,000	\$ 1,080.95	\$ 1,106.60	\$ 25.66 2.37%
Seasonal Recreational Dwelling	\$	265,000	\$ 1,961.99	\$ 2,008.56	\$ 46.57 2.37%
Farm House	\$	142,000	\$ 1,051.33	\$ 1,076.28	\$ 24.95 2.37%
Farmland	\$	73,000	\$ 135.12	\$ 138.33	\$ 3.21 2.37%
Managed Forest	\$	43,500	\$ 80.52	\$ 82.43	\$ 1.91 2.37%
Small Office Bldg	\$	107,700	\$ 1,264.13	\$ 1,283.05	\$ 18.93 1.50%
Small Retail Comm Prop	\$	86,000	\$ 1,009.43	\$ 1,024.54	\$ 15.11 1.50%





2026 Capital Budget Worksheet

Requesting Department: Fire Department
Project Name: Air Packs & Multi Gas Detectors

Project Start Date: 01-Oct-25
Estimated End Date: 01-Jun-26

Project Description: Added (2) two more S.C.B.A and (2) two more S.C.B.A, Cylinder and (3) New multi gas detectors.

Business Case: The new S.C.B.A and multi gas detectors. Will help reduce firefighter cancer-related illnesses, on fire and emergency scenes. The cost to purchase the equipment will be totally covered by the Fire Protection Grant, which the fire department applied for in Oct 2025 and has been approved.

How does this tie into the Strategic Plan? 7.9 Promote health and safety. 7.10 Prepare for emergencies.

Expenditure Forecast

Planning & Design	
Construction / Purchase	
Furniture/Equipment	23,300
Materials	
Contingency	
Other	
TOTAL EXPENDITURES	23,300

Funding Sources

Levy Funding	
Reserves	
OCIF	
CCBF	
External Contributions	23,300
Other	
TOTAL FUNDING SOURCES	23,300



MEMORANDUM

To: Mayor and Council
From: Jessica Sinkowski, Treasurer/Tax Collector
Date: April 21, 2026
Re: Adoption of Fees and Charges By-Law

Background:

Throughout the budget process, Council reviewed the proposed Schedule of Fees and Charges during budget meetings held in February and March 2026. During those discussions, Council requested several revisions to the proposed fees.

Update:

Staff are now bringing forward the final Schedule of Fees and Charges, which reflects all changes requested by Council. An additional fee for "Recreation Classes" has also been added on a cost recovery basis to provide flexibility depending on the type of class offered and to allow for recovery of associated program costs.

By-law 20-2026 has been included on the agenda for formal passing of the 2026 User Fees By-law.

Implementation:

Upon passage of By-law 20-2026, the approved changes to the Schedule of Fees and Charges will take effect immediately.

THE CORPORATION OF THE MUNICIPALITY OF WHITESTONE

BY-LAW NO. xx-2026

Being a By-law to Establish Fees and Charges
for services provided by the Municipality of Whitestone
and to repeal By-law Nos. 08-2024 and 25-2025

WHEREAS Section 391(1) of the *Municipal Act*, 2001, S.O. 2001, c. 25, as amended, authorizes the Council of a local municipality to pass by-laws imposing fees or charges for services or activities provided or done by or on behalf of it; for costs payable by it for services or activities provided or done by or on behalf of any other municipality or local board; and for the use of its property including property under its control;

AND WHEREAS Section 69 of the *Planning Act*, R.S.O. 1990, c. P. 13, provides that the Council of a municipality may prescribe a tariff of fees for the processing of applications made in respect of planning matters;

AND WHEREAS Section 7 of the *Building Code Act*, 1992, S.O. 1992, c. 23, as amended, authorizes a municipal Council of a municipality to pass a By-law requiring the payment of fees on applications for and issuance of permits and prescribing the amounts thereof;

NOW THEREFORE the Council of the Corporation of the Municipality of Whitestone hereby enacts as follows:

1. **GENERAL:**
 - 1.1. The Council of the Corporation of the Municipality of Whitestone Council hereby establishes the fees and charges as set out in the Schedules attached hereto and forming an integral part of this By-law.
 - 1.2. This By-law shall be known and may be cited as the “Municipality of Whitestone Fees and Charges By-law”.
 - 1.3. The fees set out in the attached Schedules shall be paid for the services or activities listed, and all fees are per occasion or request unless noted otherwise.
 - 1.4. The fees and charges will be subject to Harmonized Sales Tax (HST) where applicable.
2. **SEVERABILITY:** If any provision or part of a provision of this By-law is declared by any court or tribunal of competent jurisdiction to be illegal or inoperative, in whole or in part, or inoperative in particular circumstances, the balance of the By-law, or its application in other circumstances, shall not be affected and shall continue to be in full force and effect.
3. **CONFLICT WITH ANY OTHER BY-LAW:** In the event of any conflict between any provisions of this By-law and any other By-law heretofore passed, the provisions of this By-law shall prevail.
4. **REVIEW:** The Council of the Corporation of the Municipality of Whitestone shall review this By-law once per calendar year to ensure that fees are kept up to date and relevant.
5. **REPEAL OF PREVIOUS BY-LAWS:** That the following By-laws are hereby repealed:

By-law 08-2024	Being a By-law Being a By-law to Establish Fees and Charges For services provided by the Municipality of Whitestone and to repeal By-law Nos. 09-2022 and 40-2023
By-law 20-2025	Being a By-law to amend By-law No. 08-2024, Being a By-law to Establish Fees and Charges for services provided by the Municipality of Whitestone

- 6. **PRECEDENCE:** This By-law shall have precedence over any other By-law or schedule of a By-law currently in effect wherein fees or service charges are set out in that By-law.
- 7. **EFFECTIVE DATE:** That By-law No. xx-2026, being a By-law to Establish Fees and Charges for services provided by the Municipality of Whitestone, is hereby passed this 21st day of April, 2026.

Mayor _____ George Comrie

CAO/Clerk _____ Nigel Black

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SCHEDULE A

Facility Rentals

Fees are subject to HST

Facility	Description	Current Fee
Community Centre	Ratepayer (full day)	\$175.00
	Ratepayer (half day)	\$85.00
	Non-ratepayer	\$350.00
	Non-ratepayer (half day)	\$170.00
	Meetings (Sat & Sun 3 hrs max)	\$85.00
	Meetings (Mon – Fri 3 hrs max)	\$40.00
	Security/Clean up deposit	\$100.00
	Tablecloth cleaning and/or replacement	Actual Cost
Pavilion	Ratepayers	\$50.00
	Non-ratepayers	\$100.00
	Tournaments	\$130.00
Ball Park and Commons	Ratepayers	Donations
	Non-ratepayers	Donations

Notes:

Security Deposit

A security/clean up deposit may be required at the discretion of the Municipality (Typically for Private Rentals)

Exemptions and/or Reductions in Fees

- Note 1. Fees may be exempt for the following:
- Compassionate needs within the Municipality providing that any funds raised are given directly to the recipient and not put in a trust fund
 - Youth and Seniors events sponsored by one or more non-profit organization within the Municipality provided the event is not a non-fundraising event
 - Events sponsored by the Municipality
 - Funerals receptions for Whitestone families, subject to the availability of the Community Centre and provided it has not been previously booked

- Note 2. The Seniors' Lunch is exempt
- Note 3. The Rod and Gun Club fishing Derby is exempt
- Note 4. The Annual Agricultural Fair, as well as Agricutural Commitee meetings, are exempt
- Note 5. Bingo events in support of the Nursing Station are exempt

Other exemptions and/or reductions in fees may be at the discretion of the CAO/Clerk

SCHEDULE B

Landfill Rates and Fees

Fees are not subject to HST

Item	Description	Current Fee
Household Waste	Household waste free of hazardous waste	Free
Electronics Waste		Free
Recyclables	Plastic/Glass/Aluminum Cans etc.	Free
	Fibre (Newspaper, Cardboard etc)	Free
	Scrap Metals	Free
Appliances and Furniture	Items with Refrigerant (refrigerant removal fee)	\$25.00
	Items of Furniture	\$15.00 each
	Mattress small, (crib, twin)	\$15.00 each
	Mattress, large (double, queen, king)	\$20.00 each
	Vehicle Trunk Load	\$50.00
	Pickup Truck or Trailer Load (Note 2)	\$100.00
Sorted Household Construction/Demotion Waste - Auld's Road Site Only (Note 1)	Pickup Truck or Trailer Load (Note 2)	\$50.00
	Small Household Quantities (Note 3)	\$20.00
Yard Waste/Leaves/Brush (Note 4)	Pickup Truck or Trailer Load (Note 2)	Free
Propane Tanks		\$20.00
Boats	(Note 5)	Free
Boat Wrap, Pool Liner	Single Boat Wrap or Small Pool Liner	\$15.00
	Large Pool Liner	\$30.00
Styrofoam and Other Plastic Foams		Free
Landfill Access Permit Card	One per property	Free
	Replacement of lost card or additional cards per property	\$15.00
	One-time pass for visitors	\$5.00 per bag
Blue Box Recycling Container	First Blue Box (new residents only)	Free
	Additional Blue Box	\$40.00

Notes:

- Note 1. No Contractor construction / demolition debris will be accepted, including shingles
- Note 2. Approximate volume of pickup truck / trailer load is 120 cubic feet or 3.3 cubic metres. Landfill site attendants may use discretion in charging for larger or smaller volume loads
- Note 3. Approximate volume of 200 litres / 45 imperial gallons / 0.2 cubic metres or less
- Note 4. No Contractor yard waste, leaves, or brush will be accepted
- Note 5. Only metal hulled boats, completely stripped, maximum length 20 feet, will be accepted
- Note 6. Tires are not accepted at Whitestone landfill sites.

SCHEDULE C

Planning Rates and Fees

Fees are not subject to HST

Description	Current Fee
Special Council Meeting - Note 1	\$350.00
Mailing per Envelope for notifications	\$2.00
Pre Consultation Fee with Municipal Planning Consultant (optional)	\$250.00
Zoning By-law Amendment	
Non-Refundable Admin Fee	\$1,000.00
Deposit for Professional Services (planning consultant or legal)	\$2,500.00
Official Plan Amendment	
Non-Refundable Admin Fee	\$1,000.00
Deposit for Professional Services (planning consultant or legal)	\$2,500.00
Deeming By-law	
Non-Refundable Admin Fee	\$300.00
Deposit for Professional Services (planning consultant or legal)	\$800.00
Shore Road Allowance	
Purchase Land	\$2.00/m ²
Non-Refundable Application Fee	\$1,000.00
Deposit for Professional Services (planning consultant or legal)	\$2,500.00
Shore Road Allowance Lease	
Application Fee (for initial and follow-up applications and lease assignments)	\$150.00
Annual Lease Payment	\$10.00
Legal and Planning Costs	\$1,000.00
Unopened Road Allowance	
Purchase Land	Fair Market Value
Non-Refundable Application Fee	\$1,000.00
Deposit for Professional Services (planning consultant or legal)	\$2,500.00
Parkland Dedication	
Residential	5% of Assessed Value
Commercial	2% of Assessed Value
Minor Variance	
Non-Refundable Application Fee	\$500.00
Deposit for Professional Services (planning consultant or legal)	\$2,500.00
Encroachment and/or Road Agreement	
Non-Refundable Admin Fee	\$500.00
Deposit for Professional Services (planning consultant or legal)	\$1,500.00
Site Plan/Development	
Non-Refundable Application Fee	\$1,000.00
Deposit for Professional Services (planning consultant or legal)	\$2,500.00
Agreement - Section 51(26) Planning Act	
Legal and Planning Costs	Actual Cost
Subdivision Agreement	
Non-Refundable Application Fee	\$4,000.00
Deposit for Professional Services (planning consultant or legal)	\$4,000.00
Road Naming/Renaming Application	
Non-Refundable Admin Fee	\$500.00
Deposit for Professional Services (planning consultant or legal)	No Deposit

Note 1 - A Public Meeting fee applies only if the Public Meeting is a Special Meeting of Council and not part of a regular Council Meeting

Note: Any additional costs incurred by the Municipality, such as consultation with a planning consultant or legal, are the responsibility of the applicant. If fees for professional services exceed the deposit amount, a further deposit will be required before the application proceeds.

SCHEDULE D

Building Department Rates and Fees

How Bulding Permit Fees are calculated:				
The rate to be levied against each \$1000.00 of construction value shall be \$15.00 plus a minimum base fee of \$150.00. will be rounded to the nearest dollar. Fees are not subject to HST				Fees
SAMPLE CALCULATION: Residential Unit, with basement Main floor (2000 sq.ft x \$140) + Basement (1800 sq.ft. x \$70) = \$406,000 (\$406 x \$14.50) + Base Fee \$140 = \$6,027 (Building Permit Fee)				
The Chief Building Official may place a valuation on the cost of the proposed work as per Section 5 of the Whitestone By-law No. 32-2015.				
	Building/ permit type	Description	Calculation factor for construction value	Notes
1	Residential/Seasonal	Single storey finished	\$170.00	Per sq. ft
		Each additional storey incdlg walkout basements and finished non-walkout basements	\$90.00	Per sq. ft
2	Accessory Buildings	Garages, storage, boathouses	\$45.00	Per sq. ft
		Porches,carports,sundecks, balconies	\$35.00	Per sq. ft
		Solariums, sunrooms, bunkies, and garages (habitable/living space only)	\$60.00	Per sq. ft
3	Commercial/Industrial/ Institutional	Principal building	\$100.00	Per sq. ft
		Accessory	\$50.00	Per sq. ft
4	Designated Structures	As per Div.A.1.3.1.1. OBC	Based on cost - Minimum Flat Fee of \$500.00 (whichever is greater)	Based on cost - Minimum Flat Fee of \$500.00 (whichever is greater)
5	Farm Buildings	On land assessed for Farms	\$25.00	Per sq. ft
6	Foundation-new or replacement	Full height	\$25.00 - Minimum Flat Fee of \$500.00 (whichever is greater)	Per sq. ft
		Crawl space,frost wall, piers	\$20.00 - Minimum Flat Fee of \$500.00 (whichever is greater)	Per sq. ft
7	Construction/addition	Per type of permit (ie 1, 2, 3, 4, 5 or 6)	See above	Per sq. ft
		Alteration, repair and installation	Based on cost	Based on cost
8	Chimney, fireplace, woodstove		\$150.00	Flat fee
9	Demolition		\$100.00	Flat fee
10	Change of use		\$250.00 Flat Fee or \$150 Flat Fee if no Construction is Required	Flat fee
11	Plumbing		\$150.00	Flat fee
12	Docks		\$150.00	Flat fee
	OTHER FEES		Fee	Notes
13	Permit transfer, special inspection	Special inspection fee	\$200.00	Flat fee
14	Conditional Permit	Fee plus additional fees based on class of construction	\$200.00 plus additional fees based on Construction Class	Flat fee
15	Alternative Solution Design	Fee plus other applicable fees	\$500.00	Applicable fees
16	Building without a permit		Fees doubled or Minimum fee of \$1500.00 (whichever is greater)	based on calculated fees
17	Revised drawings	Fee per revised page	\$50.00 per page after Permit Issuance / \$100.00 per page if required after inspection	Flat fee
18	Inactive Permit	Fee per inspection after three (3) years or more from date of issuance of the Building Permit	\$200.00	Flat fee
19	Refunds- application for refund must be made within six (6) months of issuance of permit(s)	Application filed not processed	75% of Fee paid	
20		Application filed and processed	50% of Fee paid	
21		If less than \$100	no refund	
22	Road Damage Deposit	See Policy on municipal website. Refund at the discredion of the Municipality	\$1,000.00	Flat fee
23	Re-inspection (per incident)	Inspection requested and CBO arrives at job site and the Phase to be inspected is not ready.	\$100.00	Flat fee
24	Printing Fee for Drawings	Drawings - 24" x 32"	\$10	Per Page

SCHEDULE E

Road Name and 9-1-1 Signs

Fees are not subject to HST

Service	Fee
9-1-1 Sign without post	\$30.00
9-1-1 Sign with post	\$50.00
Road name sign and post (applicant installs)	Actual cost

SCHEDULE F

Cemetery Rates and Fees

All fees are subject to HST unless noted otherwise

Item	Description	Current Fee
Burial Plot	Residents (interment rights)	\$254.00
	Residents (perpetual care and maintenance)	\$404.00
	Non-residents (interment rights)	\$762.00
	Non-residents (perpetual care and maintenance)	\$635.00
Cremation Plot	Residents (interment rights)	\$127.00
	Residents (perpetual care and maintenance)	\$288.00
	Non-residents (interment rights)	\$462.00
	Non-residents (perpetual care and maintenance)	\$288.00
Scattering	Residents (interment rights)	\$58.00
	Residents (perpetual care and maintenance)	\$132.00
	Non-residents (interment rights)	\$86.00
	Non-residents (perpetual care and maintenance)	\$132.00
Transfer of Internment Rights	(Note 1)	\$69.00
Flat marker under 172 sq in		N/C
Flat marker over 172 sq in		\$100.00
Upright monument up to 4 X 4 ft		\$200.00
Staking fee- Lots / Markers	(Note 2)	\$63.00
Opening/Closing Burial Lot		Fee as per Funeral Home and paid directly to the Funeral Home
Opening/Closing Cremation Lot	(Note 2)	\$138.00
Bereavement Authority of Ontario License fee	All interments: burial, cremation or scattering	\$30.00

Notes:

Note 1 - HST is not applicable

Paid to the Cemetery Board member or his/her designate

SCHEDULE G

Fire Services Rates and Fees

Fees are not subject to HST

Service	Fee
Response to motor vehicle accidents on Provincial Highways	As per M.T.O. rates/hour/vehicle
Railroad call outs for fire on or beside tracks	As per M.T.O. rates/hour/vehicle
Railroad call outs for accidents and/or incidents including derailments	As per M.T.O. rates/hour/vehicle
Gross negligence or as result of illegal act	As per M.T.O. rates/hour/vehicle
Hydro and/or Bell call outs	As per M.T.O. rates/hour/vehicle
Recovery of additional costs incurred	Actual costs
Fire occurrence report/letter	\$65.00
Smoke detectors	Actual costs
Carbon Monoxide Detectors	Actual costs
Combination Smoke Detector and Carbon Monoxide Detector	Actual costs
Fire permits	Free
Incinerator permits	\$25.00

SCHEDULE H

Dog Licensing Rates and Fees

Fees are not subject to HST

Item	Fee
Dog tag (annual)	\$15.00
Dog tag (life time)	\$50.00
Replacement tag	\$10.00
Animal control service fee (See Note 1)	\$50.00
Kennel Licensing Fee (annual)	\$100.00

Notes:

Note 1: Applicable when By-Law Enforcement Officer locates and returns dog to owner.

SCHEDULE I

General Government Fees

Fees are not subject to HST

Item	Current Fee
Photocopies per sheet	\$1.00
Facsimile per sheet	\$2.00
Returned cheque	\$50.00
Copy of Official Plan	\$15.00
Copy of Zoning by-law	\$15.00
Tax certificate (per roll number)	\$50.00
Building and zoning compliance letter (per roll number) Residential	\$125.00
Building and zoning compliance letter (per roll number) Commercial	\$150.00
Commissioner for taking Affidavits	\$10.00
Bailiff fees	Actual costs
Small claims	Actual costs
Freedom of Information Request	\$5.00
Freedom of Information Research (staff time and photocopying)	Per MFIPPA

SCHEDULE J

Miscellaneous Rates and Fees

Fees are not subject to HST

Item	Current Fee
Entrance permit application fee (non-refundable)	\$200.00
Entrance permit deposit	\$750.00
Farley Road Parking Permit (annual) - Deeded access properties only	\$55.00
Farley Road, Additional Guest Parking Permit (annual) - Deeded access properties only	\$15.00
Sign Advertising (annual)	\$200.00
After School Program (per day/per child)	\$6.00
Recreation Classes	Cost Recovery

CONSENT AGENDA

DRAFT Special Council Meeting Minutes
Wednesday March 4, 2026 10:00 a.m.
Zoom Video Conferencing only

Present: Mayor George Comrie
Councillor Janice Bray
Councillor Joe Lamb
Councillor Scott Nash
Councillor Brian Woods

Staff: Nigel Black, CAO/Clerk
Mike Huggins, Manager of Public Works
Paula Macri, Planning Assistant
Jamie Osborne, Chief Building Official
Wendy Schroeder, Deputy Clerk
Jessica Sinkowski, Treasurer / Tax Collector
Bob Whitman, Fire Chief

Invited Guests: None

Other Guests: 1 by videoconference

1. Roll Call and Call to Order 10:03 a.m.

2. Disclosure of Pecuniary Interest

Mayor Comrie requested that any pecuniary interest be declared for the record.

None was declared

3. Approval of the Agenda

Resolution No. 2026-069

Moved by: Councillor Lamb

Seconded by: Councillor Bray

WHEREAS the Members of Council have been presented with an Agenda for the March 4, 2026 Regular Council Budget meeting;

BE IT RESOLVED THAT the Agenda for this meeting be adopted.

Carried

4. Presentations and Delegations – None

Move into Committee of the Whole

Resolution No. 2026-070

Moved by: Councillor Woods

Seconded by: Councillor Lamb

THAT the Council of the Municipality of Whitestone move into Committee of the Whole at 10:09 a.m.

Carried

5. Committee of the Whole

5.1 2026 Draft Consolidated Operating and Capital Budget – Revisions, User Fees and Next Steps

- Report FIN-2026-04 from Treasurer Jessica Sinkowski

Recess 11:45 a.m. to 11:55 a.m.

A point of privilege was raised by Mayor Comrie; Councillor Nash appealed and after a recess from 1:36 to 2:08 a recorded vote was held:

Recorded vote requested by Councillor Nash

	YEAS	NAYS	ABSTAIN
<u>2</u> Councillor Bray			X
<u>3</u> Councillor Lamb			X
<u>4</u> Councillor Nash			X
<u>1</u> Councillor Woods			X
<u>5</u> Mayor Comrie	X		

Councillor Nash left the meeting at 1:36 and did not return.

Reconvene into Regular Meeting

Resolution No. 2026-071

Moved by: Councillor Lamb

Seconded by: Councillor Woods

THAT the Council of the Municipality of Whitestone reconvene into the Regular Meeting at 3:38 p.m.

Carried

Matters Arising from Committee of the Whole

Resolution No. 2026-072

Moved by: Councillor Lamb

Seconded by: Councillor Bray

5.1 2026 Draft Consolidated Operating and Capital Budget – Revisions, User Fees and Next Steps

THAT the Council of the Corporation of the Municipality of Whitestone receives Report FIN-2026-04 2026 Draft Consolidated Operating and Capital Budget – Revisions, User Fees and Next Steps for information; and

THAT Council direct staff to incorporate any further changes arising from the March 4 meeting into a final budget for consideration and adoption at the April 21, 2026 Regular Council meeting.

Carried

6. Public Meeting - None

7. Consent Agenda - None

8. Accounts Payable - None

9. Staff Reports - None

10. By-laws - None

11. Business Matters - None

12. Correspondence - None

13. Councillor Items

Councillor Lamb about any revenue the Recreation Committee generates in charging fees for programs

Councillor Lamb inquired about the Food Pantry; information will be available in multiple formats shortly.

14. Questions from the Public – none

15. Closed Session - None

16. Confirming By-law

Resolution No. 2026-073

Moved by: Councillor Bray

Seconded by: Councillor Woods

THAT By-law No. 12-2026 being the Confirmatory By-law for the Regular Council meeting of the Municipality of Whitestone on March 4, 2026 is hereby enacted this 4th day of March, 2026.

Carried

17. Adjournment

Resolution No. 2026-074

Moved by: Councillor Lamb

Seconded by: Councillor Woods

WHEREAS the business of this Meeting has concluded;

NOW THEREFORE BE IT RESOLVED THAT this meeting be adjourned at 3:51 p.m. until the Regular Council Meeting of Tuesday, March 17, 2026 at 10:00 a.m. or at the call of the Chair.

Carried

George Comrie

Mayor

Nigel Black

CAO / Clerk

DRAFT



DRAFT - Regular Council Meeting Minutes
Tuesday March 17, 10:00 a.m.
Dunchurch Community Centre and Zoom Video Conferencing

Present: Mayor George Comrie
Councillor Janice Bray
Councillor Joe Lamb
Councillor Scott Nash
Councillor Brian Woods

Staff: Nigel Black, CAO/Clerk
Mike Huggins, Manager of Public Works
Paula Macri, Planning Assistant
Wendy Schroeder, Deputy Clerk
Jessica Sinkowski, Treasurer / Tax Collector
Bob Whitman, Fire Chief

Invited Guests: Alenna Stirpe, North Bay Parry Sound Health Unit
Patrick Christie, Parry Sound Area Planning Board
Colin Ross, Azimuth Environmental Services

Other Guests: 4 in person; 13 by Zoom

1. Roll Call and Call to Order 10:07 a.m.

2. Disclosure of Pecuniary Interest

Mayor Comrie requested that any pecuniary interest be declared, for the record.

Councillor Nash declared a pecuniary interest with item 5.2, Consent Application
B05/2026(W) – NASH

Councillor Lamb declared a pecuniary interest with item 9.5, Staff Report ADMIN-2026-02,
Building Department Inactive Permits

Councillor Bray declared a pecuniary interest with item 9.5, Staff Report ADMIN-2026-02,
Building Department Inactive Permits

3. Approval of the Agenda

Resolution No. 2026-075

Moved by: Councillor Nash

Seconded by: Councillor Lamb

WHEREAS the Members of Council have been presented with an agenda for the March 17,
2026 Regular Council meeting;

BE IT RESOLVED THAT the Agenda for this meeting be adopted as presented.

Mayor Comrie advised Items 5.1 and 10.1 must be removed from the agenda due to an Ontario Land Tribunal Appeal.

Amendment to the agenda

Resolution No. 2026-076

Moved by: Councillor Nash

Seconded by: Councillor Woods

THAT Item 9.5 ADMIN-2026-02, Building Department Inactive Permits be removed from the agenda and placed on a subsequent agenda.

Carried

Resolution No. 2026-075 as amended

Moved by: Councillor Nash

Seconded by: Councillor Lamb

WHEREAS the Members of Council have been presented with an agenda for the March 17, 2026 Regular Council meeting;

BE IT RESOLVED THAT the agenda for this meeting be adopted as presented, with the removal of Items 5.1, 9.5, and 10.1.

Carried

4. Presentations and Delegations

4.1 North Bay Parry Sound District Health Unit

- Alenna Stirpe – Harmful Algae Blooms information

Matters Arising from Presentations and Delegations

Resolution No. 2026-077

Moved by: Councillor Bray

Seconded by: Councillor Lamb

- 4.1 THAT** the Council of the Municipality of Whitestone receives, with thanks, the presentation from Alenna Stirpe of the North Bay Parry Sound District Health Unit regarding blue-green algae, for information.

Carried

Recess 11:55 to 12:07

Move into Committee of the Whole

Resolution No. 2026-078

Moved by: Councillor Bray

Seconded by: Councillor Woods

THAT the Council of the Municipality of Whitestone moves into Committee of the Whole at 12:09 p.m.

Carried

5. Committee of the Whole

- 5.1 ROTHAM-ROBERTS, Will (Proposed Zoning By-law amendment)
- MHBC Planning Limited Memorandum for the March 17, 2026 agenda
- This matter removed from the agenda as per Resolution 2026-075*

- 5.2 Consent Application B05/2026(W) – NASH
- Report from Parry Sound Area Planning Board dated March 5, 2026

Reconvene into Regular Meeting

Resolution No. 2026-079

Moved by: Councillor Woods

Seconded by: Councillor Lamb

THAT the Council of the Municipality of Whitestone reconvenes into the Regular Meeting at 12:51 p.m.

Carried

Matters Arising from Committee of the Whole

Councillor Nash declared a pecuniary interest with agenda Item 5.2 did not participate in the discussion.

- 5.2 Consent Application B05/2026(W) – NASH

Resolution No. 2026-080

Moved by: Councillor Lamb

Seconded by: Councillor Woods

WHEREAS Patrick Christie, C.P.T., has prepared a report for the Parry Sound Area Planning Board regarding Consent Application No. B05/2026(W) – NASH, Scott, and has provided a copy to the Municipality of Whitestone.

BE IT RESOLVED THAT the Council of the Municipality of Whitestone receives this report as information; and

THAT the Council of the Municipality of Whitestone recommends this Consent Application for approval in principle, subject to the following conditions:

1. **THAT** payment of a parkland dedication fee be made in accordance with the current Municipal Fees and Charges By-law;
2. **THAT** the newly created lot receive 911 addressing from the Municipality;

3. **THAT** the applicants enter into a Section 51(26) Consent Agreement with the Municipality of Whitestone to be registered on title by the applicant to implement the septic system design criteria as set out in the Official Plan; and
4. **THAT** payment of all Municipal planning consultant fees and all other fees associated with the processing of this application be paid.

Mayor Comrie relinquished the chair to move the following amendment to Item 5.2; Councillor Bray assumed the Chair:

Proposed amendment to Item 5.2

Resolution No. 2026-081

Moved by: Mayor Comrie

Seconded by: Councillor Lamb

- 5) **THAT** the applicant be required to make arrangements for a new private access point for the newly created lot.

Recorded vote as per Procedural By-law 80-2023 s.3.20

		YEAS	NAYS	ABSTAIN
<u>4</u>	Councillor Bray		X	
<u>1</u>	Councillor Lamb		X	
	Councillor Nash	Pecuniary interest - recused		
<u>2</u>	Councillor Woods		X	
<u>3</u>	Mayor Comrie	X		

Defeated

Mayor Comrie resumed the chair.

5.2 Consent Application B05/2026(W) – NASH

Resolution No. 2026-080

Moved by: Councillor Lamb

Seconded by: Councillor Woods

WHEREAS Patrick Christie, C.P.T., has prepared a report for the Parry Sound Area Planning Board regarding Consent Application No. B05/2026(W) – NASH, Scott, and has provided a copy to the Municipality of Whitestone.

BE IT RESOLVED THAT the Council of the Municipality of Whitestone receives this report as information; and

THAT the Council of the Municipality of Whitestone recommends this Consent Application for approval in principle, subject to the following conditions:

1. **THAT** payment of a parkland dedication fee be made in accordance with the current Municipal Fees and Charges By-law;

2. **THAT** the newly created lot receive 911 addressing from the Municipality;
3. **THAT** the applicants enter into a Section 51(26) Consent Agreement with the Municipality of Whitestone to be registered on title by the applicant to implement the septic system design criteria as set out in the Official Plan; and
4. **THAT** payment of all Municipal planning consultant fees and all other fees associated with the processing of this application be paid.

Recorded vote as per Procedural By-law 80-2023 s.3.20

		YEAS	NAYS	ABSTAIN
<u>2</u>	Councillor Bray	X		
<u>3</u>	Councillor Lamb	X		
	Councillor Nash	Pecuniary interest - recused		
<u>1</u>	Councillor Woods	X		
<u>4</u>	Mayor Comrie		X	
Carried				

Recess 1:00 p.m. to 1:45 p.m.

Item 9.1 was heard after the recess to accommodate the scheduling of Azimuth representative

9.1 Report PW-2026-01, Update on the York Street and Auld's Road Landfills

Resolution No. 2026-082

Moved by: Councillor Woods

Seconded by: Councillor Bray

THAT the Council of the Municipality of Whitestone receives for information Report PW-2026-01, Update on the York Street and Auld's Road Landfills.

Carried

6. Public Meeting – None

7. Consent Agenda

Resolution No. 2026-083

Moved by: Councillor Bray

Seconded by: Councillor Lamb

WHEREAS the Council of the Municipality of Whitestone has reviewed the Consent Agenda as presented in the March 17 agenda package,

NOW THEREFORE BE IT RESOLVED THAT the Council of the Municipality of Whitestone hereby approves the following Council Meeting Minutes:

7.1 Council Meeting Minutes

7.1.1 Regular Council Budget Meeting Minutes – February 9, 2026

- 7.1.2 Regular Council Budget Meeting Minutes – February 11, 2026
- 7.1.3 Regular Council Meeting Minutes – February 17, 2026

AND THAT the Council of the Municipality of Whitestone receives for information:

- 7.2 Council Committee and Board Minutes
 - 7.2.1 Whitestone Library and Technology Centre Board – January 19, 2026
 - 7.2.2 Belvedere Heights Board of Management – December 10, 2025
 - 7.2.3 Parry Sound EMS Advisory Committee – February 26, 2026
 - 7.2.4 Parry Sound Area Planning Board – January 26, 2026
 - 7.2.5 Parry Sound Area District Social Services Board – January 8, 2026

- 7.3 Unfinished Business (listed on pages 4 and 5 of the agenda)
Carried

8. Accounts Payable

Resolution No. 2026-084

Moved by: Councillor Woods

Seconded by: Councillor Lamb

THAT the Council of the Municipality of Whitestone receives for information the Accounts Payable listing in the amount of \$454,669.20 for the period ending March 1, 2026.

Carried

9. Staff Reports

- 9.2 Report FIN-2026-05 - Council Remuneration and Expenses 2025

Resolution No. 2026-085

Moved by: Councillor Woods

Seconded by: Councillor Bray

THAT the Council for the Municipality of Whitestone receives for information Report FIN-2026-05, Council Remuneration and Expenses 2025.

Deferred

- 9.3 Report FIN-2026-06 – 2026 Draft Consolidated Operating and Capital Budget – Additional Revisions

Resolution No. 2026-086

Moved by: Councillor Lamb

Seconded by: Councillor Bray

THAT the Council for the Municipality of Whitestone receives for information Report FIN-2026-06, 2026 Draft Consolidated Operating and Capital Budget – Additional Revisions; and

THAT Council directs staff to incorporate the recommended changes and any other changes arising from the March 17, 2026 regular Council meeting into a final budget for consideration and adoption at the April 21, 2026 regular Council meeting.

Carried

9.4 Report FIN-2026-07 – 2026 Annual Donations

Resolution No. 2026-087

Moved by: Councillor Lamb

Seconded by: Councillor Woods

THAT the Council for the Municipality of Whitestone, receives Report FIN-2026-07 Annual Donations 2026 for information; and

THAT Council approves the following donations for requests received in 2026:

West Parry Sound District Museum	\$2,000.00
Ardbeg Community Club	\$3,000.00
Rotary Club of Parry Sound	\$500.00
Parry Sound Chamber of Commerce	\$1,040.00
Sail Parry Sound	\$1,000.00
Cramadog Snowriders Corp	\$2,460.00
	\$3226.20
Total	\$9766.20

and the following organizations were added:

Dunchurch Agricultural Society	\$500.00
Parry Sound High School L.Woods	\$500.00
Bursary	
Parry Sound High School graduation gifts	\$250.00
Whitestone Lake Central School	\$500.00
Citizenship Award	
Whitestone Rod and Gun Club	\$500.00
Almaguin Baseball League	\$500.00
Total	\$2750.00

Total 2026 Donations \$12,516.20

Carried

9.5 Report ADMIN-2026-02 - Building Department Inactive Permits

This item was deferred as per Resolution 2026-076

10. By-laws

10.1 *Item deferred as per Resolution 2026-075*

Recess 3:40 p.m. to 3:50 p.m.

11. Business Matters

11.1 ROMA Conference Update

Resolution No. 2026-088

Moved by: Councillor Lamb

Seconded by: Councillor Woods

THAT the Council for the Municipality of Whitestone receives with thanks the update from Councillor Bray and Mayor Comrie regarding their attendance at the ROMA Conference.

Carried

11.2 2026 FONOM Conference May 11 to 13, Timmins

Resolution No. 2026-089

Moved by: Councillor Lamb

Seconded by: Councillor Bray

THAT the Council of the Municipality approve the following Council Members / Staff to attend the FONOM Conference in Timmins from May 11 to 13, 2026:

Councillor Nash
Councillor Woods
CAO/Clerk Black

Carried

11.3 Resolution of Support - South River Request for Revocation or Exemption from Mandatory Firefighter Certification Requirements (Item D from February 17 meeting Matters Arising from Correspondence)

Resolution No. 2026-090

Moved by: Councillor Bray

Seconded by: Councillor Woods

WHEREAS Council of the Village of South River passed a resolution urging the Government of Ontario, through the Ministry of the Solicitor General, requesting that the Province revoke O.Reg.343/22 in its entirety, or in the alternative, implement exemptions for small, rural and northern municipalities; and

WHEREAS the Municipality of Whitestone is a small, rural, northern municipality that does not have the financial or logistical capacity to meet the regulation as written;

BE IT RESOLVED THAT the Council of the Municipality of Whitestone declares their support for the Village of South River, urging Government of Ontario, through the Ministry of the Solicitor General, to revoke O.Reg.343/22 in its entirety, or in the alternative, implement exemptions for small, rural and northern municipalities; and

THAT this resolution be forwarded to:

Premier Doug Ford
Solicitor General Michael Kerzner
Associate Minister of Municipal Affairs and Housing Graydon Smith
Carried

11.4 Belvedere Heights Board of Management request to Council

Resolution No. 2026-091

Moved by: Councillor Bray

Seconded by: Councillor Nash

THAT the Council of the Municipality of Whitestone receives the Memorandum from CAO/Clerk Black.

Carried

11.5 Parry Sound Area Planning Board

Resolution No. 2026-092

Moved by: Councillor Lamb

Seconded by: Councillor Nash

THAT Council of the Municipality of Whitestone receives for information the Parry Sound Area Planning Board 2026 Budget.

Carried

12. Correspondence

Resolution No. 2026-093

Moved by: Councillor Bray

Seconded by: Councillor Woods

WHEREAS the Council of the Municipality of Whitestone has reviewed the Correspondence Items as listed on page 6 of the March 17 Council Meeting agenda,

NOW THEREFORE BE IT RESOLVED THAT Council receives the correspondence items for information, with the following extracted for further discussion / action:

B	Cochrane	Establishment of a provincial bail notification program	Motion of support to be brought
C	Papineau-Cameron	Expanding enrollment capacity at the Ontario Veterinary College	Motion of support to be brought
D	McKellar	Opposition to the demolition of the Jones Island Rear Lighthouse	Motion of support to be brought

Carried

13. Councillor Items

Councillor Nash

- question re. Shawanaga Lake Road by-law enforcement
- asked that the parking and traffic by-law be brought to Council for review
- Ontario is amalgamating provincial Conservation Authorities

Councillor Woods

- provided an update from the meeting re. High School / Megaschool built, held by Minister of Education

Mayor Comrie

- indicated heads of Council were promised monthly updates through conference calls with the Minister of Education regarding progress of the High School build

14. Questions from the Public – none

15. Closed Session

Move into Closed Session

Resolution No. 2026-094

Moved by: Councillor Bray

Seconded by: Councillor Nash

THAT this meeting be adjourned into a Closed Session meeting at 4:51 p.m. for the following matters:

15.1 Closed Session Minutes of the Regular Council Meeting February 17, 20206

15.2 Advice that is subject to solicitor-client privilege, including communications necessary for that purpose, pursuant to Ontario Municipal Act, Section 239 (2) (d)

Carried

RECORDING PAUSED

Reconvene into Regular Meeting

RECORDING RESUMED

Resolution No. 2026-095

Moved by: Councillor Nash

Seconded by: Councillor Lamb

THAT this meeting be reconvened to a Regular Meeting at 5:19 p.m.

Carried

RECORDING RESUMED

Matters Arising from Closed Session

15.1 Closed Session Minutes of the Regular Closed Session Council meeting of Tuesday February 17, 2026

Resolution No. 2026-096

Moved by: Councillor Bray

Seconded by: Councillor Lamb

THAT the Council of the Municipality of Whitestone hereby approves the Regular Closed Session Council meeting minutes of Tuesday February 17, 2026.

Carried

15.2 Advice that is subject to solicitor-client privilege, including communications necessary for that purpose, pursuant to Ontario Municipal Act, Section 239 (2) (d)
This matter was addressed in closed session.

16. Confirming By-law

Resolution No. 2026-097

Moved by: Councillor Lamb

Seconded by: Councillor Woods

THAT By-law No. 14-2026 being the Confirmatory By-law for the Regular Council Meeting of the Municipality of Whitestone on March 17, 2026 is hereby enacted this 17th day of March, 2026.

Carried

17. Adjournment

Resolution No. 2026-098

Moved by: Councillor Woods

Seconded by: Councillor Bray

WHEREAS the business of this Meeting has concluded;

NOW THEREFORE BE IT RESOLVED THAT this meeting be adjourned at 5:23 p.m. until the Regular Council Meeting of Tuesday April 21, 2026 at 10:00 a.m. or at the call of the chair.

Carried

George Comrie

Mayor

Nigel Black

CAO / Clerk



6.1.3

21 Church Street
Dunchurch, Ontario P0A 1G0
Phone: 705-389-2466 ~ Fax: 705-389-1855

www.whitestone.ca
E-mail: info@whitestone.ca

DRAFT Special Council Closed Session Meeting Minutes
Thursday March 26, 2026 3:00 p.m.
Zoom Video Conferencing only

Present: Mayor George Comrie
Councillor Janice Bray
Councillor Joe Lamb
Councillor Scott Nash
Councillor Brian Woods

Staff: Nigel Black, CAO/Clerk
Paula Macri, Planning Assistant
Wendy Schroeder, Deputy Clerk

Invited Guests: Jamie Robinson MHBC Planners

Other Guests: None

1. **Roll Call and Call to Order** 3:13 p.m.

2. **Disclosure of Pecuniary Interest**

Mayor Comrie requested that any pecuniary interest be declared for the record.
None was declared

3. **Approval of the Agenda**

Resolution No. 2026-099

Moved by: Councillor Woods

Seconded by: Councillor Bray

WHEREAS the Members of Council have been presented with an Agenda for the for the March 26, 2026 Special Council Closed Session meeting;

BE IT RESOLVED THAT the Agenda for this meeting be adopted.

Carried

Move into Closed Session

Resolution No. 2026-100

Moved by: Councillor Lamb

Seconded by: Councillor Woods

THAT the Council of the Municipality of Whitestone move into a Closed Session meeting at 3:18 p.m. for the following matters:

4. Closed Session

- 4.1 Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board, pursuant to Ontario Municipal Act, Section 239 (2) (e)

- Report CLOSED-2026-02, Land Tribunal Appeal

Carried

RECORDING PAUSED

Reconvene into Regular Meeting

Resolution No. 2026-101

Moved by: Councillor Bray

Seconded by: Councillor Woods

THAT the Council of the Municipality of Whitestone reconvene into the Regular Meeting at 4:03 p.m.

Carried

RECORDING RESUMED

5. Confirming By-law

Resolution No. 2026-102

Moved by: Councillor Woods

Seconded by: Councillor Lamb

THAT By-law No. 15-2026 being the Confirmatory By-law for the Regular Council Budget Meeting of the Municipality of Whitestone on March 26, 2026 is hereby enacted this 26th day of March, 2026.

Carried

6. Adjournment

Resolution No. 2026-103

Moved by: Councillor Woods

Seconded by: Councillor Lamb

WHEREAS the business of this Meeting has concluded;

NOW THEREFORE BE IT RESOLVED THAT this meeting be adjourned at 4:04 p.m. until the Regular Council Meeting of Tuesday April 21, 2026 at 10:00 a.m. or at the call of the Chair.

Carried

George Comrie

Mayor

Nigel Black

CAO / Clerk

6.2

Committee and Board Minutes

**District of Parry Sound West
(Belvedere Heights)
Notice of Meeting
Board of Management
Wednesday, January 28, 2026 – 9:00 a.m.
Virtual Meeting – link provided in email**

MINUTES

Board of Management (voting):	Joe Beleskey (representing the Town of Parry Sound) Paul Bomeman, Vice Chair (representing the Town of Parry Sound) Don Carmichael, Secretary/Treasurer (Order in Council Appointment) Gail Finnson (representing Seguin Township) Pamela Wing, Chair (representing McDougall, The Archipelago, Carling Townships) Cheryl Ward (Order in Council Appointment) Debbie Zulak (representing Whitestone, McKellar, McMurrich/Montieth Townships)
Board of Management (regrets)	Don Carmichael left meeting at 09:32

★Quorum – for a meeting of the Board shall be a simple majority of the Directors. By-law 8.9*

Staff Attending (non-voting): Deborah Randall-Wood, Administrator
 John Vanderhorst, Assistant Administrator
 Linda Taylor, Program Director, CSS

Staff Regrets (non-voting):

As a result of the COVID 19 pandemic and Provincial requirements for physical distancing, this Committee/Board meeting will be held electronically in accordance with section 238 of the Municipal Act 2001.

- 1.0 Call to Order: The Board Chair called the meeting to order at 09:07
- 2.0 Confirmation of Quorum: A quorum achieved
- 3.0 Declaration of Conflicts of Interest: no declared conflicts of interest
- 4.0 Land Acknowledgement –

We will begin this Board Meeting by acknowledging that we are meeting on aboriginal land of the Ojibiwa/Chippewa peoples. We recognize and deeply appreciate their historic connection to this place. We also recognize the contributions of Metis, Inuit, and other Indigenous peoples have made to the stewardship of these lands.

5.0 Approval of Agenda:

D. Zulak requested a discussion regarding the website to be added under new business.

MOTION:

BH#01/26: That the Board of Management accepts the agenda, as amended. Moved by P. Borneman and seconded by G. Finnson. Carried.

6.0 Approval of Minutes:

J. Beleskey noted that he was not at the Dec 10th 2025 board meeting.

MOTION:

BH#02/26: That the minutes of the Belvedere Heights Board of Management meetings held Wednesday, December 10, 2025, be received as amended. Moved by D Carmichael and seconded by D. Zulak Carried.

7.0 Financial Report:

Note #1 - December 2025 Year End Financial Statements to be presented at the May 2026 Board Meeting (after completion of the audit for 2025).

Note #2 – 2026 Budget to be presented at the February 2026 Board Meeting.

