



Professional Engineers  
Ontario

## **Chapter Boundary Task Force Report**

**REVISED**

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**Task Force members:**

**Seimer Tsang, P. Eng., Co-Chair**

**Jeff Mark, P. Eng., Co-Chair**

**Colin McLellan, P. Eng., from the Windsor-Essex Chapter representing Western Region**

**Richard Weldon, P. Eng., from Etobicoke Chapter representing West Central Region**

**John Glover, P. Eng., from East Toronto Chapter representing East Central Region**

**Allen Lucas, P. Eng., from Quinte Chapter representing Eastern Region**

**Dave Spacek, P. Eng., from Algoma Chapter representing Northern Region**

## Executive Summary

When chapters were formed in 1961, many of the chapter and regional boundaries were established using the political riding boundaries existing at that time. Since then the riding boundaries have changed several times. However the “Electoral Districts” being used in the identification of chapter and regional boundaries in the Schedule section of Reg. 941 are based on The Representation Act, 1966, while currently Ontario’s electoral districts are defined under The Representation Act, 2005. In other words, the definitions of chapters and regions have not been revised since the 60s. Furthermore cities and towns being referenced in Reg. 941 have not kept pace with the changes in Ontario’s amalgamation of smaller towns into mega-cities about two to three years ago.

The Regional Councillors Committee established the Chapter Boundary Task Force at its meeting on August 28, 2005, with the intent to take on a comprehensive review of the current chapter boundaries and to bring the definitions of chapters and regions up-to-date. The goal of the project is to provide clear, identifiable boundary descriptions for the chapters and their grouping into the five regions in Ontario.

The task force is proposing to define the chapter boundaries using a combination of county / district boundaries, major roads / highways, railroad tracks, rivers and lakes, and provincial park boundaries. The postal codes associated with the chapters as well as major cities, towns and municipalities lying within the chapter boundaries are also listed.

The descriptions defining the chapters proposed in the report are to be illustrated graphically on a set of professionally produced chapter boundary maps for the five regions.

This report is the result of countless hours of work by members of task force, as well as the hours spent at consultations with key stakeholders.

## Table of Content

	<b>Page</b>
1. Introduction .....	5
1.1 Background .....	5
1.2 Task Force Members .....	6
1.3 Goals and Purposes .....	6
1.4 Stages.....	7
1.5 Milestones .....	8
2. Proposed Changes to Chapter and Regional Boundaries .....	9
2.1 East Central Region .....	9
2.1.1 East Toronto Chapter .....	11
2.1.2 Lake Ontario Chapter .....	13
2.1.3 Scarborough Chapter .....	14
2.1.4 Simcoe-Muskoka Chapter .....	14
2.1.5 Willowdale-Thornhill Chapter .....	17
2.1.6 York Chapter .....	18
2.1.7 East Central Region Boundary .....	20
2.2 Eastern Region .....	23
2.2.1 Ottawa Chapter .....	23
2.2.2 Upper Canada Chapter .....	24
2.2.3 Thousand Island Chapter .....	24
2.2.4 Kingston Chapter .....	25
2.2.5 Quinte Chapter .....	25
2.2.6 Peterborough Chapter .....	26
2.2.7 Algonquin Chapter .....	26
2.3 West Central Region .....	27
2.3.1 Kingsway Chapter .....	29
2.3.2 Etobicoke Chapter .....	30
2.3.3 Toronto West Chapter .....	31
2.3.4 Toronto Humber Chapter .....	33
2.3.5 Mississauga Chapter .....	35
2.3.6 Oakville Chapter .....	36
2.3.7 Brampton Chapter .....	37
2.4 Western Region .....	38
2.4.1 Brantford Chapter .....	39
2.4.2 Chatham-Kent Chapter .....	40



2.4.3	Georgian Bay Chapter .....	40
2.4.4	Grand River Chapter .....	41
2.4.5	Hamilton Chapter .....	42
2.4.6	Lambton Chapter .....	43
2.4.7	London Chapter .....	44
2.4.8	Niagara Chapter .....	45
2.4.9	Windsor-Essex Chapter .....	46
2.5	Northern Region .....	47
2.5.1	Algoma Chapter .....	48
2.5.2	Lake of the Woods Chapter .....	49
2.5.3	Lakehead Chapter .....	50
2.5.4	North Bay Chapter .....	51
2.5.5	Porcupine-Kapuskasing Chapter .....	52
2.5.6	Sudbury Chapter .....	52
2.5.7	Temiskaming Chapter .....	53
3.	Chapter and Regional Boundary Maps .....	53
	Appendix .....	53

## 1. Introduction

The Regional Councillors Committee established the Chapter Boundary Task Force at its meeting on August 28, 2005, with the intent to take on a comprehensive review of the current chapter boundaries. The goal of the project is to provide clear, identifiable boundary descriptions for the chapters and their grouping into five regions in Ontario.

The review includes:

- To map out existing boundaries of all chapters by street name, town, municipality, political boundary, and postal codes.
- To redefine chapter boundaries in a way that can be easily identified and that will be relatively fixed, such as county / district boundaries, major roads / highways, railroad tracks, rivers, lakes, provincial parks, etc.
- To re-align chapter boundaries with the intent of improving the low participation rate in chapter functions and to better match chapter activities to the membership represented.
- To increase the number of volunteers to carry on the objectives of chapters.

### 1.1 Background

When chapters were formed in 1961, many of the chapter and regional boundaries were established using the political riding boundaries existing at that time. Since then the riding boundaries have changed several times. Some ridings have gotten larger, some have disappeared, and all have changed. In fact the “Electoral Districts” being used in the identification of chapter and regional boundaries in Reg. 941 under the Schedule section are based on The Representation Act, 1966, while currently Ontario’s electoral districts are defined under The Representation Act, 2005. The result is that it is presently impossible to locate on a map (or on the ground) where some of the current regional boundaries are. Furthermore cities and towns in chapter and regional definitions in Reg. 941 have not kept pace with the changes in Ontario’s amalgamation of smaller towns into mega-cities about two to three years ago.

In addition, there are a number of different ways that chapter boundaries are defined. In some cases, the postal forward sortation designations are used. In other cases, the boundary lines are defined, some using the 1961 riding boundaries. In the majority of the cases, the membership in a chapter has been associated with a municipal designation. The problem that has occurred with this last methodology is that the chapter designation has, in a number of cases, followed the member when the member moved, so that a member living near Sudbury is shown as a member in the Toronto Dufferin Chapter. The worst case occurs in Parry Sound District, which has municipal designations associated with seven different chapters.

Therefore, the Regional Councillors Committee passed a motion on August 28, 2005 “*that measures be made to properly define in today’s terms, the chapter boundaries*”. A task force was established to undertake this task.

## 1.2 Task Force Members

The Chapter Boundary Task Force (CBTF) is co-chaired by Seimer Tsang, P. Eng., and Jeff Mark, P. Eng.. Members of the task force include:

- Colin McLellan, P. Eng., from the Windsor-Essex Chapter representing Western Region,
- Richard Weldon, P. Eng., from Etobicoke Chapter representing West Central Region,
- John Glover, P. Eng., from East Toronto Chapter representing East Central Region,
- Allen Lucas, P. Eng., from Quinte Chapter representing Eastern Region, and
- Dave Spacek, P. Eng., from Algoma Chapter representing Northern Region.

Staff support was provided by Michael Chan, P. Eng., Donna Piccinin-Craig, P. Eng., and Matthew Ng, P. Eng..

## 1.3 Goals and Purposes

The goals and purposes were initially established in the task force terms of reference dated December 13, 2005 and have been modified slightly as the work progressed.

The goal of the project is to provide clear, identifiable and stable boundary descriptions for the chapters and the regions.

The purposes include<sup>1</sup>:

- To ensure that clear, identifiable and stable boundaries are documented,
- To better match chapter services to the membership represented,
- To improve the low participation rate in chapter functions, and
- To increase the number of volunteers to carry on the objectives of chapters.

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<sup>1</sup> Source: Briefing Note for June 2006 Congresses

The intent was to undertake a comprehensive review of the current chapter boundaries. The work was not to be constrained by the current regional boundaries. If it were deemed appropriate, chapters could be amalgamated with adjacent chapters and/or chapters could be split into two or more chapters.

## 1.4 Stages

The original terms of reference divided the project into three stages:

“Stage 1 (January 1, 2006 to June 31, 2006):

- To map out the existing boundaries of all chapters by street name, towns and postal codes
- To redefine the existing boundaries (within each region) in a way that can be easily identified and that will be relatively fixed (county/regional boundaries, major roads, railway tracks, rivers, lakes, etc.)
- To re-align boundaries where necessary
- These proposed boundaries changes from stage 1 will be presented at the June congresses for inputs and be considered by the Regional Councillors Committee at its first meeting after the June congresses to move forward to stage 2

Stage 2 (July 1, 2006 to December 31, 2006):

- To modify the boundaries as per requests from Regional Councillors Committee, CLC & June Congresses
- To determine if the chapter boundaries should be rationalized/changed/amalgamated within the regional boundaries
- These boundaries changes from stage 2 will be finalized at the September congresses and be considered for approval by the Regional Councillors Committee at its first meeting after the September congresses
- To finalize the proposed chapter boundaries and submit to Council for approval in November or December 2006

Stage 3 (September 1, 2006 to March 31, 2007):

- To determine if there should be amalgamation or major redistribution of the chapters with regional boundary impacts
- To seek input from the September 2006 round of Congresses and November 2006 Chapter Forum

- These proposed changes will be finalized at the February 2007 round of congresses and be considered for approval by the Regional Councillors Committee at its first meeting after the February 2007 congresses
- To seek Council approval and by-law changes required”

As the project progressed, it was realized that Stages 2 and 3 should be done concurrently, since many of the boundary changes proposed for individual chapters also affect the regional boundaries.

## 1.5 Milestones

A number of milestones were achieved:

- 1.5.1 Each Regional representative presented maps showing where their boundaries were thought to be. These were then rationalized and presented to the February 2006 Regional Congresses for discussion and comments.
- 1.5.2 The results from the congresses were presented to the April 2006 Chapter Leaders Conference.
- 1.5.3 A questionnaire was distributed at the Chapters Leaders Conference to determine the Chapters' views on boundary changes. The questionnaire and the summary of the responses are attached. Two points were significant. The first is that changes in chapter boundaries were not a significant concern. Secondly, a number of inconsistencies in the perceived current chapter boundaries were identified.
- 1.5.4 During the May 19<sup>th</sup> 2006 task force meeting, it was decided that chapter boundaries should be based on a combination of the Forward Sortation Areas, major physical features (rivers, major highways, etc.) and municipal boundaries. The reason that major physical features and municipal boundaries are included is that Forward Sortation Areas in urban areas are relatively small in geographic size yet contain relatively large numbers of members, while Forward Sortation Areas in rural areas are relatively large in geographic size yet contain relatively small numbers of members.
- 1.5.5 A revised set of chapter boundaries was presented to the June 2006 Regional Congresses for review and discussion. The results are outlined in the following sections.
- 1.5.6 In early June 2006, the Western Regional representative arranged for the membership of each chapter to be plotted for each of the Forward Sortation Area boundaries used by Canada Post. This exercise produced



some interesting results. Firstly, there are numerous instances where member's home addresses are assigned to chapters that are many miles from the home addresses. The second result is that it is now possible to identify the impacts on Chapter membership due to proposed boundary changes. It is noted that the changes on Chapter memberships are not expected to be significant except in the Toronto area of the West Central Region.

