

AGENDA

THE FIFTH MEETING OF THE ONE HUNDRED AND FORTY-SECOND COUNCIL OF THE CORPORATION OF THE CITY OF ST. THOMAS

VIA ZOOM

5:00 P.M. REGULAR SESSION

FEBRUARY 7, 2022

ROUTINE PROCEEDINGS AND GENERAL ORDERS OF THE DAY

DISCLOSURES OF INTEREST

MINUTES

DEPUTATIONS

COMMITTEE OF THE WHOLE

REPORTS OF COMMITTEES

PETITIONS AND COMMUNICATIONS

UNFINISHED BUSINESS

NEW BUSINESS

BY-LAWS

PUBLIC NOTICE

NOTICES OF MOTION

ADJOURNMENT

DISCLOSURES OF INTEREST

MINUTES

Confirmation of the minutes of the meetings held on January 17th and January 24th, 2022.

DEPUTATIONS

COMMITTEE OF THE WHOLE

Council will resolve itself into Committee of the Whole to deal with the following business.

STRATEGIC DIRECTION AND DEVELOPMENT

UNFINISHED BUSINESS

NEW BUSINESS

Proposed Zoning By-Law Amendment - 1026 Talbot Street - Elgin Carpet One Warehouse Addition

Report PD-06-22 of the Manager of Planning Services. **Pages 5-6**

Planning Application Notice Sign

Report PD-07-22 of the Director of Planning and Building Services. **Pages 7-8**

Notice of Objection - Listing on Heritage Register - 5 Wellington Street

Report CC-03-22 of the Corporate Administrative and Accessibility Clerk. **Pages 9-12**

Committee of Adjustment - Minor Variance - 80 Southwick Street

Notice of a public meeting to take place by teleconference on February 10th, 2022 at 10:00 a.m., has been received from the Committee of Adjustment regarding an application for a minor variance by Dave Faseruk to permit a carport in a required exterior side yard 2.95 metres from the southerly exterior side lot whereas the minimum requirement is 4 metres at 80 Southwick Street.

BUSINESS CONCLUDED

COMMUNITY ENGAGEMENT AND SERVICES

UNFINISHED BUSINESS

NEW BUSINESS

St. Thomas-Elgin Health Recruitment Partnership Committee

Report ADM-03-22 of the City Manager (Outgoing). **Page 13**

BUSINESS CONCLUDED

INFRASTRUCTURE AND CIVIC OPERATIONS

UNFINISHED BUSINESS

Taxi By-Law 145-2013 Amendment

Report ES-07-22 of the Director of Environmental Services. **Pages 14-32**

NEW BUSINESS

Mini Roundabouts

Report ES-06-21 of the Director of Environmental Services. **Pages 33-34**

BUSINESS CONCLUDED

CORPORATE GOVERNANCE AND ADMINISTRATION

UNFINISHED BUSINESS

NEW BUSINESS

2021 Corporate Customer Service Update

Report CC-04-22 of the Corporate Customer Service Update. **Pages 35-36**

BUSINESS CONCLUDED

REPORTS PENDING

COUNCIL

Council will reconvene into regular session.

REPORT OF COMMITTEE OF THE WHOLE

Strategic Direction and Development

Community Engagement and Services

Infrastructure and Civic Operations

Corporate Governance and Administration

A resolution stating that the recommendations, directions and actions of Council in Committee of the Whole as recorded in the minutes of this date be confirmed, ratified and adopted will be presented.

REPORTS OF COMMITTEES

PETITIONS AND COMMUNICATIONS

Kinsmen Club of St. Thomas - Request for By-Law Exemptions and Use of Joe Thornton Community Centre

A letter has been received from Cam Walters, Secretary, Kinsmen Club of St. Thomas requesting an exemption from By-Law 96-1997 to permit the sale of fireworks on July 2nd, 2022.

Page 37

A letter has been received from Cam Walters, Secretary, Kinsmen Club of St. Thomas requesting an exemption from By-Law 23-2002 relating to fees associated with the sale of fireworks from May 17th to 23rd and June 24th to July 2nd, 2022. **Page 38**

A letter has been received from Cam Walters, Secretary, Kinsmen Club of St. Thomas requesting permission to park a trailer used for sale of fireworks at the Joe Thornton Community Centre from May 26th to June 23rd, 2022. **Page 39**

St. Thomas-Elgin Local Immigration Partnership Study

A letter has been received from Petrusia Hontar, Project Manager, St. Thomas-Elgin Local Immigration Partnership regarding the “Discrimination Experienced by Immigrants, Visible Minorities, and Indigenous Peoples in St. Thomas-Elgin County” study. **Pages 40-102**

Shebaz’s Shawarma and Falafel - 43 Ross Street - Application for Liquor Licence

Application has been made to the Alcohol and Gaming Commission of Ontario by Shebaz’s Shawarma and Falafel for a liquor licence for its indoor area at 43 Ross Street, St. Thomas. Council may make representation to the Commission concerning the application. **Pages 103-104**

Ministry of Transportation - 2021-22 Provincial Gas Tax Allocation

A letter has been received from Caroline Mulroney, Minister, Ministry of Transportation regarding an allocation of \$422,877 to the City of St. Thomas from the 2021-22 Provincial Gas Tax Program. **Pages 105-106**

Catfish Creek Conservation Authority - Inventory of Programs and Services

A letter and guide has been received from Dusty Underhill, Acting General Manager/Secretary-Treasurer, Catfish Creek Conservation Authority regarding an inventory of programs and services offered by the authority. **Pages 107-121**

Town of Mono and Town of Caledon - Provincial Offences Court

A copy of a letter addressed to Doug Downey, Attorney General has been received from John Creelman, Mayor, Town of Mono and Allan Thompson, Mayor, Town of Caledon regarding Provincial Offences Courts. **Page 122-124**

Town of Bracebridge - Muskoka Parry Sound Sexual Assault Services Funding

A letter has been received from Lori McDonald, Director of Corporate Services, Town of Bracebridge regarding funding for the Muskoka Parry Sound Sexual Assault Services and other sexual assault service centres. **Page 125**

Township of Adjala-Tosorontio - Rural Bridge and Culvert Infrastructure Funding

A copy of a letter addressed to Premier Doug Ford has been received from Dianne Gould-Brown, Municipal Clerk, Township of Adjala-Tosorontio regarding rural bridge and culvert infrastructure funding. **Page 126**

UNFINISHED BUSINESS

NEW BUSINESS

BY-LAWS - Councillor Rymal

First, Second and Third Reading

1. A by-law to confirm the proceedings of the Council meeting held on the 7th day of February, 2022.
2. A by-law to appoint a Building Inspector, By-law Officer and Noise Control Officer. (Angelo DiCicco)
3. A by-law to authorize the Mayor and Clerk to execute and affix the Seal of the Corporation to a certain agreement between the Corporation of the City of St. Thomas and 2392116 Ontario Incorporated. (File No.: SPC 08-21 - 45 Highbury Avenue - steel fabrication facility)
4. A by-law to amend By-Law 50-88, being the Zoning By-law for the City of St. Thomas. (To permit a warehouse expansion - 1026 Talbot Street - Elgin Carpet One - File No. 2-15-21)
5. A by-law to authorize the Mayor and Clerk to execute and affix the Seal of the Corporation to a certain agreement between the Corporation of the City of St. Thomas and Doug. Tarry Limited. (File No.: 34T-21501 - Harvest Run Phase 3 - 36 lots for single-detached dwellings, 25 lots for semi-detached dwellings and 6 lots for multiple attached dwellings)
6. A by-law to authorize the Mayor and Clerk to execute and affix the Seal of the Corporation to a certain agreement between the City of St. Thomas and Her Majesty the Queen in right of Ontario as represented by the Minister of Economic Development, Job Creation and Trade (Ontario Transfer Payment Agreement)
- 7.. A by-law to amend By-Law 145-2013, being a by-law to provide for licensing, regulating and governing owners/drivers of cabs and motor or other vehicles used for hire and for other purposes within the City of St. Thomas. (Removal of Taxi Fare Tariffs)

PUBLIC NOTICE

Capital Budget Adjustment - Northwest Area 1 Sanitary Servicing

Notice is hereby provided that Administration intends to introduce a report at the February 22nd, 2022 Council meeting requesting approval of an increased expenditure relating to the Northwest Area 1 Sanitary Servicing Project.


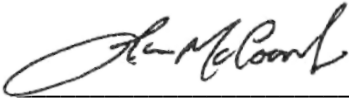


NOTICES OF MOTION

CLOSED SESSION

A resolution to close the meeting will be presented to deal with a proposed or pending disposition of land.

OPEN SESSION

ADJOURNMENT

<div><div><div>ST. THOMAS</div><div>THE RAILWAY CITY</div></div><div>5</div></div>		<div>Report No. PD-06-2022</div>
		<div>File No. 2-15-21</div>
<div>Directed to: Mayor Joe Preston and Members of City Council</div>		<div>Date Authored: 1/28/2022 Meeting Date: 2/07/2022</div>
<div>Department: Planning & Building Services Department</div>	<div>Attachment Revised Amendment</div>	
<div>Prepared by: Jim McCoomb, Manager of Planning Services</div>		
<div>Subject: Proposed Zoning By-law Amendment, 1026 Talbot Street – Elgin Carpet One Warehouse Addition</div>		
<div><div>RECOMMENDATION:</div><div>THAT: Report PD-06-2022 relating to a proposed zoning by-law amendment to permit an addition to the warehouse for Elgin Carpet One be received for information; and further,</div><div>THAT: Council resolve, in accordance with Subsection 34(17) of the Planning Act that the change to the proposed amendment as described in Report PD-06-2022 is considered minor and that no further notice shall be given.</div></div>		
<div><div>ORIGIN:</div><div>An application was submitted by Robert Versteeg for approval of a zoning by-law amendment in support of a proposed expansion of the warehouse for Elgin Carpet One located at 1026 Talbot Street. A public meeting was held on January 17th. No written comments were received, and nobody from the public appeared at the public meeting citing concerns or objections.</div></div>		
<div><div>PROPOSED MINOR CHANGE:</div><div>Subsequent to the public meeting the agent for the applicant inquired with staff about next steps. He also asked about a reduction in the required side yard setback that was discussed at the pre-consultation meeting but not included specifically on the application form for the amendment, although it is noted in the drawing. The request is for an interior side yard of 2 metres whereas the C7 zone requires a side yard setback of 3 metres.</div><div>Staff had indicated no concerns with the proposed reduction through the consultation process. We have included a clause in the amendment to permit the requested reduction. This was not in the amendment that was shown at the public meeting; however staff are recommending that the change is minor, technical in nature and does not impact the intent or purpose of the amendment.</div><div>Subsection 34(17) of the Planning Act recognizes that changes can be made to proposed amendments after the holding of the public meeting, and that Council shall determine whether any further notice is to be given in respect of the proposed by-law and the determination of Council as to the giving of further notice is final and not subject to review in any court irrespective of the extent of the change made in the proposed by-law.</div><div>The revised amendment is attached to this report and has been placed on the February 7th agenda for Council’s consideration. Staff are recommending that Council, in accordance with Subsection 34(17) of the Planning Act, resolve that the change to the proposed amendment is considered minor and that no further notice shall be given.</div></div>		
<div>Respectfully submitted,</div> <div></div> <div>Jim McCoomb, MCIP, RPP Manager of Planning Services</div>		
<div><div>Reviewed By:</div><div><div><div></div><div>Env. Services</div></div><div><div></div><div>Treasury</div></div><div><div></div><div>Parks</div></div><div><div></div><div>Planning & Building</div></div><div><div></div><div>City Clerk</div></div><div><div></div><div>Other</div></div></div></div>		

CITY OF ST. THOMAS

BY-LAW NO. _____

A By-law to amend By-law 50-88

THE COUNCIL OF THE CORPORATION OF THE CITY OF ST. THOMAS ENACTS AS FOLLOWS:

1. Zoning Map 17 to By-law 50-88 as amended is further amended by zoning the lands shown outlined in heavy solid lines on Schedule “A” hereto as “C7-6”, and such Schedule shall be added to, and form part of By-law 50-88 as amended and shall be known as “Special Zoning Map 17-23” to By-law 50-88 as amended.
2. Section 18.5.6 is amended by adding to such Section the following, after clause (c):

“(d) Minimum Interior Side Yard
2 metres”
3. The provisions of Section 18.1, 18.2, 18.3, 18.4 and 18.5.6 of By-law 50-88 as amended and all other applicable provisions of such by-law shall apply to the lands designated "C7-6" on Special Zoning Map 17-23 to By-law 50-88 as amended.
4. In anticipation of the eventual consolidation of By-law 50-88 and all amendments to such By-law, including this amendment, Schedule “B” to this Bylaw is hereby adopted, such Schedule being Zoning Map 17 to By-law 50-88 amended to include the changes made in such Zoning Map by all amendments to By-law 50-88 to date, including this amendment.

READ a First and Second time this 7th day of February, 2022.

READ a Third time and FINALLY PASSED this 7th day of February, 2022.

Maria Konefal, City Clerk

Joe Preston, Mayor



Report No.
PD-07-2022

File No.

Directed to: Mayor Joe Preston and Members of City Council

Date Authored: 01/31/2022
Meeting Date: 02/07/2022

Department: Planning & Building Services Department

Prepared By: Lou Pompilii, Director of Planning & Building Services

Attachment
Sample Sign

Subject: Planning Application Notice Sign

Recommendation:

THAT: Report PD-07-2022 respecting a Pilot Project for placing Planning Application Notice Signage be received for information; and further

THAT: Council authorize Planning Services staff to initiate a Pilot Project for 2022 Planning Applications whereby Notice Signage is erected on properties subject to certain Planning Act Applications.

Background:

In 2021, Council asked Planning Services staff to investigate the possibility of erecting Planning Application Notice Signage on properties that were the subject of certain Planning Act Applications. In response to this request, Planning Services staff are considering the launch of the following Pilot Project to assess the cost, value, and effectiveness of erecting Planning Application Notice signage. The initial program will include the following:

- Staff have partnered with a local Sign Company to create 12 Planning Application Notice Signs (See Appendix A) to be erected on properties that are the subject of any of the following Planning Act Applications:
 - Zoning By-law Amendment
 - Official Plan Amendment
 - Plan of Subdivision
 - Vacant Land Condominium.
- Signs will be reused and erected and removed by City Operations staff.
- Signs will remain on-site during the entire Notice period.
- Signs will be double sided, made of 6mm coroplast and be 2 feet x 3 feet. or 3 feet x 4 feet in size.
- Application Forms will be updated to ensure that authorization is provided by the property for the erection of the sign.
- Costs associated with the creating the signage will be covered from remaining funds in the Planning Services 2021 Budget.
- The intent of the Sign is to identify that that property is the subject of a Planning Application and to direct residents to either call Planning Services or search the City's website for specific information about the change in land use or how they can have a say and participate in the public process.

Planning Services staff will monitor this program and report back to Council in 2023 with an update and recommendations on options that will include making this a permanent component to providing Notice of Planning Applications, new sign options and cost recovery for creating, erecting, and removing signage.

Staff Recommendation:

That Council authorizes the Planning Services staff to initiate a Pilot Project for 2022 Planning Applications whereby Notice Signage is erected on properties subject to certain Planning Act Applications

Respectfully,

Lou Pompilii
Director of Planning and Building Services

Reviewed By:

Treasury

Pln & Bld Serv.

City Clerk

HR

Parks

Other

SAMPLE SIGN



NOTICE

PLANNING APPLICATION

**For More Information Contact
City of St. Thomas Planning & Building Services**

**519-633-2560
[www. stthomas.ca/notices](http://www.stthomas.ca/notices)**



Report No.

CC-03-22

File No.

Directed to: Mayor Joe Preston and Members of City Council

Date Authored:
January 26, 2022

Meeting Date:
February 7, 2022

Department: City Clerk

Prepared By: Jon Hindley, Corporate Administrative and Accessibility Clerk

Attachment

1. Notice of Objection
2. Notice of Listing on Heritage Register

Subject: Notice of Objection - Listing on Heritage Register - 5 Wellington Street

Recommendation:

THAT: Report CC-03-22 relating to the Notice of Objection - Listing on Heritage Register - 5 Wellington Street be received for information.

Background:

On May 17, 2021, Council supported the Municipal Heritage Committee in soliciting feedback from approximately 135 properties in the Old St. Thomas Church, Courthouse and Wellington Central areas about listing their properties on the City's heritage register. Following the feedback process, the Municipal Heritage Committee reported back to Council that five property owners were not in favour of being listed.

On October 4, 2021, Council listed 130 additional properties on the City's heritage register and staff subsequently provided notice of Listing on the Heritage Register to the property owners, in accordance with the Ontario Heritage Act.

Owners of properties included on the Heritage Register have the right to submit a Notice of Objection to Council.

The notice of objection regarding the property at 5 Wellington Street has been received. A copy of the objection and the original notice of listing on the heritage register is attached to this report.

Section 27(8) of the Ontario Heritage Act states that Council shall consider the notice and make a decision as to whether the property should continue to be included in the register or whether it should be removed. There are no appeal mechanisms once Council has made its decision regarding the objection.

Staff are seeking Council's decision on this Notice of Objection and will provide the required notice to the property owner.

Respectfully,

Jon Hindley
Corporate Administrative and Accessibility Clerk

Reviewed By:

City Clerk

City Manager

EMAIL paula.lombardi@siskinds.com

FILE NO. 874791

Delivered by Email and Regular Mail – jhindley@stthomas.ca

January 14, 2022

Office of the City Clerk
 545 Talbot St., P.O. Box 520
 City Hall
 St. Thomas, Ontario, N5P 3V7

Attention: Joe Hindley, Corporate Administrative & Accessibility Clerk

**Re: Notice of Property Listing on Heritage Register
 5 Wellington Street – 3421 0302 3001 400 (the “Property”)**

We are legal counsel for Gilbert Tyson (the “**Client**”) who is the owner of the Property located at 5 Wellington Street, St. Thomas, Ontario. Our Client received a Notice of Property Listing on the Heritage Register.

We are submitting this letter to the City of St. Thomas (the “**City**”) as our Client’s formal written Notice of Objection to the inclusion of the Property on the Heritage Register and ask that it be immediately removed. This objection is being submitted under the provisions of the *Ontario Heritage Act*, R.S.O. 1990, c.O 18 (the “**OHA**”).

Our Client fully supports the heritage and cultural value of the unique homes situated throughout the City. This support is evidenced by the care taken by our Client in maintaining the Property.

Reasons for the Objection

Heritage attributes are defined by the OHA are those physical features or elements of the Property, and of buildings and structures on the Property, that contribute to the Property’s cultural heritage value or interest.

While the City refers to features of the Property there is no supporting documentation or information provided in terms of the unique characteristics identified and how they meet the criteria for listing on the Heritage Register and/or protection under the provisions of the OHA.

DIRECT
TELEPHONE (519) 660-7878
FACSIMILE (519) 660-7879

HEAD OFFICE
TELEPHONE (519) 672-2121
FACSIMILE (519) 672-6065

4988581

The City has not provided any rationale as to the purpose of recognizing the cultural value of the Property in the community. Further, no rationale has been provided explaining why the Property may be important to the community. The Notice of Property Listing merely sets out the architectural attributes of the Property but fails to identify as to how this Property may be important to the community.

Failing a statement explaining the cultural heritage value or interest of the Property and a description of its heritage attributes it is premature to list the Property on the City's Heritage Register.

There is also no reason or purpose to the "listing" of the Property at this time as there is no indication that the Property is in need of any interim protection from demolition or other development activities or, that it is unique to the City's cultural heritage.

The Property is not unique and instead is of a consistent form and type similar to numerous properties located throughout the City and as a result our Client as the owner of the Property objects to the listing of the Property on the City's Heritage Register and asks that it be immediately removed.

We ask that you consider this Notice of Objection and remove the property from the City's Heritage Register.

By copy of this letter, we request that we be provided with a copy of any Notice if the City takes steps to have the Property designated as a heritage property under the provisions of the OHA.

Should you have any questions, we ask that you immediately contact the undersigned.

Yours very truly,

Siskinds LLP



e-signature

Per:

Paula Lombardi
Partner

c: Client



OFFICE OF THE CITY CLERK
Jon Hindley, Corporate Administrative & Accessibility Clerk
 t. (519) 631.1680 x4125 f. (519) 633.9019
 e. jhindley@stthomas.ca
 545 Talbot St., P.O. Box 520, City Hall
 St. Thomas, Ontario, N5P 3V7

October 14, 2021

Gilbert Tyson
 5 Wellington Street
 St. Thomas, ON N5R 2P1

Re: Notice of Property Listing on the Heritage Register - 5 Wellington Street

Dear Gilbert Tyson:

Please be advised that the Council of the City of St. Thomas has added the following property to the City's Heritage Register on October 4, 2021:

**5 Wellington Street
 342103023001400**

The Council of the City of St. Thomas considers your property to be of cultural heritage value or interest for the following reason:

This distinguished large two-storey home has the characteristic hip roof and notable bracketing of the Italianate style. The rounded windows have eyebrow inserts of cut stone. (1878) Original Owner: Minnie Smith

Having your property listed on the City's Heritage Register means that in accordance with the Ontario Heritage Act, you, as the property owner are required to provide 60 days' notice in writing of any intention to demolish or remove the building or structure or to permit the demolition or removal of the building or structure.

Please note that if you object to the property being included in the Register, you may submit a signed notice of objection to the City Clerk's office in writing setting out the reasons for the objection and all the relevant facts. This can be done by mailing the notice at the address above, dropping it in the after hours drop box at the rear door of City Hall or submitting it in person at the City Clerk's Office, Level 2, City Hall Monday to Friday, between the hours of 8:30 a.m. and 4:30 p.m.

Council will consider your notice of objection and make a decision as to whether the property should continue to be included in the Register or whether it should be removed.

Should you have any questions, please feel free to contact me at the above information.

Sincerely,

A handwritten signature in black ink, appearing to read "Jon Hindley".

Jon Hindley
 Corporate Administrative & Accessibility Clerk



Report No.
ADM-03-2022
File No.

Directed to:	Mayor Joe Preston and Members of City Council	Date Authored: February 1, 2022 Meeting Date: February 7, 2022
Department:	Corporate Administration	Attachment
Prepared By:	Wendell Graves, City Manager	
Subject:	St. Thomas – Elgin Health Recruitment Partnership Committee	

Recommendation:

THAT: Report ADM-03-2022 be received for information, and further

THAT: Council recognize the appointment of a representative of the St. Thomas – Elgin Homebuilders as a Committee member on the St. Thomas - Elgin Health Recruitment Partnership Committee

Background:

When the St. Thomas -Elgin Heath Recruitment Partnership was original created a representative of the St. Thomas – Elgin Homebuilders Association was a member of the Committee. After a few years of service on the Committee, the Homebuilders felt that their resources were required in other activities.

During 2021 the Health Partnership Committee considered the fact that there would be benefit in having representation from the Homebuilders restored because of their perspectives within the growing community and their work in the attraction of new families into the area, in part as a result of having good access to family physicians.

In response, the Homebuilders were contacted and they agreed to have a representative assist on the Partnership Committee. The representative was subsequently able to attend some Committee meetings.

The Committee currently includes representation from the following:

- City of St. Thomas Council Member
- Elgin County Council Member
- St. Thomas Elgin General Hospital
- Physician at large
- Physician on behalf of Local Medical Association

It is recommended that Council recognize the appointment of a representative of the St. Thomas - Elgin Homebuilders Association on the Health Recruitment Partnership Committee.

Respectfully,

Wendell Graves,
City Manager (Outgoing)

Reviewed By: _____

Directed to: Mayor Joe Preston and Members of City Council

Date Authored:

January 18, 2022

Meeting Date:

February 7, 2022

Department: Environmental Services

Attachment

Prepared By: Justin Lawrence, Director of Environmental Services

By-Law 145-2013

Subject: Taxi By-Law 145-2013 amendment

Recommendation:

THAT: Report No. ES07-22 relating to the Taxi By-Law 145-2013 amendment be received for information; and further,

THAT: Council direct that a by-law be prepared for its consideration to amend By-law 145-2013

Background:

At the January 17th Council Meeting, Council directed staff to review By-Law 145-2013 with the intention of pulling all references pertaining to the City's involvement in the setting of taxi fares. The attachment shows all tracked additions and deletions to the bylaw. Staff have included minor updates to reflect current procedures.

These changes to By-Law 145-2013 will eliminate the need for the City to adjust fares in the future to account for inflation, market conditions or gas prices. Taxi companies will have the discretion to set their own fares for their customers going forward.

Financial Implications:

There would be no impact on the operating budget for Roads and Transportation.

Report received with contributions from Tracey Tiersma, Administrative Assistant for Environmental Services.

Respectfully Submitted,



Justin Lawrence,
Director of Environmental Services & City Engineer

Reviewed By:

Treasury

Env. Services

Planning

City Clerk

HR

Other



BY-LAW NO. 145 - 2013

A by-law to provide for licensing, regulating and governing owners/drivers of cabs and motor or other vehicles used for hire and for other purposes within the City of St. Thomas.

WHEREAS sections 9, 10, 11(3) and 150 through 159 of the Municipal Act, S.O. 2001, c. M.25, as amended, permit the Council of the Corporation of the City of St. Thomas to pass by-laws for licensing, regulating and governing owners and drivers of taxicabs used for hire within the City of St. Thomas and from any point within the City of St. Thomas to any point outside the City, ~~and for establishing the rates or fares to be charged by the owners or drivers of such vehicles for the conveyance of passengers, and providing for the collection of such rates or fares,~~ and for revoking any such licence;

AND WHEREAS the Council deems that requirements set out in this By-Law are necessary for purposes of public safety, consumer protection and nuisance control relative to taxicab transportation services, and for compliance with Sections 79 and 80 of Ontario Regulation 191/11 of the *Accessibility for Ontarians with Disabilities Act, 2005*;

AND WHEREAS section 23 of the Municipal Act, S.O. 2001, c. M.25, as amended, permits a Municipal Council to delegate the powers and duties to an individual who is an officer, employee or agent of the Municipality;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF ST. THOMAS ENACTS THE FOLLOWING:

INTERPRETATION:

1 In this By-law:

- (a) any reference to a "person" shall include an individual, corporation, partnership, firm, association, other legal entity or agent thereof. A masculine or feminine pronoun shall include the other gender and the neutral pronoun, where applicable.
- (b) any words importing the singular include the plural and vice versa.
- (c) "Accessible Taxicab" shall mean a passenger vehicle that is or should be licensed under this By-Law as a Taxicab, and is designed or modified to be used for the purpose of transporting persons with disabilities and is used for that purpose, whether or not the vehicle is also used to transport persons without disabilities.
- (d) "Call" within the meaning of this By-law shall include a request or direction for the use of a taxicab transmitted by radio, or by personal request of a prospective passenger or received in any other manner.
- (e) "City" shall mean the Corporation of the City of St. Thomas.
- (f) "~~Clerk~~Engineer" shall mean the City ~~Clerk~~Engineer~~Engineer~~ for the Corporation of the City of St. Thomas or a person designated by the ~~Clerk~~Engineer~~Engineer~~ for the purposes of this By-law.
- (g) "Council" shall mean the Council of the City.

- (h) "Driver" shall mean a Driver of a Taxicab who holds a Taxicab Driver's Licence or is required to be licensed as such for compliance with this By-Law.
- (i) "Licence" shall mean any Licence granted by the City under the provisions of this By-law to own, dispatch or operate any Taxicab vehicle used for hire.
- (j) "Limousine" shall mean a vehicle usually described as a limousine by its manufacturer that can carry approximately ten passengers, and is usually hired on an hourly or daily basis by contract.
- (k) "Municipal Law Enforcement Officer" shall mean a person appointed by the Council of the City to enforce the bylaws of the municipality.
- (l) "Owner" shall mean the registered owner of a Taxicab who holds a Taxicab Owner's Licence, or is required to be Licensed as such for compliance with this by-law.
- (m) "Shuttle" shall mean a vehicle, ~~(usually a van)~~, that carries a number of passengers from one origin to one or more destinations or from one or more origins to one destination, usually for a fixed fee per passenger.
- (n) ~~"Supervisor Manager~~ of Roads and Transportation" shall mean the person appointed as ~~Supervisor Manager~~ of Roads and Transportation for the City.
- (o) "Taxicab" shall mean a motor vehicle, including an Accessible Taxicab, which is kept or used for hire for the conveyance of passengers with a seating capacity of not more than seven (7) persons and which is equipped with a taximeter.
- (p) "Taxicab Broker" shall mean any person who accepts Calls for Taxicabs which are not owned by the Taxicab Broker or the Taxicab Broker's employer or immediate family and shall also mean a Taxicab Owner who receives Calls and operates a dispatch service.
- (q) "Taxicab Broker's Licence" shall mean a Licence issued to a Taxicab Broker pursuant to the provisions of this By-law.
- (r) "Taxicab Driver's Licence" shall mean a Licence issued to a Driver pursuant to the provisions of this By-law.
- (s) "Taxicab Owner's Licence" shall mean a Licence issued to an Owner pursuant to the provisions of this By-law.

ROLE OF THE ~~CLERK~~~~ENGINEER~~~~ENGINEER~~

2. The ~~Clerk~~~~Engineer~~ shall have supervision over all persons licensed under this by-law and the following shall be the duties of the ~~Clerk~~~~Engineer~~ in connection with the provisions of this by-law:
 - (a) To issue:
 - i) Taxicab Driver's Licences;
 - ii) transfers of Taxicab Owner's Licences where the transfer is for a Taxicab replacing a vehicle being retired from service and;
 - iii) annual renewals of all Licences issued under this By-law.
 - (b) To submit to Council:
 - ~~i) applications for Taxicab Owner's Licences where the requested Licence would increase the total number of Taxicab Owner's Licences in the City or where the applicant does not currently hold any such Licence;~~
 - ~~ii) applications for Taxicab Broker's Licences other than renewals;~~
 - ~~iii) i)~~ applications for transfers of Taxicab Broker's Licences, and;
 - ~~iv) ii)~~ reports providing full background for any recommendation referred by the ~~Clerk~~~~Engineer~~ to Council regarding a refusal to issue, refusal to renew or a revocation of a Licence described in this By-law.

and to issue such new Licences and transfers as Council may approve.