7.1 CSS Reports – L.Taylor (attached)

Linda will clarify the budget increase for this year. She did a \$50,000 adjustment for her march year-end. Transportation continues to be a challenge. Riders assume it should be free

- Linda highlighted significant pressures on the transportation program, which is operating at capacity.
- A 12-week study is underway to analyze specialized transportation needs (e.g., day-away, dialysis, Town of Parry Sound contract).
- A part-time scheduler was hired for 12 weeks to manage the Town of Parry Sound scheduling.
- Challenges include the expectation of free transportation, which is not feasible under current policy.
- **Goal:** Strategic planning is needed for future expansion, including potentially hiring a second paid driver and seeking funding from other municipalities (gas tax) and the United Way (as suggested by Don Carmichael).
- Debbie Zulak informed Linda that the McKellar library board would be reaching out to inquire about exercise and fall prevention programs.

MOTION:

BH#03/26: That the Board of Directors moved by G. Finnson and seconded by D. Zulak receives the Financial Reports as submitted. Carried.

7.2 Life Lease Report - J. Vanderhorst (*verbal*)

- **Fire Plan Update:** John Tuck (consultant) is looking into updating the fire plan for Life Lease due to renovations. Costs may be incurred by the consultant.
- **Construction Noise:** Noise levels from construction are decreasing as the South Penthouse completion nears.

- **Mechanical Issues:**
 - Bathroom exhausts, previously non-operational due to equipment movement, are now fixed.
 - A major heating problem, caused by upstairs construction, was resolved by bypassing a unit, just before a -31°C cold snap.
- **Tenant Concerns (Paul Borneman):**
 - Tenants are happy with snow removal but are approaching the board about foregoing rent increases for 2026 due to prolonged noise and inconvenience from construction.
 - Deborah Randlewood, John Vanderhorst, and Helen meet monthly with Life Lease tenants/leaseholders.
 - **Discussion:**
 - The request for rent consideration and improvements (e.g., carpet replacement) will be calculated and presented at the next budget meeting.
 - Cheryl Ward supported a one-time consideration for owners but questioned a similar benefit for renters.
 - Joe Beleskey emphasized that any financial consideration should be a one-time dollar amount, not a percentage, to avoid a permanent reduction in the base for future increases.
 - Don Carmichael suggested ensuring that expenses like elevator costs are not borne by the home if they are related to the build.
- It was decided to defer full discussion until the February budget meeting, when cost implications are clearer.

8.0 Standing Items:

8.1 Build Update – J. Vanderhorst (*verbal*)

- **Status:** The move to the downstairs area is delayed despite the home's readiness.
- **Reasons for Delay:** Vendor unpreparedness regarding security, access, and PA systems.
- **Board Action:**
 - Cheryl Ward stressed holding the lead consultant (Amber) accountable for financial repercussions due to delays.
 - **Action Item:** Pam Wing and Don Carmichael will meet with Amber to discuss accountability and the fiscal impact of delays. John Vanderhorst will provide necessary documentation.

8.2 OHT Update – C. Ward, D. Carmichael, and D. Randall-Wood (*verbal*)

To be discussed in closed session.

9.0 New Business:

9.1 Flooring – Carpet replacement update - J. Vanderhorst (*verbal*)

Flooring Project: The carpet replacement project is progressing smoothly, exceeding expectations. The "Pine" section is almost complete, and the "Oak" section will begin next week. Residents are reportedly very happy with the new flooring.

9.2 Web Site and Administrative Support (D. Zulak)

- **Problem:** The website is severely outdated (e.g., last minutes from May 2024, newsletter from 2020), and meeting agendas/Zoom links are not being distributed to municipalities as previously done.
- **Root Cause:** Lack of dedicated administrative support, a long-standing issue for the organization.
- **Action:**
 - **Immediate:** Deborah Randal-Wood committed to resuming sending agendas and Zoom links to municipal clerks.
 - **Long-Term:** Deborah Randle-Wood will investigate a full website refresh and assess staffing for dedicated administrative support, possibly engaging Near North Business Solution.
- **Decision:** This item will remain on the agenda until resolved.

10.0 Other Reports:

10.01 Board Chair Report – P. Wind (*verbal*)

- Pam Wing attended the OHT governors' meeting with Gail Finnsen and Deborah Randlewood, which will be discussed in the closed session.
- She emphasized the need to ensure staff voices (like John Vanderhorst's regarding the build) are heard and addressed by consultants.
- Acknowledged Deborah Randlewood's extensive workload in addressing past issues and improving operations.

10.02 Administrator's Report – D.Randall-Wood (*verbal*)

- **Dietary Services:**
 - Significant improvements in the dietary department due to a temporary contract with Aramark, which provides consistent leadership and more enthusiastic staff.
 - Many dietary staff have long tenures (20-30 years).
- **HR & Staffing:**
 - Addressed significant HR gaps with support from consultant Catherine.
 - New salary bands were established for non-union staff to ensure fairness and predictability.
 - The home supports approximately 10 staff through complex immigration pathways, aiming for retention of internationally trained professionals despite a lottery process for status.
- **Admissions:**
 - Belvedere Heights currently has two vacant beds.
 - **Challenge:** Ontario Health at Home controls admissions province-wide, prioritizing community admissions, even when hospitals are in "code gridlock." Despite efforts to admit from the hospital (with the Chief Nursing Officer of the hospital advocating), Ontario Health would not bypass its process.
 - **Note:** This means the home cannot directly help relieve hospital overcrowding in such situations.
- **Ministry Inspection:**
 - A "proactive assessment" (formerly "full annual assessment") is currently underway by three Ministry of Health inspectors for about a week, reviewing all operations for improvement opportunities.

- **Winter Challenges:**

- Weather (snow squalls, extreme cold) impacts residents' ability to go outside and causes anxiety about staff attendance.
- An incident involved John Vanderhorst rescuing a resident stuck in snow in a wheelchair, highlighting the challenges of balancing resident independence with safety.

11.0 Correspondence:

11.1 None

12.0 In-Camera:

MOTION:

BH#04/26: That the Board of Directors go to into closed session at . Moved by J Beleskey and seconded by P. Borneman. Carried.

Closed session items included:

- HR update: administrator search
- HR dietary management
- OHT participation

BH#05/26: That the Board of Directors move out of closed session at 12:07 . Moved by J Beleskey and seconded by P. Borneman. Carried.

Direction from closed session: Deborah and Pam will try to meet with Ellen @ OHT to discuss Belvedere's suggested changes to OHT CDMA.

13.0 Adjournment:

MOTION:

BH#06/26:

That there being no further business to conduct, the meeting terminated at 12:08 p.m..
Motion to adjourn: moved by C Ward, seconded by G. Finnson. Carried.

6.2.2

A meeting of the Board of Health for the North Bay Parry Sound District Health Unit was held on Wednesday, January 28, 2026, via teleconference. The meeting was open to the public and live streaming of the proceedings was provided for the media and public through a link on the Health Unit's website.

PRESENT:

Nipissing District:

Central Appointee	Jamie Lowery
Central Appointee	Sara Inch (<i>Vice-Chairperson</i>)
Central Appointee	Alex Scott
Central Appointee	Dave Wolfe
Eastern Appointee	Rick Champagne (<i>Chairperson</i>)
Western Appointee – Nipissing District	Jamie Restoule

Parry Sound District:

Southeastern Appointee	Marianne Stickland
Western Appointee	Jamie McGarvey
Public Appointees:	Tim Sheppard

REGRETS:

Central Appointee	Karen Cook
Northeastern Appointee	Blair Flowers

ALSO IN ATTENDANCE:

Executive Director, Corporate Services/Privacy Officer	Paul Massicotte
Executive Assistant, Directors' Offices	Christine Neily
Health Promotion Specialist, Foundational Services	Erin Reyce

Recorder

Executive Assistant, Office of the Medical Officer of Health	Ashley Lecappelain
--	--------------------

1.0 CALL TO ORDER

The Board of Health members joined the meeting in person from the Nipissing Room at 345 Oak Street West, North Bay, Ontario, and virtually via Teams video conference.

Dr. Zimbalatti, called the Board of Health meeting to order at 5:27 p.m.

2.0 ELECTIONS

Nominations for the Chairperson and Vice-Chairperson positions were conducted electronically prior to the start of the Board of Health meeting.

2.1 Election of Chairperson

Dr. Zimbalatti opened the floor for further nominations. Having no further nominations the following motion was read:

Board of Health Resolution #BOH/2026/01/01 *Restoule/McGarvey

Be It Resolved, that Rick Champagne be elected Chairperson of the Board of Health for the year 2026.

The recorded vote was as follows:

RECORDED VOTE FOR CIRCULATION: Yes / No (Please circle one)

Name:	For:	Against:	Abstain:	Name:	For:	Against:	Abstain:
Rick Champagne	X			Jamie Restoule	X		
Karen Cook	R			Alex Scott	X		
Blair Flowers	R			Tim Sheppard	X		
Sara Inch	X			Marianne Stickland	X		
Jamie Lowery	X			Dave Wolfe	X		
Jamie McGarvey	X						

“Carried”

2.2 Election of Vice-Chairperson

Rick Champagne assumed the role as Chairperson and opened the floor for further nominations for Vice-Chairperson.

Sara Inch and Jamie Lowery were nominated. Jamie Lowery declined the nomination and Sara Inch let her name stand.

Having no further nominations, the following motion was read:

Board of Health Resolution #BOH/2026/01/02 *Lowery/Wolfe

Be It Resolved, that Sara Inch be elected Vice-Chairperson of the Board of Health for the year 2026.

The recorded vote was as follows:

RECORDED VOTE FOR CIRCULATION: Yes / No (Please circle one)

Name:	For:	Against:	Abstain:	Name:	For:	Against:	Abstain:
Rick Champagne	X			Jamie Restoule	X		
Karen Cook	R			Alex Scott	X		
Blair Flowers	R			Tim Sheppard	X		
Sara Inch	X			Marianne Stickland	X		
Jamie Lowery	X			Dave Wolfe	X		
Jamie McGarvey	X						

“Carried”

3.0 APPROVAL OF THE AGENDA

The agenda for the January 28, 2025, Board of Health meeting was reviewed, and the following motion was read:

Board of Health Resolution #BOH/2026/01/03 *Sheppard/Inch

Be It Resolved, that the Board of Health Agenda, dated January 28, 2026, be approved.

The recorded vote was as follows:

RECORDED VOTE FOR CIRCULATION: Yes / No (Please circle one)

Name:	For:	Against:	Abstain:	Name:	For:	Against:	Abstain:
Rick Champagne	X			Jamie Restoule	X		
Karen Cook	R			Alex Scott	X		
Blair Flowers	R			Tim Sheppard	X		
Sara Inch	X			Marianne Stickland	X		
Jamie Lowery	X			Dave Wolfe	X		
Jamie McGarvey	X						

“Carried”

4.0 CONFLICT OF INTEREST DECLARATION

There were no conflicts of interest declared.

5.0 APPROVAL OF PREVIOUS MINUTES

5.1 Board of Health Minutes – November 26, 2025

The minutes from the Board of Health meeting held on November 25, 2025, were reviewed and the following motion was read:

Board of Health Resolution #BOH/2026/01/04 *Wolfe/McGarvey

Be It Resolved, that the minutes from the Board of Health meeting held on November 26, 2025, be approved as presented.

The recorded vote was as follows:

RECORDED VOTE FOR CIRCULATION: Yes / No (Please circle one)

Name:	For:	Against:	Abstain:	Name:	For:	Against:	Abstain:
Rick Champagne	X			Jamie Restoule	X		
Karen Cook	R			Alex Scott	X		
Blair Flowers	R			Tim Sheppard	X		
Sara Inch	X			Marianne Stickland	X		
Jamie Lowery	X			Dave Wolfe	X		
Jamie McGarvey	X						

“Carried”

5.2 Board of Health In-Camera Minutes – November 26, 2025

The in-camera minutes from the Board of Health meeting held on November 26, 2025, were reviewed and the following motion was read:

Board of Health Resolution #BOH/2026/01/05 *Wolfe/Restoule

Be It Resolved, that the in-camera minutes from the Board of Health meeting held on November 26, 2025, be approved as presented.

The recorded vote was as follows:

RECORDED VOTE FOR CIRCULATION: Yes / No (Please circle one)

Name:	For:	Against:	Abstain:	Name:	For:	Against:	Abstain:
Rick Champagne	X			Jamie Restoule	X		
Karen Cook	R			Alex Scott	X		
Blair Flowers	R			Tim Sheppard	X		
Sara Inch	X			Marianne Stickland	X		
Jamie Lowery	X			Dave Wolfe	X		
Jamie McGarvey	X						

“Carried”

6.0 DATE OF THE NEXT MEETING

The proposed meeting schedule for 2026 was presented and the following motion was read:

Board of Health Resolution #BOH/2026/01/06 *Stickland/Scott

Be It Resolved, that in accordance with Board of Health Bylaw Section III, #51, the Board of Health approve the regular meeting schedule for the year 2026 as follows:

DATE	MEETING	TIME
January 28 <i>*This date is carried over from the 2025 approved schedule: for information only</i>	Board of Health Meeting	5 – 8 p.m.
February 25	Finance and Property Committee Board of Health	5 – 7 p.m.
April 22	Personnel Policy, Employee/Labour Relations Committee Finance and Property Committee Board of Health	5 – 7 p.m.
June 24	Finance and Property Committee Board of Health	5 – 7 p.m.
September 23	Personnel Policy, Employee/Labour Relations Committee Finance and Property Committee Board of Health	5 – 7 p.m.
October 7	Finance and Property Committee Board of Health	5 – 7 p.m.
January 27, 2027	Finance and Property Committee Board of Health	5 – 7 p.m.

And Furthermore Be It Resolved, that the Board of Health meetings are held at the North Bay Parry Sound District Health Unit, Main Office, North Bay, with the exception of one meeting that will be held at the Parry Sound Branch Office, if possible. The Parry Sound meeting date is scheduled for June 24, 2026.

The recorded vote was as follows:

RECORDED VOTE FOR CIRCULATION: Yes / No (Please circle one)

Name:	For:	Against:	Abstain:	Name:	For:	Against:	Abstain:
Rick Champagne	X			Jamie Restoule	X		
Karen Cook	R			Alex Scott	X		
Blair Flowers	R			Tim Sheppard	X		
Sara Inch	X			Marianne Stickland	X		
Jamie Lowery	X			Dave Wolfe	X		
Jamie McGarvey	X						

“Carried”

7.0 APPOINTMENT OF STANDING COMMITTEES FOR 2026

The following motion was read:

Board of Health Resolution #BOH/2026/01/07 *Lowery/McGarvey

Be It Resolved, that the Board of Health for the North Bay Parry Sound District Health Unit approves the appointment of the following Board of Health Standing Committees for 2026:

1. ***A Finance and Property Committee*** comprised of all Board members to deal with matters of finance, banking, insurance, property, and financial policies of the Board of Health; and
2. ***A Personnel Policy, Labour/Employee Relations Committee*** comprised of all Board members to deal with matters related to collective agreements (unions) and employment policies (non-union), and personnel policies of the Board of Health.

The recorded vote was as follows:

RECORDED VOTE FOR CIRCULATION: Yes / No (Please circle one)

Name:	For:	Against:	Abstain:	Name:	For:	Against:	Abstain:
Rick Champagne	X			Jamie Restoule	X		
Karen Cook	R			Alex Scott	X		
Blair Flowers	R			Tim Sheppard	X		
Sara Inch	X			Marianne Stickland	X		
Jamie Lowery	X			Dave Wolfe	X		
Jamie McGarvey	X						

“Carried”

8.0 APPOINTMENT OF SIGNING OFFICERS FOR 2026

The following motion was read:

Board of Health Resolution #BOH/2026/01/08 *Sheppard/Scott

Be It Resolved, that the Board of Health for the North Bay Parry Sound District Health Unit approve the signing officers for the year 2026 as follows:

<i>Board of Health Chairperson</i>	<i>Rick Champagne</i>
<i>Board of Health Vice-Chairperson</i>	<i>Sara Inch</i>
<i>Medical Officer of Health/Executive Officer</i>	<i>Dr. Carol Zimbalatti</i>
<i>Executive Director, Organizational Effectiveness</i>	<i>Chris Bowes</i>
<i>Executive Director, Community Services</i>	<i>Louise Gagné</i>
<i>Manager, Finance</i>	<i>Kimberly Gervais</i>
<i>Executive Director, Clinical Services and Chief Nursing Officer</i>	<i>Shannon Mantha</i>
<i>Executive Director, Corporate Services and Privacy Officer</i>	<i>Paul Massicotte</i>

The recorded vote was as follows:

RECORDED VOTE FOR CIRCULATION: Yes / No (Please circle one)

Name:	For:	Against:	Abstain:	Name:	For:	Against:	Abstain:
Rick Champagne	X			Jamie Restoule	X		
Karen Cook	R			Alex Scott	X		
Blair Flowers	R			Tim Sheppard	X		
Sara Inch	X			Marianne Stickland	X		
Jamie Lowery	X			Dave Wolfe	X		
Jamie McGarvey	X						

“Carried”

9.0 APPOINTMENT OF LEGAL ADVISORS FOR 2026

Jamie Lowery declared a conflict of interest and abstained from voting.

The following motion was read:

Board of Health Resolution #BOH/2026/01/09 *Restoule/Sheppard

Be It Resolved, that the Board of Health for the North Bay Parry Sound District Health Unit approve appointment of the following legal advisors for the year 2026:

Corporate Legal Advisors:

- The Corporation of the City of North Bay
- Lucenti Orlando Professional Corporation

Enforcement Legal Advisors:

- Joseph D. Kennedy B.A., LL.B., C.S.
- The Corporation of the City of North Bay

Health Protection and Promotion Act (HPPA) Legal Advisors:

- Joseph D. Kennedy B.A., LL.B., C.S.
- Larmer Jackson

Labour Relations Legal Advisors:

- Fillion Wakely Thorup Angeletti LLP

and,

Furthermore Be It Resolved, that the North Bay Parry Sound District Health Unit may use additional legal advisors as directed by the Medical Officer of Health/Executive Officer, and approved by resolution at the next regular Board of Health meeting.

The recorded vote was as follows:

RECORDED VOTE FOR CIRCULATION: Yes / No (Please circle one)

Name:	For:	Against:	Abstain:	Name:	For:	Against:	Abstain:
Rick Champagne	X			Jamie Restoule	X		
Karen Cook	R			Alex Scott	X		
Blair Flowers	R			Tim Sheppard	X		
Sara Inch	X			Marianne Stickland	X		
Jamie Lowery			X	Dave Wolfe	X		
Jamie McGarvey	X						

“Carried”

10.0 BUSINESS ARISING

10.1 Vaccine Refrigerator Procurement and Disposal

The briefing note was presented to the Board of Health for information purposes.

11.0 REPORT OF MEDICAL OFFICER OF HEALTH

The Report of the Medical Officer of Health dated January 28, 2026, was presented to the Board of Health for information purposes.

Questions and comments were received and addressed.

12.0 BOARD COMMITTEE REPORTS

12.1 Finance and Property Committee

The following motion was read:

Board of Health Resolution #BOH/2026/01/10 *Inch/Sheppard

***Be It Resolved**, that on recommendation of the Finance and Property Committee the Board of Health for the North Bay Parry Sound District Health Unit approves the 2026 Board of Health Public Health Budget, as presented.*

The recorded vote was as follows:

RECORDED VOTE FOR CIRCULATION: Yes / No (Please circle one)

Name:	For:	Against:	Abstain:	Name:	For:	Against:	Abstain:
Rick Champagne	X			Jamie Restoule	X		
Karen Cook	R			Alex Scott	X		
Blair Flowers	R			Tim Sheppard	X		
Sara Inch	X			Marianne Stickland	X		
Jamie Lowery	X			Dave Wolfe	X		
Jamie McGarvey	X						

“Carried”

13.0 CORRESPONDENCE

Board of Health correspondence listed for the January 28, 2026, meeting is made available for review by Board members in the Board of Health online portal.

14.0 NEW BUSINESS

14.1 Corporate Sponsorships and Donations 2025 – Report to the Board

The report for 2025 corporate sponsorships was provided to the Board for information purposes.

14.2 Requests for Proposal 2025 – Report to the Board

The report for 2025 requests for proposal was provided to the Board for information purposes.

14.3 Association of Local Public Health Agencies (alPHA) 2026 Winter Symposium Registration

Notice of the 2026 alPHA Winter Symposium was provided. The following motion was read:

Board of Health Resolution #BOH/2026/01/11 *Scott/Restoule

Be It Resolved, that the Board of Health for the North Bay Parry Sound District Health Unit authorizes two Board of Health member(s) to attend the Association of Local Public Health Agencies (alPHA) 2026 Winter Symposium, to be held virtually on February 11-13, 2026; and

Furthermore Be It Resolved, that expenses related to attendance of the alPHA 2026 Winter Symposium be paid in accordance with Board of Health Bylaws Section VI, #79, Remuneration; and

Be It Further Resolved, that the attending Board Member(s) be required to provide a summary of the symposium to the Board of Health at a subsequent meeting.

The recorded vote was as follows:

RECORDED VOTE FOR CIRCULATION: Yes / No (Please circle one)

Name:	For:	Against:	Abstain:	Name:	For:	Against:	Abstain:
Rick Champagne	X			Jamie Restoule	X		
Karen Cook	R			Alex Scott	X		
Blair Flowers	R			Tim Sheppard	X		
Sara Inch	X			Marianne Stickland	X		
Jamie Lowery	X			Dave Wolfe	X		
Jamie McGarvey	X						

“Carried”

14.4 Quality Issue Report 2025 – Report to the Board

The year-end quality issue report for 2025 was provided to the Board for information purposes.

Erin Reyce joined the Board of Health meeting at 5:58 p.m.

14.5 Food and Housing Affordability – Presentation

Erin Reyce presented to the Board of Health regarding food and housing affordability data in the Nipissing and Parry Sound District.

Questions and comments were received and addressed.

Erin Reyce left the Board of Health meeting at 6:49 p.m.

The following amended motion was read.

Board of Health Resolution #BOH/2026/01/12 *Stickland/McGarvey

Whereas, the Ontario Public Health Standards require public health agencies to monitor food affordability, and assess and report on the health of local populations, describing the existence and impact of health inequities including housing and food insecurity; and

Whereas, income is an important social determinant of health that greatly impacts a household's ability to pay for the basic costs of living, including housing and food; and

Whereas, food insecurity and housing insecurity have detrimental impacts on physical and mental health; and

Whereas, the 2025 North Bay Parry Sound food affordability results show that households with social assistance as their main income do not have enough money for the costs of living; and

Therefore Be It Resolved, that the Board of Health for the North Bay Parry Sound District Health Unit continues to support in principle the efforts of staff to monitor, raise awareness about, and work to reduce health inequities including poverty, homelessness, and household food insecurity; and

Furthermore Be It Resolved, that the Board of Health for the North Bay Parry Sound District Health Unit calls on the Province of Ontario to strengthen social assistance by increasing OW and ODSP rates to reflect the costs of living, and index Ontario Works rates to inflation as part of the 2026 Ontario budget; and

Furthermore Be It Resolved, that the Board of Health for the North Bay Parry Sound District Health Unit provide correspondence of these resolutions to district municipalities, Ontario Boards of Health, Victor Fedeli, MPP (Nipissing), Graydon Smith, MPP (Parry Sound-Muskoka), John Vanthof, MPP (Timiskaming-Cochrane), the Honourable Doug Ford (Premier), the Honourable Michael Parsa (Minister of Children, Community and Social Services), the Honourable Sylvia Jones (Minister of Health), the Association of Local Public Health Agencies (aLPHa), Pauline Rochefort, MP (Nipissing-Timiskaming), Scott Aitchison, MP (Parry Sound-Muskoka), District of Parry Sound Social Services Administration Board (DSSAB), District of Nipissing Social Services Administration Board (DNSSAB), Association of Municipalities of Ontario (AMO), The Federation of Northern Ontario Municipalities (FONOM), and Council of Medical Officers of Health (COMOH).

The recorded vote was as follows:

RECORDED VOTE FOR CIRCULATION: Yes / No (Please circle one)

Name:	For:	Against:	Abstain:	Name:	For:	Against:	Abstain:
Rick Champagne	X			Jamie Restoule	X		
Karen Cook	R			Alex Scott	X		
Blair Flowers	R			Tim Sheppard	X		
Sara Inch	X			Marianne Stickland	X		
Jamie Lowery	X			Dave Wolfe	X		
Jamie McGarvey	X						

"Amended motion Carried"

15.0 IN CAMERA

There was no in camera session.

16.0 ADJOURNMENT

Having no further business, Rick Champagne, Board of Health Chairperson adjourned the Board of Health meeting at 6:52 p.m.

Original Signed by Rick Champagne	2026/02/25
Chairperson/Vice-Chairperson	Date (yyyy/mm/dd)
Original Signed by Ashley Lecappelain	2026/02/25
Ashley Lecappelain, Recorder	Date (yyyy/mm/dd)

Parry Sound Area Planning Board Meeting Minutes

Monday February 23, 2026 6:30 p.m. Zoom Electronic Web Meeting

Members Present: Joe Lamb, Morley Haskim, David Moore, Scott Nash

Others Present: Karlee Britton (Clerk- Township of McKellar)

Zoom Link: <https://us02web.zoom.us/j/7791245001?>

Agenda

1.1. Additions to Agenda

1.1.1 Appointments

1.2. Prioritization of Agenda

Moved By: Joe Lamb

Seconded By: David Moore

That a name change for the Board be discussed after the budget item.

“Carried”

1.3. Disclosure of Pecuniary Interest and the General Nature Thereof

1.4. Minutes and Matters Arising From Minutes

2. Adoption of Minutes

Resolution: 2026-009

Moved By: David Moore

Seconded By: Morley Haskim

That the minutes of a meeting held January 26, 2026 be adopted.

“Carried”

3. B24 2025 (W) – Sorra

Resolution: 2026-010

Moved By: Scott Nash

Seconded By: David Moore

That application B24/2025(W) be approved subject to the following conditions as shown on the attached sketch.

Having regard to the items set out in Section 51(24) of the Planning Act, Planning Board

hereby grant the creation of one (1) new Rural lot at 1157 Highway No. 124 in part of Lots 31 & 32, Concession B in the Municipality of Whitestone being as applied for by Hillar and Peter Sorra in Application No. B24/2025(W) subject to the following conditions:

Planning Board Requirements

1) That the applicant provides the Secretary-Treasurer with:

From Lawyer

- a) the original executed transfer (deed), a duplicate original and one photocopy;
- b) a schedule describing the severed parcel and naming the grantor and grantee attached to the transfer for approval purposes
- c) that the applicants' solicitor confirm that the new lot can be serviced by the existing right-of-way;

From Surveyor

- d) a copy of the survey plan deposited in the Land Registry office.

2) Payment of all applicable planning fees to the Parry Sound Area Planning Board.

Municipal Compliance Letter Requirements

- 1) That payment of a parkland dedication fee be made in accordance with the current Municipal Fees and Charges By-Law;
- 2) That the new lot receive 911 Addressing from the Municipality;
- 3) That the newly created lot be rezoned from the Rural (RU) to the Rural Residential (RR) Zone; and
- 4) That payment of all Municipal planning consultant fees and all other fees associated with the processing of this application be paid.

"Carried"

4. B01 2026 (W) – Skeba

Resolution: 2026-011

Moved By: Scott Nash

Seconded By: Morley Haskim

David Moore asked about potentially 7 waterfront cottages mentioned in the neighbours letter.

Joe Lamb indicated that one concern was access to the lake over Skeba property. He stated that they have the right to grant access but there is no indication they will.

The other concern was road maintenance. There is no indication that the owners will not contribute to road maintenance.

Patrick Christie echoed Joe Lamb's comments that private access agreements are possible.

Joe Lamb stated that the other concern was the creation of a series of back lots, which was discussed at council and deemed to be allowed.

That application B01/2026(W) be approved subject to the following conditions as shown on the attached sketch.

Having regard to the items set out in Section 51(24) of the Planning Act, Planning Board hereby grant the creation of three (3) new rural lots fronting on a new private road to be accessed from the existing private right-of-way in part of Lot 10, Concession 3 in the Municipality of Whitestone as applied for by Ilona and Christopher Skeba in Application No. B01/2026(W) subject to the following conditions:

Planning Board Requirements

1) That the applicant provides the Secretary-Treasurer with:

From Lawyer

- a) the original executed transfer (deed), a duplicate original and one photocopy;
- b) a schedule describing the severed parcel and naming the grantor and grantee attached to the transfer for approval purposes
- c) that the applicants' solicitor confirm that the new lot can be serviced by the existing right-of-way;

From Surveyor

- d) a copy of the survey plan deposited in the Land Registry office.

2) Payment of all applicable planning fees to the Parry Sound Area Planning Board.

Municipal Compliance Letter Requirements

- 1) That payment of a parkland dedication fee be made in accordance with the current Municipal Fees and Charges By-Law;
 - 2) That the three (3) new lots 911 Addressing from the Municipality;
 - 3) the newly created lots be rezoned from the Waterfront Residential 1 – Limited Services (WF1-LS) to the Rural-Limited Services (RU-LS) Zone;
 - 4) the applicants enter into a Section 51.26 Consent Agreement with the Municipality of Whitestone to be registered on title, to include:
 - (i) the implementation of the septic system design measures from the Septic Suitability Assessment as set out in the Hutchison Environmental Sciences Report dated August 31, 2022 to ensure the retention of phosphorous; and
 - (ii) recognition of the private access road for the new lots and to indemnify the Municipality for any responsibility or liability for the access or maintenance;
 - 5) That payment of all Municipal planning consultant fees and all other fees associated with the processing of this application be paid.
- “Carried”

5. B02 2026 (McK) – Moeckel

Resolution: 2026-012

Moved By: David Moore

Seconded By: Morley Haskim

Melissa Markham - Planner for the applicant - was in attendance to answer any questions.

That application B02/2026(McK) be approved subject to the following conditions as shown on the attached sketch.

Having regard to the items set out in Section 51(24) of the Planning Act, Planning Board hereby grant the creation of two (2) new rural lots at 267 Balsam Road in part of Lot 19, Concession 13 in the Township of McKellar as applied for by Frank and Angela Moeckel in Application No. B02/2026(McK)) subject to the following conditions:

Planning Board Requirements

1) That the applicant provides the Secretary-Treasurer with:

From Lawyer

- a) the original executed transfer (deed), a duplicate original and one photocopy;
- b) a schedule describing the severed parcel and naming the grantor and grantee attached to the transfer for approval purposes
- c) ~~that the applicants' solicitor confirm that the new lot can be serviced by the existing right-of-way;~~

From Surveyor

- d) a copy of the survey plan deposited in the Land Registry office.

2) Payment of all applicable planning fees to the Parry Sound Area Planning Board.

Municipal Compliance Letter Requirements

- 1) Payment of a fee in lieu of parkland as required in the Township of McKellar Fees and Charges By-Law;
- 2) 911 Addressing for the proposed new lot;
- 3) That 10 metres from the centre line of Balsam Road, for both the severed and retained lots, be transferred to the Township of McKellar, if found not to be in the Township's ownership;

"Carried"

6. Correspondence

- a) Letter from Tina Stanley – Green Lane Road Association Re: B01/2026(W) – Skeba
- b) Letter of concern from Sherri Aldis Re: B01/2026(W) - Skeba

7. Closed

8. Reports & Enquiries

8.1. Enquiries

8.2. Accounts Payable

Resolution: 2026-013
Moved By: Morley Haskim
Seconded By: David Moore

Morley Haskim indicated that the Ridge at Manitou had a name change to Manitou Ridge and the company is Purposeful Golf

That the accounts for January 2026 be paid in the amount of **\$6,457.24**

“Carried”

8.3. Accounts

Joe Lamb spoke in support of the budget and Whitestone as a member of the Board.

Scott Nash asked about the reserve amounts.

Karlee Britton indicated that \$3000 reserves was taken to McKellar Council from the last meeting.

Scott Nash asked about the previous fee to WPSGN.

Patrick Christie indicated that the amount will be significantly less the \$10,000. Between \$1,000 - \$5,000

Scott Nash asked about shared access to WPSGN.

Morley Haskim spoke in support of the budget

- a) That the Parry Sound Area Planning Board approves the 2026 draft budget.

8.4. Administration

Joe Lamb suggested the name change.

Morley Haskim supported the name change.

- a) That the Parry Sound Area Planning Board be changed to the McKellar Whitestone Planning Board.

Scott Nash suggested indenting lot creation, Lot addition, Right-of-way

- b) That the Parry Sound Area Planning Board approves the draft 2026 fee schedule.

“Carried”

Morley Haskim indicated that there needed to be a change to the meeting schedule. May 18th, 2026 – Victoria Day, should be changed to May 25, 2026

9. Adjournment

Resolution: 2026-014

Moved By: Scott Nash

Seconded By: Morley Haskim

That we do now adjourn at 7:17 pm.

“Carried”

MEETING MINUTES

Thursday, February 12, 2026 at 6:30 PM



Board Meeting Location: 1 Beechwood Drive, Parry Sound, Ontario (Virtual)

Board Members Present:

Jerry Brandt	Jamie McGarvey
Gail Finnson	Teri Brandt
Sharon Smith	Peter McIsaac
Teresa Hunt	Rick Zanussi
Joel Constable	Janice Bray

Board Members Absent:

Sean Cotton
Ted Collins
Tom Lundy

Staff:

Tammy MacKenzie, CAO
JJ Blower, Communications Officer
Sylvia Roy, Director of Finance

1. CALL MEETING TO ORDER:

The meeting was called to order by Rick Zanussi at 6:30 PM.

2. TRADITIONAL LAND ACKNOWLEDGMENT.

3. DISCLOSURE OF PECUNIARY INTEREST.

4. APPROVAL OF AGENDA

Resolution 26 02 01

CARRIED

Moved by Teresa Hunt

Seconded by Jerry Brandt

“THAT the agenda of the Regular Meeting of the Board held on February 12, 2026 be accepted as presented.”

5. APPROVAL OF MINUTES:

5.1 January 8, 2026

Resolution 26 02 02

CARRIED

Moved by Janice Bray

Seconded by Sharon Smith

“THAT the Board meeting minutes of Thursday, January 8, 2026 be approved as presented.”

6. DEPUTATIONS & PRESENTATIONS.

7. REPORTS:

7.1 Chair

The chair welcomed the Board.

7.2 Chief Administrative Officer

A written report was provided, and Ms. MacKenzie was available to answer any questions. The CAO highlighted that she had attended the ROMA conference in January and made some delegations on behalf of NOSDA with her NOSDA colleagues. DSSAB's are now allowed to apply for Infrastructure Ontario funding, as of a recent announcement, something that the NOSDA CAO's have been advocating for strongly.

7.3 Director of Finance

The Director of Finance reported that all program budgets have been imported into our software systems and Finance is planning to provide a financial budget vs actual variance analysis report at the March 12th meeting and then providing it monthly going forward. The Ontario Works budget submission has been completed in TPON (Transfer Payment Ontario Network). Our account payable cut-off for year-end is this Friday, February 13th. After this time, finance will be able to close off year-end and complete the working papers for the year-end audit for DSSAB, LHC and NOAH, which typically occurs in April for June Statements. Interim audit work was done the week of January 26th for the 2025 year-end, mapping any new accounts to help lessen the work in April.

8. OUTSTANDING ISSUES.

9. NEW BUSINESS:

9.1 Potential Housing Development

A written report was presented by the CAO.

10. IN-CAMERA: 2

Resolution 26 02 03

CARRIED

Moved by Joel Constable

Seconded by Sharon Smith

“THAT pursuant to Section 38 of the District of Parry Sound Social Services Administration Board's Procedural Rules, the Board moves to an In-Camera session in order to address matters pertaining to:

v) an opinion of the Board's solicitor, disclosure of which would not be in the public interest; or

vi) a decision concerning negotiations for an agreement or contract between the Board and a third party

Resolution 26 02 04

CARRIED

Moved by Teri Brandt

Seconded by Gail Finnson

“THAT the Board now rises out of In-Camera without report.”

Resolution 26 02 05

CARRIED

Moved by Jerry Brandt

Seconded by Peter McIsaac

“WHEREAS Northern Ontario Service Deliverers Association ("NOSDA Corp.") has developed a system (the "Pooling System") by which some or all District Social Services Administration Boards ("DSSABs") and the City of Greater Sudbury (each, a "Service Deliverer") may jointly pursue, obtain, and administer funding; and

The foundation of such system is proposed to be established through an Association Agreement, creating an unincorporated association having as its members each Service Deliverer and NOSDA Corp. (the "Association"), and establishing the terms and conditions upon which Service Deliverers may opt in to the Pooling System for specific programs from time to time.

NOW THEREFORE BE IT RESOLVED THAT:

1. The District of Parry Sound Social Services Administration Board enter into the Association Agreement with the other Service Deliverers.
2. The Chief Administrative Officer and any other signing officer of the corporation be and are hereby authorized to execute the Association Agreement in the form attached hereto, with such amendments thereto as may be agreed upon with the other Service Deliverers and as the signing officers may deem acceptable; and
3. The Chief Administrative Officer be and is hereby appointed as the corporation's Committee Representative for the Association.”

Resolution 26 02 06

CARRIED

Moved by Teresa Hunt

Seconded by Janice Bray

“WHEREAS The District of Parry Sound Social Services Administration Board has joined, or will join, the NOSDA Pooling Association (the "Association"), via an Association Agreement, having as its members the corporation known as Northern Ontario Service Deliverers Association ("NOSDA Corp."), each DSSAB, and the City of Greater Sudbury (together with each DSSAB, the "Service Deliverers"); and

The Association Agreement establishes the foundation for a system by which two or more Service Deliverers may pool their resources and capabilities to jointly pursue certain endeavours (the "Pooling System"); and

The District of Parry Sound Social Services Board recognizes its mandate under the Housing Services Act to devise a housing and homelessness plan, carry out measures to meet housing needs, establish, administer and fund housing and homelessness programs and services, and provide housing; and

The service area of the District of Parry Sound Social Services Board is in critical need of new housing supply, a need widely described as a housing crisis; and

The Association Agreement requires a Commitment Resolution to be passed by the governing body of each Member in respect of each endeavour undertaken through the Pooling System.

NOW THEREFORE BE IT RESOLVED THAT:

1. The District of Parry Sound Social Services Administration Board confirms its status as a Participating Member of the Affordable Housing Innovation Fund program and the Build Canada Homes program
2. The Chief Administrative Officer and any other signing officer of the corporation be and are hereby authorized to execute a Pooling Agreement in respect of the Affordable Housing Innovation Fund program and the Build Canada Homes program, in such form as the signing officers may deem acceptable; and
3. The Chief Administrative Officer be and is hereby appointed as the corporation's Committee Representative for the Association."

11. CORRESPONDENCE.

11.1 Resolution - Municipality of Callander (Council/Board Vacancy)

11.2 Media Release - January 13, 2026 (One Year Later, New Data Confirms Homelessness in Northern Ontario Is Accelerating Faster Than Systems - and communities - Can Sustain)

11.3 Media Release - January 15, 2026 (Investing Pennies on the Dollar could Halt Rising Homelessness, Protect Northern Ontario's Economy: New Report)

11.4 NBPSDHU Overdose Report

12. ADJOURNMENT.

Resolution 26 02 07

CARRIED

Moved by Teri Brandt

Seconded by Joel Constable

"THAT the Board meeting now be adjourned at 7:03 PM, and that the next Regular meeting be held Thursday, March 12, 2026 at the hour of 6:30 PM via Zoom Video Conference."

