



City of Brockville

Municipal Accessibility Advisory Committee

Agenda

1:00 PM - Tuesday, November 28, 2023

City Hall, Council Chambers

Page

AGENDA

Chair's Remarks

Disclosure of Interest

Adoption of the Minutes

- 3 - 9 *THAT the minutes of the Brockville Municipal Accessibility Advisory Committee meetings dated September 26, 2023 and October 24, 2023 be adopted as circulated.*

Delegations/Presentations

1. Spinal Cord Injury Ontario - Andrea Andrecyk

Correspondence & Communications

- 10 - 13 1. Accessibility Awareness Day

Staff Reports

1. Para-transit In-house Update
2. Updates from last meeting - Phil

New Business

- 14 - 27 1. Bus stop accessibility - Greg
2. FYI TV - Update - Mary Ann
3. Encouraging new membership
4. Disability Week

28 - 32 5. Providing accessible transportation services - Greg

Sub-Committee and Member Reports/Project Updates

1. Survey finalization - release

Adjournment

THAT the BMAAC meeting be adjourned until its next regular meeting scheduled for January 23, 2024.



City of Brockville

Municipal Accessibility Advisory Committee Minutes

1:00 PM - Tuesday, September 26, 2023

City Hall, Council Chambers

The Municipal Accessibility Advisory Committee meeting was called to order on Tuesday, September 26, 2023, at 1:00 PM, in the City Hall, Council Chambers, with the following present:

Members	Members Greg Bamber, Doug Hone, and Co-chairs Mary Ann Greenwood, Janet Jones, and Councillor Louise Severson
Present:	
Regrets:	
Staff:	Lynn Murray, Acting City Clerk

1. Chair's Remarks

Co-chair Greenwood welcomed everyone to the meeting.

2. Disclosure of Interest

Nil.

3. Adoption of the Minutes

Moved by: Member Hone

THAT the minutes of the Brockville Municipal Accessibility Advisory Committee meeting dated August 22, 2023, be adopted as circulated.

CARRIED

4. Delegations/Presentations

Nil.

5. Correspondence & Communications

Nil.

6. Staff Reports

1. Para Transit - Policy

Staff offered background into how they had come to this decision. There were three elements; staff that we currently have they will

just need to add more, ability to procure the equipment, and an operation plan.

Staff reviewed the current service and what is expected to change. Staff compared the cut away bus to two smaller vans. Staff described the types of vans that have been looked at to this point.

In addition, the city will be receiving two new buses in the near future so they will have a second life bus that can be used as back up to the para system as well.

There were some concerns raised by the ridership in attendance, like the ability to fit a 6-foot adult in these vans, the difficulty of pushing a walker up a ramp or the safety of going down a ramp in a walker.

Staff offered some clarity regarding the ramps, and seating within the vans.

Member Bamber added some information about the smaller of the two vans proposed as he owns this type of van. He offered to let the attendees view his van.

Staff played video for both types of vans being considered.

The ridership present had concerns about what would happen the current drivers. Staff stated that they are welcome to apply to the city for any upcoming postings for bus drivers.

Councillor Severson noted that we are here today to make sure we get the right vehicles for the job.

Staff made it clear that the riders and this committee will be involved in developing the policy around this service.

Councillor Severson suggested people contact her if they have questions, she will speak with staff and report back to the user groups.

Moved by: Councillor Severson

THAT the Committee prefers the larger of the two types of vans with lifts from the side.

CARRIED

7. New Business

1. Increasing Membership of the Committee

This item will be discussed at the next meeting.

2. Para Transit - Ridership Survey

Co-chair Greenwood noted that the Accessibility Committee will be drafting and circulating a survey to the users of the para transit system.

3. 1000 Island Boat Races

This item will be discussed at the next meeting.

4. Multi-Year Accessibility Plan

This item will be discussed at the next meeting.

8. Adjournment

Moved by: Member Bamber

THAT the BMAAC meeting be adjourned until its next regular meeting scheduled for October 24, 2023.

CARRIED

The meeting adjourned at 3:25 pm.



City of Brockville

Municipal Accessibility Advisory Committee Minutes

1:00 PM - Tuesday, October 24, 2023

City Hall, Council Chambers

The Municipal Accessibility Advisory Committee meeting was called to order on Tuesday, October 24, 2023, at 1:00 PM, in the City Hall, Council Chambers, with the following present:

Members Ryan Billing, Greg Bamber, Mary Ann Greenwood, Doug Hone,
Present: Janet Jones, and Louise Severson
Regrets:
Staff: Lynn Murray, Acting City Clerk

1. Chair's Remarks

Co-chair Jones noted that it has been a stressful time since the Committee found out, as did the rest of the city, there was going to be changes to the Para transit system. She noted that the decision of Council will happen this evening at the regular Council meeting. At this point the city will show us how they plan to create a system to be able to give us the transit plan that will be equal to or better than what we currently have.

The role of BMAAC is to advise Council on matters of accessibility and there is so much more we need to address.

Co-chair Jones acknowledged and thanked Councillor Severson for all her efforts to listen to our concerns throughout the city.

Co-chair Jones suggested as we move on, users of the new system of para transit keep records of their use, what did not go well and certainly what did go well.

2. Disclosure of Interest

Nil.

3. Adoption of the Minutes

Nil.

4. Delegations/Presentations

1. Para transit
Stan Marshall

S. Marshall read a letter from Patricia Spindel that was sent to Ms. MacDonald on October 19th. To this point to his knowledge there has been no response from the City.