- 1.5.7 The chapter boundaries as presented in the Chapter Boundary Task Force Report and accompanied boundary maps were endorsed at the September 2006 rounds of regional congresses. Subsequent boundary adjustments were made since the September 2006 congresses, and they were endorsed at the February 2007 congresses.

## **2. Proposed Changes to Chapter and Regional Boundaries**

The following are the proposed changes to the chapter and regional boundaries summarized by region.

### **2.1 East Central Region**

The proposals under consideration are:

1. Agreement of chapter boundary within each region, with proposed changes (if any) subject to modification.
2. Proposed modification to chapter boundaries (addition or transfer) outside the regional boundary, subject to inter-regional agreement.
3. Considerations for chapter amalgamation.
4. Considerations for splitting a chapter.

The recommendations which follow take into account input received from the many stakeholders involved in this process: replies received from East Central Region Chapter Chairs, Vice-Chairs and Congress delegates, to emails sent on February 7 and 8, 2006 plus reminder emails sent on March 1, 2006; discussions held with Chapter delegates, CBTF members and PEO staff at three such Congresses in 2006 (February 4, June 6 and September 23) plus two such Congresses in 2007 ((February 24 and June 9); telephone conversations with CBTF members and PEO staff during four teleconferences in 2006 (March 8, May 19, July 7 and August 23); meetings with CBTF members and PEO staff on April 27, 2006 and April 27, 2007; and, very many emails to and from CBTF members and PEO staff over the past 18 months.

It is assumed that the underlying rationale for determining Chapter boundaries will be the utilization of Forward Sortation Areas (FSA), which are the first three characters of the six-character Postal Codes created by Canada Post.

In urban areas, Canada Post has indicated the street/road/highway names both within and forming the boundaries of FSA's.

However, in rural areas, no such clarity has been provided by Canada Post. Also, Canada Post does not provide Postal Codes for many rural hamlets. In those instances where a small community appears to be situated well within a rural FSA, then the FSA for that region is assumed to be the correct FSA for that hamlet.

In other instances, rural hamlets have been included within the FSA of a nearby urban area: for example, Mono Mills has the same FSA (L9R) as Orangeville, although Mono Mills is a settlement of about 200 people, surrounded by a rural area, and about 15 km distant from Orangeville.

Accordingly, in rural areas Chapter boundaries were deduced from Township borders, which are the 3-mm grey-yellow lines on the Province of Ontario Road Map, as shown on Map #4, Map # 5 and Map # 6 of the "Restructuring Maps of Ontario," which Maps are found at the website of the Ministry of Municipal Affairs and Housing, [www.mah.gov.on.ca/Page1595.aspx](http://www.mah.gov.on.ca/Page1595.aspx) with references to the individual Maps being [www.mah.gov.on.ca/Asset1606.aspx](http://www.mah.gov.on.ca/Asset1606.aspx) for Map # 4, [www.mah.gov.on.ca/Asset1607.aspx](http://www.mah.gov.on.ca/Asset1607.aspx) for Map # 5 and [www.mah.gov.on.ca/Asset1611.aspx](http://www.mah.gov.on.ca/Asset1611.aspx) for Map # 6. In the event that these links change, the contact person is Louise Simos ([Louise.Simos@ontario.ca](mailto:Louise.Simos@ontario.ca)) or her successor at 416-585-6402.

In describing the Chapter boundaries, distances have been estimated to the nearest kilometer from these Maps, and thus distances are approximate.

For those instances where a rural FSA is listed as belonging to two adjoining Chapters, there will be relatively little impact on the Chapter membership when it is recommended that members be assigned exclusively to one Chapter or the other. Each recommendation takes into account the number of members listed for a specific FSA in each of the two Chapters, and the position of the dual-identity FSA relative to its surrounding FSA's.

The "community name," that is the "city" or "town" or "village" or "settlement" title as applicable to reflect the number of residents living within that entity, and also the number of members resident within each FSA, were derived from and are current as of the distribution on January 20, 2006 by Sharon Gillam of PEO's "Book1.xls" tabulation to members of the CBTF.

Changes in residency by members over the intervening months since that distribution date will result in changes to the resulting number of members within the affected FSA's.

Specific rural FSA's involved, the abbreviated Chapter Name, the number of members (Mbrs) within each Chapter, and the recommended assignments are tabulated as follows:

Forward Sortation Areas	Existing				Recommended	
	Chapter	Members	Chapter	Members	Chapter	Members
L0B	Lake Ontario	63	Simcoe-Muskoka	1	Lake Ontario	64
L0C	Lake Ontario	21	York	6	Lake Ontario	27
L0E	Lake Ontario	3	York	19	York	22
L0G	Simcoe-Muskoka	78	York	178	York	256
L0H	Lake Ontario	7	York	32	York	39
L0J	Simcoe-Muskoka	0	York	40	York	40
L0M	Simcoe-Muskoka	60	Georgian Bay	5	Simcoe-Muskoka	65
L0N	Simcoe-Muskoka	0	Georgian Bay	103	Georgian Bay	103
P0A	Simcoe-Muskoka	21	North Bay	7	North Bay	28
P0H	Simcoe-Muskoka	0	North Bay	72	North Bay	72

### 2.1.1 East Toronto Chapter

To simplify geographic layout and boundary description, and to more accurately reflect the name of this Chapter and this Region, it is recommended that the western boundary be formed by the **east** side of Yonge Street as the **principal** western border of East Toronto Chapter, from Lake Ontario at the south to the West Don River just south of York Mills Avenue at the north. From this point, the western boundary would then follow the West Don River to where the River crosses under Highway 401.

The two exceptions to following the east side of Yonge Street in its entirety would be: to follow the east side of **Bay** Street as the western border, from College Street at the south to Yorkville Avenue at the north, with the north side of College Street at the south and the south side of Yorkville Avenue at the north being followed from Bay Street to Yonge Street; and, to follow the **west** side of Yonge Street, from Yorkville Avenue at the south to the railroad tracks just north of Scrivener Street at the north. These two exceptions will thereby include the two FSA's "M4W" and "M4Y" entirely within the Chapter.

The northern boundary of the Chapter would be formed by the south side of Highway 401, commencing in the west from where the highway crosses over the West Don River (just west of Yonge Street), and proceeding eastward to where the highway crosses over Victoria Park Avenue.

The eastern boundary of East Toronto Chapter would be the west side of Victoria Park Avenue, from Highway 401 in the north to Lake Ontario in the south.

The southern boundary of East Toronto Chapter would be the Lake Ontario shoreline, from Victoria Park Avenue in the East to Yonge Street in the west.

Consequently, the areas with FSA's "M5G," "M5H," "M5J," "M5K," "M5L," "M5S," "M5T," "M5V," "M5W," "M5X" and "M7A" would be removed from East Toronto Chapter, and thus also from East Central Region, and would become part of the West Central Region. These changes fall under consideration Number 2, above.

Conversely, the FSA's "M4N," "M4P," "M4S" and "M4T" would be removed from the West Central Region and added to East Toronto Chapter, and thus become part of East Central Region. These changes also fall under consideration Number 2, above.

Internal to the East Central Region, the FSA's "M2L" and "M2P" would be added to East Toronto Chapter, and removed from Willowdale-Thornhill Chapter.

East Toronto Chapter thus would consist of the FSA's (and the "community" names and number of resident members within that FSA) "M2L" (North York, 147), "M2P" (North York, 102), "M3A" (North York, 274), "M3B" (North York, 241), "M3C" (North York, 228), "M4A" (North York, 60), "M4B" (East York, Agincourt and Toronto, 77), "M4C" (East York and Toronto, 159), "M4E" (Scarborough and Toronto, 139), "M4G" (North York and Toronto, 241), "M4H" (East York and Toronto, 34), "M4J" (East York and Toronto, 114), "M4K" (East York and Toronto, 169), "M4L" (Toronto, 155), "M4M" (Toronto, 65), "M4N" (Toronto, 211), "M4P" (Toronto, 127), "M4S" (Toronto, 199), "M4T" (Toronto, 123), "M4W" (East York and Toronto, 114), "M4X" (Toronto, 47), "M4Y" (Toronto, 84), "M5A" (Toronto, 106), "M5B" (Toronto, 40), "M5C" (Toronto, 15), "M5E" (Toronto, 32) and "M7Y" (Toronto, 0).

The resulting member count for East Toronto Chapter thus would be 3,303.

### **2.1.2 Lake Ontario Chapter**

As tabulated above, it is recommended that various rural Forward Sortation Areas be assigned exclusively to this Chapter, or be removed entirely from this Chapter.

In the southeast portion of the Chapter, from the border between Durham District and Northumberland District, the Chapter boundary currently proceeds due east across country for 17 km, until meeting with Rice Lake, at which point the boundary follows the centre of Rice Lake northeast for 30 km, until the border of Northumberland District, which is then followed due south for 4 km until meeting with Highway 45, which is then followed southeast for 25 km to the village of Baltimore, from which point the boundary heads due south across country for 7 km to the shores of Lake Ontario.

It is recommended that in this part of the Chapter the boundary be formed by the boundary between Durham District and Northumberland District.

Accordingly, FSA's "L0A" (61) and "L1A" (63) will no longer be part of Lake Ontario Chapter, nor of the East Central Region.

This recommendation would entail Consideration 2, above.

Commencing in its southwest corner, the first 12 km of the western boundary of Lake Ontario Chapter is formed by the east side of the border between the City of Toronto and the City of Pickering, which is to say the boundary commences where the Rouge River enters Lake Ontario, and then the boundary proceeds north-north-west up the Rouge River for 3 km to Little Rouge Creek, which Creek is followed for about 3 km to the Twyn Rivers Drive portion of Sheppard Avenue East. From this point, the boundary heads due north across country for 3 km, to the intersection of Finch Ave East and the Scarborough-Pickering Townline, the east side of which in turn is followed north for 3 km to Steeles Avenue East. North of this point, this road becomes known as York-Durham Road 30, the east side of which Road is followed northward for 45 km to the village of Brown Hill.

At this point, the boundary turns eastward for 15 km along the south side of Road 32, to the end of Road 32. From this point, the boundary heads across country for 7 km, to the intersection of Highway 12 and Highway 7, and then follows the south side of Highway 7 eastward for 3 km to the village of Manilla at the intersection of Hwy 7 and Rd 2, which Road follows the border between Brock Township of Durham District and Mariposa Township of Northumberland District.

At this point, the boundary turns south, and follows the east side of Road 2 for 5 km to the village of Seagrave. At this point, the boundary follows an S-Curve for 10 km through the centre of Lake Scugog, which line forms the northern border of Scugog Township, to the intersection of this S-curve and the north-south border between Scugog Township of Durham District and Manvers Township of Northumberland District, which border is approximately 2 km west of the village of Janetville.

The boundary then continues south across country along the east side of the western border of Manvers Township for 7 km, at which point the boundary turns east for 6 km, following the southern side of the southern border of Manvers Township, the initial 3 km of which follows Road 20 and the final 3 km of which is across country.