ACCOUNTS PAYABLE

Municipality of Whitestone
List of Accounts for Approval
Batch: 2026-00029 to 2026-00042

Bank Code - AP - AP-GENERAL OPER

COMPUTER CHEQUE

Payment # Invoice #	Date	Vendor Name GL Account	GL Transaction Description	Detail Amount	Payment Amount
37862 2025RG	03/11/2026	Gibson Bay Road Association 16-440-4 - Roads Grant Program	Gibson Bay Road 2025 Roa	4,104.04	4,104.04
37863 1025022609260	03/11/2026	Minister of Finance-Policing 16-274 - Policing Levy	January Policing Services	38,946.00	38,946.00
37864 177147	03/25/2026	Bell Canada - Public Access 16-787 - Recreation - Public Pay 11-210-2 - A/R HST Receivable 99-999-1 - HST (Statistical) Non-	Pay Telephone HST Tax Code HST Tax Code	50.88 5.62 6.50 NL	56.50
37865 Mar 25, 2026	03/25/2026	CASH 11-125-1 - Float - Thrift Shop	Thrift Shop Float 2026	75.00	75.00
37866 1017032608360 1026022615350	03/25/2026	Minister of Finance-Policing 16-274 - Policing Levy 16-274 - Policing Levy	February Policing Services Oct - Dec Revenues Credit	38,946.00 -184.50	38,946.00 -184.50
			Payment Total:		38,761.50
37867 Mar 17 2026	03/25/2026	Jasper Keck 16-302 - Roads-Office-Wages/B 11-210-2 - A/R HST Receivable 99-999-1 - HST (Statistical) Non-	Marks - Clothing HST Tax Code HST Tax Code	213.69 23.60 27.30 NL	237.29
37868 Mar 13 2026	03/25/2026	Peter McEwen 16-302 - Roads-Office-Wages/B	MTO Medical	200.00	200.00
37869 Mar 2026	03/25/2026	Minister of Finance 14-430 - In Lieu Of Taxes	2023 MOS Refund 050 005	281.25	281.25
37870 Mar 19 2026	03/25/2026	Russell Whitmell 16-207 - Fire - Drivers Exams 16-207 - Fire - Drivers Exams	DZ Testing License Renewal Fee	23.75 90.00	113.75
37871 INV-67961-W8Z	04/08/2026	Bereavement Authority of Ontar 16-502 - Cemetery - Membership	Annual License Renewal 20	450.00	450.00
37872 177273	04/08/2026	Bell Canada - Public Access 16-787 - Recreation - Public Pay 11-210-2 - A/R HST Receivable 99-999-1 - HST (Statistical) Non-	Pay Telephone HST Tax Code HST Tax Code	50.88 5.62 6.50 NL	56.50
37873 Apr 2 2026	04/08/2026	Mike Biscaro 15-371 - Hall Rental Revenue	Return of Cleaning Deposit	100.00	100.00
37874 213994	04/08/2026	Cunningham Swan Lawyers 16-120 - Admin - Legal Expense 11-210-2 - A/R HST Receivable 99-999-1 - HST (Statistical) Non-	Legal Services - March 19 2 HST Tax Code HST Tax Code	178.08 19.67 22.75 NL	197.75
37875 324B	04/08/2026	TKO Custom Construction 16-806 - Library - Building Maint 11-210-2 - A/R HST Receivable 99-999-1 - HST (Statistical) Non-	Drywall Patch Repair - Libra HST Tax Code HST Tax Code	356.16 39.34 45.50 NL	395.50
37876 Dues 2026	04/08/2026	West Parry Sound Road 16-303 - Roads-Office-Supplies/	Membership Fees 2026	160.00	160.00

Municipality of Whitestone
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COMPUTER CHEQUE

Payment # Invoice #	Date	Vendor Name GL Account	GL Transaction Description	Detail Amount	Payment Amount
Total Computer Cheque:					84,135.08

ONLINE BANKING

Payment # Invoice #	Date	Vendor Name GL Account	GL Transaction Description	Detail Amount	Payment Amount
OB-247	02/02/2026	Workplace Safety Insurance Bd.			
Q4 WSIB	Accrual	12-335 - WSIB	Q4 WSIB Remittance	12,484.10	
		16-275 - By-Law Enforcement	Q4 WSIB Remittance	297.69	
		16-798 - After School Program	Q4 WSIB Remittance	66.43	
		16-204 - Fire - Workplace Safety	Q4 WSIB Remittance	2,779.93	15,628.15
OB-248	02/11/2026	Receiver General			
PP2		12-331 - Payroll Deductions	January 16 to 31 Remittanc	14,497.76	14,497.76
OB-249	02/12/2026	Hydro One Networks Inc.-Auld			
Jan 2026		16-466-1 - Aulds Landfill - Hydr	Dec 12 2025 - Jan 14 2026	110.79	
		16-466-1 - Aulds Landfill - Hydr	Dec 12 2025- Jan 14 2026-	-25.58	
		16-118 - Admin - Financial Expe	Dec 12 2025- Jan 14 2026-	1.22	
		11-210-2 - A/R HST Receivable	HST Tax Code	12.24	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	14.16 NL	98.67
OB-250	02/12/2026	Hydro One Networks Inc.-York (6266)			
January 2026		16-446-1 - York Landfill - Hydro	January Hydro - York LF	56.46	
		16-446-1 - York Landfill - Hydro	January Hydro - York LF Re	-13.04	
		11-210-2 - A/R HST Receivable	HST Tax Code	6.23	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	7.21 NL	49.65
OB-251	02/13/2026	Bell Canada			
January CC		16-706 - Dunchurch Hall - Telep	January Phone	53.56	
		11-210-2 - A/R HST Receivable	HST Tax Code	5.91	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	6.84 NL	59.47
January Garage		16-324 - Garage Telephone	January Phone	53.56	
		11-210-2 - A/R HST Receivable	HST Tax Code	5.91	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	6.84 NL	59.47
January Office		16-109 - Admin - Telephone	January Phone	264.34	
		11-210-2 - A/R HST Receivable	HST Tax Code	29.20	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	33.77 NL	293.54
January MI		16-720 - Maple Is. Hall - Teleph	January Phone	63.73	
		11-210-2 - A/R HST Receivable	HST Tax Code	7.04	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	8.14 NL	70.77
January Stn 1		16-237 - Station 1 - Telephone	January Phone	75.94	
		11-210-2 - A/R HST Receivable	HST Tax Code	8.39	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	9.70 NL	84.33
Dec Jan Stn 2		16-257 - Station 2 - Telephone	December Phone	80.47	
		16-257 - Station 2 - Telephone	January Phone	80.47	
		16-118 - Admin - Financial Expe	January Phone	2.72	
		11-210-2 - A/R HST Receivable	HST Tax Code	17.78	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	20.56 NL	181.44
Payment Total:					749.02
OB-252	02/13/2026	Minister Of Finance			
Jan 2026 EHT		12-332 - Employer Health Tax	January 2026 EHT Remittai	2,101.55	2,101.55
OB-253	02/18/2026	Quadient Canada Ltd.			
Feb 2026		16-106 - Admin - Postage Exper	Top up postage machine	3,000.00	3,000.00

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ONLINE BANKING

Payment # Invoice #	Date	Vendor Name GL Account	GL Transaction Description	Detail Amount	Payment Amount
OB-254	02/23/2026	Hydro One Networks Inc.-All			
February Hydro		16-743 - Pavilion - Hydro	February Hydro	422.92	
		16-743 - Pavilion - Hydro	February Hydro - Rebate	-97.67	
		16-705 - Dunchurch Hall - Hydro	February Hydro	574.07	
		16-705 - Dunchurch Hall - Hydro	February Hydro - Rebate	-132.57	
		16-439 - Roads - Street Lights	February Hydro - Street Lig	20.98	
		16-439 - Roads - Street Lights	February Hydro - Street Lig	-4.85	
		16-439 - Roads - Street Lights	February Hydro Steet Light	-86.59	
		16-439 - Roads - Street Lights	February Hydro Steet Light	374.94	
		16-323 - Garage - Hydro	February Hydro	367.87	
		16-323 - Garage - Hydro	February Hydro - Rebate	-84.95	
		16-150 - Office - Heating/Hydro	February Hydro - Rebate	-73.03	
		16-150 - Office - Heating/Hydro	February Hydro	316.23	
		16-232 - Station 1 - Hydro	February Hydro	948.68	
		16-232 - Station 1 - Hydro	February Hydro - Rebate	-219.08	
		16-251 - Station 2 - Hydro	February Hydro - Rebate	-23.20	
		16-251 - Station 2 - Hydro	February Hydro	100.45	
		16-719 - Maple Is. Hall - Heat/Hy	February Hydro	526.90	
		16-719 - Maple Is. Hall - Heat/Hy	February Hydro - Rebate	-121.68	
		16-719 - Maple Is. Hall - Heat/Hy	February Hydro - Rebate	-6.82	
		16-719 - Maple Is. Hall - Heat/Hy	February Hydro	40.56	
		11-210-2 - A/R HST Receivable	HST Tax Code	407.97	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	471.86 NL	3,251.13
OB-255	02/26/2026	Receiver General			
PP3		12-331 - Payroll Deductions	February 1 to 15 Remittanc	16,276.29	16,276.29
OB-256	03/10/2026	TD Visa			
032026LIB		11-223 - Due to Due (from) Libr	March Visa Library	243.20	243.20
032026JS		16-115 - Admin - Computer Sup	Google - GSuite	426.88	
		16-118 - Admin - Financial Expe	Square - Payment Terminal	340.14	
		11-210-2 - A/R HST Receivable	HST Tax Code	84.72	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	97.99 NL	851.74
032026WS		16-790 - Recreation Cmttee-Pro	Amazon - Weights for Fitne	83.71	
		16-790 - Recreation Cmttee-Pro	Amazon - Craft Items	216.12	
		16-790 - Recreation Cmttee-Pro	Amazon - Craft Items and F	33.32	
		16-790 - Recreation Cmttee-Pro	Amazon - Food Items for pr	86.54	
		16-790 - Recreation Cmttee-Pro	Amazon - Craft Items	64.31	
		16-790 - Recreation Cmttee-Pro	Amazon - Craft Items	19.99	
		16-790 - Recreation Cmttee-Pro	Amazon - Diaper Pail for To	81.40	
		16-843 - Planning & Developme	Teranet - CSP Document Vi	3.05	
		16-702 - Dunchurch Hall - Suppl	Amazon - Boot mat for Com	50.87	
		16-710 - Dunchurch Hall -High S	Starlink - Internet	142.46	
		16-843 - Planning & Developme	CSP Document View	3.05	
		16-110 - Admin - Office Supplies	Zoom - Zoom Subscription	53.93	
		16-790 - Recreation Cmttee-Pro	Amazon - Games	66.13	
		16-126 - Admin - Communicatio	Mailchimp - Enewsletter	37.15	
		16-108 - Admin - Advertising	Amazon - Outdoor enclosec	406.01	
		16-110 - Admin - Office Supplies	Amazon - Glade Plug Ins	11.66	
		16-790 - Recreation Cmttee-Pro	Amazon - Pickle Ball - Balls	100.92	
		16-790 - Recreation Cmttee-Pro	Amazon - Craft Supplies	39.64	
		16-104 - Admin - Training Exper	Hampton Inn- booking- Sud	687.67	
		16-104 - Admin - Training Exper	Hampton Inn- booking- Fee	176.27	

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Payment # Invoice #	Date	Vendor Name GL Account	GL Transaction Description	Detail Amount	Payment Amount
032026MH		16-104 - Admin - Training Exper	Hampton Inn- booking- Fee	17.99	
		16-790 - Recreation Cmttee-Pro	Hobbiesville - Game Nights	397.98	
		16-118 - Admin - Financial Expe	TD Visa - Overlimit Fee	29.00	
		16-790 - Recreation Cmttee-Pro	Amazon - Credit Craft Items	-17.42	
		11-210-2 - A/R HST Receivable	HST Tax Code	271.77	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	314.30	NL 3,063.52
		16-732 - Ardbeg Internet	Starlink - Ardbeg Internet	142.46	
		16-408-1 - 2022 Dodge 2500 F	Petro Canada - Gas	123.41	
		16-320 - Garage - Mtc/Supplies/	Walmart - Coffee Supplies	103.85	
		16-320 - Garage - Mtc/Supplies/	Walmart - Drinking Water	65.56	
		11-210-2 - A/R HST Receivable	HST Tax Code	29.37	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	33.96	NL 464.65
		Payment Total:			4,623.11
OB-257	03/10/2026	Receiver General			
PP4		12-331 - Payroll Deductions	February 2 to 28 Remittanc	14,038.86	14,038.86
OB-258	03/17/2026	Minister Of Finance			
Mar 18 2026		12-332 - Employer Health Tax	2025 EHT Annual Return	0.01	0.01
OB-259	03/18/2026	Minister Of Finance			
Feb 2026 E		12-322 - Deferred OCIF Grant	February 2026 EHT Remitt	2,129.63	2,129.63
OB-260	03/20/2026	Hydro One Networks Inc.-All			
March 2026		16-743 - Pavilion - Hydro	March Hydro	474.31	
		16-743 - Pavilion - Hydro	March Hydro - Rebate	-109.54	
		16-705 - Dunchurch Hall - Hydro	March Hydro	507.73	
		16-705 - Dunchurch Hall - Hydro	March Hydro - Rebate	-117.25	
		16-439 - Roads - Street Lights	March Hydro - Rebate	-4.14	
		16-439 - Roads - Street Lights	March Hydro	17.92	
		16-439 - Roads - Street Lights	March Hydro	319.71	
		16-439 - Roads - Street Lights	March Hydro - Rebate	-73.83	
		16-323 - Garage - Hydro	March Hydro - Rebate	-91.68	
		16-323 - Garage - Hydro	March Hydro	397.01	
		16-150 - Office - Heating/Hydro	March Hydro	286.11	
		16-150 - Office - Heating/Hydro	March Hydro - Rebate	-66.07	
		16-232 - Station 1 - Hydro	March Hydro - Rebate	-198.22	
		16-232 - Station 1 - Hydro	March Hydro	858.32	
		16-251 - Station 2 - Hydro	March Hydro	101.83	
		16-251 - Station 2 - Hydro	March Hydro - Rebate	-23.52	
		16-719 - Maple Is. Hall - Heat/Hy	March Hydro	538.48	
		16-719 - Maple Is. Hall - Heat/Hy	March Hydro - Rebate	-124.35	
		16-719 - Maple Is. Hall - Heat/Hy	March Hydro - Rebate	-6.27	
		16-719 - Maple Is. Hall - Heat/Hy	March Hydro	37.31	
		11-210-2 - A/R HST Receivable	HST Tax Code	390.86	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	452.07	NL 3,114.72
		16-790-6 - Recreation - Food Pa	February Hydro - Food Pan	38.67	
		16-790-6 - Recreation - Food Pa	February Hydro - Food Pan	-34.39	
		16-790-6 - Recreation - Food Pa	February Hydro - Food Pan	148.93	
		11-210-2 - A/R HST Receivable	HST Tax Code	20.72	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	23.97	NL 173.93
		Payment Total:			3,288.65
OB-261	03/20/2026	Hydro One Networks Inc.-Auld			
Feb 2026		16-466-1 - Aulds Landfill - Hydr	February Hydro - Aulds LF	105.43	

Municipality of Whitestone
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Payment # Invoice #	Date	Vendor Name GL Account	GL Transaction Description	Detail Amount	Payment Amount
		16-466-1 - Aulds Landfill - Hydro	February Hydro - Aulds LF -	-24.35	
		16-118 - Admin - Financial Expe	February Hydro - Aulds LF	1.48	
		11-210-2 - A/R HST Receivable	HST Tax Code	11.65	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	13.47 NL	94.21
OB-262	03/20/2026	Hydro One Networks Inc.-York (6266)			
February 226		16-446-1 - York Landfill - Hydro	February Hydro	67.68	
		16-446-1 - York Landfill - Hydro	February Hydro Rebate	-15.63	
		16-446-1 - York Landfill - Hydro	February Hydro Credit	-41.00	
		11-210-2 - A/R HST Receivable	HST Tax Code	7.48	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	8.65 NL	18.53
OB-263	03/20/2026	Municipality Of McDougall			
26371		16-459 - York Landfill - Bulk Wa:	Household Waste	609.00	609.00
OB-264	03/20/2026	Quadient Canada Ltd.			
2737962		16-106 - Admin - Postage Exper	Service Agreement Postage	1,277.37	
		11-210-2 - A/R HST Receivable	HST Tax Code	141.09	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	163.19 NL	1,418.46
Mar 24 2026		16-106 - Admin - Postage Exper	Top Up Postage machine	1,801.06	
		11-210-2 - A/R HST Receivable	HST Tax Code	198.94	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	230.09 NL	2,000.00
			Payment Total:		3,418.46
OB-265	03/20/2026	Reliance Home Comfort			
02/2026 Office		16-151 - Office - Building Mainte	Water Heater Rental Office	56.11	
		11-210-2 - A/R HST Receivable	HST Tax Code	6.20	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	7.17 NL	62.31
02/2026 Stn 2		16-259 - Station 2 - Building Mtc	Water Heater Rental Stn 2	51.73	
		11-210-2 - A/R HST Receivable	HST Tax Code	5.72	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	6.61 NL	57.45
			Payment Total:		119.76
OB-266	03/24/2026	Bell Canada			
Jan 2026		16-162 - High Speed Internet	Jan, Feb, Mar Internet	530.67	
		11-210-2 - A/R HST Receivable	HST Tax Code	58.00	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	67.08 NL	588.67
February Garage		16-324 - Garage Telephone	February Phone	53.56	
		11-210-2 - A/R HST Receivable	HST Tax Code	5.91	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	6.84 NL	59.47
February Stn 2		16-257 - Station 2 - Telephone	February Phone	80.47	
		16-118 - Admin - Financial Expe	February Phone	2.68	
		11-210-2 - A/R HST Receivable	HST Tax Code	8.89	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	10.28 NL	92.04
February CC		16-706 - Dunchurch Hall - Telep	February Phone	53.56	
		11-210-2 - A/R HST Receivable	HST Tax Code	5.91	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	6.84 NL	59.47
February MI		16-720 - Maple Is. Hall - Teleph	February Phone	63.73	
		11-210-2 - A/R HST Receivable	HST Tax Code	7.04	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	8.14 NL	70.77
February Office		16-109 - Admin - Telephone		264.34	
		11-210-2 - A/R HST Receivable	HST Tax Code	29.20	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	33.77 NL	293.54
February Stn 1		16-237 - Station 1 - Telephone	February Phone	75.94	
		11-210-2 - A/R HST Receivable	HST Tax Code	8.39	

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ONLINE BANKING

Payment # Invoice #	Date	Vendor Name GL Account	GL Transaction Description	Detail Amount	Payment Amount
		99-999-1 - HST (Statistical) Non-	HST Tax Code	9.70 NL	84.33
			Payment Total:		1,248.29
OB-267	03/24/2026	Bell Mobility Inc.			
January Cell P		16-092 - Council - Miscellaneous	January Cell Phones	44.98	
		16-322 - Cell Phone	January Cell Phones	34.01	
		16-283-1 - Cell Phone	January Cell Phones	33.58	
		16-320 - Garage - Mtc/Supplies/	January Cell Phones	33.93	
		16-109 - Admin - Telephone	January Cell Phones	34.72	
		11-210-2 - A/R HST Receivable	HST Tax Code	20.03	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	23.17 NL	201.25
February 2026		16-092 - Council - Miscellaneous	February Cell Phones	39.94	
		16-322 - Cell Phone	February Cell Phones	35.82	
		16-283-1 - Cell Phone	February Cell Phones	33.58	
		16-322 - Cell Phone	February Cell Phones	34.17	
		16-109 - Admin - Telephone	February Cell Phones	34.35	
		11-210-2 - A/R HST Receivable	HST Tax Code	19.66	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	22.73 NL	197.52
Mar 2026		16-092 - Council - Miscellaneous	March Cell Phones	39.94	
		16-322 - Cell Phone	March Cell Phones	34.15	
		16-283-1 - Cell Phone	March Cell Phones	33.58	
		16-322 - Cell Phone	March Cell Phones	34.52	
		16-109 - Admin - Telephone	March Cell Phones	37.06	
		11-210-2 - A/R HST Receivable	HST Tax Code	19.79	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	22.89 NL	199.04
			Payment Total:		597.81
OB-268	03/25/2026	Receiver General			
03-25-2026		12-331 - Payroll Deductions	Mar 1 to 15 Remittance - PF	15,914.56	15,914.56
OB-269	03/31/2026	Whitestone Public Library and			
Mar 2026		11-223 - Due to Due (from) Libr	Release of OTF Grant	6,700.00	6,700.00
			Total Online Banking:		108,453.10

EFT

Payment # Invoice #	Date	Vendor Name GL Account	GL Transaction Description	Detail Amount	Payment Amount
3617	03/13/2026	Canadian Union of Public			
Feb 2026		12-338 - CUPE-Union Dues	February 2026 CUPE Remi	990.70	990.70
3618	03/13/2026	Ideal Supply Company Ltd.			
6589597		16-320 - Garage - Mtc/Supplies/	Part	102.33	
		11-210-2 - A/R HST Receivable	HST Tax Code	11.30	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	13.07 NL	113.63
3619	03/13/2026	Janet Jackson			
Mar 5 2026		16-798 - After School Program	Mar 3 - Mar 5 ASP	231.40	231.40
3620	03/13/2026	Kempfenfelt Imaging Systems KiS			
AR136886		16-115 - Admin - Computer Supl	Postage Meter Supplies	250.28	
		11-210-2 - A/R HST Receivable	HST Tax Code	27.64	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	31.97 NL	277.92
3621	03/13/2026	McDougall Energy			
ARI00984181		16-411 - 2007 International - Fur	Regular Gas	901.76	
		16-404-3 - 2020 Freightliner Sn	Regular Gas	901.75	

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EFT					
Payment #	Date	Vendor Name	GL Transaction Description	Detail Amount	Payment Amount
Invoice #		GL Account			
ARI00984183		16-404-1 - 2017 Freightliner Sin	Regular Gas	901.74	
		16-403 - 2015 Freightliner Tand	Regular Gas	901.76	
		11-210-2 - A/R HST Receivable	HST Tax Code	398.41	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	460.80	NL 4,005.42
		16-408-1 - 2022 Dodge 2500 Fi	Regular Gas	155.33	
		16-394-2 - 2018 Dodge Ram 20	Regular Gas	155.32	
		16-776 - 2016 Facilities Truck - I	Regular Gas	155.34	
		11-210-2 - A/R HST Receivable	HST Tax Code	51.47	
ARI00984182		99-999-1 - HST (Statistical) Non-	HST Tax Code	59.53	NL 517.46
		16-427-1 - 2022 Backhoe -Fuel	Diesel Dyed	812.63	
		16-423 - 2010 Grader - Fuel	Diesel Dyed	812.62	
		11-210-2 - A/R HST Receivable	HST Tax Code	179.52	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	207.63	NL 1,804.77
			Payment Total:		6,327.65
3622	03/13/2026	Moore Propane Limited			
163007499		16-704 - Dunchurch Hall - Heati	Liquid Propane - CC	409.70	
		11-210-2 - A/R HST Receivable	HST Tax Code	45.25	
163007496		99-999-1 - HST (Statistical) Non-	HST Tax Code	52.34	NL 454.95
		16-329 - Garage - Heating	Liquid Propane - Garage	842.72	
		11-210-2 - A/R HST Receivable	HST Tax Code	93.08	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	107.66	NL 935.80
			Payment Total:		1,390.75
3623	03/13/2026	Near North Lab Inc			
2600405		16-779 - Water Testing	Water Testing	93.21	
		11-210-2 - A/R HST Receivable	HST Tax Code	10.30	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	11.91	NL 103.51
3624	03/13/2026	The Engraving Shoppe			
104597	Accrual	16-123 - Admin - Volunteer Appr	Plaque Engraved -Joseph M	119.05	
		11-210-2 - A/R HST Receivable	HST Tax Code	13.15	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	15.21	NL 132.20
3625	03/27/2026	ADT Security Services Canada Inc.			
35779893		16-151 - Office - Building Mainte	Alarm Monitoring - 21 Churr	366.34	
		11-210-2 - A/R HST Receivable	HST Tax Code	40.46	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	46.80	NL 406.80
35779246		16-316 - Garage - Miscellaneous	Alarm Monitoring - Garage	329.09	
		11-210-2 - A/R HST Receivable	HST Tax Code	36.35	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	42.04	NL 365.44
			Payment Total:		772.24
3626	03/27/2026	Assoc Of Municipalities Of Ont.			
0010101		16-103 - Admin - Membership/Si	Municipal Members	2,425.26	
		11-210-2 - A/R HST Receivable	HST Tax Code	267.88	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	309.83	NL 2,693.14
3627	03/27/2026	The Corporation of The City of			
10010013043		16-202 - Fire - Training	Training - NFPA 1021 11 Cr	407.04	
		11-210-2 - A/R HST Receivable	HST Tax Code	44.96	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	52.00	NL 452.00
3628	03/27/2026	District of Parry Sound.Social Service			
Q1 2026 Levy		16-618 - Dist. Soc. Services (DS	Q1 Municipal Levy	79,327.63	79,327.63
3629	03/27/2026	Janet Jackson			

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EFT					
Payment #	Date	Vendor Name	GL Transaction Description	Detail Amount	Payment Amount
Invoice #		GL Account			
Mar 12 2026		16-798 - After School Program	Mar 10 - Mar 12 ASP	115.70	115.70
3630	03/27/2026	Local Authority Services Ltd.			
MGBP00051892		16-110 - Admin - Office Supplies	Supplies	602.18	
		11-210-2 - A/R HST Receivable	HST Tax Code	66.51	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	76.93 NL	668.69
MGBP00005217		16-110 - Admin - Office Supplies	Supplies	60.03	
		11-210-2 - A/R HST Receivable	HST Tax Code	6.63	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	7.67 NL	66.66
			Payment Total:		735.35
3631	03/27/2026	Loopstra Nixon LLP			
193883		16-120 - Admin - Legal Expense	Fees - Legal review	2,485.45	
		11-210-2 - A/R HST Receivable	HST Tax Code	274.53	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	317.52 NL	2,759.98
3632	03/27/2026	McDougall Energy			
ARI01026212		16-423 - 2010 Grader - Fuel	Diesel Dyed	289.37	
		16-427 - 2016 Backhoe - Fuel	Diesel Dyed	289.35	
		11-210-2 - A/R HST Receivable	HST Tax Code	63.92	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	73.93 NL	642.64
ARI01026211		16-403 - 2015 Freightliner Tand	Diesel Clear	733.10	
		16-404-1 - 2017 Freightliner Sin	Diesel Clear	733.10	
		16-411 - 2007 International - Fu	Diesel Clear	733.10	
		16-404-3 - 2020 Freightliner Sn	Diesel Clear	733.09	
		11-210-2 - A/R HST Receivable	HST Tax Code	323.90	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	374.62 NL	3,256.29
			Payment Total:		3,898.93
3633	03/27/2026	Moore Propane Limited			
9021594		16-741-1 - Pavilion-Heating	Liquid Propane - Pavilion	94.93	
		11-210-2 - A/R HST Receivable	HST Tax Code	10.49	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	12.13 NL	105.42
9021593		16-150 - Office - Heating/Hydro	Liquid Propane - 21 Church	813.34	
		11-210-2 - A/R HST Receivable	HST Tax Code	89.84	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	103.91 NL	903.18
			Payment Total:		1,008.60
3634	03/27/2026	Ontario Assoc Of Fire Chiefs			
68200		16-209 - Fire - Memberships/Mu	2026 OAFB Membership	284.93	
		11-210-2 - A/R HST Receivable	HST Tax Code	31.47	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	36.40 NL	316.40
3635	03/27/2026	OMERS			
Feb 2026		12-339 - OMERS	February 2026 OMERS	17,544.60	17,544.60
3636	03/27/2026	Purolator Courier Ltd			
525215063		16-092 - Council - Miscellaneous	Courier Services - Council	6.30	
		11-210-2 - A/R HST Receivable	HST Tax Code	0.69	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	0.80 NL	6.99
3637	03/27/2026	Sands Canada Inc.			
00732389		16-252 - Station 2 - Minor Purch	Supplies	193.57	
		11-210-2 - A/R HST Receivable	HST Tax Code	21.38	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	24.73 NL	214.95
3638	03/27/2026	SDB Truck & Equipment Repairs			
14120		16-250 - Station 1 - Truck #10	Service Call	162.82	

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EFT					
Payment # Invoice #	Date	Vendor Name GL Account	GL Transaction Description	Detail Amount	Payment Amount
		11-210-2 - A/R HST Receivable	HST Tax Code	17.98	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	20.80 NL	180.80
3639	03/27/2026	Michael Skof, Prosecutor			
251130-WS	Accrual	16-120 - Admin - Legal Expense	Legal Services - November	85.22	
		11-210-2 - A/R HST Receivable	HST Tax Code	9.42	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	10.89 NL	94.64
3640	03/31/2026	Conseil scolaire public du			
Q1 2026		18-974 - French Public School E	Q1 2026 Installment	881.28	881.28
3641	03/31/2026	Near North District School Brd			
Q1 2026		18-911 - English Public School E	Q1 2026 Installment	254,515.49	254,515.49
2025 Supps/WC		12-240 - A/P Public School Boar	2025 Supplementals & Writ	10,921.37	10,921.37
			Payment Total:		265,436.86
3642	04/10/2026	Air Automotive Tracking			
WS2604		16-310 - Roads-Supplies GPS M	April Wireless	254.40	
		11-210-2 - A/R HST Receivable	HST Tax Code	28.10	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	32.50 NL	282.50
3643	04/10/2026	Adams Bros Construction Ltd			
189055		16-452 - York Landfill - Maintena	Service Customer Owned T	101.76	
		16-473 - Auld Landfill - Maintena	Service Customer Owned T	101.76	
		11-210-2 - A/R HST Receivable	HST Tax Code	22.48	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	26.00 NL	226.00
189220		16-471 - Auld Landfill - Bulk Wa	Empty & Return Bin - Aulds	194.11	
		11-210-2 - A/R HST Receivable	HST Tax Code	21.44	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	24.80 NL	215.55
			Payment Total:		441.55
3644	04/10/2026	Chris Kasulke			
W202602		16-275 - By-Law Enforcement	By-law Enforcement	2,089.30	2,089.30
W202601		16-275 - By-Law Enforcement	By-Law Enforcemet	1,919.50	1,919.50
			Payment Total:		4,008.80
3645	04/10/2026	Canadian National Non Freight			
91832518		16-414 - Bunny Trail RR Crossir	Bunny Trail	403.50	403.50
3646	04/10/2026	Duck Rock Resort			
183083		16-110 - Admin - Office Supplies	Supplies	22.65	22.65
183084		16-234 - Station 1 - Fuel & Oil	Fuel	338.12	
		11-210-2 - A/R HST Receivable	HST Tax Code	37.35	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	43.20 NL	375.47
183085		16-320 - Garage - Mtc/Supplies/	Supplies	16.05	16.05
			Payment Total:		414.17
3647	04/10/2026	Freightliner North Bay			
18011IN		16-404-3 - 2020 Freightliner Sn	Part	228.76	
		11-210-2 - A/R HST Receivable	HST Tax Code	25.26	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	29.22 NL	254.02
3648	04/10/2026	Gardner, John Edward			
20260408-01		11-511 - Taxes Receivable - Cui	Refund for Customer #2021	3,030.84	3,030.84
3649	04/10/2026	Ideal Supply Company Ltd.			
6632909		16-394-1 - 2018 Dodge Ram M	Supplies	531.93	
		11-210-2 - A/R HST Receivable	HST Tax Code	58.75	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	67.95 NL	590.68

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EFT					
Payment #	Date	Vendor Name	GL Transaction Description	Detail Amount	Payment Amount
Invoice #		GL Account			
6673659		16-394-1 - 2018 Dodge Ram M	Part	64.09	
		11-210-2 - A/R HST Receivable	HST Tax Code	7.08	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	8.19 NL	71.17
			Payment Total:		661.85
3650	04/10/2026	Janet Jackson			
Mar 26 2026		16-798 - After School Program	Mar 24 - Mar 26 ASP	173.55	173.55
3651	04/10/2026	Moore Propane Limited			
163007732		16-329 - Garage - Heating	Liquid Propane - Garage	471.71	
		11-210-2 - A/R HST Receivable	HST Tax Code	52.10	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	60.26 NL	523.81
9021791		16-704 - Dunchurch Hall - Heatin	Liquid Propane - CC	460.12	
		11-210-2 - A/R HST Receivable	HST Tax Code	50.82	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	58.78 NL	510.94
			Payment Total:		1,034.75
3652	04/10/2026	Magnetawan Truck and Trailer			
4309		16-402 - 2015 Freightliner Tand	Repairs	480.82	
		11-210-2 - A/R HST Receivable	HST Tax Code	53.11	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	61.43 NL	533.93
3653	04/10/2026	Near North Industrial Solution			
105592		16-421 - 2010 Grader - Mainten	Parts	99.04	
		11-210-2 - A/R HST Receivable	HST Tax Code	10.94	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	12.65 NL	109.98
3654	04/10/2026	Ricoh Canada Inc.			
SCO95236878		16-113 - Admin - Office Equipme	Copier Usage	368.21	
		11-210-2 - A/R HST Receivable	HST Tax Code	40.67	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	47.04 NL	408.88
3655	04/10/2026	Michael Skof, Prosecutor			
260331		16-120 - Admin - Legal Expense	Legal Services - March 202	673.76	673.76
3656	04/10/2026	Sun Life Assurance Company of Canada			
00282017		16-101 - Admin- Benefits	EAP	42.74	
		11-210-2 - A/R HST Receivable	HST Tax Code	4.72	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	5.46 NL	47.46
3657	04/10/2026	Telizon Inc.			
0631912026031		16-109 - Admin - Telephone	Long Distance	3.86	
		16-237 - Station 1 - Telephone	Long Distance	0.52	
		16-803 - Library - Expenses	Long Distance	0.09	
		16-118 - Admin - Financial Expe	Long Distance	0.14	
		11-210-2 - A/R HST Receivable	HST Tax Code	0.49	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	0.57 NL	5.10
3658	04/10/2026	The Water Healer Corp.			
1213		16-778 - Water Maintenance	Part - Pro series fan	223.87	
		11-210-2 - A/R HST Receivable	HST Tax Code	24.73	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	28.60 NL	248.60
115468		16-334 - Garage - Building Main	Annual Hoist Inspection	895.49	
		11-210-2 - A/R HST Receivable	HST Tax Code	98.91	
		99-999-1 - HST (Statistical) Non-	HST Tax Code	114.40 NL	994.40
			Payment Total:		1,243.00
			Total EFT:		399,735.49

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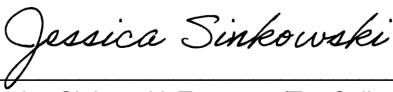
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Payment # Invoice #	Date	Vendor Name GL Account	EFT		Payment Amount
			GL Transaction Description	Detail Amount	

Total AP: 592,323.67

Report prepared for Council April 13, 2026



Jessica Sinkowski, Treasurer/Tax Collector

COMMITTEE OF THE WHOLE



MEMORANDUM

To: Mayor and Council
From: Nigel Black, CAO/Clerk
Date: April 21, 2026
Re: **Official Plan Review**

Background

Council started the review of the current draft of the Official Plan on October 2, 2025. In subsequent meetings, Council reviewed up to and including page 67 of the draft document. The direction at the time was to schedule another meeting time to review the remainder of the document. Today's meeting is a continuation of the Official Plan Review.

Attached are only the pages to be reviewed at today's meeting.

It should be noted that the purpose of today's session is to review the remainder of the document and not to revisit the first 66 pages, and therefore those pages have not been included.

Once we have completed the review of the remaining pages, the edited document will be brought to Council prior to it being presented to the Ministry of Municipal Affairs and Housing.

Attachments:

Attachment A – Official Plan Draft Pages 67 to 90 (For Review)

17.10.5 The water levels of Wahwashkesh Lake rise dramatically during the spring causing potential flood hazards. It will be the policy of this Plan that the openings of any habitable buildings must be above the theoretical flood elevation as set out in Section 12.05.1. Foundations, footings and non-habitable structures should be adequately designed to recognize the potential for flooding at elevations lower than the flood elevation.

17.10.6 In order to properly respond to a diverse number of issues that may arise during the development of properties along the shoreline of Wahwashkesh Lake, these properties will be designated as a site plan control area. Site ~~plan control~~[Plan Control](#) is a necessary and valuable tool to protect the character of the shoreline of Lake Wahwashkesh and to provide vegetated buffers to mitigate the impacts of development on the natural environment and the lake.

17.10.7 Lake Wahwashkesh is known for its Atlantic Coastal Plain Flora. The ~~lake~~[Lake](#) is ranked in the top five of all lakes in Ontario for such flora. This has been extensively documented by the Natural Heritage League and the World Wildlife Fund in a 1989 study. Any development along the shores of Lake Wahwashkesh should have regard for its impact on this rare coastal flora environment and be directed away from Atlantic Coastal Plain Flora features. [An EIS shall be required prior to any development adjacent to Lake Wahwashkesh.](#)

~~17.10.8 Prior to new lot creation, the consideration of reduced development setbacks from the shoreline or the sale of shore road allowances, the Municipality may require the preparation of an Environmental Impact Study.~~

Commented [JR48]: General policy added to waterfront section

17.11 Miskokway Lake and Trout Lake

~~For Miskokway and Trout Lakes, the~~ 17.11.1 ~~The~~ development capacity of [Miskokway Lake and Trout Lake](#), has not been determined. These are known ~~coldwater~~[cold water](#) lakes that support a ~~coldwater~~[cold water](#) fishery. No further consents or land division that results in the creation of new lot development within 300 metres of the lakes will be permitted unless studies have been undertaken to demonstrate that there is capacity without adversely impacting the habitat features of these lakes. The Ministry of Natural Resources ~~and Forestry~~ should be contacted for technical advice.

17.12 Labrash Lake

17.12.1 Labrash Lake is a small lake that flows into the Magnetawan River. The ~~lake~~[Lake](#) is small with few cottages and the residents of the ~~lake~~[Lake](#) have expressed an interest in preserving the low density on the ~~lake~~[Lake](#). ~~New lot creation on Labrash Lake will require a minimum frontage of 150 metres.~~

17.12.2 All development on Labrash Lake will be subject to ~~site plan control~~[Site Plan Control](#).

17.13 Other Recreational Waterbodies

~~17.13.1 Other waterbodies that fall within the definition of a recreational waterbody will be eligible for development subject to complying with all other applicable policies of this Plan for access, physical suitability, environmental protection and other relevant planning criteria.~~

~~17.13.2 The standard for new lots in the unspecified recreational waterbodies will be 90 metres of frontage and not less than 1.0 hectares of land area unless a study such as a hydrogeological study has been provided to demonstrate site conditions are suitable for the long term provision of private individual sewer and water services.~~

Commented [JR49]: Covered in the waterfront designation section.

SECTION 18.0 – COMMUNITY AREAS OVERLAY

- 18.01 The Municipality of Whitestone has four distinct communities. These include Dunchurch, Maple Island, Whitestone ~~village~~Village and the ~~village~~Village of Ardbeg. These communities vary in size but they all function similarly in terms of identifying a community of interest, provide a number of non-residential service-type uses and having a concentration of smaller lot sizes distinct from the rural areas around the communities. In the case of Maple Island and Dunchurch, the communities are partly located on recreational waterbodies.
- 18.02 The predominant use for community areas will be ~~single~~ detached dwellings and local commercial uses, institutional uses including churches, schools and community centres. Home occupations and bed and breakfasts will be permitted in the Community designation.
- 18.03 In addition to the above, new commercial uses and industrial uses will be permitted in the Community designation subject to the other policies of this Plan and so long as these uses ~~do not interfere~~are compatibly with ~~the~~ existing residential ~~dwellings~~uses.
- 18.04 The minimum lot ~~size~~area for new development in the residential areas will be 1.0 hectares with a minimum frontage of 45 metres on a year-round ~~municipal~~Municipal road. Lesser lot areas may be considered where it is demonstrated that an individual sewage and individual water service can be sited on the lot.
- 18.05 No traffic hazards shall be created by the establishment of new driveways on major roadways due to increased traffic or limited sight lines on curves or grades.
- 18.06 Lots in the original surveys for the ~~village~~Village of Dunchurch are approximately ~~20m X 40m~~20 metres by 40 metres. This density of development may potentially lead to a need for municipal sewer and water services. Wherever possible and appropriate, the Municipality will encourage these existing surveyed lots to be merged with adjoining lots to reduce the overall density in the ~~village~~Village.
- 18.07 The extent of the areas identified as Community are shown on Schedule 'A'. These areas have been identified in the broadest way and the actual communities may consist of a much smaller area. Some of the above policies may not necessarily apply to lands on the perimeter of the lands designated Community.
- 18.08 The Municipality will support the establishment of committees from each community area to provide ongoing recommendations for the upgrading and rejuvenation of these communities including any specific plans or programs that may be delivered by the Municipality with the support of senior levels of government where available.

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SECTION 19.0 – COMMUNITY IMPROVEMENT POLICIES

19.01 Goal

It is the goal of the Municipality of Whitestone to maintain and improve the physical living environment in the Municipality.

19.02 Objective

The objectives of the Municipality of Whitestone are to:

- (a) ~~(a)~~ — upgrade the present ~~municipal~~ Municipal services, utilities and facilities throughout the Municipality;
- (b) ~~(b)~~ — encourage the upgrading of existing private properties;
- (c) ~~(c)~~ — undertake a program of physical improvements which are fiscally responsible;
- (d) ~~(d)~~ — expand upon the number of services and facilities available in the Municipality where economically feasible;
- (e) ~~(e)~~ — encourage the expansion of commercial enterprises in the Municipality to improve the availability of local services and to improve the local economy;
- (f) ~~(f)~~ — upgrade the public services provided at the waterfront to increase the appearance and level of services offered to both Municipal visitors and residents; and
- (g) ~~(g)~~ — encourage the upgrading of private services at the waterfront.

19.03 Improvement Criteria

To achieve the community improvement objectives of this Plan, improvements will be identified based on one or more of the following criteria:

- (a) ~~(a)~~ — the deficiencies or inadequacies of recreational services and facilities;
- (b) ~~(b)~~ — street conditions;
- (c) ~~(c)~~ — the inadequacy of hydro-electric services;
- (d) ~~(d)~~ — absence of street lighting;
- (e) ~~(e)~~ — land use conflicts;
- (f) ~~(f)~~ — improved waterfront facilities;

- (g) ~~(g)~~—the physical condition and age of buildings and structures;
- (h) ~~(h)~~—need for increased fire protection services; and
- (i) ~~(i)~~—proposed commercial developments.

19.04 Phasing

The Council of the Municipality of Whitestone has identified needed or desired improvements to the present services and facilities in the Municipality. A system of phased improvements will be identified to recognize priorities and fiscal constraints in the Municipality.

19.05 Community Improvement Area

The whole of the Municipality of Whitestone as outlined on Schedule 'A' to this Plan will henceforth be known as the Municipality of Whitestone Community Improvement Area.

19.06 Implementation

In order to implement the Whitestone Community Improvement policies, the following activities and programs may be employed (but not limited to):

- (a) ~~(a)~~—designating community improvement areas and prepare community improvement plans under the Planning Act;
- (b) ~~(b)~~—the enforcement of Section 6 - Property Standards By-law, through a ~~property standards by~~ Property Standards By-law;
- (c) ~~(c)~~—supporting the Municipal residents in rehabilitation programs;
- (d) ~~(d)~~—participating in provincial and federal rehabilitation programs;
- (e) ~~(e)~~—petitioning the relevant provincial agencies in order to apply for special assistance for new recreational facilities where available;
- (f) ~~(f)~~—encouraging and supporting new development, particularly commercial development;
- (g) ~~(g)~~—participating in any local improvements which support the community improvement objectives;
- (h) ~~(h)~~—co-operation with local service clubs and organizations to undertake local improvements;
- (i) ~~(i)~~—the sale of surplus ~~municipal~~ Municipal land may be applied to community improvements subject to the requirements of the

Municipal Act; and

- (j) ~~(j)~~ applying ~~municipal~~ Municipal reserve funds towards an eligible community improvement project.

SECTION 20.0 – PROPERTY STANDARDS

20.01 Council may enact by-laws prescribing the minimum standards for maintenance and occupancy of all types of property and their enforcement. To protect the amenities of the natural environment and existing and future development, a Property Standards By-law will contain requirements with respect to:

- (a) garbage disposal;
- (b) pest prevention;
- (c) structural maintenance of buildings;
- (d) building safety;
- (e) cleanliness of buildings;
- (f) plumbing, heating and electricity (where applicable);
- (g) keeping lands and particularly waterfront properties free from rubbish, debris, abandoned vehicles, trailers, boats or materials;
- (h) maintaining yards, lands, parking and storage areas;
- (i) maintaining fences, accessory buildings and signs; and
- (j) occupancy standards.

20.02 The Municipality may ~~appoint a Property Standards Officer, who will be responsible~~ amend this by-law to prescribe minimum standards for administering and enforcing the Property Standards By-law. ~~Information concerning substandard housing conditions, overuse~~ maintenance of existing buildings, neglected yards and other problems will also be collected by inspectors and other personnel in the Municipality.

~~The Municipality may appoint a Property Standards Committee as provided~~ heritage attributes for in the Planning Act for the purpose of hearing appeals against an order of the Property Standards Officer. ~~It is intended that a close liaison will be maintained between the Property Standards Committee, the Property Standards Officer and Council to ensure effective administration of the By-law.~~

20.03 ~~Without sacrificing in any way the long term objective of the Property Standards Policy, it is the policy of this Plan that the Property Standards By-law may be administered at all times to assist the citizens of the Municipality who have low or fixed incomes. Orders issued by the Property Standards Officer~~ properties

[designated](#) under the ~~By-law will clearly be in the public interest~~ [Ontario Heritage Act](#).

~~20.04 As an integral part of the Property Standards Policy, Council may support continued participation in any available home rehabilitation programmes to afford its residents the greatest opportunity possible to comply with property standards.~~

SECTION 21.0 – IMPLEMENTATION

21.01 Accessory Uses

Wherever a use is permitted in the land use policy in this Plan, it is intended that any uses, buildings or structures normally incidental, accessory and subordinate to the principal permitted use will also be permitted within that policy provision.

21.02 Boundaries

The boundaries illustrated on Schedule 'A' - Land Use Plan are to be considered as approximate only. Amendments to the policy categories will not be required for minor interpretations of boundary locations shown on Schedule 'A'.

21.03 Numerical Interpretation

Wherever numerical figures have been used in this policy document to refer to physical standards including lot areas or dimensions of lots, so long as the spirit and intent of the policy is maintained minor adjustments to these figures up or down may be considered.

21.04 Deeming By-laws

There are several older registered plans of subdivision located within the Municipality of Whitestone. Some of these registered plans contain lots that do not or can not meet minimal standards for construction purposes. The Municipality may exercise its authority to deem such subdivisions or parts thereof not to be considered as registered plans under the *Planning Act*.

21.05 Site Plan Control

All development in the whole of the Municipality may be subject to the provisions of ~~The~~the Site Plan Control ~~Requirements~~requirements under the *Planning Act*. Commercial, industrial, institutional and certain residential uses may be designated as ~~site plan control areas~~Site Plan Control Areas by by-law of the Municipality in accordance with the requirements of the *Planning Act*.

21.06 Existing Development Applications

~~There are a number of applications for subdivisions or consents that predate the adoption date of this Official Plan document. The new policies contained in this Site Plan may not apply to these applications so long as they are in compliance with current Municipal Standards for land use. Control can be utilized wherever possible to conserve cultural heritage resources by ensuring that new development so long as they have been accepted as 'complete applications' per is compatible with and/or does not adversely impact those resources. This may include requiring the prescribed information in owner of a property with cultural heritage value or interest to satisfy conditions as part of the Planning Act and so long as the Council is satisfied that the general intent and purpose of the new Official Site Plan is maintained as far as possible Control agreement with the Municipality.~~

21.07 Special Exceptions For Existing Uses

Where there are existing building and structures or uses on a lot proposed to be divided, the Municipality may make an exception to the minimum standards for the retained or severed parcel subject to the passage of an amending ~~zoning~~by Zoning By-law or a minor variance being obtained.

21.08 Holding Provisions

21.08.1 The *Planning Act* provides for the use of the holding symbol "H" in conjunction with any land use zone found within the implementing ~~zoning-by~~Zoning By-law.

21.08.2 The purpose of the holding zone is to prevent or limit the use of land until such time as Council is satisfied that further development may take place and the appropriate environmental studies and services have been reviewed and approved. The objectives and use of this symbol are set out herein.

21.08.3 The holding symbol may be applied to lands to be developed where the ultimate use of the land has been clearly established but:

- (a) ~~(a)~~—development or redevelopment is to be phased; or
- (b) ~~(b)~~—the implementation of policies requires special design features.

21.08.4 The holding symbol may be applied to undeveloped or unserviced land, land being proposed for development, lands having special constraints not related to use and lands adjacent to railways, highways or major ~~municipal~~Municipal roads.

21.08.5 In accordance with the *Planning Act*, the Zoning By-law implementing this Plan will identify lands subject to holding provisions by the inclusion of an "H" suffix to the zone symbol.

21.08.6 The ~~zoning-by~~Zoning By-law provisions relating to the use of the "H" suffix will specify what uses are permitted while the holding provision applies.

21.08.7 The holding symbol may be removed by by-law to allow development to proceed in accordance with the relevant zoning category as long as the following condition or conditions are met:

- (a) ~~(a)~~—extensions for services are approved by the appropriate authority;
- (b) ~~(b)~~—site plans are approved in the case of commercial and industrial development;
- (c) ~~(c)~~—approvals are received from the Ministries of Natural Resources and ~~Forestry and~~ Environment, Conservation and ~~Climate Change~~Parks where applicable; and
- (d) ~~(d)~~—the objectives of the Official Plan including development criteria are met.

21.09 Zoning

The Municipality will be responsible for enacting implementing ~~zoning-by~~Zoning By-laws that reflect current Official Plan policies as amended. Through the Zoning By-law, Council may conserve the integrity of archaeological resources to prohibit any land use activities or the erection of buildings or structures on land which is a site of a significant archaeological resource. Should any existing ~~zoning-by~~Zoning By-laws contain provisions that do not conform to the Official Plan as amended, Council will take whatever steps are necessary to properly implement current Official Plan policies.

21.10 Non-Conforming Uses

This Plan recognizes legal nonconforming uses in accordance with section 34(9) of the *Planning Act*.

21.11 Special Notices

Council by resolution, may forego public notification and public meeting(s) in connection with Official Plan, Community Improvement Plan and Zoning By-law Amendments if such amendments relate to matters which will not affect the policies and intent of the Official Plan or Community Improvement Plan, or the provisions of the Zoning By-law in any material way, and will be restricted to the following matters:

- (a) ~~i)~~—altering the numbering and location of the text, schedules and maps;
- (b) ~~ii)~~—altering punctuation or language to obtain a uniform mode of expression;
- (c) ~~iii)~~—correcting clerical, grammatical, dimensional, boundary, mathematical or typographical errors;
- (d) ~~iv)~~—inserting historical footnotes or similar annotations to indicate the original and approval of each provision;
- (e) ~~v)~~—consolidating amendments;
- (f) ~~vi)~~—transferring Official Plan, Community Improvement Plan and Zoning By-law designations to new base maps such as new Ontario Base maps or other maps which might be prepared in conjunction with a specific study; and,
- (g) ~~vii)~~—adding technical information such as plans of subdivision, buildings, contours and elevations to base maps or schedules.

21.12 Plan Review

~~Following approval of this Plan by the Ministry of Municipal Affairs and Housing, the Basis, Objectives and Policies of the Plan shall be reviewed at least once every~~

~~five years at a meeting of Council in accordance with the provisions of the Planning Act. The Council of the Municipality of Whitestone shall, not less than every five years, hold a special meeting open to the public to determine the need for a revision of the Official Plan and in determining the need for a revision, Council shall have regard to the Provincial Policy Statement.~~

~~The five year review shall consist of an assessment of:~~

- ~~a) the continuing relevance of the assumptions used to develop this Plan as found in Section 4.0 of the Basis of this document;~~
- ~~b) the degree to which the objectives of this Plan have been met;~~
- ~~c) the effectiveness of the policies in the Plan in solving problems and realizing objectives;~~
- ~~d) the effectiveness of policy guidelines in protecting water quality, heritage resources, natural resources and habitat and the environment within the Municipality; and,~~
- ~~e) plans and policies of other levels of government.~~

This Plan shall be reviewed in accordance with the requirements of the Planning Act to ensure it is up to date.