S. Marshal feels that the move to have para transit handled by the city was never about safety, it was strictly monetary.

He referred to an incident where a city bus hit a building on Laurier Blvd. The report explained that two occupants of the bus were injured, one being the driver. He add that it took four months to fix the bus.

5. Correspondence & Communications

Nil.

6. Staff Reports

1. Service Policy

The policy was reviewed. Member Hone feels they need to have a special meeting to deal specifically with this policy. Staff was happy to participate in an additional meeting. Staff advised that it would go before Council for adoption in principle. The committee set the date of November 7, 2023, at 1:30 pm for a working group meeting before the next official meeting.

7. New Business

1. Increasing Membership of the Committee

The committee thought social media would be a good way to get the word out that they are looking for new members. Staff will have a discussion with the city's communication people about this.

Co-chair Greenwood suggested that the chairs appear on a show on Cogeco titled, FYI with Doreen Barnes, to let the public know what the committee is all about and hopefully entice some new members.

2. Para Transit - Ridership Survey

There was a discussion regarding the vehicle. Co-chair Jones would like this to be shared so that the survey can be expanded.

3. 1000 Island Boat Races (Ferry St. closure)

Member Hone detailed that during this weekend that Ferry Street is closed and used for camping. This creates barriers for anyone wishing to enter the tunnel. He suggested that the mouth of street needs to be remain open.

Staff will make note of this for this for next year.

4. Multi-Year Accessibility Plan

This item will be covered at the next meeting.

5. Audit - Art Centre

Member Bamber had attended a production at the Art Centre recently and found several barriers for anyone using a mobility device. Member Bamber feels it's time that an accessibility audit be done by this committee.

6. Parking Spaces

- Rotary Park
- Home Street
- St. Lawrence Park
- Parking Lot at Market Street

Member Bamber noted there are no accessible parking spots in any of these lots. The members suggested they need to do another audit.

8. Adjournment

Moved by Member Greenwood

THAT the BMAAC meeting be adjourned until its next regular meeting scheduled for November 28, 2023.

CARRIED

The meeting adjourned at 2:45 pm.

Welcome to **ACCESSIBILITY AWARENESS DAY**

Navigating our community and encouraging accessibility is important for us all. Whether it's seniors, persons living with disabilities or parents pushing strollers, everyone deserves safe, comfortable and equal access to public spaces, retail locations, schools, shops, places of worship, entertainment facilities and events.



**Nov 28th
11am-2pm**

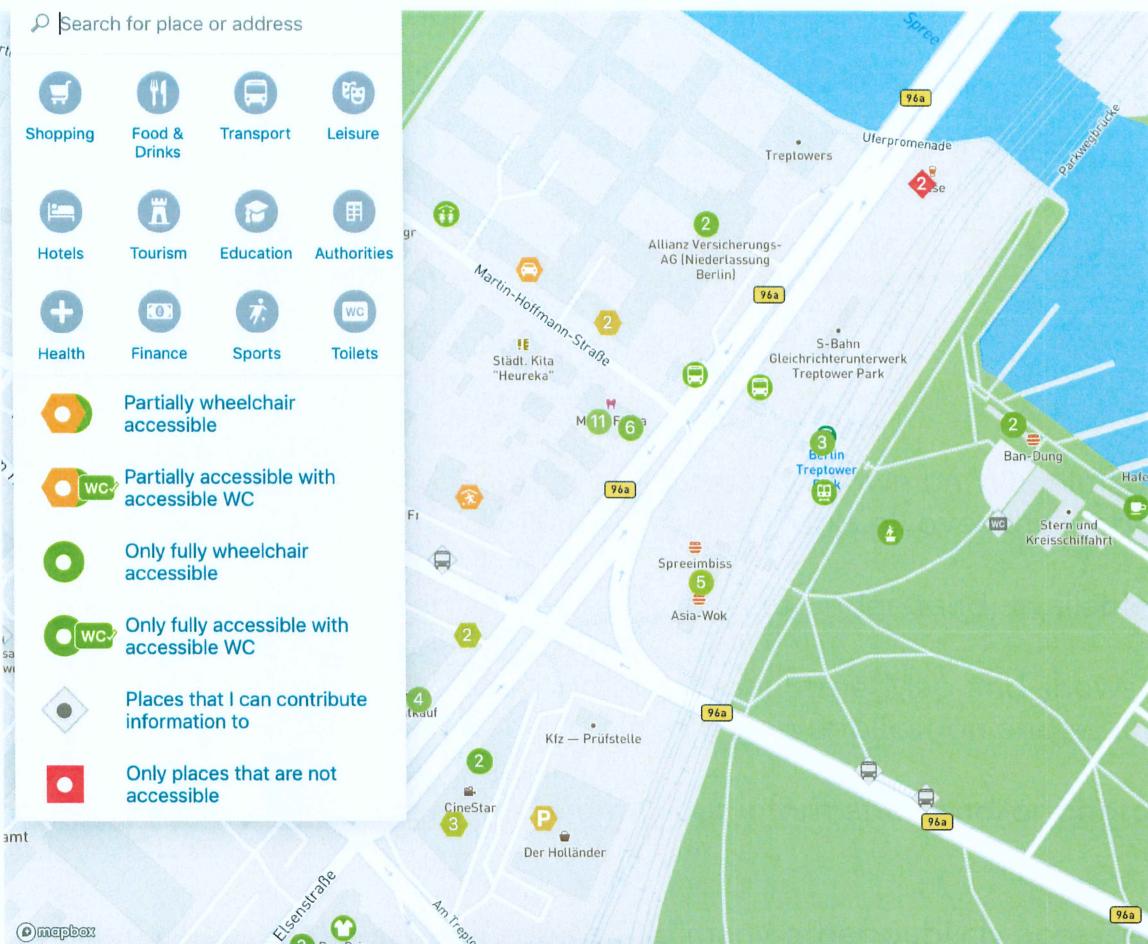
BROCKVILLE
HOME 
HEALTH CARE
MEDICAL SUPPLIES

163 Ormond St Unit H,
Brockville, ON K6V 2L2

Wheelmap is a map for finding accessible places.