From here, the boundary turns south for 9 km across country, and follows the west side of the border between Clarington Township of Durham District and Hope Township of Northumberland District, to the shore of Lake Ontario. The shoreline then is followed westward for 60 km, to the southwest corner point of origin.

Thus, Lake Ontario will consist of FSA's (with community names and number of members indicated following each FSA) "L0B" (Ashburn, Blackstock, Enniskillen, Hampton, Nestleton Station and Orono, 64), "L0C" (Goodwood, Greenbank, Leaksdale, Seagrave and Sunderland, 27), "L0H" (Brougham, Greenwood and Whitevale, 39), "L1B" (Newcastle, 24), "L1C" (Bowmanville, Courtice and Haydon, 81), "L1E" (Courtice, 77), "L1G" (Oshawa, 104), "L1H" Oshawa, (47), "L1J" (Oshawa, 66), "L1K" (Oshawa, 70), "L1L" (Oshawa, 10), "L1M" (Brooklin and Whitby, 71), "L1N" (Whitby, 271), "L1P" (Whitby, 119), "L1R" (Whitby, 270), "L1S" (Ajax, 169), "L1T" (Ajax, 176), "L1V" (Pickering, 271), "L1W" (Pickering, 79), "L1X" (Pickering, 90), "L1Y" (Claremont and Pickering, 9), "L9L" (Port Perry and Prince Albert, 53) and "L9P" (Uxbridge, 82).

The total membership for Lake Ontario thus would be 2,269.

### 2.1.3 Scarborough Chapter

No changes are proposed to the boundaries of Scarborough Chapter.

However, PEO's Postal Code tabulation should be corrected to eliminate "Scarborough M4B", "Agincourt M4B" and "Scarborough "M4E" from the Scarborough listing, and include all of "M4B" and "M4E" within the East Toronto Chapter, where these two FSA's actually are located.

The borders of Scarborough Chapter would remain as Lake Ontario to the south, the east side of Victoria Park Avenue to the west, the south side of Steeles Avenue East to the north and west side of the City of Toronto border to the east. Scarborough Chapter still would consist of FSA's (with the community names and number of members) "M1B" (Scarborough, 159), "M1C" (Scarborough, 330), "M1E" (Agincourt and Scarborough, 170), "M1G" (Scarborough, 75), "M1H" (Scarborough, 87), "M1J" (Scarborough, 76), "M1K" (Scarborough, 81), "M1L" (Scarborough, 66), "M1M" (Scarborough, 98), "M1N" (Scarborough, 57), "M1P" (Agincourt and Scarborough, 107), "M1R" (Scarborough, 84), "M1S" (Scarborough, 192), "M1T" (Agincourt and Scarborough, 163), "M1V" (Scarborough, 283), "M1W" (Agincourt and Scarborough, 347) and "M1X" (Scarborough, 39).

The resulting member count for Scarborough will be 2,414.

### 2.1.4 Simcoe – Muskoka Chapter

Because the towns of Wasaga Beach through Collingwood form a more or less continuous community, and because Collingwood is relatively isolated from the remainder of Georgian Bay Chapter of Western Region, it is recommended that the Town of Collingwood (FSA "L9J") with its 110 members be removed from the Georgian Bay Chapter of Western Region, and be included within the Simcoe-Muskoka Chapter.

As well, it is recommended that, as tabulated above, the adjacent rural FSA “L0M” be included in its entirety within the Simcoe-Muskoka Chapter. In the immediate area surrounding Collingwood, FSA “L0M” actually extends westwards past the town of Collingwood for about 10 km, to the Village of Craigleith. The five (5) members of “L0M” listed as belonging to Western Region would thus be counted as being members of Simcoe-Muskoka Chapter, thereby increasing the total count for FSA “L0M” as 65 for Simcoe-Muskoka Chapter.

Input was provided to, and a decision was sought and received from, those members which will be affected by the recommended reallocations of FSA “L9J” and of the relevant part of “L0M.”

The survey results received were:

- Total Number sent: 188
- Total reply received: 32 (17% responded)
- 1) Remain with Georgian Bay: 3 (9.4% responded wanted this)
- 2) Move to Simcoe-Muskoka: 20 (62.5% responded wanted this)**
- 3) Go with choice of majority: 9 (28.1% responded wanted this)

Accordingly, it is recommended that the above proposed localized boundary change be adopted as recommended by the majority of the responding affected members.

This change involves Consideration 2, above.

Accordingly, the boundary commences at the intersection of Highway 26 and Road 19, which intersection is on the shore of Nottawasaga Bay at the southern end of Georgian Bay. The village of Craigleith located at this junction belongs to Simcoe-Muskoka Chapter. The boundary then follows the north then the east then the north side of Road 19 for about 5 km, alternately southward then westward then southward, to its intersection with Road 21. The boundary then follows the east side of the combined Roads 19 & 21 southward for 3 km, at which point Road 19 turns eastward.

From this point, the boundary follows the **existing** boundary line, which follows the east side of the western border of Clearview Township southward for 22 km, the initial 8 km of which cuts across country, the next 4 km of which follow Road 32, and then the next 10 km of which follows Road 124. The boundary then turns eastward, and follows the north side of the southern border of Clearview Township for 8 km. At this point, the boundary turns south, and follows the east side of the western border of Adjala-Tosorontio Township for 20 km to Highway 9.

At this point, the boundary turns eastward for 30 km, following the north side of Highway 9, which forms for the first 15 km the southern border of Adjala-Tosorontio Township and then for the next 15 km the southern border of New Tecumseth Township. At this

point, the border turns north-east for 30 km, following the north side of the Holland River, which forms the border between Bradford-West Gwillimbury Township and East Gwillimbury Township, to where the river empties into Cook's Bay in southernmost Lake Simcoe.

The boundary crosses through Lake Simcoe, to the central part of Lake's east side, where the Talbot River empties into Lake Simcoe, which river forms the border between Brock Township and Ramara Township. The north side of the Talbot River is followed north east for 5 km. At this point, the boundary turns northward, and follows the west side of the eastern border of Ramara Township, which is also the east side of the western border of Dalton Township, across country for 30 km.

At this point, the boundary turns east, and follows the south side of the northern border of Dalton Township across country for 10 km. The boundary then turns north across country for 10 km, along the east side of the western border of Laxton, Digby & Longford Township, and then the boundary turns eastward across country for 15 km, along the south side of the northern border of Laxton, Digby & Longford Township.

The boundary then turns northward across country for 15 km, along the east side of the western border of Anson, Hindon & Minden Township, and then eastward across country for 15 km, along the south side of the northern border of Anson, Hindon & Minden Township. The boundary then turns northward across country for 30 km, following the east side of the western border of Sherborne, Livingstone & McClintock Township, at which point the boundary turns eastward across country for 8 km, following the south side of the northern border of Sherborne, Livingstone & McClintock Township.

The boundary then turns northward across country for 15 km, following the east side of the western border of Finlayson Township, which border also forms the western border of Algonquin Park in this local region.

The northern boundary of Simcoe-Muskoka Chapter currently lies in its central portion within a forested area just to the north of Highway/Regional Road 522, and then entirely within forested areas at its eastern and western limits.

It is recommended that this boundary be moved southward approximately 75 km, and be formed by the south side of the boundary between the District of Parry Sound and the District of Muskoka.

The northern boundary of Simcoe-Muskoka Chapter thus would commence at the common corner of Finlayson, McCraney, Lake of Bays and Kearney Townships, from which point the border would proceed westward across country along the south side of the southern borders of Kearney, then Perry, then McMurrich-Monteith, then Seguin, then Foley and then The Archipelago Townships. This border would terminate at the eastern shore of Georgian Bay.



Members residing within Parry Sound and surroundings currently are listed as belonging to the Western Region, when in fact this locale is within the central portion of Simcoe-Muskoka Chapter. And with the recommended change in the Chapter boundary, the FSA's "P0A" (33), "P0G" (5), "P0H" (74), "P2A" (20) and "P2B" (3) would belong to North Bay Chapter, in the Northern Region.

This change would involve Consideration Number 2, above.

Thus, Simcoe-Muskoka Chapter would consist of FSA's (with community names and number of members) "L0K" (Brechin, Cedar Point, Coldwater, Cumberland, Longford Mill, Moonstone, Port McNicoll, Port Severn, Rama, Sebright, Victoria Harbour, Warminster, Washago, Waubashene and Wyebridge, 83), "L0L" (Bell Ewart, Cookstown, Egbert, Elmvale, Gilford, Hawkestone, Hillsdale, Lefroy, Midhurst, Minesing, Oro, Oro Station, Perkinsfield, Phelpstone, Shanty Bay, Thornton, Wasaga Beach, and Wyevale, 149), "L0M" (Angus, Borden, Creemore, Duntroon, Everett, Glen Huron, Glencairn, Lisle, New Lowell, Stayner and Utopia, 65), "L3V" (Orillia, 85), "L3Z" (Bradford, 39), "L4M" (Barrie, 122), "L4N" (Barrie, 252), "L4R" (Midland, 41), "L9J" (Collingwood, 110), "L9M" (Penetanguishene, 38), "L9R" (Alliston, 48), "L9S" (Innisfil, 45), "N0C" (Badjeros and Maxwell, 36), "N0H" (Walters Falls, 256), "P0B" (Beaumaris, Milford Bay Minett, Port Carling, Port Sandfield, Port Sydney, Utterson and Windermere, 31), "P0C" (Bala, Mactier, Rosseau, Rosseau Road, and Torrance, 8), "P0E" (Honey Harbour, Kilworthy and Severn Bridge, 5), "P1H" (Huntsville, 49), "P1L" (Bracebridge, 62) and "P1P" (Gravenhurst, 27).

Thus, the total membership count for Simcoe-Muskoka Chapter would appear to be 1,551. However, the entry "N0H" (256) is highly suspect, since the only community listed is the hamlet of Walters Falls AND since Walters Falls actually is well within the Georgian Chapter of Western Region. Accordingly, the final count for Simcoe-Muskoka Chapter most likely would be 1,295.

### **2.1.5 Willowdale – Thornhill Chapter**

As discussed under East Toronto above, it is recommended that the southern boundary of Willowdale-Thornhill Chapter be formed by the north side of Highway 401, commencing at the point where Highway 401 crosses the West Don River just to the west of Yonge Street, and then proceeding eastwards along the north side of the Highway to where the Highway crosses Victoria Park Avenue. Accordingly, Willowdale-Thornhill Chapter would lose FSA's "M2L" (147) and "M2P" (102).

It is recommended that the western boundary be formed in a two-step process, commencing in the south where the West Don River crosses under Highway 401 just west of Yonge Street, from which point the boundary would follow the east side of the West Don River north-northwest until Steeles Avenue West, and then step westward

along the south side of Steeles Avenue West about 0.3 km to Dufferin Street, and then follow the east side of Dufferin Street from Steeles Avenue West to Rutherford Road.

From the intersection of Dufferin Street and Rutherford Road, the boundary steps alternately east, then south, then east, then south and then east, to the intersection of Steeles Avenue East and Victoria Park Avenue, as follows: from Dufferin Street and Rutherford Road, the boundary proceeds eastward for 2 km along the south side of Rutherford Road to Bathurst Street, at which point the boundary steps southward for 2 km along the east side of Bathurst Street to Highway 7, and then proceeds eastward for 7 km along the south side of Highway 7 to Highway 404, and then steps southwards for 4 km along the east side of Highway 404 to Steeles Ave East, and then follows the south side of Steeles Avenue East eastward for 1 km to Victoria Park Avenue.