- (c) To refuse to process any application for a Licence described in this By-law where the application is incomplete or otherwise fails to comply with Section 6 of this By-law.
- ~~(d) To report to Council regarding any Licence revocations and cancellations effected by the ClerkEngineer in accordance with Section 5 of this By-law and report on statistics of Taxicab usage by passengers with mobility disabilities and on other matters for the attention of Council or as Council may request.~~
- ~~(e)~~(d) The ~~ClerkEngineer~~ may determine that the issuing of any Taxicab Owner's Licence or that the reinstatement of a Licence following a suspension of a Taxicab Owner's Licence or a Taxicab Broker's Licence shall be subject to such conditions as the ~~ClerkEngineer~~ may consider necessary or advisable in connection with the Licence being issued or reinstated.
- ~~(f)~~(e) To furnish the Taxicab Driver with a Taxicab Driver's Licence identification card.
- ~~(g)~~(f) To invoke Licence suspensions and automatic Licence cancellations in accordance with the provisions of this By-law.
- ~~(h)~~(g) ~~To furnish each Owner issued a Licence with a copy of this By-law, a tariff card setting out current fares chargeable under this By-law and a Taxicab Licence Plate to be affixed to the Taxicab in accordance with Section 11(f) of this By-law.~~
- ~~(i)~~(h) To keep a register of all Licences and transfers of Licences that may be granted, which register shall contain the name or names of the holders of all Taxicab Broker, Owner and Driver Licences, (including active Licences and surrendered, suspended and inactive Licences), the issue date of the Licence, and the amount paid for same, the number of Taxicabs kept by each Owner and associated with each Taxicab Broker, and such further particulars and other books as Council may direct.
- ~~(j)~~(i) To maintain a record of information provided by Taxicab Owners regarding those Taxicabs which are Accessible Taxicabs and those Taxicab Drivers who have completed training for operating Accessible Taxicabs as required by this By-law
- ~~(k)~~(j) To receive notices and the reports required from Taxicab Owners, Drivers and Taxicab Brokers under this By-law and to make all necessary inquiries concerning applications for Licences and renewals and transfers thereof as may be deemed appropriate to secure due observance of the law, including but not limited to compliance with this By-law, and to report periodically to Council thereon these matters.
- ~~(l)~~(k) Where, in the ~~ClerkEngineer~~'s opinion, a contravention of this By-law should be prosecuted, or Council so directs, to prosecute or to cause such contravention to be prosecuted.

PROHIBITIONS:

- 3. (a) No person shall:
 - (i) keep, drive or offer a Taxicab for hire within the City without a current Taxicab Owner's Licence being in good standing for such Taxicab;
 - (ii) drive a Taxicab for hire within the City without having a current Taxicab Driver's Licence;
 - (iii) act as a Taxicab Broker within the City without having a current Taxicab Broker's Licence;
 - (iv) act as a Taxicab Broker within the City for the hiring or dispatching of any Taxicab that is not driven by a Driver licensed under this By-law or of an Taxicab that is not owned by an Owner licensed for the Taxi under this By-law;
 - (v) operate a Taxicab or Limousine without full insurance coverage required under this By-law;

~~(vi) keep, drive or offer a Taxicab for hire within the City without a taximeter properly installed and sealed in accordance with Section 11 of this By-law;~~

~~(vii)(vi) publish or demand a tariff or demand or receive Taxicab or Limousine fares, rates or charges other than in accordance with Section 13 of this By-law;~~

~~(viii) charge a fee for the storage of mobility aids or mobility assistive devices, nor for transporting such aids or devices with the passenger who uses them due to disability;~~

~~(ix) charge a higher fare or an additional fare for persons with disabilities than for persons without disabilities for the same trip; (By-Law 60-2014)~~

~~(x)(vii)~~ attempt the transfer of any Licence issued under this By-law except in accordance with the provisions of this By-law;

~~(xi)(viii)~~ while holding a Taxicab Owner's Licence, fail to maintain in effect the insurance required by this By-law;

~~(xii)(ix)~~ engage in any other actions prohibited by Section 8(c) of this By-law in connection with operation of a Taxicab.

(b) No Taxicab Owner or Taxicab Broker licensed under the provisions of this By-law who intends to withdraw or terminate his/her Taxicab business shall do so without providing not less than forty eight (48) hours notice in writing to the ~~Clerk~~Engineer of such intention. At the time specified in such notice, he/she shall surrender such Licence to the ~~Clerk~~Engineer.

(c) No holder of any Licence issued under this By-law shall transfer such Licence, except in accordance with the provisions of this By-law.

APPLICATION FOR LICENCES:

4. (a) All Applications for Licences, for transfers of a Licence(s) or for renewal of a Licence(s) shall be addressed to the ~~Clerk~~Engineer, submitted upon such forms as may be prescribed by the ~~Clerk~~Engineer, and accompanied by payment of the appropriate fee, proof of insurance and other certifications where required by this By-law.

(b) All fees prescribed in this By-law shall be payable to the City.

(c) Every applicant for a Taxicab Owner's Licence shall submit with his/her application a Certificate of Mechanical Fitness with respect to the vehicle to be licensed and shall submit the vehicle for inspection of equipment as required under this By-law and provide the requisite report and certificates in satisfactory form.

(d) In addition to the Certificate referred to in 4(c) above every applicant for a Taxicab Owner's Licence pertaining to a vehicle that is an Accessible Taxicab shall submit with his/her application a Certificate by a qualified person confirming that the vehicle modifications and devices with which the vehicle is equipped have been properly installed, are in good working order and comply with the requirements of RRO 1990 Regulation 629 as amended and Canadian Standards Associations Standards D409-02.

(e) Every applicant for a Taxicab Owner's Licence or for renewal or transfer of such a Licence shall submit with his/her application proof of compliance with insurance requirements by depositing with the ~~Clerk~~Engineer a certified copy of a satisfactory valid policy of insurance, issued to such applicant and covering each Taxicab for which a Taxicab Owner's Licence is sought. This policy must be currently in effect and be issued by an insurance company authorized to do business in Ontario.

(f) Every applicant for a Taxicab Driver's Licence shall attend in person at the office of the ~~Clerk~~Engineer or the ~~Clerk~~Engineer's designate and shall submit with his/her written application such information and records as the ~~Clerk~~Engineer may require including, but not limited to, the items referred to in Section 6 of this By-law.

- (g) Every applicant for a Taxicab Broker's Licence shall upon request ~~demonstrate knowledge of the topography of the City of St. Thomas, knowledge of the provisions of this By-law, and shall provide evidence of technical resources suitable to dispatching and communication in the Taxicab industry, and provide~~ satisfactory proof that all Taxicabs associated with the Taxicab Broker are licensed with a current Taxicab Owner's Licence and continue to meet the requirements of this By-law for insurance coverage, mechanical fitness, and installed Taxicab vehicle equipment specified under this By-law.
- (h) Every Owner of more than one Taxicab required to be licensed under this By-law, shall obtain a separate Taxicab Owner's Licence for each Taxicab. If an Owner retires a Taxicab and replaces it with another Taxicab vehicle the Licence pertaining to the retired vehicle is cancelled and that portion of the Licence fee proportionate to the unexpired part of the terms for which it was granted may be applied toward the fee due on the Owner's application for a Taxicab Owner's Licence for the replacement vehicle.

EXPIRY, REVOCATION OR SUSPENSION OF LICENCES

5. (a) Every Licence issued under the provisions of this By-law shall, unless sooner revoked, expire on the 31st day of December next after the date the Licence was issued.
- (b) A Taxicab Owner's Licence shall be suspended by the ~~Clerk~~Engineer if the Taxicab to which it relates is operated and in use as a Taxicab throughout less than a total of eight (8) weeks within any period of twelve (12) consecutive months.
- (c) A Taxicab Owner's Licence shall be deemed to be suspended for the Taxicab to which it relates if, at any time, the public liability insurance coverage for the Taxicab lapses, is terminated for any reason, or is not maintained on that vehicle by the Owner. Such Licence suspension shall continue until the required insurance coverage for the Taxicab is reactivated or brought into good standing, the onus being upon the Owner to furnish proof of same, satisfactory to the ~~Clerk~~Engineer.
- (d) Any Licence issued under this By-law may be suspended or revoked by the ~~Clerk~~Engineer if it comes to the ~~Clerk~~Engineer's attention that the Licence holder is no longer qualified to hold such Licence, or that the vehicle to which the Licence relates is not mechanically fit or where a contravention of this By-law has continued after reasonable notice to the Licence holder regarding such contravention.
- ~~(e) If the holder of a Licence issued pursuant to this By-law, or a principal of a corporate holder of a Licence, is convicted of any infraction of this By-law, or of any by-law of the City regulating traffic, or of any of the provisions of the Highway Traffic Act of Ontario with a resulting loss of six or more demerit points, or of any provision of the Liquor Licence Act of Ontario relative to driving or vehicles, or of a driving or vehicle offence under the Criminal Code of Canada, such Licence may be revoked by the Clerk~~Engineer.
- (e) If the holder of a Licence issued pursuant to this By-law, or a principal of a corporate holder of a Licence, is convicted of any infraction of this By-law, or of any by-law of the City regulating traffic, or of any Provincial or Federal Act which is related to their ability to provide service, such Licence may be revoked by the Engineer.
- (f) Where reasonably deemed necessary or prudent in the interests of public safety, the ~~Clerk~~Engineer may suspend a Licence issued pursuant to this By-law in the event of a charge being laid or notice of offence being issued, for an infraction referred to in 5(e) above, against the holder of a Licence, or against a principal of a corporate Licence holder.
- (g) Upon a Licence revocation, or a Licence suspension by the ~~Clerk~~Engineer or upon a licence being subjected to conditions by the ~~Clerk~~Engineer, the person to whom the Licence had been issued may file with the ~~Clerk~~Engineer a written request for an appeal of such revocation, suspension or conditions, in response to which the Council shall decide:
 - i) whether Council will proceed to hear an appeal on the merits of the case; and,
 - ii) if such leave to appeal is granted by Council, upon hearing the appeal to uphold

or change the revocation, suspension or condition(s), to make a new order either suspending or revoking the Licence, or to reinstate the Licence, and any reinstatement, or suspension of a Licence may be with stated conditions deemed appropriate by Council.

Where the suspension, revocation or conditional status of a Licence is to be considered at a meeting of Council, the person to whom that Licence was issued shall be notified of the date, time and place of the meeting and shall have the opportunity to speak and give evidence on his/her behalf.

- (h) Where a Licence is revoked, the licensee is entitled to a refund of that part of the Licence fee proportionate to the unexpired part of the term for which it was granted.

QUALIFICATIONS FOR LICENCES

6. (a) Every applicant for a Taxicab Driver's Licence may be examined by the ~~Clerk~~Engineer, as to ~~the applicant's knowledge of the provisions of this By-law and knowledge of the topography of the City of St. Thomas and regarding~~ the applicant's personal and driving history deemed relevant to the responsibilities of the Driver position and the applicant's driving record and suitability to hold a Taxicab Driver's Licence. The applicant shall furnish a valid Ontario Driver Permit, and a satisfactory Police Criminal Record Check and Vulnerable Person Check report, in such form and extent as is then currently applicable.
- (b) Every Taxicab Owner's Licence issued under this By-law shall be conditional upon that Taxicab being fully insured in accordance with the provisions of this By-law, and such insurance coverage is a continuing qualification and requirement of a valid Licence at all times.
- (c) An applicant for a Taxicab Drivers Licence shall name a Taxicab Broker with which the Driver will be associated for Calls and dispatch purposes. No person shall be granted a Taxicab Driver's Licence unless he/she provides written evidence that he/she has been declared acceptable as a Taxicab Driver by the Taxicab Owner and or Broker carrying the insurance.
- (d) No person shall be Licensed as a Taxicab Driver's Licence unless he/she is the holder of a valid class "G" or higher category of driver's licence issued by the Province of Ontario and is of the age of majority.
- (e) No person shall be licensed as Taxicab Owner unless the Taxicab is registered with and licensed by the Ontario Ministry of Transportation, under a valid vehicle permit issued to that Taxicab Owner.
- (f) Every applicant for a Licence shall pay the fee prescribed by this By-law.
- (g) Any Taxicab Owner's Licence or Taxicab Broker's Licence issued under this By-law can only be transferred with the approval of the City and to persons approved by the City, and upon the proposed transferee applying to the City for such approval and complying with all provisions of this By-law relevant to such Licence, such approvals may be granted by:
 - i) the ~~Clerk~~Engineer for transfer of Taxicab Owner's Licences between vehicles under same ownership or to any new applicant where the total number of Taxicab Owner's Licences in the City will not thereby increase.
 - ii) the Council for transfer of Taxicab Broker's Licences and for transfer of Taxicab Owner Licences where the issuance of a new Licence would increase the total number of Taxicab Owner Licences within the City.
- (h) Any Taxicab Driver's Licence issued under this By-law is personal to the person to whom it was issued and is not transferrable to any other person.

RESPONSIBILITIES OF AN OWNER

7. For each Taxicab owned, every person licensed as a Taxicab Owner shall, for each Taxicab licensed by that Owner:

- (a) Keep a record of all Calls answered by the Taxicab showing date, time, origin, destination, vehicle licence number and Driver and for each Accessible Taxicab also keep a record of whether each such Call was for a passenger with a mobility disability or a person without such a disability. Such records shall be kept in an orderly manner for a period of twelve (12) months after the expiry or other termination of the Taxicab Owner's Licence and shall be available upon request for inspection by the ClerkEngineer or a Municipal Law Enforcement Officer designated by the ClerkEngineer.
- (b) Equip the Taxicab with a suitable display frame to hold the Taxicab Driver's identification card and tariff card and shall place such frame in the Taxicab so as to enable such cards be seen and conveniently read by any person engaging the Taxicab, including persons with disabilities, and provide in the Taxicab and make available for inspection at any time a notifications in Braille identifying the Taxicab Owner, the Taxicab Driver and the Taxicab Licence number and fleet vehicle unit number.
- (c) Equip each Taxicab with a taximeter and such other equipment and Taxicab apparatus as are required under the provisions of this By-law.
- (d) Maintain each Taxicab in good condition, complying with all applicable safety and mechanical fitness requirements in accordance with this By-law, and as required by provincial statutes and regulations, including for Accessible Taxicabs the requirements of RRO 1990 Regulation 990 as amended and Canadian Standards Association Standard D409-02, as amended.
- (e) Submit to the ClerkEngineer, prior to issuance of a new Licence, a Licence renewal or Licence transfer for a Taxicab, and again six (6) months after the date of each such issuance, written certification by a licensed mechanic or other qualified person satisfactory to the ClerkEngineer certifying:
 - i) that the Taxicab meets the Mechanical Fitness Certificate requirements as set by the Province of Ontario;
 - ii) that the installations required under Section 11 of this By-law have been completed and all Taxicab apparatus required under this By-Law are properly installed, well maintained and functioning properly, and;
 - iii) that no hazards for Taxicab passengers arise from the condition or disrepair of the vehicle or any of its components;

Provided that for Taxicabs having been driven less than two hundred thousand (200,000) kilometers such written certification is only required to include the said Mechanical Fitness Certificate once per year at the date of issuance of the Licence, Licence renewal, or Licence transfer.

- (f) In addition to any other requirements under this By-law, provide, upon request of the ClerkEngineer at any time, a Mechanical Fitness Certificate for the Taxicab or other proof, satisfactory to the ClerkEngineer, of mechanical fitness and compliance with the requirements of this By-law and provincial standards for vehicles including the requirements of RRO 1990 Regulation 990 as amended and Canadian Standards Association Standards D409- 02 as amended.

~~(g) Submit the owned Taxicab to periodic spot checks by the St. Thomas Police Services.~~

- ~~(h)~~(g) Maintain in good standing for each operating Taxicab, adequate and appropriate insurance including not less than the insurance coverage required by this By-law, being coverage that shall indemnify and protect the Owner and the public, including passengers carried in such Taxicab, for a minimum of two million dollars (\$2,000,000.00) liability for bodily injury or death of any person, and for damage to any property.

- ~~(i)~~(h) Immediately notify the ClerkEngineer when insurance for a Taxicab is cancelled, suspended or terminated for any reason. Such notification is to be in writing delivered by either electronic mail, ~~fax~~ or personal delivery, and in no case shall such notification be made

later than the business day after any such cancellation, suspension or termination of insurance.

- ~~(f)(i)~~ Provide notice to the ~~Clerk~~Engineer, in the same manner, whenever lapsed insurance coverage is reinstated, in compliance with the Licence requirements of this By-law, on a Taxicab for which an otherwise valid Taxicab Owner's Licence has been held.
- ~~(k)(j)~~ Within forty-eight (48) hours after disposing of, or replacing, any Taxicab licensed under this By-law attend at the office of the ~~Clerk~~Engineer and surrender the Taxicab Owner's Licence and the accompanying metal Taxicab Owner's Licence plate held by the Owner, or in lieu of surrendering same, transfer such Taxicab Driver's Licence to a new vehicle subject to application and approval upon compliance with the requirements of this By-law.
- ~~(k)~~ Require that each person operating the Owner's Taxicab be a Driver properly licensed as such under this By-law.
- ~~(m)(l)~~ Require that each Taxicab Driver operating an Accessible Taxicab owned by the Owner has:
 - i. been adequately trained in the use and functions of the devices and modifications with which the Accessible Taxicab is equipped for serving persons with mobility disabilities;
 - ii. satisfactorily completed a sensitivity course, satisfactory to the ~~Clerk~~Engineer, pertaining to the transportation of physically disabled persons.
- ~~(m)~~ Provide notice to the ~~Clerk~~Engineer, and to the Licensed Taxicab Broker(s) who dispatches the Owner's Accessible Taxicab(s), regarding each Taxicab Driver who has completed the training referred to in 7(m) above in connection with the Taxicab Owner's Accessible Taxicabs, and, with such notice furnish proof satisfactory to the ~~Clerk~~Engineer, confirming successful completion of such training.
- ~~(n)~~ In accordance with Section 11(f) of this By-law prominently display on the rear bumper of the Taxicab, the metal Taxicab Owner's Licence plate provided by the ~~Clerk~~Engineer.

RESPONSIBILITIES OF A DRIVER

8. (a) Every person licensed as a Taxicab Driver under this By-law shall keep a daily record of all trips made by him/her and such record shall contain the following information:
 - (i) The Provincial motor vehicle licence number of the Taxicab and the number of the Taxicab Owner's Licence.
 - (ii) The name and address of the driver and the identification number pertaining to the Taxicab Driver's Licence.
 - (iii) The taximeter reading at the start and finish of each period worked by the Driver in each Taxicab operated by the Driver.
 - (iv) The amount of the fare collected for each trip.
 - (v) The date, time, origin and destination of each trip and the number of passengers carried.
 - (vi) When operating an Accessible Taxicab, the number of trips made for passengers with mobility disabilities and the number of trips made for passengers not having mobility disabilities.

Every Driver who drives a Taxicab of which he/she is not the Owner shall, at the end of the Driver's work day, deliver to the Owner, a copy of the daily record of all trips by the Driver for the day.

Every Driver who drives an Accessible Taxicab shall at the end of the Taxicab Driver's workday, deliver to the Broker who dispatches the Driver, a copy of the record described in 8 (a)(vi) above.

(b) Every person Licensed as a Taxicab Driver under this By-law shall:

- (i) Upon request of the ~~Clerk~~Engineer, provide satisfactory proof of continued compliance with the application requirements for Taxicab Drivers as described in this By-law;
- (ii) promptly inform the ~~Clerk~~Engineer of any suspension or restriction of the Driver's driving privileges under his or her provincial drivers permit, and of all pertinent convictions, charges or notices referred to in Sections 5 (d) and (e) of this By-law;
- (iii) Upon request of any police officer, provide full information as to the passengers carried;
- (iv) When operating a Taxicab, place in the display frame provided, their Driver's identification card ~~and the tariff card~~ furnished by the ~~Clerk~~Engineer, such frame to be positioned so that such cards may be conveniently seen and read by passengers including passengers with disabilities. The Driver shall permit any person to make note of the information on such identification ~~and tariff~~ cards and shall make available for inspection the Notifications in Braille provided by the Owner in accordance with Section 7(b) of this By-law.
- (v) While on duty, be neat and clean in their appearance. For the purpose of this section "neat and clean" shall mean:
 - (1) No torn, dirty or frayed clothing shall be worn, and
 - (2) T-shirts, halter tops and muscle shirts, as articles of Driver's clothing, are to be discouraged;
- (vi) Punctually keep all passenger appointments and engagements and while on duty serve any person who may lawfully require a Taxicab at any place within the City at any specified time, whether by day or night, unless the Driver's Taxicab has been previously engaged, and the Driver shall not neglect to fulfill the Driver's passenger appointments or engagements, except for reason(s) beyond the Driver's control;
- (vii) When operating an Accessible Taxicab, give priority to the use of the Accessible Taxicab for passengers who have mobility disabilities, and thereafter permit its use for passengers who do not have such disabilities.
- (viii) Take due care of all property delivered or entrusted to the Driver and accepted by the Driver for conveyance or safekeeping. Immediately upon termination/completion of any hiring or engagement, the Driver shall search the Taxicab for any property lost or left therein by a passenger and all property or money left in the Taxicab shall be forthwith delivered over to the person owning same, or if the owner of such property or money cannot be found at once, to the Officer in Charge of the St. Thomas Police Service with all information in the Driver's knowledge regarding same;
- (ix) Travel by the most direct route to the point of destination unless otherwise directed by the person engaging the Taxicab;
- ~~(x) When called upon to do so, assist any police officer by conveying in his/her Taxicab any prisoner accompanied by a peace officer to a common jail or police station;~~
- ~~(xi)(x) Convey to a hospital, or elsewhere as may be required, any person who has been wounded or has met with an accident or been taken suddenly ill (provided such illness is not of a virulently communicable nature) and the Driver shall be entitled to collect from such passenger, or from those responsible in law for obligations of such passenger, the fare or charge specified in the tariff provided under this By-law;~~

~~(xii)~~(xi) Search each Taxicab operated by the Driver at the beginning and the termination of the Driver's daily work period in the Taxicab, for any alcoholic beverages, drugs and apparently illegal or unexplained goods all of which shall be turned over to St. Thomas Police Services Officers, or as they may direct, and the Driver shall report same to the Taxicab Owner;

~~(xiii)~~(xii) Apply to renew the Licence issued to him/her pursuant to this By-law prior to the expiry date in each year and either furnish the required application information for renewal, or surrender the Driver's identification card and tariff card to the ~~Clerk~~Engineer;

~~(xiv)~~(xiii) While carrying passengers for hire within the City, operate only Taxicabs properly licensed with a Taxicab Owner's Licence and only under dispatch from either the Taxicab Owner or a Taxicab Broker, whichever is applicable under this By-law.

(c) No Driver shall:

- (i) Solicit any person to take or use his/her Taxicab by calling out or shouting or engaging in any interception or solicitation that could reasonably interfere with the choice of Taxicab by a person wishing to engage a Taxicab;
- (ii) Employ or allow any runner, agent or other person to assist or act in concert with the Driver in obtaining any passenger in the City;
- (iii) Induce any passenger to employ the Driver by either knowingly, wantonly, or willfully misinforming, misleading, or deceiving such passenger as to the arrival or departure of any public conveyance or the location or distance from any departure point in the City to any place of destination;
- (iv) In any manner or form impose upon, deceive, cheat, insult, abuse or ill treat any passenger;
- (v) Take, consume, or have in his/her possession, any intoxicant while in charge of a Taxicab, nor be in charge of a Taxicab while the prior use of an intoxicant by the Driver is apparent;
- (vi) In connection with operation of a Taxicab obstruct the use of any sidewalk or street, make loud noises likely to disturb, otherwise cause disturbance, use abusive language, molest, insult or unduly annoy any person;
- (vii) Carry in any Taxicab a greater number of persons than such Taxicab is intended to seat according to the manufacturer's rating or seven (7) persons, whichever is the lesser;
- (viii) When operating an Accessible Taxicab, accept a Call for service to a passenger who does not have a mobility disability while the Taxicab Driver is aware of an outstanding Call for transportation of a person with a mobility disability;
- (ix) Be in a disorderly house as defined in the Criminal Code of Canada or in any place where liquor is illegally sold or kept for sale, nor direct any person to a place where liquor is illegally sold or kept for sale, nor permit a Taxicab to be used for transporting persons to such places;
- (x) Carry in a Taxicab while on duty or available for Call, any passengers other than those employing the Driver's service for which a fare is charged in accordance with the Tariff under this By-law;
- (xi) Allow any patently indecent or disorderly conduct in the Taxicab of which he/she has charge;
- (xii) Knowingly drive or permit to be driven in his/her Taxicab any person while such person is engaging in or abetting illegal activities;

- (xiii) Engage in the delivery of liquor as defined in the Liquor Licence Act of Ontario by Taxicab unless such delivery is carried out pursuant to the Liquor Licence Act of Ontario and/or Regulations thereunder;
- (xiv) Work as a Taxicab Driver for more than twelve (12) hours within any fifteen (15) consecutive hours or for more than sixteen (16) hours in any twenty-four (24) consecutive hours.
- (xv) Work as a Taxicab Driver of an Accessible Taxicab until the Taxicab Driver has:
 - i. been adequately trained in the use and functions of the devices and modifications with which the Accessible Taxicab is equipped for serving persons with mobility disabilities; and
 - ii. successfully completed a sensitivity course, satisfactory to the ~~Clerk~~Engineer, pertaining to the transportation of physically disabled persons.

RESPONSIBILITIES OF TAXICAB BROKER / DISPATCH COMPANY

9. Every person licensed as a Taxicab Broker shall:

- (a) Require that all Drivers dispatched by the Taxicab Broker are medically fit to drive Taxicabs and have been approved by the company providing the insurance coverage for the Taxicab(s) in use;
- (b) Upon completion of the daily work period of each Driver dispatched by the Taxicab Broker, record the meter readings for the Taxicab(s) used by the Driver and the date and time the Taxicab was returned by the Driver;
- (c) Check the daily record of trips as kept by each Driver dispatched and require an entry for each trip recorded on the Taximeter of the Taxicab operated by such Driver;
- (d) Where one or more Accessible Taxicabs are dispatched by the Taxicab Broker, retain for not less than 2 years, the records referred to in Section 8(a)(vi) of this By-law as submitted by Taxicab Drivers of Accessible Taxicabs;
- (e) Prepare and deliver to the ~~Clerk~~Engineer within 30 days prior to June 15th and prior to December 15th of each year a list of:
 - (i) the names of the Owner or Owners operating Taxicabs dispatched by such Taxicab Broker and the number of Taxicabs operated by each such Owner;
 - (ii) the number of those Taxicabs which are Accessible Taxicabs dispatched by such Taxicab Broker;
 - (iii) the names of all Drivers currently being dispatched by such Taxicab Broker, and;
 - (iv) a summary in a form satisfactory to the ~~Clerk~~Engineer, compiled from the records referred to in 9(d) above.
- (f) Keep a record of all Calls received or dispatched, stating date, time, origin, Ontario vehicle licence number and Driver. Records shall be retained in an orderly manner for twelve (12) months, and be open for inspection by the ~~Clerk~~Engineer and/or a person designated by the ~~Clerk~~Engineer;
- (g) Exercise due diligence to ensure that all Taxicabs and Drivers dispatched by the Taxicab Broker are at all times properly licensed and fully insured in compliance with this By-law;
- (h) Not permit any Driver, dispatched by the Taxicab Broker, to work more than twelve (12) hours within any fifteen (15) consecutive hours or more than sixteen (16) hours in any twenty-four (24) consecutive hours;

- (i) Not knowingly dispatch an Accessible Taxicab to provide transportation for a person who does not have a mobility disability while there is an outstanding Call for transportation of a person who does have a mobility disability;
- (j) Provide proof, satisfactory to the ClerkEngineer, verifying compliance with any of the above responsibilities, when requested by the ClerkEngineer.
- (k) Apply to renew the Taxicab Broker's Licence issued to the Taxicab Broker pursuant to this By-law prior to the expiry date in each year, or surrender such Licence at or before expiry after giving the notice required under this By-law;

GENERAL PROVISIONS

- 10. (a) Every person licensed under this By-law shall, upon changing their address, notify the ClerkEngineer not less than forty eight (48) hours in advance of the change, giving their new address and other new contact information, in writing;
- (b) Every Taxicab Driver and Taxicab Owner shall, upon changing the Broker by whom they are dispatched, notify the ClerkEngineer not less than 48 hours after making the change of Broker;
- (c) Every Owner and Driver of a Taxicab licensed under this By-law shall keep the interior and exterior of such Taxicab clean and in good repair. For the purpose of this section "clean and in good repair" shall mean:
 - (i) Carpets, ceiling and seat fabric for passenger use or in passenger view shall not be torn, dirty or frayed;
 - (ii) The interior of the Taxicab shall be thoroughly cleaned no less than every second day;
 - (iii) All means of entrance and exit from the Taxicab shall be in good working condition and operate as designed at all times;
 - (iv) On Accessible Taxicabs all accessibility modifications and designs shall be in good working condition and operate as designed at all times;
 - (v) The exterior of the Taxicab shall be cleaned at least once every seven days and exterior damage or deterioration shall be repaired expeditiously whenever damage or deterioration becomes visible;
 - (vi) Comfort options such as air conditioning shall be kept in good repair and operational at all times.
- (d) Each specific trip performed for a fare by a Taxicab or a Limousine shall be exclusively for the transportation of one person or one group of persons in the same party, and one fare shall be collected for the trip arising from the Call. No Driver, Owner, or Taxicab Broker nor any Owner, operator or Driver of a Limousine shall cause or permit a Taxicab or Limousine to be used otherwise, nor collect or permit to be collected more than a single fare for each such Call by a Taxicab or Limousine.
- (e) Any act authorized or directed to be done under the provisions of this By-law by the ClerkEngineer may be done by any designated employee or agent of the City except that the ClerkEngineer's power to suspend or revoke licences shall not be exercised by anyone other than the ClerkEngineer, or in his absence, by Council.
- (f) Where, by the provisions of this By-law, any person is required to provide any information to the ClerkEngineer, the ClerkEngineer may require that such person provide such information in a statutory declaration sworn by the person.
- (g) Any act done by, or by authority of, the ClerkEngineer in relation to the issuance, refusal, transfer or status of a Licence under any provision of this By-law shall be subject to an appeal to Council by any person who believes he/she is aggrieved by such act, and the procedure for such appeal shall be the same as set out in Sections 5 (g) and 5(h) of this By-law.

EQUIPMENT AND SIGNAGE

11. (a) ~~Every Owner shall have affixed to each of that Owner's Taxicab, a taximeter for registering distance traveled and computing fares to be paid.~~

~~(b) — Every taximeter shall be:~~

~~(i) — submitted when required for testing, inspection and sealing by a qualified person, who shall provide certification of satisfactory operating condition;~~

~~(ii) — numbered and not used until approved for such use by the ClerkEngineer, pursuant to the certification provided;~~

~~(iii) — illuminated between dusk and dawn;~~

~~(iv) — placed so as to be conveniently seen at all times by the passenger(s) in the Taxicab;~~

~~(v) — used only when the seal thereon is intact;~~

~~(vi) — kept in good working order at all times and not be used if defective in any way, and;~~

~~(vii) — programmed in accordance with the tariff prescribed in Schedule "A" of this By-law, and with duly approved amendments thereto.~~

~~(e) — The Owner and Driver of a Taxicab equipped with a taximeter shall not operate or permit the operation of such Taxicab unless and until the taximeter has been tested and sealed by a qualified person; nor shall an Owner or Driver operate or permit operation of a Taxicab when the taximeter has been changed, repaired, altered, tampered with or adjusted, unless and until such taximeter has been subsequently tested and sealed by a qualified person.~~

~~(d) — The Owner and Driver of each Taxicab shall ensure that there is securely attached upon the exterior of the roof of the Taxicab an illuminated electric sign indicating the vehicle is a Taxicab and the name of the fleet or Taxicab Broker under which it operates, such sign to be connected to the taximeter so as to be illuminated between dusk and dawn whenever the Taxicab is not engaged.~~

~~(e)(b)~~ The Owner and Driver of each Taxicab shall ensure that there is securely attached to the front, rear and the left and right sides of the vehicle, a vehicle unit number having a minimum height of 100 mm and in a contrasting colour contrasting with the vehicle's exterior paint color. The vehicle unit number shall be easily read from a distance of 60 meters from the vehicle.