The map works similar to Wikipedia: Anyone can contribute and mark public places around the world according to their wheelchair accessibility.





The criteria for marking places is based on a simple traffic light system:

Green = Fully wheelchair accessible

Orange = Partially wheelchair accessible

Red = Not wheelchair accessible

Grey = Not yet marked

Have a look at the entire list of icons that are currently shown on Wheelmap here. The map has been translated into 32 languages and works all over the world.

-The information that is collected in this way is easy to understand, available free of charge and can be shared freely.

-Wheelmap.org is based on the free world map OpenStreetMap and shows 180 different types of places, and is available as a web application and as an app for iPhone and Android smartphones.

-During mapping, it may take a moment until your information and/or photos are displayed.

Over 1 million cafés, libraries, public baths and many other publicly accessible places have already been rated by our users. Over 300 new entries are added daily. **You, too, can help with your ratings!**

caf

Canadian Abilities Foundation



500,000
Media Network
Reach

- Print
- Online
- Social Media
- E-Newsletters



63 Successful Internships

A diverse group of summer students and young people with disabilities have graduated from our internships.

3 Friendly Websites

canadianabilities.org
abilities.ca
todayskids.ca



Mapped
6.2 Million
places worldwide on
STRUT/WheelMap

National Campaigns

Online initiatives and tools to support adults 55 plus, persons with disabilities and family caregivers during the COVID-19 pandemic.



Canada Cares Awards

We celebrate and support family caregivers through our annual caregiver recognition awards, Make Me Smile and One Wish.



REQUEST YOUR FREE COPY!

- Caregiver Solutions • Today's Kids
- Rehab & Community Care • Abilities.

Request your FREE DIGITAL SUBSCRIPTION at info@bcsgroup.com.

Rehab &
Community Care

Caregiver
Solutions

abilities

Today's Kids
IN MOTION



MOBILE,
TABLET OR
DESKTOP

Transit Bus Stop Accessibility Criteria & Guidelines





Transit Bus Stop Accessibility Criteria & Guidelines

These criteria and guidelines were developed to verify if a transit bus stop is accessible or not, and should be used as a reference when designing new roads, bus stops, reconstruction of roads or new developments.

The requirements for persons with disabilities, the dimensional and operational features of the current HSR fleet of buses, City of Hamilton Site Plan Guidelines, and the practices followed in other jurisdictions were considered in the development of these guidelines. The criteria may be considered as the minimum requirements for the Bus Stop Landing Pad, and doesn't include areas or facilities beyond the bus stop landing pad. Since the features and elements of a bus stop have to be designed to suit individual locations with several other considerations and standards, this criteria may not be complete in all respects. Under such situations the user should refer to other requirements, existing conditions, limitations, and exercise their best judgement in preparing a final design for a specific location.

1. The bus stop is on a road with an urban cross section, including municipal sidewalks

For a bus stops to be accessible, it must have a raised landing pad connected to the sidewalk. Without a raised landing pad, the slope of the bus ramp would be too high for mobility device users. Because curbs and sidewalks are generally provided in urban settings only, most rural bus stops are not accessible.

FIGURE 1:



Non-accessible bus stop on a rural road with no landing pad or sidewalk

FIGURE 2:



Bus stop on an urban road with a landing pad connected to the sidewalk

2. A minimum 9 m x 2.5 m landing pad is provided, with a hard, even surface and minimum 1.5 m x 2.5 m ramp deployment and loading area(s)

The types of transit buses currently in use in the City were considered to determine the minimum length and depth of the landing pad. The longest bus ramp extends to a length of 1.5 metres onto the landing pad when deployed. In order for a mobility device user to comfortably manoeuvre onto and off of the ramp, the landing pad must be at least 2.5 metres deep, as measured from the face of the curb. Where the landing pad abuts a sidewalk, the sidewalk width can be included to achieve a 2.5 metre landing pad depth. Ramps are located at the front and middle doors of buses. In order to span both sets of doors, the landing pad must be at least 9 metres long. For stops on routes using articulated buses, a 15 metre long landing pad is desireable, in order to provide a hard even surface for passengers alighting from the rear door. Within the landing pad a clear space of one and a half metre 1.5 metre wide by two and a half metre 2.5 metre deep area is required for ramp deployment and loading/unloading purpose (refer to the layout drawings).

FIGURE 3:



Landing pad long and deep enough to deploy the ramps and have space to manoeuvre

3. The deployment and loading area is connected to an accessible sidewalk by a hard even-surface pathway with a minimum 1.5 m clearway

To allow a mobility device user to travel between the loading area and the sidewalk, a hard even-surface pathway with a 1.5 metre clearway is required. The sidewalk itself should also be accessible, as defined in Ontario Reg. 191/11.