21.13 Amendments

~~An amendment to Schedule 'A' or the text of this Plan is required to permit the establishment of uses other than those permitted in this Plan. In considering an amendment to Schedule 'A' with a view of designating additional areas for a particular use or changing the designated uses of a particular area, or changing the policies of~~ Amendment to ~~this Plan, Council shall have regard to the following criteria:~~

- ~~i)~~ (a) the need for the proposed use;
- ~~ii)~~ (b) the extent to which the existing areas which are designated for the use are developed, and the nature and adequacy of such existing development;
- ~~iii)~~ (c) the physical suitability of the land for such proposed use;
- ~~iv)~~ (d) the location of the areas under consideration with respect to:
 - ~~i.~~ the adequacy of the existing and proposed roadway system;
 - ~~ii.~~ the convenience and accessibility of the site for vehicular and pedestrian traffic and traffic safety;

- iii. ~~the~~ adequacy of the water supply, sewage disposal facilities, and other ~~municipal~~ Municipal services in view of the policies contained in this Plan and in accordance with technical reports which Council shall request from the developer and subject to the approval authority having jurisdiction;
- iv. ~~the~~ compatibility of such proposed use with uses in the surrounding area;
- v. ~~the~~ potential effect of the proposed use on the financial position of the Municipality;
- vi. ~~the~~ impacts of the proposed use on the natural environment; and

- (e) ~~v)~~ the Provincial ~~Policy Statements~~ Planning Statement.

21.14 Amenity Policies

21.14.1 Adequate buffering shall be required between all uses where one use may adversely affect or conflict with an adjoining use. The buffering may include the following:

- (a) ~~a)~~ an appropriate tree screen;
- (b) ~~b)~~ fence;
- (c) ~~c)~~ berming;
- (d) ~~d)~~ sufficient distance; or
- (e) ~~e)~~ a combination of the above.

21.14.2 Development proponents should contact the local Ministry of the Environment, Conservation, and ~~Climate Change~~ Parks office to ensure that there is compliance with separation requirements and environmental objectives where applicable.

21.14.2 All residential and non-residential uses including commercial, industrial or institutional uses are identified as site plan control areas. The Municipality may designate these areas by By-law as site plan control areas and require the proponents of such uses to file site plans and agreements as provided for under the *Planning Act*.

21.15 Development Charges/ Community Benefits

21.15.1 The ~~Township~~ Municipality may enact a Development Charges By-law or Community Benefits By-law in accordance with the provisions of the *Planning Act*.

21.16 Pre-consultation and Complete Application

21.16.1 Prospective applicants are encouraged to pre-consult with the ~~Township~~ Municipality prior to the submission of a *Planning Act* application.

21.16.2 As part of a Pre-consultation application, Township staff will identify the material -needed to support an application. Based site specific circumstances, required material could include a variety of supporting studies, that may include:

- (a) Planning Justification Report;
- (b) Environmental Impact Study;
- (c) Master Servicing Study/Servicing Options Report;
- (d) Traffic Impact Study;
- (e) D-4 Landfill Study;
- (f) Agricultural Impact Assessment and/or MDS calculation;
- (g) Environmental Site Assessment;
- (h) Hydrogeological Study/Hydrology Study;
- (i) Stormwater Management Report;
- (j) Wellhead Protection – Risk Assessment Report;
- (k) Flooding, Erosion, Slope Stability Report
- (l) Noise and Vibration Impact Analysis;
- (m) Odour, Dust and Nuisance Impact Analysis;
- (n) Geotechnical/Soils Stability Report;
- (o) Wind Study;
- (p) Archaeological Assessment;
- (q) Cultural Heritage Report and/or Heritage Impact Study;

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(r) Tree Preservation Plan

(s) Functional Servicing Report;

(t) Illumination Study; and/or

(u) Any additional information identified by the Municipality during pre-consultation.

21.16.3 The cost associated with all the required studies shall be the sole responsibility of the applicant. Costs incurred for the Municipality to peer review the studies, as required, shall also be the responsibility of the applicant.

21.17 Future Studies to Address Emerging Issues

21.17.1 Through the Official Plan Review a number of issues or emerging issues have been identified. These issues may required separate study to research the issues and consider the most appropriate policy and/or implementation options. The following list provides examples of existing and emerging issues that may require additional study, but is not intended to be an exhaustive list:

a) Public and municipal access points to lakes for cottage lots.

b) Disposition of Crown Land for municipal purposes.

c) Roads inventory and Roads Needs Study.

d) Lake-by-lake development potential/capacity review.

e) Municipal Employment Area Study.

f) Municipal property review

g) Solid Waste Management Study

SECTION 22.0 – SPECIAL POLICIES

22.01 Exceptions

From time to time, the Council of the Municipality of Whitestone will find it appropriate and necessary to adopt a site-specific exception to the policies of this Plan to provide for a particular land use, development or to apply special provisions. These exceptions are set out below:

22.02 Water Use

22.02.1 The Council of the Municipality of Whitestone recognize the overlapping but limited jurisdiction over navigable waters. The Municipality will support and participate in any planning programs over water use with senior levels of government to manage such activities in accordance with the goals and objectives of this Official Plan.

22.02.12 It is the policy of the Municipality to support applications for new or expanded ~~waterlot~~water lot licenses for commercial uses subject to the following conditions:

- (a) ~~(a)~~—approval of relevant agencies including the Department of Fisheries and Oceans Canada and the Ministry of Natural Resources and Forestry;
- (b) ~~(b)~~—ensuring that there is a buffer between the ~~waterlot~~water lot and any adjoining residential uses;
- (c) ~~(c)~~—complying with any ~~municipal~~Municipal standards governing setbacks from major or minor navigation channels;
- (d) ~~(d)~~—where applicable, there is adequate car parking available to service boat docking rental customers and visitors;
- (e) ~~(e)~~—the configuration and size of the ~~waterlot~~water lot has regard for orientation of adjoining property lines such that egress and ingress are considered and protected as far as possible;
- (f) ~~(f)~~—the size of the ~~waterlot~~water lot does not exceed the size of the onshore lands including adjacent Crown reserves or shore road allowance;
- (g) ~~(g)~~—there are adequate onshore services including sewage disposal, water treatment, hydro and solid waste disposal facilities to accommodate the use of the docking facility.

22.02.2 In addition to the Zoning By-law and ~~site plan control~~Site Plan Control, Council may implement other controls including the imposition of speed limits or special signage regulations in conjunction with lake associations.

22.03 Signs

The Municipality may enact a by-law to regulate against the proliferation of signs which conflict with the natural environment of the Municipality.

22.04 Lights

The Municipality will take whatever measures are necessary to restrict any offensive lighting away from adjacent residential lands and to restrict on-shore lighting that may be hazardous to navigation.

22.05 Sleeping Cabins

Sleeping or guest cabins are permitted accessory uses so long as they remain subordinate and incidental to the main dwelling subject to the requirements of the Zoning By-law implementing this Plan. The Zoning By-law will include

regulations that ensure that sleeping cabins are: subordinate in size to any residential use; retained as an accessory function (i.e. no cooking facilities); and restricted in number so as to preserve the principal residential use.

22.06 Channels

No development will be permitted on a portion of the shoreline of any lot which is located on any customarily and regularly travelled channel or water course to which there is no convenient alternative where docks, wharves or other shoreline structures could be hazardous to navigation or where the passage of boats could be hazardous to the users of such shoreline facilities.

22.07 Second Cottages

It is the policy of this Plan to permit one additional cottage and accessory buildings by ~~zoning by~~ Zoning By-law amendment Amendment where the parcel would otherwise be eligible for a severance and the additional buildings are located in conformity with all provisions of this Plan and the ~~zoning by~~ Zoning By-law as if the lots were separated.

22.08 Navigability

Development will only be permitted where the water frontage is deemed to be navigable. Navigability, in this context, refers to one's ability to gain convenient access to and from a proposed lot during all normal water level conditions without environmental degradation in an appropriate-sized runabout.

22.09 Common Docks

Access to and from certain existing lots of record may be gained by common dockage involving at least a right-of-way if suitable access as described in 22.08 is unattainable.

22.10 Derelict Vehicles

The Municipality may enact by-laws to control derelict motor vehicles or boats.

22.11 Boathouses

~~Boathouses~~ 22.11.1 In-water boathouses and boatports are not permitted. Dry-land boathouses are permitted accessory ~~uses~~ structures in the Waterfront designation.

22.11.2 The use of structures to store boats along or at the shoreline of properties is a planning concern in the Municipality, particularly where the said structures are large and/or obtrusive on the natural landscape. ~~Rather than prohibit such structures, the zoning by law implementing this policy will provide for size limitations for such structures and appropriate setback and height regulations.~~

~~Boathouses~~ 22.11.3 The Zoning By-law shall provide for size, setback, and height regulations for dryland boathouses.

22.11.4 Dry land boathouses that exceed the regulations set out in the ~~zoning by~~ Zoning By-law will be reviewed and assessed in accordance with the following criteria:

- (a) ~~(a)~~ —the size of the structure relative to the shoreline frontage and area of the property;
- (b) ~~(b)~~ —the need for such a structure;
- (c) ~~(c)~~ —the visibility of the structure from adjoining channels and properties;
- (d) ~~(d)~~ —the public reaction to the oversized boathouse as determined in the processing of a ~~zoning by~~ Zoning By-law amendment to allow for the structure;
- (e) ~~(e)~~ —the elevation of the boathouse and special design and locational features used to lessen its impact;
- (f) ~~(f)~~ —the location and size of the boathouse relative to existing buildings and structures on the adjoining land;
- (g) ~~(g)~~ —the proposed internal uses of the boathouse space; and,
- (h) ~~(h)~~ —the policies that may affect limits of boathouses.

22.11.5 All such oversized ~~dryland~~ boathouses will be subject to ~~site plan control~~ Site Plan Control.

22.12 Noise/Vibration/Land Use Compatibility

22.12.1 Residential areas and other uses of similar sensitivity, such as the sites of hospitals, nursing homes, and homes for the aged, will be protected from situations of undesirable air quality and excessive noise/vibration through good land use planning and site plan control.

22.12.2 Developers will be required to carry out noise and/or vibration assessments and determine control measures which are satisfactory to the Municipality and the Planning Board in accordance with M.O.E.C.C.'s ~~provincial~~ D-Series ~~and Noise~~ Guidelines.

22.12.3 There are additional land use compatibility matters that must be considered in the Official Plan. Long term economic prosperity will be supported by planning so that major facilities (such as airports, transportation corridors, sewage treatment facilities, waste management systems, industries and aggregate activities) and sensitive land uses are appropriately designed, buffered and/or separated from each other to prevent adverse effects from odour, noise and

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other contaminants. Development and land use patterns which may cause environmental or public health and safety concerns will be avoided. When assessing land use compatibility issues, the Municipality shall have regard to the ~~Ministry of the Environment and Climate Change's~~ Provincial D-Series Guidelines on Land Use Compatibility, and recognize minimum separation distances where required.

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22.13 Crown Lakebed

As a condition of development or redevelopment, flooded land below the controlled high water mark may be required to be conveyed to a public authority.

22.14 Narrow Waterbodies

22.14.1 Development on narrow waterbodies and channels will be discouraged, where the width of the channel or waterbody is less than 100 metres. ~~Rather than prohibiting development in such instances, Council and Planning Board will apply a formula designed to increase minimum frontages for new development as the width of the waterbody decreases.~~

GLOSSARY (For interpretation purposes only and not part of plan policy)

~~Agricultural Use and Related Uses means the growing of crops, including nursery and horticultural crops; raising of livestock and other animals for food, or fur, including poultry and fish; aquaculture; agro-22.14.2~~ Where lot creation is proposed in narrow waterbodies, larger lot frontages shall be required to maintain the character of the shoreline.

Commented [JR51]: Order

22.14.3 New shoreline structures development in narrow waterbodies shall consider the impact of the proposed development on the character of the narrow waterbody and the safety of boat navigation and winter ice travel.

22.14.4 New development or site alteration in narrow waterbodies shall be subject to Site Plan Control. New shoreline structure development shall be subject to the preparation of a Site Evaluation Report to identify the location of development on the property in a manner that will minimize the risk to navigation safety and environmental features to the satisfaction of the Municipality.

22.14.5 Properties in narrow waterbodies may be placed in a separate zone that requires greater lot frontages, greater development setbacks and limits the development of shoreline structures in comparison to other waterfront areas.

22.15 Waterfront Landings

~~22.15.1 Waterfront Landings are properties that provide access for water access properties. Waterfront Landings may contain parking areas and docking facilities for a limited number of boats and may be tied to water access properties. Waterfront Landings are not appropriate for all properties and may~~

~~be permitted in the Waterfront Designation subject to a Zoning By-law amendment and the following criteria:~~

- ~~— A limited number of boat docking spaces may be permitted.~~
- ~~— Site specific zoning to specify the use and outline performance standards such as the maximum number of boat docking and car parking spaces and to limit the development of structures.~~
- ~~— The site is appropriately buffered from neighbouring land uses.~~
- ~~— A natural shoreline buffer is maintained between parking areas and the shoreline, except for a meandering path for access to docking areas.~~
- ~~— A stormwater management plan is provided to outline how stormwater~~
- ~~— from the parking area is to be mitigated before entering the lake.~~
- ~~— The preparation of an EIS to consider fish habitat and the potential impact of dock development and parking areas and to recommend mitigation measure and techniques. The EIS shall also identify the most appropriate location for docks.~~
- ~~— Proper legal access.~~

22.16 Dark Sky Lighting

22.16.1 The Municipality supports efforts to reduce, light pollution while ensuring safe access to lots. Through the site plan control process, all light fixtures shall be dark sky complaint. The Municipality will support future stewardship initiatives that promote public education on dark sky lighting initiatives.

22.17 Telecommunication Facilities

22.17.1 Wireless communications are increasingly required for personal, business and emergency requirements. Emergency response services such as 911, police, fire and ambulance services rely on wireless communication to reduce response times and ultimately keep the Municipality's residents safe.

22.17.2 In order to increase the level of service that telecommunication carriers provide, there must also be an increase in the associated infrastructure. In anticipation of this increased demand, this policy is intended to mitigate the potential land-use conflicts between new large-scale telecommunication towers, encourage co-location, encourage the use of existing structures (buildings or towers) and stealth and unobtrusive design. In the future, as service providers scope-down and localize their networks, it is anticipated that stealth design in telecommunication towers will be the vehicle of choice for carriers. As a result, this policy encourages stealth applications in all areas of the Municipality. Before stealth design becomes viable throughout the Municipality, the Municipality will promote co-location and unobtrusive design. It must be noted that co-location and unobtrusive design are mutually exclusive. Co-location towers are more bulky in order to support increased load and therefore a more obtrusive design. The Municipality will work with service providers to determine which option best suits each location. Emphasis will be placed on co-location.

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22.17.3 Telecommunications and telecommunication infrastructure in Canada fall under the jurisdiction of the Federal government and as such, is regulated by Innovation, Science and Economic Development Canada (ISED). Through CPC-2-0-03, (Environmental Process, Radio frequency Fields and Land-Use Consultation), ISED has recognized that local land-use authorities should have an opportunity to influence the location of telecommunication towers and facilities. Although ISED requires consultation with land-use planning authorities, it is not obligated to act upon the recommendations of these authorities. It is therefore a policy of this Plan to establish a co-operative approach in its attempt to direct the siting of telecommunication structures and facilities to desired locations within the Municipality.

22.17.4 The Municipality may develop a Siting Protocol to assist in public consultation and to ensure that efforts are made to appropriately site telecommunications facilities in the Municipality.

22.18 Renewable Energy Systems

22.18.1 The Municipality supports the reduction of greenhouse gas emissions and preparing for the impacts of a changing climate through the use of energy efficient building materials and designs, and low impact development and landscaping design practices, and the use and development of alternative energy systems and renewable energy systems.

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22.18.2 The Municipality supports the establishment of location requirements and setback requirements for the establishment of renewable energy infrastructure including solar panels and wind turbines. This infrastructure, whether for personal or commercial purposes, shall be directed away from waterbodies and the view sheds surrounding waterbodies.

22.19 Short-Term Rental

22.19.1 The Municipality recognizes that dwelling units (including cottages) have been rented for years for various timeframes.

22.19.2 The recent phenomenon of dwelling units being used as dedicated short-term accommodations has precipitated the need for management and regulation of short-term rental accommodations to protect the planned function of residential areas.

22.19.3 The Municipality shall enact both Zoning By-law regulations and a Licensing By-law to regulate short-term rental accommodations which together shall:

- a) Establish a definition of short-term rental accommodations;
- b) Permit short-term rental accommodations within zones that permit a dwelling unit;
- c) Establish regulations to ensure the planned function of residential areas is maintained;
- d) Establish regulations to ensure the character of residential areas and residential uses are maintained; and,
- e) Establish regulations to minimize the potential negative impacts of short-term rental accommodations.

22.20 Climate Change

22.20.1 The Municipality supports energy and water conservation, air improvement and protection, and climate change adaptation.

22.20.2 Future development and public works shall be designed to consider potential impacts of climate change.

Appendix 1 - GLOSSARY (For interpretation purposes only and not part of plan policy)

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Agricultural Use and Related Uses means the growing of crops, including nursery and horticultural crops; raising of livestock and other animals for food, or fur, including poultry and fish; aquaculture; agroforestry; maple syrup production; associated on-farm buildings and structures; and those farm-related commercial and farm-related industrial uses that are small scale and directly related to the farm operation and are required in close proximity to the farm operation.

Garden Suites or Granny Flat is a small, portable, detached house originally conceived and designed to accommodate an elderly or disabled person(s) on the same lot as the home of the host family.

Group Home is a single housekeeping unit in a residential dwelling in which up to ten (10) persons, excluding staff or the receiving family, live as a household under responsible supervision consistent with the requirements of the residents and which is licenced or approved under Provincial Statute and in compliance with municipal by-laws.

Non-Impact Lot is a parcel of land created by a land division authority that because of its location or servicing design will not contribute nutrients to any waterbody that is down grade from the lot.

Recreational Waterbody is a waterbody that is navigable, the bed of the waterbody is owned by the Crown and it is capable of sustaining normal recreational activities including swimming, boating and fishing.

Wayside Pit or Quarry means a temporary excavation from which sand, gravel or earth fill material is removed by:

- (a) a public authority for its own use in maintaining local roads and highways or for land fill sites;
- (b) by the owner of a lot having an area of at least two hectares for his own personal use; or,
- (c) by someone issued a quarry permit from the appropriate government authority to extract sand or gravel from Crown land.

Appendix 1 - Municipal Road Standards

Year-Round Road Standards are as follows:

- right-of-way 20 metres
- clearing width 20 metres
- surface width 6 metres
- granular depth 150mm
- surface treatment tar and chip
- shoulder width 1 metre (each side)
- ditches 0.5 metres

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Overall Track Changes Version compared to the Current Official Plan

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- culverts 400mm
- cover over bedrock 450mm
- maximum grade 12%
- dead ends 12 metres

Seasonal Road and Cottage Road Standards are as follows:

Commented [JR52]: Combine cottage and seasonal road.

Minimum standards for subdivision roads and streets – Cottage Standard Roads for estimated volumes below 50 vehicles per day.

- right-of-way 20 metres
- clearing width 12 metres
- surface width 6 metres
- granular depth 150mm
- ~~surface treatment~~ tar and chip
- shoulder width 0.5 metres (each side)
- ditches 0.5 metres
- culverts 400mm
- cover over bedrock 450mm
- maximum grade 12.4%
- dead ends 12 metres

Seasonal Road Standard

- right-of-way 20 metres
- clearing width 12 metres
- surface width 5 metres
- granular depth 150mm
- surface treatment granular
- shoulder width 0.5 metres
- ditches 0.5 metres
- culverts 400mm
- cover over bedrock 450mm
- maximum grade 14%
- dead ends 10 metres

Caution: The above standards may be subject to change without notice.

STAFF REPORTS



Municipality of Whitestone

Report to Council

Prepared for: Council

Department: Administration

Agenda Date: March 17, 2026 (deferred to April 21)

Report No: ADMIN-2026-02
(Revised)

Subject:

To update Council on the status of Open Building Permits older than three years and how they were handled in 2025. Further, to provide recommended changes in process, fees and reporting moving forward in 2026 and future years.

Recommendation:

THAT the Council of the Municipality of Whitestone receives for information Report ADMIN-2026-02 (Revised) Building Department Inactive Permits; and

THAT Council directs the Fees and Charges Bylaw to be modified to include the following language:

Inactive Permit Fee

Commercial Permit	\$250
Dwellings & Additions	\$200
Accessory Structures	\$150
Decks and Docks	\$100

Mandatory fee upon occurrence

Definition – A permit is inactive if no inspections have occurred or been requested for a 1 year period

Maintenance/Extension Fee

Commercial Permit	\$500
Dwellings & Additions	\$400
Accessory Structures	\$300
Decks and Docks	\$200

Mandatory fee upon occurrence

Definition - A permit that requires longer than five (5) years to complete is subject to a yearly fee

THAT Council of the Municipality of Whitestone endorses the requirement for the Building Department to notify all permit holders that are more than 3 years old with written notice annually:

These letters will be based on the status of permits as of Dec 31st of each year and will be mailed out prior to the end of the first quarter of the year (March 31st).

THAT Council of Municipality of Whitestone requires ongoing reporting of Open Building Permit statistics each quarter, and the fees charged with respect to Inactive Permits and Maintenance/Extension Fees be reported yearly on the 4th Quarter Reports moving forward;

THAT Council of the Municipality of Whitestone agrees to refund the Inactive Permits fees that were charged in 2025 and endorse this new procedure moving forward.

Background:

In 2025 Council had discussions regarding the closing of outstanding permits several times, in conjunction with Building Department's quarterly reports.

At the April 15, 2025 Regular Council meeting, Council passes the following resolution:

Resolution No. 2025-119 as amended

Moved by: Councillor Nash

Seconded by: Councillor Woods

9.1 Report BLDG-2025-01 Building Services 2025, Q1

THAT the Council of the Municipality of Whitestone receives for information Report BLDG-2025-02 (Building Services update and Building Permit activity – January 1 to March 31, 2025); and

THAT the Council of the Municipality of Whitestone directs the Chief Building Officer (CBO) through the Chief Administration Officer (CAO) to issue formal letters to all Building Permit Holders that have an open Building Permit issued more than 36 months ago (April 14, 2022); and

THAT the letter states that open Building Permit(s) are to be closed by December 31, 2025, and reminding the Permit Holder(s) that:

- 1) the Building Permit can be revoked as per the Ontario Building Code (OBC); and
- 2) a \$200 inspection fee for Inactive Permits will be charged per Inspection as per the Fees and Charges By-Law Schedule D; and
- 3) no person shall occupy or permit to be occupied a building unless the Chief Building Official has issued a permit authorizing occupation of the building, as per the Ontario Building Code and the Building Code Act.

Recorded vote requested by Councillor Lamb

		YEAS	NAYS	ABSTAIN
<u>4</u>	Councillor Bray	X		
<u>1</u>	Councillor Lamb	X		
<u>2</u>	Councillor Nash	X		
<u>3</u>	Councillor Woods	X		
<u>5</u>	Mayor Comrie	X		

Carried

Although not specified in the resolution, administration understood that this correspondence was to go out to all affected permit holders by the end of 2025.

Following this, Council discussed and passed the Fees and Charges Bylaw, which included a modification to the Fees and Charges for the Building Department fees and charges.

Resolution No. 2025-134 as amended

Moved by: Councillor Lamb

Seconded by: Councillor Bray

11.1 Fees and Charges By-law Review 2025

THAT the Council of the Municipality of Whitestone receives for information Treasurer / Tax Collector Sinkowski's memorandum, Fees and Charges By-law Review 2025, and approve it as amended; and

THAT the Council of the Municipality of Whitestone remove the row entitled "Styrofoam and other Plastic Foams" and the associated Note 6 from Schedule B; and

THAT the words "at the Chief Building Official's discretion" be removed from Line 16 of Schedule D.

Carried

At the June 17, 2025 Regular Council Meeting the Fees and Charges Bylaw was amended based on the following Resolution:

Resolution No. 2025-207

Moved by: Councillor Lamb

Seconded by: Councillor Bray

10.2 **THAT** By-law No. 25-2025, being a By-law to amend By-law 08-2024, establishing fees and charges for services provided by the Municipality of Whitestone, is hereby passed this 17th day of June, 2025.

Carried

Members of Council have requested updates on the status of the correspondence that was directed, and also the imposition of the \$200 Inactive Permit Fee as a result of this process. In my discussion with various Council Members regarding these updates, my position was that it made most sense to have the discussion once the Q4/Year End Building Department Stats were available.

As the February 17, 2026 meeting neared, Councillor Nash did supply a list of questions and/or requests for information which summarized the requested information. Administration is now treating these questions as the basis for the information that Council is requesting based on the discussion at the February 17, 2026 Regular Council Meeting. Further to that, these questions form the basis for a portion of this report. An excerpt of Councillor Nash's request for information is included as follows:

Based on past communication I would expect these 5 items will all have answers and numbers but just wanted to get a list for you in point form to assist.

1. *How many Inspections were done in 2025 for Permits over 36 months and still open.*
2. *How many \$200 Invoices were issued related to Inspections for Permits over 36 months per Resolution 2025-119*
3. *How many Building Permits were closed for Permits issues up to 2021 that were still open at the time of Resolution 2025-119*
4. *How many letters were issued in regards to Resolution 2025-119 related to Permits over 36 Months old that are still open*
5. *How many noticed have been posted on properties or Permits revoked for not closed Permits By December 31 2025 as per Resolution 2025-119, since January 1, 2026*

Analysis:

With respect to the Inactive Permit Fee, it has been a part of the Fees and Charges By-law back to at least 2005. The description and definition has varied over the years. In 2005 it stated the following: "Permits outstanding for five years or more and for which there are no records of an inspection being done or requested within the previous year shall be a flat rate of \$200". Since 2015 however, there has been no detailed definition like this, simply a timeline of 3 years which is in the current language of our fees and charges bylaw.

The current CBO has indicated that he sees no evidence of it ever being charged in the past by prior CBO's and further, that until 2025, he had not charged this fee. That being said, administration is of the opinion that if the fee is in place, it should be charged; alternatively, if there is no need for the fee, it should be removed.

The CBO has expressed that the two main challenges in implementing this fee are as follows:

- Due to lack of documentation on many outstanding permits, the Municipality can not in fact determine if the permits are open or in fact where closed but not properly documented. Many permit holders have indicated that the permits were closed by previous CBO's. Some have notes to support this and some do not, in either case our records are inconclusive. In these cases, the CBO has accepted the facts from the permit holder.
- Many of the open permit holders have been working on their permit/project for longer than 3 years but have been in regular contact with regard to scheduling inspection when required and in contact at least once per year to verify. The CBO has not interpreted these situations as "Inactive".

In the case of the first situation, I do find this to be an acceptable/reasonable reason to not charge the Inactive Permit Fee. The reality in this case is that our poor record management in the past should not cost the permit holder. Further to that, pressing to charge the fee could result in challenge by the property owner which we would undoubtedly lose.

With respect to the second reason, the interpretation is consistent with the approach of the generally accepted definition with respect to “Inactive Permits” in the province of Ontario (although the term is not defined in the Ontario Building Code). Regardless of what the common interpretation of the “Inactive Permit” definition is, it is not consistent with the content of the Municipality of Whitestone Fees and Charges Bylaw, Bylaw 25-2025.

For the purposes of this report, I have asked the CBO to answer these questions and provide some of the statistics based on the full calendar year (despite the Council resolutions being after the first quarterly report). Reporting these statistics on a full year basis is more appropriate rather splitting years (for three-year-old permits) based on partial years. I have asked the CBO to account for and answer the outstanding questions from Council, below.

How many Inspections were done in 2025 for Permits over 36 months and still open?

- The total number of Inspections/Site Visits conducted between January 1st, 2025 and December 31st, 2025 for Permits issued within and prior to the year 2021 was **97**.
- Please note that a single Site Visit may have included multiple inspections.

How many \$200 Invoices were issued related to Inspections for Permits over 36 months per Resolution 2025-119?

- Of the **97 Inspections/Site Visits** conducted in 2025 for Permits issued within and prior to 2021, the total number of \$200.00 Inactive Permit Fee charges that were issued was **6**.
- It is important to note that the \$200.00 Inactive Permit Fee was **not charged** in cases where,
 - a) The Building Permit was still active with regular inspection being requested and conducted. – **33 Permit Files**
 - b) Inspections conducted for older Permits while already on site for Inspection for separate Permit. – **15 Permit Files**
 - c) Permits where the lack of information and record keeping by the Municipality resulted in uncertainty with regards to the Permit status, therefore an Inspection/Re-Inspection was required. – **35 Permit Files**
 - d) Extenuating circumstances such as health issues, financial issues, etc. that delayed the construction of the project. – **8 Permit Files**
 - e) Situations where it was determined after extensive investigation that a Final Inspection had been conducted however the Permit File was never formally

closed and MPAC was not updated. In these cases a Site Visit/Inspection was not conducted however the Permit File was formally closed and MPAC was provided with complete and up-to-date information.

- Of the 264 Permit Files from within and prior to the year 2021 that were closed in 2025, 211 Permit Files fall into this category.

How many Building Permits were closed for Permits issued up to 2021 that were still open at the time of Resolution 2025-119?

- Of the 341 Building Permit Files closed in 2025,
 - 87 pre-date 2010
 - 177 are from between 2010-2021
 - 77 are from between 2022-2025
- In addition to the 2025 statistics listed above, an additional 102 Permit Files from the years 2011-2014, 2016, 2017, & 2020 have been closed in **2026**, which is reflected below.
 - **2011:** 4 Permit Files
 - **2012:** 37 Permit Files
 - **2013:** 40 Permit Files
 - **2014:** 18 Permit Files
 - **2016, 2017, & 2020:** 3 Permit Files

How many letters were issued in regards to Resolution 2025-119 related to Permits over 36 Months old that are still open?

- As of March 31st, 2025, 178 Permits were determined to be open that were issued between the years of 2010-2021 with the exclusion of the years 2012, 2013, & 2014. **115 Open Permit Letters** were drafted and sent to Applicants/Property Owners in the year 2025.
- Open Permit Letters were **not sent** to Applicants/Property Owners in situations where,
 - An Inspection was recently conducted and both the Applicant and Municipality were aware of the open status of the Permit.
 - Applicants/Property Owners whom had reached out to the Municipality with regards to their open Permit prior to the drafting of an Open Permit Letter.

How many notices have been posted on properties or Permits revoked for not closed Permits By December 31 2025 as per Resolution 2025-119, since January 1, 2026?

- While the Council Resolution does state that a permit “can” be revoked, this is one possible outcome when circumstances warrant according the BCA. To clarify, the number of Orders issued or Permits Revoked related to Resolution #2025-119 is zero (0). The focus has been to try to close permits.

I believe that the information above does summarize what was done with respect to Council's position on the matter and the resolutions of Council.

Council and Administration would recognize that the action was not entirely consistent with direction in 2025. There are some circumstances where that difference is reasonable and justified, but I also believe some errors were made in the handling of the file(s). Council have requested a plan with respect to how best to handle this issue moving forward and as such I have a recommended course of action which I think will better formalize how open permits are handled in the future, how they are charged consistent with our By-law and how they are reported back to Council for information purposes.

Notification to permit holders with Open Permits:

Based on the Q4/Year End Building Permit Statistics, the CBO/Admin will insure that all property owners with open permits will be issued correspondence/notice prior to the end of the first quarter. This process will be done each year and will cover all permits beyond the 3-year timeline. The correspondence will include the requirement to address the permit before the end of the year and the potential consequences of not closing the permit and also the approved fees associated. Issuing this correspondence near the start of the year should be much more effective in terms of working with the permit holder through the building season to close the permit.

In order to clear up the issue of interpretation of the rates with respect to the "Inactive Permit" and also to implement an incentive to closing permits, I suggest that changes be made in the language of the Fees and Charges Bylaw "Schedule X" be amended to include better language with reference to the timing of inactive permits and the introduction of a maintenance fee to be charged yearly for any permit that is not closed within a 5-year timeline. The fees for both inactive permits and for the yearly maintenance fee will vary depending on the type of permit, with the inactive fee to be charged in situation that meet the definition of inactive within the 5-year timeline and then after the 5-year timeline a yearly fee (double the inactive fee) would be charged. The suggested language is as follows:

Inactive Permit Fee

Commercial Permit	\$250
Dwellings & Additions	\$200
Accessory Structures	\$150
Decks and Docks	\$100

Mandatory fee upon occurrence

Definition – A permit is inactive if no inspections have occurred or been requested for a 1-year period

Maintenance/Extension Fee

Commercial Permit	\$500
Dwellings & Additions	\$400
Accessory Structures	\$300
Decks and Docks	\$200

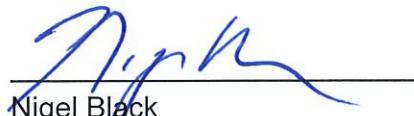
Mandatory fee upon occurrence

Definition - A permit that requires longer than five (5) years to complete is subject to a yearly fee

I believe this language change accomplishes the direction of Council, leaves nothing to interpretation and also established the fact that this is a mandatory fee when the permit holder exceeds the defined timelines.

Further to this, in the interest of transparency, moving forward a basic accounting of these fees being charged will be provided in the 4th Quarter/Year End report supplied by the Chief Building Official each year and will be reconciled to the number of permits closed.

Respectfully submitted by:


Nigel Black
CAO/Clerk

Attachment A – General Comments Regarding Open Building Permits - CBO

Attachment B – Example of Letter to Residents Re: Open Permits

CBO - General Comments regarding Open Permits:

Since the introduction of the first Building Code Act, all Ontario municipalities have faced the dilemma of open permits. The Building Code Act (BCA) or the Ontario Building Code (OBC) does not have a mechanism in place to force individuals to complete a project in a given time period. In 2012, the OBC implemented the requirement for an Occupancy Permit for habitable buildings (dwellings/cottages) prior to occupying them and clarified that it is the owner's responsibility to schedule a Final Inspection when the project is complete. The requirement for an Occupancy Permit does not apply to incidental/accessory structures such as docks, garages, sheds etc.

Many of these permits remain open due to the fact that the OBC only specifies the requirement for an Occupancy Inspection (and as of 2012 an Occupancy Permit) whereas the BCA does not specify when someone must give notice that the building/project has been completed (Final Inspection). The BCA only states that upon request for a Final Inspection the Building Department must conduct the inspection within 10 business days.

Some common reasons for the lack of Final Inspection Requests include:

1. New Owners not obtaining a Municipal Records Search when purchasing a property.
2. Owners not knowing the benefit of completing a Permit. (insurance purposes)
3. Owners not knowing a Final Inspection hasn't been completed. (contractor states that the project is complete and leaves the site once having been paid in full)
4. Intentionally not getting a Final Inspection to avoid assessment to save money on property taxes. (common misconception as MPAC checks construction status of projects regularly and updates assessments upon finding buildings occupied)

The Building Department monitors/tracks the number of Permits issued and compares that to the number of Permits closed. The department works to ensure that, at a minimum, these figures balance so that the number of open Permits does not increase.

While reviewing new Permit Applications and property roll files, if it is discovered that an open Permit exists, the Building Department will notify the owners of the situation and remind them to close the Permit, which can usually be done while inspections are conducted for the new project. This is not a requirement under the BCA but is done as a customer service initiative. This provides the owners with an opportunity to have their projects inspected in order to close their Permits and essentially clear their land title.

Since 2022, the number of Permits closed annually has usually surpassed the number of Permits issued due mostly to the additional efforts made by the Building Department.

2022: 123 Permits Issued / 103 Permits Closed

2023: 98 Permits Issued / 190 Permits Closed

2024: 107 Permits Issued / 263 Permits Closed

2025: 111 Permits Issued / 341 Permits Closed

With the available resources, due diligence is being shown by the Chief Building Official in their proactive efforts to keep open Permit levels manageable using the regulatory provisions that are afforded by the BCA and the OBC.

This will happen more quickly than before with the introduction of an Open Permit Annual Maintenance Fee and the ever-increasing proactive approach the CBO has taken.



Attachment B

21 Church Street
Dunchurch, Ontario P0A 1G0
Phone: 705-389-2466 Fax: 705-389-1855

www.whitestone.ca
E-mail: info@whitestone.ca

Insert Date of Letter

Name of Owner
Number and Street Name of Owner
City, Province of Owner
Postal Code of Owner

Dear Name of Owner:

RE: Building Permit No. 202X-XXXX (Insert Project Name)
Roll #4939-XXX-XXX-XXXXX-0000 -(Insert Civic Address)

It has come to our attention that your Building Permit for the work described above is open.

A (Type of Inspection) was conducted on (Inspection Date) and it was conditionally passed based on the deficient items identified during the (type of inspection) being addressed. A copy of the inspection report is attached for your reference. Please advise us within 30 days from the date of this letter if the work has been completed and ready for a re-inspection.

If we do not hear back from you regarding this letter requesting the appropriate inspection, your Building Permit may be revoked as per 8.(10) of the Building Code Act or any future request for an inspection will be subject to a standard fee. The re-inspection fee for inactive Building Permits after three (3) years or more from the date of issuance of the Building Permit is \$200.00.

In addition to the inspection indicated above, the following required inspections still need to be conducted,

- (Type of Inspection)
- (Type of Inspection)

Please note that as per the Ontario Building Code and Building Code Act, no person shall occupy or permit to be occupied a building, or part of it, unless the Chief Building Official has issued a Permit authorizing the occupation of the building or part of it in accordance with the Ontario Building Code and Building Code Act. At this time, no Occupancy Permit has been issued and any occupation of the building is in contravention of the Ontario Building Code and Building Code Act.

As per Resolution No. 2025-119, the Council of the Municipality of Whitestone has requested that all Permit Holders that have an open Building Permit issued more than thirty-six (36) months ago work towards closing their open building permits prior to December 31, 2025. (See Resolution No. 2025-119 attached)

Your co-operation is greatly appreciated.

Please do not hesitate to contact me if you should have any questions or concerns at (705) 389- 2466 ext. 126

Yours truly,

Jamie Osborne
Chief Building Official
Municipality of Whitestone



Municipality of Whitestone

Report to Council

Prepared for: Council

Department: Finance

Agenda Date: April 21, 2026

Report No: FIN-2026-05 Revised

Subject:

2025 Council Remuneration and Expenses - Revised

Recommendation:

THAT the Council of the Municipality of Whitestone receives report FIN-2026-05 2025 Council Remuneration and Expenses for information purposes.

Background:

Section 284(1) of the Municipal Act and By-Law 46-2018, being a By-Law to establish the rate of remuneration for the member of Council, the following is submitted in respect of 2025 Council remuneration.

The Municipal Act, 2001, S.O. 2001, c. 25 Section 284, states the following:

(1) The treasurer of a municipality shall in each year on or before March 31 provide to the council of the municipality an itemized statement on remuneration and expenses paid in the previous year to,

- (a) each member of council in respect of his or her services as a member of the council or any other body, including a local board, to which the member has been appointed by council or on which the member holds office by virtue of being a member of council;*
- (b) each member of council in respect of his or her services as an officer or employee of the municipality or other body described in clause (a); and*
- (c) each person, other than a member of council, appointed by the municipality to serve as a member of any body, including a local board, in respect of his or her services as a member of the body. 2001, c. 25, s. 284 (1).*

(2) The statement shall identify the by-law under which the remuneration or expenses were authorized to be paid. 2001, c. 25, s. 284 (2).

(3) If, in any year, any body, including a local board, pays remuneration or expenses to one of its members who was appointed by a municipality, the body shall on or before January 31 in the following year provide to the municipality an itemized statement re the remuneration and expenses paid for the year. 2001, c. 25, s. 284 (3).

(4) Despite the Municipal Freedom of Information and Protection of Privacy Act, statements provided under subsections (1) and (3) are public records. 2001, c. 25, s. 284 (4).

Analysis:

ATTACHMENT A provides an itemized summary of the remuneration and expenses paid to members of Council for the 2025 fiscal year, in accordance with Section 284 of the Municipal Act, 2001, which requires the Treasurer to report annually on all remuneration and expenses paid in respect of a member's services.

In response to Council's feedback at the March 17 regular Council meeting, the following updates have been made to the presentation of the report:

- The Benefits column has been updated to clearly identify the components included (OMERS, CPP, EHT, Healthcare Spending Account).
- Expenses have been separated between Training & Development Expenses and Expense Reimbursements. This differentiates between costs for conferences and professional development, and reimbursements for expenses incurred while carrying out their duties (e.g. committee-related purchases).

Explanation of PST/RST on the Healthcare Spending Account

The Health Spending Account (HSA) is benefit provided to members of Council to reimburse eligible medical expenses in accordance with Canada Revenue Agency guidelines. While the underlying healthcare services (e.g., massage therapy) may be subject to HST, the additional Provincial Sales Tax (PST), also referred to as Retail Sales Tax (RST), charged on each claim is not applied to the healthcare service itself. Instead, it arises from the insurance and administrative structure of the benefit plan. This tax is non-recoverable for the municipality and forms part of the employer's cost of providing the benefit. As such, the PST/RST amount is included within the Benefits column as part of the total benefits expense.

Inclusion of Expense Reimbursements

Expense reimbursements have been included in the report to ensure compliance with Section 284(1) of the Municipal Act, which requires the Treasurer to provide an itemized statement of all remuneration and expenses paid to each member of Council in respect of their services.

Where a member of Council incurs an expense in the course of fulfilling their role and is subsequently reimbursed through the Municipality's accounts payable system, that payment constitutes an expense paid to the member. Accordingly, these reimbursements are required to

be disclosed to provide a complete and transparent record of municipal expenditures. This approach has been applied consistently to all members of Council.

Note: In accordance with Section 284 of the Municipal Act, expenses reimbursed to members of Council are reported as payments to those members. Council may choose to have committee-related expenses paid directly by the Municipality rather than reimbursed to individual members.

Link to Strategic Plan:

2. Fiscal Responsibility and Accountability

Respectfully submitted by:



Jessica Sinkowski
Treasurer/Tax Collector

Reviewed by:



Nigel Black
CAO/Clerk

ATTACHMENT A – 2025 Council Remuneration and Expenses – Municipality of Whitestone

2025 Council Remuneration and Expenses

Municipality of Whitestone

Council								
Name	Remuneration	Benefits (OMERS, CPP, EHT, Healthcare Spending Account)	Electronic Device Allowance	Cell Phone	Training & Development Expenses	Expense Reimbursements	Total	Expense Notes
Mayor Comrie	\$31,830.72	\$ 4,363.79	\$600.00	\$479.28	\$794.99	\$1,260.41	\$38,068.78	DPSMA Spring, DPSMA Fall, ROMA, Recreation Committee
Councillor Lamb	\$21,262.08	\$ 5,910.18	\$600.00		\$1,586.69		\$29,358.95	DPSMA Spring, DPSMA Fall, FONOM
Councillor Woods	\$21,262.08	\$ 5,472.11	\$600.00		\$100.00		\$27,434.19	DPSMA Spring, DPSMA Fall
Councillor Nash	\$21,262.08	\$ 8,930.25	\$600.00		\$50.00	\$4,794.66	\$30,842.33	DPSMA Fall, Environmental Stewardship Committee, Council Related Reimbursement
Councillor Bray	\$21,262.08	\$ 5,338.76	\$600.00		\$781.80		\$27,982.64	DPSMA Spring, DPSMA Fall, ROMA
Parry Sound Area Planning Board								
Name	Remuneration				Expenses		Total	Expense Notes
Councillor Nash	\$910.00						\$910.00	
Councillor Lamb	\$1,440.00				\$284.40		\$1,724.40	Mileage
The Parry Sound Area Planning Board issues payment to the Municipality of Whitestone, which in turn pays the Councillors. This remuneration is included in the Municipality of Whitestone T4.								
District of Parry Sound Social Service Administration Board								
Name	Remuneration				Expenses		Total	Expense Notes
Councillor Bray	\$1,500.00						\$1,500.00	
The DSSAB pays representative directly and issues a T4 at year end.								



Municipality of Whitestone

Report to Council

Prepared for: Council

Department: Administration

Agenda Date: April 21, 2026

Report No: ADMIN-2026-03

Subject:

To provide Council with information and reports done in 2025 with respect to the Green Initiatives Budget and further to provide an update with respect to plans for the funding in 2026 (subject to Council approval).

Recommendation:

THAT the Council of the Municipality of Whitestone receives for information Report ADMIN-2026-03 Green Initiatives Budget; and

THAT Council authorize administration to proceed with the proposed Green Initiatives spending as proposed in this report for 2026.

Background:

In 2025 Council established a budget of \$10,000 for Green Initiatives. Given the timing of ultimate approval of spending from this budget, the ICECAP Workplan funding was reduced from previous years' funding. This left additional funding to work on other Green Initiatives, which would be complementary to the work the Municipality, is doing as a part of our ICECAP membership and Workplan.

One of things identified in discussions last year on this topic was that the building assessment data on hand was somewhat outdated, as some improvements in the various facilities had been upgraded in a piecemeal fashion over the years. For example, previous building assessment information might have led to consideration of budgeting funds for more energy-efficient lighting upgrades but in fact, these upgrades had in many cases already been completed. With this in mind, Energy Assessments were conducted on our main facilities (Community Centre, Office/Firehall/Dun-Dome and the Public Works Garage) with an interest to determining the level of efficiency of each and further to identify any potential areas for consideration of upgrade in term of energy efficiency for future budget years. These assessments were done in late 2025 and the report was completed in early 2026. I have attached the Building Energy Assessment Report for information as Attachment A.

In the presentation earlier today, the recommendations from these reports were highlighted, along with opportunities that might be available to address some of the recommendations.

Further to this, Councilor Bray and I have been continuing efforts to discuss and educate ourselves on possible solar power options that the municipality could entertain. Our findings are at a very preliminary level but they are essentially as follows:

Types of Projects

1. Net Metering

In this case, the Municipality is responsible for the technical work, purchase of the equipment and entering into a power purchase agreement with a power company. This is the more costly option but it is also the option with most potential benefit.