~~(f)(c)~~ The Owner and Driver of each Taxicab shall ensure that a valid Taxicab Licence plate, issued by the ClerkEngineer for that Taxicab, shall be:

- (i) securely attached to the rear bumper near the right end of the bumper when viewed from behind, at a position consistent with plate placement on other Taxicabs of similar manufacture and model; and
- (ii) clearly visible and not obscured by dirt or rust, nor otherwise altered or discoloured.

~~(g)(d)~~ In addition to complying with all other Taxicab Owner and Driver requirements of this By-law, Taxicab Owners and Taxicab Drivers operating Accessible Taxicabs shall:

- (i) ensure that all wheelchairs being transported within the Taxicab are securely fastened so as to prevent them from moving when the Taxicab is in motion;
- (ii) ensure that the Accessible Taxicab:
 - is equipped with an extra tire, wheel and jack ready for use for that vehicle;

- is in compliance with R.R.O. 1990, Regulation 629, as amended and Canadian Standards Association's Standard D409-02, and all other applicable federal and provincial legislation and Regulations as established from time to time; and
- has wheelchair tie downs that comply with the regulations set out above.

VEHICLES USED AS SHUTTLES AND LIMOUSINES/TRANSIT VEHICLES

12. (a) Vehicles operated by or for the St. Thomas ~~Transit Services~~Railway City Transit(RCT) and any persons with whom ~~the St. Thomas Transit Services~~RCT enters into a contract for parallel services, while actually engaged in performing such contract services, are exempt from this By-law.
- (b) Shuttles and Limousines supplied at no cost to the passenger and/or customer are exempt from this By-law where used by:
- (i) hotels/motels or private party hosts for their guests; or
 - (ii) car dealerships, automotive repair businesses and the like, who offer courtesy rides for their customers.
- ~~(e) Shuttles and Limousines while being used for hire by any passenger or customer for trips originating within the City of St. Thomas to a destination within the City or within five (5) kilometers beyond the City Limits, whether at a fixed fee, hourly, or contractual rate, will be subject to the rates and tariff provisions of this By law and the fixed rate charged by a Shuttle or Limousine, which may or may not be advertised on or in the Vehicle, shall be \$30.00 per hour and this shall be the minimum charge for any part of a hour.~~
- ~~(d)~~(c) Persons engaged in providing passenger transportation services under contract with a school, a board of education, a community service agency or long term care facility shall be exempt from the provisions of this By-law while engaged in performing such contract services.

TARIFFS AND TARIFF CARDS

- ~~13. (a) The rates or fares to be charged by the Owners or Drivers of Taxicabs, inclusive of Accessible Taxicabs, or other motor vehicles to which this By law applies, for the conveyance of passengers either wholly within the City of St. Thomas limits, or to any point not more than five (5) kilometers beyond said limits shall be exactly as shown in Schedule "A" to this By law. No higher or lower amount than those contained in Schedule "A" shall be charged or payable. Inducements, discounts, coupons or financial incentives of any kind shall not be permitted.~~
- ~~(b) No Taxicab Broker, Owner or Driver shall publish or use a tariff or demand or receive fares, rates or charges other than those authorized for Taxicabs, inclusive of Accessible Taxicabs, under this By law.~~
- ~~(c) No Taxicab Owner or Driver licensed under this By law shall be entitled to recover or receive any fare or charge whatsoever from any person or persons from whom the Owner or Driver had demanded any fare or charge greater or less than those authorized by this By law or to whom the Owner/Driver had refused to show his/her tariff card as provided in this By law.~~
- ~~(d) Any person employing any Taxicab may require the Driver thereof to furnish them with a receipt for fares charged and paid, indicating thereon the mileage traveled, and the Driver shall promptly furnish such receipt upon request, together with the Driver's name, address and the Licence number of the Taxicab.~~
- ~~(e) Any Driver of a Taxicab shall be permitted to operate on a time basis, if so requested by a passenger, at the hourly rate specified in Schedule "A" of this By law.~~
- ~~(f) The Driver of each Taxicab shall ensure that the tariff card furnished to the Taxicab Owner by the ~~Clerk~~Engineer showing the tariffs as set out in Schedule "A" shall be placed and kept and displayed in the Taxicab and no person licensed under this By law shall use or exhibit any tariff card other than the current card furnished by the ~~Clerk~~Engineer and no Owner~~

~~or Driver shall lend, exchange or otherwise provide any tariff card to another person. The Driver shall ensure that such tariff card is displayed in such a manner that it is clearly readable by persons with mobility disabilities and that copies are available to be handed to such passengers in printed form.~~

(g) ~~Tariff cards defaced, lost or destroyed may be replaced by the ClerkEngineer upon the original tariff card being accounted for to the ClerkEngineer's satisfaction.~~

OFFENCES

14. Continuation – repetition of offence – prohibited

The court in which a conviction has been entered for contravention of this By-law and any other court of competent jurisdiction thereafter, may make an order prohibiting the continuation or repetition of the offence by the person convicted, and such order shall be in addition to any other penalty imposed by the court on the person convicted.

15. Contravention of By-Law

Any person contravening any provision of this by-law is guilty of an offence and upon conviction is liable to a fine of not more than five thousand dollars (\$5,000.00) as provided for in the *Provincial Offences Act*, R.S.O. 1990, Chapter P.33, or any successor thereof.

MISCELLANEOUS

16. Short Title

This By-law may be referred to as the Taxi By-law.

17. Validity

Notwithstanding that any Part or Parts of this By-law, or sections thereof, may be found by any court of law to be unenforceable or illegal or beyond the power of the Council to enact, such ineffective Part, Parts or sections of this By-law shall be deemed to be severable and all other Parts or sections of this By-law, being separate therefrom and independently enacted as such, and shall continue in full force and effect.

REPEAL

18. Repeal

By-law No. 44-2004 and all amendments thereto, are hereby repealed.

EFFECTIVE DATE

19. This By-law shall come into force and take effect on the ~~4th day of November, 2013.~~ 7th day of February, 2022

READ a First and Second time this ~~4th day of November, 2013.~~ 7th day of February, 2022.

READ a Third and Finally passed this ~~4th day of November, 2013.~~ 7th day of February, 2022.

original signed by Maria Konefal

original signed by Joe Preston

Maria Konefal, Clerk

Joe Preston, Mayor

SCHEDULE "A" TO BY-LAW NO. 145 - 2013
FARE TARIFF and FEES

~~Schedule "A" applies to Taxicabs licensed under this By-law and operated as Taxicabs.~~

- a) ~~For a trip originating within the City of St. Thomas or within five (5) kilometers thereof, for four (4) passengers or less:~~
- ~~(i) For the first 1/7th kilometer or part thereof, \$4.50, Harmonized Sales Tax (HST) included;~~
 - ~~(ii) For each additional 1/7th kilometer or part thereof, forty (40) cents, HST included;~~
 - ~~(iii) For each one (1) minute of time while the Taxicab is in hire, traveling at a speed of 15 kilometers per hour or less, forty (40) cents, HST included;~~
 - ~~(iv) When a Taxicab is stopped at a railroad crossing, no more than three (3) minutes of time will be charged;~~
 - ~~(v) For each additional passenger in excess of four (4), thirty (30) cents, HST included.~~
- b) ~~Hourly Rates:~~
- ~~(i) For the first hour or part thereof, \$36.00, HST included;~~
 - ~~(ii) For each additional fifteen (15) minutes or part thereof, \$6.50, HST included.~~
- c) ~~Parcels:~~
- ~~The Driver of the Taxicab may make a charge to be negotiated with the passenger(s) prior to the trip for parcel handling. Such charge shall not apply to luggage, baggage, mobility aids or mobility assistance devices accompanying a passenger(s) transported between any transportation terminal and the pickup or destination point of the passenger(s).~~
- d) ~~Surcharge:~~
- ~~A surcharge of \$1.00 will apply on fares from 12:01 a.m. to 6:00 a.m. daily and all fares on Sunday and statutory holidays.~~
- e) Fees:

A Licence fee shall be payable to the City on the issue of a Licence. The fees payable shall be as follows:

- (i) The Broker's Licence fee shall be a onetime fee in the amount of \$1,500.00 payable by a Taxicab Broker and by a Taxicab Owner acting as a Taxicab Broker at the commencement of the initial year of operation;
- (ii) The Owner's Licence fee payable by an Owner for each Taxicab Owner's Licence issued to the Owner shall be a onetime fee of \$1,000.00 payable at the commencement of the initial year of the Licence;
- (iii) The Owner's Licence renewal fee payable annually on the renewal of each Taxicab Owner's Licence shall be \$100.00.
- (iv) The fee for transfer of a Taxicab Owner's Licence from one Taxicab vehicle to another Taxicab vehicle, owned by the same Owner, shall be \$10.00.
- (v) The annual Taxicab Driver's Licence fee payable on the issuing of a Taxicab Driver's Licence, and thereafter annually on the renewal of the Licence, shall be \$15.00.
- (vi) To replace a lost or stolen Taxicab Driver's Licence or upon transfer of a Taxicab Driver's Licence from one Taxicab Broker to another shall be \$5.00.

By-law No.145 - 2013

To provide for licensing, regulating and governing
Owners/Drivers of Taxicabs and motor or other vehicles used for
hire and for other purposes within the City of St. Thomas.

Part 1 Provincial Offences Act

Set Fine Schedule

Item	Short-form wording	Provision creating or defining offence	Set Fine
1.	Keep a Taxicab for hire without Taxicab Owner’s Licence	3 (a) (i)	\$1,000.00
2.	Drive a Taxicab for hire without Taxicab Driver’s Licence	3 (a) (ii)	\$300.00
3.	Act as a Taxicab Broker without Taxicab Broker’s Licence	3 (a) (iii)	\$1,000.00
4.	Failure by Taxicab Owner to keep record of all Calls	7 (a)	\$105.00
5.	Failure by Taxicab Owner to submit Taxicab for inspection	7 (d)	\$105.00
6.	Failure by Taxicab Owner to maintain insurance	7 (e)	\$1,000.00
7.	Failure by Taxicab Owner to notify of insurance change	7 (f)	\$55.00
8.	Failure by Taxicab Owner to notify of Taxicab replacement	7 (g)	\$55.00
9.	Failure by Taxicab Owner to display plate	7 (i)	\$55.00
10.	Failure by Taxicab Owner to provide Mechanical Fitness Certificate	7 (k)	\$200.00
11.	Failure by Taxicab Driver to maintain daily record of trips	8 (a)	\$200.00
12.	Failure by Taxicab Driver to display Driver’s identification card	8 (b) (iii)	\$55.00
13.	Failure by Taxicab Driver to be clean and neat in appearance	8 (b) (iv)	\$55.00
14.	Failure by Taxicab Driver to keep appointment	8 (b) (v)	\$55.00
15.	Failure by Taxicab Driver to return property lost or left therein	8 (b) (vi)	\$55.00
16.	Failure by Taxicab Driver to travel most direct route	8 (b) (vii)	\$55.00
17.	Taxicab Driver intercepting fares	8 (e) (i)	\$55.00
18.	Taxicab Driver take, possess or consume intoxicant while in charge of Taxicab	8 (c) (ii)	\$500.00
19.	Taxicab Driver obstruct use of sidewalk	8 (c) (iii)	\$55.00
20.	Taxicab Driver employ person to obtain fare	8 (c) (iv)	\$55.00
21.	Taxicab Driver allow greater number of persons	8 (c) (v)	\$105.00
22.	Taxicab Driver misinform passenger	8 (c) (vi)	\$55.00
23.	Failure by Taxicab Broker to ensure Drivers are medically fit	9 (a)	\$105.00
24.	Failure by Taxicab Broker to record daily meter reading	9 (b)	\$105.00
25.	Failure by Taxicab Broker to record daily trips	9 (c)	\$105.00
26.	Failure by Taxicab Broker to prevent Driver to work longer consecutive period than permitted	9 (d)	\$200.00
27.	Failure by Taxicab Broker to keep record of Calls dispatched and received	9 (g)	\$105.00
28.	Failure to provide change of address within 48 hours	10 (a)	\$55.00
29.	Charge more than one fare per trip	10 (e)	\$105.00
30.	Failure to affix taximeter	11 (a)	\$105.00
31.	Alter or tamper with taximeter	11 (e)	\$500.00
32.	Charge other than fixed rate for Limousines and Shuttles	12 (e) (i)	\$500.00
33.	Charge other than permitted rate	13 (a)	\$500.00
34.	Receive other than permitted rate	13 (b)	\$500.00
35.		13 (e)	\$55.00
36.	Publish other than permitted rate	13 (d)	\$500.00
37.	Lend, exchange or dispose of tariff card	13 (f)	\$55.00

NOTE: The general penalty provision for the offences listed above is found in Section 61 of the *Provincial Offences Act*, RSO 1990, c. P.33.

Directed to: Mayor Joe Preston and Members of City Council

Department: Environmental Services

Prepared By: Justin Lawrence, Director of Environmental Services

Subject: Mini Roundabouts

Date Authored:
January 17, 2022

Meeting Date:
February 7, 2022

Attachment

Recommendation:

THAT: Report No. ES06-22 relating to the Mini Roundabouts be received for information; and further,

THAT: Council direct staff to conduct a trial design and implementation using the Complete Streets budget as funds permit.

Background:

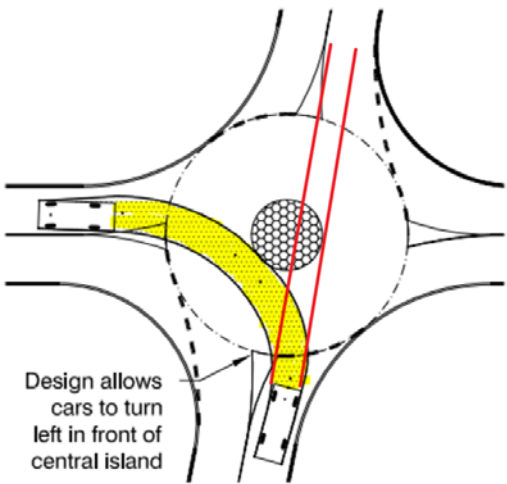
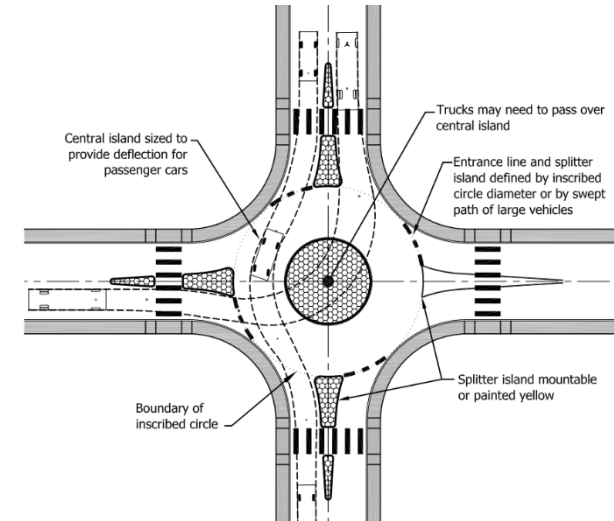
At present, there are 13 roundabouts in St.Thomas which have achieved their design objectives:

- Less accidents and less severe accidents
- Maintain minimum speed and avoid stop and start
- Control traffic speed
- Shorten pedestrian crossing distance
- Avoid capital and operating cost of traffic signals.

Council, staff, and the community identified a dozen potential locations through the Transportation Master Plan however many of those are space constrained. There is a new design gaining interest in the United States and somewhat in Canada called a mini roundabout.

Discussion:

The key difference of a mini roundabout is that it has traversable center and splitter islands. This allows large truck movements to cross it and therefore have a much smaller total footprint.



One negative potential of the design is that passenger vehicles could purposefully circulate clockwise around the island(yellow highlighted path) or drive over it (red lines). These movements can be deterred by making the center island high and abrupt. This type of roundabout is prevalent all across Europe and around the world, so misuse is unlikely. The Ontario government is contemplating a roundabout specific Act to govern otherwise undefined movements by the Highway Traffic Act.

The standard design would be to use asphalt for the road and concrete for the islands giving a black and white visual contrast. It would also be possible to use coloured concrete to further enhance contrast.



Some potential locations of this style of roundabout could include:

- Axford Parkway and Sauve
- Greenway and Pine Valley

The cost of a mini roundabout would be about \$150,000 to \$200,000 if built as a unique project reducing to \$50,000 to \$75,000 if built as part of a road rehabilitation.

This design wouldn’t be necessary in new subdivisions where sufficient space can be set aside or in retrofit locations where there is enough space.

Conclusion:

The establishment of a mini roundabout design template with a traversable centre island would support the Complete Streets philosophy and it would align with the City’s strategic goal of providing a safe, healthy, and vibrant community. It has a triple bottom line benefit including financial, social, and environmental aspects.

Respectfully Submitted,

Justin Lawrence,
Director of Environmental Services & City Engineer

Reviewed By:						
Treasury	Env. Services	Planning	City Clerk	HR	Other	



Directed to: Mayor Joe Preston and Members of City Council

Date Authored:
January 20, 2022

Meeting Date:
February 7, 2022

Department: City Clerk’s

Prepared By: Catharina Baas, Corporate Customer Service Assistant

Subject: 2021 Corporate Customer Service Update

Attachment

Recommendation:

THAT: Report CC-03-22 relating to the 2021 Corporate Customer Service Update be received for information.

Analysis:

The following is a report on the progress of Corporate Customer Service for 2021.

Corporate Customer Service Operations

- Customer Service sold more than double the number of garbage tags from the previous year totaling 13,878. 347 recycling bins were distributed, and 586 green carts were added to the delivery list, representing a decrease from past years.
- During the declared emergency, the number of daily parking passes sold decreased since the HONK mobile app was introduced, allowing payment using a mobile device. The processing of parking tickets decreased correspondingly with the online payment options.
- The Clerk’s Department continues to issue an above average number of marriage licences and burial permits.
- The self-payment options and cancellation of the pet tag program allowed Customer Service staff to manage the increased number of telephone calls and email inquiries present during the second year of the pandemic, without assistance from other departments. Telephone tracking has been temporarily suspended during the declared emergency.
- Customer service continues to participate in training for staff orientation sessions through the creation of a video presentation.

AccessE11 Software

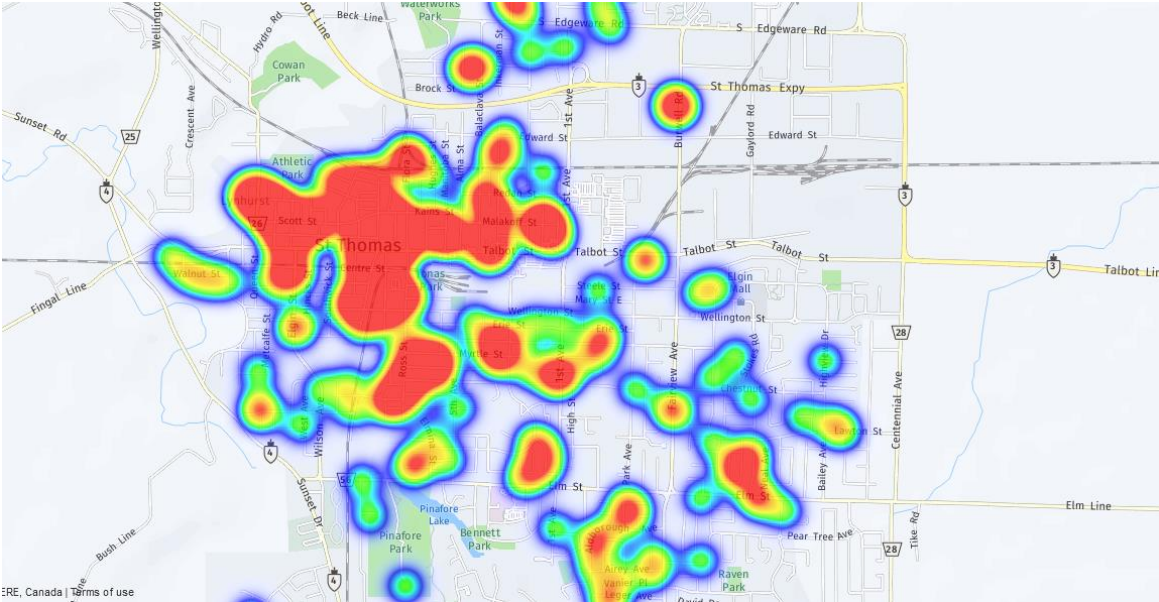
The Customer Service division activated new software called AccessE11 at the beginning of 2021. Complaints and concerns can be organized using autofill for repeat customers or frequent concerns and the software is set up to automatically assign a case to the correct employee(s).

Other features include the ability to generate detailed reports with a variety of filters, automatic responses to a customer, availability of new templates, and reminder prompts. The AccessE11 dashboard breaks down the case count for each category and allows quick navigation to all open cases. It includes graphs indicating case volume per category, owners of open cases, and age of open cases.

Residents who email or telephone requests are assigned a 6-digit issue number. Those with an email request receive an email follow-up confirmation once the concern is addressed and the assignment is closed.

The new software has other uses and was used to collect feedback about the new transit update that took place in 2021. The Mayor’s office was able to use the software for certificate requests from the Mayor and applications to the Snow Angels Program.

Departments are able to use the software to review potential problem areas. In the example below, a heat map shows tidy lot request locations.



Service Request Actions

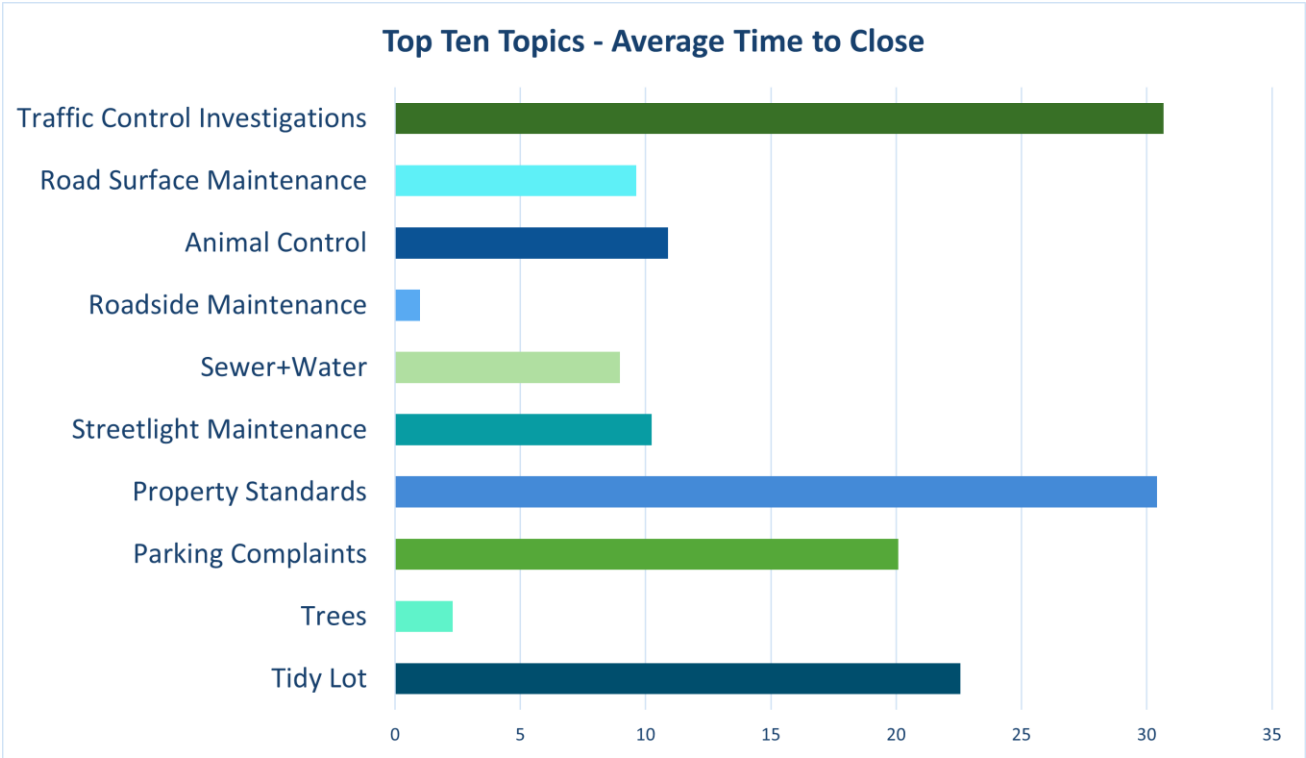
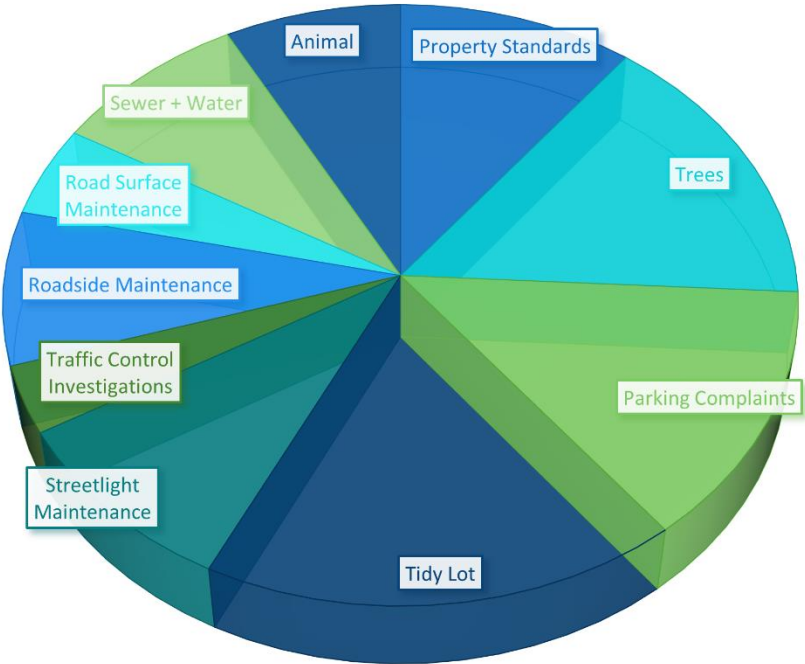
The number of new service requests in 2021 was 2,801, plus 271 incomplete cases from the previous year. This is an increase from 2362 in 2020. Throughout 2021 2,794 of these cases were resolved and closed.

The following chart shows the total number of cases since 2016.

Year	2016	2017	2018	2019	2020	2021
Total Cases	3268	3251	2855	2639	2362	2801

The following is a breakdown of the top ten topics in 2021.

Tidy Lot Complaints	292
Trees	251
Parking Complaints	222
Property Standards	172
Streetlight Maintenance	153
Sewer & Water	143
Roadside Maintenance	135
Animal Control	129
Road Surface Maintenance	80
Traffic Control Investigations	59



Cases that remain open often relate to property standards issues which have prescribed times for compliance or to boulevard repair which occurs in spring, following the winter season. In addition, by-law enforcement typically patrols a street for a period of 2 weeks following a parking complaint.

Respectfully,

Catharina Baas,
Corporate Customer Service Assistant

Reviewed By:
City Clerk

City Manager

January 25th, 2022

Corporation of City of St. Thomas
545 Talbot St., St. Thomas, Ontario
N5P 3V7

Dear Madam or Sir,

My name is Cam Walters, secretary of the Kinsmen Club of St. Thomas and chairman of our yearly fireworks sales.

I am writing you regarding By-Law 96-2007, being a bylaw to regulate the discharge and sales of fireworks. We are looking for a temporary exemption from Section 2(4) with regards to our Canada Day sale, to allow us to sell fireworks on July 2nd, 2022. Not surprisingly, we find our highest sales days are on weekends, and it is our hope that extending the sale by the single day we will be able to significantly increase the amount of money we are able to raise for our community projects. It should also be noted that this single day extension will still end our sale a day before the end of the display window set out in Section 3(1)(1).

This fireworks sale is our largest fundraiser of the year, and we require the revenue generated by it to conduct the various community projects we run. It is our hope that you will assist us in this regard by allowing us to get the most out of our Canada Day sale.

Sincerely,



Cam Walters
Secretary, Kinsmen Club of St. Thomas

(519) 631-7419
cam.walters@hotmail.com

JAN 27 2022

City Clerk's Dept.

REFERRED TO	
K. Welsh	
FOR	
DIRECTION	<input type="checkbox"/>
REPORT OR COMMENT	<input type="checkbox"/>
INFORMATION	<input type="checkbox"/>
FROM	Matt Smith

January 25th, 2022

Corporation of City of St. Thomas
545 Talbot St., St. Thomas, Ontario
N5P 3V7

Dear Madam or Sir,

My name is Cam Walters, secretary of the Kinsmen Club of St. Thomas and chairman of our yearly fireworks sales.

I am writing you regarding the placement of our sales trailer on or adjacent to city lands. For many years we had parked our trailer in the conjoined parking lot between the Timken Centre and the Knights of Columbus hall, close to the informal boundary between the two. Although we no longer require this space to conduct our sale, we would greatly appreciate using it or other mutually convenient space in the Joe Thornton Centre parking lot to store our trailer between sales. I would like to ask your permission to have our trailer parked on or extend onto municipal lands from no earlier than May 26th, 2022 until no later than June 23rd, 2022. To address liability concerns, the Kinsmen Club of St. Thomas will obtain liability insurance in the amount of \$5,000,000 with the city additionally named as insured. A copy of the insurance will be provided prior to use of city land.

These fireworks sales are our largest fundraisers of the year, and we require the revenue generated by it to conduct the various community projects we run. And we therefore appreciate your support in allowing us to use this space between our sales.

Sincerely,



Cam Walters
Secretary, Kinsmen Club of St. Thomas

(519) 631-7419

cam.walters@hotmail.com

JAN 27 2022

City Clerks Dept.

REFERRED TO	
J. Bray	
D. Sheridan	
FOR	
DIRECTION	<input type="checkbox"/>
REPORT OR COMMENT	<input type="checkbox"/>
INFORMATION	<input type="checkbox"/>
FROM	Mark Male

January 25th, 2022

Corporation of City of St. Thomas
545 Talbot St., St. Thomas, Ontario
N5P 3V7

Dear Madam or Sir,

My name is Cam Walters, secretary of the Kinsmen Club of St. Thomas and chairman of our yearly fireworks sales.

I am writing you regarding By-Law 23-2002, being a bylaw for the licensing, regulating governing of the sale of goods. We are looking for an exemption to the fees outlined in Section 6 with regards to license(s) for our Victoria Day (May 17th to 23rd) and Canada Day (June 24th to July 1st) sales.

These fireworks sales are our largest fundraisers of the year, and we require the revenue generated by it to conduct the various community projects we run. Any costs, be they for products, advertising or licenses, reduces the amount we have available to service the needs of our community. It is our hope that you will assist us in this regard by waiving the licensing fees for our sale and allowing us to direct more of the money raised directly to our community.

Sincerely,



Cam Walters
Secretary, Kinsmen Club of St. Thomas

(519) 631-7419

cam.walters@hotmail.com

City of St. Thomas

JAN 27 2022

City Clerks Dept.