FIGURE 4:



A landing pad connected to the sidewalk by a concrete pathway

4. The pathways between the landing pad, sidewalk and passenger amenities are unobstructed

There should not be any obstructions for any user on the paths between the deployment/loading area, shelter, sidewalk and other passenger amenities.

FIGURE 5:



A stop with smooth unobstructed surfaces between the loading area, sidewalk and passenger amenities

5. The sidewalk or landing pad has curb cuts where appropriate

Where appropriate, curb cuts should be provided to enable mobility device users to cross the road. In order for curb cuts to be useable for a mobility device, they must have a width of at least 80 centimetres and be provided on both sides of the roadway.

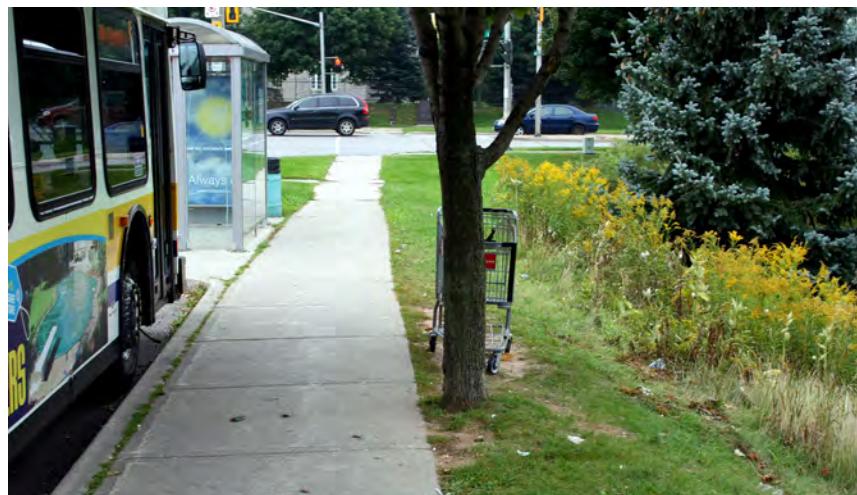
6. Landing pad cross slope is no more than 2%

Cross slope, also known as crossfall, is the slope perpendicular to the direction of the travel. For any paved surface the design practice is to provide a slope for drainage purposes. For a mobility device user to negotiate the path, the slope for the landing pad should not exceed 2%. City of Hamilton site plan guidelines also specify a maximum 2% cross slope for sidewalks and boulevards.

7. Where the bus stop abuts a steep slope, ditch or any other hazardous feature, an appropriate barrier such as a hand rail, fence or wall is provided between the landing pad and the feature

Where a steep slope, ditch or any other hazardous condition abuts the landing pad or sidewalk, a physical barrier such as a hand rail, fence or barrier wall should be constructed to protect all users.

FIGURE 6:

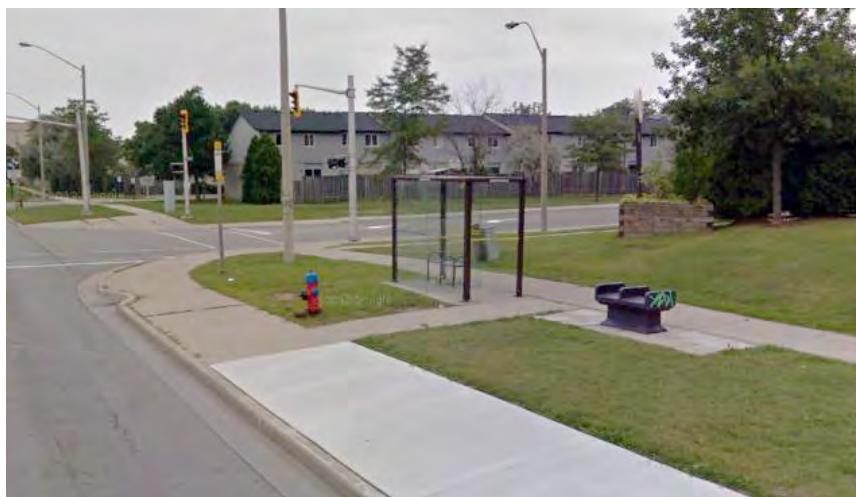


A non-accessible stop which lacks a physical barrier between the deployment area and a steep slope

8. Where shelters are provided, they are connected to the deployment and loading area via hard even surface pathway with a minimum 1.5 m clearway

Where bus shelters are located away from the landing pad, they must be connected to it by a hard, even-surface pathway with a minimum clearway width of 1.5 metres. Standard practice is to provide a paved concrete pathway.

FIGURE 7:



A shelter connected to the loading area by a concrete pathway

9. The passenger deployment areas have a vertical clearance of at least 2.1 m, and any vertical obstructions that cannot be relocated are clearly marked.

To ensure the safety of all users, vertical obstructions should be avoided below an elevation of 2.1 metres. Where obstructions cannot be removed or adjusted, they should be clearly marked (for example, a yellow sheath on a utility guy wire). Common vertical obstructions include guy wires, tree limbs, advertisement boards and utility wires.