The eastern boundary of the Chapter commences in the north where Steeles Avenue East intersects with Victoria Park Avenue, from which intersection the boundary follows the west side of Victoria Park Avenue southward for 3 km to where Victoria Park Avenue crosses over Highway 401.

FSA "L3T" is listed as belonging both to Willowdale-Thornhill Chapter and to York Chapter. By visual examination, "L3T" belongs entirely to Willowdale-Thornhill Chapter.

FSA "L6A" is listed as belonging both to Willowdale-Thornhill Chapter and to York Chapter. By visual examination, "L6A" belongs entirely to York Chapter.

Willowdale-Thornhill Chapter would thus consist of the FSA's "L3T" (Richmond Hill and Thornhill, 619), "L4J" (Thornhill, 573), "M2H" (North York, 289), "M2J" (North York, 506), "M2K" (North York, 272), "M2M" (North York, 327), "M2N" (North York, 655) and "M2R" (North York, 208).

The resulting member count for Willowdale-Thornhill Chapter would be 3,449.

### **2.1.6 York Chapter**

Because the former communities of Milliken in the east through to Thornhill in the east-centre through to Concord in the west-centre through to Woodbridge in the west now form a more or less continuous urban area, and all are parts of the Regional Municipality of York, it is recommended that the area locally known as "Woodbridge" be transferred from Brampton Chapter in the West Central Region to York Chapter in East Central Region.

Input was provided to, and a decision was sought and received from, members residing within the two FSA's "L4L" (246 members) and "L4H" (207 members) which constitute "Woodbridge," as to which Chapter these members wish to belong

The survey results received were:

- Total number sent: mailed 103 + emailed 350 = total 453
- Total reply received: 115 (25% responded)
- 1) Remain with Brampton: 4 (3.5% responded want this)
- 2) Move to York: 99 (86.1% responded want this)**
- 3) Choice of majority: (10.4% responded want this)

Accordingly, it is recommended that the above proposed localized boundary change be adopted as recommended by the majority of the responding affected members.

This change involves Consideration 2, above.

The southeast corner of York Chapter is formed by the intersection of the Markham-Pickering Townline (known also as Durham Road 30) and Steeles Avenue East. From this point, the boundary proceeds westward along the north side of Steeles Avenue East for 6 km to Highway 404, the west side of which then is followed northward for 3 km to Highway 7.

The boundary then turns westward along the north side of Highway 7 for 8 km to Bathurst Street, known also as York Road 38, the west side of which is followed northward for 0.5 km to Rutherford Road, known also as York Road 73. The boundary then follows the north side of Rutherford Road westward for 0.5 km to Dufferin Street, known also as York Road 53, the west side of which is then followed southward for 3 km to Steeles Avenue West.

The boundary then turns west along the north side of Steeles Avenue West for 13 km, until reaching the combined York Road 24-Peel Road 50, formerly known as Highway 50, which Road forms the border between the Regional Municipality of York and the Regional Municipality of Peel. The east side of this Road is followed north-north-west for 8 km, to Mayfield Road, known also as Peel Road 14.

From this point, the boundary follows the east side of Albion-Vaughan Road northwards for 4 Km, to King St. (Peel Road 9) on the west and King Road (York Road 11) on the east. At this point, the name of this north-south road changes to Caledon-King Townline, which is followed on its east side for an additional 7 km, to Castlefield Side Road of Peel Region on the west and 17<sup>th</sup> Side Road of York Region on the east. From this point, the boundary follows the border between King Township of York Region and Caledon Township of Peel Region, cutting across country northward for 6 km to Highway 9.

The boundary then turns eastward along the south side of Highway 9 for 15 km, to the south side of the Holland River, which is followed for 25 km northwest to where the River enters Cook's Bay at the southern end of Lake Simcoe. (The Townships

bordered by Highway 9 and the Holland River are listed in Section 2.1.4, Simcoe-Muskoka).

Emerging from Lake Simcoe near the lake's southwest "corner," the boundary commences at the village of Port Bolster, which is located on Road 23, which forms the border between Brock Township and Georgina Township. The west side of Road 23 is followed southward for 10 km to Road 32. At this point, the boundary turns westward, and follows the north side of Road 32, which forms the southern border of Georgina Township, for 15 km to the village of Brown's Hill. At this point, the boundary turns south and follows the west side of the Markham-Pickering Townline (Road 30, which forms the western border of Uxbridge Township), for 45 km to Steeles Avenue East, which was the starting point.

York Chapter consists of "urban" FSA's (with their community names and number of members) "L3P" (Markham, 377), "L3R" (Markham and Unionville, 573), "L3S" (Markham, 262), "L3X" (Newmarket, 197), "L3Y" (Newmarket, 259), "L4A" (Ballantrae and Stouffville, 148), "L4B" (Richmond Hill, 445), "L4C" (Oak Ridges and Richmond Hill, 607), "L4E" (Oak Ridges and Richmond Hill, 250), "L4G" (Aurora, 428), "L4H" (Woodbridge, 207), "L4K" (Concord, 86), "L4L" (Woodbridge, 246), "L4P" (Keswick, 42), "L4S" (Richmond Hill, 314), "L6A" (Maple, 224), "L6B" (Markham, 48), "L6C" (Markham, 330), "L6E" (Markham, 117), "L6G" (Markham, 3), "L7B" (King City, 108) and "L9N" (Holland Landing and River Drive, 38), and also by "rural" FSA's "L0E" (Baldwin, Jacksons Point, Pepperlaw, Roches Point, Sutton West, Willow Beach and Zephyr, 22), "L0G" (Cedar Valley, Kettleby, Mount Albert, Nobleton, Queensville, Schomberg and Sharon, 256), "L0H" (Gormley and Locust Hill, 30) and "L0J" (Kleinburg, 40).

The count for York Chapter is 5,657.

### 2.1.7 East Central Region Boundary

The East Central Region boundary follows the relevant portions of the individual Chapter boundaries, as described below. All distances have been estimated from the Province of Ontario road map, and thus are approximate.

The **eastern** boundary is formed by the appropriate portions of the eastern boundaries of Simcoe-Muskoka, York and Lake Ontario Chapters. This boundary has as its most northerly point the northwest corner of Finlayson Township. From this point, the boundary heads southward across country for 15 km, following the western border of Finlayson Township.

At this point, the boundary turns westward across country for 8 km, following the northern border of Sherwood-Livingstone-McClintock Township. At this point, the boundary turns southward across country for 30 km, following the western border of Sherwood-Livingstone-McClintock Township.

At this point, the boundary turns westward across country for 15 km, following the northern border of Anson-Hindon & Minden Township. At this point, the boundary turns southward across country for 15 km, following the western border of Anson, Hindon & Minden Township.

At this point, the boundary turns westward across country for 15 km, following the northern border of Laxton, Digby & Longford Township. At this point, the boundary turns southward across country for 10 km, following the western border of Laxton, Digby & Longford Township.

At this point, the boundary turns westward across country for 10 km, following the northern border of Dalton Township. At this point, the boundary turns southward for across country for 30 km, following the western border of Dalton Township, which is also the eastern border of Ramara Township.

At this point, the boundary turns westward across country for 10 km, following the southern border of Ramara Township to the Talbot River, which is followed south west for 5 km to the shore of Lake Simcoe.

The boundary commences again on the southern shore of Lake Simcoe at the village of Port Bolster, which is located on the border between Brock Township and Georgina Township. This border is followed southward across country for about 10 km, at which point the boundary turns eastward, and follows the southern border of Brock Township for about 10 km, the first 7 km of which are across country and the next 3 km of which follow Hwy 7 to its intersection with Road 2, whereat is located the village of Manilla.

From this point, the boundary turns south, and follows Road 2 for 5 km to the village of Seagrave. At this point, the boundary follows an S-curve for 10 km, through the centre of Lake Scugog, which line forms the northern border of Scugog Township, to the intersection of this S-curve and the north-south border between Scugog Township and Manvers Township, which border is located 2 km west of the village of Janetville.

The boundary then continues south across country along this border for 7 km, at which point the boundary turns east for 6 km, following the southern border of Manvers Township, the initial 3 km of which follows Road 20 and the final 3 km of which is across country.

From here, the boundary turns south for 9 km across country, and follows the border between Clarington Township and Hope Township, to the shore of Lake Ontario.

The **southern** boundary of East Central Region is formed by the northern shore of Lake Ontario.

The **western** boundary of East Central Region is formed by the relevant sections of the western boundaries of East Toronto, Willowdale-Thornhill, York and Simcoe-Muskoa Chapters.

The **western** boundary commences where Yonge Street meets Lake Ontario. From this point, the initial 3 km of the boundary is formed by the east side of Yonge Street, to its intersection with College Street, the north side of which is followed westward for one block to Bay Street. The east side of Bay Street is followed northward for 1 km to the south side of Yorkville Avenue, which is followed one block eastward to Yonge Street. From this point, the west side of Yonge Street is followed northward for 1 km to the railroad tracks just to the north of Scrivener Street. From this point, the east side of Yonge Street is followed northward for 8 km to the West Don river, which is just south of York Mills Avenue.

From this point, the east side of the West Don River is followed north-northwest for 7 km to Steeles Avenue West, the south side of which is then followed westward for 14 km to the combined York Road 24-Peel Road 50, formerly known as Highway 50. The boundary then turns north-northward for 13 km along the east side of Road 24-50 to its intersection with Mayfield Road (known also as Peel Road 14).

From this point, the boundary follows the east side of Albion-Vaughan Road northward for 4 km to King Street (Peel Road 9) on the west and King Road (York Road 11) on the east. At this point, the name of this north-south road changes to Caledon-King Townline, the east side of which Road is followed for an additional 7 km, to Castlefield Side Road of Peel Region on the west and 17<sup>th</sup> Side Road of York Region on the east. From this point, the boundary cuts across country for 6 km to Highway 9.

From this point, the boundary follows the north side of Highway 9 westward for 15 km, to the western border of Adjala-Tosorontio Township. From this point, the boundary turns northward and follows the east side of this border for 20 km, to the southern border of Clearview Township.

From this point, the boundary turns westward for 8 km, following the north side of the southern border of Clearview Township. From this point, the boundary turns northward for 25 km, following the east side of the western border of Clearview Township (the initial 10 km of which follows Road 124, the next 4 km follows Road 31, the next 8 km cuts across country, and then the final 3 km follows Road 21), to where Road 21 meets Road 19. From this point, the boundary follows the east side of Road 19 alternately west then north then west north for 3 km, to the intersection of Road 19 and Highway 26, which intersection is on the shore of the Nottawasaga Bay at the southern end of Georgian Bay.

The **northern** boundary of East Central Region is formed by the northern boundary of Simcoe-Muskoka Chapter.

The northern boundary commences at the common corner of Finlayson, McCraney, Lake of Bays and Kearney Townships. From this point, the boundary proceeds westward along the south side of the southern borders of Kearney, then Perry, then McMurrich-Monteith, then Seguin, then Foley and then the Archipelago Townships, terminating at the eastern shore of Georgian Bay.