REFERRED TO	
D. Sheridan	
FOR	
DIRECTION	<input type="checkbox"/>
REPORT OR COMMENT	<input type="checkbox"/>
INFORMATION	<input type="checkbox"/>
FROM	Matt Small



ST. THOMAS • ELGIN
Local Immigration Partnership
Building Welcoming, Caring, and Inclusive Communities

January 28, 2022

Dear Mayor Preston and Members of Council

Last year in March St. Thomas Elgin Local Immigration Partnership (STELIP) in partnership with Western University, commissioned a survey to better understand how community members are experiencing discrimination. The study divided the participants into three categories: 1. Immigrants and visible minorities, 2. Indigenous Peoples, 3. White non-immigrants. This approach provided insight into the experiences of two under-represented groups in contrast to those of the general population. The participants were randomly called and then screened for participation. They were then provided with an anonymous online link. By month end 407 local residents had completed the survey. The results were then analyzed by a Western PhD student to help understand the experiences of residents of St. Thomas and Elgin County. The scope of the project does not allow us to know which of the participants are residents of St. Thomas, and which are residents of Elgin County. However, it should be noted that in the 2016 census immigrants comprise 9% and visible minorities 4.3% of the population of St. Thomas. Note that not all visible minorities are immigrants and not all immigrants are visible minorities. Indigenous people represent 2.8% of the population according to the Census.

The results of the survey are the voice of this underrepresented group. With no immigrants, visible minorities, nor Indigenous Peoples represented on the City of St Thomas Council, this report can help all of us better understand how these groups are experiencing life in our community. When asked about experiences of discrimination in the past 3 years, 68% of immigrants and visible minorities, and 87% of Indigenous respondents indicated that they had experienced some form of discrimination. This contrasts with only 36% of white non-immigrants (pg. 21). These results indicate that immigrants and visible minorities are twice as likely to experience discrimination, and Indigenous peoples are three times as likely to experience discrimination.

By taking a deeper look at the immigrants and visible minorities that participated in the survey, we can get a better idea of the individuals experiencing these acts.

- Respondents aged 31 to 40 were most likely to experience discrimination at 87%, while respondents over 51 years experienced the least 46.9% (pg. 22)
- Respondents with an undergraduate degree were most likely to experience discrimination (78.7%), compared to immigrants with secondary education or less (59.5%) (pg. 23)
- Discrimination was experienced the most by immigrants and visible minorities with a household income of \$80,000 or more 75.9%, compared to individuals making between \$45,000 and \$80,000 at 57.7% (pg. 24)
- Immigrants and visible minorities that have spent the least amount of time in the community are less likely to experience discrimination at 61.2% when compared to 77.8% of immigrants that have lived in the region between 5 and 10 years (pg. 25)
- Individuals who identified as Black were most likely to experience discrimination (86.7%), while white immigrants were least likely to experience discrimination (43.8%) (pg. 26)

This means the most discriminated immigrant or visible minority in St. Thomas-Elgin is a Black adult, aged 31 to 40, holding an undergraduate degree, earning a household income over \$80,000, and who has been established in the community for at least 5 years. This profile describes an individual that should and could be a thriving



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member of our community. What will be the outcome of this person experiencing racism? Leave their job? Leave this community? When asked what the basis of their discrimination was, respondents selected factors like their race or skin colour, their ethnicity or culture, and their accent, all characteristics that are an integral part of them and cannot be changed.

It can be argued that experiencing an act of discrimination in one context over 3 years is not an alarming statistic. The survey participants were asked to select each context in which they experienced discrimination. On average, of the immigrants and visible minorities that experienced discrimination, respondents indicated they experienced discrimination in 4.75 different contexts. This does not mean that they only experienced 4.75 acts of discrimination, but that they experienced at least 4.75 instances (pg. 28, 29).

- 34.9% when interacting with neighbours
- 33.3% when using public areas such as parks and sidewalks
- 30.1% when applying for program or benefits
- 29.6% when looking for housing
- 29% when using libraries, community, recreational centres, arenas
- 26.3% when using public transit such as buses trains and taxis

Discrimination is happening in locations that are managed by the City of St Thomas and this reality needs to be addressed. How does this translate to our community? The immigrants and visible minority survey participants that experienced discrimination gave the lowest rating when asked about their feeling of acceptance and belonging in St. Thomas and Elgin County, the experiences of this group are directly affecting their experience with the community.

St Thomas has seen an increase in migration over the last two years, and so the demographic information from the 2016 census does not truly represent the immigrants and visible minorities that now call St. Thomas home. With the increase of this underrepresented group in our community, and with this new report in hand, I ask that the Council renew their commitment to addressing the discrimination being experienced in our community by imbedding Equity, Diversity and Inclusion within their practices, and re-engage in the work of STELIP through city staff participation specifically looking at inclusion and integration as occurs in other neighbouring communities.

With the city's involvement, the participation of the STELIP Council and networks, and the dedication of the STELIP staff we will see positive change in building a community we can all be proud of calling home.

Thank you for your consideration,

Sincerely,

Petrusia Hontar

St. Thomas-Elgin Local Immigration Partnership
Project Manager

**Discrimination Experienced by Immigrants, Visible
Minorities, and Indigenous Peoples in St. Thomas-Elgin
County**

**An Empirical Study by the St. Thomas-Elgin Local Immigration
Partnership**

Alina Sutter, Ph.D.

Network for Economic and Social Trends (NEST), Western University

September 2021

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Local Immigration Partnership



**Western
SocialScience**

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and Social Trends (NEST)

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Summary

This report provides insight into the discrimination experiences of immigrants and visible minorities, and Indigenous Peoples in St. Thomas and Elgin County and supports the development of evidence-based anti-discrimination initiatives at the local level. A representative survey ($N = 407$) was conducted in March 2021 to examine the extent and context of discrimination experienced by immigrants, visible minorities, and Indigenous Peoples in the St. Thomas-Elgin area in comparison to people who are not members of these groups (white non-immigrants). The survey also investigates the supposed basis for this discrimination, who is perpetrating these acts of discrimination, and the specific forms of discrimination that are taking place. Additionally, the survey examined how individuals respond to these experiences of discrimination, including how they cope with discrimination, and how that impacts their feelings of acceptance and welcome in the community.

A methodological strength of this research was the use of random digit dialing, ensuring relatively representative samples in substantial numbers of immigrants, visible minorities, and Indigenous Peoples for the study. For the majority of the analysis, immigrants and visible minorities were combined because of the substantial overlap between these two groups in the region and to simplify the recruitment process. We acknowledge that not all immigrants in the St. Thomas-Elgin area are visible minorities, and not all visible minorities in the St. Thomas-Elgin area are immigrants. In our Immigrants & Visible Minorities group, 46.2% of respondents were both immigrants and visible minorities.

Looking at the results of the survey and comparing across groups, nine out of ten Indigenous Peoples reported experiencing discrimination in St. Thomas-Elgin in the last three years, compared to about seven out of ten Immigrants & Visible Minorities, and three and a half out of ten for White Non-immigrants. Immigrants & Visible Minorities perceived their experiences of discrimination as based on ethnocultural factors related to different minority group statuses (e.g., race or skin colour, ethnicity or culture, and accent). For the Indigenous Peoples group, the top factors were similarly based on ethnocultural factors (indigenous identity, physical appearance, race, or skin colour). In contrast, perceived factors for the White Non-immigrants tended to perceive their experiences of discrimination as based on more universal factors (e.g., age, physical appearance, income level).

On average, Indigenous Peoples reported experiencing discrimination in more contexts (8.4) than Immigrants & Visible Minorities (4.75) and White Non-immigrants (1.45). For the Immigrants & Visible Minorities group, contexts for discrimination that were most frequently indicated included when applying for a job or promotion, when attending school or classes,

when interacting with neighbours, and when attending social gatherings. The Indigenous Peoples group most frequently included contexts of discrimination while using libraries, community/recreational centres, arenas, while attending social gatherings, when applying for a job or promotion, and when participating in a club, meeting, or organization.

When asked the specific types of discriminations that were experienced from a list provided, respondents in all three groups were most likely to indicate experiences of microaggressions, such as inappropriate jokes, derogatory language, and verbal abuse. All three groups also reported significant numbers of verbal threats.

When asked of the people committing the acts of discrimination, all three groups indicated the individuals were middle-aged, White, and equally male and female.

For the Immigrants and Visible Minorities and the white non-immigrant groups, respondents reported that experiencing discrimination was more likely to lead to feelings of discouragement, exclusion, and powerlessness rather than shame. For the Indigenous Peoples group all four feelings, discouragement, exclusion, powerlessness, and shame were prevalent. On average, respondents in all three groups also reported experiencing anxiety and depression to some extent because of their discrimination experiences. Of note, however, Indigenous Peoples tended to experience more negative emotions and psychological distress than respondents in the other two groups. To cope with their discrimination experiences, respondents reported using both active and passive coping strategies, with a greater tendency to use passive coping strategies. Indigenous Peoples tended to use active coping strategies more often than respondents in the other two groups.

Finally, feelings of acceptance and welcome in the St. Thomas-Elgin area were experienced more by individuals that rarely or did not experience discrimination. In fact, of these individuals the Indigenous Peoples and Immigrants and Visible minority respondents reported higher rates of feeling welcome than the white non-immigrant group. Of the individuals that experienced discrimination more regularly, immigrants and visible minorities felt slightly less welcome than the Indigenous Peoples.

Overview

This report describes the results of a representative survey (March 2021, $N = 407$) examining discrimination experienced by immigrants, visible minorities¹, and Indigenous Peoples in St. Thomas and Elgin County Region.

This survey was conducted to compliment the large-scale national surveys on discrimination conducted in Canada (e.g., Environics Institute, 2010; Ibrahim, 2018), and to allow for a better understanding of experiences in communities outside of the large metropolises. This study and report examines local experiences of discrimination within the St. Thomas-Elgin area. Gaining insight into these experiences is crucial as a basis for developing anti-discrimination evidence-informed initiatives that target where discrimination is occurring, who is most likely to be perpetrating and experiencing discrimination, and how to reduce its negative impact. These anti-discrimination initiatives would build more welcoming, caring, and inclusive communities, and would mitigate the harmful negative impacts of experiencing discrimination. Developing anti-discrimination initiatives would support the St. Thomas-Elgin area to become a more welcoming region that could attract, integrate, and retain diverse individuals, an integral part of Canada's strategy to sustain the economy (Government of Canada, 2020; Morency et al., 2017).

The study described in this report examined the extent and context of discrimination experienced by immigrants, visible minorities, and Indigenous Peoples in comparison to people who are not members of these groups, whether specific forms of discriminations are being experienced, the presumed basis for this discrimination and its perpetrators, and how targets of discrimination respond to these experiences (how they cope with those experiences and feel about them). In the following sections we provide background and context for the need for this research and describe the results of the survey.

¹ This report uses the term 'visible minorities' as utilized by Statistics Canada (2020a). However, we acknowledge that in the current discourse, the term racialized persons may be preferred in public discussions of the findings. Indigenous Peoples are not included in this category.

Discrimination

Discrimination refers to inappropriate and unfair treatment of people simply because they belong to certain groups. Discrimination includes both negative behaviour toward a member of another group based on their group membership, and less positive behaviour toward them than toward a member of one's own group in comparable situations (Dovidio et al., 2010). Discriminatory treatment can occur as a result of cultural understandings, policies, and practices that deny members of certain groups equal treatment, referred to as institutional or systemic discrimination (Dovidio et al., 2010). For instance, European understandings, policies, and practices related to governance, land ownership, and education have resulted in significant mistreatment and injustice experienced by Indigenous Peoples throughout Canada's history, the impact of which persist today (Neylan, 2018). Additionally, immigration related policies and practices have historically denied or made it difficult for people from visible minority groups to enter Canada (Dench, 2000). These examples of unfair treatment toward immigrants, visible minorities, and Indigenous Peoples illustrate how institutional discrimination can become a systemic form of mistreatment experienced by people who belong to certain minority groups.

Discrimination also occurs between individuals. At an individual level, discrimination refers to behaviour that disproportionately favours or provides an advantage to people belonging to some groups while disadvantaging or harming people belonging to other groups (Dovidio et al., 2010). Discriminatory behaviour can be overt or take more subtle forms. Overt forms of discrimination are clearly recognizable as unfair, are generally viewed as unacceptable, are often unlawful, and are for the most part intentional (e.g., verbal and physical assault; Jones et al., 2016). At the same time, microaggressions², such as subtle forms of discrimination (e.g., being avoided or ignored, inappropriate jokes; Jones et al., 2016) can appear as though they are harmless, can be viewed as acceptable, are typically lawful, and are more likely to be seen as unintentional. Therefore, people may experience discrimination in a variety of ways through institutional systems as well as through overt and subtle discriminatory behaviour perpetrated by individuals.

Discrimination in Canada

In Canada, immigrants, visible minorities, and Indigenous Peoples tend to experience discriminatory behaviour on an individual level, and unequal access to employment, housing, education, and private and public services on a more systemic level (Environics Institute, 2010;

² Microaggression is defined as a brief derogatory or hostile verbal, behavioral, or situational treatment that may target members of minority groups (APA Dictionary of Psychology, 2020)

Environics Institute for Survey Research, 2019; Esses, 2021). These experiences are based on a variety of factors including their ethnicity, race, and religion, factors which typically do not disadvantage their native-born White counterparts. Furthermore, they experience discrimination across a variety of settings as they attempt to engage in day-to-day life such as walking in the streets, using public transit, frequenting stores and restaurants, working in their workplace, learning in educational settings, accessing health care, engaging with the police and criminal justice system, attempting to rent places to live, and travelling across borders and through airports (Environics Institute for Survey Research, 2019; Nangia, 2013; Novac et al., 2002). A recent national study revealed that the majority of Indigenous (53%) and Black (54%) Canadians have personally experienced discrimination based on their race or ethnicity, with South Asian (38%) and Chinese (36%) Canadians, and Canadians of other racialized groups (32%) also reporting experiences of discrimination (Environics Institute for Survey Research, 2019).

Discrimination experienced by immigrants, visible minorities, and Indigenous Peoples has unfortunately been on the rise over the last decade. For instance, hate crimes (criminal offenses motivated by hate that target specific populations such as particular ethnic, racial, and religious groups) have been increasing. Data collected by Statistics Canada reveal that approximately 2,000 hate crimes in Canada were noted by police in 2019, a marked increase from the approximately 1,200 noted in 2013 (Moreau, 2021). Of the hate crimes reported in 2019, most (46%) were motivated by hate based on race or ethnicity, followed by a large portion (32%) motivated by religion. The data also reveal that the most common types of hate crimes being committed include general mischief, uttering threats, and assault. Additionally, the data reveal that Black and Jewish people are the targets of most hate crimes, while Indigenous youth are the youngest population to be victims and to sustain injuries from the incidents. Furthermore, the data reveal that hate crimes targeting Arab or West Asian populations, the Black population, and Muslims are on the rise. These hate crimes tend to occur in public spaces such as the street or parks, educational and religious institutions, and commercial businesses (Moreau, 2021).

Hate-based behaviours are also prevalent on social media. A recent study conducted for the Canadian Race Relations Foundation revealed that Canadians are concerned about hate speech occurring online and would like to see more being done to address the issue (Abacus Data, 2021). In that study, racialized people were found to experience online hate more so than non-racialized people. Results of that study also revealed that online hate was occurring in the form of offensive name calling, racist comments, comments inciting violence, and threats of physical harm. Similarly, data collected by Statistics Canada reveal that online hate crimes tend to target Muslim, Jewish, and Black populations and tend to occur in the form of uttering threats, public incitement of hatred, and harassment (Moreau, 2021).

Immigrants, visible minorities, and Indigenous Peoples in Canada also experience everyday discrimination as they attempt to build secure lives. In the context of employment, immigrants who do not have English sounding names, who are religious minorities (e.g., Muslim), and who are visible minorities (e.g., Black, South Asian), are given fewer opportunities to interview for jobs, and when they do interview, they are evaluated less favourably than Canadian-born applicants (Esses et al., 2014; Oreopoulos, 2011). Similarly, the results of a large-scale Canadian survey conducted by Statistics Canada revealed that immigrants tend to experience discrimination at their places of work and when applying for a job or a promotion (Ibrahim, 2018). Immigrants, visible minorities, and Indigenous Peoples also experience discrimination when attempting to secure housing. A study conducted by researchers in collaboration with the Canada Mortgage and Housing Corporation found that immigrants, visible minorities, and Indigenous Peoples tend to be denied access to rental units by landlords more often than White Canadian-born people (Novac et al., 2002). Additionally, high-profile incidents highlight Indigenous Peoples' experiences of discrimination when attempting to access health care. Recently, one Indigenous woman fell victim to demeaning racial slurs, swearing, and neglect from hospital staff and ultimately passed away in their care (Shingler, 2020).

There is also evidence of systemic injustices and disadvantage experienced by immigrants, visible minorities, and Indigenous Peoples in Canada. For instance, many immigrants are admitted into Canada based on their skills and credentials; however, after they immigrate, their foreign credentials and experience are often not recognized by employers and they often do not qualify for licensure from Canadian regulatory bodies (Ertorer, et al., 2020; Ng & Gagnon, 2020). That lack of recognition leaves immigrants unemployed or underemployed (i.e., in jobs for which they are overqualified), particularly if they are visible minorities (Esses et al., 2007; Ng & Gagnon, 2020). Rooted in a long history of oppression, Black and Indigenous populations tend to be disproportionately overrepresented in the criminal justice system, have poorer economic and health conditions, and lower educational attainment (Truth and Reconciliation Commission of Canada, 2015; United Nations Human Rights Council, 2017). Canada's historical Indian residential school policy physically removed Indigenous children from their homes and families in an attempt to eliminate their Indigenous cultures and assimilate them to European ways of thinking and being, and included experiences of psychological trauma and physical harm, resulting in substance abuse, poor family dynamics, violence, and self-harm passed down over generations (Loppie et al., 2014; Palmater, 2014).

A recent Statistics Canada survey (2020b) revealed that immigrants, visible minorities, and Indigenous Peoples reported experiencing more discrimination during the COVID-19 pandemic than the average reported incidents by all respondents. Again, these incidents were often based on race, ethnicity, and culture. Most incidents of discrimination experienced by these groups occurred when frequenting a store, bank, or restaurant, while at work or when applying

for a job, and when walking on sidewalks or at parks. The COVID-19 pandemic has also resulted in increased anti-Asian discrimination in Canada. The Chinese Canadian National Council Toronto Chapter received 1,150 reports of racist attacks targeting the Asian community between March 2020 and February 2021 (Kong et al., 2020). Of the incidents included in the analyses (643 incidents reported between March 2020 and December 2021) most occurred in public spaces, parks, streets, or sidewalks, and in grocery stores and restaurants in Ontario and British Columbia. Most incidents took the form of verbal and physical assaults, unwanted physical contact, as well as being coughed at or spit on. A qualitative analysis of the reported incidents revealed that many of these attacks were perpetrated in a blatant and ruthless manner, were instigated by blame for the COVID-19 pandemic, targeted vulnerable people (the elderly and youth), and caused severe physical and psychological harm. The COVID-19 pandemic has also highlighted the rise of Islamophobia in Canada. Recently, the media has covered alarming forms of discrimination against Muslims including brutal physical attacks (e.g., a Muslim woman wearing a hijab having a gun shot at her; Baig, 2021). These findings reveal how experiences of discrimination can increase in frequency and severity in response to contextual factors, and how the specific groups that become targets of discrimination can vary, leaving them vulnerable to and unprepared for the negative consequences of such experiences.

Correlates and Consequences of Experiences of Discrimination

Experiences of discrimination leave victims feeling as though they are not welcome and do not belong in the community. Victims develop mistrust of and a lack of confidence in institutions, and experience poor physical and mental health. For instance, discrimination has been found to be associated with a lower sense of belonging to Canada among immigrants and visible minorities (Painter, 2013; Reitz & Banerjee, 2007). Results of a recent study conducted by Statistics Canada (2020b) suggest that experiences of discrimination are also associated with mistrust and less confidence in institutions. In that study, experiencing discrimination was associated with less trust in the court system among Indigenous Peoples. Similarly, experiencing discrimination was associated with less confidence in the police among Black respondents. Discrimination experienced by immigrants, visible minorities, and Indigenous Peoples has also been associated with poor physical health and psychological distress (Currie et al., 2012; Spence et al., 2016; Williams et al., 2003). For instance, Spence and colleagues (2016) found that experiences of discrimination were associated with stress among a community sample of Indigenous Peoples in Canada. Similarly, in a qualitative study, Currie and colleagues (2012) found that Indigenous university students in Canada described experiencing distress including frustration, helplessness, and hopelessness because of experiences of discrimination. Additionally, in a large-scale review of empirical research on the impact of discrimination, Williams and colleagues (2003) found strong evidence suggesting that experiences of

discrimination are associated with psychological distress including depression and anxiety among immigrants and visible minorities.

There is also some evidence to suggest that discrimination is associated with psychological distress through different ways of thinking about and responding to those negative experiences (Noh et al., 1999, 2007; Noh & Kaspar, 2003). For instance, perceptions of exclusion, powerlessness, shame, and discouragement can intensify the association between discrimination and psychological distress (Noh et al., 2007). These negative outcomes of discrimination can therefore make it difficult for immigrants, visible minorities, and Indigenous Peoples to enjoy a healthy, happy, and satisfying life.

St. Thomas and Elgin County

St. Thomas and Elgin County Geography

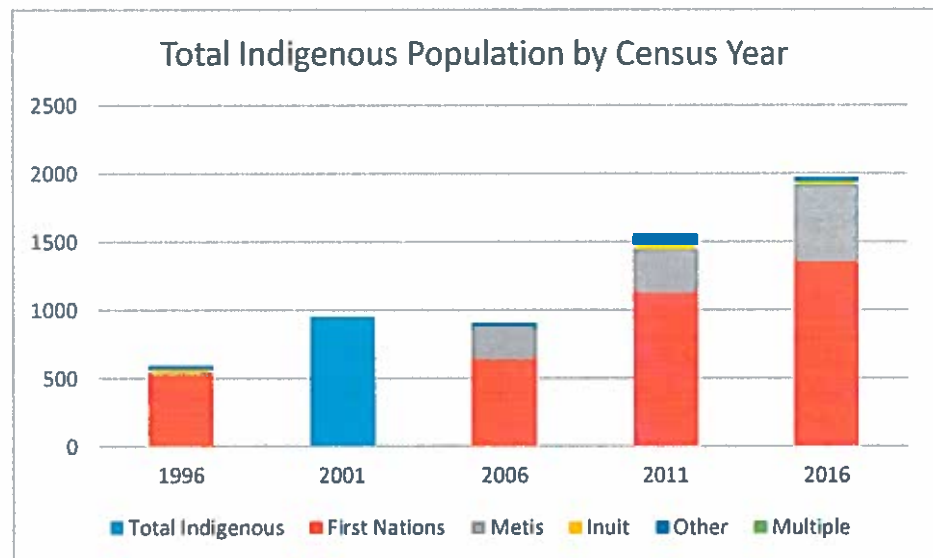
Elgin County is located in Southwestern Ontario along the shores of Lake Erie. It comprises 6 municipalities and the town of Aylmer. Elgin County is bordered on the South by Lake Erie with a 120 km coastline. Covering a span of 1845 km² with a population of 50,069 (2016 census data), it is considered a rural community with a population density of 27.1 persons/km². St. Thomas is located within the bounds of Elgin County and is a single tier municipality separate from the County. The city has a population of 38,909 with a population density of 1092.1 persons/km² (2016 census data).

Indigenous Peoples in St. Thomas and Elgin County

Elgin County and St. Thomas are situated on the traditional territories of Indigenous Peoples included in the Upper Canada Land Surrenders, specifically Treaty 2, 1790 and Treaty 3, 1792. It is the ancestral lands of the Anishinaabe, Haudenosaunee, and the Attawandraan Neutral Peoples. In the 2016

census, 3120 individuals reported Aboriginal identity. Of that group, 2485 identified as First Nations, 25 as Inuit, and 655 as Métis. There are currently no established and formalized indigenous reserves or bands located within the boundaries of Elgin County; however, the Munsee-Delaware

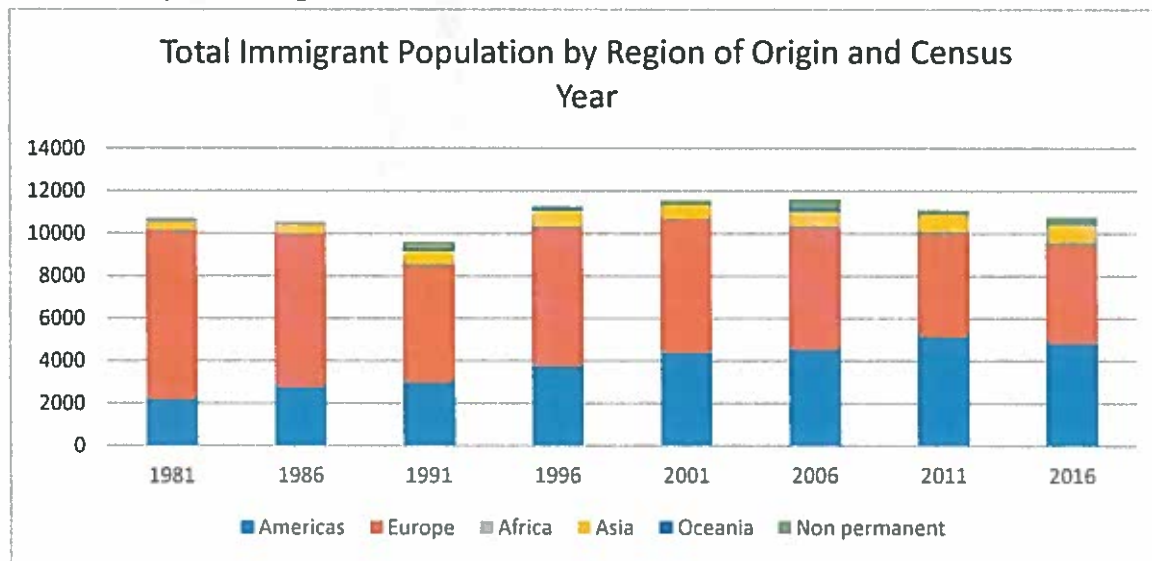
First Nation, Chippewas of the Thames First Nation, and Oneida Nation of the Thames all lie on



the northern border of the County. Although there has been a steady increase of Indigenous Peoples living in St. Thomas and Elgin, there are no formalized Indigenous groups or Friendships Centres in the region.

Immigrants, Newcomers and Visible Minorities in Elgin and St. Thomas

The number of Immigrants in St. Thomas and Elgin has remained relatively steady since 1981. Historically, immigrants originating from the Americas and Europe have made up the large majority of immigration into the region, with the number of immigrants from the Americas has been steadily increasing.



Despite the steady number of immigrants moving to the region, immigrants make up a smaller

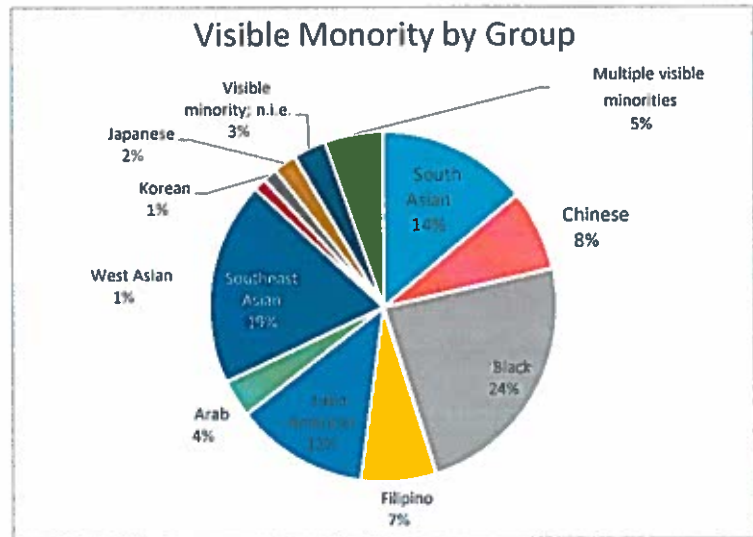
		St. Thomas (3550 people)	Elgin County (6915 people)	Ontario
Immigrants In proportion to total population		9%	14%	29%
Immigrant group in proportion to total immigrants	Before 1981	57%	46%	28%
	1981 to 1990	17%	16%	13%
	1991 to 2000	10%	17%	22%
	2001 to 2010	11%	14%	25%
	2011 to 2016	5%	7%	12%

proportion of the community when compared to the total population of immigrants in Ontario. St. Thomas (9%) has just over 1/3 of the proportion of immigrants than Ontario, with more than double settling

before 1981. While Elgin County has a larger proportion (14%) of immigrants than St. Thomas, it

still has less than half in contrast to the proportion seen in Ontario (29%). In general Elgin has seen more immigration growth year over year, mainly experienced in the east of the County.

Though not all visible minorities are immigrants, taking into consideration the lower levels of immigrants and the regions of origin of those individuals, the visible minority representation is still expectedly low. In the 2016 Census, 2,585 individuals in Elgin County identified as visible minorities or only 2.95% of the population. More visible minorities can be found in St. Thomas (4.3%) of the population than in Elgin County (1.9%). These numbers are much smaller when contrasted with neighbouring London (19.8%) and Ontario (29.3%).



To further explore the visible minorities, the largest groups of those minorities are Black (24%), Southeast Asian (19%), South Asian (14%) and Latin American (12%).

St. Thomas and Elgin Community

To better understand the St. Thomas and Elgin regional demographics, it is important to consider the wider provincial figures.

Compared to Ontario, the age demographics of the region present an interesting picture. St. Thomas and Elgin have both a larger proportion of youth under the age of 15 and have a slightly older median age. The smaller population in the 15 to 34 years means there are fewer individuals available to enter the workforce.

	St. Thomas	Elgin County	Ontario
0 to 14 years	18%	20%	16%
15 to 34 years	22%	22%	26%
35 to 64 years	41%	41%	41%
65 years and older	19%	17%	17%
Median Age	42.5		41.3

Education, Income, and Industry

The main industries vary slightly across the region. St Thomas's main industries include Manufacturing (18%), Health Care (14%), and Retail (12%), where Elgin County's main industries include Manufacturing (17%), Health Care (11%), Agriculture (10%), and Construction (10%).