Transit Bus Stop Accessibility Criteria & Guidelines

FIGURE 8:



A non-accessible bus stop with a utility guy wire obstructing the landing pad area, without any reflective sheath

FIGURE 9:



A bus stop with a tree lacking low-hanging branches

10. Street furniture uses AODA-compliant designs

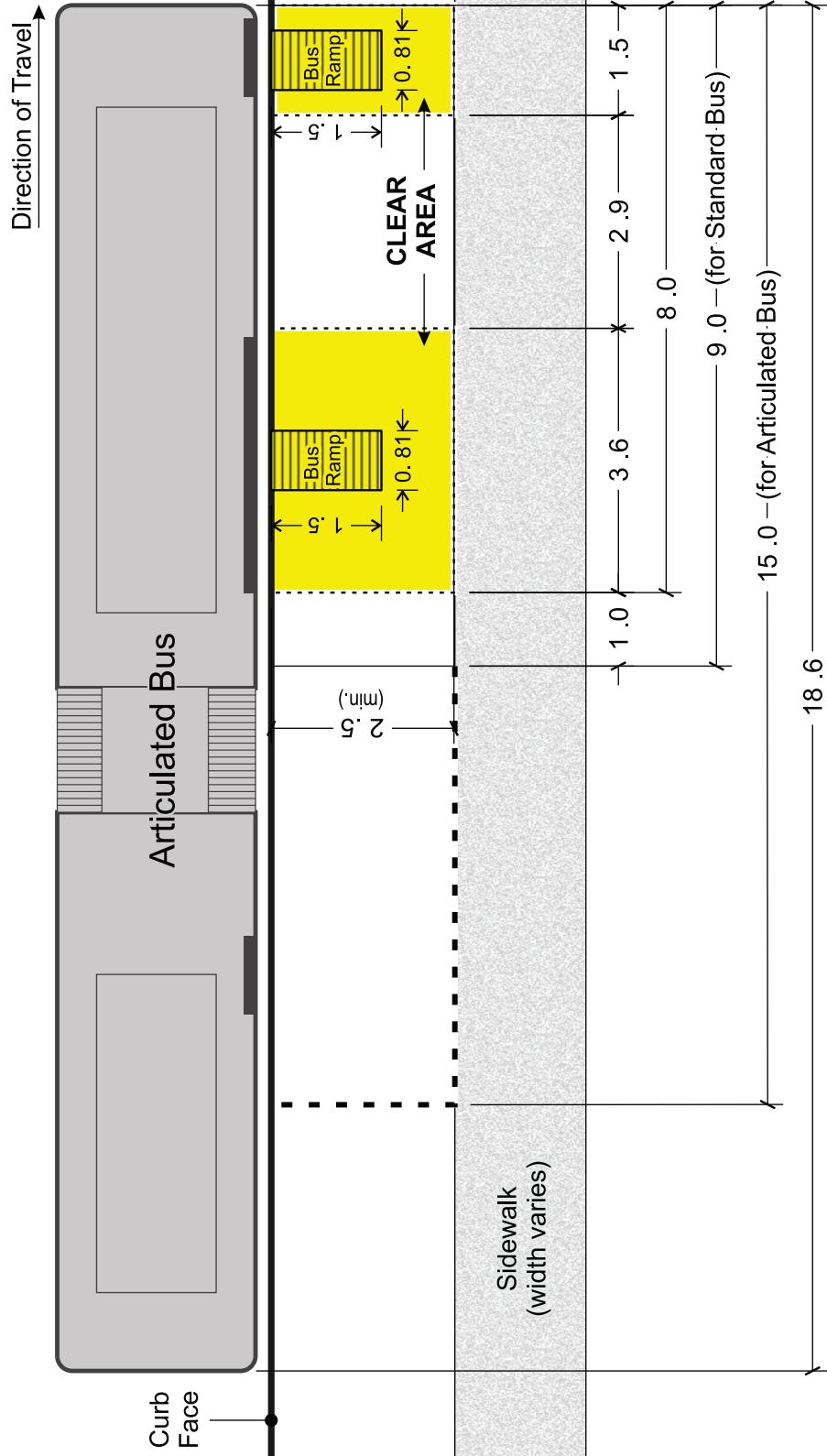
To ensure that the transit stop is entirely accessible, service contracts entered into for the operation, maintenance and retrofitting works should require AODA-compliant design and construction. This would include the design, installation, location, and maintenance of the pathways and amenities within the bus stop area.

Note: All Standards and Regulations in the AODA and Ontario Regulation 191/11 Integrated Accessibility Standards apply and govern. The above guidelines are intended to supplement AODA and all applicable standards.

Checklist for Determining if a Transit Stop is Accessible or Not

HSR Stop Number:	Location Description:	
1	Stop on an Urban Road or Rural Road?	<input type="checkbox"/> Urban Road <input type="checkbox"/> Rural Road
2	Even, hard, non-slippery landing pad provided?	<input type="checkbox"/> Yes <input type="checkbox"/> No
3	Concrete or Asphalt Pad?	<input type="checkbox"/> Concrete <input type="checkbox"/> Asphalt
4	Size of the Stop Pad ___m x ___m	
		<input type="checkbox"/> Yes <input type="checkbox"/> No
5	Clear Area available for ramp deployment (as per the typical drawings)	<input type="checkbox"/> <input type="checkbox"/>
6	Bus Shelter exists or not?	<input type="checkbox"/> <input type="checkbox"/>
7	Sidewalk exists or not?	<input type="checkbox"/> <input type="checkbox"/>
8	Curb cut exists or not?	<input type="checkbox"/> <input type="checkbox"/>
9	Paved connection/access (1.5m min. clear pathway) between pad, sidewalk, shelter and furniture?	<input type="checkbox"/> <input type="checkbox"/>
10	Vertical head room clearance of 2.1m over all passenger, deployment and loading area, pathway available or not?	<input type="checkbox"/> <input type="checkbox"/>