## 2.2 Eastern Region

In general, the Eastern Region Chapters have indicated maintaining the status quo with respect to the Chapter Boundaries. There is a general agreement that more rigorous work needs to be done in order for staff to be able to quickly assign individuals to Chapters.

Most feedback received favoured “flexible Chapter boundaries” approach. Specifically there is a desire to permit an individual to belong to whatever Chapter they feel comfortable with. This was in spite of the move to Activity Based Funding for Chapter events.

Another concept that was expressed was to establish “Centres of Operation”, which was reported to have been brought to the Regional Councillors’ attention many years ago. The Centres would operate as a focal point for activities where interested individuals could commute to easily, as opposed to having Chapters with bounds. This approach is believed to provide a greater potential for involvement for individuals. As noted, this movement was beyond the mandate of this Task Force, but would be documented.

The following describes the general boundaries proposed for each Chapter.

### 2.2.1 Ottawa Chapter

The Ottawa Chapter includes all of Greater Ottawa with the boundary roughly defined to include:

- Lanark County North of Highway #7 between Baker Lake and Perth,
- Lanark County North of County Road #43 from Perth to Merrickville,
- North of the Rideau Canal from Merrickville to Highway #416,
- From Highway #416 Easterly along the County Boundary, extending to a point intersecting Stormont, Dundas and Glengarry County Road #7 to approximately Moose Creek,
- Northerly to the Ottawa River west of Prescott and Russell CR# 19 but not including Windover or properties fronting on the County Road, and
- The Ottawa River between Windover and Arnprior.

The Canada Post Forward Sorting Areas associated with Ottawa Chapter are all Ottawa forward sortation areas plus K0A, K7C, K7S, K4K and K4R.

### 2.2.2 Upper Canada Chapter

Major centres in Upper Canada Chapter include Cornwall and Hawkesbury. The Upper Canada Chapter is bounded by:

- St. Lawrence River to the South,
- Up to, but excluding those fronting on Stormont, Dundas and Glengarry County Road #22 between Cardinal and the intersection with the Ottawa Chapter Boundary at Highway #416,
- From Highway #416 Easterly along the County Boundary, extending to a point intersecting Stormont, Dundas and Glengarry County Road #7 to approximately Moose Creek,
- Northerly to the Ottawa River west of Prescott and Russell CR# 19 including Windover and properties fronting on the County Road,
- Ottawa River to the North, and
- Province of Quebec to the East.

The Canada Post Forward Sorting Areas associated with Upper Canada Chapter are all Cornwall and Hawkesbury forward sortation areas plus K0B, K0C and K6A.

### 2.2.3 Thousand Islands Chapter

The main centres within the Thousand Islands Chapter are Brockville, Smith's Falls and Perth. The boundaries may be described as:

- St. Lawrence River to the South,
- A line from approximately Mallorytown to north of Seely's bay to the West,
- County Boundary between Leeds & Grenville and Frontenac counties to the west and northerly to a point west of Maberley on Highway #7,
- South of and including Highway #7 between Baker Lake and Perth,
- South of and including County Road #43 from Perth to Merrickville,
- South of the Rideau Canal from Merrickville to Highway #416, and



- Those fronting on Stormont, Dundas and Glengarry County Road #22 between the intersection with the Ottawa Chapter Boundary at Highway #416 and Cardinal.

The Canada Post Forward Sorting Areas associated with Thousand Islands Chapter are all Brockville, Smith's Falls and Perth forward sortation areas plus K0E, K0G, K7A and K7H.

#### **2.2.4 Kingston Chapter**

The main centres of operation in the Kingston Chapter are Kingston, Gananoque and Napanee. The boundaries may be described as:

- St. Lawrence River and Lake Ontario to the South,
- Boundary between Lennox & Addington and Hastings County from Lake Ontario northerly to the intersection with Highway #28 to the West,
- Highway #28 to Denbigh, Highway #41 from Denbigh to the Madawaska River and the Madawaska River easterly to the County line between Frontenac and Lanark Counties to the North, and
- County line between Frontenac and Lanark Counties, Frontenac Leeds and Grenville counties, then the line between Seely's Bay and Mallorytown at the St. Lawrence River to the East.

The Canada Post Forward Sorting Areas associated with Kingston Chapter are all Kingston, Gananoque and Napanee forward sortation areas plus K0H, K7G, K7R and possibly some K0K.

#### **2.2.5 Quinte Chapter**

The main centres of operation in the Quinte Chapter include Belleville, Trenton, Cobourg and Prince Edward County. The boundaries may be described as:

- Lake Ontario to the South,
- Colborne northerly to Rice Lake on the West,
- The county line between Peterborough and Northumberland counties and Peterborough and Hastings Counties to the North,
- A line across Hastings County just north of Bannockburn, and

- County line between Lennox & Addington and Hastings Counties from north of Flinton southerly to Lake Ontario.

The Canada Post Forward Sorting Areas associated with Quinte Chapter are all Belleville, Trenton and Cobourg and Prince Edward County forward sortation areas plus the majority of K0K, K8V and K7R.

### **2.2.6 Peterborough Chapter**

The main centres of operation in the Peterborough Chapter are Peterborough and Lindsay. The boundaries may be described as:

- Those areas within Peterborough and Haliburton counties,
- Northumberland County west of the line from Colborne to Rice Lake, and
- The northern part of Hastings Counties, north of the line previously described in Quinte Chapter.

The Canada Post Forward Sorting Areas associated with Peterborough Chapter are all Peterborough and Lindsay forward sortation areas plus K0L, K0M and K9V. A closer review of the existing forward sortation areas within this Chapter may be required specifically with respect to the Regional Boundary.

The western boundary is coincident with the Regional Boundary, which may need to be adjusted to meet this definition.

### **2.2.7 Algonquin Chapter**

The centres of operation in the Algonquin Chapter include Pembroke, Renfrew and Petawawa. The Boundaries may be described as to include:

- The Algonquin Park, and
- All area within Nipissing and Renfrew counties.

The Canada Post Forward Sorting Areas associated with Algonquin Chapter are all Pembroke, Renfrew and Petawawa forward sortation areas plus K0J, K7V and K8H.

The area which includes Mattawa, currently defined as within this chapter and the Eastern Region, is proposed to be changed to associate with the North Bay Chapter due to proximity.

## 2.3 West Central Region

### Boundary mistakes

Upon review of the current chapter boundaries, no major errors were noted. Minor errors, such as town names like Sterling appearing in the West Central Region with a KOK postal code, were noted. In this particular case, there are two Sterlings in Ontario and the Eastern Region one was confused with the West Central Region one.

LOJ – Huttonville, was indicated to be in the Mississauga Chapter, but should be part of the Brampton Chapter.

### Problem Area Identification

No significant problem areas were identified, nor did any feedback from the Chapters express concerns with the current Chapter Boundaries.

A review of a report by the Chapter Boundary Task Force, dated June 22, 1995, revealed several 'benefits' to their recommendations of

1. Reducing the total number of West Central and East Central Region Chapters from 15 to 11, and
2. Chapter names change to more readily identify the areas they serve, and to reflect local preferences

These benefits included:

1. A major objective behind these proposals is to give Chapter members a "sense of community". This is achieved, hopefully, by recommending that a Chapter physically encompass one or two municipal and/or regional communities (where possible) in the case of larger metropolitan areas.
2. The preceding benefits should lead to an enhanced sense of municipal regional identity to the PEO Chapter itself.
3. These recommendations should give Chapters an enhanced community outreach capability, due to Chapter / Municipality alignments. These changes should better position the Chapters to undertake an expanded mission in fulfilling the mandate of the third key PEO objective - Communications.
4. Potential administrative cost reductions.
5. Potentially stronger Chapter Executive committees.

This task force agrees with the sentiment of the recommendations made in 1995 and some of the perceived benefits. The 5 West Central Region Chapters, known to as the

Penta-Chapters (Etobicoke, Kingsway, North Toronto, Toronto Dufferin, and Toronto Humber), currently have a common license presentation ceremony twice a year. These chapters also hold joint events during the course of a year.

The reasons that these chapters do things jointly include:

1. It is less work for the executives,
2. It is less expensive, as the costs are being shared,
3. More members tend to participate, as a wider group of people are reached with the publicity of the event, and
4. As all 5 chapters are so close and near public transit, it is easy for members to travel between the various chapters.

### **Recommendations for Changes**

It is recommended that Toronto Dufferin and North Toronto Chapters be amalgamated to form a new Chapter – West Toronto Chapter. The proposed change will reduce the current 8 Chapters in the West Central Region to 7 Chapters. Details of each of the Chapters in the West Central area are as defined in the subsections below.

### **Proposed West Central Region Boundary**

Based on the newly identified chapters in the West Central Region, the Region boundary can then be described as follows:

Starting at Lake Ontario and Yonge Street, in the City of Toronto, at the southeast, follow the west side of Yonge Street up to the West Don River. The only exceptions would be:

To follow the west side of Bay Street as the eastern border from College Street at the south to Yorkville Avenue at the north, so as to allow the Forward Sortation Area (FSA) "M4Y" in its entirety to be within the new Toronto East Chapter; and, to utilize the west side of Yonge Street from Yorkville Avenue at the south to the railroad tracks lying just north of Scrivener Street at the north, so as to include all of the FSA "M4W" within the Toronto East Chapter. Yorkville Avenue would be followed from Bay Street to Yonge Street.

From Yonge and the west Don River, follow the river northwest to the south side of Steeles Avenue West; follow Steeles Avenue West to Highway 427; follow Highway 427 north to Highway 7; follow Highway 7 west to County Road 50; follow County Road 50 north to Highway 9; follow Highway 9 west to County Road 18; follow County Road 18 north to Highway 89; follow Highway 89 west to County Road 25;

From County Road 25 go south to County Road 109; follow County Road 109 east to County Road 24; follow County Road 24 southeast to County Road 3; follow County Road 3 southwest to County Road 26; follow County Road 26 southeast to County Road 124; follow County Road 124 northeast to County Road 125; follow County Road 125 southeast, which turns into county Road 25, down to Highway 401.

At Highway 401, go west to the Hamilton Regional Boundary (between County Road 1 and Highway 6); follow the Hamilton Regional Boundary south to Highway 5; follow Highway 5 east to County Road 22; follow County Road 22 south and continue south cross country to Burloak Drive; follow Burloak Drive south to Lake Ontario; follow the shoreline of Lake Ontario back to the west side of Yonge Street in Toronto.

The West Central Region also includes the area known as the 'Toronto Islands'.

### 2.3.1 Kingsway Chapter

The Kingsway Chapter is the south portion of the former City of Etobicoke from the Lake Ontario up to generally the CPR tracks that run across (northeast to southwest), and is specifically the area bounded by:

**North:** The CPR tracks where they intersect the Humber River (just north of Dundas Street), southwest to Highway 427. South on Highway 427 to the Queen Elizabeth Way. West on the Queen Elizabeth Way to the Etobicoke Creek.