To better understand dominant industries the location quotient measures a regions industrial specialization relative to a larger geography through simple ratios, that is, a location quotient above 100 means there are more jobs in a specific industry as a proportion of the workforce compared to a larger region. When comparing the industries in the region to Ontario, some location quotients stand out. The agriculture industry is almost seven times higher in Elgin County; additionally, higher proportions of the workforce are found in Manufacturing (168.4),

	Percent of Industry			Location Quotient	
	St. Thomas	Elgin without St. Thomas	Ontario	St. Thomas	Elgin without St. Thomas
Agriculture; forestry; fishing and hunting	1%	10%	1%	76.0	693.5
Mining; quarrying; and oil and gas extraction	0%	0%	0%	17.1	46.9
Utilities	1%	1%	1%	90.9	89.6
Construction	6%	10%	7%	89.1	143.8
Manufacturing	18%	17%	10%	183.4	168.4
Wholesale trade	3%	3%	4%	70.3	84.1
Retail trade	12%	9%	11%	107.8	79.4
Transportation and warehousing	5%	7%	5%	115.1	141.2
Information and cultural industries	1%	1%	3%	49.2	46.1
Finance and insurance	3%	2%	5%	57.3	44.2
Real estate and rental and leasing	2%	1%	2%	83.3	50.7
Professional; scientific and technical services	4%	%	8%	49.1	40.1
Management of companies and enterprises	0%	0%	0%	44.8	22.3
Administrative and support; waste management and remediation services	6%	4%	5%	116.2	87.6
Educational services	6%	5%	8%	83.2	66.8
Health care and social assistance	14%	11%	11%	132.5	101.5
Arts; entertainment and recreation	2%	2%	2%	75.2	72.1
Accommodation and food services	8%	5%	7%	109.4	74.2
Other services (except public administration)	4%	5%	4%	103.9	116.6
Public administration	4%	4%	6%	64.0	65.4

Construction (143.8), Transportation (141.2) and Other Services (116.6) when compared to Ontario. In St. Thomas industries that are more prevalent include Manufacturing (183.4), Health Care (132.5), Administrative and Support (116.2), Transportation (115.1), Accommodations and Food Service (109.4), Retail (107.8), and Other services (103.9)

The education attainment in St. Thomas and Elgin County show significant differences compared to Ontario. Elgin County has a much higher proportion of population with no high school diploma or equivalency (Elgin with 21%, St Thomas with 13%, and Ontario at 10%). Additionally, St. Thomas and Elgin have a lower prevalence of university education at a bachelor or above (20%). However, both communities have a significantly more residents with a college certificate.

Educational attainment, individuals aged 25 to 64 years			
	Elgin	St. Thomas	Ontario
No certificate, diploma, or degree	21%	13%	10%
Secondary (High) school diploma or equivalency certificate	27%	31%	24%
Apprenticeship or trades certificate or diploma	8%	8%	6%
College or other non-university certificate or diploma	30%	35%	25%
University certificate or diploma below bachelor level	2%	1%	2%
University certificate; diploma or degree at bachelor level or above	12%	12%	32%

Discrimination in St. Thomas and Elgin

Currently, the region does not have a location to report discrimination. There have been some instances recorded by local media that range from alleged systemic discrimination, outright racist motivated attacks, and recognizing the changing tide for standing up against hate. In 2013, racial profiling charges were laid against the OPP in a case that saw 100 migrant workers subjected to providing DNA samples in response to a local sexual assault case. The investigation of this incident is currently being tried in a Human Rights Tribunal. This investigation led to an arrest and subsequent conviction; however, 54 of the 100 screened individuals are seeking restitution (St. Thomas Times Journal, 2014). The main applicant of the charge describes the event: "The whole process made me feel a way. It made me feel sad, it made me feel defeated, it made me feel humiliated" (Global News, 2021).

This is not the first incident from the region that led to a Human Rights Tribunal. In 2017, a local family was attacked amid racial slurs. The perpetrator, an individual from Toronto, violently attacked a family including a 13-year-old boy who were speaking Spanish in a mall parking lot. The attacker accused the family of being ISIS terrorists. While the perpetrator was not from the region, the ripple effects were seen across the community (St. Thomas Times Journal, 2017). Ultimately, the Ontario Ombudsman office deemed the incident was not a hate crime.

The murder of George Floyd incited widespread reaction across the United States that also trickled into St. Thomas. A local teen was inspired to find her voice and speak up about her experiences of discrimination in local elementary and secondary public schools. (St. Thomas Times Journal, 2020). This student's public demonstration brought awareness to the struggle of racialized youth and the slow shifting culture in our community.

As St. Thomas and Elgin County become more diverse there is an increased need to be more intentional in policies that shift the culture of this historically white community. The St. Thomas-Elgin Local Immigration Partnership (STELIP) works to address issues of discrimination and racism to build a more welcoming, caring, and inclusive community. In order for the work to be successful there needs to be wide community buy-in and support.

Study on Experiences of Discrimination in St. Thomas-Elgin County

This report provides insight into the discrimination experiences of immigrants, visible minorities³, and Indigenous Peoples in St. Thomas-Elgin County in order to support the development of evidence-based anti-discrimination initiatives at the local level. To this end, a representative survey was conducted in March 2021 to examine the extent and context of discrimination experienced by immigrants, visible minorities, and Indigenous Peoples in St. Thomas-Elgin County, in comparison to people who are not members of these groups. The survey examined who is experiencing discrimination, in what contexts, on what basis, who is perpetrating these acts of discrimination, and whether specific forms of discrimination are taking place. The survey also examined how immigrants, visible minorities, and Indigenous Peoples respond to these experiences of discrimination (coping strategies and feelings of psychological distress), and associated feelings of being accepted and welcomed in the community.

A community sample of St. Thomas-Elgin County residents was recruited to take part in the study, including people who identify as (a) immigrants or visible minorities (Immigrants & Visible Minorities group), (b) Indigenous (Indigenous Peoples group), and (c) residents who do not identify with any of these groups (comparison White Non-immigrants group). The immigrants and visible minorities were combined for our target numbers and for the majority of analyses because of the substantial overlap between these two groups in St. Thomas-Elgin County (though we of course acknowledge that not all immigrants in St. Thomas-Elgin County are visible minorities and not all visible minorities in St. Thomas-Elgin County are immigrants). Where possible, analyses were conducted in which we separated immigrant-visible minorities, immigrant-not visible minorities, and visible minorities-not immigrants.

³ This report uses the term 'visible minorities' as utilized by Statistics Canada (2020). However, we acknowledge that in the current discourse, the term racialized persons may be preferred in public discussions of the findings. Indigenous Peoples are not included in this category.

Forum Research Inc., a market research firm, was retained by the St. Thomas-Elgin County Local Immigration Partnership to recruit participants, administer the survey, and collect the data. The research was conducted through random digit dialing of phone numbers in the region, and if individuals then qualified to participate and agreed, they were sent the link to the online survey via SMS text message or email. Targets of 148 Immigrants & Visible Minorities, 140 Indigenous Peoples, and 150 White Non-immigrants were set, and the final sample included 186 Immigrants & Visible Minorities, 103 Indigenous Peoples, and 118 White Non-immigrants. This ensured a relatively representative sample of participants within each of the three groups. The survey took approximately 10 minutes to complete and was available in both English and French. Ethics approval for this study was obtained from Western University's research ethics board.

The survey included questions about whether respondents had experienced discrimination or been treated unfairly in the past three years in different contexts (e.g., in a store, bank, or restaurant; when applying for a job or promotion), the presumed basis of this discrimination (e.g., race or skin colour, status as an immigrant, accent, gender), whether the respondents had experienced specific types of discrimination (e.g., inappropriate jokes, verbal abuse), and who the main perpetrators of this discrimination were (gender, age, race or ethnicity). One question asked respondents whether their experiences of discrimination have changed during the COVID-19 pandemic. The survey also asked how people coped with (active and passive coping) and felt about (powerless, shame, excluded, discouraged) their experiences of discrimination, and their psychological distress (anxiety and depression) in response to discrimination in the past three years. Questions about how accepted and welcomed participants felt in St. Thomas-Elgin County at the present time were also asked. Finally, a set of demographic questions were included. The survey was based on established measures where available, with the language adapted to plain language (for full details on the measures, see Appendix).

Profile of Respondents

Immigrants & Visible Minorities reported speaking languages other than English more and reported more diverse religions than Indigenous Peoples and White Non-immigrants. Immigrants & Visible Minorities also tended to be more highly educated. Additionally, White Non-immigrants tended to be on average quite a bit older and less likely to be employed compared to the other two groups. In the Immigrants & Visible Minorities group as well as the Indigenous Peoples group, there were more female respondents than male respondents. In the comparison White Non-immigrants group, the gender breakdown was more balanced.

In terms of the specific characteristics of Immigrants & Visible Minorities, members of this group were most likely to be Christian, have no religion, or have other/multiple religions. They were

most likely to be East Asian and Southeast Asian, South Asian, or other/multiple ethnicities. Approximately 73% were not born in Canada. When immigrant status and visible minority status were separated, just over 46% were both immigrants and visible minorities, 27% were non-immigrant visible minorities, and 27% were immigrants but not visible minorities. Approximately 40% of the immigrants entered Canada as family class immigrants and a third as economic immigrants. The majority of immigrants were now permanent residents or citizens of Canada. Close to 70% had been in Canada longer than 10 years.

Respondent Demographics

	Immigrants & Visible Minorities (<i>N</i> = 186)	Indigenous Peoples (<i>N</i> = 103)	Comparison White Non-immigrants (<i>N</i> = 118)
Gender			
Female	58.6%	55.3%	50.8%
Male	39.8%	43.7%	48.3%
Non-binary	0.5%	0.0%	0.8%
Other	0.0%	1.0%	0.0%
No response	1.1%	0.0%	0.0%
Age			
	Range: 18-85 Average: 42 years	Range: 18-70 Average: 38 years	Range: 21-84 Average: 57 years
18 to 30 years	25.3%	17.5%	4.2%
31 to 40 years	25.8%	48.5%	11.9%
41 to 50 years	18.3%	22.3%	15.3%
Older than 50	26.3%	9.7%	63.6%
No response	4.3%	1.9%	5.1%
Language(s) Most Often Spoken at Home			
English only	74.7%	92.2%	93.2%
English and another language	18.3%	2.9%	5.1%
Another language only	5.9%	4.9%	1.7%
No response	1.1%	0.0%	0.0%

Employment Status

Employed full-time/part-time/self-employed	61.3%	78.6%	45.8%
Other employment (includes unemployed, retired, student, homemaker, and other)	34.9%	16.5%	47.5%
Multiple employment statuses	3.2%	1.9%	5.1%
No response	0.5%	2.9%	1.7%

Education Level

Secondary/high school and less	19.9%	47.6%	38.1%
College/vocational training	17.2%	24.3%	30.5%
University undergraduate degree	32.8%	23.3%	16.1%
University graduate degree and Professional degree	28.0%	3.9%	14.4%
No response	2.2%	1.0%	0.8%

Annual Household Income

Less than \$45,000	22.0%	18.4%	19.5%
\$45,001 to \$80,000	28.0%	38.8%	29.7%
\$80,001 and more	42.5%	39.8%	35.6%
No response	7.5%	2.9%	15.3%

Years Living in St. Thomas-Elgin County

	Range: 0.2-68 Average: 15 years	Range: 0.8-67 Average: 26 years	Range: 0-72 Average: 30 years
Less than 5 years	26.3%	5.8%	12.7%
5 to 10 years	19.4%	16.5%	12.7%
10 to 20 years	27.4%	19.4%	12.7%
Longer than 20 years	25.8%	57.3%	61.0%
No response	1.1%	1.0%	0.8%

Religion

Christian	37.1%	46.6%	60.2%
Traditional/Spirituality	5.4%	19.4%	5.1%
No religion (atheist or agnostic)	22.0%	14.6%	28.0%
Other religion (includes Baha'i, Buddhist, Hindu, Jewish, Mennonite, Muslim, Sikh and other) and multiple religious categories	35.5%	19.4%	6.8%
No response	0.0%	0.0%	0.0%

Sense of Belonging to Religious Group(s)

Average: 3.39

Average: 3.64

Average: 3.51

(Scale of Very Weak = 1 to Very Strong = 5)

Religion of Immigrants & Visible Minorities

Christian	37.1%
No religion (atheist or agnostic)	22.0%
Hindu	10.8%
Muslim	9.7%
Other religion (includes Baha'i, Buddhist, Jewish, Mennonite, Traditional / Spirituality, Sikh and other) and multiple religious categories	20.4%
No response	0.0%

Race/Ethnicity

White	17.2%	0.0%	97.5%
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First Nations, Métis, or Inuk (Inuit)	7.5%	82.5%	0.0%
Visible minority, other, and multiple races/ethnicities	75.3%	17.5%	2.5%
No response	0.0%	0.0%	0.0%

Sense of Belonging to Racial/Ethnic Group(s)

(Scale of Very Weak = 1 to Very Strong = 5)

Average: 3.27

Average: 3.50

Average: 3.97

Race/Ethnicity of Immigrants & Visible Minorities

East Asian and Southeast Asian	25.8%
South Asian	22.0%
White	17.2%
Black	8.1%
Other (includes Arab, Indigenous, Latin American, West Asian, or other) and multiple races/ethnicities	26.9%
No response	0.0%

Born in Canada

Yes	26.9%
No	73.1%
No response	0.0%

Immigrant & Visible Minority Status

Immigrant visible minority	46.2%
Non-immigrant visible minority	26.9%
Immigrant non-visible minority	26.9%

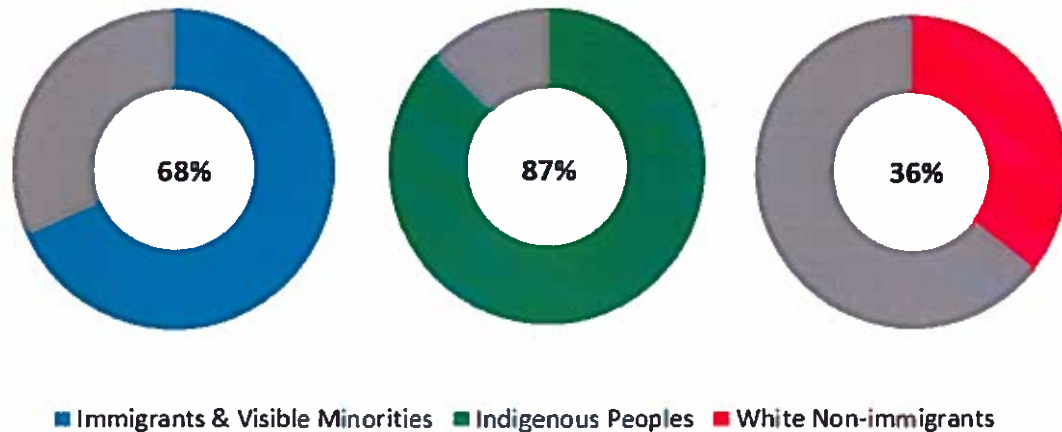
No response	0.0%
Immigrants: Status Upon Arrival to Canada	
Family class immigrant	39.7%
Economic class immigrant	33.8%
Temporary resident (temporary foreign worker, work visa or student)	8.1%
Other entry class (includes resettled refugee, refugee claimant, temporary resident on visitor visa, undocumented, other)	18.4%
No response	0.0%
Immigrants: Current Immigration Status	
Canadian citizen	74.3%
Permanent resident	18.4%
Other status (includes temporary resident, protected person, refugee claimant, undocumented, other)	7.4%
No response	0.0%
Immigrants: Years living in Canada	Range: 0.17-72 Average: 21 years
Less than 5 years	14.7%
5 to 10 years	15.4%
Longer than 10 years	69.1%
No response	0.7%

Experiences of Discrimination

To what extent have Immigrants & Visible Minorities, Indigenous Peoples, and comparison White Non-immigrants experienced discrimination in St. Thomas-Elgin County in the past three years?

In all three groups, a substantial percentage of respondents reported experiencing discrimination in one or more contexts in St. Thomas-Elgin County in the last three years. However, there were considerable differences between the three groups, with Indigenous respondents especially likely to report experiencing discrimination, followed by Immigrants & Visible Minorities.

Percentage of Respondents Who Experienced Discrimination in One or More Contexts in the Past Three Years

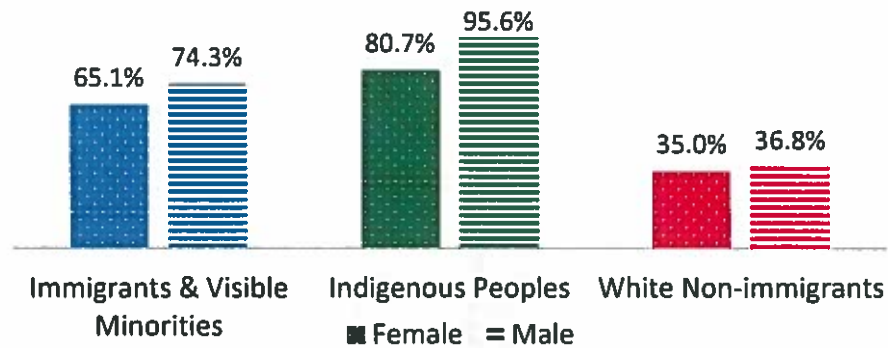


Within the three groups, to what extent do experiences of discrimination differ as a function of demographic characteristics?

The role of gender

In the Immigrants & Visible Minorities group and in the Indigenous Peoples group, male respondents were more likely to report experiencing discrimination in St. Thomas-Elgin County than female respondents. In the White Non-immigrants group, the percentage of female and male respondents who reported experiencing discrimination in St. Thomas-Elgin County was very similar.

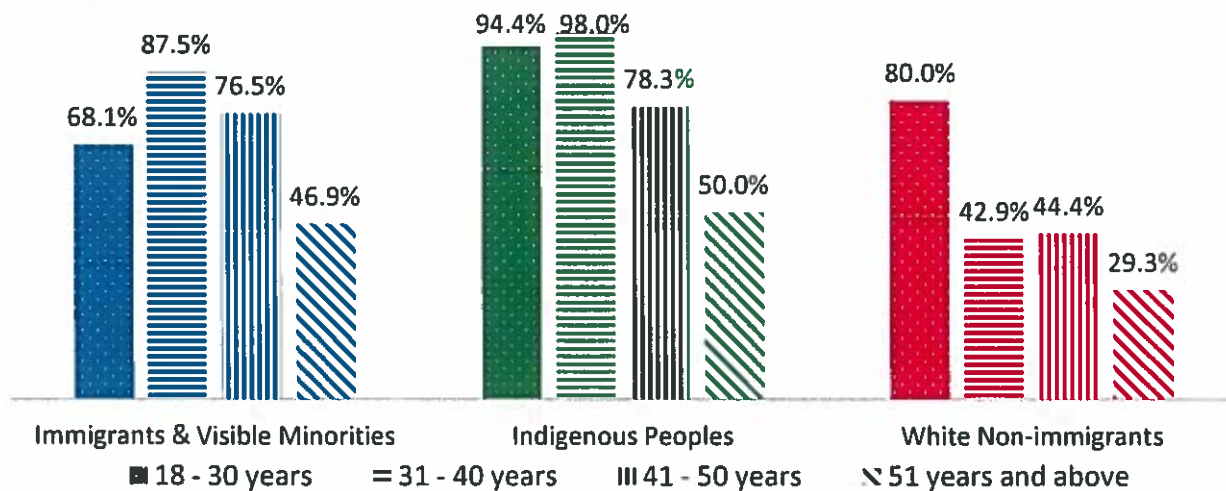
Percentage of Respondents Who Experienced Discrimination by Gender



The role of age

In the Immigrants & Visible Minorities group, respondents aged 31 to 40 years old were most likely to report experiencing discrimination in St. Thomas-Elgin County. In the Indigenous Peoples group, respondents aged 18 to 30 years old and 31 to 41 years old were most likely to report experiencing discrimination in St. Thomas-Elgin County. In the comparison White Non-Immigrants group, the youngest respondents were most likely to report experiencing discrimination in St. Thomas-Elgin County.

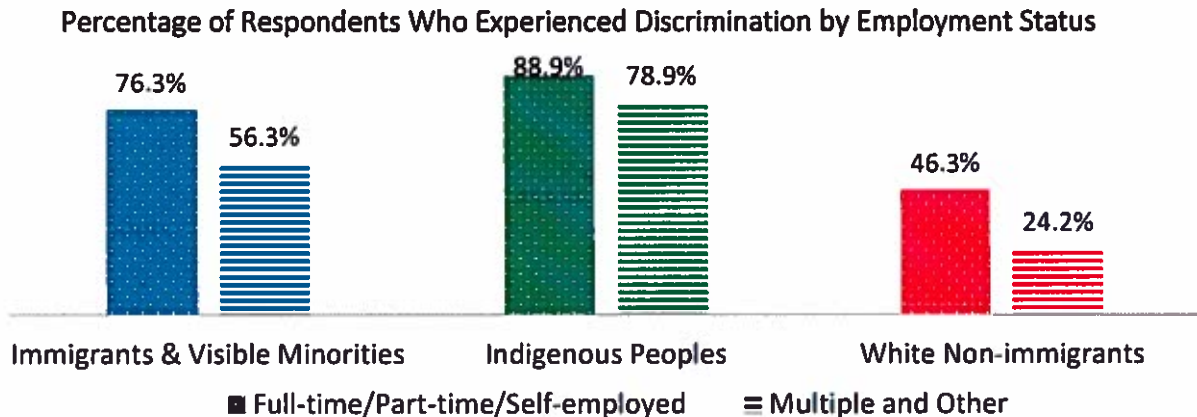
Percentage of Respondents Who Experienced Discrimination by Age



Note: Due to the small cell sizes, the findings for Indigenous Peoples aged 51 years old and above and the findings for White Non-immigrants aged 18 to 30 years old and 31 to 40 years old are suggestive only.

The role of employment status

In all three groups, respondents who were employed (full-time/part-time) or self-employed were more likely to report experiencing discrimination in St. Thomas-Elgin County than respondents with other or multiple employment statuses.

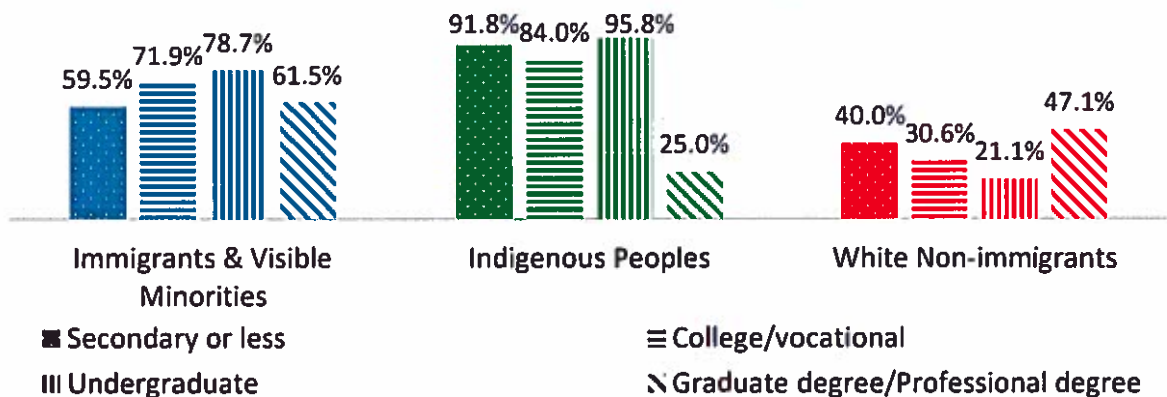


Note: The “Other and Multiple” employment status category includes people who indicated that they are unemployed, retired, students, homemakers, or other, as well as people who indicated more than one employment status (e.g., homemaker and retired).

The role of education level

In the Immigrants & Visible Minorities group and the Indigenous Peoples group, those with an undergraduate degree were most likely to report experiencing discrimination in St. Thomas-Elgin County. In the comparison White Non-immigrants group, respondents with a graduate degree/professional degree were most likely to report experiencing discrimination.

Percentage of Respondents Who Experienced Discrimination by Highest Level of Education

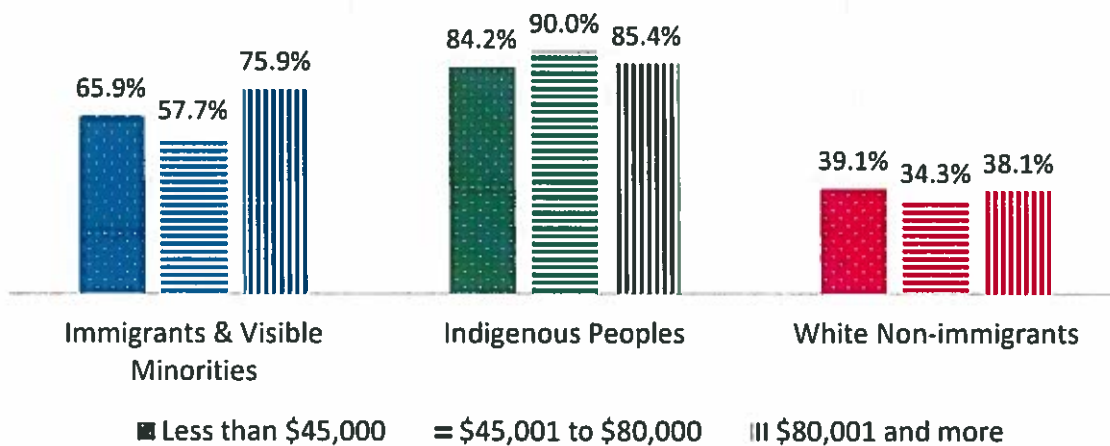


Note: Due to the small cell size, the findings for Indigenous Peoples with a graduate degree/ professional degree are suggestive only.

The role of annual household income

In the Immigrants & Visible Minorities group, respondents with an annual household income above \$80,000 were most likely to report experiencing discrimination in St. Thomas-Elgin County. In the Indigenous Peoples group, respondents with an annual household income between \$45,001 and \$80,000 were slightly more likely to report experiencing discrimination in St. Thomas-Elgin County than respondents in the other two income categories. In the comparison White Non-immigrants group, respondents with an annual household income of \$45,000 or less or above \$80,000 were slightly more likely to report experiencing discrimination in St. Thomas-Elgin County than respondents with an annual household income between \$45,001 and \$80,000.

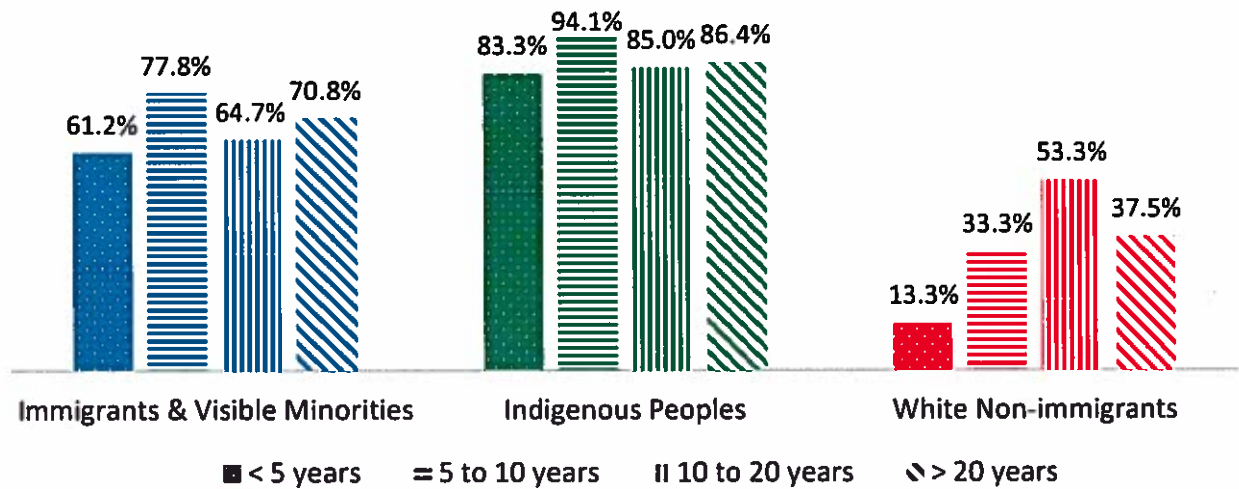
Percentage of Respondents Who Experienced Discrimination by Annual Household Income



The role of length of time residing in St. Thomas-Elgin County

In the Immigrants & Visible Minorities group and the Indigenous Peoples group, respondents who had lived in St. Thomas-Elgin County between 5 and 10 years were most likely to report experiencing discrimination in St. Thomas-Elgin County. In the comparison White Non-immigrants group, respondents who had lived in St. Thomas-Elgin County between 10 and 20 years were most likely to report experiencing discrimination in St. Thomas-Elgin County.

Percentage of Respondents Who Experienced Discrimination by Length of Time Residing in St. Thomas-Elgin County

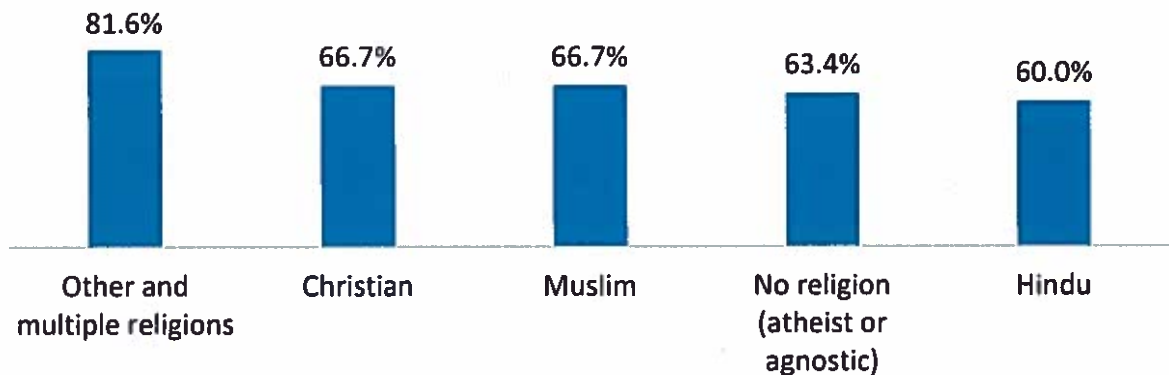


Note: Due to the small cell size, the findings for Indigenous Peoples who had lived in St. Thomas-Elgin County under 5 years are suggestive only.

Immigrants and visible minorities: The role of religion

In the Immigrants & Visible Minorities group, those with other or multiple religions were most likely to report experiencing discrimination in St. Thomas-Elgin County, followed by Christians and Muslims.

Percentage of Immigrant and Visible Minority Respondents Who Experienced Discrimination by Religion

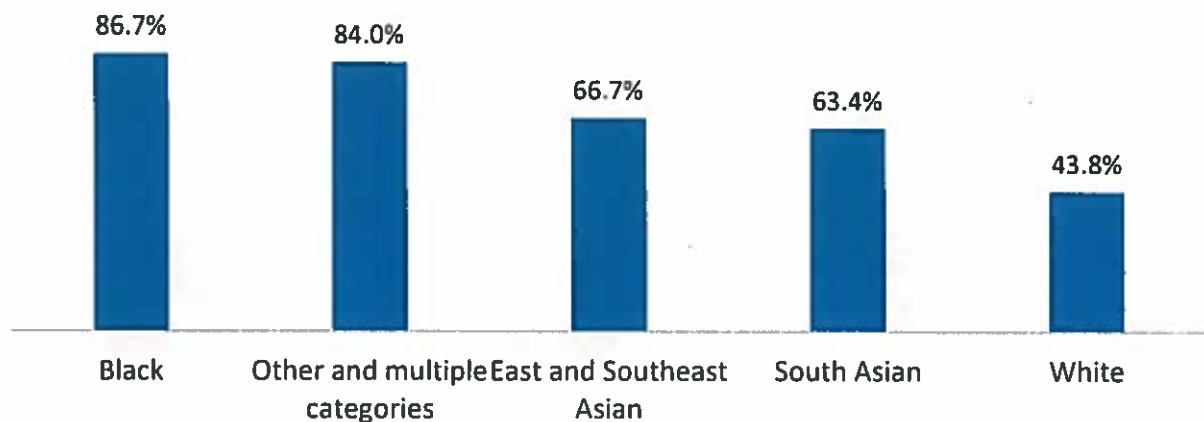


Note: The “Other and Multiple” religions category includes people who indicated that they are Baha’i, Buddhist, Jewish, Mennonite, Traditional / Spirituality, Sikh, or other, as well as people who indicated more than one religion.