BUS STOP LANDING PAD REQUIREMENTS



Notes:

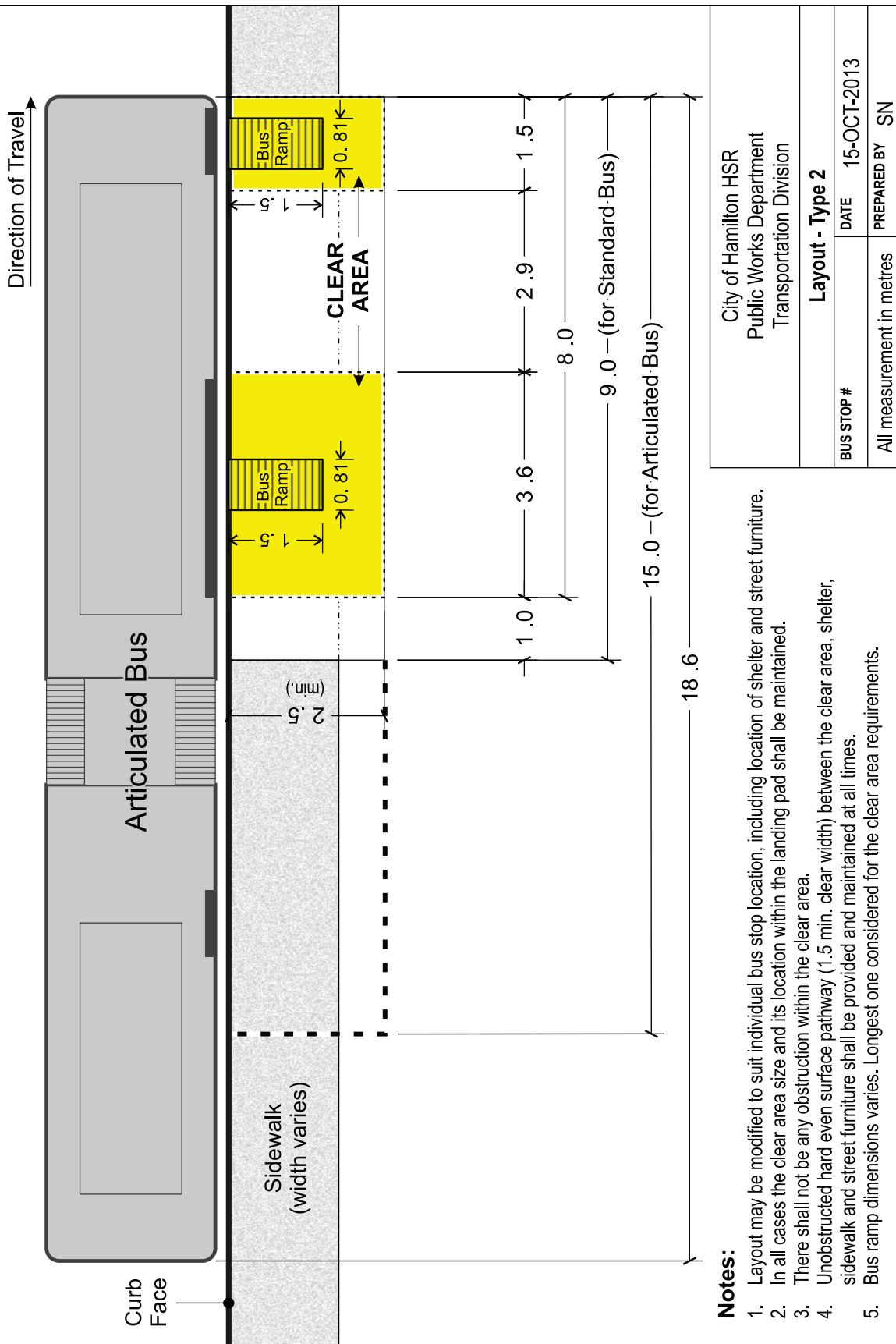
1. Layout may be modified to suit individual bus stop location, including location of shelter and street furniture.
2. In all cases the clear area size and its location within the landing pad shall be maintained.
3. There shall not be any obstruction within the clear area.
4. Unobstructed hard even surface pathway (1.5 min. clear width) between the clear area, shelter, sidewalk and street furniture shall be provided and maintained at all times.
5. Bus ramp dimensions varies. Longest one considered for the clear area requirements.