**East:** The Humber River from the CPR tracks in the north (just north of Dundas Street) down to Lake Ontario in the south,

**West:** The Etobicoke/Mississauga boundary – The Etobicoke Creek from The Queen Elizabeth Way down to Lake Ontario.

**South:** Lake Ontario, from the Humber River at the east to the Etobicoke Creek at the west.

The Chapter would include the following postal codes and current members:

M8V	167
M8W	85
M8X	168
M8Y	147
M8Z	109
<b>Total</b>	<b>676</b>

## Etobicoke Chapter

The Etobicoke Chapter is northern part of the former City of Etobicoke from generally the CPR tracks up to and including the south side of Eglinton Avenue, and is the area bounded by:

**North:** Eglinton Avenue from the Etobicoke Creek on the west over to the Humber River on the east

**East:** The Humber River from Eglinton Avenue in the north down to the CPR tracks (just North of Dundas Street) in the south,

**West:** The Etobicoke/Mississauga boundary - The Etobicoke Creek from Eglinton Avenue in the north, down to the Queen Elizabeth Way in the south.

**South:** The CPR tracks where they intersect the Humber River (just north of Dundas Street), southwest to Highway 427. South on Highway 427 to the Queen Elizabeth Way, west on the Queen Elizabeth Way to the Etobicoke Creek.

The Chapter would include the following postal codes and current members:

M9A	382
M9B	363
M9C	271
<b>Total</b>	<b>956</b>

## Toronto West Chapter

The Toronto West Chapter is the portion of the City of Toronto bounded as follows:

**North:** The south side of Lawrence Avenue from Yonge Street on the east over to Jane Street, the east side of Jane Street south to the CNR tracks (Clouston Avenue), the south side of Clouston Avenue over to the Humber River;

**East:** The west side of Yonge Street is the principal eastern border of West Toronto Chapter, from Lake Ontario at the south to the south side of Lawrence Avenue at the north. The only exceptions would be:

- To follow the west side of Bay Street as the eastern border from College Street at the south to Yorkville Avenue at the north, so as to allow the Forward Sortation Area (FSA) "M4Y" in its entirety to be within the new Toronto East Chapter; and, to utilize the west side of Yonge Street from Yorkville Avenue at the south to the railroad tracks lying just north of Scrivener Street at the north, so as to include all of the FSA "M4W" within

the Toronto East Chapter. Yorkville Avenue would be followed from Bay Street to Yonge Street.

**West:** The Humber River from Clouston Avenue in the north down to Lake Ontario;

**South:** Lake Ontario, including the Toronto Islands, from the Humber River in the west over to and including the west side of Yonge Street at the east.

The Toronto West Chapter would include the following postal codes and current members:

M4R	130
M4V	138
M5G	24
M5J	97
M5N	159
M5P	156
M5R	139
M5S	78
M5T	54
M5V	132
M6B	115
M6C	90
M6E	25
M6G	96
M6H	68
M6J	61
M6K	55
M6M	47
M6N	46
M6P	239
M6R	126
M6S	324
<b>Total</b>	<b>2399</b>

### 2.3.4 Toronto Humber Chapter

The Toronto Humber Chapter includes the area bounded by:

**North:** The south side of Steeles Avenue West, from the west side of Dufferin Street at the east, over to the Etobicoke / Mississauga boundary at the west (Highway 427);

**East:** The West Don River at the south side of Steeles Avenue West in the north, down to the west side of Yonge Street and the west side of Yonge Street down to north side of Lawrence Avenue West;

**West:** The Etobicoke/Mississauga and Etobicoke/Brampton boundary – Highway 427 and the north side of Eglinton Avenue West in the south up to the south side of Steeles Avenue West in the north;

**South:** The north side of Eglinton Avenue in the west, from Highway 427 to the Humber River, follow the Humber River north to Clouston Avenue, the north side of Clouston Avenue (and the CNR tracks) east to Jane Street, the west side of Jane Street north to Lawrence Avenue and the north side of Lawrence Avenue, east to the west side of Yonge Street.

The Toronto Humber Chapter would include the following postal codes and current members:

M3H	196
M3J	41
M3K	9
M3L	11
M3M	44
M3N	30
M5M	286
M6A	51
M6L	40
M9L	17
M9M	24
M9N	57
M9P	126
M9R	183
M9V	121
M9W	123
<b>Total</b>	<b>1359</b>

The existing number of members in the current West Central Region Chapters are:

Brampton	2680
Mississauga	5110
Oakville	2467



Toronto Humber	974
Etobicoke	1012
Toronto Dufferin	1222
North Toronto	1382
Kingsway	1134

The proposed number of members in the proposed East and West Central Region Chapters in the GTA are:

Willowdale/Thornhill	2830
Toronto East	3303
Scarborough	2414
Toronto West	2399
Toronto Humber	1359
Kingsway	676
Etobicoke	956

**Note: The number of members in the existing and proposed are not identical, as the existing numbers include EITs, whereas the proposed numbers do not include EITs.**



### 2.3.5 Mississauga Chapter

The Mississauga Chapter consists of the entire City of Mississauga. Other than moving Huttonville into the Brampton Chapter, no changes were made. This is the area bounded by:

**North:** The Mississauga/Brampton border – the CNR tracks at the east, over to Torbram Road, the south side of Highway 407 over to Winston Churchill Boulevard, south on Winston Churchill Boulevard to Highway 401, and Highway 401 west to Ninth Line;

**East:** The Etobicoke/Mississauga boundary - Finch Avenue West from the north boundary down to Highway 427, Highway 427 down to Eglinton Avenue, Eglinton Avenue west to the Etobicoke Creek and the Etobicoke Creek down to Lake Ontario;

**West:** Ninth Line from Highway 401 in the north down to Dundas Street, east along Dundas Street to Winston Churchill Boulevard and south on Winston Churchill Boulevard (and its projection) to Lake Ontario;

**South:** Lake Ontario, from the projection of Winston Churchill Boulevard at the west over to the Etobicoke Creek at the east.

The place names and postal codes associated with the Mississauga Chapter include:

Lakeview	L5A	Mississauga	L4W
Lorne Park	L4Y	Mississauga	L5R
Meadowvale	L5A	Mississauga	L5V
Clarkson	L5A	Mississauga	L5S
Cooksville	L5A	Mississauga	L5C
Mississauga	L5J	Mississauga	L5M
Mississauga	L5G	Mississauga	L5E
Mississauga	L5N	Mississauga	L5B
Mississauga	L5K	Mississauga	L4Z
Mississauga	L4T	Mississauga	L5H
Mississauga	L5L	Mississauga	L4Y
Mississauga	L4V	Mississauga	L5T
Mississauga	L5P	Mississauga	L5A
Mississauga	L5W	Mississauga	L4X

### 2.3.6 Oakville Chapter

The Oakville chapter consists of the entire Town of Oakville and Milton, as well as some surrounding towns. The general area is bounded by:

**North:** Highway 401 from Ninth Line at the east, west to the Hamilton Regional Boundary. However, the small town of Hornby, just north of Highway 401 and east of Milton, is included as part of the Oakville Chapter;

**East:** The Oakville/Mississauga boundary - Ninth Line from Highway 401 in the north down to Dundas Street, east along Dundas Street to Winston Churchill Boulevard and south on Winston Churchill Boulevard (and its projection) to Lake Ontario;

**West:** A line starting from Burloak Drive at Lake Ontario and continuing north on Burloak Drive then cross country in line with County Road 22 and continuing north on County Road 22, then west Highway 407, then continuing west on County Road 5 to the Hamilton Regional Boundary, then north westerly along the Hamilton Regional Boundary to Highway 401

**South:** Lake Ontario, from the projection of Winston Churchill Boulevard at the east over to Burloak Drive at the west.

The place names and postal codes associated with the Oakville Chapter include:

Hornby	L0P
Campbellville	L0P
Milton	L9T
Oakville	L6J
Oakville	L6L
Oakville	L6K
Oakville	L6H
Oakville	L6M
Trafalgar	L6M
Palermo	L6J



### 2.3.7 Brampton Chapter

The Brampton Chapter consists of the entire City of Brampton and many other large centres, such as Bolton, Caledon, Orangeville, Georgetown, Palgrave and Erin. One change to the Brampton Chapter was to re-designate the area known as Woodbridge (Forward Sortation Areas L4H and L4L) to become part of the York Chapter. The reason for this change was to align the east boundary of the Brampton Chapter and make it more uniform. Further, the towns of Kleinburg and Nobleton, which are directly north of Woodbridge, are already part of the York Chapter.

The Brampton Chapter is the area bounded by:

**North:** At the northwest, the intersection of County Road 25 and Highway 89, proceed east along Highway 89 to County Road 18;

**East:** At Highway 89 and County Road 18, proceed south on County Road 18 to Highway 9. Proceed east on Highway 9 to 3Km east of County Road 50, where is located the border between the Regional Municipality of Peel and the Regional Municipality of York, which border is followed south to County Road 50. Proceed south on County Road 50 to Steeles Avenue West. Proceed east on Steeles Avenue west to Highway 427. Proceed south on Highway 427 to Finch Avenue;

**West:** At the northwest, the intersection of County Road 25 and Highway 89, proceed southerly on County Road 25 to County Road 109, then easterly on County Road 109 to County Road 24, then southerly on County Road 24 to County Road 3, then south westerly on County Road 3 to County Road 26, then south on County Road 26 to County Road 124, then east on County Road 124 to County Road 125, then south easterly on County Road 125, which turns into County Road 25, down to Highway 401.

**South:** At the southwest, Highway 401 and County Road 25, proceed east on Highway 401 to Winston Churchill Boulevard, north on Winston Churchill Boulevard to the south side of Highway 407, Highway 407 east to Torbram Road, south on Torbram Road to the CNR tracks, follow the CNR tracks east to Highway 427.

The place names and postal codes associated with the Brampton Chapter include:

Bolton	L7E	Caledon	L7C	Rosemont	L0N
Bramalea	L6V	Caledon East	L0N	Snelgrove	L6T
Brampton	L7A	Alton	L0N	Springbrook	L6Y
Brampton	L6S	Belfountain	L0N	Terra Cotta	L0P
Brampton	L6Y	Caledon Village	L0N	Cheltenham	L0P
Brampton	L6W	Inglewood	L0N	Georgetown	L7G
Brampton	L6Z	Laurel	L0N	Glen Williams	L7G
Brampton	L6X	Limehouse	L0P	Ballinafad	N0B
Brampton	L6R	Orangeville	L9W	Erin	N0B
Brampton	L6P	Orangeville	L9V	Hillsburgh	N0B
Brampton	L6T	Orton	L0N	Huttonville	LOJ
Brampton	L6V	Palgrave	L0N		

## 2.4 Western Region

Includes part of Southwestern Ontario lying south and west of a line drawn as follows: Starting in the north at Nottawasaga Bay from Craigeleith (west of Collingwood) on Highway 26 that goes southerly on County Road 19 to County Road 21, the boundary then continues southward to the intersection of County Road 31 and 91 and continues on County Road 31 that turns into County Road 124 to Shelburne, then easterly on Highway 89 to County Road 25, then southerly on County Road 25 to County Road 109, then easterly on County Road 109, then southerly on County Road 24, then south westerly on County Road 3, then south on County Road 26, then east on County Road 124, then south easterly on County Road 125 that turns into County Road 25, then westerly on the 401, then south east at the Hamilton Regional Boundary, then north east on County Road 5 and continuing onto Highway 407 to the intersection of County Road 22, then south on County Road 22, then southerly cross country inline with Burloak Drive, then south on Burloak Drive to Lake Ontario.