Immigrants and visible minorities: The role of ethnicity/race

In the Immigrants & Visible Minorities group, Black respondents and respondents with other or multiple race/ethnic categories were most likely to report experiencing discrimination in St. Thomas-Elgin County. At the same time, Whites were least likely to report experiencing discrimination in St. Thomas-Elgin County.

Percentage of Immigrant and Visible Minority Respondents Who Experienced Discrimination by Ethnicity/Race

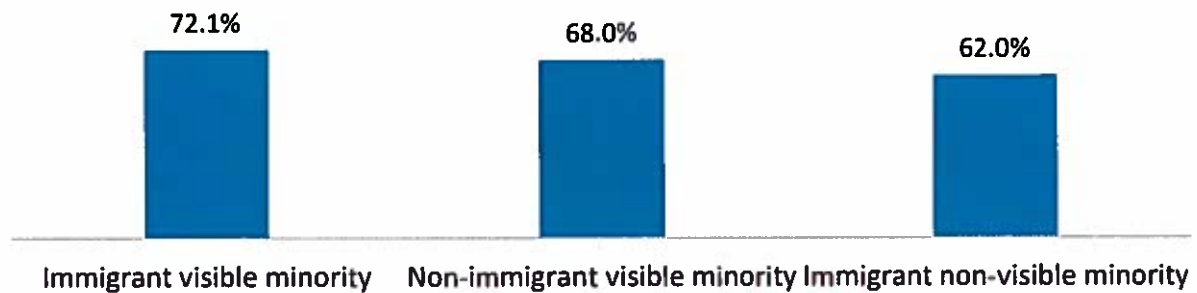


Note: The “Other and Multiple” category includes people who indicated that they are Arab, Indigenous, Latin American, West Asian, or other, as well as people who indicated more than one race/ethnicity.

Immigrants and visible minorities: The role of immigrant and visible minority status

In the Immigrant & Visible Minorities group, immigrant visible minorities were most likely to report experiencing discrimination, closely followed by non-immigrant visible minorities.

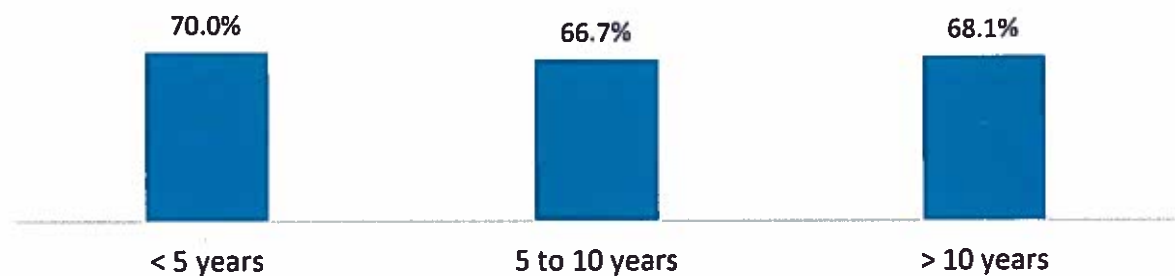
Percentage of Immigrant and Visible Minority Group Respondents Who Experienced Discrimination as a Function of their Immigrant and Visible Minority Statuses



Immigrants: The role of length of time in Canada

Of the immigrant respondents, recent immigrants (< 5 years) and more established immigrants (> 10 years) were slightly more likely to report experiencing discrimination in St. Thomas-Elgin County in the last three years than those who had lived in Canada between 5 to 10 years.

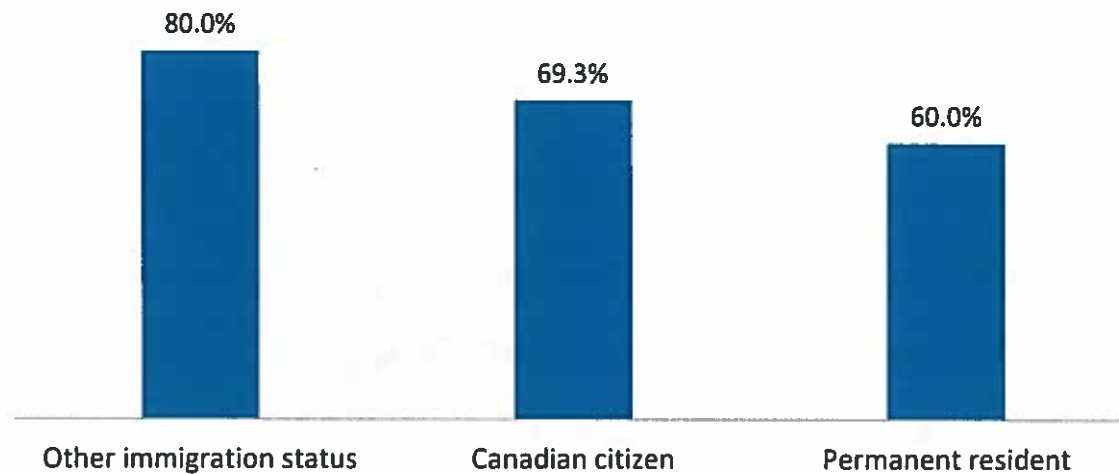
Percentage of Immigrants Who Experienced Discrimination by Length of Time in Canada



Immigrants: The role of current immigration status

Of the immigrant respondents, Canadian citizens and respondents with an "other" immigration status were most likely to report experiencing discrimination in St. Thomas-Elgin County in the last three years.

Percentage of Immigrants Who Experienced Discrimination by Current Immigration Status

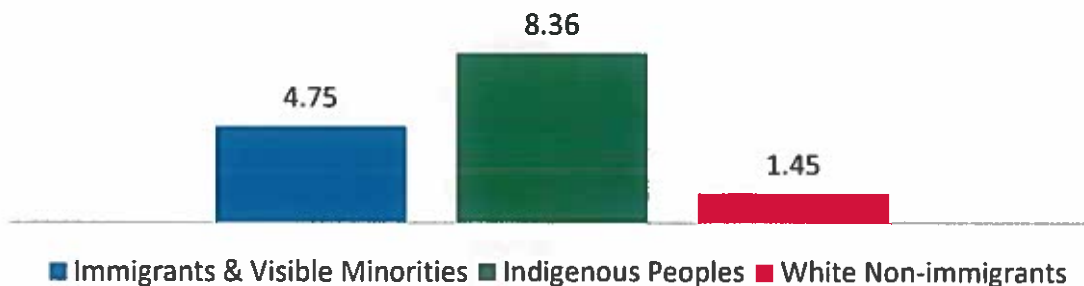


Note: The “Other immigration status” category includes protected persons, temporary residents, refugee claimants, and those who are undocumented. Also, due to the small cell size, the findings for immigrants with an “other” immigration status are suggestive only.

In how many contexts is discrimination being experienced?

The survey included a list of 16 contexts in which respondents might be experiencing discrimination, including an other category to capture any contexts not included. On average, Indigenous Peoples reported experiencing discrimination in more contexts, followed by Immigrants & Visible Minorities.

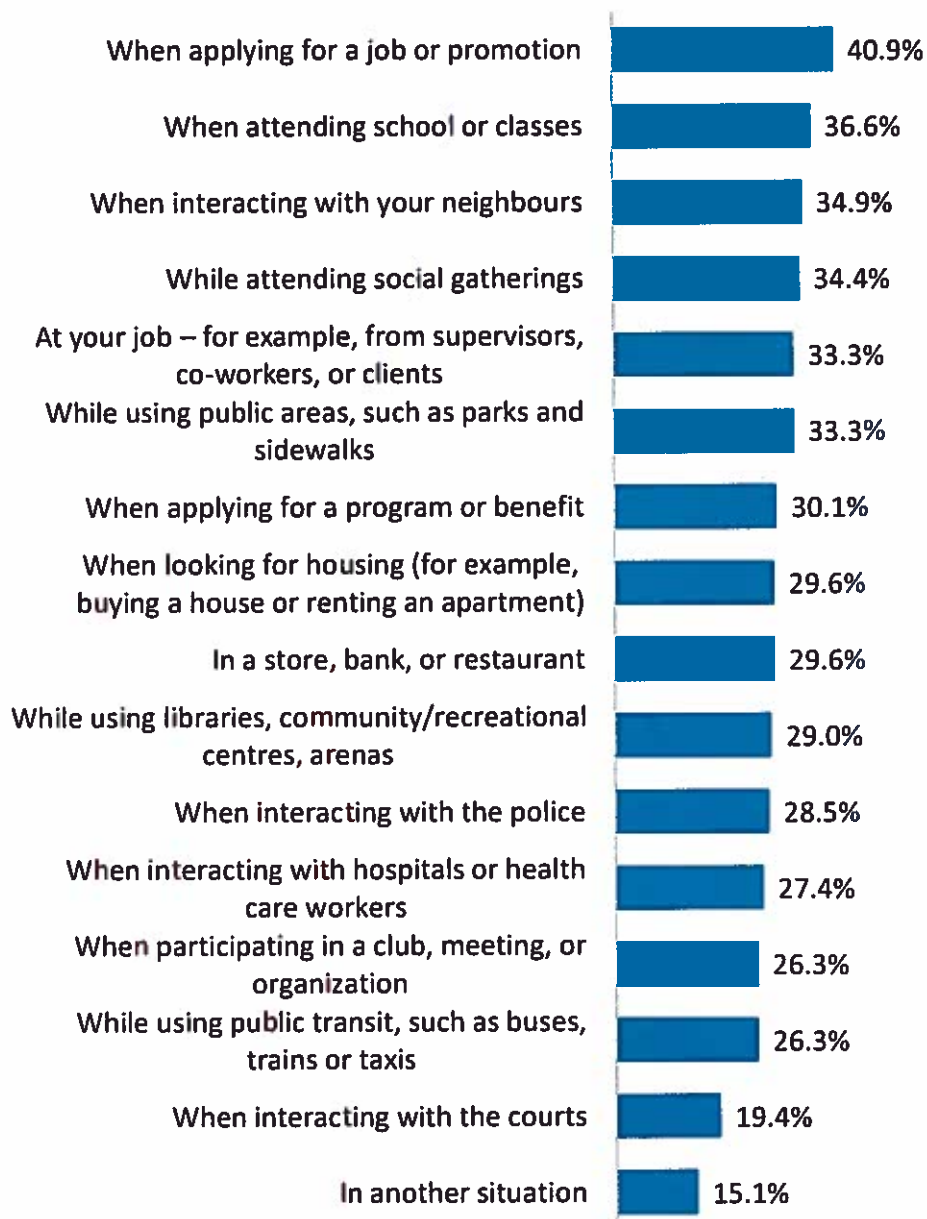
Average Number of Contexts in Which Respondents Experienced Discrimination in the Past Three Years



In what contexts is discrimination being experienced?

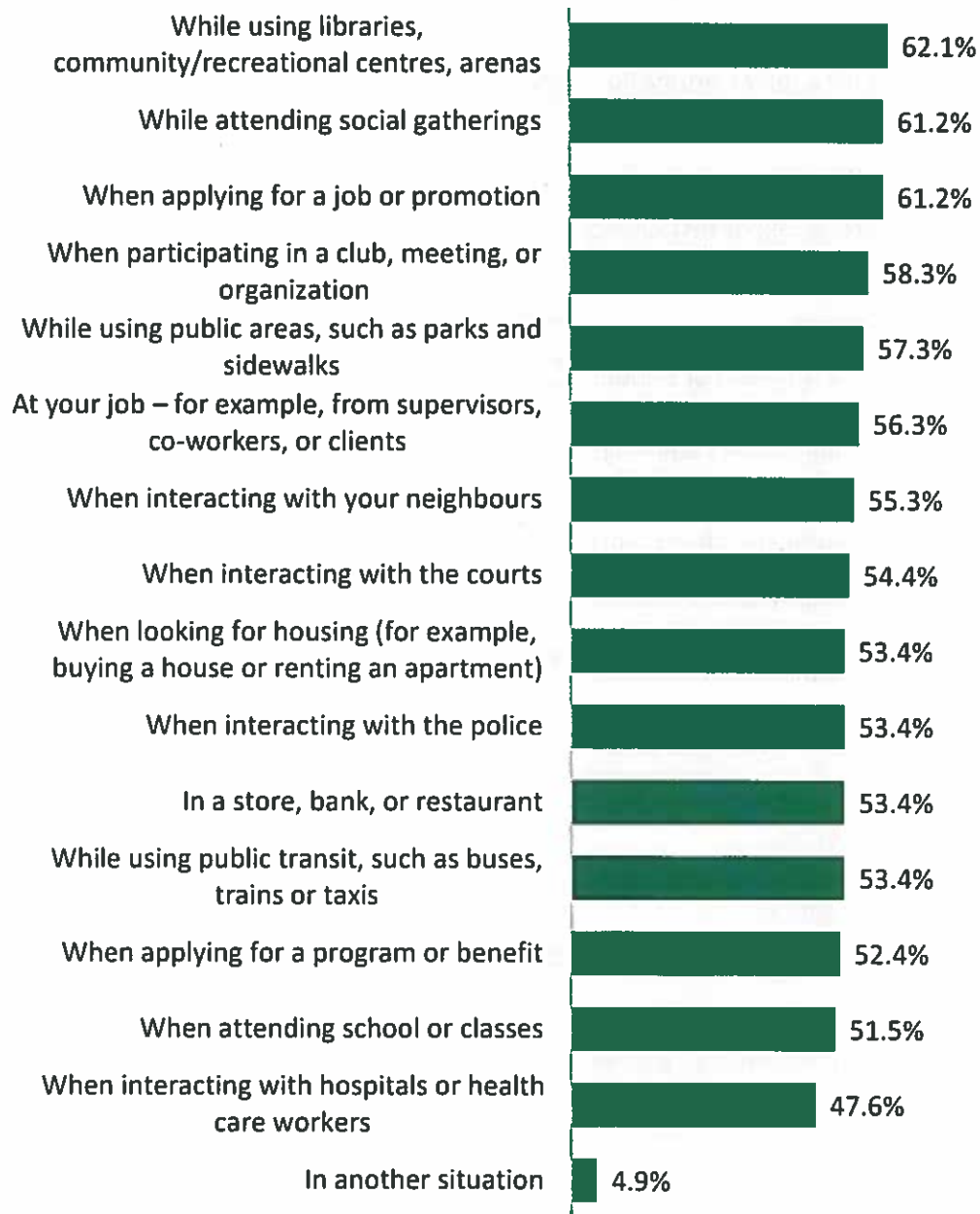
Overall, Immigrants & Visible Minorities were most likely to experience discrimination in St. Thomas-Elgin County when applying for a job or promotion, when attending school or classes, when interacting with their neighbours, while attending social gatherings, at their job (e.g., from supervisors, co-workers, or clients), and while using public areas (e.g., parks and sidewalks).

Immigrants & Visible Minorities: Contexts in Which Discrimination Occurred



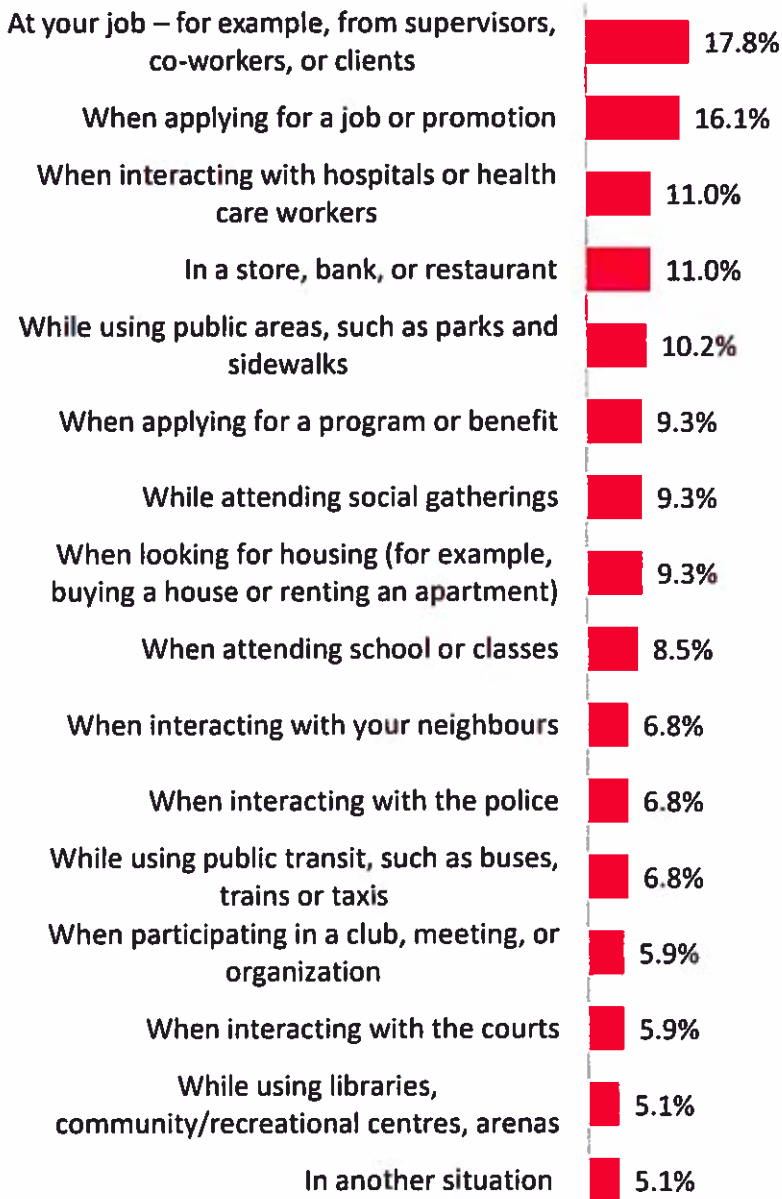
Overall, Indigenous Peoples reported experiencing discrimination in St. Thomas-Elgin County in many contexts. They were most likely to report experiencing discrimination in St. Thomas-Elgin County while using libraries, community/recreational centres and arenas, while attending social gatherings, when applying for a job or promotion, when participating in a club, meeting or organization, and while using public areas (e.g., parks and sidewalks).

Indigenous Peoples: Contexts in Which Discrimination Occurred



Overall, White Non-immigrants were most likely to experience discrimination in St. Thomas-Elgin County at their job (e.g., from supervisors, co-workers, or clients), when applying for a job or promotion, when interacting with hospitals or health care workers, in a store, bank, or restaurant, and while using public areas (e.g., parks and sidewalks).

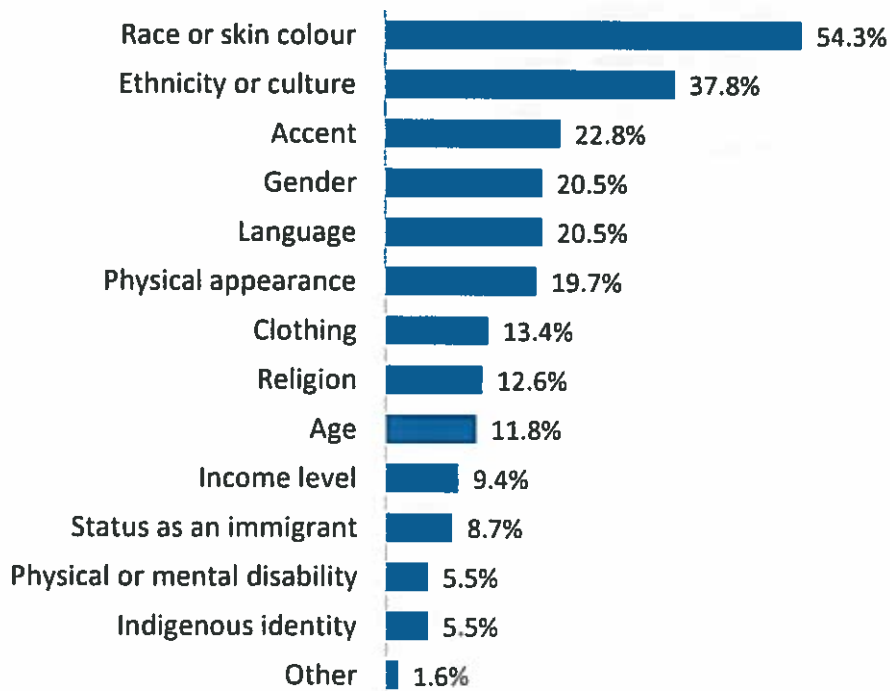
White Non-immigrants: Contexts in Which Discrimination Occurred



What are the presumed bases of experiences of discrimination?

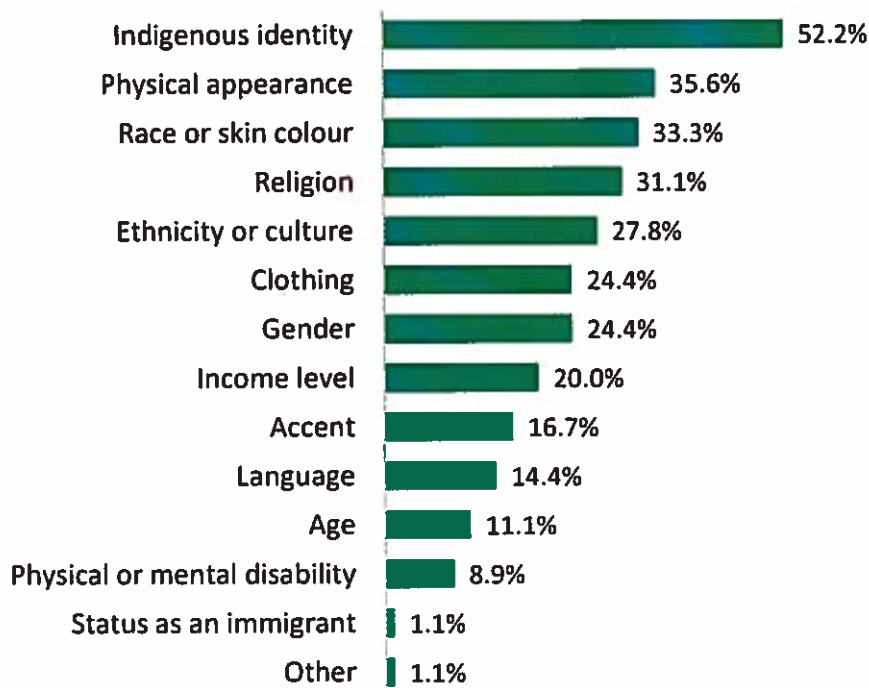
Those respondents who reported that they had experienced discrimination in at least one context in the last three years were asked to indicate what they thought the main reasons were for their experiences of discrimination (respondents could choose more than one reason). Immigrants & Visible Minorities were most likely to indicate that the discrimination that they had experienced was based on their race or skin colour and ethnicity or culture, followed by their accent.

Immigrants & Visible Minorities Who Had Experienced Discrimination: Percentage Who Indicated Each Basis of Discrimination



Indigenous Peoples were most likely to indicate that the discrimination that they had experienced was based on their indigenous identity, their physical appearance and their race or skin colour.

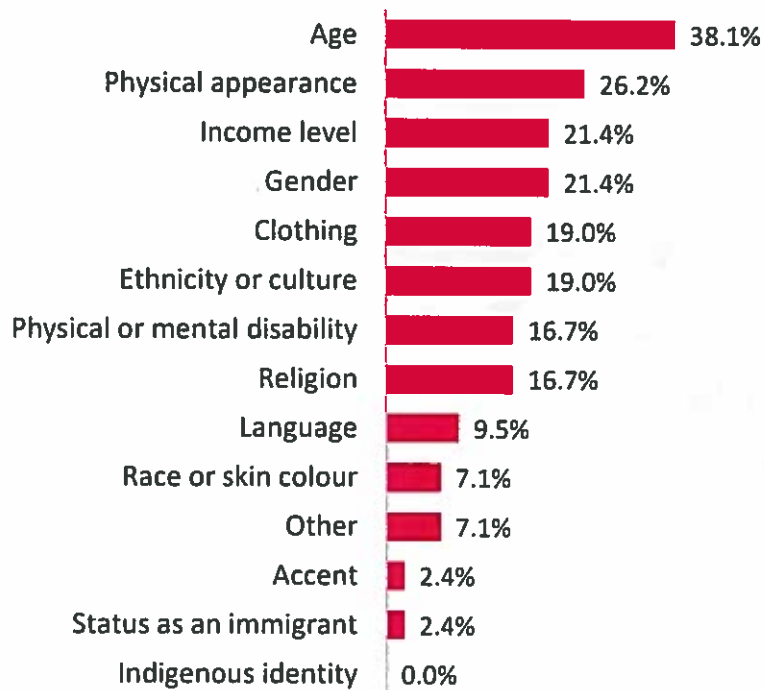
Indigenous Peoples Who Had Experienced Discrimination: Percentage Who Indicated Each Basis of Discrimination



Note: A few respondents in the Indigenous Peoples group selected 'status as an immigrant' as one of the bases of their discrimination experiences. It is possible that these respondents perceived themselves as an 'immigrant' in St. Thomas-Elgin County even though the respondents were born in Canada. Alternatively, this is attributable to random error in responding.

White Non-immigrants were most likely to indicate that the discrimination that they had experienced was based on their age, physical appearance, income level and gender.

White Non-immigrants Who Had Experienced Discrimination: Percentage Who Indicated Each Basis of Discrimination



Note: A few respondents in the White Non-immigrants group selected 'status as an immigrant' as one of the bases of their discrimination experiences. It is possible that these respondents perceived themselves as an 'immigrant' in St. Thomas-Elgin County even though the respondents were born in Canada. Alternatively, this is attributable to random error in responding.

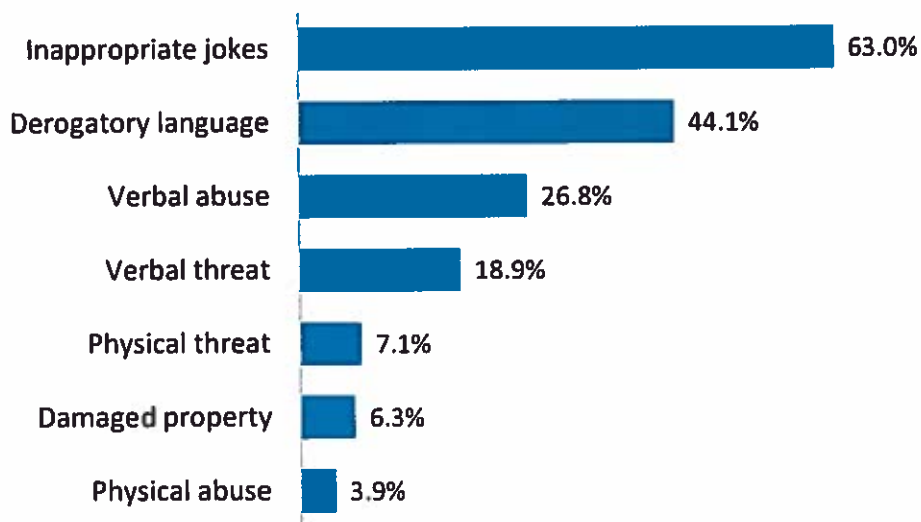
These results suggest that Immigrants & Visible Minorities and Indigenous Peoples perceive their experiences of discrimination as based on ethnocultural factors related to different minority group statuses, such as race or skin colour, indigenous identity, and ethnicity or culture. In contrast, comparison White Non-immigrants tend to perceive their experiences of discrimination as based on more universal factors, such as age, physical appearance, income level, and gender⁴.

⁴ Of the female respondents who reported experiencing discrimination, 19.0% indicated that they were discriminated against because of their gender. Of the male respondents who reported experiencing discrimination, 23.8% indicated that they were discriminated against because of their gender.

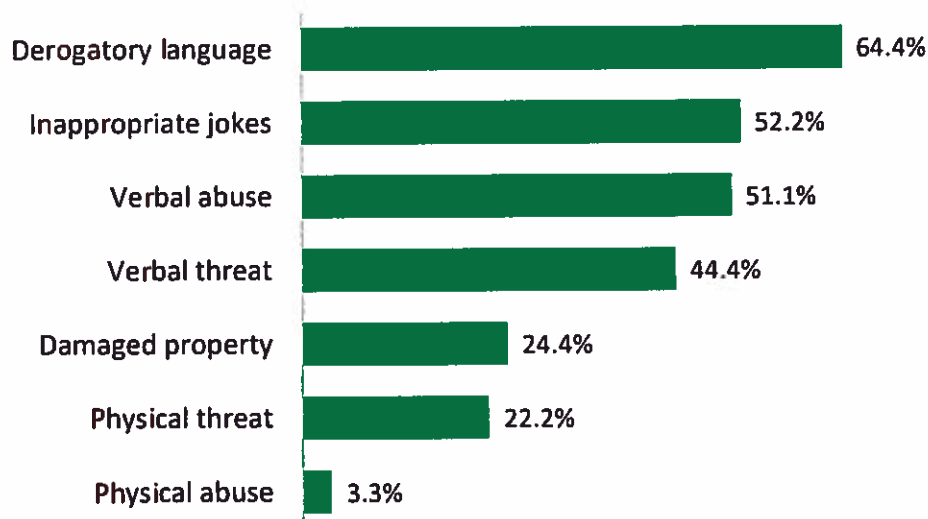
Are specific types of discrimination being experienced?

Those people who reported that they had experienced discrimination in at least one context in the last three years were asked to indicate whether they had experienced specific types of discrimination (respondents could choose more than one type). In all three groups, respondents most frequently reported experiencing discrimination in the form of inappropriate jokes and derogatory language, followed by verbal abuse and verbal threat.