City of Hamilton HSR
Public Works Department
Transportation Division

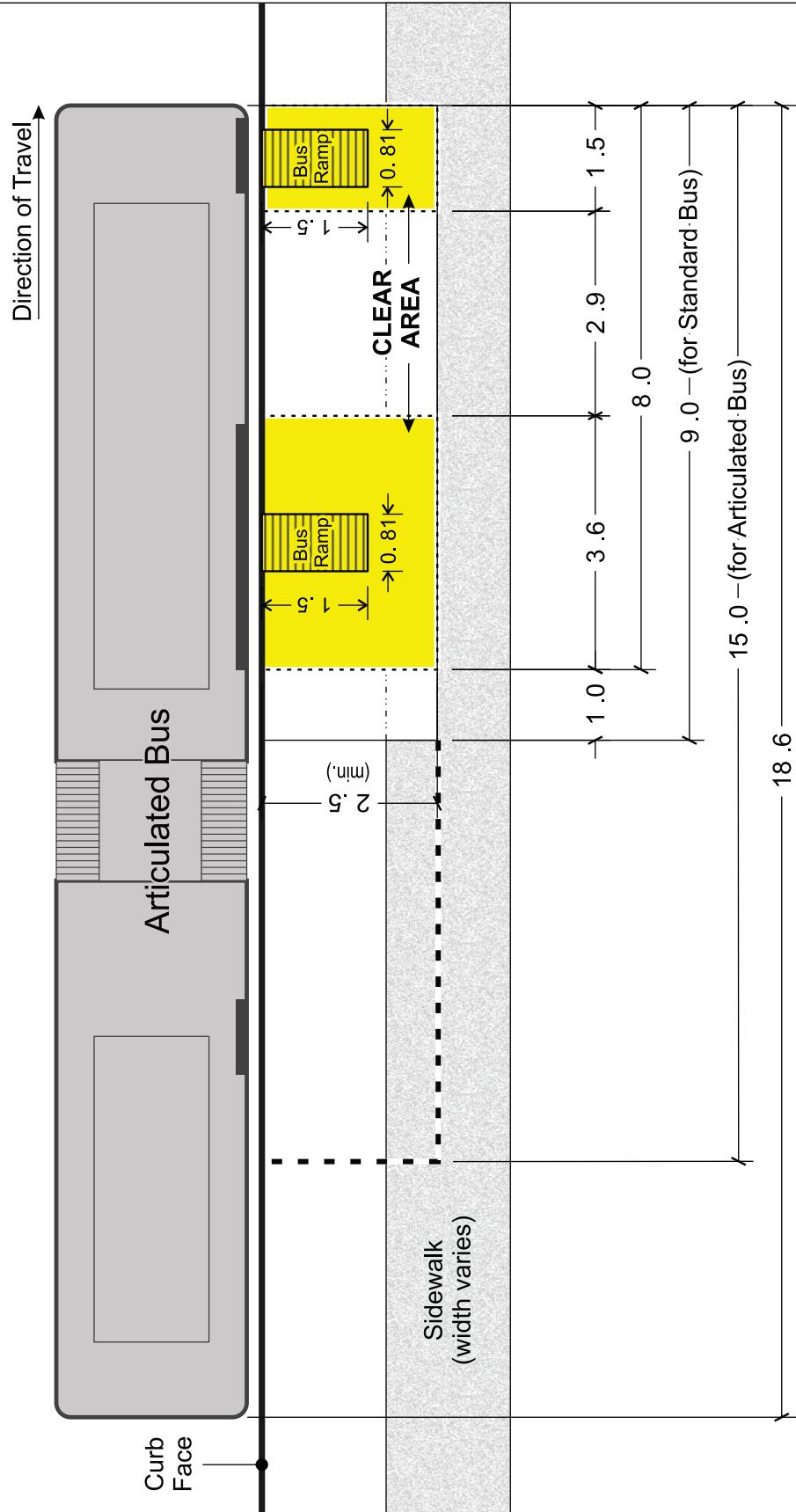
Layout - Type 1

BUS STOP #	DATE	PREPARED BY
All measurement in metres	15-OCT-2013	SN

BUS STOP LANDING PAD REQUIREMENTS



BUS STOP LANDING PAD REQUIREMENTS



Layout - Type 3		
City of Hamilton HSR Public Works Department Transportation Division	DATE 15-OCT-2013	PREPARED BY SN
BUS STOP # All measurement in metres		

We are Committed to Removing all barriers
Proposal: To City of Brockville

To have all Bus Stops Accessible

By Ontario Standard & Design Standards

We would like to see an Action Plan
within 60 days.

As a City we have a duty to
Accommodate all Accessible Needs.



How to provide accessible transportation services

Learn about the accessibility rules that municipalities and the public sector (hospitals, colleges, universities and school boards) need to follow when providing public transportation services.

Accessibility requirements

The *Accessibility for Ontarians with Disabilities Act, 2005* (<https://www.ontario.ca/laws/statute/05a11>) (AODA) is the law that sets out a process for developing, implementing and enforcing accessibility standards. Government, businesses, non-profits and public sector organizations must follow the standards.

Accessibility laws and standards (<https://www.ontario.ca/page/about-accessibility-laws>) help to reduce and remove barriers and make Ontario more inclusive for everyone.

Information on this page is available in accessible formats, upon request. Call 1-800-667-1347 or email info@ontario.ca.

Rules for municipalities

There are accessibility requirements for municipalities that:

- offer conventional transportation services such as buses and other public transit provided by local transit organizations (for example, Toronto Transit Commission, London Transit Commission, North Bay Transit)
- license taxis (including both accessible and regular taxis)

Additional requirements for public transit organizations

There are further requirements for public transit organizations. The requirements impact both conventional and specialized public transit organizations. General and technical requirements are in the *Transportation Standards* (<https://www.ontario.ca/laws/regulation/r11191#BK35>).

For conventional transportation services

When providing transportation services, municipalities need to:

Step 1: Plan to provide accessible bus stops and shelters in your community. This applies both to building new ones and to renovating or replacing existing ones.

Step 2: Consult on the need in your community for accessible bus stops and shelters. You must consult:

- your municipal accessibility advisory committee (<https://www.ontario.ca/page/municipal-accessibility-advisory-committees>) if you have one
- the public, including persons with disabilities

If your municipality contracts out the responsibility for bus stops and shelters to a third party, you must include this organization in your planning and consulting process. Third parties may include local transit organizations and private companies. In some cases, several organizations may be involved.