### Western Region Chapters

Brantford  
 Chatham-Kent  
 Georgian Bay  
 Grand River  
 Hamilton  
 Lambton  
 London  
 Niagara  
 Windsor-Essex

## 2.4.1 Brantford Chapter

### Postal Code Descriptions:

Part of N0A, N0E, N0J, N4G and all of N3L, N3P, N3R, N3S, N3T, N3V, N3W, N3Y, N4B, N4S, N4T and N4V.

### Major Cities, Towns and Communities:

Alberton	Courtland	Mabees Corner	St George
Binbrook	Creditville	Mount Pleasant	St Williams
Brant	Delhi	Nanticoke	Sweaburg
Brantford	Eastwood	Normandale	Teeterville
Burford	Fairground	Norwich	Townsend
Burgessville	Falkland	Oakland	Troy
Byng	Fisherville	Ohsweken	Turkey Point
Caistorville	Frogmore	Otterville	Vanessa
Caledonia	Glen Meyer	Oxford Center	Vittoria
Canborough	Gobles	Paris	Walsingham
Canfield	Hagersville	Peters Corners	Waterford
Carluke	Harley	Port Dover	Wilsonville
Cathcart	Jarvis	Port Rowan	Windham Centre
Cayuga	Jerseyville	Scotland	Woodstock
Clear Creek	La Salette	Selkirk	York
Copetown	Lynden	Simcoe	

### Boundary Description:

A line drawn as follows: Starting at County Road 59 and County Road 17 intersection northwest of Woodstock follow County Road 17 easterly to County Road 4, then follow County Road 4 south to County Road 2, then County Road 2 easterly to County Road 36, then follow County Road 36 to County Road 24A, then County Road 24A south to County Road 5, then north easterly on County Road 14, then continuing northeasterly on County Road 35, then easterly on County Road 5 to County Road 52, then southerly on County Road 52 that turns into County Road 65 to County Road 2, then southerly on County Road 2 to Highway 3, then following Highway 3 south to County Road 3, then County Road 3 westerly to County Road 49 then southerly on County Road 49 to Lake Erie, follow the Lake Erie shoreline westerly to County Roads 26 and 55 which is also the eastern boundary of Elgin County, follow the eastern boundary of Elgin County northerly until it intersects with County Road 13, follow County Road 13 northerly which turns into County Road 59 until it intersects with County Road 40, then west on County Road 40 until it intersects with County Road 12, then take County Road 12 northerly

until it turns into County Road 59, then follow County Road 59 until it intersects with County Road 17.

## 2.4.2 Chatham-Kent Chapter

### Postal Code Descriptions:

Part of N0L and N0P, and all of N7L, N7M and N8A.

### Major Cities, Towns and Communities:

Blenheim	Dresden	Kent Bridge	Port Alma
Bothwell	Duart	Merlin	Ridgetown
Cedar Springs	Erieau	Morpeth	Thamesville
Charing Cross	Fletcher	Muirkirk	Tilbury
Chatham	Florence	North Buxton	Tupperville
Croton	Grande Pointe	Pain Court	Wabash
Dover Centre	Highgate	Palmyra	Wallaceburg

### Boundary Description:

County Road 1 and Lake St. Clair to the west, Chatham-Kent County Boundary to the north and northeast and Lake Erie to the south.

## 2.4.3 Georgian Bay

### Postal Code Descriptions:

Part of L0N, N0G and N0M, and all of N0C, N0H, N2Z, N4K, N4L, N4N and N7A.

### Major Cities, Towns and Communities:

Allenford	Donegal	Kemble	Proton Station
Annan	Dundalk	Kenilworth	Ravenna
Atwood	Dungannon	Kimberley	Redickville
Auburn	Durham	Kinburn	Ripley
Ayton	Elmwood	Kincardine	Rostock
Belgrave	Ethel	Kurtzville	Sauble Beach
Berkeley	Feversham	Leith	Shallow Lake
Bluevale	Flesherton	Lions Head	Shelburne
Blyth	Fordwich	Londesborough	Singhampton
Bognor	Formosa	Lucknow	Stokes Bay



Bornholm	Gads Hill Station	Maple Valley	Tara
Brodhagen	Goderich	Mar	Teeswater
Brussels	Gorrie	Markdale	Thornbury
Cargill	Grand Valley	Meaford	Tiverton
Chatsworth	Hanover	Mildmay	Tobermory
Chepstow	Harpurhey	Miller Lake	Vanastra
Chesley	Harriston	Milverton	Walkerton
Clarksburg	Heathcote	Monkton	Walton
Clifford	Hepworth	Mount Forest	Wartburg
Clinton	Holland Centre	Neustadt	Warton
Conn	Holstein	Owen Sound	Williamsford
Damascus	Holyrood	Paisley	Wingham
Desboro	Horning's	Port Elgin	Winthrop
Dobbinton	Keldon	Priceville	Wroxeter

**Boundary Description:**

Lake Huron on the west, Georgian Bay to the north, the eastern boundary starts from Craigeleith (west of Collingwood) on Highway 26 and goes southerly on County Road 19 to County Road 21, the boundary then continues southward to the intersection of County Road 31 and 91 and continues on County Road 31 that turns into County Road 124 to Shelburne, then easterly on Highway 89 to County Road 25, then southerly on County Road 25 to County Road 109, then westerly on County Road 109 which later turns into County Roads 123 and 93, then southerly on Highway 23, then south-easterly on County Road 86, then south-westerly on County Road 131, then south-easterly on County Road 55 which later turns into County Roads 7 and 56 and then southerly on County Road 107, then westerly on Highway 8, then southerly on County Road 12 then westerly on County Road 3 to Lake Huron at Bay Field.

**2.4.4 Grand River Chapter**

**Postal Code Descriptions:**

Part of L0N, L0P, L7J, N0B, N0G, N0J and N4W and all of N1C, N1E, N1G, N1H, N1K, N1L, N1M, N1P, N1R, N1S, N1T, N2A, N2B, N2C, N2E, N2G, N2H, N2J, N2K, N2L, N2M, N2N, N2P, N2R, N2T, N2V, N3B, N3C, N3E and N3H.

**Major Cities, Towns and Communities:**





Aberfoyle	Clifford	Hespeler	Poole
Acton	Conestogo	Innerkip	Preston
Alma	Crieff	Kitchener	Princeton
Amulree	Drayton	Linwood	Rockton
Ariss	Drumbo	Listowel	Rockwood
Arkell	Eden Mills	Marsville	Rothsay
Arthur	Elmira	Maryhill	Salem
Ayr	Elora	Millbank	Sheffield
Baden	Fergus	Milverton	Speyside
Belwood	Floradale	Moorefield	St Agatha
Bloomington	Fordwich	Morrison	St Clements
Breslau	Galt	New Dundee	St Jacobs
Bridgeport	Glen Morris	New Hamburg	Teviotdale
Bright	Gowanstown	Newton	Wallenstein
Brookville	Grand Valley	Ospring	Waterloo
Brunner	Guelph	Palmerston	Wellesley
Cambridge	Hawkesville	Petersburg	West Montrose
Churchill	Heidelberg	Plattsville	

**Boundary Description:**

A line starting from a point north of Woodstock at intersection of County Road 17 and County Road 59 going north on County Road 59 and continuing north onto County Road 107 then north westerly on County Roads 7 and 56, then north easterly on County Road 131, then north westerly on County Road 86, then north easterly on County Roads 123 and 93, then further easterly on County Road 109, then southerly on County Road 24, then westerly on County Road 3, then south on County Road 26, then east on County Road 124, then south on County Road 125 that turns into County Road 25, then west on the Highway 401, then south on Highway 6, then west on County Road 97, then southerly cross country in line with County Road 52 to Highway 5, then westerly on County Road 5 that turns into County Road 35 to County Road 24A, then north on 24A, then west on County Road 36 to County Road 2, then west onto County Road 2 to County Road 4, then north on County Road 4 to County Road 17, then westerly around Woodstock on County Road 17 to County Road 59.

**2.4.5 Hamilton Chapter**

**Postal Code Descriptions:**

Part of L0R and all of L7L, L7M, L7N, L7P, L7R, L7S, L7T, L8E, L8G, L8H, L8J, L8K, L8L, L8M, L8N, L8P, L8R, L8S, L8T, L8V, L8W, L9A, L9B, L9C, L9G, L9H and L9K.

**Major Cities, Towns and Communities:**



Aldershot	Fruitland	Norval	Waterdown
Ancaster	Grassie	Puslinch	West Flamborough
Burlington	Hamilton	Rockton	Westover
Carlisle	Millgrove	Stoney Creek	Woodburn
Dundas	Mount Forest	Strabane	
Freelton	Mount Hope	Vinemount Station	

**Boundary Description:**

A line starting from a point north of Hamilton on Lake Ontario at Burloak Drive continuing north on Burloak Drive then cross country in line with County Road 22 and continuing north on County Road 22, then west Highway 407, then continuing west on County Road 5 to the Regional Boundary, then north westerly along the Hamilton Regional Boundary to Highway 401, then west on the Highway 401, then south on Highway 6, then west on County Road 97, then southerly cross country in line with County Road 52, then along County Road 52 which turns into County Road 65 to Caistor Centre, then north on roads to Fulton and Winona then along the Lake Ontario shoreline back to Burloak Drive.

**2.4.6 Lambton Chapter**

**Postal Code Descriptions:**

Part of N0L, N0M, N0P, and all of N0N, N7S, N7T, N7V, N7W and N7X.

**Major Cities, Towns and Communities include:**

Alvinston	Forest	Oil City	Sarnia
Arkona	Glencoe	Oil Springs	Sombra
Brigden	Grand Bend	Parkhill	Theford
Brights Grove	Inwood	Petrolia	Wilkesport
Camlachie	Kerwood	Point Edward	Wyoming
Corbet	Keyser	Port Franks	
Corunna	Mooretown	Port Lambton	
Courtright	Newbury	Ravenswood	

**Boundary Description:**

St. Clair River to the west, Lake Huron to the North, to the east follow County Rd 81 southerly to County Road 6 to County Road 10 to County Road 80 then to County Road 14 and to the south the boundary follows the Lambton County Boundary

## 2.4.7 London Chapter

### Postal Code Descriptions:

Part of N0B, N0E, N0J, N0K, N0L, N0M, N0P, N4G and all of N4X, N4Z, N5A, N5C, N5H, N5L, N5P, N5R, N5V, N5W, N5X, N5Y, N5Z, N6A, N6B, N6C, N6E, N6G, N6H, N6J, N6K, N6L, N6M, N6N, N6P and N7G.