Essentially, in this case, the Municipality uses the power as needed from the solar panels, and excess goes back into the grid. The Municipality would build up credits in the summer months for the energy that goes into the grid. Those credits can be used in the winter months. It is important in this type of case to build the infrastructure to suit the actual energy use of the facility that it is being tied to. This is something that would require assessment and proper planning/engineering.

Councilor Bray did find an example of a Municipality that did this type of system and their rough project information was as follows:

Wellesley Township – 145kw system was approximately \$400,000.00 as part of a new construction

In terms of the steps necessary to entertain this type of installation, the Municipality would want to proceed with the following steps:

- Identify building
- Analysis of hydro bills to identify the size and scope of the project needed
- Engineering Assessment/Plan for building and electrical system modifications
- RFP

2. Rooftop Leasing

The Municipality would enter into an agreement with a company interested in leasing the rooftop space. That company would cover all upfront and ongoing maintenance costs and retain all financial benefits generated by the project. The Municipality would receive the revenue from the lease, which could be used to financially offset the price of energy use in the facility.

Steps:

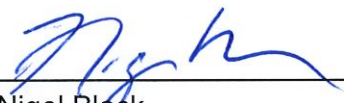
- RFP to choose a company for the project
- Enter into a lease agreement

Regarding potential solar projects, Councillor Bray and I are seeking direction on whether Council wishes to continue exploring either of these options or pause the matter for now. At this stage, no financial resources would be required to provide this direction.

Lastly, with respect to the Green Initiatives Budget for 2026, we propose below the plan of spending at this time and have the following recommendations. We would like to start to advance these initiatives earlier this year than we were able to in 2025.

<u>2026 Budget – Green Initiatives</u>	\$10,000
ICECAP Technical Support	\$6,500
Continuation of Data Collection	
Assistance with Solar Options Above	
Identification and Assistance - Green Initiative Grants	
Energy Audit Ardbeg Firehall	\$2,000
Complete our update of Municipal Facilities	
Small Projects	\$1,500
Programmable thermostats	

Respectfully submitted by:



Nigel Bleck
CAO/Clerk

Attachment A – Building Energy Assessment Report – Municipal Buildings

Building Energy Assessment Report – Municipal Buildings

Prepared for:

**The Township of Whitestone
21 Church St.
Dunchurch, ON**

**Myles E. Donahue,
Building Performance Consultant
237 Lakewood Park, Huntsville, ON
705 788-1189/705 783-5784**

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Background:

At the request of the Township of Whitestone, Level 2 Energy Assessments were performed on the following municipally owned buildings:

Township of Whitestone Municipal Office: 21 Church St., Dunchurch, ON

Township of Whitestone Community Centre: 2199 Hwy 124, Dunchurch ON

Township of Whitestone Municipal Garage 2125 Balsam Rd., Dunchurch, ON

A Level 2 Building Assessment includes the following:

A. Building Envelope:

Assessment of the building envelope includes determining the interior perimeter, heated area, heated volume and effective thermal resistance values of the roof, wall structures, foundation and windows and doors.

A blower door test is used to determine the air leakage of the structure.

Performance upgrades recommended will include estimates of the carbon footprint and utility use reductions.

B. HVAC Systems:

Assessment of the HVAC system includes documentation of the fuel type, efficiency, approximate age and anticipated lifespan of the heating, cooling and ventilation systems contained within the building. All systems are modelled at their rated efficiency.

With information provided by the municipal staff, the daytime and night time thermostat settings will be included in determining the carbon footprint and energy consumption of the systems.

Performance upgrades recommended will include estimates of the carbon footprint and utility use reductions.

C. Appliances/Systems/Lighting:

Assessment of the Appliances/Systems/Lighting contained within the building includes documentation of the fuel type, efficiency, approximate age and anticipated lifespan of the domestic hot water system(s), the type and efficiency of the lighting system(s), anticipated electrical consumption of equipment, appliances and lighting.

Performance upgrades will include estimates of carbon footprint and utility use reductions.

D. Building Operation:

As the operation of the building can significantly affect utility use, municipality staff will be requested to provide information regarding the operation of the building (hours of lighting, daytime/nighttime temperatures, ventilation rates).

The building is then modelled in HOT2000 using Standard Operating Conditions. Heating and air conditioning loads are determined using the ten year average weather data for the location. Modelling in HOT2000 does not include extensive operation of overhead doors, etc. nor the introduction of additional loading of the heating system due to introduction of unheated equipment, materials, etc. to the interior of the building.

Modelled energy consumption will be compared to actual consumption of the calendar year 2024. Differences in consumption between modelled and actual are typically mainly due to activities within the building.

Upgrade recommendations provided for each building are based upon modelling and on-site observations. Recommendations may include automation or manual changes to set-back time/temperature, lighting, ventilation and operation. Upgrade recommendations will include estimates of carbon footprint and energy use reductions.

Township of Whitestone Municipal Office and Fire Hall



The Township of Whitestone Municipal Office and Fire Hall occupy a combined heated footprint of 5,278.5 sq. ft. Due to differences in heating system efficiencies and operational use the municipal office and fire hall were modelled separately and energy use data was combined for use in this report.

2024 utility usage provided by public works indicates total utility usage of 47,289.7 Kwh of electricity and 7,349.5 litres of propane for a total carbon footprint of 135,372,13 Kg. annually.

In addition to the office space and fire hall, it appears that the recreational area (covered ice rink/play area and heated washroom space) share the electrical service for the buildings. Without details of lighting time and operation time of this facility it is not possible to determine electrical consumption.

Building Envelope:

All walls are of ICF construction with an estimated insulation value of R20. A small portion of the front and side walls contain stone exterior facing, lower portions of the right side and rear walls contain a parged concrete finish. The majority of the exterior is covered with wood siding. Interior surfaces of both portions are covered with gypsum.

All windows are of dual pane construction and all entry doors are of steel construction. Windows and doors appear to be in good condition with minimal air leakage.

The foundation for both portions of the building is slab-on-grade.

The building sloped roof is of truss construction with the office portion containing a hip roof on the right side. R40 insulation was observed

No indications of ice damming or heat loss issues were observed at the roof surfaces.

As the two units contain separate heating/ventilation systems, separate blower door tests were conducted on the fire hall and office space. The test on the Fire Hall indicated a rating of 3.45 AHC50 with an equivalent leakage area of 245.9 sq. in. The Office space test indicated a leakage rate of 5.33 ACH50 with an equivalent leakage area of 263.77 sq. in.

HVAC System:

The fire hall is heated with three propane radiant heating units located at the ceiling. All units are controlled by a single thermostat. No AC was observed in the Fire Hall. It was noted that the fire hall contains door switches which prevent operation of the heating system if doors are left open.

Ventilation is provided to the Fire Hall by an induced draft fan located on the right side of the building and an air inlet located on the rear wall.

The office space is heated by a condensing propane furnace and AC is provided by units located at the rear of the building. A small electric heater was observed in the front entry and portable units were observed in the office space.

An air exchange system with ducts located on the rear wall provides ventilation for the office space.

Lighting/Appliances:

Lighting in both portions of the building consists of LED fixtures. Lighting in the Fire Hall and attached office/training space is controlled by motion sensors which shut off the overhead lights when the building is unoccupied. The majority of lighting in the office space is controlled by individual switches located in each office.

Domestic hot water is provided by a central conventional electric storage tank located in the machine room.

The building contains a significant number of computers and other office equipment. As actual power usage of these systems cannot be determined without long term metering it is not possible to determine accurately the total energy usage of the systems.

The Fire Hall contains a complete laundry area and outlets for each of the fire trucks. It was not possible to determine the electrical usage of the fire truck outlet system.

Fire/emergency trucks each are plugged into receptacles during their time inside the building to ensure constant availability.

Energy Usage:

Modelling of the Fire Hall in HOT2000 observed the following breakdown of heat loss through the building envelope:

Ceiling	11.41%
Main Walls	7.16%
Doors	15.63%
Windows	11.45%
Foundation	25.58%
Air Leakage	28.77%

Modelling of the Office Space observed the following breakdown of heat loss through the building envelope:

Ceiling	14.19%
Main Walls	17.27%
Doors	0.33%
Windows	20.53%
Foundation	23.61%
Air Leakage	23.08%

Modelling under Standard Operating Conditions anticipated a total combined utility usage of approx. 28,319.9 KWH of electricity and 7,065.24 litres of propane annually producing approx. 9,465.45 Kg/yr of CO₂. Actual electrical consumption of the calendar year 2024 exceeded modelled consumption by 18,969.8 Kwh while propane usage in 2024 was 284.26 litres less than modelling.

Recommendations:

- 1: When the AC system reaches the end of its life expectancy suggest replacement of the system with an Energy Star rated cold climate air source heat pump. Replacing the system with a 30,000 BTU rated unit would increase electrical consumption by 2,109.4 Kwh while reducing propane consumption by 1,246.24 litres for an annual CO₂ reduction of 198.94 Kg.
- 2: When the radiant heating systems in the Fire Hall reach the end of their lifespan suggest replacement with condensing propane furnaces. This upgrade would reduce electrical consumption by 425.8 Kwh and propane usage by 102 litres annually with a corresponding reduction of CO₂ of 143.31 Kg. annually.

Township of Whitestone Public Works Garage and Office
2125 Balsam Rd., Dunchurch, ON



The Public Works Garage and Office contain a heated footprint of approx. 3,931.15 sq ft with an unheated space attached to the left side.

2024 utility usage provided by public works indicated a total usage of 10488.12 Kwh of electricity and 8,552.20 litres of propane for a total CO2 footprint of 6,524.38 Kg. annually.

Building Envelope:

The garage contains a heated footprint of approx. 3,931.15 sq ft.

The garage foundation is uninsulated concrete slab.

The garage wall construction is steel truss with horizontal framing, R12 insulation with metal siding and no interior finish.

The roof is metal truss with R40 insulation and metal exterior surface.

Access to the garage is provided by three steel overhead doors and two metal entry doors, one of which is connected to the unheated space. Windows are of dual pane construction.

A blower door test conducted on the building observed an ACH50 of 3.57 with an equivalent leakage area of 220.6 sq. in. The majority of air leakage was observed at the door between the heated and unheated garage spaces.

HVAC System:

The garage is heated with overhead propane fired radiant heating controlled by a central Thermostat. No cooling system was observed. Ventilation is provided by a manually controlled exhaust fan which controls the make-up air vent located over the main entry door.

The office space is heated with a condensing propane furnace and air conditioning is supplied to the office space.

The thermostat was set at 65 F. at the time of assessment.

Lighting/Appliances:

Lighting of the garage interior space, office space and exterior consists of LED fixtures.

Water is provided by a well with a pressure tank and filter located within the building. An electric water heater provides hot water to the washroom and laundry facilities.

The garage contains a number of electrical powered devices, including a compressor and electric arc welder. The office space contains a fridge, washing machine and electric dryer.

Energy Usage:

Modelling of the building in HOT2000 observed the following breakdown of heat loss through the building envelope.

Ceiling	33.42%
Main Walls	34.48%
Doors	10.91%
Windows	4.46%
Foundation	9.70%
Air Leakage	7.03%

Modelling under Standard Operating Conditions anticipated a total combined utility usage of approx. 11,424.3 KWH of electricity and 9046.8 litres of propane annually producing approx. 6,978.5 Kg/yr of CO₂.

Actual electrical usage billed for 2024 was 10,488.12 Kwh which is 936.18 Kwh less than modelled. This can be accounted for by reduced use of the compressor and welder or lighting being used for less than 8 hrs/day.

Actual propane billed for 2024 was 8,552.2 litres, which is 494.6 litres below modelled usage. As it is not possible to determine what the level of fill was at the beginning and end of the year, it is possible that actual usage is closer to the modelled usage.

**Township of Whitestone Community Centre
2199 Hwy 124, Dunchurch, ON**



The Township of Whitestone Community Centre is a single storey structure which contains a heated footprint of approx. 2,680.3 sq. ft. The foundation consists of a partial basement (approx. 1083.6 sq. ft.) and an attached crawl space (approx. 1596.7 sq. ft.) The building contains a gathering hall, a commercial kitchen, office space and public washrooms.

2024 utility usage provided by Public Works indicates a total utility usage of 21,826.96 Kwh. of electricity and 5,960.6 litres of propane for a total CO2 footprint of 7,828.1 Kg. annually.

Building Envelope:

The building is ICF construction (including the foundation) containing approx. R20 insulation. Interior walls are finished with gypsum and the majority of the exterior is finished with brick with the entry finished with wood.

All windows are of dual pane vinyl construction and doors are metal units with integral dual pane glass lites.

The roof is truss construction containing approx. R40 insulation and finished on the interior with a combination of ceiling tile and gypsum.

A blower door test conducted on the building observed an ACH50 of 6.12 with an Equivalent Leakage Area of 464.216 sq. in

HVAC System:

Heat is provided by a condensing propane furnace located in the basement area. Central AC is provided through the heating system. A central air exchange system provided air exchange.

Lighting/Appliances:

All interior and exterior lighting is provided by LED fixtures.

Appliances observed include a large commercial refrigerator and small freezer located in the kitchen, a smaller refrigerator located in the bar area, a multi burner propane stove and a commercial range hood located in the kitchen area. A video projector was observed in the main hall.

It was noted that the large commercial fridge located in the kitchen ran almost continuously during the on-site visit although it was almost empty.

Located in the basement is a water treatment system, including a well pump, multi-stage filtration system, ultraviolet treatment and chlorine injection system. The system provides domestic water to the building, and appears to provide domestic water to the Office/Fire Hall complex. Due to the complexity of the system and lack of information on actual water usage, it is not possible to determine the energy use of the system.

Domestic hot water is provided by an induced draft water heater located in the basement.

Energy Usage:

Modelling of the building in HOT2000 observed the following breakdown of heat loss through the building envelope:

Ceiling	6.53%
Main Walls	16.35%
Doors	1.14%
Windows	11.48%
Foundation	31.48%
Air Leakage	33.03%

Modeling under standard operating conditions anticipates use of 17,482.5 Kwh of electricity and 6491.1 litres of propane for a total CO2 footprint of 6,929.34 Kg annually.

Actual propane billed for 2024 was 5,960 litres, which is 530.5 litres below modelled usage. As it is not possible to determine what the level of fill was at the beginning and end of the year, it is possible that actual usage is closer to the modelled usage.

Actual electrical usage for 2024 was 21,828.96 Kwh vs the modelled 17,460 Kwh. Actual usage exceeds anticipated by 4,188.96 Kwh or 11.48 Kwh/day. A significant portion of the difference can be attributed to the water treatment system located in the building and the fridge located in the kitchen.

Recommendations:

1. Suggest that a refrigeration technician examine the kitchen refrigerator. Long run times could be due to low refrigerant level. While it is not possible to project an annual savings, low refrigerant level causes excessive run time and can substantially reduce the life span of the unit.
2. The windows are nearing the end of their anticipated lifespan and fogging between the panes was observed at the kitchen window. When replacement is done suggest installation of triple pane units with low E coating and Argon fill. Anticipated savings are 140.7 litres of propane and 71.76 Kg of CO₂ per year.
3. The current AC units are nearing the end of their life expectancy. When replacement is required suggest replacement with Cold Climate Air Source Heat Pumps which will provide both high efficiency cooling and a high efficiency heat source during the shoulder seasons. Modelling replacement of the AC with a heat pump with a capacity of 72,000 BTU indicates an increase in electrical consumption of 6,757,8 Kwh with a reduction of propane use of 3,593.1 litres providing a reduction of 433.72 Kg of CO₂ annually.

Conclusions:

1. Each of the buildings is of relatively recent construction with no indication of interior air quality, mold or discomfort issues in any of the areas. With the exception of the Community Centre, utility usage documented in 2024 closely complied with that anticipated from modelling.
2. With the exception of the garage and fire hall, all HVAC and domestic water heating equipment are high efficiency units and appear to meet the operational requirements of the buildings.
3. Observed operation of all buildings appears to ensure efficiency of operation and maintenance of comfort and indoor air quality levels in each building.
4. No major concerns were observed with the condition or operation of any of the buildings. The only immediate action suggested is to have the refrigerator in the community hall kitchen examined.

BY-LAWS

THE CORPORATION OF THE MUNICIPALITY OF WHITESTONE
By-law No. 16-2026

Being a By-law to amend By-law No. 07-2018 (the Zoning By-law) for the property located on Parcel 6177 Section SS; Part Lot 39 Concession A being Part 2, 42R13037, geographic Township of Hagerman, and municipally known as 29 Shawanaga Lake (2850490 Ontario Inc.)

WHEREAS the Council of the Municipality of Whitestone has the authority to enact Zoning By-laws under Section 34 of the *Planning Act*, R.S.O. 1990;

AND WHEREAS the applicants have applied for and received a provisional Consent to permit the creation of three new rural Residential lots from the Parry Sound Area Planning Board, under consent application B32/2024(W) subject to a site specific rezoning to implement the Consent;

AND WHEREAS the Council of the Municipality of Whitestone deem it appropriate and necessary to rezone the subject lands;

AND WHEREAS the Council of the Municipality of Whitestone has determined that no further notice is required in accordance with Section 34(17) of the *Planning Act*, R.S.O. 1990;

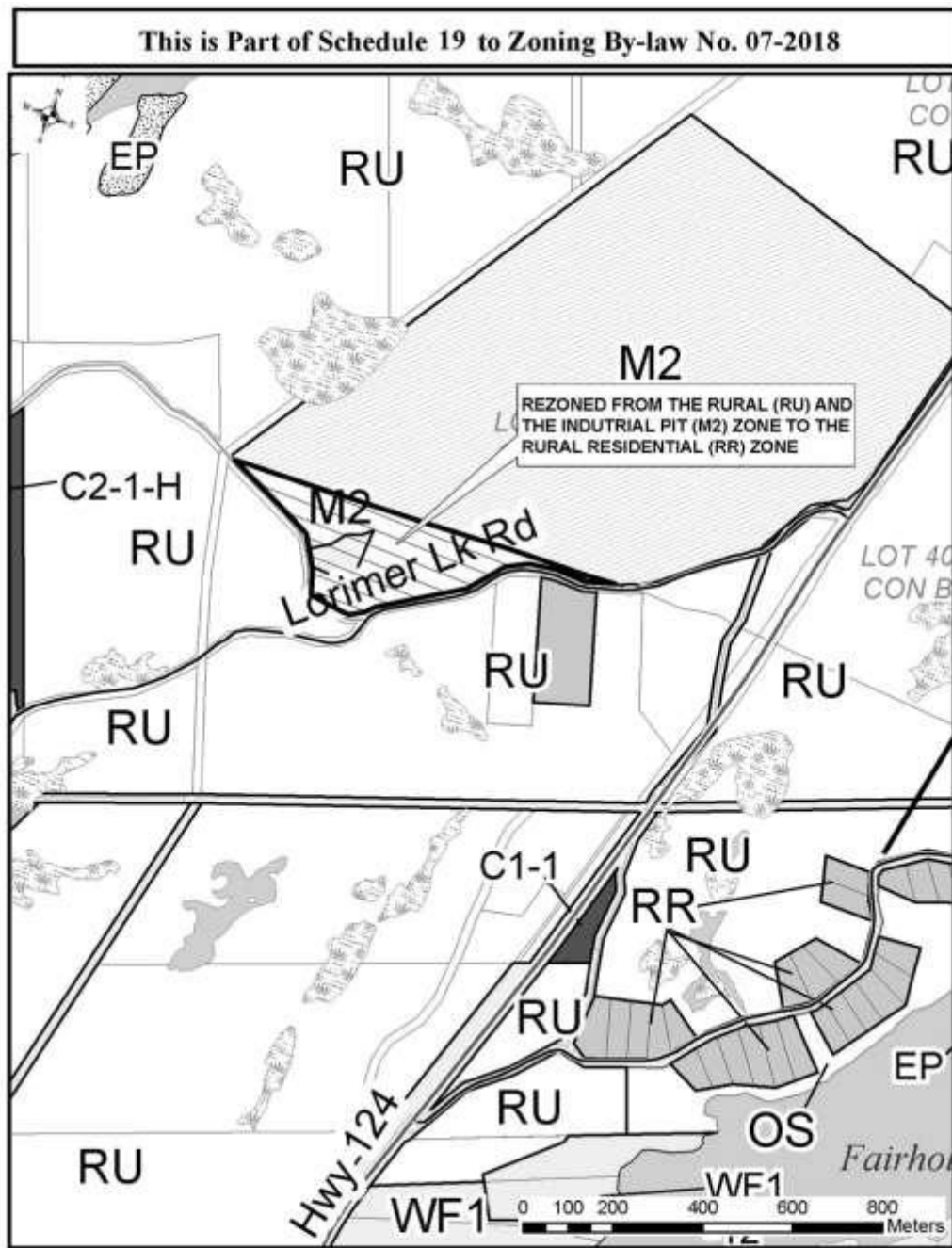
NOW THEREFORE the Council of the Municipality of Whitestone hereby enacts as follows:

1. Schedule 'A', Sheet No. 19 of By-Law No.07-2018 as amended is hereby further amended by rezoning Part of Lot 39 in Concession A of the geographic Township of Hagerman, and municipally known as 29 Shawanaga Lake Road, from the Rural (RU) and Industrial Pit (M2) Zone to the Rural Residential (RR) Zone, as shown on a copy of Part of Schedule 'A', sheet No. 19 attached to this By-Law as Schedule "1" and more particularly shown as Parts 1-3 on Plan No. 42R-22731, a copy of which is attached as Schedule '2'.
2. This By-law shall take effect and come into force in accordance with Section 34 of the *Planning Act*.
3. **THAT** By-law No. 38-2025 being a By-law to amend By-law No. 07-2018 (the Zoning By-law) is hereby passed this 21st day of April, 2026.

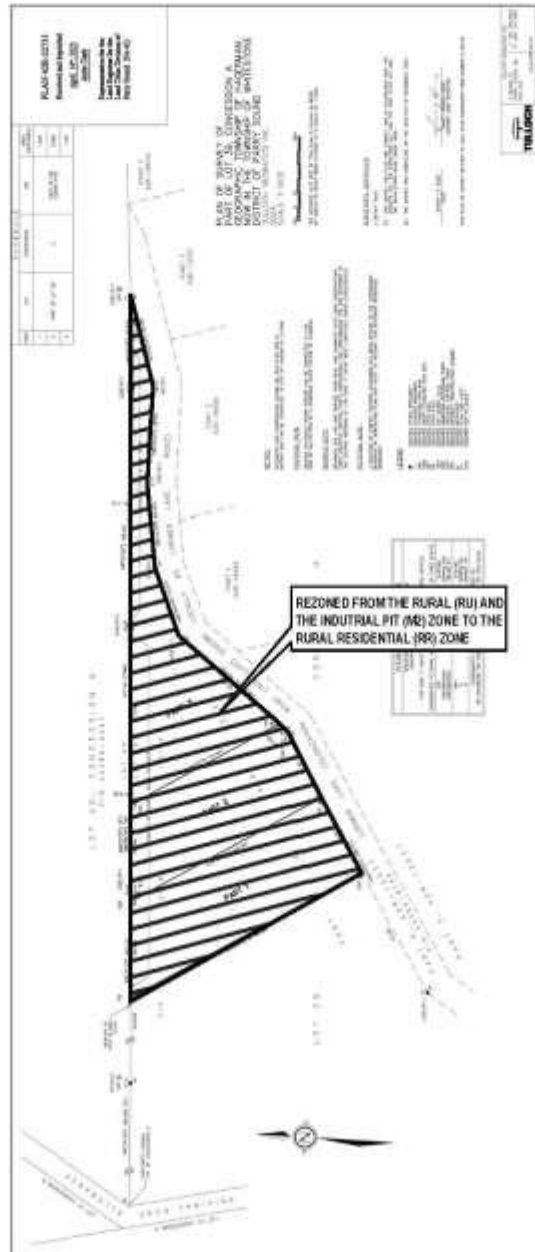
 Mayor George Comrie

 CAO/Clerk Nigel Black

SCHEDULE "1" TO BY-LAW NO. 16-2026



This is Part of Schedule 19 to Zoning By-law No. 07-2018



THE CORPORATION OF THE MUNICIPALITY OF WHITESTONE
By-law No. 17-2026

Being a By-law to amend By-law No. 07-2018 (the Zoning By-law) for the property located on Part of Lot 24, Concession 7, geographic Township of Burton, and municipally known as 9087 Bolger Lake (Rootham-Roberts)

WHEREAS the Council of the Municipality of Whitestone has the authority to enact Zoning By-laws under Section 34 of the *Planning Act*, R.S.O. 1990;

AND WHEREAS the Council of the Municipality of Whitestone deem it appropriate and necessary to rezone the subject lands;

AND WHEREAS the Council of the Municipality of Whitestone has determined that no further notice is required in accordance with Section 34(17) of the *Planning Act*, R.S.O. 1990;

NOW THEREFORE the Council of the Municipality of Whitestone hereby enacts as follows:

1. That Schedule 'A', Sheet No. 3 of 22, of By-law No. 07-2018 as amended is hereby further amended by rezoning Part of Lot 24, Concession 7, geographic Township of Burton, and municipally known as 9087 Bolger Lake, from the Waterfront Residential 1 – Limited Services (WF1-LS) Zone to the Tourist Commercial Exception No. 4 (C2-4) Zone, as shown on Schedule A attached to this By-law.
2. That Section 9.04.4 Tourist Commercial Exception 4 (C2-4), be amended in accordance with the following text:
 - a) Notwithstanding the requirements of this By-law, the following uses are permitted on the properties located at 9085 Bolger Lake and 9087 Bolger Lake.

Principle Uses

- Marina
- Resort
- Vehicle and trailer parking
- Boat storage
- Outside storage
- Tourist establishment
- Rental cottages

Ancillary Uses

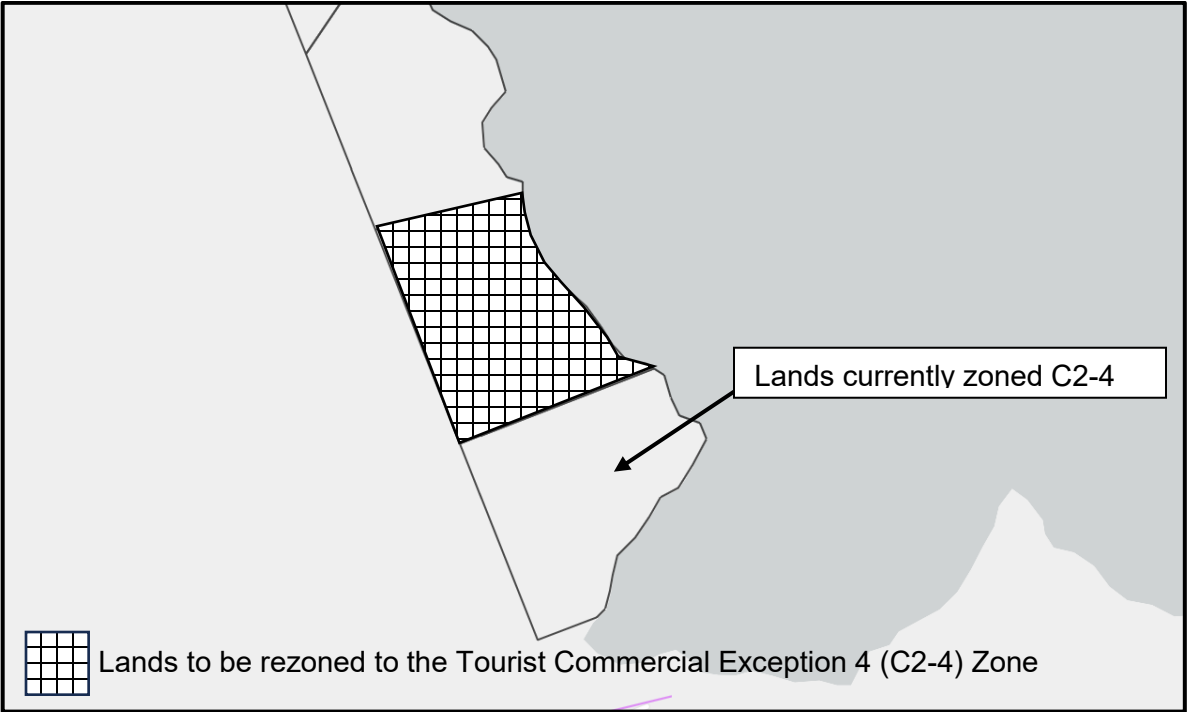
- Dwelling
- Accessory uses

3. This By-law shall take effect and come into force in accordance with Section 34 of the *Planning Act*.
4. **THAT** By-law No. 17-2026 being a By-law to amend By-law No. 07-2018 (the Zoning By-law) is hereby passed this 21st day of April, 2026.

Mayor George Comrie

CAO/Clerk Nigel Black

Schedule A to By-law 17-2026



THE CORPORATION OF THE MUNICIPALITY OF WHITESTONE
BY-LAW NO. 18-2026

Being a By-law to set tax ratios for Municipal purposes
for the year 2026

WHEREAS it is necessary for the Council of the Corporation of the Municipality of Whitestone pursuant to Section 308 (4) of the *Municipal Act* (the Act), 2001 S.O. c. 25 as amended, to establish the tax ratios for 2025 for the Corporation of the Municipality of Whitestone;

AND WHEREAS the tax ratios determine the relative amount of taxation to be borne by each property class;

AND WHEREAS Section 308 (2) and (3) of the Act provides that every municipality shall establish a set of tax ratios, and such tax ratios are the ratios that the tax rate for each property class must be to the tax rate for the residential property class where the residential property class tax ratio is 1;

AND WHEREAS the property classes have been prescribed by the Minister of Finance pursuant to Section 7 of the *Assessment Act*, R.S.O. 1990, c. A.31, as amended;

NOW THEREFORE the Council of the Corporation of the Municipality of Whitestone hereby enacts as follows:

- 1. **THAT** the tax ratios for the 2026 taxation year be established as follows:

a) The residential/farm property class	1.0000
b) The commercial property class	1.0000
c) The commercial vacant property class	0.7000
d) The industrial property class	1.0000
e) The farmlands property class	0.2500
f) The managed forest property class	0.2500
g) The aggregate extraction property class	0.813706
h) The Landfills property class	4.491324

- 2. **THAT** for the purpose of this By-law:
 - a) The commercial property class includes all commercial office property, shopping centre property and parking lot property;
 - b) The industrial property class includes all large industrial property;

- 3. **THAT** By-law No. 18-2026 being a By-law to set tax ratios for Municipal purposes for the year 2026 is hereby passed this 21st day of April, 2026.

Mayor George Comrie

CAO/Clerk Nigel Black

THE CORPORATION OF THE MUNICIPALITY OF WHITESTONE

By-law No. 19-2026

Being a By-law to adopt the estimates of all sums required during the year and to adopt the rates of taxation for year 2026

WHEREAS Section 290 of the *Municipal Act* 2001, as revised, provides that the Council of a local municipality shall in each year prepare and adopt a budget including estimates of all sums required during the year for the purposes of the municipality and amounts required for any board, commission or other body; and

WHEREAS Section 312 of the *Municipal Act* 2001, as revised, provides that the Council of a local municipality shall, after the adoption of the estimates for the year, pass a By-law to levy a separate tax rate on the assessment in each property class; and

WHEREAS the 2026 levy for municipal purposes has been set at \$3,982,104 and the 2026 levy for education purposes has been set at \$1,027,141

NOW THEREFORE the Council of the Municipality of Whitestone hereby enacts as follows:

- 1. **THAT** the tax rates for 2026 for municipal and education purposes be hereby adopted as follows:

Class/Assessment	Municipal Rate	Education Rate	Total Tax Rate
Residential	0.00604946	0.00153000	0.00757946
Commercial- Occupied	0.00604946	0.00586377	0.01191323
Commercial-Vacant	0.00423462	0.00586377	0.01009839
Commercial – New Construction	0.00604946	0.00586377	0.01191323
Farmland	0.00151237	0.00038250	0.00189487
Industrial	0.00604946	0.00880000	0.01484946
Managed Forest	0.00151237	0.00038250	0.00189487
Aggregate Extraction	0.00492248	0.00511000	0.01003248

- 2. **THAT** the 2026 Budget and tax levy for municipal purposes of \$3,982,104, attached hereto as Schedule ‘A’, be and is hereby adopted.
- 3. **THAT** the amounts to be levied and collected by this By-law shall be reduced by the amounts levied and collected by the interim tax levy authorized by By-law No. 03-2026 of the Corporation of the Municipality of Whitestone.
- 4. **THAT** the taxes shall become due and payable on the 31st day of August 2026 but may be paid in two installments on the 31st day of August 2026 and the 31st day of October 2026, or payable on the last day of each month under the pre-authorized payment plan.
- 5. **THAT** a penalty of one and one quarter percent (1¼%) will be imposed as a penalty for the non-payment of taxes on the first day of default, under the provisions of Section 345(2) of the *Municipal Act* 2001, revised.
- 6. **THAT** interest charges of one and one quarter percent (1¼%) per month will be imposed for the non-payment of taxes, on the first day of each calendar month, for each month or fraction thereof in which the default continues, under the provisions of Section 345(3) of the *Municipal Act* 2001, revised.
- 7. **THAT** penalty and interest added in default shall become due and payable and shall be collected as if the same had originally been imposed and formed part of such unpaid tax levy.

- 8. **THAT** the collector may mail or cause the same to be mailed to the residence or place of business of such person indicated on the last revised assessment roll, as written or printed notice specifying the amount of taxes payable.
- 9. **THAT** this By-law shall come into effect upon the date, and at the time of its passing; and
- 10. **THAT** By-law No. 19-2026 being a By-law to adopt the estimates of all sums required during the year and to adopt the rates of taxation for year 2026, is hereby passed this 21st day of April, 2026.

Mayor

George Comrie

CAO-Clerk

Nigel Black

2026 Proposed Operating and Capital Budget

The 2026 Proposed Operating and Capital/Special Projects Budget reflects a tax rate increase of 2.99% and is summarized as follows:

REVENUE		
Capital Funding	\$	392,500
Capital Grant	\$	230,500
Capital Reserve Transfer	\$	912,700
Development Revenue	\$	20,000
Fees & Service Charges	\$	330,900
Investment Income	\$	45,000
Lease Revenue	\$	15,900
Operating Grant	\$	1,523,300
Operating Reserve Transfer	\$	32,850
Recycling Revenue	\$	42,000
Sales	\$	31,000
Payment in Lieu	\$	9,097
Supplementary Taxes	\$	40,000
Railway ROW	\$	27,250
Taxation Revenue	\$	3,866,434
Levy Increase	\$	115,669
TOTAL REVENUE	\$	7,635,100
EXPENDITURES		
Capital	\$	1,668,700
Reserve Contributions	\$	695,000
Debt	\$	304,300
Administration	\$	1,104,750
Building Services	\$	173,600
By-Law	\$	30,600
Cemeteries	\$	9,450
Council	\$	168,300
Environmental Initiatives	\$	48,000
External Levies	\$	1,153,800
Facilities	\$	222,200
Fire & Rescue Services	\$	291,200
Library	\$	164,500
Planning	\$	40,000
Recreation	\$	53,950
Roads	\$	1,260,700
Thrift Shop	\$	25,200
Waste Management	\$	214,350
Water Services	\$	6,500
TOTAL EXPENDITURES	\$	7,635,100

THE CORPORATION OF THE MUNICIPALITY OF WHITESTONE

BY-LAW NO. 20-2026

Being a By-law to Establish Fees and Charges
for services provided by the Municipality of Whitestone
and to repeal By-law Nos. 08-2024 and 25-2025

WHEREAS Section 391(1) of the *Municipal Act*, 2001, S.O. 2001, c. 25, as amended, authorizes the Council of a local municipality to pass by-laws imposing fees or charges for services or activities provided or done by or on behalf of it; for costs payable by it for services or activities provided or done by or on behalf of any other municipality or local board; and for the use of its property including property under its control;

AND WHEREAS Section 69 of the *Planning Act*, R.S.O. 1990, c. P. 13, provides that the Council of a municipality may prescribe a tariff of fees for the processing of applications made in respect of planning matters;

AND WHEREAS Section 7 of the *Building Code Act*, 1992, S.O. 1992, c. 23, as amended, authorizes a municipal Council of a municipality to pass a By-law requiring the payment of fees on applications for and issuance of permits and prescribing the amounts thereof;

NOW THEREFORE the Council of the Corporation of the Municipality of Whitestone hereby enacts as follows:

1. **GENERAL:**

1.1. The Council of the Corporation of the Municipality of Whitestone Council hereby establishes the fees and charges as set out in the Schedules attached hereto and forming an integral part of this By-law.

1.2. This By-law shall be known and may be cited as the “Municipality of Whitestone Fees and Charges By-law”.

1.3. The fees set out in the attached Schedules shall be paid for the services or activities listed, and all fees are per occasion or request unless noted otherwise.

1.4. The fees and charges will be subject to Harmonized Sales Tax (HST) where applicable.
2. **SEVERABILITY:** If any provision or part of a provision of this By-law is declared by any court or tribunal of competent jurisdiction to be illegal or inoperative, in whole or in part, or inoperative in particular circumstances, the balance of the By-law, or its application in other circumstances, shall not be affected and shall continue to be in full force and effect.
3. **CONFLICT WITH ANY OTHER BY-LAW:** In the event of any conflict between any provisions of this By-law and any other By-law heretofore passed, the provisions of this By-law shall prevail.
4. **REVIEW:** The Council of the Corporation of the Municipality of Whitestone shall review this By-law once per calendar year to ensure that fees are kept up to date and relevant.
5. **REPEAL OF PREVIOUS BY-LAWS:** That the following By-laws are hereby repealed:

By-law 08-2024

Being a By-law Being a By-law to Establish Fees and Charges For services provided by the Municipality of Whitestone and to repeal By-law Nos. 09-2022 and 40-2023

By-law 20-2025

Being a By-law to amend By-law No. 08-2024, Being a By-law to Establish Fees and Charges for services provided by the Municipality of Whitestone

- 6. **PRECEDENCE:** This By-law shall have precedence over any other By-law or schedule of a By-law currently in effect wherein fees or service charges are set out in that By-law.
- 7. **EFFECTIVE DATE:** That By-law No. 20-2026, being a By-law to Establish Fees and Charges for services provided by the Municipality of Whitestone, is hereby passed this 21st day of April, 2026.

Mayor _____ George Comrie

CAO/Clerk _____ Nigel Black

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Numbering

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Schedule H.....Dog Licensing

Schedule I.....General Government

Schedule J.....Miscellaneous

SCHEDULE A

Facility Rentals

Fees are subject to HST

Facility	Description	Current Fee
Community Centre	Ratepayer (full day)	\$175.00
	Ratepayer (half day)	\$85.00
	Non-ratepayer	\$350.00
	Non-ratepayer (half day)	\$170.00
	Meetings (Sat & Sun 3 hrs max)	\$85.00
	Meetings (Mon – Fri 3 hrs max)	\$40.00
	Security/Clean up deposit	\$100.00
	Tablecloth cleaning and/or replacement	Actual Cost
Pavilion	Ratepayers	\$50.00
	Non-ratepayers	\$100.00
	Tournaments	\$130.00
Ball Park and Commons	Ratepayers	Donations
	Non-ratepayers	Donations

Notes:

Security Deposit

A security/clean up deposit may be required at the discretion of the Municipality (Typically for Private Rentals)

Exemptions and/or Reductions in Fees

- Note 1. Fees may be exempt for the following:
- Compassionate needs within the Municipality providing that any funds raised are given directly to the recipient and not put in a trust fund
 - Youth and Seniors events sponsored by one or more non-profit organization within the Municipality provided the event is not a non-fundraising event
 - Events sponsored by the Municipality
 - Funerals receptions for Whitestone families, subject to the availability of the Community Centre and provided it has not been previously booked

- Note 2. The Seniors' Lunch is exempt
- Note 3. The Rod and Gun Club fishing Derby is exempt
- Note 4. The Annual Agricultural Fair, as well as Agricutural Commitee meetings, are exempt
- Note 5. Bingo events in support of the Nursing Station are exempt

Other exemptions and/or reductions in fees may be at the discretion of the CAO/Clerk

SCHEDULE B

Landfill Rates and Fees

Fees are not subject to HST

Item	Description	Current Fee
Household Waste	Household waste free of hazardous waste	Free
Electronics Waste		Free
Recyclables	Plastic/Glass/Aluminum Cans etc.	Free
	Fibre (Newspaper, Cardboard etc)	Free
	Scrap Metals	Free
Appliances and Furniture	Items with Refrigerant (refrigerant removal fee)	\$25.00
	Items of Furniture	\$15.00 each
	Mattress small, (crib, twin)	\$15.00 each
	Mattress, large (double, queen, king)	\$20.00 each
	Vehicle Trunk Load	\$50.00
	Pickup Truck or Trailer Load (Note 2)	\$100.00
Sorted Household Construction/Demotion Waste - Auld's Road Site Only (Note 1)	Pickup Truck or Trailer Load (Note 2)	\$50.00
	Small Household Quantities (Note 3)	\$20.00
Yard Waste/Leaves/Brush (Note 4)	Pickup Truck or Trailer Load (Note 2)	Free
Propane Tanks		\$20.00
Boats	(Note 5)	Free
Boat Wrap, Pool Liner	Single Boat Wrap or Small Pool Liner	\$15.00
	Large Pool Liner	\$30.00
Styrofoam and Other Plastic Foams		Free
Landfill Access Permit Card	One per property	Free
	Replacement of lost card or additional cards per property	\$15.00
	One-time pass for visitors	\$5.00 per bag
Blue Box Recycling Container	First Blue Box (new residents only)	Free
	Additional Blue Box	\$40.00

Notes:

Note 1. No Contractor construction / demolition debris will be accepted, including shingles

Note 2. Approximate volume of pickup truck / trailer load is 120 cubic feet or 3.3 cubic metres. Landfill site attendants may use discretion in charging for larger or smaller volume loads

Note 3. Approximate volume of 200 litres / 45 imperial gallons / 0.2 cubic metres or less

Note 4. No Contractor yard waste, leaves, or brush will be accepted

Note 5. Only metal hulled boats, completely stripped, maximum length 20 feet, will be accepted

Note 6. Tires are not accepted at Whitestone landfill sites.

SCHEDULE C

Planning Rates and Fees

Fees are not subject to HST

Description	Current Fee
Special Council Meeting - Note 1	\$350.00
Mailing per Envelope for notifications	\$2.00
Pre Consultation Fee with Municipal Planning Consultant (optional)	\$250.00
Zoning By-law Amendment	
Non-Refundable Admin Fee	\$1,000.00
Deposit for Professional Services (planning consultant or legal)	\$2,500.00
Official Plan Amendment	
Non-Refundable Admin Fee	\$1,000.00
Deposit for Professional Services (planning consultant or legal)	\$2,500.00
Deeming By-law	
Non-Refundable Admin Fee	\$300.00
Deposit for Professional Services (planning consultant or legal)	\$800.00
Shore Road Allowance	
Purchase Land	\$2.00/m ²
Non-Refundable Application Fee	\$1,000.00
Deposit for Professional Services (planning consultant or legal)	\$2,500.00
Shore Road Allowance Lease	
Application Fee (for initial and follow-up applications and lease assignments)	\$150.00
Annual Lease Payment	\$10.00
Legal and Planning Costs	\$1,000.00
Unopened Road Allowance	
Purchase Land	Fair Market Value
Non-Refundable Application Fee	\$1,000.00
Deposit for Professional Services (planning consultant or legal)	\$2,500.00
Parkland Dedication	
Residential	5% of Assessed Value
Commercial	2% of Assessed Value
Minor Variance	
Non-Refundable Application Fee	\$500.00
Deposit for Professional Services (planning consultant or legal)	\$2,500.00
Encroachment and/or Road Agreement	
Non-Refundable Admin Fee	\$500.00
Deposit for Professional Services (planning consultant or legal)	\$1,500.00
Site Plan/Development	
Non-Refundable Application Fee	\$1,000.00
Deposit for Professional Services (planning consultant or legal)	\$2,500.00
Agreement - Section 51(26) Planning Act	
Legal and Planning Costs	Actual Cost
Subdivision Agreement	
Non-Refundable Application Fee	\$4,000.00
Deposit for Professional Services (planning consultant or legal)	\$4,000.00
Road Naming/Renaming Application	
Non-Refundable Admin Fee	\$500.00
Deposit for Professional Services (planning consultant or legal)	No Deposit

Note 1 - A Public Meeting fee applies only if the Public Meeting is a Special Meeting of Council and not part of a regular Council Meeting

Note: Any additional costs incurred by the Municipality, such as consultation with a planning consultant or legal, are the responsibility of the applicant. If fees for professional services exceed the deposit amount, a further deposit will be required before the application proceeds.