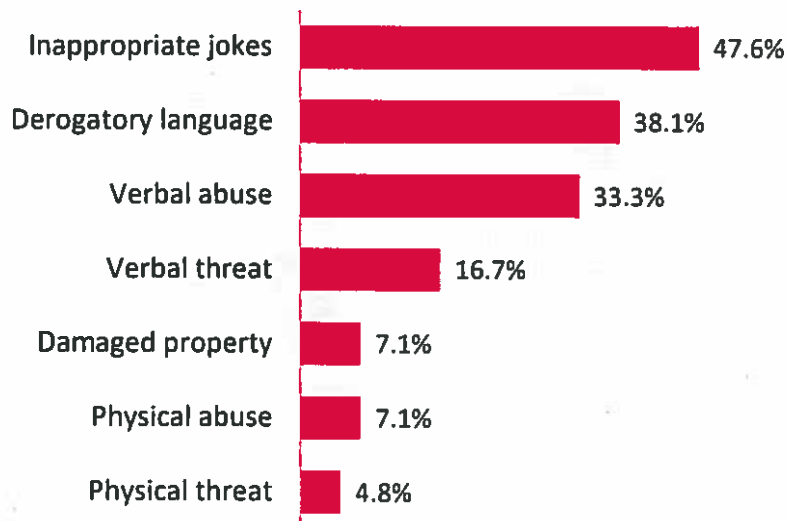
Immigrants & Visible Minorities Who Had Experienced Discrimination: Percentage Who Had Experienced Each Type of Discrimination



Indigenous Peoples Who Had Experienced Discrimination: Percentage Who Had Experienced Each Type of Discrimination



White Non-Immigrants Who Had Experienced Discrimination: Percentage Who Had Experienced Each Type of Discrimination



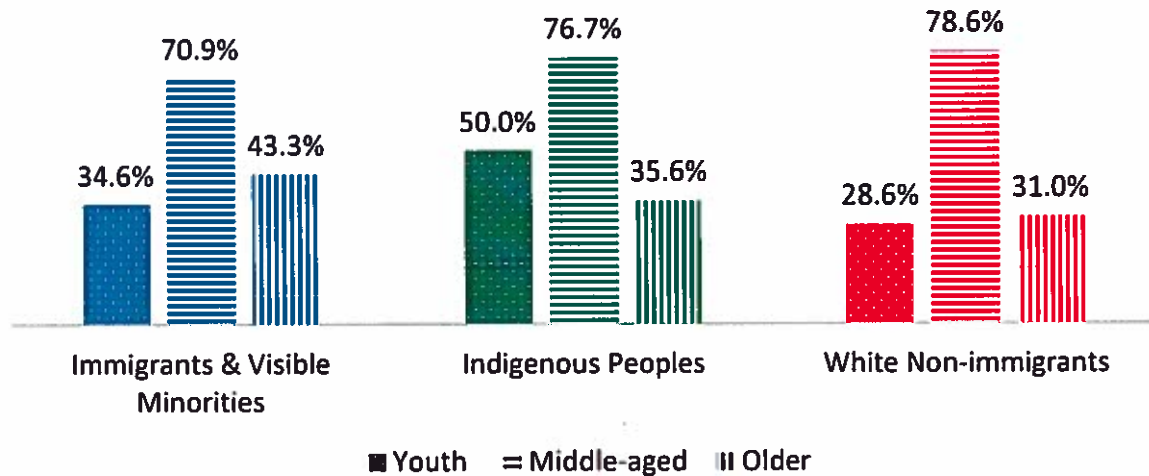
Who are the perpetrators of discrimination?

Those people who reported that they had experienced discrimination in at least one context in the last three years were asked to describe who generally discriminated against them, including perpetrators' gender, age, and race or ethnicity (respondents could choose more than one response for each category).

Perpetrator age

In all three groups, respondents were most likely to identify perpetrators as middle-aged individuals. The extent to which respondents in each group thought that perpetrators were young or older varied a bit. For example, among respondents in the Indigenous Peoples group, younger individuals were more likely to be seen as perpetrators than older individuals. In contrast, among respondents in the Immigrants & Visible Minorities group, younger individuals were less likely to be seen as perpetrators than older individuals. Finally, among respondents in the comparison White Non-immigrants group, young and older individuals were seen as almost equally likely to be perpetrators.

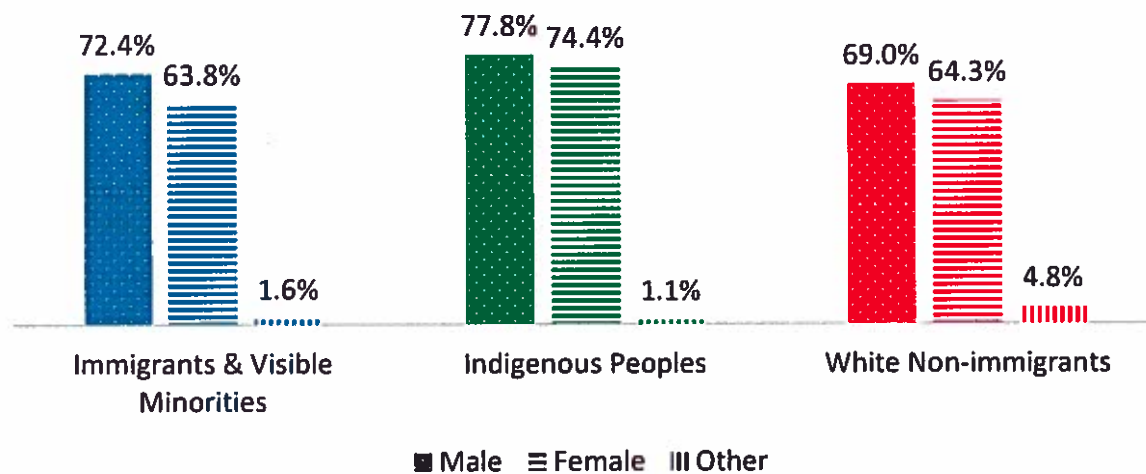
Respondents Who Had Experienced Discrimination: Percentage Who Indicated Each Perpetrator Age Group



Perpetrator gender

In all three groups, respondents indicated that perpetrators included both genders, although males were mentioned more frequently than females, especially in the Immigrant & Visible Minorities group.

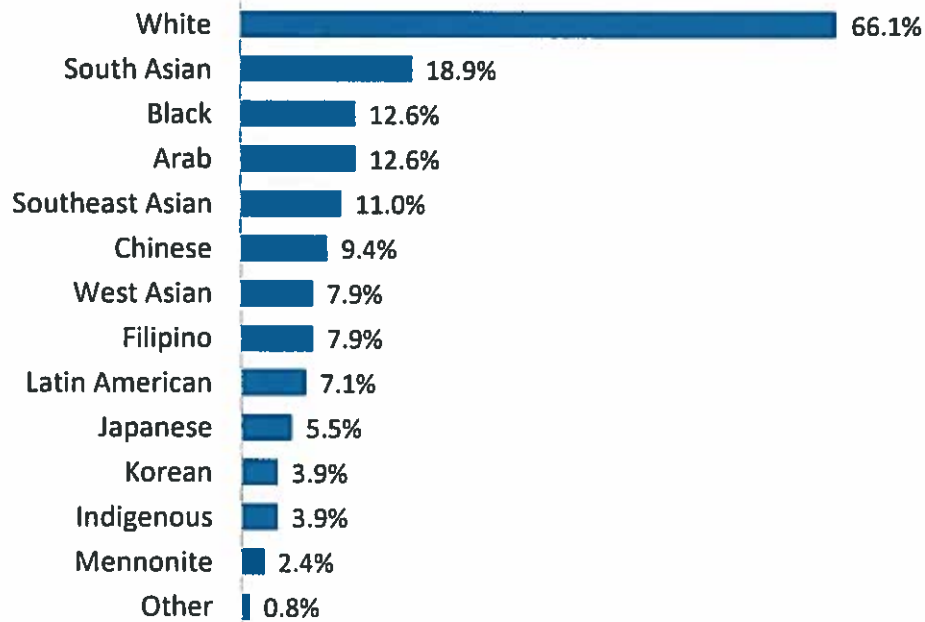
Respondents Who Had Experienced Discrimination: Percentage Who Indicated Each Perpetrator Gender



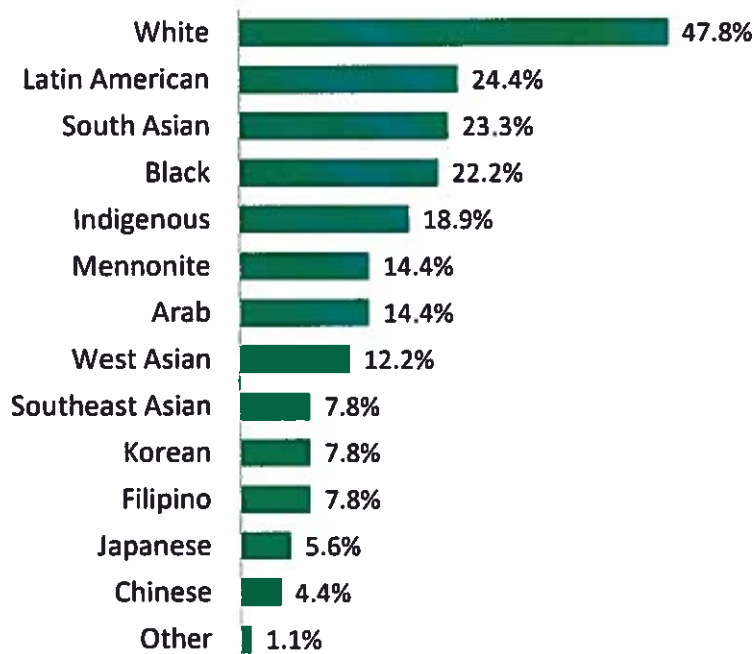
Perpetrator race or ethnicity

In all three groups, White individuals were seen as the most common perpetrators of discrimination.

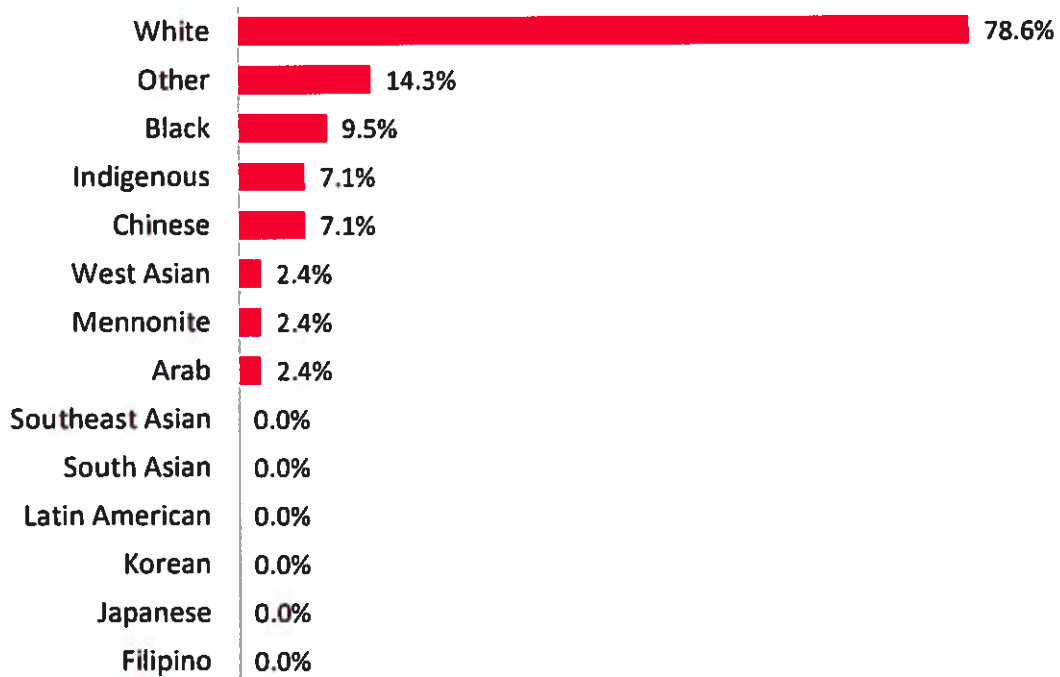
Immigrants & Visible Minorities Who Had Experienced Discrimination: Percentage Who Indicated Each Perpetrator Race/Ethnicity



Indigenous Peoples Who Had Experienced Discrimination: Percentage Who Indicated Each Perpetrator Race/Ethnicity



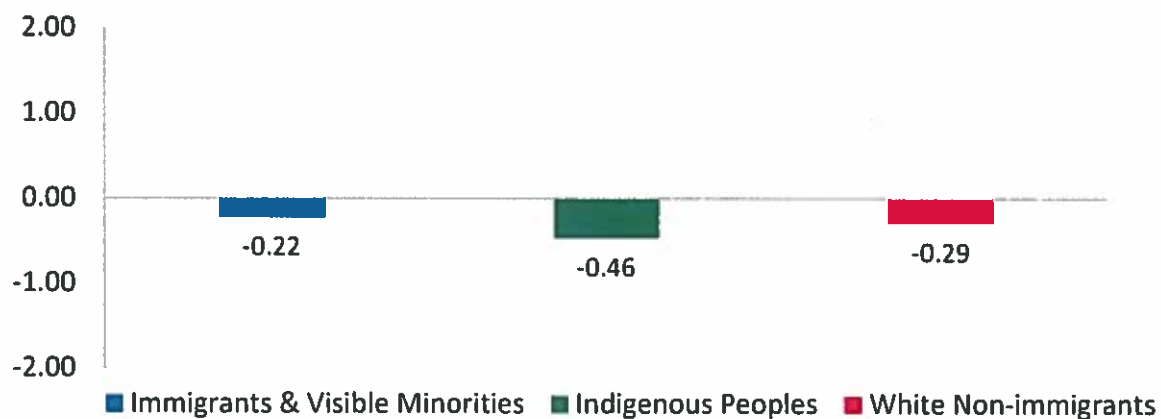
White Non-Immigrants Who Had Experienced Discrimination: Percentage Who Indicated Each Perpetrator Race/Ethnicity



Have experiences of discrimination increased or decreased during the COVID-19 pandemic?

Those people who reported that they had experienced discrimination in at least one context in the last three years were asked to indicate whether their experiences of discrimination have increased or decreased during the COVID-19 pandemic. Members of all three groups reported that their experiences of discrimination decreased during the COVID-19 pandemic, perhaps attributable to the lockdowns which reduced the frequency of interactions with others. However, respondents in the Indigenous Peoples group reported a larger decrease than respondents in the Immigrants & Visible Minorities group and the White Non-immigrants group.

Average Change in Experiencing Discrimination During the COVID-19 Pandemic



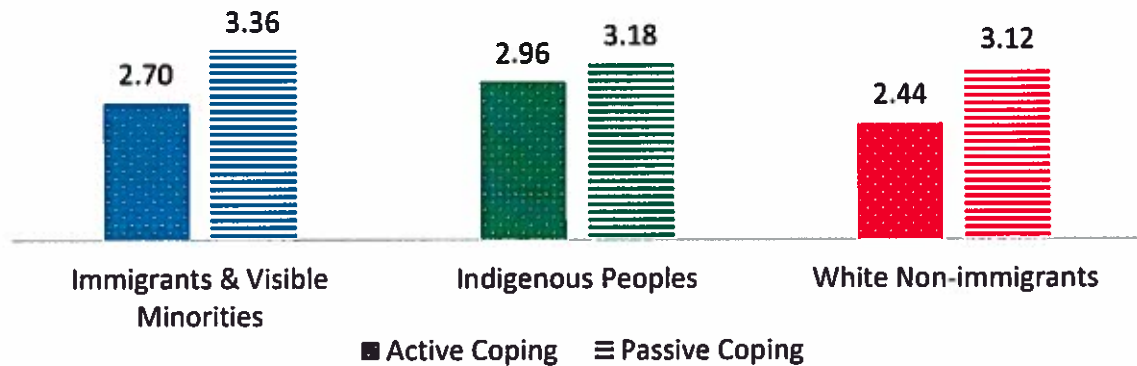
Note: Scale ranged from 2 = much higher to -2 = much lower.

Potential Coping Strategies and Emotions in Response to Discrimination

What coping strategies are used in response to discrimination?

Those people who reported that they had experienced discrimination in at least one context in the last three years were asked to what extent they engaged in 12 coping strategies in response to the discrimination, which were then combined into active (e.g., tried to do something about it) and passive (e.g., accepted it as the way things are) coping strategies. All three groups reported engaging in both active and passive coping strategies to a considerable degree. Of note, although passive coping strategies were more likely to be used by all three groups, this differentiation between passive and active coping was especially evident for Immigrants & Visible Minorities and White Non-immigrants.

Average Use of Active and Passive Coping Strategies in Response to Discrimination



Note: Possible responses could range from never (1) to always (5).

What feelings are elicited by experiences of discrimination?

Those people who reported that they had experienced discrimination in at least one context in the last three years were asked to what extent they experienced 12 different feelings in response to this discrimination, which were then combined into exclusion (e.g., rejected), shame (e.g., ashamed), powerlessness (e.g., helpless), and discouragement (e.g., discouraged). Respondents in the Immigrant & Visible Minorities group and the White Non-immigrant group tended to experience discouragement, exclusion and powerlessness more than shame, though all emotions were experienced. Respondents in the Indigenous Peoples group reported experiencing all emotions with similar frequency. They also reported experiencing these emotions more often than the other two groups of respondents.

Average Feelings of Exclusion, Shame, Powerlessness, and Discouragement in Response to Discrimination

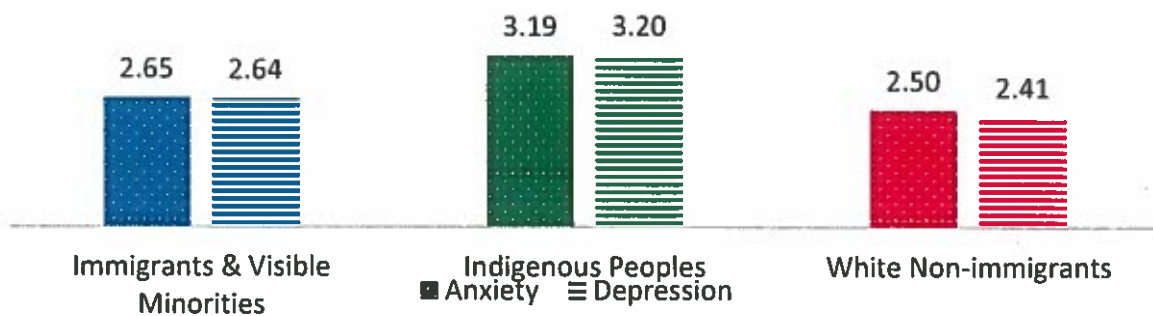


Note: Possible responses could range from never (1) to always (5).

How much psychological distress is experienced in response to discrimination?

Those people who reported that they had experienced discrimination in at least one context in the last three years were asked to what extent they experienced psychological distress in response to the discrimination across 4 items, which were then combined into anxiety (e.g., nervous, anxious, or on edge) and depression (e.g., down, depressed, or hopeless.). All three groups of respondents experienced some level of anxiety and depression. However, those in the Indigenous Peoples group reported higher levels of anxiety and depression than those in the other groups.

Average Experiences of Anxiety and Depression in Response to Discrimination

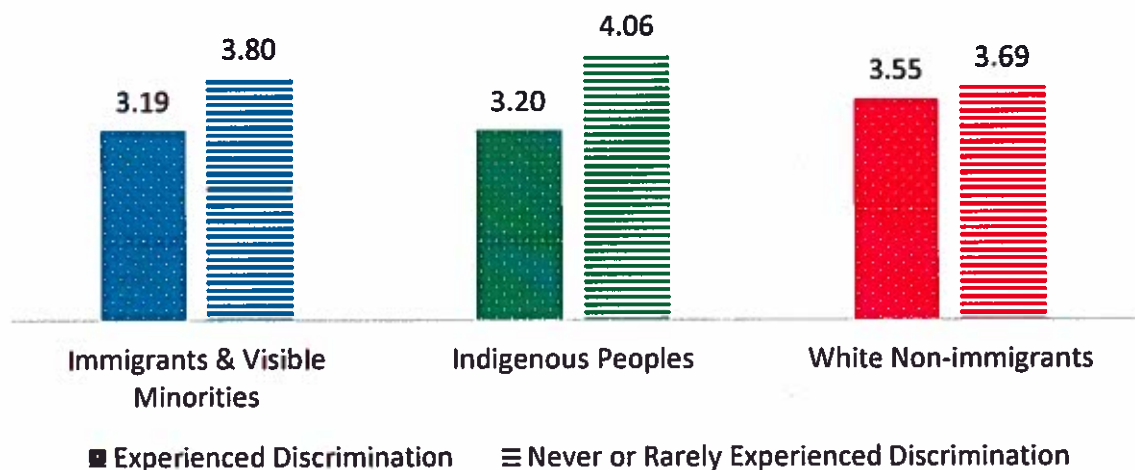


Note: Possible responses could range from never (1) to always (5).

St. Thomas-Elgin County as a Welcoming Community

All respondents were asked to what extent they felt accepted and welcomed in St. Thomas-Elgin County at the present time using 5 items, which were combined. On average, respondents in the White Non-immigrants group tended to have slightly stronger feelings of acceptance and welcome in St. Thomas-Elgin County than respondents in the other two groups. Respondents' discrimination experiences also seemed to play a role. In particular, in the Immigrants & Visible Minorities group and the Indigenous Peoples group, respondents who had not experienced discrimination had a higher sense of acceptance and welcome in St. Thomas-Elgin County than those who had experienced discrimination.

Average Feelings of Acceptance and Welcome in St. Thomas-Elgin County



Note: Possible responses could range from not at all (1) to extremely (5).

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Appendix:

Survey on Experiences of Discrimination in St. Thomas-Elgin County

The next questions are about your experience with discrimination in the past 3 years (or in the time you have lived in the St. Thomas-Elgin County area if that time is less than 3 years).

In that time, how often have you experienced discrimination or been treated unfairly by others in the St. Thomas-Elgin County area in the following situations.

1. While using libraries, community/recreational centres, arenas.

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always ☐ Does Not Apply

2. While using public areas, such as parks and sidewalks.

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always ☐ Does Not Apply

3. While using public transit, such as buses, trains or taxis.

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always ☐ Does Not Apply

4. In a store, bank, or restaurant.

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always ☐ Does Not Apply

5. When applying for a job or promotion.

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always ☐ Does Not Apply

6. At your job – for example, from supervisors, co-workers, or clients.

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always ☐ Does Not Apply

7. When interacting with the police.

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always ☐ Does Not Apply

8. When interacting with the courts.

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always ☐ Does Not Apply

9. When attending school or classes.

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always ☐ Does Not Apply

10. When looking for housing (for example, buying a house or renting an apartment).

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always ☐ Does Not Apply

11. While attending social gatherings.

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always ☐ Does Not Apply

12. When interacting with your neighbours.

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always ☐ Does Not Apply

13. When participating in a club, meeting, or organization.

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always ☐ Does Not Apply

14. When interacting with hospitals or health care workers.

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always ☐ Does Not Apply

15. When applying for a program or benefit.

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always ☐ Does Not Apply

16. In another situation that you were not asked about – Please describe that situation:

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always

17. You indicated that in the past 3 years you have been discriminated against or treated unfairly by others in the St. Thomas-Elgin County area.

What do you think were the main reasons for this discrimination or unfair treatment? (You can choose more than one.)

- ☐ Your Indigenous identity
- ☐ Your race or skin colour
- ☐ Your ethnicity or culture
- ☐ Your status as an immigrant
- ☐ Your religion
- ☐ Your language
- ☐ Your accent
- ☐ Your gender
- ☐ A physical or mental disability
- ☐ Your income level
- ☐ Your clothing

- ☐ Your physical appearance (not including skin colour) such as weight, height, hair style or colour, jewelry, tattoos and other physical characteristics
- ☐ Some other reason

18. In the past 3 years, have you experienced any of the following specific forms of discrimination or mistreatment? (You can choose more than one.)

- ☐ Inappropriate jokes
- ☐ Derogatory language
- ☐ Verbal threat
- ☐ Verbal abuse
- ☐ Physical threat
- ☐ Physical abuse
- ☐ Damaged property

19. Generally speaking, were those who discriminated against you:

(You can choose more than one.)

- ☐ Male
- ☐ Female
- ☐ Other gender

Were they:

- ☐ Youths
- ☐ Middle aged
- ☐ Older

Were they:

- ☐ Arab
- ☐ Black
- ☐ Chinese
- ☐ Filipino
- ☐ First Nations, Métis, or Inuk (Inuit)
- ☐ Japanese
- ☐ Korean
- ☐ Latin American
- ☐ Mennonite
- ☐ South Asian (e.g., East Indian, Pakistani, Sri Lankan)
- ☐ Southeast Asian (e.g., Vietnamese, Cambodian, Laotian, Thai)
- ☐ West Asian (e.g., Iranian, Afghan)
- ☐ White
- ☐ Other (Please specify)

20. During the COVID-19 pandemic, on average how much have your experiences of discrimination or mistreatment changed? During the pandemic have they been:

- ☐ Much Lower
 ☐ Somewhat Lower
 ☐ About the Same
 ☐ Somewhat Higher
 ☐ Much Higher

21. In response to being discriminated against or treated unfairly in the past 3 years in the St. Thomas-Elgin County area how often did you do each of the following?

a. Tried to do something about it.

- ☐ Never
 ☐ Rarely
 ☐ Sometimes
 ☐ Often
 ☐ Always

b. Accepted it as the way things are.

- ☐ Never
 ☐ Rarely
 ☐ Sometimes
 ☐ Often
 ☐ Always

c. Ignored it.

- ☐ Never
 ☐ Rarely
 ☐ Sometimes
 ☐ Often
 ☐ Always

d. Told yourself they were ignorant.

- ☐ Never
 ☐ Rarely
 ☐ Sometimes
 ☐ Often
 ☐ Always

e. Worked harder to prove them wrong.

- ☐ Never
 ☐ Rarely
 ☐ Sometimes
 ☐ Often
 ☐ Always

f. Felt that you brought it on yourself.

- ☐ Never
 ☐ Rarely
 ☐ Sometimes
 ☐ Often
 ☐ Always

g. Talked to someone about how you were feeling.

- ☐ Never
 ☐ Rarely
 ☐ Sometimes
 ☐ Often
 ☐ Always

h. Reminded yourself of your rightful place in Canada.

- ☐ Never
 ☐ Rarely
 ☐ Sometimes
 ☐ Often
 ☐ Always

i. Expressed anger or got mad.

- ☐ Never
 ☐ Rarely
 ☐ Sometimes
 ☐ Often
 ☐ Always

j. Prayed about the situation.

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always

k. Avoided situations where it could happen again.

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always

l. Felt that it was something about them and not you.

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always

22. In response to being discriminated against or treated unfairly in the past 3 years in the St. Thomas-Elgin County area how often did you feel ...

a. Unwanted

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always

b. Rejected

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always

c. Helpless

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always

d. Weak

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always

e. Intimidated

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always

f. Puzzled

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always

g. Stupid

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always

h. Foolish

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always

i. Ashamed

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always

j. Frustrated

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always

k. Discouraged

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always

l. Humiliated

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always

23. In response to being discriminated against or treated unfairly in the past 3 years in the St. Thomas-Elgin County area, how often were you bothered by the following problems?

a. Feeling nervous, anxious, or on edge.

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always

b. Not being able to stop or control worrying.

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always

c. Feeling down, depressed, or hopeless.

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always

d. Little interest or pleasure in doing things.

☐ Never ☐ Rarely ☐ Sometimes ☐ Often ☐ Always

24. How much do you feel that you are accepted in the St. Thomas-Elgin County area?

☐ Not at all ☐ Slightly ☐ Moderately ☐ Very ☐ Extremely

25. How much do you feel welcome in the St. Thomas-Elgin County area?

☐ Not at all ☐ Slightly ☐ Moderately ☐ Very ☐ Extremely

26. How much do you feel a sense of belonging to the St. Thomas-Elgin County area?

☐ Not at all ☐ Slightly ☐ Moderately ☐ Very ☐ Extremely

27. How much do you feel recognized as part of the St. Thomas-Elgin County area?

- ☐ Not at all ☐ Slightly ☐ Moderately ☐ Very ☐ Extremely

28. How much do you feel safe in the St. Thomas-Elgin County area?

- ☐ Not at all ☐ Slightly ☐ Moderately ☐ Very ☐ Extremely

29. What is your gender?

- ☐ Female
☐ Male
☐ Non-binary (e.g., gender fluid, queer)
☐ Other (Please specify) _____

30. What is your age? _____

31. Were you born in Canada?

- ☐ Yes
☐ No

32. What was your status when you first arrived in Canada?

- ☐ Immigrant - Economic Class (Skilled Worker, Canadian Experience Class, Provincial Nominee Program, or Business Programs)
☐ Immigrant - Family Class (Sponsored Spouse, Sponsored Parent or Grandparent, or Other Immigrant Sponsored by Family)
☐ Resettled Refugee (Government Assisted, Privately Sponsored, Blended Visa Office-Referred Program)
☐ Refugee Claimant (or Asylum Seeker)
☐ Temporary Resident - Student on Student Visa
☐ Temporary Resident - Temporary Foreign Worker including Agricultural Worker or Live-In Caregiver
☐ Temporary Resident - In Canada on Visitor Visa
☐ Temporary Resident - In Canada on Work Visa
☐ Person Without Status, Undocumented Individual
☐ Other

33. What is your current immigration status?

- ☐ Canadian Citizen
☐ Permanent Resident
☐ Protected Person
☐ Temporary Resident
☐ Refugee Claimant

- ☐ Undocumented
- ☐ Other

34. How long have you lived in Canada? _____(months)

35. How long have you lived in the St. Thomas-Elgin County area?
_____ (months)

36. What language(s) do you speak most often at home? (You can choose more than one)

- ☐ English
- ☐ French
- ☐ Other (Please specify) _____

37. What is your current employment status? (You can choose more than one)

- ☐ Employed full-time (30 hours a week or more)
- ☐ Employed part-time (Less than 30 hours a week)
- ☐ Self-employed or own your own business
- ☐ Unemployed, looking for work
- ☐ Unemployed, not looking for work
- ☐ Retired
- ☐ Student
- ☐ Homemaker
- ☐ Other (Please specify) _____

38. How would you describe your ethnic or racial identity? (You can choose more than one)

- ☐ Arab
- ☐ Black
- ☐ Chinese
- ☐ Filipino
- ☐ First Nations, Métis, or Inuk (Inuit)
- ☐ Japanese
- ☐ Korean
- ☐ Latin American
- ☐ Mennonite
- ☐ South Asian (e.g., East Indian, Pakistani, Sri Lankan)
- ☐ Southeast Asian (e.g., Vietnamese, Cambodian, Laotian, Thai)
- ☐ West Asian (e.g., Iranian, Afghan)
- ☐ White
- ☐ Other (Please specify) _____

39. How would you describe your sense of belonging with other [group chosen] people?

- ☐ Very Weak ☐ Somewhat Weak ☐ Moderate ☐ Somewhat Strong ☐ Very Strong

[Repeated for each group chosen.]

40. With regard to religion, how do you presently identify yourself or think of yourself as being? (You can choose more than one)

- ☐ Baha'i
☐ Buddhist
☐ Christian
☐ Hindu
☐ Jewish
☐ Mennonite
☐ Muslim
☐ Sikh
☐ Traditional/Spirituality
☐ No religion (atheist or agnostic)
☐ Other (Please specify) _____

41. How would you describe your sense of belonging with other [group chosen] people?

- ☐ Very Weak ☐ Somewhat Weak ☐ Moderate ☐ Somewhat Strong ☐ Very Strong

[Repeated for each group chosen.]

42. What is the highest level of education that you have completed?

- ☐ Less than elementary school
☐ Elementary school
☐ Secondary/high school
☐ College/vocational training
☐ University undergraduate degree
☐ University graduate degree
☐ Professional degree (e.g., Medicine, Law, Engineering)

43. Please indicate your approximate annual household income, from all sources, before taxes.

- ☐ No income
☐ Less than \$45,000
☐ \$45,001 to \$80,000
☐ \$80,001 to \$130,000
☐ More than \$130,000
☐ I prefer not to answer



Alcohol and Gaming Commission of Ontario
90 Sheppard Avenue East, Suite 200
Toronto ON M2N 0A4
Tel.: 416-326-8700 • Fax: 416-326-8711
Toll free in Ontario: 1-800-522-2876
Inquiries: www.agco.ca/iagco
Website: www.agco.ca

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Municipal Information for Liquor Sales Licences

The information requested below is required in support of all applications for a new Liquor Sales Licence or outdoor areas being added to an existing Liquor Sales Licence.