Step 3: Set out the steps you will take to build accessible bus stops and shelters in your municipality's accessibility plan (<https://www.ontario.ca/page/how-create-accessibility-plan-and-policy>).

For accessible taxis

An accessible taxi is an accessible passenger vehicle (as defined under the *Highway Traffic Act* (<https://www.ontario.ca/laws/regulation/900629>)) that is municipally licensed as a taxicab.

The accessibility standards apply to accessible taxis you hire in the same way any other taxi is ordered. For example, people can order one by phone or flag one on the street as it drives by. Certain requirements do **not** apply to accessible taxis that are part of a specialized transportation service and also not available to the general public on demand.

When providing accessible taxi service, municipalities need to:

Step 1: Consult on the number of accessible taxis needed in your community. You must consult:

- your municipal accessibility advisory committee (<https://www.ontario.ca/page/municipal-accessibility-advisory-committees>) if you have one
- the public, including persons with disabilities

Step 2: Report on your plan and the progress made toward meeting your community's needs for accessible taxis in your municipality's accessibility plan (<https://www.ontario.ca/document/how-create-accessibility-plan-and-policy>).

For regular taxis

If your municipality licenses taxis, you must ensure that the owners and operators:

- charge the same rate to persons with and without disabilities (higher fares or additional fees are not permitted, including fees to store mobility aids or assistive devices).
- place vehicle registration and identification information on the rear bumper of the taxi
- make vehicle registration and identification information available in an accessible format to persons with disabilities who are passengers

For example:

- Jasmine uses a manual wheelchair. When a taxi driver picks her up, a fee cannot be charged for folding the wheelchair up and placing it into the trunk.
- The Town of ABC requires taxis to provide their vehicle registration and identification information in large print. The card is placed in the plastic sleeve located on the back of the seat that holds the taxi's licensing information.

Rules for hospitals, colleges, and universities

There are requirements for hospitals, colleges and universities that provide transportation services. Transportation services offered by campus security do not have to meet accessibility requirements.

By law, you must make these services accessible to people with disabilities by either:

- using accessible vehicles for your main transit routes, **or**
- providing an equivalent service on request (this service must offer similar fares, schedules and routes)

You do not have to change your vehicles to make them accessible.

Examples:

- A college shuttle bus transfers students from one campus to another or from the local train stop to the campus. This shuttle bus is equipped with two spaces for people with disabilities who use mobility aids. The service is available at all campus stop locations.
- A hospital shuttle bus drives people between two city hospitals. This shuttle bus cannot be made accessible for people with disabilities. As a result, the hospital sets up a contract with a taxi company to provide an accessible taxi on request.

Rules for school boards

School boards that provide transportation services for students must provide integrated accessible school transportation services when possible. Integrated transportation means that all students, including students with disabilities, travel on the same vehicles.

School boards must provide an appropriate alternative in cases where they determine that integrated transportation:

- is not possible, **or**
- Is not the best option for a student because of the nature of their disability or safety concerns

Step 1: consult with the parents or guardians of students with disabilities to identify those who have disabilities:

- before the school year begins, or
- during the school year if the needs of the student changes

Step 2: develop **Individual Transportation Plans** for students with disabilities who use either:

- a regular school bus
- an alternative accessible transportation vehicle

This includes students with disabilities who use the regular school buses but do not require other formal disability accommodations.

How to develop an Individual Transportation Plan

This plan is separate from a student's Individual Education Plan (IEP). It must explain in detail what assistance the student requires, including when they:

- board the vehicle
- take their seat
- leave the vehicle

Roles and responsibilities

When developing individual school transportation plans, a school board must consult:

- the transportation provider (usually school bus companies that have contracts with the school board)
- parents or guardians of the student with the disability
- students with a disability
- driver(s) of the vehicles used to transport the student
- other appropriate school staff

Examples

- Aruna requires door-to-door service at the start and end of each school day. After consulting her parents, the school board arranges for a private taxi service for Aruna.
- Ross needs a lifting device for his wheelchair. After consulting his parents, the school board arranges for an accessible taxi for Ross.
- Paul does not need help climbing the steps when he boards the school bus, but does need help going down them when he leaves it. After consulting his parents, the school board arranges for a bus monitor to assist Paul when he arrives at the school each day.

Disclaimer

The aim and purpose of this webpage is to help individuals and organizations with information related to the *Accessibility for Ontarians with Disabilities Act, 2005* (<https://www.ontario.ca/laws/statute/05a11>) and its associated Integrated Accessibility Standards regulation O. Reg. 191/11 (<https://www.ontario.ca/laws/regulation/110191>).

While we aim to provide relevant and timely information, no guarantee can be given as to the accuracy or completeness of any information provided. This guidance is not intended to provide official advice and should not be relied upon or treated as official advice. Those seeking legal advice should consult with a qualified legal professional.

In case of discrepancy between website content and Ontario legislation and regulations, the official version of Ontario Acts and Regulations (<https://www.ontario.ca/Laws>) as published by the King's Printer for Ontario will prevail.

The Ministry for Seniors and Accessibility and the Government of Ontario do not endorse or recommend any accessibility consultant(s), their advice, opinions or recommendations.

Related

Accessible Transportation Standard (<https://www.ontario.ca/laws/regulation/r11191#BK35>)

Updated: March 28, 2023
Published: September 14, 2015