SCHEDULE D

Building Department Rates and Fees

How Bulding Permit Fees are calculated:				
The rate to be levied against each \$1000.00 of construction value shall be \$15.00 plus a minimum base fee of \$150.00. will be rounded to the nearest dollar. Fees are not subject to HST				Fees
SAMPLE CALCULATION: Residential Unit, with basement Main floor (2000 sq.ft x \$140) + Basement (1800 sq.ft. x \$70) = \$406,000 (\$406 x \$14.50) + Base Fee \$140 = \$6,027 (Building Permit Fee)				
The Chief Building Official may place a valuation on the cost of the proposed work as per Section 5 of the Whitestone By-law No. 32-2015.				
	Building/ permit type	Description	Calculation factor for construction value	Notes
1	Residential/Seasonal	Single storey finished	\$170.00	Per sq. ft
		Each additional storey incldly walkout basements and finished non-walkout basements	\$90.00	Per sq. ft
2	Accessory Buildings	Garages, storage, boathouses	\$45.00	Per sq. ft
		Porches,carports,sundecks, balconies	\$35.00	Per sq. ft
		Solariums, sunrooms, bunkies, and garages (habitable/living space only)	\$60.00	Per sq. ft
3	Commercial/Industrial/ Institutional	Principal building	\$100.00	Per sq. ft
		Accessory	\$50.00	Per sq. ft
4	Designated Structures	As per Div.A.1.3.1.1. OBC	Based on cost - Minimum Flat Fee of \$500.00 (whichever is greater)	Based on cost - Minimum Flat Fee of \$500.00 (whichever is greater)
5	Farm Buildings	On land assessed for Farms	\$25.00	Per sq. ft
6	Foundation-new or replacement	Full height	\$25.00 - Minimum Flat Fee of \$500.00 (whichever is greater)	Per sq. ft
		Crawl space,frost wall, piers	\$20.00 - Minimum Flat Fee of \$500.00 (whichever is greater)	Per sq. ft
7	Construction/addition	Per type of permit (ie 1, 2, 3, 4, 5 or 6)	See above	Per sq. ft
		Alteration, repair and installation	Based on cost	Based on cost
8	Chimney, fireplace, woodstove		\$150.00	Flat fee
9	Demolition		\$100.00	Flat fee
10	Change of use		\$250.00 Flat Fee or \$150 Flat Fee if no Construction is Required	Flat fee
11	Plumbing		\$150.00	Flat fee
12	Docks		\$150.00	Flat fee
	OTHER FEES		Fee	Notes
13	Permit transfer, special inspection	Special inspection fee	\$200.00	Flat fee
14	Conditional Permit	Fee plus additional fees based on class of construction	\$200.00 plus additional fees based on Construction Class	Flat fee
15	Alternative Solution Design	Fee plus other applicable fees	\$500.00	Applicable fees
16	Building without a permit		Fees doubled or Minimum fee of \$1500.00 (whichever is greater)	based on calculated fees
17	Revised drawings	Fee per revised page	\$50.00 per page after Permit Issuance / \$100.00 per page if required after inspection	Flat fee
18	Inactive Permit	Fee per inspection after three (3) years or more from date of issuance of the Building Permit	\$200.00	Flat fee
19	Refunds- application for refund must be made within six (6) months of issuance of permit(s)	Application filed not processed	75% of Fee paid	
20		Application filed and processed	50% of Fee paid	
21		If less than \$100	no refund	
22	Road Damage Deposit	See Policy on municipal website. Refund at the discredion of the Municipality	\$1,000.00	Flat fee
23	Re-inspection (per incident)	Inspection requested and CBO arrives at job site and the Phase to be inspected is not ready.	\$100.00	Flat fee
24	Printing Fee for Drawings	Drawings - 24" x 32"	\$10	Per Page

SCHEDULE E

Road Name and 9-1-1 Signs

Fees are not subject to HST

Service	Fee
9-1-1 Sign without post	\$30.00
9-1-1 Sign with post	\$50.00
Road name sign and post (applicant installs)	Actual cost

SCHEDULE F

Cemetery Rates and Fees

All fees are subject to HST unless noted otherwise

Item	Description	Current Fee
Burial Plot	Residents (interment rights)	\$254.00
	Residents (perpetual care and maintenance)	\$404.00
	Non-residents (interment rights)	\$762.00
	Non-residents (perpetual care and maintenance)	\$635.00
Cremation Plot	Residents (interment rights)	\$127.00
	Residents (perpetual care and maintenance)	\$288.00
	Non-residents (interment rights)	\$462.00
	Non-residents (perpetual care and maintenance)	\$288.00
Scattering	Residents (interment rights)	\$58.00
	Residents (perpetual care and maintenance)	\$132.00
	Non-residents (interment rights)	\$86.00
	Non-residents (perpetual care and maintenance)	\$132.00
Transfer of Internment Rights	(Note 1)	\$69.00
Flat marker under 172 sq in		N/C
Flat marker over 172 sq in		\$100.00
Upright monument up to 4 X 4 ft		\$200.00
Staking fee- Lots / Markers	(Note 2)	\$63.00
Opening/Closing Burial Lot		Fee as per Funeral Home and paid directly to the Funeral Home
Opening/Closing Cremation Lot	(Note 2)	\$138.00
Bereavement Authority of Ontario License fee	All interments: burial, cremation or scattering	\$30.00

Notes:

Note 1 - HST is not applicable

Paid to the Cemetery Board member or his/her designate

SCHEDULE G

Fire Services Rates and Fees

Fees are not subject to HST

Service	Fee
Response to motor vehicle accidents on Provincial Highways	As per M.T.O. rates/hour/vehicle
Railroad call outs for fire on or beside tracks	As per M.T.O. rates/hour/vehicle
Railroad call outs for accidents and/or incidents including derailments	As per M.T.O. rates/hour/vehicle
Gross negligence or as result of illegal act	As per M.T.O. rates/hour/vehicle
Hydro and/or Bell call outs	As per M.T.O. rates/hour/vehicle
Recovery of additional costs incurred	Actual costs
Fire occurrence report/letter	\$65.00
Smoke detectors	Actual costs
Carbon Monoxide Detectors	Actual costs
Combination Smoke Detector and Carbon Monoxide Detector	Actual costs
Fire permits	Free
Incinerator permits	\$25.00

SCHEDULE H

Dog Licensing Rates and Fees

Fees are not subject to HST

Item	Fee
Dog tag (annual)	\$15.00
Dog tag (life time)	\$50.00
Replacement tag	\$10.00
Animal control service fee (See Note 1)	\$50.00
Kennel Licensing Fee (annual)	\$100.00

Notes:

Note 1: Applicable when By-Law Enforcement Officer locates and returns dog to owner.

SCHEDULE I

General Government Fees

Fees are not subject to HST

Item	Current Fee
Photocopies per sheet	\$1.00
Facsimile per sheet	\$2.00
Returned cheque	\$50.00
Copy of Official Plan	\$15.00
Copy of Zoning by-law	\$15.00
Tax certificate (per roll number)	\$50.00
Building and zoning compliance letter (per roll number) Residential	\$125.00
Building and zoning compliance letter (per roll number) Commercial	\$150.00
Commissioner for taking Affidavits	\$10.00
Bailiff fees	Actual costs
Small claims	Actual costs
Freedom of Information Request	\$5.00
Freedom of Information Research (staff time and photocopying)	Per MFIPPA

SCHEDULE J

Miscellaneous Rates and Fees

Fees are not subject to HST

Item	Current Fee
Entrance permit application fee (non-refundable)	\$200.00
Entrance permit deposit	\$750.00
Farley Road Parking Permit (annual) - Deeded access properties only	\$55.00
Farley Road, Additional Guest Parking Permit (annual) - Deeded access properties only	\$15.00
Sign Advertising (annual)	\$200.00
After School Program (per day/per child)	\$6.00
Recreation Classes	Cost Recovery

BUSINESS MATTERS



MEMORANDUM

To: Mayor and Council

From: Wendy Schroeder Deputy Clerk

Date: April 21 2026

Re: Resolution of Support – James Bay East OPP Detachment Board –
Establishment of provincial Bail Notification Program (from March 17
Correspondence items)

Background

At the March 17, 2026 meeting, Council identified for attention correspondence received from James Bay East OPP Detachment Board, with a recommendation that staff draft a resolution of support.

The Detachment Board supports Victim Crisis Assistance Ontario (VCAO) agencies developing a coordinated Provincial Bail Notification Program. This standardized program promotes timely communication, reduces risk to victims, and improves outcomes of court-related matters. VCAO agencies deliver high-quality services that directly complement police response. A provincial bail notification program will further enhance our collective ability to keep communities safe and uphold the rights of survivors.

A coordinated program would support victims of crime at a vulnerable time in their life.

Attachments:

Attachment A – Correspondence Item B March 17 – James Bay East OPP Detachment Board

OPP DETACHMENT BOARD-JAMES BAY EAST**Cassandra Child, AOMC, Dipl.M.A. – Secretary-Treasurer**

171 Fourth Avenue

Cochrane, Ontario, Canada, P0L 1C0

T: 705-272-4361 | F: 705-272-6068

E: cassandra.child@cochraneontario.com**OFFICE OF THE SECRETARY/TREASURER OPP DETACHMENT BOARD-JAMES BAY EAST**

February 20, 2026

VIA EMAIL

The Honourable Michael Kerzner
Solicitor General
Ministry of the Solicitor General
25 Grosvenor Street, 18th Floor
Toronto, ON M7A 1Y6

The Honourable Zee Hamid
Associate Solicitor General for Auto Theft and Bail Reform
Ministry of the Solicitor General
25 Grosvenor Street, 18th Floor
Toronto, ON M7A 1Y6

MPP John Vanthof
Pinewood Centre, Unit 5
247 Whitewood Avenue
New Liskeard, ON P0J 1P0

Dear Leaders,

On behalf of the OPP Detachment Board – James Bay East I am pleased to offer this letter in strong support of Victim Crisis Assistance Ontario (VCAO) agencies across the province and the development of a coordinated Provincial Bail Notification Program.

VCAO organizations are essential partners in community safety and well-being. They provide immediate, trauma-informed support to individuals and families affected by crime and tragic circumstances, often at the most vulnerable moments in their lives. Their staff and volunteers work closely with police services to ensure survivors receive timely safety planning, crisis intervention, and connections to critical supports. This partnership enhances our ability to respond effectively, reduces risk, and strengthens trust with those we serve.

Timely and reliable bail notification is a vital component of victim safety. The current system is inconsistent across jurisdictions and leaves survivors at risk when they are not informed of release conditions or bail decisions that may impact their safety planning. A province-wide bail notification program, led in partnership with VCAO agencies, will ensure victims receive clear, coordinated, and rapid notification, regardless of where the offence occurred or where the accused is released. This is not only a matter of safety but also an essential part of ensuring victims' rights, dignity, and confidence in the justice system.

The OPP Detachment Board- James Bay East fully supports:

1. Strengthened investment in VCAO agencies, recognizing them as critical frontline partners in community safety and in supporting survivors of crime.

2. A standardized, province-wide bail notification system, designed in partnership with police services, VCAOs, and justice partners to promote timely communication, reduce risk, and improve outcomes for victims.
3. Ongoing collaboration between police and VCAO, including shared training, coordinated response models, and information pathways that improve both public safety and victim care.

VCAO agencies deliver high-quality services that directly complement police response. A provincial bail notification program will further enhance our collective ability to keep communities safe and uphold the rights of survivors. We urge the Government of Ontario to move forward with the development, implementation, and sustainable funding of this program.

Thank you for your consideration. The OPP Detachment Board-James Bay East is committed to working collaboratively and constructively with our VCAO partners and with provincial ministries to support this important and urgently needed initiative.

Yours truly,

OPP DETACHMENT BOARD-JAMES BAY EAST



Cassandra Child, AOMC, Dipl.M.A.
Secretary/Treasurer

/crc

c.c.

All Ontario municipalities
All Ontario OPP Detachment Boards



MEMORANDUM

To: Mayor and Council
From: Wendy Schroeder Deputy Clerk
Date: April 21 2026
Re: Resolution of Support – McKellar – Preservation of Joes Island Rear Lighthouse

Background

At the March 17, 2026 meeting, Council identified for attention a resolution of Council, received from the Township of McKellar, with a recommendation that staff draft a resolution of support.

McKellar's resolution supported the community's request that the federal government refrain from tearing down the Jones Island Rear Lighthouse in Georgian Bay and installing an automated light in its place. The lighthouse was designated a Federal Heritage Building in 2008 because of its historical associations, and its architectural and environmental values. Concerned citizens indicate they "believe this action is an irreversible loss to our shared heritage and a violation of the spirit of the Heritage Lighthouse Protection Act."

Council wishes to support the concerns expressed and call for public engagement in the decision to demolish and explore alternative solutions.

Attachments:

Attachment A – Correspondence Item D March 17 – McKellar resolution of support – Preservation of Joes Island Rear Lighthouse



CORPORATION OF THE TOWNSHIP OF MCKELLAR

Attachment A

DATE: March 3, 2026

RESOLUTION No. 26-090
AGENDA ITEM No. 19.2.

Moved by:

Debbie Zulak

Seconded by:

M. Moore

WHEREAS the Jones Island Rear Lighthouse is a Recognized Federal Heritage Building and a longstanding navigational landmark within the Georgian Bay region has served as an important symbol of the area's maritime history for over 130 years and is widely recognized by residents, visitors, and local tourism operators throughout West Parry Sound;

AND WHEREAS the Canadian Coast Guard (CCG) has announced plans to demolish the existing structure and replace it with a modular 80-foot metal tower;

AND WHEREAS concerns have been raised that the proposed demolition would result in an irreversible loss to the region and may not align with the spirit and intent of the Heritage Lighthouse Protection Act;

AND WHEREAS community members are requesting that the Federal Government and the Canadian Coast Guard pause demolition plans to allow for meaningful public engagement and a full review of restoration alternatives;

NOW THEREFORE BE IT RESOLVED THAT the Council of the Corporation of the Township of McKellar does hereby support the preservation of the Jones Island Rear Lighthouse;

AND FURTHER THAT Council directs staff to prepare and forward a formal Letter of Support to the appropriate Federal Ministers, the Canadian Coast Guard, and the local Member of Parliament, requesting that demolition plans be paused pending public consultation and the exploration of restoration options, and to circulate copies of this resolution to neighbouring municipalities within the West Parry Sound area for their consideration and support.

Carried ☒

Defeated ☐

Deferred ☐

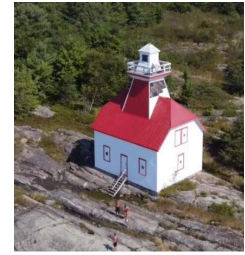
David Moore
David Moore, Mayor

DIVISION VOTE

	YEA	NAY	ABSTAIN	ABSENT
Councillor Morley Haskim	___	___	___	___
Councillor Mike Kekkonen	___	___	___	___
Councillor Nick Ryeland	___	___	___	___
Councillor Debbie Zulak	___	___	___	___
Mayor David Moore	___	___	___	___

2026-January-06

To: Township of McKellar: Mayor Moore and Council



Re: Request for Letter of Support – Preservation of the Jones Island Rear Lighthouse

On behalf of the concerned public advocating for our region's maritime history, I am writing to formally request a letter of support from the Township of McKellar to prevent the demolition of the Jones Island Rear Lighthouse.

We understand that the Canadian Coast Guard (CCG) has recently announced plans to demolish this structure and replace it with a modular 80-foot metal tower. We believe this action is an irreversible loss to our shared heritage and a violation of the spirit of the Heritage Lighthouse Protection Act.

We have contacted our MP the Honorable Scott Aitchison to gain his support as well as the Ministry of the Environment, Ministry of National Defense, and Ministry of Ocean & Fisheries and will continue to work through these channels to save this iconic landmark.

Many families and friends of West Parry Sound are familiar with this "Recognized Federal Heritage Building". It is advertised by local municipalities and tourism businesses as a site to visit when out on the Bay.

We ask that the Township of McKellar join us in calling on the Federal Government and the CCG to **pause the demolition plans** to allow for meaningful public engagement and a full review of restoration alternatives. By providing a letter of support, you will help us ensure that this "anchor" of our history remains standing for the next 130 years.

Attached is a **Fact Sheet** for your review. Thank you for your time and for your commitment to protecting our regional identity.

Sincerely,

Handwritten signature of Lis McWalter.

Lis McWalter, on behalf of members of the concerned public
mcwalter.lis@gmail.com
416 402-4190

Attachment: Fact Sheet

Attachment

Fact Sheet: The Case for Saving Jones Island Rear Lighthouse, January 2026

◇ **A National Treasure at Risk,**

- Built and put in operation with a light keeper from 1894 to 1991 and is a tangible piece of Canadian history.
- *Unique Heritage:* One of only two remaining combined dwelling-light stations in all of Canada. The only one on an island.
- *Irreplaceable Character:* It's architecture is unique with its wooden tapered tower that rises from the center of a simple roof of the 1.5 story keeper's house.
- It has provided aid to navigation and survived the rugged Georgian Bay weather for over 130 years.
- It facilitated the trade routes that built Northern Ontario's economy.

Destroying this lighthouse erases the physical evidence of our maritime heritage.

◇ **The Threat: "Hollowing Out" Our History,**

- Replacing a 130-year architectural rarity with a modular metal structure is symbolic of a broader failure to protect Canadian culture. At a time when Canadian identity is under significant scrutiny, we cannot afford to bulldoze our few remaining touchstones. This lighthouse is an ***anchor*** for the local community, First Nations territories, UNESCO territory, and the thousands of tourists who visit Georgian Bay annually.

◇ **Procedural Failures & Legal Concerns,**

- Violation of Process: The CCG moved toward demolition without the public notice or town hall meetings mandated by the Heritage Lighthouse Protection Act.
- Lack of Transparency: Taxpayer money is already being spent designing replacement towers before the public has had the legal right to propose preservation alternatives.
- Treaty Obligations: Located in Robinson-Huron Treaty territory, any changes to this land require meaningful consultation with First Nation partners.
- Sustainable Development: Located in the UNESCO-designated Georgia Bay Mniidoo Gamii Biosphere Reserve which mandates sustainable development. The CCG plan is "waste-heavy/carbon release" and disturbs a sensitive island ecosystem, whereas restoration utilizes the embodied carbon of the existing timber structure.

◇ **Economic/Financial Prudence,**

- False Economy: Cost of demolition and rebuild requires public transparency.
- Precedent for Investment: The Federal Government has successfully restored similar assets, including the Point Clark Lighthouse (\$3.7M), the Burlington Canal Lift Bridge (\$32M), and the Parliament Hill West Block (\$863M). Restoring the Jones Island Rear Lighthouse for roughly \$1 million is a highly cost-effective preservation of national history.
- Available Funding: The claim of 'prohibitive costs' for preservation is inconsistent with current Federal spending priorities. The Federal Budget 2025 allocates billions for community infrastructure and green construction. Specifically, the Green Construction

through Wood (GC Wood) Program (\$6 billion) provides a clear funding path for the innovative restoration of historic timber structures.

◇ **Summary,**

- The Federal Government has shown it is willing to spend the money to save Canada's cultural and historic landmarks.
- CCG has an obligation, as the steward of lighthouses to fund the restoration of the Jones Island Rear Lighthouse rather than defaulting to irreversible and wasteful demolition. Specifically,
 - The CCG receives monies (tax dollars) that are allocated to the care and maintenance of navigation light structures from Fisheries and Oceans Canada (DFO).
 - Treasury Board Subsidies help with some historically significant structures.
 - The GC Wood Program
- In the late 1800's the people of the day built the Jones Island Rear Lighthouse, a structure that lasted over 130 years. Certainly, with today's advanced knowledge, skills, and materials, we can revitalize the lighthouse.
- The marine route that was enabled by this lighthouse was instrumental in opening the economy and jobs in northern Ontario and resulting contribution to Canada.
- **We ASK the Federal Government to INVEST in this historical asset, and not pay to destroy it!**





MEMORANDUM

To: Mayor and Council

From: Wendy Schroeder Deputy Clerk

Date: April 21 2026

Re: Resolution of Support – Papineau-Cameron – Expanding enrollment capacity at the Ontario Veterinary College

Background

At the March 17, 2026 meeting, Council identified for attention a resolution of Council, received from the Township of Papineau-Cameron, with a recommendation that staff draft a resolution of support.

Papineau-Cameron's resolution acknowledges that large-animal owners in Northern Ontario face limited access to veterinary care, and that restricted enrollment in veterinary programs has prevented students willing to serve the region from being admitted—ultimately depriving the community of much-needed large-animal veterinary services. The resolution requests that the Ontario Veterinary College increase enrollment capacity to allow more applicants to pursue qualifications in large animal veterinary services.

Attachments:

Attachment A – Correspondence Item C March 17 – Township of Papineau-Cameron Resolution



THE CORPORATION OF THE TOWNSHIP OF PAPINEAU-CAMERON

4861 Highway 17, P.O. Box 630, Mattawa ON P0H 1V0
Office: (705) 744-5610 • Fax: (705) 744-0434 • Garage: (705) 744-5072
E-mail: admin@papineaucameron.ca Website: www.papineaucameron.ca

February 26, 2026

The Ontario Veterinary College
50 Stone Road East
Guelph, ON N1G 2W1

RE: Ontario Veterinary College expansion of enrollment capacity

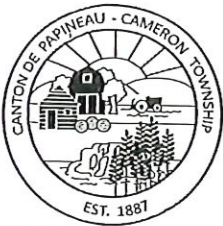
The Council of The Corporation of The Township of Papineau-Cameron met at their Regular Council Meeting on February 24, 2026 and passed the attached resolution 2026-50 that relates to the Ontario Veterinary College's enrollment capacity.

Yours truly,

Venessa Wilson
Administrative Assistant

Encl: Resolution 2026-50, Township of Papineau-Cameron

Cc: The Ontario Ministry of Agriculture, Food and Agribusiness
The Canadian Veterinary Medical Association
The Honorable Victor Fedeli, MPP, Minister of Economic Development, Job Creation and Trade
The Honorable Trevor Jones, MPP, Minister of Agriculture, Food and Agribusiness
The Honorable Nolan Quinn, MPP, Minister of Colleges, Universities, Research Excellence and Security
Association of Municipalities of Ontario
All Ontario Municipalities



THE CORPORATION OF THE TOWNSHIP OF PAPINEAU-CAMERON

4861 Highway 17, P.O. Box 630, Mattawa ON P0H 1V0
Office: (705) 744-5610 • Fax: (705) 744-0434 • Garage: (705) 744-5072
Website: www.papineaucameron.ca

DATE: **February 24, 2026**

RESOLUTION NUMBER: **2026-50**

MOVED BY:

Shelley Belanger

SECONDED BY:

M Chenier

WHEREAS large animal livestock owners in Northern Ontario have extremely limited access to large animal veterinary services;

AND WHEREAS the cost of large animal veterinary services in Northern Ontario is significantly higher due to long travel distances and the limited number of large animal veterinarians available to service the region;

AND WHEREAS it has come to the attention of the Council of Papineau-Cameron Township that three qualified individuals within our community have applied to the Ontario Veterinary College for large animal veterinary, but were denied admission due to limited enrollment capacity;

THAT the Council of Papineau-Cameron Township formally requests that the Ontario Veterinary College, the Ontario Ministry of Agriculture, Food and Agribusiness, and the Canadian Veterinary Medical Association consider expanding enrollment capacity at the Ontario Veterinary College to allow more qualified applicants to pursue certification as large animal veterinarians.

AND FURTHER THAT a copy of this resolution be forwarded to the Ontario Veterinary College, the Ontario Ministry of Agriculture, Food and Agribusiness, the Canadian Veterinary Medical Association, the Hon. Victor Fedeli MPP Minister of Economic Development, Job Creation and Trade, the Hon. Trevor Jones MPP Minister of Agriculture, Food and Agribusiness, the Hon. Nolan Quinn MPP Minister of Colleges, Universities, Research Excellence and Security, Association of Municipalities of Ontario, and Ontario Municipalities for their consideration and support.

CARRIED:

Robert Corriveau
(Mayor)

NOT CARRIED:

(Mayor)

Recorded Vote (Upon Request of Councillor _____) Section 246 (1) Municipal Act

RECORDED DIVISION VOTE	YES Signature	NO Signature	ABSTAIN Signature
Mayor Robert Corriveau			
Deputy Mayor Shelley Belanger			
Councillor Keith Dillabough			
Councillor Jason Bélanger			
Councillor Mélanie Chenier			



Tony E. Fleming
Direct Line: 613.546.8096
E-mail: tfleming@cswan.com

March 19, 2026

BY E-MAIL: nigel.black@whitestone.ca

Municipality of Whitestone
21 Church Street
Dunchurch, Ontario
P0A 1G0

Dear Mayor and Members of Council:

**Re: Integrity Commissioner Services - Annual Report – 2025
Our File No. 38953-1**

This report summarizes the services provided by the Integrity Commissioner to the Municipality of Whitestone in 2025, in accordance with section 223.6 (1) of the *Act*. The purpose of this report is to highlight the mandate of the Integrity Commissioner and to inform Council and the public about changes to the Act that affect the process of the Integrity Commissioner and subsequently, Councils and Local Boards.

Role of the Integrity Commissioner

The Act mandates that the Integrity Commissioner is responsible for providing the following functions:

1. The application of the code of conduct for members of council and the code of conduct for members of local boards.
2. The application of any procedures, rules and policies of the municipality and local boards governing the ethical behaviour of members of council and of local boards.
3. The application of sections 5, 5.1 and 5.2 of the *Municipal Conflict of Interest Act* (“MCIA”) to members of council and of local boards.

{01273166.DOCX;}

TEL: 613-544-0211
FAX: 613-542-9814
EMAIL: [INFO@CSWAN.COM](mailto:info@cswan.com)
WEB: WWW.CSWAN.COM

4. Requests from members of council and of local boards for advice respecting their obligations under the code of conduct applicable to the member.
5. Requests from members of council and of local boards for advice respecting their obligations under a procedure, rule or policy of the municipality or of the local board governing the ethical behaviour of members.
6. Requests from members of council and of local boards for advice respecting their obligations under the MCIA.
7. The provision of educational information to members of council, members of local boards, the municipality and the public about the municipality's codes of conduct for members of council and members of local boards and about the MCIA.¹

Integrity Commissioner Activity

If Council requires ongoing training under the Code of Conduct and the MCIA, Mr. Fleming is available upon request. Individual members may request advice from the Integrity Commissioner at any time. Council or members may contact Mr. Fleming in the following ways:

- 1) Council may pose a question to the Integrity Commissioner in writing regarding the broad obligations of all members (not specific to any one member);
- 2) Individual members may request advice in writing from the Integrity Commissioner in accordance with the Act.

Requests for Advice

We received five requests for advice in 2025 under the Code of Conduct, relating to potential conflicts of interests either general or under the *Municipal Conflict of Interest Act*.

We continue to encourage members of Council and Local Boards for the Municipality of Whitestone to contact us in writing should they find themselves unsure of their obligations under the Code or the *Municipal Conflict of Interest Act*. If a member requests and follows our advice, that advice may be relied on should there be a complaint to the Integrity Commissioner on the same facts in the future.

¹ *Municipal Act*, section 223.3(1).

Complaints/Applications for Inquiry

There was one complaint submitted to the Integrity Commissioner for the Municipality of Whitestone.

There were no reports submitted to council; the complaint was dismissed. The reason for dismissing a complaint varies, but can include complaints that are not within the jurisdiction of the Integrity Commissioner, or that despite being within the Integrity Commissioner's jurisdiction, allegations that do not amount to a breach after undertaking a preliminary review of the facts.

With respect to the advice and investigations:

1. Costs associated with Advice provided was \$788.75; and
2. Costs associated with Complaints was \$2,098.98.

Strong Mayor Powers

In 2025, a number of municipalities started to navigate the complexities of strong mayor powers. The latest round of legislation broadened the list of municipalities subject to strong mayor powers and we saw first-hand the law of unintended consequences from some of our clients. We thought it would be helpful to share some lessons learned to assist council and staff to better understand the limits of these powers.

Provincial Priorities

A number of strong mayor powers can only be exercised if they advance a Provincial Priority. O. Reg 580/22 has only created two provincial Priorities at present: building additional housing and creating infrastructure to support this new housing.

Strong mayors may not add matters or by-laws to agendas on topics other than those that advance a provincial priority. The decision as to what will advance a Provincial Priority is left to the opinion of the strong mayor, but this does not mean that simply saying something might advance a Provincial Priority invests the mayor with unlimited powers. The matter being proposed must still reasonably relate to supporting a Priority.

Direction to Staff

A strong mayor may direct staff, but only for matters where a strong mayor power exists. For example, if a strong mayor wants to bring forward a by-law to advance a housing development, staff can be directed to prepare a report and a draft by-law and put that matter on an agenda. Staff can also be directed to implement a re-organization of internal departments or prepare the mayor's budget.

The strong mayor powers do not assign mayors any general administrative powers over the municipality or any operational authority.

Dealing with Uncertainty

What strong mayor powers have done in some cases we have been involved with is create uncertainty. Staff and Council must now (in some cases) deal with a strong mayor who issues a written directive that may be outside of their authority as a strong mayor.

The language of the Act gives strong mayors considerable leeway in how they determine what may advance a Provincial Priority. However, where staff or Council believe that the mayor has exceeded their authority, the municipality is in a difficult position. In our opinion, it is unreasonable to expect that a municipality will simply agree with every direction if the direction appears on its face to be outside the strong mayor powers. In those situations, we recommend that municipalities obtain legal advice as to the validity of the direction, and act accordingly. This may mean that a municipal Council decides to ignore a strong mayor's direction; but it is preferable to following an otherwise illegal direction and exposing the municipality to legal action from aggrieved parties.

Integrity Commissioner and Municipal Solicitor

2025 also saw a few of our clients receive letters from the Ontario Ombudsman that were critical of our firm's dual role of Integrity Commissioner and municipal solicitor (for municipalities where we hold both roles). While this circumstance represents less than a quarter of our clients for whom we act as Integrity Commissioner, it is an interesting analysis of conflict of interest that may be of interest to all.

The Ombudsman published a "Best Practices Guide" for Codes of Conduct and Integrity Commissioners for municipalities in 2024. The Guide states:

An integrity commissioner's independence, both real and perceived, from the council, local boards and municipal staff should be maintained to the greatest degree possible. Integrity commissioners should be prevented from taking on other roles or responsibilities for the municipality during the time they serve as commissioner, including acting as legal counsel, municipal clerk, workplace harassment investigator or policy advisor.

This is not the law; it is not found in legislation and is simply a recommendation from the Ombudsman.

We agree that fulfilling both municipal solicitor and Integrity Commissioner roles has the potential for conflicts of interest. We assess the potential for conflicts with every new complaint and decline to act where actual conflicts exist (where we have provided legal advice in advance of receiving a complaint where that advice is relevant to the complaint).

We disagree that fulfilling both roles creates a general conflict that disqualifies a municipal solicitor from also being that municipality's Integrity Commissioner.

We come to this conclusion based on a principled assessment of the nature of conflict. As both solicitor and Integrity Commissioner our client is the same – the municipal corporation. Our client is neither Council, staff nor any individual council member. Only a majority of Council can retain our firm, instruct our firm or delegate its authority to retain or instruct. Therefore, investigating an individual member of Council is not a conflict as no individual member of Council is our client (as solicitor or Integrity Commissioner).

If the Ombudsman were correct, every Integrity Commissioner in Ontario has a conflict – as they are all retained by Council and their role is to investigate individual members of Council. This is not a conflict, provided that your Integrity Commissioner has integrity and fearlessly investigates members of Council regardless of the fact that their retainer exists at the pleasure of Council. We take this role seriously and expect that Council will respect our independence and impartiality.

Closing Remarks

As Council is no doubt aware, the government continues to propose changes to the *Municipal Act* to change the Integrity Commissioner regime. We are not aware of when the changes are expected.

One of the changes that would impact elected officials most is the proposal to impose a province-wide code of conduct. No details are yet available, but we encourage all municipalities to participate in consultation on any amendments that might be implemented so that you have some input when this occurs.

The amendments will also create an Ontario Integrity Commissioner whose role would be to provide advice to municipalities about removing a member from council in certain circumstances.

The ability to remove a member from council is the other significant change that members of Council should be aware of. The amendment would establish rules to allow the new Ontario Integrity Commissioner to recommend to Council that it remove a member if they meet four criteria:

1. The member must contravene the Code;
2. The contravention must be of a serious nature;
3. The conduct resulted in harm to health, safety or well-being of persons; and
4. Existing penalties are insufficient to address the contravention or ensure that it is not repeated.

We thank the Municipality of Whitestone for the opportunity to act as its Integrity Commissioner. We remind members that the Integrity Commissioner is available to provide advice in accordance with the Act regarding a member's obligations. We note that this service provides members with the proactive ability to avoid potential complaints by requesting and acting on advice which may apply to the circumstances of the member.

Members are held to the highest standards of office in their elected positions, and we thank members for their continued attention to the ethical obligations expected of them.

Please contact us with any follow-up questions.

Sincerely,

Cunningham, Swan, Carty, Little & Bonham LLP



Tony E. Fleming, C.S.
LSO Certified Specialist in Municipal Law
(Local Government / Land Use Planning)
Anthony Fleming Professional Corporation
TEF:sw

CORRESPONDENCE

A	LEA Consulting	Highways 124 and 520 bridgework information
B	Ottawa	Amending the Restricting Public Consumption of Illegal Substances Act
C	Prince Edward County	Funding for municipalities to offset policing costs
D	Parry Sound	Highway 69 affecting Magnetawan First Nation
E	Parry Sound	Maintain Local Municipally Governed Conservation Authorities
F	McKellar	Supporting AORS request to improve protections for public works staff
G	Northeastern Manitoulin Island	Quality of oil used in chip-and-tar road resurfacing
H	Mississauga	School Board maintenance vs. provincial legislated changes

Organizations / Individuals

I	WahWashKesh Conservation Association	Request for donation for Hobolink
J	MECP	Consolidation of Conservation Authorities
K	FONOM	Northern priorities
L	FONOM	Response to Ontario Budget
M	Canadore College	Parry Sound campus initiatives
N	Epps, Barry and Kate	Request for Municipal Assumption and Maintenance of Shawanaga Lake Road
O	Almaguin Pride	Elections information session
P	FONOM	Development Charges changes announced by Federal and Provincial governments
Q	Canadian History Ehx	Video opportunity
R	Heather Chambers	T-ball in Whitestone
S	Ministry of Environment Conservation and Parks	Proposed legislative and regulatory amendments to enable the Species Conservation Act, 2025

From: Alexa Disher [mailto:ADisher@lea.ca]

Sent: March 11, 2026 3:54 PM

To: whitestoneahclub@gmail.com; whitestonergc@gmail.com

Cc: Clarke, Jonathan (MTO) <jonathan.clarke@ontario.ca>; DelaCruz, Nitzie (She/Her) (MTO) <nitzie.delacruz@ontario.ca>; Rick Krutzler <RKrutzler@lea.ca>; Bradley Dufour <BDufour@lea.ca>; Councillor.bray@whitestone.ca; info@whitestone.ca

Subject: GWP 5215-18-00 - Hwy 124 Whitestone Lake Bridge and the Hwy 520 Whitestone River – Notice of Study

To whom this may concern,

Thank you for your interest in the project. We received an email from Councillor Janice Bray, indicating that your group has an interest in the upcoming work due to the local fishing activity in the area and the fish stocking that occurs at this location.

At this time, construction work on the Whitestone Lake Bridge is planned to begin in **June 1, 2027**. No in-water work is anticipated for the proposed works. The majority of rehabilitation activities are anticipated to be completed utilizing temporary work platforms and hydraulic lifts, accessed from the bridge deck, abutments, and immediate shoreline areas. Please find attached a Notice of Study, which provides additional details about the project.

If you have any further questions, please do not hesitate to contact me or any member of the project team.

Thanks,

Alexa

Alexa Disher, [B.ES.](#)

Environmental Planner, Construction & Environmental Division

LEA Consulting Ltd.

T: 905-327-2619 E: adishe@lea.ca W: www.LEA.ca





March 11, 2026
Reference Number: 24231

Whitestone Rod and Gun Club

RE: Notice of Study – Detail Design and Class Environmental Assessment for the Rehabilitation of the Highway 124 Whitestone Lake Bridge, Site 44X-0067/B0, and the Highway 520 Whitestone River Bridge, Site 44X-0055/B0 - (GWP 5215-18-00)

To Whom it May Concern,

The Ministry of Transportation of Ontario (MTO) has retained LEA Consulting Ltd. (LEA) to undertake a detail design and Class Environmental Assessment (EA) study for the rehabilitation of the Highway 124 Whitestone Lake Bridge, Site 44X-0067/B0, and the Highway 520 Whitestone River Bridge, Site 44X-0055/B0. The detail design assignment is being completed under Group Work Project (GWP) 5215-18-00 and includes design services and preparation of a contract tender package. The project falls within the Geographic Township of Hagerman and McKenzie in the District of Parry Sound, as shown on the attached Key Map.

The project includes the structural rehabilitation of both bridges. Other improvements include replacement of the existing guiderails, improvements of the roadside drainage system, and a review of roadside hazards to identify any operational or safety deficiencies. Commercial and private entrances may be impacted as a result of traffic staging during construction.

The study is being carried out in accordance with the approved planning process for a Group 'C' project under the *MTO Class Environmental Assessment for Provincial Transportation Facilities* (2000). LEA is conducting a review to document existing conditions and sensitivities within the study area to develop environmental protection strategies, design elements, mitigation measures and construction/maintenance constraints as required for Group 'C' projects.

As a part of the study, the Project Team is requesting your comments, questions, input and/or concerns regarding this project. Please direct any responses to the undersigned. Any comments received will be maintained on file for use during the study in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments become part of the public record with the exception of personal information. If you require accessibility under the *Ontarians with Disabilities Act*, please contact me to arrange the appropriate accommodations.

If you have any questions or comments, please do not hesitate to contact Alexa Disher at 905-327-2619 or adisher@lea.ca.

Thank you for your anticipated assistance and cooperation.

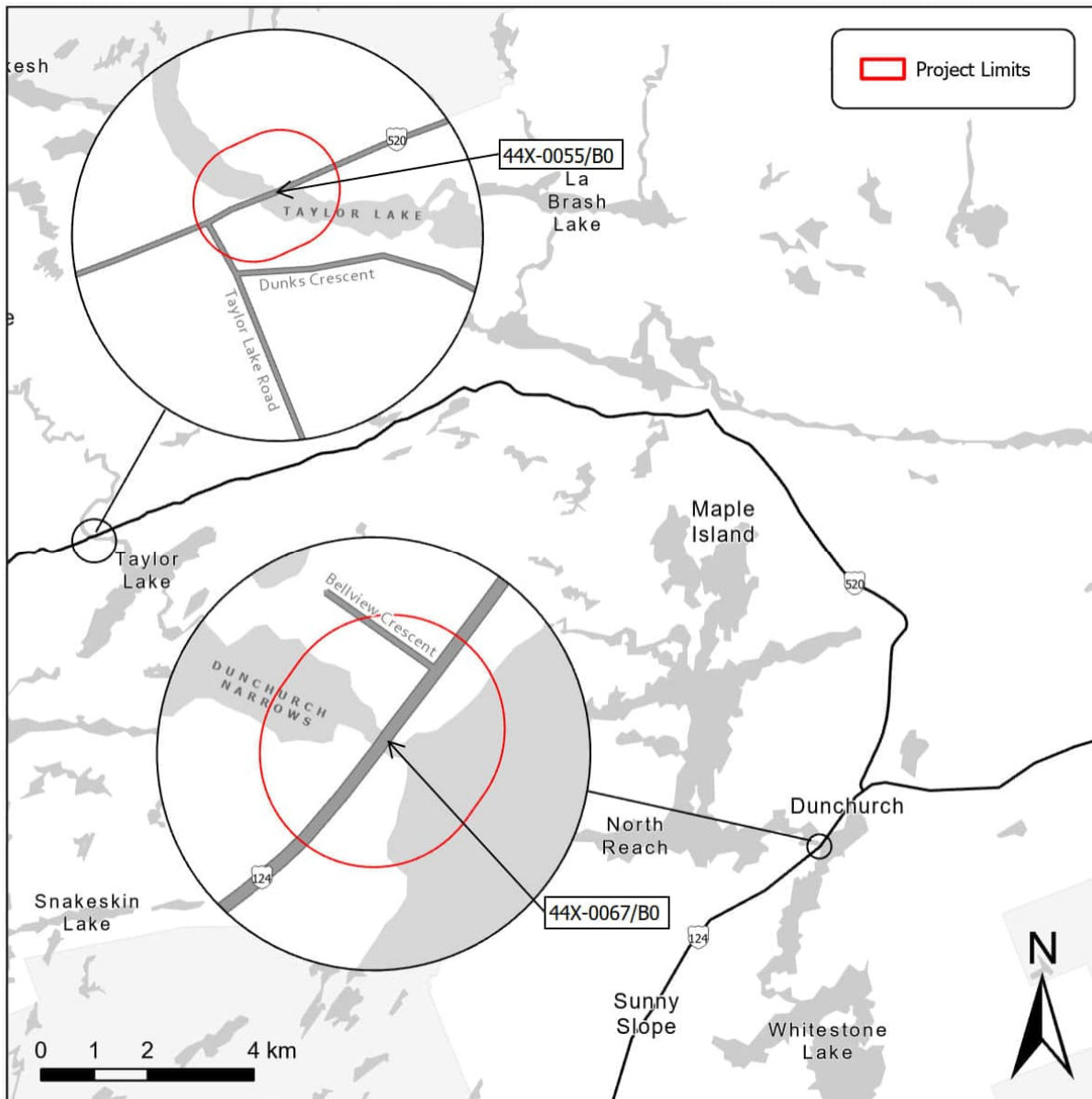
Yours truly,

LEA CONSULTING LTD.

Alexa Disher

Alexa Disher, B.ES.
Environmental Planner

c.c. Jonathan Clarke, MTO Project Manager
Nitzie Delacruz, MTO Environmental Planner
Rick Krutzler, LEA Project Manager
Bradley Dufour, LEA Environmental Lead



Key Map



Mark Sutcliffe
Mayor | Maire

**Office of the Mayor
City of Ottawa**

110 Laurier Avenue West
Ottawa, Ontario K1P 1J1
Tel.: 613-580-2496
Fax: 613-580-2509
Email: Mark.Sutcliffe@ottawa.ca

**Bureau du maire
Ville d'Ottawa**

110, avenue Laurier Ouest
Ottawa (Ontario) K1P 1J1
Tél. : 613-580-2496
Télec. : 613-580-2509
Courriel : Mark.Sutcliffe@ottawa.ca

February 26th, 2026

The Honourable Michael Kerzner
Solicitor General
Ministry of the Solicitor General
George Drew Building
25 Grosvenor St. Toronto, ON M7A 1Y6
SOLGEN.Correspondence@ontario.ca

By electronic submission

Re: Proposed New Regulation under the Restricting Public Consumption of Illegal Substances Act

Dear Solicitor General,

Please be advised that Ottawa City Council, at its meeting of February 25, 2026, considered and approved the following motion:

MOTION

Moved by / Motion de: Councillor S. Plante
Seconded by / Appuyée par: Mayor M. Sutcliffe

WHEREAS the *Restricting Public Consumption of Illegal Substances Act, 2025* (RPCISA) was brought into force on June 5, 2025; and

WHEREAS the Ministry of the Solicitor General (SOLGEN) is considering regulatory amendments to the RPCISA to prescribe special constables employed by authorized public transit agencies, including OCTranspo special constables for the purpose of the Act, thereby granting them the same enforcement powers as police officers, and is seeking public input on this proposal until March 1st; and

WHEREAS the City of Ottawa has invested significant resources to improve public safety in the downtown core and the ByWard Market; and

WHEREAS OC Transpo deploys on average approximately 4 special constables in the downtown daily, and 13 deployed across the city-wide transit network, who are already present in high-traffic transit environments, including stations, platforms, and bus stops throughout the downtown core and across the city; and



Mark Sutcliffe

Mayor | Maire

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Télec. : 613-580-2509

Courriel : Mark.Sutcliffe@ottawa.ca

WHEREAS public transit riders include workers, students, seniors, people with disabilities, youth, and low-income residents who rely on transit as their primary or only mode of transportation and require a safe environment at all times; and

WHEREAS restoring ridership is essential to the financial sustainability of Ottawa's public transit system, to achieving the City's climate and transportation goals, and to ensuring equitable access to employment, education, healthcare, and community services; and

WHEREAS enabling OCTranspo special constables to enforce the RPCISA would allow for timely, proportionate, and location-specific interventions focused on transit spaces, while reducing reliance on police response for matters that occur primarily within the transit system; and

WHEREAS any extension of authority under the RPCISA would be accompanied by appropriate training and would operate alongside existing public health, outreach, and harm reduction services, recognizing that enforcement alone does not address substance use but that clear rules and safe public spaces remain necessary;

THEREFORE BE IT RESOLVED that the City of Ottawa endorse the proposed regulatory amendments under the *Restricting Public Consumption of Illegal Substances Act, 2025*; and

BE IT FURTHER RESOLVED that the Mayor write to the Solicitor General of Ontario in support of the proposal before March 1st, 2026; and

BE IT FURTHER RESOLVED that the Clerk share this motion with other Municipalities in Ontario, prior to March 1st, 2026; and,

BE IT FURTHER RESOLVED that the Mayor write the Solicitor General of Ontario to renew or extend the funding associated with the Ontario-Ottawa agreement.

Should you have any questions in this regard, please do not hesitate to contact the undersigned.

Yours truly,

Mark Sutcliffe

Mayor

City of Ottawa

cc. All Ontario Municipalities
Association of Municipalities of Ontario (AMO)

March 13, 2026

Please be advised that during the regular Council meeting of March 10, 2026 the following resolution regarding OPP - Sustainable Police Services Funding was carried.

RESOLUTION NO. 2026-111

DATE: January 29, 2026

MOVED BY: Councillor Roberts

SECONDED BY: Councillor Hirsch

WHEREAS Ontario municipalities are required to maintain a police service or detachment board; and

WHEREAS policing is a provincially legislated responsibility, yet municipalities are bearing the brunt of rising costs to implement provincial mandates;

WHEREAS the Association of Municipalities of Ontario (AMO) has asserted that the fiscal framework enabling municipalities provided critical policing and public safety services is broken, and AMO requests an urgent update of the provincial-municipal fiscal relationship;

WHEREAS double digit increases in municipal annual Ontario Provincial Police (OPP) budgets are unsustainable, especially as Ontario municipal police services tackle provincial responsibilities such as mental health, addictions, and homelessness challenges that place police resources under enormous financial strain;

WHEREAS municipalities across Ontario are experiencing increased police operating and capital costs directly related to new compliance and operational standards required under the Community Safety and Policing Act, 2019 (the Act);

WHEREAS the costs of other measures such as providing provincial court security are increasing and are not part of providing core, adequate and effective municipal policing; and

WHEREAS rural municipalities are especially negatively impacted by these developments;

NOW THEREFORE BE IT RESOLVED THAT the Council of the County of Prince Edward (Council) requests that the Province provide financial assistance to municipalities to offset all additional costs directly and demonstrably incurred as a result of compliance with the Act and not general increases to police budgets; and

THAT Council urges the Province of Ontario to expeditiously review and reform its current police grant programs to ensure a more equitable distribution of funding to municipalities, so that communities with changing populations and expanding service demands receive fair and sustainable provincial support; and

THAT this resolution of Council be forwarded to the Premier of Ontario, the Solicitor General of Ontario, the Minister of Municipal Affairs and Housing, the Association of Municipalities of Ontario (AMO), the Rural Ontario Municipal Association (ROMA), Eastern Ontario Wardens' Caucus (EOWC), the Ontario Association of Police Services Boards (OAPSB), and all Ontario municipalities for endorsement.