Section 1 – Application Details

Premises Name

Shebaz's Shawarma & Falafel

Premises Phone Number (include
area code)

519 207-0345

Premises Address

43 Ross Street

City/Town

St. Thomas

Province

ON

Postal Code

N5R 3X6

Contact Name

Doris Chordekar

Contact's Phone Number (include
area code and extension)

519 670-4184

Contact's Email Address

shebaz174@gmail.com

Does the application for a Liquor Sales Licence include indoor areas and/or outdoor areas?

☒ Indoor Areas ☐ Outdoor Areas

Section 2 – Municipal Clerk's Official Notice of Application for a Liquor Sales Licence in your Municipality.

Municipal Clerk:

Please confirm the "wet/damp/dry" status below.

Name of village, town, township or city where taxes are paid.

(If the area where the establishment is located was annexed or amalgamated, provide the name that the village, town, township or city was known as.)

St. Thomas, ON

Is the area where the establishment is located "wet", "damp" or "dry"? Please select one.

☒ Wet (for spirits, beer, wine) ☐ Damp (for beer and wine only) ☐ Dry

Note: Specific concerns regarding zoning or non-compliance with by-laws must be clearly outlined in a separate submission or letter within 30 days of this notification.

Address of Municipal Office

545 Talbot Street, St. Thomas, ON N5P 3V7

Date (dd/mm/yyyy)

20/01/2022

Title

City Clerk

Signature of Municipal Official

Maria Konefal

**Ministry of
Transportation**

Office of the Minister

777 Bay Street, 5th Floor
 Toronto ON M7A 1Z8
 416 327-9200
www.ontario.ca/transportation

**Ministère des
Transports**

Bureau de la ministre

777, rue Bay, 5^e étage
 Toronto ON M7A 1Z8
 416 327-9200
www.ontario.ca/transports



January 19, 2022

107-2022-110

His Worship Joe Preston
 Mayor, City of St. Thomas
 PO Box 520, 545 Talbot Street
 St. Thomas ON N5P 3V7
mayor@stthomas.ca

Dear Mayor Preston:

I am pleased to announce the launch of the 2021-22 Gas Tax Program and to advise you of your funding allocation.

Our government is committed to working with municipalities to improve Ontario's transportation network and support economic growth. Investing in transit will reduce traffic congestion, create jobs and help businesses to develop and prosper.

The City of St. Thomas will be eligible to receive an allocation of **\$422,877** for this program year.

In the coming days we will be forwarding the electronic versions of your Letter of Agreement, along with program guidelines, reporting forms and the Canadian Content for Transit Vehicle Procurement policy to the primary contact at the City of St. Thomas.

Please return a scanned copy of the signed Letter of Agreement, in pdf format, and the required supporting by-law (if applicable), and the 2021 Reporting Forms to **MTO-PGT@ontario.ca**.

The ministry recognizes that COVID-19 impacted gasoline sales in 2020-21. As a result, the province has committed \$120M in *one-time* additional funding to address the impacts of COVID-19 on the 2021-22 Gas Tax program. The one-time additional funding announced through the 2021 Fall Economic Statement (FES) maintains the funding envelope at the level of the 2020-21 program year. This funding will help stabilize 2021-22 program allocations as the province continues its COVID-19 recovery and transit systems begin to build back their ridership levels.

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In order to further mitigate the impact of COVID-19, the ministry is using 2019 ridership instead of 2020, and will be using municipal spending figures from either 2019 or 2020, whichever is higher, when calculating municipal allocations. These actions will stabilize allocations, ensure that all municipalities can receive their largest allocation possible under the program, and ensure that no municipality is unduly penalized.

If you have any questions regarding the Gas Tax program, please contact Kevin Dowling, Acting Director, Municipal Programs Branch, at kevin.dowling@ontario.ca.

Sincerely,



Caroline Mulroney
Minister of Transportation

c. Jeff Yurek, MPP, Elgin—Middlesex—London



CATFISH CREEK CONSERVATION AUTHORITY

8079 Springwater Road, R.R. 5, Aylmer, Ontario N5H 2R4

Phone: 519-773-9037 • Fax: 519-765-1489

E-mail: admin@catfishcreek.ca • www.catfishcreek.ca

January 31, 2022

City of St. Thomas
City Hall, P.O. Box 520
St. Thomas, ON N5P 3V7

Attention: Maria Konefal, City Clerk

Dear Ms. Konefal:

Re: Inventory of Programs and Services:

The Ministry of Environment, Conservation and Parks has recently proclaimed many changes to the subsection of the Conservation Authorities Act. These changes have been enacted which will affect the provision of Conservation Authority Programs and Services.

Regulation 687/ 21 (5) states that during the first phase of the transition period and no later than February 28, 2022 an Authority shall,

- (a) prepare an inventory in accordance with paragraph 1 of subsection 21.1.4 (2) of the Act;
- (b) circulate the inventory to all the participating municipalities in the Authority's area of jurisdiction and, if the Authority considers it advisable, to any other municipality with which the Authority has entered into, or intends to enter into, a memorandum of understanding or other agreement;
- (c) maintain a record of the municipalities referred to in clause (b) and the date upon which the inventory was circulated to each municipality; and;
- (d) provide the inventory and the record prepared under clause (c) to the Ministry.

This is an inventory of current services and programs offered by the Conservation Authority indicating sources of funding. The Programs and Services are portrayed in three different categories;

Category 1: Mandatory Programs and Services in the Conservation Authorities Act which are not subject to a municipal agreement but meet provincial standards or regulations;

Category 2: Municipal Programs and Services provided through agreement between a municipal government (located in whole or in part in the watershed) and a Conservation Authority. These agreements serve the municipal government. They could be a joint agreement for a group of municipalities where the service covers a part of or the entire watershed, or an agreement could be made at the request of an individual municipality;

Category 3: Other Programs and Services that the Conservation Authorities deem important to deliver in order to best meet the overall direction of the Conservation Authorities Act and is subject to a cost

Mission Statement: "To communicate and deliver resource management services and programs in order to achieve social and ecological harmony for the watershed"



apportioning agreement if municipal funding is proposed to be used. No agreements are necessary if the program offered is fully cost recovered.

The Catfish Creek Conservation Authority (CCCA) has created an Inventory of Programs and Services to circulate to participating municipalities to meet the mandatory requirements of Regulation 687/21(5). The Inventory of Programs and Services was adopted by the Board on January 27, 2022. All participating municipalities within the Catfish Creek Watershed will receive this living document as information for a 14 day review, then the attached inventory will be submitted to the Ministry of Environment Conservation and Parks and that going forward, any changes to the inventory will be described in a series of quarterly progress reports mandated under the act to the Ministry of Environment, Conservation and Parks. The Inventory of Programs and Services will also be posted on the Catfish Creek Conservation Authority website or made public knowledge by other means by February 28, 2022.

Sincerely,



Dusty Underhill,
Acting General Manager/Secretary-Treasurer



Programs & Services Guide

CATFISH CREEK CONSERVATION AUTHORITY

Programs/ Service And Subservices	Description	Category (1,2,3)	Category classification concerns	Funding mechanism-%	Estimated annual cost (based on 5-year average or explanation of costs)	Program/ Service provided date (prior or post Feb 2022) (Indicate present or future).
Risk of Certain Natural Hazard's - see 21.1 (1) i of the Conservation Authorities Act; Sections 1-8 of the Mandatory Programs and Services Regulation O.R. 686/21.						
The CCCA will develop an awareness of areas that are important for the management of natural hazards within the watershed. The CCCA will also manage and promote awareness and education of risks related to natural hazards, protect life and minimize property damage from flooding and erosion by providing a flood control monitoring and warning program. CCCA alerts the public through flood messages, provides municipal staff with data and information to enable sufficient lead time to enable emergency flood mitigation procedures to promote resident's safety, safeguard flood prone areas and as a result minimize flood related damage and loss of life.						
Section 28.1 Permit Administration and Compliance Activities/ Enforcing and Administering the Act	Reviewing and processing permit applications, technical reports, natural hazards studies, mapping and updates to regulation limits mapping. Site visits/ inspections, communication with applicants, agents, and consultants. Property enquires and legal expenses for regulations and compliance. Administering and enforcing sections 28, 28.0.1, and 30.1 of the act as required.	1	Mandatory in accordance to CA Act	MNRF: \$1,590 = 5% Levy: \$22,545 = 73% Fees: \$6,850 = 22%	\$30,985	Prior to February 2022, Present
Review Under Other Legislation	Input and review on a variety of different Acts including, The Aggregate Resources Act, Drainage Act, Environmental Assessment Act and The Ontario Planning Act.	1	Mandatory in accordance to CA Act	Levy: \$2,312 = 100%	\$2,312	Prior to February 2022, Present
Municipal Plan Input and Review	Provide technical information, advice, and policy support to municipalities on matters relating to Natural Hazards Policies (Section 3.1 under the PPS) with a focus on Official Plan and Official Plan Amendments. This includes: broad policy interpretation, transfer of data,	1	Mandatory in accordance to CA Act	Levy: \$4,699 = 36% Special Levy: \$8,250 = 64% (each of the 5 municipalities contribute a portion of the \$8,250 yearly)	\$12,949	Prior to February 2022, Present

Programs/ Service And Subservices	Description	Category (1,2,3)	Category classification concerns	Funding mechanism-%	Estimated annual cost (based on 5-year average or explanation of costs)	Program/ Service provided date (prior or post Feb 2022) (indicate present or future).
	information and science to municipalities, and provision of advice on matters relating to natural hazards policy to Ministry of Municipal Affairs and Housing.					
Flood Forecasting and Warning	Daily data collection and monitoring of local weather forecasts hydrometric stations, local water level forecasts and watershed conditions. Flood event forecasting, provincial watershed condition statements and inter agency communications in the event of a flood. Maintenance of flood forecasting equipment and annual meeting with applicable inter agency flood emergency coordinators.	1	Mandatory in accordance to CA Act	MNRF: \$32,006 = 16% Levy: \$167,967 = 84%	\$199,973	Prior to February 2022, Present
Flood and Erosion Control Infrastructure Operation and Management NOTE: To be completed on or before December 31, 2024 per requirements in Section 5 of the Mandatory Programs and Services Regulation	Flood and erosion control infrastructure and low flow augmentation. Includes 1 dam	1	Mandatory in accordance to CA Act	MNRF: \$2,617 = 19% Levy: \$10,894 = 77% WECI: \$625 = 4%	\$14,136	Prior to February 2022, Present

Programs/ Service And Subservices	Description	Category (1,2,3)	Category classification concerns	Funding mechanism-%	Estimated annual cost (based on 5-year average or explanation of costs)	Program/ Service provided date (prior or post Feb 2022) (indicate present or future).
Ice Management Services NOTE: Ice Management Plan(s) to be completed as necessary on or before December 31, 2024 per requirements in Section 4 of the mandatory Programs and Service Regulation	Providing advice for ice jam prevention and mitigation through-out the winter season	1	Mandatory in accordance to CA Act	MNRF: \$1,250 = 8% Special Levy: \$14,157 = 92% (Township of Malahide incurs the Special Levy yearly)	\$15,407	Prior to February 2022, Present, Future (Ice Management Plan)
Catfish Creek Channel Monitoring	Monitoring the Catfish Creek channel morphology changes at Port Bruce due to seasonal loading and/or scour by bathymetric sounding the lower reaches of the Catfish Creek through Port Bruce.	1	Mandatory in accordance to CA Act	MNRF: \$1,250 = 8% Special Levy: \$14,158 = 92%	\$15,508	Prior to February 2022, Present, Future
Drought and Low Water Response	Monitoring of surface and groundwater conditions and analysis of low water data for dissemination to irrigators, landowners and applicable government agencies. Technical and administrative support to regional advisors, and the CCCA's Irrigation Committee	1	Mandatory in accordance to CA Act	Other Grants: \$3,223 = 100% (Grant ended in 2018)	\$3,223	Prior to February 2022, Present
Natural Hazards Technical Studies and Information Management	Data collection and study of technical report designs to mitigate natural hazards. Development and use of systems to collect and store data and to provide spatial geographical representations of data.	1	Mandatory in accordance to CA Act	Levy: \$18,756 = 88% Revenue: \$2,655 = 12%	\$21,411	Prior to February 2022, Present

Programs/ Service And Subservices	Description	Category (1,2,3)	Category classification concerns	Funding mechanism- %	Estimated annual cost (based on 5-year average or explanation of costs)	Program/ Service provided date (prior or post Feb 2022) (indicate present or future).
Natural Hazards Communications, Outreach and Education	Promoting public awareness of natural hazards including flooding, drought, and erosion. Social media services. Media relations. Natural Hazards Studies, Mapping and Updates to Regulation Limits Mapping and Data Transfer to Public, through Web based Map(s) showing Regulation Limits.	1	Mandatory in accordance to CA Act	Levy: \$15,623 = 97% Donations: \$450 = 3%	\$16,073	Prior to February 2022, Present
Provincial Water Quality and Quantity Monitoring - see 21.1 (1) 2 of the Conservation Authorities Act; ; Section 12(2) and 12(3) of the Mandatory Programs and Services Regulation O.R. 686/21						
The CCCA, in partnership with Ministry of Environment, Climate Change and Parks (MECP), and has established long term sites to monitor surface and ground water conditions.						
Provincial Water Quality Monitoring Network (PWQMN)	A long-standing CA/MECP partnership for stream water quality monitoring at 4 sites. CCCA collects monthly water samples and field measurements and MECP performs lab analysis and data management. Information is used for watershed report cards and stewardship project prioritization.	1	Mandatory in accordance to CA Act	Reserves: \$800 = 100% Beginning 2022: Levy: 100%	\$800	Prior to February 2022, Present
Provincial Groundwater Monitoring Network (PGMN)	The Provincial Groundwater Monitoring Network is a partnership program with all 36 Ontario conservation authorities and 10 municipalities (in areas not covered by a conservation authority) to collect and manage ambient (baseline) groundwater level and quality information from key aquifers located across Ontario. CCCA manages 5 wells	1	Mandatory in accordance to CA Act	Reserves: \$1,300 = 100% Beginning 2022: Levy: 100%	\$1,300	Prior to February 2022, Present

Programs/ Service And Subservices	Description	Category (1,2,3)	Funding mechanism-%	Estimated annual cost (based on 5-year average or explanation of costs)	Program/ Service provided date (prior or post Feb 2022) (indicate present or future).
Integrated Water and Climate Station	CCCA uses four MECP hydrometric stations to monitor flows and precipitation within the Catfish Creek Watershed	1	Mandatory in accordance to CA Act	\$500 Reserves: \$500 = 100% Beginning 2022: Levy: 100%	Prior to February 2022, Present
Local Water Quality Monitoring - see 21.1 (1) 2 of the Conservation Authorities Act; ; Section 12(2) and 12(3) of the Mandatory Programs and Services Regulation O.R. 686/21					
Water quality monitoring is an essential part of keeping the planet healthy and sustainable. Land based activities can have a huge impact on water systems and it's critical that we realise how these affect waterbodies, both above and below ground.					
Surface Water Quality Monitoring Program	In addition to PWQMN, CCCA maintains nine benthic monitoring sites across the watershed. CCCA responds to local spills events at the request of MECP. Costs include sampling, analysis and reporting. CCCA does not have any additional well monitoring programs apart from the PGMN program which encompasses 5 wells at two locations within the CCCA watershed.	1	Mandatory in accordance to CA Act	Reserves: \$1,200 = 100% Beginning 2022: Levy: 100%	Prior to February 2022, Present
Well Program	Conservation Authorities report on local watershed conditions every five years. Measuring environmental indicator changes within the watershed, with a focus with a focus on Authority managed projects to evaluate efforts and track progress.	1	n/a	n/a	Prior to February 2022, Present
Watershed Report Card	Conservation Authorities report on local watershed conditions every five years. Measuring environmental indicator changes within the watershed, with a focus with a focus on Authority managed projects to evaluate efforts and track progress.	1	Municipal Levy: \$750 = 100%	\$750	Prior to February 2022, Present
Drinking Water Source Protection - see 21.1 (1) i ii of the Conservation Authorities Act; Section 13 of the Mandatory Programs and Services Regulation O.R. 686/21					
The protection of municipal drinking water supplies in the Southwest region through the development and implementation of Source Protection Plans, acting as an SPA					

Programs/ Service And Subservices	Description	Category (1,2,3)	Category classification concerns	Funding mechanism-%	Estimated annual cost (based on 5-year average or explanation of costs)	Program/ Service provided date (prior or post Feb 2022) (indicate present or future).
Drinking Water Source Protection (DWSP)	CCCA provides technical support, Source Protections Committee support, Source Protection Authority reports and meetings. Activities required by the Clean Water Act and regulations. Assist with implementation of source protection plan for the Lake Erie Source Protection Region.	1	Mandatory in accordance to CA Act	Other Grants: \$3,408 = 91% Reserves: \$337 = 9% Beginning 2022: Levy:100%	\$3,745	Prior to February 2022, Present
Conservation Lands - see 21.1 (1) 1 ii of the Conservation Authorities Act; Sections 9-1 of the Mandatory Programs and Services Regulation O.R. 686/21						
The CCCA owns 554.44 hectares of land including conservation areas, management areas, managed forest, and flood control structures.						
Section 29 Minister's Regulation Rules of Conduct in Conservation Areas (O. Reg. 688/21)	Conservation areas regulations enforcement/compliance. Incurred legal expenses for regulation and compliance	1	Mandatory in accordance to CA Act	Revenue: \$6,556 = 100%	\$6,556	Prior to February 2022, Present
Springwater Conservation Area	CCCA operates one campground and its associated facilities, generates our main revenue stream and offsets costs of mandated programs.	3	No Municipal Levy used, Self Generated – 100%	Revenue: \$421,892 = 74% Grants: \$154,149 = 26%	\$576,041	Prior to February 2022, Present
CCCA forests and management areas (not Conservation Areas)	Management and maintenance of CA owned lands (will all be listed in the Land Inventory). Includes forest management, signage, gates, passive recreation, stewardship, restoration, ecological	3	No Municipal Levy used, Self Generated – 100%	Grants: \$3,846 = 5% Donations: \$22,983 = 29% Revenue: \$37,444 = 66% (excess)	\$27,646	Prior to February 2022, Present

Programs/ Service And Subservices	Description	Category (1,2,3)	Category classification concerns	Funding mechanism-%	Estimated annual cost (based on 5-year average or explanation of costs)	Program/ Service provided date (prior or post Feb 2022) (indicate present or future).
	monitoring, carrying costs such as taxes and insurance.			transferred to reserves)		
Conservation Areas	Management and maintenance of three passive day use conservation areas (Yarmouth Natural Heritage Area, Archie Coulter and Springwater Forest, not the Campground) with recreational trails. Includes passive recreation, risk management program, hazard tree management, gates, fencing, signage, brochures, communications, pedestrian bridges, trails, parking lots, pavilions, roadways, stewardship, restoration, ecological monitoring, carrying costs such as taxes and insurance.	1	Mandatory in accordance to CA Act	Donations: \$4,398 = 6% Revenue: \$6,191 = 8% % (excess transferred to reserves) Grants: \$4,808 = 41% Revenue: \$5,058 = 43% Donations: \$800 = 7% Reserves: \$1,089 = 9%	C.A. \$552 Maple Festival: \$11,755	Prior to February 2022, Present
Conservation Area Major Maintenance	Major maintenance and capital improvements to support public access, safety and environmental protection such as pedestrian bridges, boardwalks, trails.	1	Mandatory in accordance to CA Act	Grants: \$48,641 = 62% Reserves: \$2,186 = 3% Reserves: \$17,381 = 75% Donations: \$5,660 = 25%	GLLAF \$50,827 SPW C.A. Dev. \$23,041	Prior to February 2022, Present
Land acquisition	Strategic acquisition of environmentally significant properties.	3	No Municipal Levy used, Self Generated – 100%	TBD by each individual acquisition	TBD by each individual acquisition	Prior to February 2022, Present
Inventory of Conservation Authority Lands	The land inventory includes the following information: location as well as date, method and purpose of acquisition, land	1	Mandatory in accordance to CA Act	Lewy: \$5,550	\$5,550	Prior to February 2022, Present

Watershed Stewardship and Restoration (Urban, rural & agricultural)

[illegible]

Programs/ Service And Subservices	Description	Category (1,2,3)	Category classification concerns	Funding mechanism-%	Estimated annual cost (based on 5-year average or explanation of costs)	Program/ Service provided date (prior or post Feb 2022) (indicate present or future).
Corporate Services	Administrative, human resources, operating and capital costs which are not directly related to the delivery of any specific program or service, but are the overhead and support costs of a conservation authority. Includes health and safety program, overseeing programs and policies.	1	Mandatory in accordance to CA Act	MNRF: \$2,500 = 5% Levy: \$27,961 = 51% Reserves \$23,009 = 41% Revenue: \$1,586 = 3%	\$55,056	Prior to February 2022, Present
Financial Services	Annual budget, accounts payable and receivable, payroll, financial analysis, financial audit, administration of reserves and investments, financial reports for funding agencies, preparing and submitting reports to CRA, benefits program administration.	1	Mandatory in accordance to CA Act	Levy: \$12,658 = 36% Reserves: \$22,416 = 64%	\$35,074	Prior to February 2022, Present
Legal Expenses	Costs related to agreements/contracts, administrative by-law updates	1	Mandatory in accordance to CA Act	Reserves: \$16,842 = 100%	\$16,842	Prior to February 2022, Present
Governance	Supporting CA Boards, Advisory Committees, GM and Senior Management.	1	Mandatory in accordance to CA Act	Levy: \$14,453 = 100%	\$14,453	Prior to February 2022, Present
Communications and Outreach	Informing public of CCCA programs and projects through media, open houses, public meetings, website administration, responding to inquiries from the public, crisis communications.	1	Mandatory in accordance to CA Act	Levy: \$15,623 = 97% Donations: \$450 = 3%	\$16,073	Prior to February 2022, Present
Administration Building	Office buildings and workshop used to support CCCA staff, programs and services. Includes utilities, routine and major maintenance, property taxes.	1	Mandatory in accordance to CA Act	Levy: \$27,297 = 100%	\$27,297	Prior to February 2022, Present

Programs/ Service And Subservices	Description	Category (1,2,3)	Category classification concerns	Funding mechanism-%	Estimated annual cost (based on 5-year average or explanation of costs)	Program/ Service provided date (prior or post Feb 2022) (indicate present or future).
Information Technology Management/ GIS	Data management, records retention. Development and use of systems to collect and store data and to provide spatial geographical representations of data.	1	Mandatory in accordance to CA Act	Levy: \$27,141 = 92% Revenue: \$2,654 = 9%	\$29,795	Prior to February 2022, Present
Vehicle and Equipment	A fleet of vehicles and equipment to support the work of the CCCA, including capital purchases, fuel, licenses, repairs and maintenance. Programs and projects are charged for the use of the vehicles and equipment.	1	Mandatory in accordance to CA Act	Levy: \$4,405 = 7% Revenue: \$32,045 = 48% Reserves: \$30,708 = 46%	\$67,158	Prior to February 2022, Present
Conservation Education and Community Outreach						
Program Description: Education and outreach programs increase knowledge and awareness in children and adults about local environmental issues, watersheds and ecosystems and conservation actions they can implement.						
Education Programs	Curriculum-based education programs for elementary and secondary students. These programs focus on local watersheds, ecosystems, and environmental issues. Programs take place in the conservation areas and assist to study the diverse ecosystems they are surrounded by. Programs include, Aquatics, Terrestrial, and Soils Workshops.	3	No Municipal Levy used, Self Generated – 100%	Grants: \$13,543 = 72% Revenue: \$10,004 = 53% Donations: \$2,020 = 11% Reserves: -\$6,756 = -36%	\$18,811	Prior to February 2022, Present
Education Programming in Conjunction with Thames Valley Schoolboard	An annual Memorandum of Understanding is signed with Thames Valley District Schoolboard leasing a part of Springwater Forest to the Jaffa Outdoor Education Center for an outdoor classroom. The Maple Program, Marsh Quest and Forest Festival are all ran in conjunction with Thames Valley District Schoolboard staff.	3	No Municipal Levy used, Self Generated – 100%	Revenue: \$12,500 = 100%	\$12,500	Prior to February 2022, Present

Programs/ Service And Subservices	Description	Category (1,2,3)	Category classification concerns	Funding mechanism-%	Estimated annual cost (based on 5-year average or explanation of costs)	Program/ Service provided date (prior or post Feb 2022) (indicate present or future).
Education (ELP)	ELP is an Environmental Based program ran through East Elgin Secondary School. The students work in conjunction with the Authority to manage woodlots on Authority and privately owned lands, and complete various stewardship projects on Authority and privately owned lands.	3	No Municipal Levy used, Self Generated – 100%	Donations: \$4,500 = 55% Revenue: \$2,800 = 34% Reserves: \$870 = 11%	\$8,170	Prior to February 2022, Present

January 7, 2022

The Honourable Doug Downey, Attorney General
Ministry of the Attorney General
11th Floor, 720 Bay St.
Toronto, ON M7A 2S9

Dear Minister,

We, the Mayors of the Town of Caledon and the Town of Mono, respectfully submit this joint letter to provide you with our municipal perspectives, outline our unique challenges and frustrations, and also to propose solutions that would mitigate the serious issues facing our provincial offence courts in Dufferin and Caledon.

Municipal resources are being exhausted and pushed beyond capacity and the implications are profound. The information we share below clearly indicates that the Caledon/Dufferin POA Courts are in a crisis. We are not alone in the Province nor are the problems described here solely attributable to COVID 19.

The critical challenges are:

Last minute cancellations due to a lack of judicial resources

This is resulting in a negative and compounding administrative impact to case management. As example, between September 10th and December 15th there were 3,038 docket lines cancelled and rescheduled. This one example equates to 26 closed court days.

A related frustration is that early resolution dockets are often cancelled, with the next available return date being in June pushing some matter 12 months before they are able to have an early resolution. Matters requesting trials are being scheduled up to 24+ months out.

Another troubling result of this issue is the capital and operating costs to run a court are essentially wasted when we are forced to reschedule due to lack of, or cancellation of, judicial resources. We have provided the courtroom and technology, the court clerks and prosecutors, and notified all the defendants, only to repeatedly cancel.

Reduction of Judicial availability for administrative functions such as swearing of informations, issuing of summons and review of applications

This is creating an enormous backlog and, in some cases, has resulted in the swearing of informations occurring *after* an appearance date causing inconvenience to defendants and the need to re-issue summonses with attendant multiple, unproductive court attendances.

Outlined below are some possible solutions that from our perspective would mitigate these issues.

- Assign Justices of the Peace to POA courts either in person or virtually. This should entail total mobility for all justices of the peace regardless of region.
- There are currently over 80 per diem justices of the peace and they should be utilized to the fullest. Exemption from their presiding 'cap', something allowed for, should be considered to address backlog. Per diem justices of the peace willing to accept POA assignments would go a long way to addressing backlog.
- Allow e-Hub access for POA court matters immediately, for the swearing of informations and issuing of summons to start addressing the timeliness of judicial administrative functions and paperwork.
- Launch early resolution, trial and paperwork blitzes to address backlog. Make judicial dependant paperwork a mandatory part of court assignments.
- Use your legislative authority as Attorney General to fast track section 11 of the POA to proclaim the re-opening amendments and, amend the early resolution process in section 5 of the PA to permit the clerk of the court to enter convictions.
- Together with the Ontario Court of Justice, commit to convening a 'Justice Summit' on POA where all stakeholders can address the considerable issues facing our courts.

Minister, it is not inconceivable that hundreds if not thousands of serious charges are at risk of being withdrawn either by prosecutors or as the result of a court ruling on 11b of the Charter as it applies to old POA cases.

We are very willing to be part of the solution and welcome a further conversation with you or your staff on how we can work together. We look forward to your response.

Sincerely,



Mayor John Creelman
Town of Mono



Mayor Allan Thompson
Town of Caledon

Copy to:

The Honourable Sylvia Jones, MPP Dufferin Caledon

The Honourable Lise Maisonneuve, Chief Justice, Ontario Court of Justice

The Honourable Paul R. Currie, Regional Senior Justice, Central West Judicial District

Her Worship Marsha Farnand, Regional Senior Justice of the Peace



The Corporation of the Town of Bracebridge

January 19, 2022

Re: Support for Muskoka Parry Sound Sexual Assault Services (MPSSAS) Receive Increased and Sustainable Provincial Funding (Mayor, G. Smith)

At its meeting of December 22, 2021, the Council of the Corporation of the Town of Bracebridge ratified motions 21-GC-317, regarding the Support for Muskoka Parry Sound Sexual Assault Services (MPSSAS) Receive Increased and Sustainable Provincial Funding, as follows:

"WHEREAS the Muskoka Parry Sound Sexual Assault Services (MPSSAS) has provided prevention education, advocacy and support for survivors of recent or historical sexual violence in the area since 1993;

AND WHEREAS the number of survivors needing access to crisis counselling and long-term therapy programs has multiplied four (4) times since 1993;

AND WHEREAS ongoing underfunding of MPSSAS and the sexual assault services sector has reduced the number of resources available to provide these services due to highly specialized skill requirements that are unmatched by low wages and benefits relative to other mental health funded positions;

AND WHEREAS the current COVID-19 pandemic has resulted in isolated survivors, unable to leave abusive situations due to pressures on housing and shelters, requiring the services of MPSSAS;

NOW THEREFORE BE IT RESOLVED THAT increased and sustainable provincial funding for MPSSAS and other sexual assault services centres be supported for priority consideration by the Provincial Government and its agencies."

In accordance with Council's direction I am forwarding you a copy of the resolution for you reference.

Please do not hesitate to contact me if I can provide any additional clarification in this regard.

Yours truly,

Lori McDonald
Director of Corporate Services/Clerk

1000 Taylor Court
Bracebridge, ON
P1L 1R6 Canada



7855 Sideroad 30
Alliston, ON L9R 1V1
P.: 705-434-5055
F.: 705-434-5051

January 25, 2022

The Honourable Doug Ford
Premier of Ontario
Legislative Building, Queen's Park
Toronto, ON M7A 1A1

sent via email: premier@ontario.ca

Re: Funding Support for Infrastructure Projects – Bridge/Culvert Replacements in Rural Municipalities

Dear Premier:

At the last regular Council meeting held January 12th, 2022, the following resolution was passed:

"RESOLVED that the Council of the Corporation of the Township of Adjala-Tosorontio supports the requests from the Township of Adelaide-Metcalfe, the Township of Lake of Bays, the Township of Amaranth and Northumberland County for the Federal and Provincial Government to provide more funding to rural municipalities to support infrastructure projects related to major bridge and culvert replacements.

AND FURTHER THAT this resolution be forwarded to the Premier of Ontario, Provincial Minister of Finance, Federal Finance Minister, AMO, and all Ontario municipalities."

Sincerely,

Dianne Gould-Brown

Dianne Gould-Brown, CMO
Municipal Clerk

cc:

Hon. Peter Bethenfalvy, Ontario Minister of Finance
Hon. Chrystia Freeland, Federal Minister of Finance
AMO
All Ontario Municipalities

minister.fin@ontario.ca
chrystia.freeland@fin.gc.ca
amo@amo.on.ca