CARRIED

Yours truly,

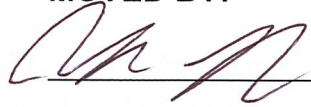
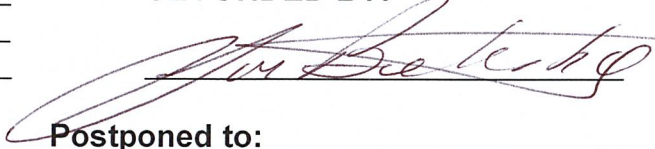


Catalina Blumenberg, **CLERK**

cc: Mayor Steve Ferguson, Councillor Roberts, Councillor Hirsch

**THE CORPORATION OF THE TOWN OF PARRY SOUND
RESOLUTION IN COUNCIL**

NO. 2026 – 030

DIVISION LIST	YES	NO	DATE: March 17, 2026
Councillor G. ASHFORD	_____	_____	MOVED BY:  <u>EA</u>
Councillor J. BELESKEY	_____	_____	
Councillor P. BORNEMAN	_____	_____	
Councillor B. KEITH	_____	_____	SECONDED BY: 
Councillor D. McCANN	_____	_____	
Councillor C. McDONALD	_____	_____	
Mayor J. McGARVEY	_____	_____	
CARRIED: ☒ DEFEATED: ☐ Postponed to: _____			

Whereas Magnetawan First Nation (MFN) has expressed concerns with the Highway 69 Expansion running directly through Magnetawan Reserve #1, with no confirmation yet by the Ontario Government to negotiate an existing land claim;

Now therefore the Town of Parry Sound requests that the Provincial Government clarify its intentions with respect to the land claim and resolving the issue of additional MFN lands being taken for the expansion of Highway 69; and

That this resolution be sent to Premier Ford, Minister of Transportation, MP Scott Aitchison, MPP Graydon Smith, West Parry Sound Area Municipalities, the municipalities of Killarney, French River and the City of Greater Sudbury, and the First Nations of Magnetawan, Henvey Inlet and Shawanaga.



Mayor Jamie McGarvey

9.5.1.
E

THE CORPORATION OF THE TOWN OF PARRY SOUND
RESOLUTION IN COUNCIL

NO. 2026 – 026

DIVISION LIST

YES NO

DATE: March 17, 2026

Councillor **G. ASHFORD**
Councillor **J. BELESKEY**
Councillor **P. BORNEMAN**
Councillor **B. KEITH**
Councillor **D. McCANN**
Councillor **C. McDONALD**
Mayor **J. McGARVEY**

MOVED BY:



SECONDED BY:

 GA

CARRIED: ☒ DEFEATED: ☐ Postponed to: _____

The Council of the Town of Parry Sound hereby supports the Township of The Archipelago's Resolution 26-026 which formally requests that the Province of Ontario maintain local, independent, municipally governed, watershed-based Conservation Authorities; and

That Council does not support the proposed Eastern Lake Ontario Regional Conservation Authority boundary configuration as outlined in Environmental Registry Notice 025-1257; and

That this resolution be forwarded to the Minister of the Environment, Conservation and Parks, the Minister of Natural Resources, the Premier of Ontario, the Association of Municipalities of Ontario (AMO), and area municipalities for information and support.



Mayor Jamie McGarvey



**The Corporation of The Township of The Archipelago
Council Meeting**

Agenda Number: 15.4.

Resolution Number 26-026

Title: Request to Province to maintain local, independent, municipality governed watershed-based conservation authorities

Date: Friday, February 20, 2026

Moved by: Councillor MacLeod

Seconded by: Councillor Cade Fraser

WHEREAS the Township of The Archipelago has long demonstrated a strong and unwavering commitment to environmental stewardship, watershed protection, and the preservation of its globally significant Georgian Bay shoreline, wetlands, forests, and inland waters for present and future generations; and

WHEREAS Conservation Authorities play a critical role in watershed-based resource management, natural hazard prevention, and environmental protection through local, independent, and municipally governed organizations; and

WHEREAS the Province of Ontario has proposed changes to Conservation Authority boundaries and governance, including the creation of an “Eastern Lake Ontario Regional Conservation Authority,” as outlined in Environmental Registry Notice 025-1257; and

WHEREAS the Township of The Archipelago has received a number of resolutions from municipalities expressing concerns with, and not supporting, the proposed changes to Conservation Authority structures and boundaries;

NOW THEREFORE BE IT RESOLVED that Council of the Corporation of the Township of The Archipelago formally requests that the Province of Ontario maintain local, independent, municipally governed, watershed-based Conservation Authorities; and

FURTHER BE IT RESOLVED that Council does not support the proposed “Eastern Lake Ontario Regional Conservation Authority” boundary configuration as outlined in Environmental Registry Notice 025-1257; and

FINALLY BE IT RESOLVED that this resolution be forwarded to the Minister of the Environment,

Conservation and Parks, the Minister of Natural Resources, the Premier of Ontario, the Association of Municipalities of Ontario (AMO), and area municipalities for information and support.

Carried



CORPORATION OF THE TOWNSHIP OF MCKELLAR

F

DATE: March 17, 2026

RESOLUTION No. 26- 117.
AGENDA ITEM No. 19.1.

Moved by:

Seconded by:

Whereas municipal public works employees and contracted service providers are responsible for maintaining critical infrastructure including roads, sidewalks, bridges, drainage systems, and winter maintenance operations that are essential to public safety and emergency response; and

Whereas during significant weather events and emergencies, these workers act as frontline responders, ensuring routes remain open for ambulances, fire services, police, school transportation, and the travelling public; and

Whereas municipalities across Ontario are reporting an increase in harassment, threats, intimidation, and dangerous interference from members of the public directed at municipal workers and subcontractors while they perform their duties; and

Whereas these behaviours have included verbal abuse, threats of violence, obstruction of equipment, and actions that delay or disrupt winter maintenance and emergency response operations, placing workers and the broader public at risk; and

Whereas interference with municipal operations during storms and emergencies jeopardizes service levels, delays critical response times, and creates significant occupational health and safety risks; and

Whereas the Association of Ontario Road Supervisors (AORS) has formally called on the Province of Ontario to strengthen legislative protections, enforcement support, and consequences for those who threaten or obstruct municipal public works staff and contractors;

Now therefore be it resolved that the Council of <insert municipality name> supports the calls to action advanced by the Association of Ontario Road Supervisors to improve protections for municipal public works workers and subcontractors; and

Be it further resolved that the Province of Ontario be requested to introduce legislative and enforcement measures that:

- recognize municipal public works workers and contractors as essential service providers during declared significant weather events and emergencies;
- deter and penalize interference, threats, harassment, or obstruction of municipal operations; and
- provide clear direction and support to police services to proactively respond to these incidents;



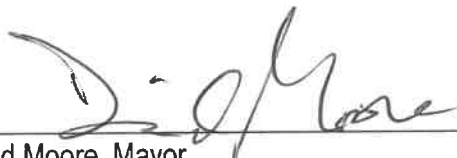
CORPORATION OF THE TOWNSHIP OF MCKELLAR

And be it further resolved that a letter conveying Council's support for these measures be sent to:

- The Honourable David Piccini, Minister of Labour, Immigration, Training and Skills Development
- The Honourable Rob Flack, Minister of Municipal Affairs and Housing
- The Honourable Doug Ford, Premier of Ontario

And that a copy of this resolution be forwarded to the Association of Ontario Road Supervisors and neighbouring municipalities for their consideration.

Carried ☒ Defeated ☐ Deferred ☐



David Moore, Mayor

DIVISION VOTE

	YEA	NAY	ABSTAIN	ABSENT
Councillor Morley Haskim	_____	_____	_____	_____
Councillor Mike Kekkonen	_____	_____	_____	_____
Councillor Nick Ryeland	_____	_____	_____	_____
Councillor Debbie Zulak	_____	_____	_____	_____
Mayor David Moore	_____	_____	_____	_____



Minister of Labour, Immigration, Training and Skills Development David Piccini
14th Floor, 400 University Avenue
Toronto, ON M7A 1T7

February 5, 2026

Dear Minister Piccini,

On behalf of Ontario's municipal public works professionals, we are writing to raise an urgent health and safety concern that is increasingly placing municipal workers and subcontractors at risk while they maintain the critical infrastructure our communities rely on every day.

While the Occupational Health and Safety Act establishes important protections against workplace hazards, it does not adequately address a growing and very real threat: unsafe working conditions created by interference, harassment, and dangerous actions from members of the public.

Through consultations with AORS members across the province, we are hearing consistent and deeply troubling examples of escalating behaviour directed at municipal workers - particularly winter maintenance operators. These are not isolated incidents, but a pattern that is becoming increasingly normalized during significant weather events. Examples reported to AORS include:

- An individual throwing a large chunk of ice at an active piece of municipal equipment while it was operating.
- A resident threatening to kill a sidewalk plow operator.
- A man climbing onto a snow plow and refusing to get off until the operator agreed to plow his road next.
- Two municipal staff members being confronted, accosted, and aggressively yelled at in public - one at a gas station and another while simply standing in line for coffee - by individuals angry about road conditions that were not even under that municipality's jurisdiction, as well as a mailbox that had been struck.
- A voicemail left by a resident threatening to shoot a municipal plow driver with a shotgun the next time the street was plowed.
- A resident angry about snow at the end of their driveway jumping in front of an active plow and refusing to move. The plow was delayed for over an hour during a major snow event, placing service levels and the municipality's overall emergency response at risk. The situation was only resolved once supervisors and by-law officers arrived on scene.

These incidents represent only a small sample of what municipal plow drivers and winter maintenance crews are experiencing across Ontario. What was once limited to disgruntled complaints has escalated into direct threats, physical interference, and dangerous confrontations that place workers, subcontractors, and the public at risk. This issue is becoming a systematic threat to municipal service delivery and is only amplified during significant weather events.

Municipal workers and their contracted partners are responsible for maintaining roads, bridges, sidewalks, and other essential services - often in extreme weather and high-risk environments. When these workers are threatened or obstructed, it becomes not only a workplace safety issue, but a broader public safety concern. In some cases, conditions have become so unsafe that

municipal staff and subcontractors have walked off job sites, jeopardizing timely service delivery during critical events.

We respectfully ask the Province to consider the following changes:

- Under the Emergency Management and Civil Protection Act, when a municipality declares a Significant Weather Event, municipal winter maintenance vehicles and operators - including subcontractors working on behalf of municipalities - should be afforded enhanced protection, with interference or obstruction treated with the same severity as interference with police, fire, or paramedic services.
- Establish clear public-safety interference provisions, similar in intent to Ontario's Slow Down, Move Over legislation, that recognize the essential role of municipal roadside workers.
- Consider adopting provisions similar to Manitoba's recently passed Bill 38, an amendment to their Highway Traffic Act effective January 1, 2026, which requires motorists to maintain a minimum distance of 30 metres behind snowplows where speed limits are 80 km/h or lower, and 100 metres where speed limits exceed 80 km/h.

These changes would provide clarity, deterrence, and enforceability—sending a strong message that interference with municipal workers performing essential services will not be tolerated. Just as Ontario protects first responders from obstruction during emergencies, we must extend similar protections to the public works professionals who keep our communities safe, connected, and functioning.

AORS would welcome the opportunity to meet with you and your staff to discuss these concerns further and to collaborate on legislative solutions that better protect municipal workers and subcontractors while strengthening public safety across the province.

Thank you for your consideration of this critical issue.

Sincerely,



Karla Musso-Garcia, CRS-I
President, Association of Ontario Road Supervisors
Operations Manager, Township of Oro-Medonte



Kelly Elliott
Interim Executive Director
Association of Ontario Road Supervisors

Cc (via e-mail)

Premier Doug Ford

Minister of Emergency Preparedness and Response Jill Dunlop

Minister of Municipal Affairs and Housing Rob Flack

Minister of Transportation Prabmeet Sarkaria

Acting Minister of Infrastructure Todd McCarthy

Scott Butler, Good Roads Executive Director

Walid Abou-Hamde, Ontario Road Builders' Association Chief Executive Officer



AORS
PROMOTING KNOWLEDGE. PURSUING EXCELLENCE.

Solicitor General of Ontario Michael Kerzner
George Drew Building, 25 Grosvenor Street
Toronto, ON M7A 1Y6

February 5, 2026

Dear Solicitor General Kerzner,

On behalf of Ontario's municipal public works professionals, we are writing to raise serious concerns regarding the safety of municipal workers and subcontractors who are increasingly facing harassment, threats, and dangerous interference from members of the public while delivering essential municipal services - particularly during winter maintenance and emergency operations.

Across Ontario, municipal public works teams are responsible for maintaining critical infrastructure that residents depend on every day, including roads, sidewalks, bridges, and drainage systems. During significant weather events, these workers are frontline responders, ensuring emergency vehicles can travel safely and that communities remain connected and accessible. However, the behaviour directed at them has escalated well beyond routine complaints and has become a direct threat to both worker safety and public safety.

Through consultations with AORS members province-wide, we continue to receive troubling reports that illustrate the seriousness of this issue. These include:

- An individual throwing a large chunk of ice at an active piece of municipal equipment while it was operating.
- A resident threatening to kill a sidewalk plow operator.
- A man climbing onto a snowplow and refusing to get off until the driver agreed to plow his road next.
- Two staff members confronted and aggressively accosted in public - one at a gas station and another while simply waiting in line for coffee - by individuals angry about road conditions and a mailbox strike that were not even related to that municipality.
- A voicemail threatening to shoot a plow driver with a shotgun the next time the street was plowed.
- A resident jumping in front of an active plow during a major snow event and refusing to move, delaying operations for over an hour and jeopardizing service levels and overall emergency response.

These examples represent only a small sample of the experiences municipal plow drivers and winter maintenance crews are facing across the province. What was once occasional frustration has escalated into intimidation, threats of violence, and direct interference with equipment and operations.

Equally concerning is that municipalities do not always receive consistent enforcement support when these incidents occur. We have heard directly from members who contacted the Ontario Provincial Police for assistance and were advised that, unless a physical assault had already taken place, the situation was "not a police matter." Waiting until a worker has been physically harmed before intervention is neither preventative nor acceptable.

This gap leaves municipalities and workers vulnerable and sends an unintended message that threatening or obstructive behaviour toward municipal staff carries little consequence. It also places supervisors and by-law officers in situations that may exceed their authority or capacity to manage safely.

We believe a proactive and coordinated response is needed. Municipal workers and their subcontractors should not have to choose between their personal safety and providing critical services during storms and emergencies.

We respectfully ask that the Province of Ontario and the Ontario Provincial Police take a clear and strong stance that interference, threats, and harassment directed at municipal public works staff will not be tolerated. Specifically, we would welcome:

- Clear direction and guidance to police services, including the OPP, that threats, intimidation, and obstruction of municipal workers performing essential duties warrant timely enforcement and support.
- Recognition that interference with winter maintenance and emergency public works operations presents a broader public safety risk, not merely a municipal operational issue.
- Enhanced coordination between municipalities and local police services during significant weather events and emergency responses to ensure worker safety and continuity of service.
- Consideration of legislative or policy tools that provide stronger deterrence and consequences for those who threaten or obstruct municipal staff and contractors.

Municipal public works professionals are essential workers. They keep roads open for ambulances, fire trucks, school buses, and the travelling public. Their safety should be treated with the same seriousness as that of other frontline responders.

AORS would welcome the opportunity to meet with you and your staff to discuss these concerns and explore practical steps to ensure consistent enforcement support and stronger protections for municipal workers across Ontario.

Thank you for your attention to this important matter and for your continued leadership in public safety.

Sincerely,



Karla Musso-Garcia, CRS-I
President, Association of Ontario Road Supervisors
Operations Manager, Township of Oro-Medonte



Kelly Elliott
Interim Executive Director
Association of Ontario Road Supervisors

Cc (via e-mail)
Premier Doug Ford



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

Please see below a Resolution passed by the Council of Northeastern Manitoulin and the Islands.

If your Council supports this motion please share with the appropriate Ministries and Organizations.

Thank You

Resolution No. 75-03-2026

Moved by: B. Wood

Seconded by: P. Aelick

Whereas the Town of Northeastern Manitoulin and the Islands, like many municipalities, utilizes chip-and-tar surface treatment on a significant portion of its road network; and

Whereas the Town has observed a substantial decrease in the length of time these treated roads remain in acceptable condition; and

Whereas the quality and durability of the oil used in the surface treatment appears to be a contributing factor; and

Whereas the Ministry of the Environment amended its regulations several years ago, permitting only lighter-grade oils for environmental considerations; and

Whereas the reduced durability of the lighter-grade product has resulted in more frequent resurfacing cycles and has consequently led to increasing maintenance costs;

Now therefore be it resolved that the Town of Northeastern Manitoulin and the Islands respectfully requests that the Ministry of the Environment reconsider its decision regarding the lighter grade of oil, taking into account the increased number of applications required, as well as the associated additional time, energy, and financial burden placed on municipalities or develops a better alternative oil.

And Further that this motion be forwarded to the Ministry of Environment, AMO, Good Roads, FONOM, MPP Bill Rosenburg, and all other municipalities.

Carried



MISSISSAUGA

RESOLUTION 0060-2026
adopted by the Council of
The Corporation of the City of Mississauga
at its meeting on April 1, 2026

0060-2026 Moved by: Councillor B. Butt

Seconded by: Councillor S. McFadden

WHEREAS locally elected school board trustees provide essential community representation and ensure accountability within Ontario's education system;

AND WHEREAS the City of Mississauga relies on dedicated trustee representation to reflect local priorities and advocate for the success of students across our diverse communities;

AND WHEREAS recent provincial supervision of the Peel District School Board and the Dufferin-Peel Catholic District School Board, alongside proposed governance changes, raises concerns regarding the future of local democratic accountability;

AND WHEREAS maintaining direct, elected representation is critical to ensuring that Mississauga's unique geographic and growth needs are reflected in education decision-making;

THEREFORE BE IT RESOLVED THAT:

1. Mississauga Council affirms its strong support for maintaining democratically elected school board trustees for both the Peel District School Board and the Dufferin-Peel Catholic District School Board;
2. Council formally recognizes the vital role of locally elected trustee representation for Mississauga and supports the continuation of meaningful, locally accountable representation;
3. The Province of Ontario be requested to pause any legislative or regulatory changes that would reduce or eliminate elected trustees until a transparent, province-wide consultation with municipalities, school boards, trustees, parents, students, educators and other education stakeholders is completed;
4. The City Clerk forward this resolution to the Premier of Ontario, the Minister of Education, all MPPs representing Mississauga, the Peel District School Board, the Dufferin-Peel Catholic District School Board, all MPPs representing Peel Region, and all Ontario municipalities to encourage collective advocacy for local democratic representation in education.

Recorded Vote	YES	NO	ABSENT	ABSTAIN
Mayor C. Parrish				
Councillor S. Dasko	X			
Councillor A. Tedjo	X			
Councillor C. Fonseca	X			
Councillor J. Kovac	X			
Councillor N. Hart	X			
Councillor J. Horneck	X			
Councillor D. Damerla	X			
Councillor M. Mahoney	X			
Councillor M. Reid	X			
Councillor S. McFadden	X			
Councillor B. Butt	X			

Carried (11, 0)

Dear Mayor Comrie, Deputy Mayor Lamb and Councillors Bray, Woods and Nash,

I am writing on behalf of the Lake Wahwashkesh Conservation Association regarding our Hobolink water monitoring system.

You may recall that in 2024, when we were asked to transfer ownership of our docks to the Municipality, we also requested that the Municipality assume responsibility for the operation and associated costs of the Hobolink system, as well as provide compensation for the residual value of our docks. While both requests were declined, Councillor Lamb suggested that we apply for a grant to help cover the necessary repairs to the Hobolink. We were grateful to receive a grant of \$1,500 for this purpose.

The Hobolink system is a vital resource for monitoring lake conditions and is widely used by residents beyond our membership, particularly given the need to track fluctuating water levels for safety. However, since the transfer of our docks, we no longer generate revenue from parking and docking fees. As a result, the ongoing costs of operating the Hobolink must now be covered solely through member dues, despite the system benefiting the broader community.

To help sustain this important service, we respectfully request a contribution of \$500 to assist with cellular data fees and maintenance costs. We believe this is a fair and reasonable solution that will allow us to continue providing access to the Hobolink system for the benefit of all lake users.

Thank you for your consideration.

Sincerely,
Board of Directors
Lake Wahwashkesh Conservation Association

TECHNICAL BRIEFING

Improving Ontario's Conservation Authority System



**PROTECT
ONTARIO**

Ministry of the Environment, Conservation and Parks

March 10, 2026

433 of 477

Ontario

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1 Overview: Ontario's conservation authority system

2 The need for action; Actions to date

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10 Summary

1. Overview: Ontario's conservation authority system

The Ministry of the Environment, Conservation and Parks (MECP) administers the *Conservation Authorities Act* (CAA) and is responsible for overseeing Ontario's 36 existing conservation authorities (CAs).

CAs play a vital role in **watershed management** and protecting communities from **natural hazards** like floods. They also deliver programs and services that further the conservation, restoration, and management of natural resources.

CAs issue **permits** to builders, municipalities, and property owners for development activities such as housing developments and installation of sewage systems in areas affected by risks of natural hazards such as floodplains, shorelines, river and stream valleys, and wetlands. Permitting helps to ensure that development does not happen in unsafe areas and that it does not worsen the impacts of flooding or erosion in surrounding areas.

What is a watershed?

A watershed is an area of land that drains all the streams and rainfall into a common outlet, such as a lake, bay or river.

2. The need for action

The Ontario government is taking action to protect Ontario's economy, workers, and communities by making the province the best place in the G7 to invest, create jobs, and do business. To achieve this, the government is making investments to build local infrastructure and taking action to bring more consistency and transparency to the cost and timelines of building homes.

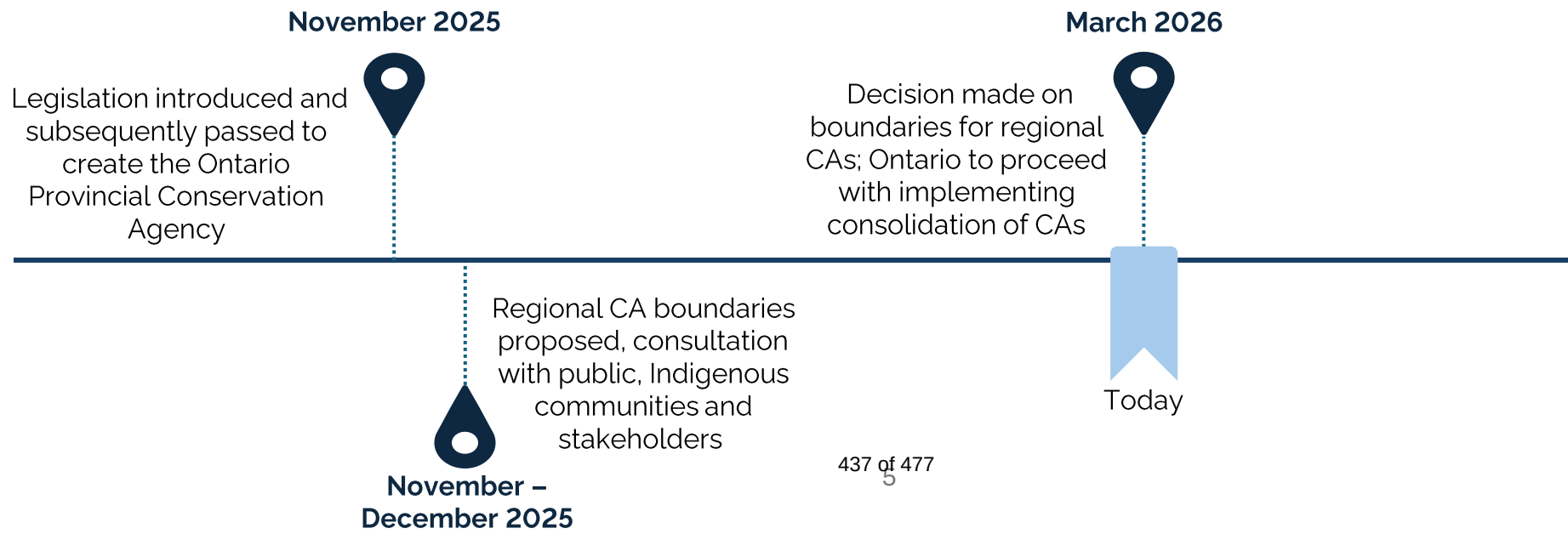
CAs are independent, local public sector organizations with significant variation in capacity, governance, transparency, and reliance on municipal funding. Over time, this has created a fragmented system with inconsistent standards and timelines.

Key challenges under the current framework that this proposal seeks to address include:

- **A patchwork of standards, service delivery:** Each CA has different policies, customer service standards, fees, processes and staffing, and technical capacity leading to unpredictable and inconsistent turnaround times for approvals across all CAs. This can result in uncertainty and delays for builders, landowners, and farmers seeking permits.
- **Outdated and fragmented data systems:** Lack of resources has led to discrepancies in the tools and technology that CAs use, leading to varying types and quality of technology and data management. This can compromise effective provincewide flood risk management and evidence-based decision making.
- **Administrative duplication:** Under the current framework, municipalities are forced to fund duplicate corporate functions (e.g., procurement, communications), diverting costs away from front-line conservation and service delivery.
- **Need for more accountability and transparency:** Lack of transparent asset management and inconsistent performance monitoring and reporting.

2. Actions to date

- Ontario is making progress on its commitment to enhance the effectiveness of conservation authorities, creating more consistency and modern standards and ensuring CAs remain strong, effective and ready to meet today's challenges. Since announcing our plan in fall 2025, we have passed legislation to create the Ontario Provincial Conservation Agency (OPCA) to provide centralized leadership and oversight of regional CAs, including coordinating a smooth and organized consolidation and key initiatives to improve the CA system, and we consulted extensively on the proposed regional CA boundaries.
- Consultations included virtual sessions with CAs, municipalities, stakeholders, and Indigenous communities, and regional workshops with CA and municipal leadership led by the Chief Conservation Executive and the Minister. More than 500 people participated, and 14,000+ comments were submitted on the proposed boundaries. We listened and used this feedback to strengthen the plan.
- The government is now moving forward with a framework for the regional consolidation of Ontario's 36 CAs into 9 optimized regional CAs that would deliver more consistent, more efficient, and more cost-effective outcomes for the communities that they serve. In the coming weeks, the government plans to introduce amendments to the CAA that would set out and enable the framework for consolidation of Ontario's CAs.



3. Why consolidation

Under the current system, more than half of all municipalities in areas served by CAs fall within the jurisdiction of two or more CAs, resulting in unnecessary duplication that diverts resources from front line conservation work and service delivery. Individual CAs have significant disparities in size and resources, with some lacking access to the latest tools and technology that support flood risk management and evidence-based decision making.

Consolidation would enable more consistent service delivery and more efficient resource and information sharing, making CAs more responsive to the needs of the communities they serve.

What these changes would mean:

- More resources for front-line services
- Improved flood management and erosion prevention
- Strong environmental protections maintained
- Faster permit approvals
- Modern service delivery
- Consistent standards and use of modern technology

What's not changing:

- Where CAs operate (areas currently served by CAs will continue to be served by CAs)
- The programs and services CAs provide, including the responsibility for source water protection, natural hazard and watershed management
- CA management of their lands and trails, providing access to green spaces, recreation and education programs
- Where and how CAs receive funding
- CA relationships with municipalities, developers, landowners
- Each CA being an independent, municipally-governed organization

4. Guiding principles

- The following principles informed the actions the province is taking to improve CAs, in addition to feedback heard during consultation:
 - **Retain local influence** – ensure local knowledge, expertise and interests inform the watershed management and conservation work of CAs
 - **Maintain CA watershed-based jurisdictions** – align with natural hydrological boundaries to support flood/water management. Align with drinking water source protection regions
 - **Reduce administrative overlap and duplication** – streamline requirements and processes for municipalities and conservation authorities
 - **Strengthen CA capacity** – improve and standardize the level of expertise and resources across CAs. Seek to balance the needs and interests of urban, rural, northern and southern watersheds
 - **Continuity of services** – minimize disruptions to CA operations and staffing, ensuring uninterrupted delivery of key programs such as permits, watershed management and trails and recreation for public use
 - **Improve customer service** – enhance consistency and clarity in process and timelines

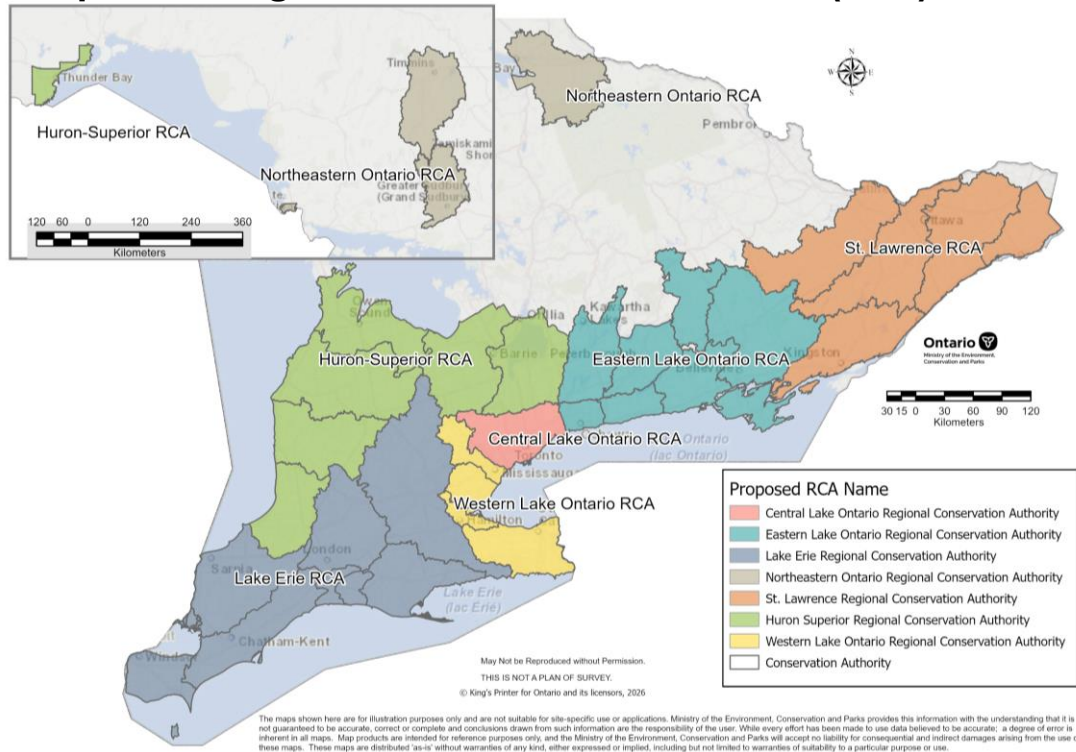
5. Our plan: Improving Ontario's CA system

- The government plans to introduce amendments to the *Conservation Authorities Act* (CAA) that would set out the consolidation of Ontario's CAs in accordance with the framework described in this presentation.
- The plan is for CA consolidation to take effect early 2027, allowing for transition planning to occur throughout 2026. Over time, OPCA will further transform Ontario's CA system, including by developing a single digital permitting platform to provide a faster, more predictable approvals process and improved customer service
- To support regional CAs throughout the transition, the province is providing annual funding to OPCA in the amount of \$3 million, beginning in 2026. This funding will be used by OPCA to support regional CAs as needed during transition. Post-transition, this annual funding will support OPCA to help regional CAs achieve improvements and program standards set by OPCA.

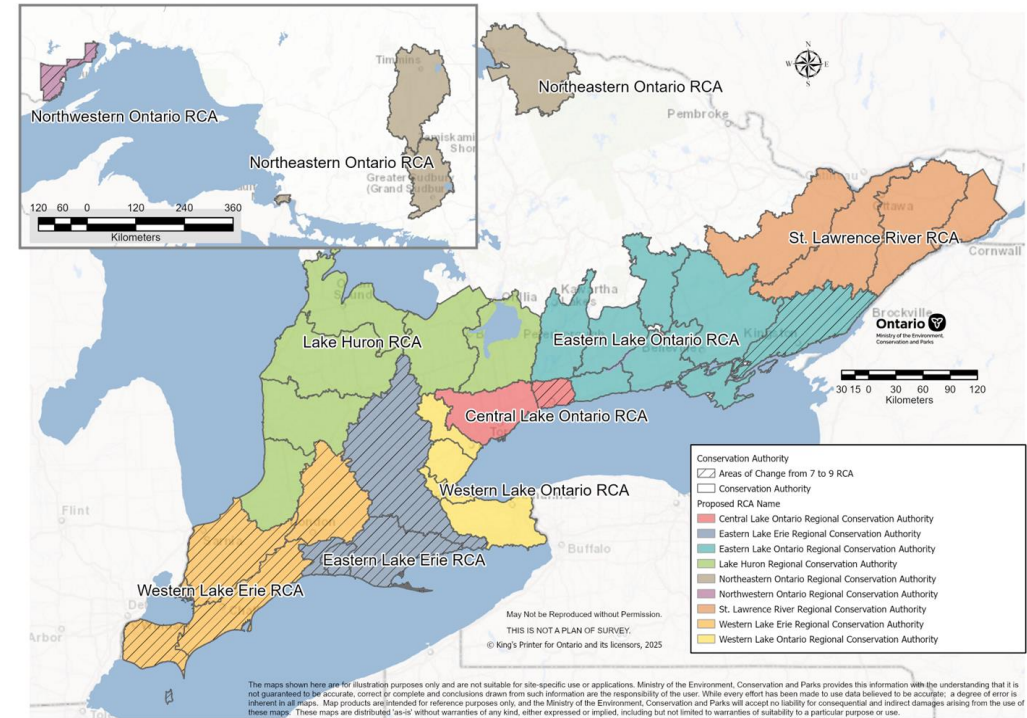
6. Regional CA boundaries

- The regional CA boundaries have been adjusted and refined (from 7 to 9). The feedback received during consultation directly informed the adjustments made to the final regional CA boundaries, which have been optimized to:
 - Accommodate areas with distinct geographies and development contexts
 - Balance differing priorities across rural, urban and northern areas
 - Better align with watersheds and with source protection regions

Proposed 7 Regional Conservation Authorities (RCA)



Final Optimized 9 Regional Conservation Authorities (RCA)



6. Regional CA boundaries: current corresponding CAs

Proposed Regional CAs	List of predecessor (i.e., existing) CAs being consolidated	
Central Lake Ontario Regional Conservation Authority	Central Lake Ontario CA	Toronto and Region CA
Eastern Lake Erie Regional Conservation Authority	- Catfish Creek CA - Grand River CA	- Kettle Creek CA - Long Point Region CA
Eastern Lake Ontario Regional Conservation Authority	- Cataraqui Region CA - Crowe Valley CA - Ganaraska Region CA - Kawartha Region CA	- Lower Trent RegionCA - Otonabee Region CA - Quinte Region CA
Lake Huron Regional Conservation Authority	- Ausable Bayfield CA - Grey Sauble CA - Lake Simcoe Region CA	- Maitland Valley CA - Nottawasaga Valley CA - Saugeen Valley CA
Northeastern Ontario Regional Conservation Authority	- Mattagami Region CA - Nickel District CA	- North Bay Mattawa CA - Sault Ste. Marie Region CA
Northwestern Ontario Regional Conservation Authority	Lakehead Region CA	
St. Lawrence River Regional Conservation Authority	- Mississippi Valley CA - Raisin Region CA	- Rideau Valley CA - South Nation River CA
Western Lake Erie Regional Conservation Authority	- Essex Region CA - Lower Thames Valley CA	- St. Clair Region CA - Upper Thames River CA
Western Lake Ontario Regional Conservation Authority	- Credit Valley CA - Halton Region CA	- Hamilton Region CA - Niagara Peninsula CA

7. Regional CA Governance

- Consistent with previous commitments and feedback heard, regional CAs will continue to be municipally governed organizations.
- Under our plan, participating municipalities that are responsible for appointing members (i.e. “the board”) and for paying CA levies would be at the upper-tier (i.e., regional municipalities and counties) and single-tier levels (e.g. cities, towns etc.) This change would mean that lower-tier municipalities (e.g. towns and townships, etc.) within a county would no longer be participating municipalities, as is currently the case where there is a county as the upper-tier municipality.
- Rules for how members are to be selected would be set out in regulation based on each participating municipality's percentage of the population in the regional CA's jurisdiction . Small municipalities are ensured representation by requiring that each participating municipality appoint at least one member. Rules for the number of members may also include:
 - Capping the total number of members on a CA board.
 - Limiting any one municipality's number of members (e.g., to 5) to ensure balanced representation.
- Following the municipal elections on October 26, 2026, newly-elected upper tier municipal councils would select the first members (i.e., “board”) for the new regional CAs prior to the targeted amalgamation date.

7. Regional CA Governance: CAs and municipalities

Regional consolidation of CAs would result in a reduction in the number of municipalities that belong to multiple CAs. This would empower Ontario's CAs in delivering more consistent, more efficient, and more cost-effective outcomes for the communities they serve.

	Current State Regions, single-tier, lower-tier	Consolidated Regions, counties, single-tier	% Change
Number of CAs	36	9	75.0%
Municipalities part of 1 CA	126	57	54.8%
Municipalities part of ≥ 2 CAs	60	16	73.3%
Municipalities part of ≥3 CAs	19	4	78.9%
Municipalities part of ≥4 CAs	3	1	66.7%
Municipalities part of ≥5 CAs	2	0	100%

- Note: Municipalities and associated numbers represent 'participating municipalities' for CAs both in the current state and once consolidated. There is no change in the total number of municipalities that are within a CA's jurisdiction.

7. Regional CA Governance: Watershed Councils

Watershed Councils

- In response to feedback that emphasized the need for regional CAs to continue to rely on the deep local expertise, knowledge, and relationships built, the province plans to mandate that regional CAs create one or more local Watershed Councils to ensure watershed management continues to be informed by local knowledge and input.
- Watershed Councils would assist the CA in identifying local priorities for programs and services to ensure that local interests are considered as part the board's decision-making process.
- Specific requirements for membership composition of Watershed Councils may be set out in regulation (e.g., Indigenous representatives to enable considering Indigenous knowledge, as well as agriculture and development representation to consider other local watershed perspectives),

8. Transition process

Statutory Amalgamation

- With the proposed statutory amalgamation that would create the regional CAs, on the transition date, the former CAs would be amalgamated creating the regional CA ,and legal continuation is provided for:
 - All assets and liabilities of the predecessor CAs
 - All rights and obligations of the predecessor CAs
 - All partnerships, agreements and funding obligations of the predecessor CAs
 - Employees of the predecessor CAs (all rights, duties and liabilities)
 - Permit applications made before the transition date
 - Any hearings underway or hearing requests
- In other words, after the consolidation date, the new Regional CAs would replace the former CAs as legal entities. This approach is intended to avoid disruptions to existing partnerships and agreements with municipalities, Indigenous communities, or others.
- The amalgamation of the predecessor CAs in the new regional CAs would be governed by the *Public Sector Labour Relations Transition Act*, which sets out a clear, structured and neutral framework for dealing with labour relations issues following restructuring of public sector organizations (e.g. the need to rationalize bargaining units).



8. Transition process

To ensure service continuity and limit disruptions, and as informed by consultation feedback, under our plan OPCA will coordinate consolidation by establishing a transition committee and providing resources, tools and guidance to support transition efforts for each regional CA being consolidated.

Transition committees

- Transition committees for each regional CA would prepare for the amalgamation of the predecessor CAs into the new regional CA. Each predecessor CA will appoint one municipally elected member and its CAO or GM (or an alternate if they are not available) to the Transition Committee.
- OPCA will appoint a Project Executive to chair each Transition Committee and who would become the inaugural Chief Administrative Officer of the regional CA for up to 24 months.
- Committees would be dissolved following regional consolidation.

Transition plans

- With guidance from OPCA—including a transition playbook with templates and best practices—Transition Committees would develop and implement transition plans to guide each new regional CA through an orderly, step-by-step integration of its predecessor CAs across key functions such as HR, finance, assets, and IT.

8. Transition process

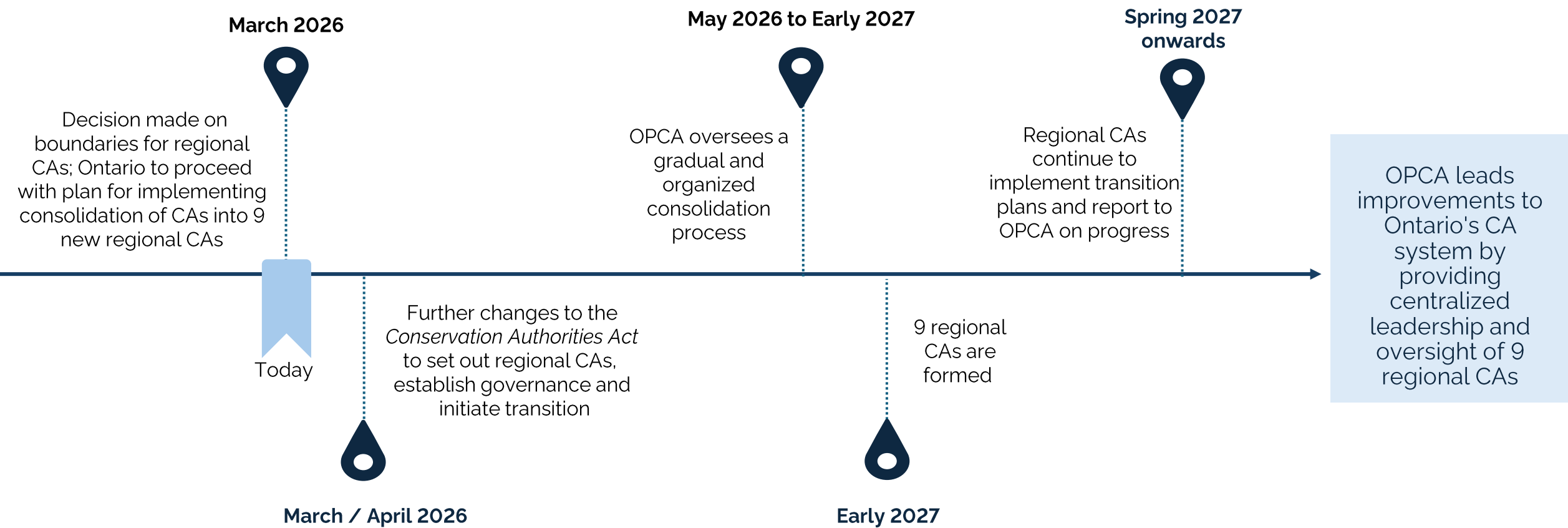
Temporary guardrails

- Our plan includes that temporary guardrails would be applied to extraordinary financial, asset, or employment decisions to mitigate risk and ensure a stable transition to the new regional structure and mitigate risk
- The Minister would be enabled to issue temporary directions to support an orderly CA consolidation. This is not intended to disrupt regular CA business and operations.
- For example, this power could be used to temporarily halt activities such as major land dispositions, significant procurements or material changes to management or organizational structures without review and authorization by the Agency or the Transition Committee.

2027 CA Budgets

- The minister would also be able to issue directions to manage the 2027 budget process for the 36 predecessor CAs, which could be used to provide clarity around timelines (e.g., direct that CA budgeting be completed by December 31, 2026 and levies be issued to the current participating municipalities).

8. Transition process: Timeline



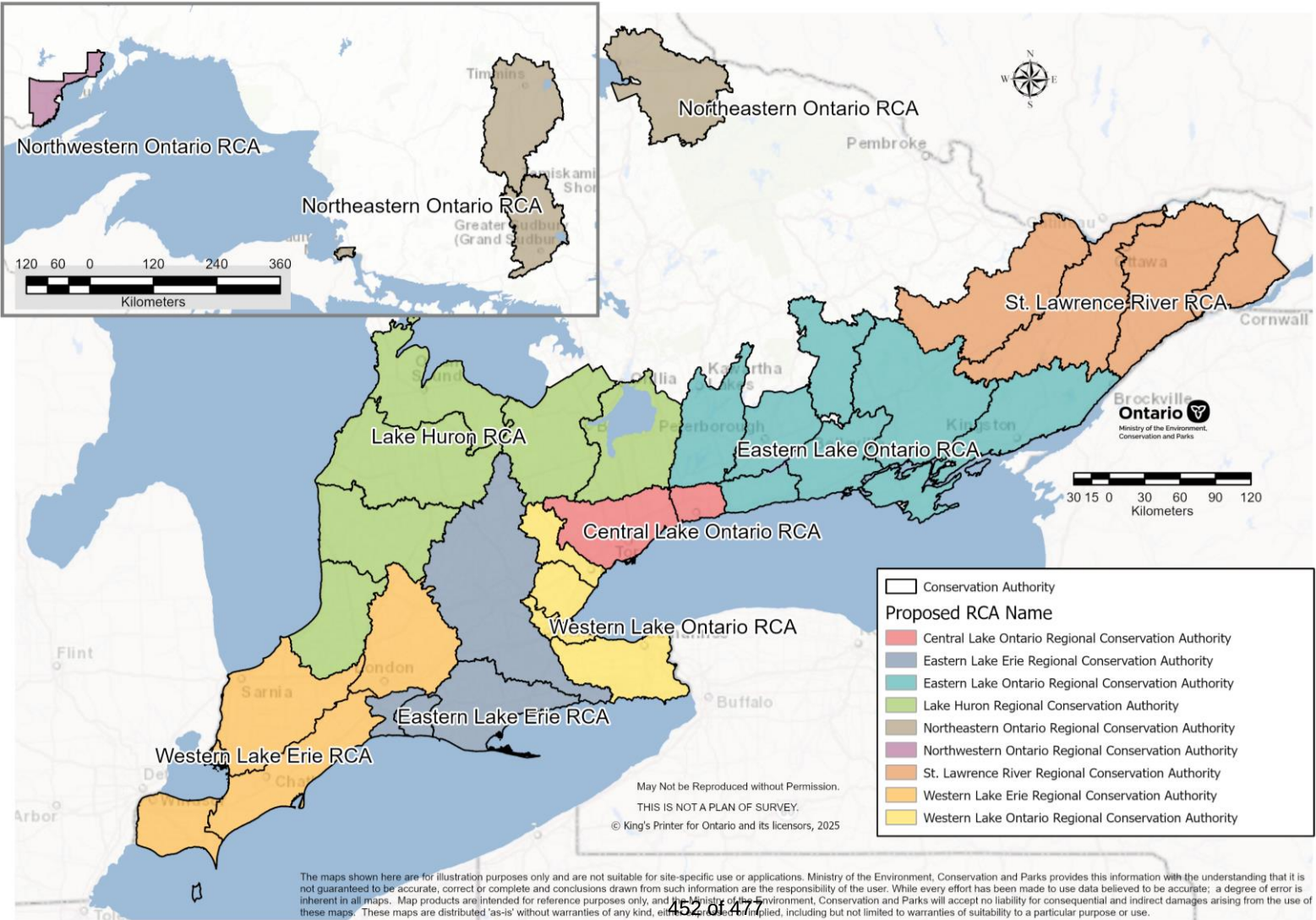
9. Next Steps

- In the coming weeks and months, the provincial government plans to:
 - Propose further amendments to the *Conservation Authorities Act* (CAA) that, if passed, sets out the provincially led amalgamation of the 36 existing conservation authorities to create 9 regional CAs, including transitional governance and activities to be coordinated by the OPCA .
 - Invite you to technical briefings to provide further information on the next steps in the planned transition process.
 - Engage with CAs, municipalities, Indigenous communities and other interested partners to provide updates about the government's plans and consolidation.
 - Support the OPCA to coordinate transition planning for consolidation to take effect early 2027, with minimal disruptions/interruptions to CAs' services and staffing.
- The Office of the Chief Conservation Executive would lead CA transition activities as OPCA becomes fully operational. For questions regarding the plans for consolidation, please contact CCEO@ontario.ca.
- If you have questions about the planned legislative amendments and day-to-day CA business, please reach out to MECP staff via ca.office@ontario.ca.

10. Summary

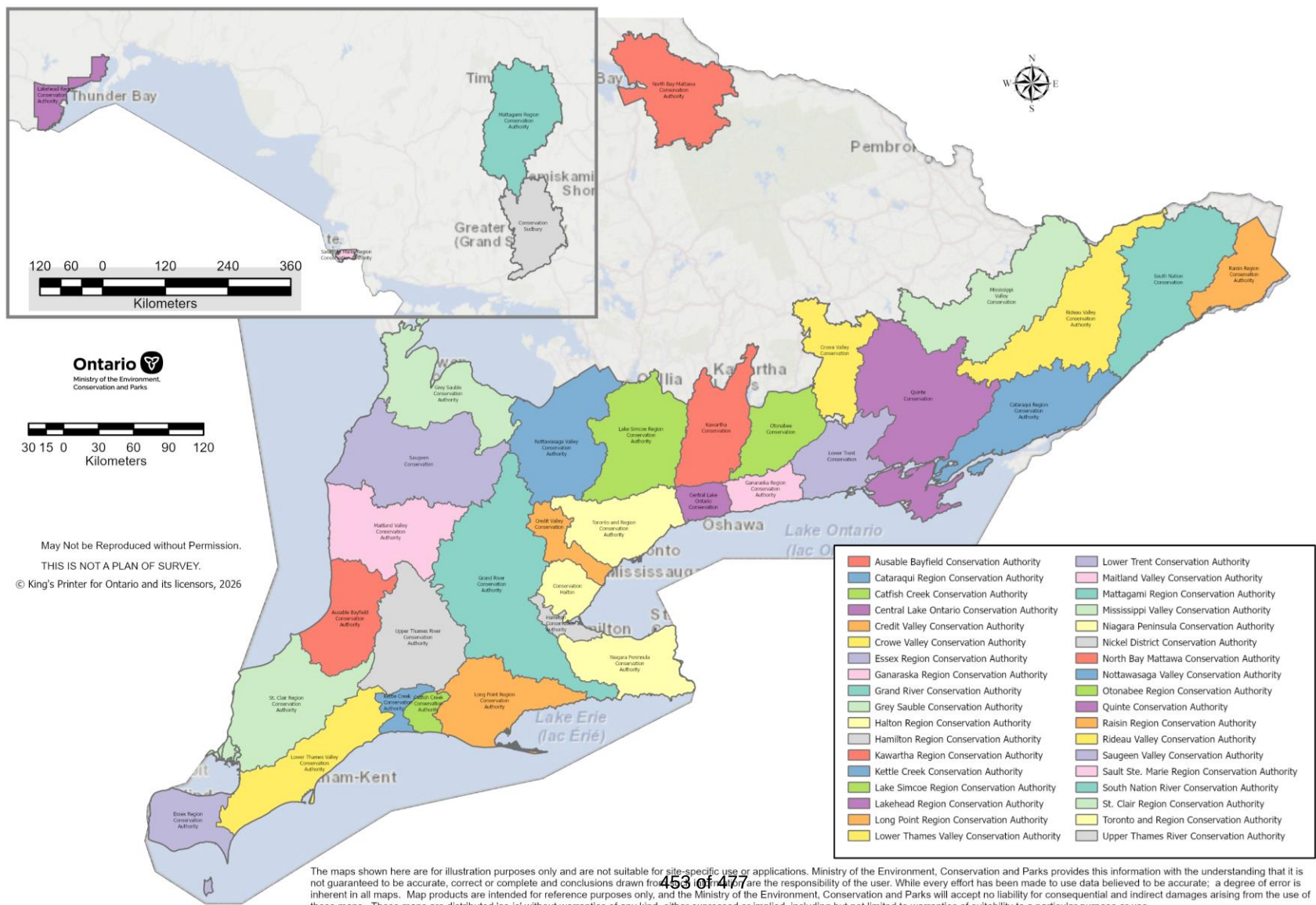
- Ontario's current CA system is fragmented, with inconsistent standards and timelines across 36 individual CAs that can slow down development approvals and risks hampering CAs' abilities to protect their communities from floods and other natural hazards.
- Since announcing our plan in fall 2025, we have consulted extensively. We listened and used this feedback to strengthen our plan, and we are now ready to move forward with plans to introduce amendments to the CAA that would set out and enable the consolidation of Ontario's 36 CAs to create 9 consolidation of Ontario's 36 CAs to create 9 new regional CAs, targeted to take effect in early 2027.
- With centralized leadership and independent oversight of CAs by the new Ontario Provincial Conservation Agency, Ontario's CA system will provide streamlined, consistent, and improved service delivery without any reduction in environmental standards. These changes will better position CAs to support needed housing and infrastructure projects more efficiently while continuing to protect communities from flooding and other natural hazards, fulfilling provincially mandated programs such as drinking water source protection under the *Clean Water Act*, and managing CA-owned lands and recreational trails so that Ontarians have access to local natural areas and outdoor activities.

Appendix: Boundaries for Ontario's 9 new regional CAs*



*Plan is for this to take effect in early 2027, subject to amendments being proposed to the *Conservation Authorities Act*

Appendix: Ontario's Current 36 CAs



For Immediate Release

March 21, 2026

FONOM Board Advances Northern Priorities at Meeting in Kirkland Lake

KIRKLAND LAKE, ON – The Federation of Northern Ontario Municipalities (FONOM) Board of Directors convened in Kirkland Lake on March 20, 2026, to address key priorities impacting Northern Ontario communities, including highway safety, housing, health care, and municipal sustainability.

The Board was welcomed by **Mayor Stacy Wight**, along with **CAO Alan Smith** and **Clerk Jennifer Montreuil**, who met with FONOM members on Thursday evening to share local best practices, current challenges, and preparations for the upcoming municipal election cycle. The discussion provided valuable, on-the-ground insight into municipal governance in Northern Ontario.

“FONOM greatly appreciates the opportunity to meet directly with local leadership in Kirkland Lake,” said **Dave Plourde, President of FONOM**. “These conversations ensure that our advocacy is grounded in the real experiences of Northern municipalities and reflects the diverse challenges communities are facing.”

Key Discussions and Advocacy Priorities

During the Board meeting, members continued to advance several key advocacy files:

- **Northern Highway Safety and Capacity:** FONOM reaffirmed its strong commitment to the multi-laning of Highways 11 and 17, including twinning and 2+1 models. The Board discussed ongoing efforts to secure provincial and federal commitments and emphasized the importance of maintaining momentum on this nation-building corridor.
- **FONOM Conference 2026 – Timmins:** Preparations are well underway for the upcoming annual conference, taking place May 11–13, 2026, hosted by the City of Timmins. The event will bring together municipal leaders and partners from across the North to discuss shared priorities and opportunities.
- **Continued Advocacy Efforts:** The Board reviewed progress on Queen’s Park advocacy, federal engagement, and strategic communications efforts aimed at elevating Northern Ontario priorities on a provincial and national stage.

Presentations Inform Board Discussions

FONOM welcomed three guest presenters who provided valuable insights on critical issues:

- **Patrick Chouinard, Element5**, presented on the use of **mass timber and panelized construction** as an innovative solution to address housing shortages in Northern Ontario, including opportunities tied to the forestry sector and mining development.

- **David McNeil, President and CEO of Health Sciences North**, shared regional health care data, highlighted current and future system pressures, and emphasized the importance of collaboration across Northern hospitals. He also expressed a willingness to work closely with FONOM to support improved health outcomes across the region.
- **MP Gaétan Malette (Kapuskasing–Timmins–Mushkegowuk)** discussed federal perspectives on infrastructure and introduced his resolution supporting improvements to Northern highways, reinforcing the need for coordinated federal and provincial action.

Resolutions Reflect Municipal Priorities

The Board considered and supported a wide range of resolutions brought forward by member municipalities, addressing issues such as:

- Sustainable and equitable **policing funding**
- **Highway safety** and reclassification of Highways 11 and 17
- **Health care access**, including concerns related to laboratory services
- **Housing affordability** and homelessness
- **Municipal infrastructure pressures**, including water systems and public health levies
- **Telecommunications and connectivity**
- **Environmental and recycling policies**

“These resolutions reflect the priorities and pressures being felt across Northern Ontario,” added Plourde. “FONOM will continue to amplify these voices and work collaboratively with all levels of government to deliver meaningful solutions.”

Looking Ahead

FONOM will continue its advocacy efforts in the lead-up to the 2026 Annual Conference in Timmins and remains committed to advancing policies that support strong, resilient, and connected Northern communities.

Media Availability

Dave Plourde, President,
Federation of Northern Ontario Municipalities
705-335-1615 | fonom.info@gmail.com

For Immediate Release

March 26, 2026

FONOM Welcomes Key Northern Investments in Ontario Budget and NORDS Extension

NORTHERN ONTARIO – The Federation of Northern Ontario Municipalities (FONOM) acknowledges the Province of Ontario’s 2026 Budget and welcomes several measures that will support communities, economic growth, and quality of life across Northern Ontario.

FONOM is encouraged to see the continued commitment to the Northern Ontario Resource Development Support (NORDS) program, which has been extended for an additional three years at \$15 million annually.

FONOM has consistently advocated for the continuation of NORDS, recognizing its importance in supporting municipalities experiencing growth and pressures related to resource development.

“FONOM appreciates the Province’s decision to extend the NORDS program for an additional three years,” said **Dave Plourde, President of FONOM**. “This program provides important support to Northern municipalities, helping to address infrastructure pressures and enabling communities to plan for growth and respond to development opportunities.”

“The ability to stack funding over multiple years remains a key strength of the program,” added Plourde. “It allows municipalities to move forward with larger infrastructure projects and provides greater certainty for municipal financial planning.”

FONOM will continue to advocate for the program to be made permanent and to expand eligibility to include agriculture alongside mining and forestry as recognized sectors within NORDS.

Supporting Northern Communities and Economic Growth

FONOM also highlighted several additional budget measures that will have positive impacts across Northern Ontario:

- A historic reduction in the small business corporate income tax rate from 3.2 per cent to 2.2 per cent, supporting local businesses and economic activity
- An additional \$300 million over six years through the Community Sport and Recreation Infrastructure Fund, supporting youth development and community infrastructure
- Continued investment through the \$20 million Fire Protection Grant for 2026–2027, supporting forest fire preparedness and response in Northern Ontario
- \$1.1 billion in additional funding for home and community care services, helping seniors remain in their communities
- \$284 million over four years to support small, rural, and Northern post-secondary institutions, addressing higher costs and French-language service needs

“These investments reflect an understanding of the unique needs of Northern Ontario communities,” said **Maggie Horsfield, First Vice-President of FONOM**. “From supporting local businesses and youth development to strengthening health care and education, these measures will help build stronger and more resilient communities across the North.”

Supporting Growth and Housing Affordability

FONOM also welcomes the Province’s continued efforts to improve housing affordability, including measures to remove the provincial portion of the HST on eligible new homes. These changes are expected to reduce costs for families and help stimulate new housing development across Ontario.

“These housing measures are positive and will help make new home construction more attainable,” added **Dave Plourde, President of FONOM**. “This is particularly important in Northern Ontario, where communities are working to attract and retain residents and support workforce growth.”

Continued Advocacy on Northern Highways

FONOM reiterated that improving the safety and capacity of Highways 11 and 17 remains a top priority.

“Highways 11 and 17 are critical to our communities, our economy, and Canada’s supply chains,” said Plourde. “We will continue to work with both the Province and the federal government to advance long-term solutions that improve safety, reliability, and capacity along this corridor.”

FONOM noted that continued progress will require coordinated action between both levels of government and reaffirmed its commitment to advancing this issue as a national priority.

Looking Ahead

FONOM remains committed to working collaboratively with all levels of government to support economic development, improve infrastructure, and strengthen Northern communities.

“Today’s budget includes several positive steps for Northern Ontario,” said Plourde. “We look forward to continuing to work with the Province and federal partners to build on this momentum and ensure our communities have the tools they need to grow and succeed.”

Media Availability

Dave Plourde, President,
Federation of Northern Ontario Municipalities
705-335-1615 | fonom.info@gmail.com

665 Oak Street East, Unit 306 North Bay, ON P1B 9E5 Tel: (705) 498-9510

Email: fonom.info@gmail.com

Website: www.fonom.org

From: [Nolan, Carrie](#)
To: deputy.clerk@whitestone.ca
Subject: Canadore College Training and Community Learning in Parry Sound Area
Sent: 2026-03-25 11:39:12 AM

Hello Wendy,

I'm writing to share some new initiatives at Canadore's Parry Sound campus, and your work in Whitestone came to mind. We've just launched Canadore CORE (Capacity Optimization for Regional Economies) - focused on short, in-person, practical training for local businesses and industry. Alongside that, we're growing Canadore FOLK, which is more community-facing and rooted in craft and culture.

We've got a few things already underway this spring with CORE: · Working at Heights (OSHA-approved) · Standard First Aid & CPR · AI for Trades (using AI to create quotes, scope of work, and job documentation) · Hosting TBC & CBDC's QuickBooks for small business

And through FOLK: · Backyard Chicken Keeping · Simple Sourdough · Introduction to Wood Burning

This work is building directly on what we heard through community conversations and focus groups throughout the last year. As we continue to grow this, you or others in your organization may want to take a course, offer a course or suggest training. We value your input.

Thanks so much,

Carrie Nolan, PhD (she/her)

Campus Administrator

Canadore College – West Parry Sound Campus

1 College Drive, Parry Sound, Ontario, P2A 0A9

Office: 705-474-7600 ext. 6979

carrie.nolan@canadorecollege.ca

<https://www.facebook.com/CanadorePS/>



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[Book time with Nolan, Carrie](#)

Sent: Sunday, March 29th 2026, 09:47

Subject: Request for Municipal Assumption and Maintenance of Shawanaga Lake Road

Dear Members of Council,

I am writing as a new property owner on Shawanaga Lake Road in Whitestone. My family recently purchased a cottage here, and we are very much looking forward to becoming part of the community.

I understand that the status of Shawanaga Lake Road as an unassumed road has been discussed by Council over several years. I would like to express my support for the municipality moving forward with assuming responsibility for the road, including winter maintenance and dust control.

As it currently stands, the lack of winter road maintenance significantly limits safe and reliable access to our property. This affects not only convenience, but also raises concerns around emergency access and overall safety for residents and visitors. Dust control during warmer months is also an important quality-of-life issue for those living along the road.

From both a safety and community development perspective, municipal assumption of the road would provide meaningful benefits to current residents and help support responsible growth in the area.

I appreciate that there are costs and considerations involved in assuming a road, but given that this matter has been under consideration for some time, I respectfully ask that Council prioritize a decision on Shawanaga Lake Road.

Thank you for your time and for your service to the Township. I would be happy to provide any additional information or participate in further discussions if helpful.

Sincerely,
Barry and Kate Epps

To: info@whitestone.ca

Subject: Educational Initiative - Almaguin Pride

Good evening,

With municipal elections coming up in October 2026, we see this as a wonderful opportunity to connect with newly elected council members and incoming municipal staff through a welcoming, one-hour educational session.

This session will introduce participants to Almaguin Pride, share the work we're doing across the region, and refresh key knowledge about LGBTQ+ human rights. We'll also walk through the responsibilities of municipal staff under the Ontario Human Rights Code, with a focus on supporting respectful, inclusive, and positive interactions with all community members.

Importantly, this will also be a comfortable space for open questions, conversation, and learning. Participants will receive helpful resources and practical tips on building inclusive environments and becoming stronger allies in their day-to-day roles.

We know many municipalities have taken part in similar training in recent years, and we would love to know if your council or staff have previously engaged in this type of session.

The cost for this one-hour initiative is approximately \$250 per township. This cost will cover the facilitator's time, gas and mileage, plus material printing.

We would be delighted to hear whether your municipality would be interested in participating.

Thank you, CJ

--

She/They

Volunteer Coordinator

Almaguin Pride Network

www.almaguinpride.com

For Immediate Release

March 31, 2026

FONOM Calls for Fair Housing Funding as Development Charge Changes Risk Leaving Northern Communities Behind

Matachewan, Ontario – The Federation of Northern Ontario Municipalities (FONOM) acknowledges the recent Canada–Ontario partnership to support housing development and infrastructure investment, including funding tied to the reduction of municipal development charges.

FONOM supports efforts to increase housing supply and improve affordability across Ontario. However, the organization is raising concerns that the current program design may unintentionally place many Northern municipalities at a disadvantage.

While the program provides funding to municipalities that reduce and maintain low development charges, many Northern communities do not levy development charges and therefore may not be positioned to benefit from this program in the same way.

“We appreciate the commitment from both levels of government to address housing affordability,” said **Dave Plourde, President of FONOM**. “However, many Northern municipalities simply do not have development charges to reduce, and at the same time face some of the highest costs in the province to build homes and infrastructure.”

FONOM noted that municipalities across Northern Ontario often experience significantly higher per-kilometre costs for essential infrastructure such as water, wastewater, and roads, while also working with smaller tax bases and greater geographic challenges.

“Growth still requires infrastructure—whether or not a municipality charges development fees,” added Plourde. “Without access to comparable funding tools, Northern communities risk being left behind in their ability to support new housing and attract investment.”

FONOM is calling on both the Province of Ontario and the federal government to ensure that housing and infrastructure programs are applied equitably across all regions.

“We are asking for fairness in how these programs are delivered,” said Plourde. “Municipalities that do not levy development charges should not be excluded from accessing housing-enabling infrastructure funding. There must be complementary funding mechanisms to ensure all communities can participate in building the housing our province needs.”

FONOM emphasized that Northern Ontario communities are ready to grow and play a key role in addressing Ontario’s housing challenges.

“Northern communities are part of the solution,” said Plourde. “With the right tools and equitable support, we can continue to build homes, attract residents, and contribute to Ontario’s long-term growth.”

Looking Ahead

FONOM remains committed to working collaboratively with all levels of government to support economic development, improve infrastructure, and strengthen Northern communities.

“Today’s budget includes several positive steps for Northern Ontario,” said Plourde. “We look forward to continuing to work with the Province and federal partners to build on this momentum and ensure our communities have the tools they need to grow and succeed.”

Media Availability

Dave Plourde, President,
Federation of Northern Ontario Municipalities
705-335-1615 | fonom.info@gmail.com

March 31, 2026

The Right Honourable Mark Carney
Prime Minister of Canada
Office of the Prime Minister
80 Wellington Street
Ottawa, ON K1A 0A2

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

**Ensuring Equitable Access to Housing, Enabling Infrastructure Funding for
Northern Ontario Municipalities**

Dear Prime Minister and Premier,

On behalf of the Federation of Northern Ontario Municipalities (FONOM), I am writing to acknowledge the recent Canada–Ontario partnership to increase housing supply and improve affordability through investments in housing-enabling infrastructure and reductions in municipal development charges.

FONOM supports the shared objective of building more homes and strengthening communities across Ontario and Canada. We recognize the importance of reducing barriers to housing development and appreciate the commitment from both levels of government to address these challenges.

However, we are writing to highlight a significant concern about the current program structure. Many Northern Ontario municipalities do not levy development charges and therefore may not be positioned to benefit from funding tied to their reduction. At the same time, these communities face some of the highest costs in the province to build homes and deliver infrastructure, including significantly higher per-kilometre costs for water, wastewater, and road systems, as well as smaller tax bases and vast geographic distances.

In Northern Ontario, growth still requires infrastructure, whether or not development charges are in place. Without access to comparable funding tools, these municipalities risk being placed at a structural disadvantage in their ability to support new housing development, attract investment, and contribute to broader provincial and national housing goals.

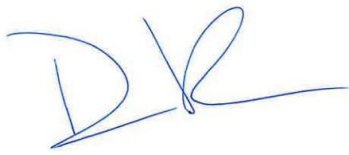
FONOM respectfully requests that both governments consider complementary funding mechanisms to ensure that municipalities without development charges are not excluded from accessing housing-enabling infrastructure investments. Ensuring equity in program design will allow all regions of Ontario to participate meaningfully in addressing the housing crisis.

Northern Ontario communities are ready to be part of the solution. With equitable support, our municipalities can continue to build homes, support workforce growth, and contribute to the long-term economic success of both Ontario and Canada.

FONOM looks forward to working collaboratively with your governments to ensure that housing and infrastructure programs reflect the unique realities of Northern communities and support growth across all regions.

Thank you for your consideration.

Sincerely,



Dave Plourde
President, FONOM

Cc'd Hon. Gregor Robertson, Minister of Housing and Infrastructure
Hon. Rob Flack, Minister of Municipal Affairs and Housing
Hon. Graydon Smith, Association Minister of Municipal Affairs and Housing
Hon. Patty Hajdu, Minister Jobs and Families and Minister responsible for FedNor
Pauline Rochefort, MP Nipissing-Timiskaming and Parliamentary Secretary Rural Development
Viviane Lapointe, MP Sudbury, Chair Northern Ontario Caucus and Member Standing Committee on National Defence
Rick Dumas, President NOMA
Christa Lowry, President ROMA
Robin Jones, President of AMO
FONOM Member Municipalities

Resolution – Equitable Access to Housing and Infrastructure Funding for Northern Ontario Municipalities

Date: March 31, 2026

WHEREAS the Governments of Canada and Ontario have announced a joint partnership to invest in housing-enabling infrastructure and reduce municipal development charges to support housing affordability and supply;

AND WHEREAS this program provides funding primarily to municipalities that reduce and maintain low development charges;

AND WHEREAS many municipalities in Northern Ontario do not levy development charges and therefore may not be positioned to benefit from this program in the same manner;

AND WHEREAS Northern municipalities face disproportionately higher costs to build and maintain infrastructure, including increased per-kilometre costs for water, wastewater, and transportation systems, combined with smaller tax bases and vast geographic areas;

AND WHEREAS infrastructure investment is required to support housing development regardless of whether development charges are in place;

AND WHEREAS without access to comparable funding mechanisms, Northern municipalities risk being placed at a structural disadvantage in their ability to support housing growth, attract investment, and contribute to provincial and national housing objectives;

AND WHEREAS Northern Ontario communities are essential contributors to Ontario's and Canada's economy and must be supported to grow and thrive;

THEREFORE BE IT RESOLVED that the Federation of Northern Ontario Municipalities (FONOM) calls on the Governments of Canada and Ontario to ensure that housing-enabling infrastructure programs are applied equitably across all regions, including municipalities that do not levy development charges;

AND FURTHER BE IT RESOLVED that both levels of government establish complementary funding mechanisms or program streams to provide comparable support to Northern municipalities that are not eligible under development charge reduction frameworks;

AND FURTHER BE IT RESOLVED that FONOM distribute this resolution to its member municipalities for endorsement and forward it to the Prime Minister of Canada, the Premier of Ontario, the federal Minister of Housing, Infrastructure and Communities, the federal Minister of Finance, the federal Minister of Indigenous Services, the Ontario Minister of Finance, the Ontario Minister of Municipal Affairs and Housing, the Ontario Minister of Northern Economic Development and Growth, and the Ontario Minister of Transportation for their consideration.

Telling Your Story: A Community History Video Partnership

Dear Council Members,

My name is Craig Baird, and I am the creator and host of *Canadian History Ehx*, one of Canada's leading history podcasts and radio programs.

I launched *Canadian History Ehx* in 2019 with the goal of exploring and sharing Canada's rich past. What began as a small podcast has grown into one of the most-listened-to history shows in the country, now reaching over one million downloads per year and airing nationally on the Corus Radio Network. Alongside the show, I manage social media channels with a combined audience of more than 300,000 followers, and I am the author of the best-selling book *Canada's Main Street: The Epic Story of the Trans-Canada Highway*.

This year, I am embarking on an ambitious coast-to-coast-to-coast journey across Canada to document our country's past and present. The stories, interviews, and experiences from this trip will become a series of videos and a future book focused on the people, places, and communities that shape Canada.

With my background in journalism and video production, my goal is to visit communities like yours to tell your story—highlighting your history, heritage, and the ways you preserve it for future generations. These videos are designed not only to celebrate local history, but also to serve as lasting, shareable promotional pieces for your community.

To help fund this journey, I am offering communities the opportunity to partner with me for the creation of a dedicated feature video about their history and heritage.

What I'm offering:

- A 10–20 minute professionally produced video focused on your community's history, heritage, and preservation efforts
- Distribution across my social media platforms, YouTube channel, and TikTok, reaching hundreds of thousands of history-interested viewers. My follower count is as follows:
 - Twitter (65,000): <https://x.com/CraigBaird>
 - Instagram (48,000): @cdnhistoryehx
 - Threads (40,000): <https://www.threads.com/@cdnhistoryehx>
 - Bluesky (25,000): <https://bsky.app/profile/cdnhistoryehx.bsky.social>
 - TikTok (35,000): @cdnhistoryehx
 - YouTube (6,800): <https://www.youtube.com/@CanadianHistoryEhx>
 - Facebook (106,000): <https://www.facebook.com/CanadianHistoryEhx>
- A collaborative process: no video will be published without your approval after review
- A two-week turnaround: all videos will be delivered for review within two weeks of filming

- Filming will take place during my journey between June and September (although some can be done earlier than June due to proximity to my location of Stony Plain, Alberta).

Cost:

- \$500 total
- \$250 upon acceptance
- \$250 once the video has been delivered for your review

My aim is to create something that your community can be proud of—an engaging, accurate, and accessible story that showcases what makes your town unique, while also introducing it to a large, Canada-wide audience interested in history, travel, and heritage.

Thank you very much for considering this proposal. I would be happy to answer any questions or discuss how we can tailor this project to best serve your community.

Sincerely,
Craig Baird
Canadian History Ehx

Proposal for Community T-Ball Equipment Funding

Submitted by: Heather Chambers

Date: April 8, 2026

Program: Community T-Ball League (Ages 3–7)

Overview

I am seeking support to establish and equip a small community T-ball program designed for approximately 12–15 young players (possibly up to 20). This initiative will promote physical activity, teamwork, and early skill development in a safe and inclusive environment.

T-ball is often a child's first introduction to organized sports, and having proper equipment is essential to ensure safety, accessibility, and a positive experience for all participants.

Program Needs

To safely and effectively run the program, we require the following equipment:

- **Helmets (6–8 units)**
Various youth sizes to ensure proper fit and safety
 - **T-Ball Bats (5 units)**
Lightweight, youth-appropriate bats for skill development
 - **T-Ball Stands (2–3 units)**
Adjustable tees suitable for beginner players
 - **Soft T-Balls (15–20 units)**
Reduced-impact balls for safety and ease of play
 - **Pylon Cones (15 units)**
For field setup, drills, and boundary marking
 - **Porta Potty (1 unit)**
For bathroom use during the season
-

Estimated Budget

Item	Quantity	Estimated Cost (CAD)
Helmets	6–8	\$200–\$240
Bats	5	\$150–\$175
T-Ball Stands	2–3	\$120–\$180
Soft T-Balls	25–30	\$125–\$150

Item	Quantity	Estimated Cost (CAD)
Pylon Cones	15	\$30–\$50
Porta Potty	1	\$400-700
Total Estimated Cost		\$1025–\$1500

(Final costs may vary based on supplier and available discounts.)

Program Support & Volunteer Involvement

The program will be led by me, who plans to serve as head coach. I just want to share a little about myself, I have experience coaching and playing baseball myself, I have a son who is 5 years old (who attends Whitestone Lake Public School), I have a recent vulnerable sector check, and my full time job is currently as an Autism Resource Coordinator but I have had many years of experience working directly with children and youth. Additional support will be provided by parents and community volunteers to ensure a positive, safe, and engaging environment for all participants.

We also plan to seek sponsorship from local community members and businesses to help provide team T-shirts and hats. This will help foster community pride, reduce costs for families, and create a stronger connection between local organizations and youth programming.

I also plan to reach out to our Whitestone recreation committee and connect to see what equipment they may already have or be able to provide support with.

Municipal Support Requested

In addition to equipment funding, I respectfully request the support of the municipality in the following areas:

- Assistance with **advertising and community outreach** to help promote the program
- Provision or guidance on **registration and permission/liability forms**
- Access to a **local baseball field** (Farley’s Road Field) for scheduled practices and games
- **Administrative and legal support**, including insurance guidance or coverage requirements

This support will help ensure the program operates safely, efficiently, and in alignment with municipal policies and standards.

Community Impact

This program will:

- Encourage healthy, active lifestyles at an early age
- Provide a low-cost, accessible recreational option for families

- Foster teamwork, confidence, and social development
 - Strengthen community engagement through youth programming
-

Conclusion

With a modest investment, this T-ball program can serve as a valuable and sustainable addition to our community's recreational offerings. We respectfully request funding support to acquire the necessary equipment and help make this initiative a success.

Thank you for your consideration.

Contact Information:

Heather Chambers

705-346-1630

heathershaws@hotmail.com

Proposed legislative and regulatory amendments to enable the Species Conservation Act, 2025

ERO number 025-0909

Notice type Regulation

Act Species Conservation Act, 2025

Posted by Ministry of the Environment, Conservation and Parks

Notice stage **Decision** Updated

Decision posted March 30, 2026

Comment period September 26, 2025 - November 10, 2025 (45 days) **Closed**

Last updated March 30, 2026

Update Announcement

Please note that on October 30, 2025, Bill 56, Building a More Competitive Economy Act, 2025 received third reading in the legislature. This is considered implemented for the purposes of the Environmental Bill of Rights, 1993. Bill 56 implemented the legislative amendments discussed in section 7 of this proposal. Details can be found at 025-1223 (<https://ero.ontario.ca/notice/025-1223>). Consultation on the regulatory portions of the proposal continues.

This consultation was open from:

September 26, 2025

to November 10, 2025

[Follow this notice](#)

Decision summary

The Province of Ontario has made regulations to enable the implementation of the *Species Conservation Act, 2025*.

On this page

1. [Decision details](#)
2. [Comments received](#)
3. [Effects of consultation](#)
4. [Supporting materials](#)
5. [Connect with us](#)
6. [Original proposal](#)

Decision details

On June 5, 2025, the [Protect Ontario by Unleashing our Economy Act, 2025](#) (Bill 5) received royal assent.

The purpose of Bill 5 was to accelerate infrastructure and development by streamlining provincial permits and approvals to help Ontario's industries thrive, respond to trade issues like U.S. tariffs, and support the long-term strength and security of the province and its economy.

Further information can be found at this website: <https://ero.ontario.ca/notice/025-0909>

Schedule 2 of Bill 5 made amendments to the *Endangered Species Act, 2007* (ESA) that came into effect on June 5, 2025.

Schedule 10 of Bill 5 enacted new legislation called the *Species Conservation Act, 2025* (SCA). The SCA did not come into force immediately as enabling regulations were required to implement the act. As of March 30th, 2026, the SCA is in force and the regulations have been made. The ESA has been repealed, and its regulations have been revoked. In addition, the Species Conservation Action Agency (SCAA) and the Species at Risk Program Advisory Committee (SARPAC) are now dissolved.

For further details on the SCA, please see posting [#025-0380](#) on the Environmental Registry of Ontario (ERO).

The SCA modernizes species protection and allows proponents to take a registration-first approach while maintaining strong environmental safeguards. The registration-first approach – a process already in use in other ministry legislation – allows most projects to begin as soon as they register, while requiring that persons undertaking those projects follow clear, enforceable rules aimed at protecting species and their habitats.

Some activities are not registerable and instead require a permit. Other activities, such as growing a plant for commercial purposes or protecting yourself from imminent harm from an animal, can proceed without a registration or permit.

New Regulations under the SCA

The SCA has been proclaimed into force and the following regulations under the SCA have been made and are in effect:

- the Protected Species in Ontario (PSO) List: sets out the species that receive protections under the SCA
- Registrable Activities Regulation: sets out requirements for registration and rules and requirements that must be followed while carrying out registerable activities
- Permit Activities Regulation: prescribes activities that must obtain a permit before proceeding and cannot proceed under a registration
- Excepted Activities – No Permit or Registration Regulation: prescribes activities impacting protected species or their habitat that can proceed without a registration or permit
- Transitional Matters Regulation: sets out transition rules that apply to existing authorizations or activities registered under conditional exemptions under the ESA

Legislative and other regulatory amendments

Consequential amendments to other statutes and regulations have now taken effect including amendments to other statutes and regulations to update references to the ESA to refer to the SCA.

Amendments to the regulations made under the *Environmental Bill of Rights, 1993* (EBR) have been made to make proposals for regulations made under the SCA subject to the public consultation requirements under the EBR and to exempt instruments issued under the SCA from those requirements.

Further information can be found at this website: <https://ero.ontario.ca/notice/025-0909>

Regulations details

1. Protected Species in Ontario (PSO) List Regulation

This regulation lists all of the 168 Committee on the Status of Species at Risk in Ontario (COSSARO) classified extirpated, endangered or threatened species with the exception of aquatic species and migratory birds protected under the federal Species at Risk Act (SARA). This list was published on the ERO as part of the public consultation on the regulatory proposal. Species included in this regulation are:

- all of the species that were listed on the most recent version of the Species at Risk in Ontario (SARO) List (O. Reg. 230/08) under the ESA that are eligible for listing
- four eligible species which were newly classified by COSSARO as threatened or endangered in [COSSARO's 2024 Annual Report](#)

The list also reflects updated COSSARO classifications for five species or populations, including for Eastern Massasauga, a snake that was previously assessed as two separate populations but was recently reassessed as one population.

The list does not include:

- 64 species classified as special concern by COSSARO (special concern species also did not receive protection under the ESA)
- 42 aquatic species (fish and mussels) and migratory bird species, that were listed on the SARO List under the ESA, because they are not eligible for inclusion since they are listed as extirpated, endangered or threatened under SARA. Activities impacting these species will continue to need to comply with the federal SARA, *Fisheries Act*, and *Migratory Birds Convention Act, 1994*

2. Registrable Activities Regulation

The SCA requires the registration of activities that result in killing or harming a protected species, damaging or destroying protected habitat, and possessing, transporting, buying, selling etc. protected species unless the activity has been prescribed as an activity requiring a permit or has been excepted from the requirement to register and obtain a permit. The registrable activities regulation sets out the rules for registering an activity and sets out the requirements that must be followed once an activity is registered. Under this framework, registrants must:

- have one or more qualified professionals develop a conservation plan prior to registering, which must include documentation of:
 - mitigation measures that will be implemented (for example, installing exclusion fencing)
 - for activities with residual adverse effects (such as those with new footprints), at least one conservation measure to be implemented to support the conservation of the impacted species or habitat (such as creating new, suitable habitat)
- provide key project information online through the Species Conservation Registry, including several fields related to the content of their conservation plan, and uploading their conservation plan if conservation measures are required
- implement the mitigation and conservation measures in consultation with a qualified professional

Further information can be found at this website: <https://ero.ontario.ca/notice/025-0909>

- carry out their activity in accordance with the conservation plan
- monitor the effects of the activity, adjusting mitigation measures as needed to minimize adverse effects, and preparing monitoring reports
- comply with training and record making and keeping requirements
- update the registration in the circumstances set out in the regulation

3. Permit Activities Regulation

This regulation prescribes which activities require a permit under the SCA and therefore, cannot register. Permits are issued by the minister who has the discretion to issue, not issue, impose conditions on, suspend or revoke a permit.

The following are the prescribed types of permit activities:

- deliberately killing or harming a protected animal, such as hunting a protected species for sport or deliberately harming a protected species
- introducing or reintroducing a protected species to an area where it does not currently occur
- commercial activities (e.g., buying, selling, trading) in respect of a protected species or a thing that is represented as protected species
- possessing a species for non-conservation purposes, including capturing or taking protected species from the wild
- activities related to the operation of R.H. Saunders Station and American Eel, which formerly required a Minister's agreement under the ESA
- cultivation of American Ginseng, other than field-grown commercial cultivation, which is excepted

4. Excepted Activities Regulation

This regulation sets out activities that are not required to be registered or issued a permit to proceed. This regulation continues over 20 of the existing exemptions under *O. Reg. 242/08*, *O. Reg. 830/21*, *O. Reg. 6/24*, and *O. Reg. 832/21* made under the ESA (such as those that do not require notice). In addition, a new exception for gifting a lawfully possessed dead member of a species is also included to address a gap identified under the ESA.

Exceptions under this regulation include activities related to:

- protecting a person or animal from imminent risk to health or safety
- protecting property from significant damage caused by animals
- exercising a legal authority (such as emergency personnel)
- Species Conservation Program funded activities
- veterinarians providing care
- zookeepers, etc. – possessing, transporting, selling etc.
- zookeepers, etc. – humanely killing animals
- wildlife custodians, rehabilitation and care
- escape or unauthorized release of wildlife
- obtaining care
- Eastern Wolf or Northern Bobwhite, hunting, etc.
- falconry
- fishing, incidental catch

Further information can be found at this website: <https://ero.ontario.ca/notice/025-0909>

- killing, harming, capturing or taking, etc. an animal that has been incidentally trapped
- commercial cultivation of vascular plants
- Black Ash
- Butternut
- taxidermy and tanning
- Caribou, cast antlers
- possession prior to listing
- artwork, etc.
- gifts

All activities that are likely to adversely impact Black Ash or its habitat in certain municipalities listed in the regulation are excepted. Additionally, all activities that are likely to adversely impact immature Black Ash and its habitat in protected areas are excepted. Finally, all activities that are likely to adversely impact unhealthy mature Black Ash are excepted if a report prepared by a qualified professional is submitted to the ministry through the Registry in respect of the unhealthy trees before the activity begins.

Note that the exception for Butternut trees impacted by butternut canker to an advanced degree also requires a report prepared by a qualified professional to be submitted through the Registry before the exception applies.

The exception for incidentally trapping a protected animal, in some instances, requires the submission of information to the ministry through the Registry.

5. Transitional Matters Regulation

This regulation sets out transition rules for activities currently being carried out under the ESA authorizations and conditional exemptions.

The regulations deem permits issued under the ESA and registrations to conditional exemptions under the ESA to be permits and registrations under the SCA. The regulation also continues agreements entered into under the ESA. The requirements of these transitioned instruments and ESA exemptions must be complied with.

If the instrument or conditional exemption registration was issued prior to June 5, 2025, the pre-Bill 5 definition of habitat continues to apply, including if the agreement, permit or registration is amended.

Transitioned ESA registrations may be updated in some circumstances and in accordance with the updating rules in the regulation until July 1, 2027. Proponents may make a request to have the registration removed from the registry if they wish to re-register the activity under the SCA.

Changes to a registered activity that would result in impacts to a new species require a new registration under the SCA.

The transition regulation also includes exceptions to transition existing exemptions under the ESA with respect to:

- damage and destruction of created or enhanced habitat subject to a fulfilled safe harbour agreement entered into prior to the transition regulation coming into force

Further information can be found at this website: <https://ero.ontario.ca/notice/025-0909>

- activities that affect a Category 1 Butternut tree or an unhealthy mature Black Ash tree, when the tree has been identified in a report prepared in accordance with the applicable requirements, and the person engaging in the activity submitted the report to the ministry under the ESA before to the transition regulation coming into force
- stewardship activities that received notice that they would be part of the Species Conservation Program (or the former Species at Risk Stewardship Program) and would be funded by a grant prior to the transition regulation coming into force

6. Regulatory Amendments under the *Environmental Bill of Rights, 1993* (EBR)

Amendments to the regulations under the EBR have been made so that:

- the SCA, its regulations and policies are subject to Part IV (Application for Review), Part (Application for Investigation) and Part VII (Employee Reprisals) of the EBR
- regulations made under the SCA are subject to the public consultation requirements under Part II of the EBR.
- all instruments issued under the SCA (e.g., permits and orders) and agreements transitioned from the ESA to the SCA are exempt from the requirements of Part II of the EBR
- references to the ESA are updated or revoked under both O. Reg. 73/94 (General) and O. Reg. 681/94 (Classification of Proposals for Instruments) under the EBR

7. Consequential Amendments to Other Legislation and Regulations

Minor amendments to the SCA and associated consequential amendments to other statutes were made through Bill 56, the *Building a More Competitive Economy Act, 2025*. For further details on these amendments, please see [bulletin 025-1223](#) on the ERO.

Regulations that reference the ESA have been updated to refer to the SCA. These updates are generally considered technical and include references in:

- O. Reg. 75/08 under the *Regulatory Modernization Act*
- O. Reg. 153/04 under the *Environmental Protection Act*
- O. Reg. 191/11 under the *Accessibility for Ontarians with Disabilities Act, 2005*
- O. Reg. 341/20 and O. Reg. 697/21 under the *Environmental Assessment Act*
- O. Reg. 442/95 under the *Business Regulation Reform Act, 1994*
- O. Reg. 508/18 under the *Electricity Act, 1998*
- O. Reg. 596/22 under the *Conservation Authorities Act*
- O. Reg. 664/98 and O. Reg. 668/98 under the *Fish and Wildlife Conservation Act*

Amendments are also made to O. Reg. 75/08 and O. Reg. 153/04 that are not related to the SCA but will update technical references in the regulations for accuracy.

A decision has also been made on [ERO notice 025-0908](#): Developing guidance on section 16 activities under the SCA

Comments received

Through the registry **1,717**

Further information can be found at this website: <https://ero.ontario.ca/notice/025-0909>

By email 94

By mail 0

Effects of consultation

A total of 1,880 comments were received through various formats. This includes 94 comments received by email, one form letter with 47 submissions, and 25 comments submitted through another ERO posting related to Bill 5.

Comments were received from numerous groups including Indigenous communities, environmental non-governmental organizations, industries, municipalities and private citizens. Comments focused on several themes:

1. Environmental protections: concern that the proposed regulations weaken protections for species at risk and their habitats and felt development was prioritized over conservation. Some felt that environmental protections were well balanced with development.
2. Indigenous rights and consultation: concerns over lack of meaningful consultation and consideration of Treaty and Inherent Rights. Perspective that the new regulations do not consider the Crown's Duty to Consult.
3. Compliance and oversight: some support for a reduction in oversight. Some feel that regulations lack oversight and monitoring and limits opportunities for public and Indigenous engagement. Concerned compliance and enforcement will not be effective.
4. Protected Species in Ontario List: requested that cultural significance be considered when adding species to the list and that Indigenous communities be involved in species classification. Some support for removing the duplicative authorizations with the federal government.
5. Registration-first approach: generally supported by industry representatives and municipalities (supportive of efforts to modernize and streamline regulatory processes). Concern from the public, Indigenous communities and environmental organizations about cumulative and landscape-scale impacts. Request for a public registry and that conservation plans be written by qualified professionals to increase transparency and accountability.
6. Permit Activities: concerned about lack of rigour and transparency within permits. Highlighted specific activities that should be included/excluded from the permit regulation. Some support for less permits as it will assist in avoiding major delays.
7. Excepted Activities: highlighted specific activities for inclusion/exclusion.
8. Transition Rules: some opposition to allow the option for permits and agreements issued under the ESA to request to transition over to a registration under the SCA. Some support for the flexibility this regulation provides.
9. Transparency and the EBR: opposition to exempting instruments from the EBR requirements as it reduces transparency.

In consideration of feedback received, the Registrable Activities regulation requirements were refined to ensure appropriate protections were put in place, which include requiring a qualified professional to develop a conservation plan and requiring conservation actions for activities with residual adverse effects. Additionally, more activities are prescribed as permit activities compared to the proposal notice. Comments made about the legislative changes to the ESA and SCA in Bill 5 are out of scope and therefore, were not considered.

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