### Major Cities, Towns and Communities include:

Adelaide	Egmondville	Mitchell	St Marys
Ailsa Craig	Embro	Mossley	St. Pauls Station
Appin	Exeter	Mount Brydges	St. Thomas
Arva	Fingal	Mount Carmel	St. Columban
Aylmer	Foldens	Mount Elgin	St. Joseph
Bayfield	Fullarton	Muncey	Staffa
Beachville	Granton	Nairn	Straffordville
Belmont	Harrietsville	New Hamburg	Stratford
Brodhagen	Hensall	Poplar Hill	Strathburn
Brownsville	Hickson	Port Burwell	Strathroy
Brucefield	Holbrook	Port Glasgow	Talbotville Royal
Cairngorm	Huntingford	Port Stanley	Tavistock
Centralia	Huron Park	Putnam	Thamesford
Corbet	Ilderton	Rodney	Thorndale
Courtland	Ingersoll	Salford	Tillsonburg
Crediton	Iona Station	Seaforth	Union
Dashwood	Kintore	Sebringville	Varna
Delaware	Kippen	Shakespeare	Vienna
Denfield	Kirkton	Shedden	Wallacetown
Dorchester	Komoka	Shipka	Wardsville
Dublin	Lakeside	Southwold	West Lorne
Dutton	London	Sparta	Woodham
Eagle	Lucan	Springfield	Zurich
Eden	Melbourne	Springford	

### Boundary Description:

Starting from Grand Bend Highway 21 north to County Road 3, follow County Road 3 easterly to Highway 8 then continue easterly on Highway 8 to County Road 107, the eastern boundary follows County Road 107 south that turns into County Road 59 then into County Road 12, then on County Road 12 to the intersection of County Road 40, then easterly on County Road 40 to County Road 59, the southerly on County Road 59 which later turns into County Road 13 to the Oxford County most southern boundary,

follow the Oxford southern boundary westerly to the intersection of the Elgin County eastern boundary then follow the Elgin County eastern boundary southerly to Lake Erie, the southern boundary follows Lake Erie from the eastern Elgin County Boundary to the Western County Boundary, the western boundary goes northerly along the eastern boundary Chatham Kent County from Lake Erie northerly to County Road 14 then easterly on County Road 14 then northerly on Highway 80 to County Road 10 to County Road 6 to Highway 81 back to Grand Bend.

## 2.4.8 Niagara Chapter

### Postal Code Descriptions:

Part of L0R, N0A and all of L0S, L2A, L2E, L2G, L2H, L2J, L2M, L2N, L2P, L2R, L2S, L2T, L2V, L2W, L3B, L3C, L3K, L3M and N1A.

### Major Cities, Towns and Communities include:

Allanburg	Grassie	Ridgeville	Vaughan
Caistor Centre	Grimsby	Ridgeway	Vineland
Campden	Jordan Station	Sherkston	Vineland Station
Crystal Beach	Lowbanks	Smithville	Virgil
Dunnville	Niagara Falls	St Anns	Wainfleet
Fenwick	Niagara on the Lake	St Catharines	Welland
Fonthill	Port Colborne	St Davids	Wellandport
Fort Erie	Port Robinson	Stevensville	Winona
Fultown	Queenston	Thorold	

### Boundary Description:

Niagara River to east, Lake Erie to south, Lake Ontario to the north, the western boundary begins at Grand Point (south of Dunnville) and travels north on County Road 49, then east on County Road 3 to Highway 3, the boundary continues northerly on Highway 3 to the intersection of County Roads 2 and 14, then onto County Road 2 northerly to County Road 65, then County Road 65 easterly to Caistor Centre, then north on roads to Fulton and Winona on Lake Ontario.

## 2.4.9 Windsor - Essex Chapter

### Postal Code Descriptions:

Part of N0P and all of N0R, N8H, N8M, N8N, N8P, N8R, N8S, N8T, N8W, N8X, N8Y, N9A, N9B, N9C, N9E, N9G, N9H, N9J, N9K, N9V and N9Y.

### Major Cities, Towns and Communities include:

Amherstburg	Harrow	Oldcastle	St Joachim
Belle River	Kingsville	Pelee Island	Staples
Blytheswood	Lasalle	Pointe aux Roches	Tecumseh
Comber	Leamington	Ruscom Station	Wheatley
Cottam	Lighthouse Cove	Ruthven	Windsor
Emeryville	Maidstone	Sandwich	Woodslee
Essex	McGregor	South Woodslee	

### Boundary Description:

Lake St. Clair to the North, Detroit River to the west, Lake Erie to the south, and County Road 1 to the west from Lake St. Clair to Lake Erie.

## 2.5 Northern Region

The existing map below shows the current boundaries of Northern Region Chapters [with a few towns shown in the wrong spots of the scaled drawing]. The boundaries will be adjusted as needed in this report to align the chapter areas with the Canadian postal code maps without major impact to the membership of the chapters.



The Northern Region Chapters' memberships can generally be defined using Canada Post's Forward Sorting Area (FSA) system. There are some exceptions where the full six alphanumeric characters may be required for member identification due to the vastness of the sparsely populated rural areas. These areas have postal codes starting with POH, POM, and POT. In this report, FSA followed by \*\*\* indicates where the full six-

digit postal code may be required. However, since members residing in these rural areas can choose which chapter they wish to belong to, it may not be necessary to utilize the full six alphanumeric characters to identify the membership.

With the available postal code maps, it is possible to describe the chapter boundaries in the Northern Region using a combination of geographic features and provincial district boundaries, and to add cities and towns and the associated postal codes in the chapter definitions for cross reference. For the ease of identification, it is beneficial to PEO members and to members of the public to define the chapter boundaries in this manner.

The proposed Northern Region is an area of Ontario north and northwest of a line drawn as follows: Starting from the Ontario - Quebec border (Ottawa River) along eastern boundary of County Papineau – Cameron at the to the northern boundary of Algonquin Park; along the northern boundary of Algonquin Park westwards; continuing south along the western border of Algonquin Park to the southern border of Township Kearney; westwards along southern borders of Townships Kearney, Perry, McMurrich / Monteith, Seguin, Foley and the Archipelago to Georgian Bay.

Northern Region Chapters starting from the west are:

Lake of the Woods  
Lakehead  
Porcupine - Kapuskasing  
Algoma  
Temiskaming  
Sudbury  
North Bay

### **2.5.1 Algoma Chapter**

The Algoma Chapter covers the Algoma district, the district of Manitoulin, and part of the Nickel Belt area, with Wawa to the west and Algoma Mills to the east along the Trans – Canada Highway 17 corridor. The Algoma Chapter includes communities in the north shore of Lake Huron and Manitoulin Island.

It is proposed to define the chapter boundaries as follows:

- South: Canada – U.S. border
- West: Western border of Algoma district just west of Longitude 85°W, from the northern border of Algoma district south to the Canada – U.S. border
- North: Northern border of Algoma district east to Longitude 81°W

- East: Eastern border of Algoma district; Longitude 85°W from the northern border of Algoma district south to the eastern border of the district of Manitoulin

Major cities and towns along the Trans – Canada Highway 17 corridor include: White River, Wawa, Montreal River, Batchawana Bay, Sault Ste. Marie, Bruce Mines, Thessalon, Blind River, Algoma Mills, Serpent River, and Massey.

Cities and towns accessible by secondary highways include: Hornepayne, Dubreuilville, Hawk Junction, Chapleau, Gogama, Sultan, Ranger Lake, and Elliot Lake.

The *Algoma* Chapter would consist of members with the following postal codes: P0M<sup>\*\*\*</sup>, P0R, P0S, P5A, P6A, P6B, and P6C. It was agreed by the Algoma Chapter to transfer of Manitoulin Island to the Sudbury Chapter at the Northern Region Congress on February 10, 2007.

## 2.5.2 Lake of the Woods Chapter

It is proposed to define the chapter boundaries as follows:

- South: Canada - U.S. border from the Ontario - Manitoba border east to Longitude 91°W (western border of Thunder Bay district); Lake St. Joseph / Albany River from western border of Thunder Bay district east to Longitude 87°W
- West: Ontario – Manitoba border
- North: Hudson Bay coastline
- East: Longitude 87°W from Hudson Bay coastline south to Albany River; Longitude 91°W (western border of Thunder Bay district) from Lake St. Joseph south to Canada – U.S. border

Major cities and towns along the Trans - Canada Highways 11 and 17 corridors include: Kenora, Vermillion Bay, Dryden, Wabigoon, Ignace, Rainy River, Emo, Fort Francis, and Atikokan.

Communities off the Trans - Canada highways accessible by secondary highways include: Red Lake, Ear Falls, Balmertown, Sioux Lookout, Pickle Lake, and Sioux Narrows.

The *Lake of the Woods* Chapter would consist of members with the following postal codes: P0T<sup>\*\*\*</sup>, P0V, P0W, P0X, P0Y, P8N, P8T, P9A, and P9N.



### 2.5.3 Lakehead Chapter

It is proposed to define the chapter boundaries as follows, including the former North Superior Chapter area amalgamated with the Lakehead Chapter on September 22, 2006:

- South: Canada - U.S. border from Longitude 91°W (Rainy River district southern border) to Longitude 85°W (just east of the Thunder Bay district eastern border)
- West: Longitude 91°W (Kenora – Rainy River district border) from Canada – U.S. border north to Lake St. Joseph / Albany River
- North: Lake St. Joseph / Albany River from Longitude 91°W (Kenora district border) to Cochrane district border
- East: Longitude 85°W (just east of the Thunder Bay district eastern border) from Albany River to the Canada - U.S. border

Major cities and towns along the Trans - Canada Highways 11 and 17 corridors include: Longlac, Geraldton, Jellicoe, Beardmore, Nipigon, Red Rock, Dorion, Pass Lake, Thunder Bay, Kekabeka Falls, Shebandowan, Raith, Upsala, English River, Nipigon, Red Rock, Rosspport, Schreiber, Terrace Bay, and Marathon.

Communities off the Trans - Canada highways accessible by secondary highways include: South Gillies, Hymers, Nolalu, Murillo, Lappe, Armstrong, Graham, Savant Lake, Caramat, and Manitouwadge.

The *Lakehead Chapter* would consist of members with the following postal codes: P0T\*\*, P7A, P7B, P7C, P7E, P7G, P7J, and P7K.

Early in October 2005, the Chair of former North Superior Chapter advised the Northern Regional Councillors and the Chapter Manager that he is unable to continue as Chair of the North Superior Chapter, despite many earlier attempts to have North Superior Chapter members coming forward to the help keep the Chapter active. The Chair finally requested the PEO Northern Regional Office conducted a membership survey on the status of the North Superior Chapter in February 2006. The survey results are summarized as follows:

- 2 letters returned.
- 8 members/EITs would be interested in keeping the chapter active, but not running the chapter.
- 7 incorrect phone numbers.
- 2 calls with no answers (no answering machine or voice mail).

At that time, it was estimated that there were less than 20 members/EITs remaining in Marathon, Manitouwadge, Terrace Bay and Schreiber.

As a result of the survey, the Chair requested to have the North Superior Chapter amalgamated with the Lakehead Chapter based in Thunder Bay. Subsequently the Lakehead Chapter Board passed a motion at its meeting on April 5, 2006 to accept the amalgamation proposal. The amalgamation of the North Superior Chapter with the Lakehead Chapter was approved at the Northern Region Congress on June 17, 2006, in Kenora, and by the Regional Councillors Committee on July 29, 2006. Council approved the amalgamation at its meeting on September 22, 2006.

#### 2.5.4 North Bay Chapter

The *North Bay* Chapter covers the districts of Nipissing, Parry Sound and Muskoka, including County Papineau - Cameron transferred from the Algonquin Chapter (with possibly 3 members) in the Eastern region. The districts of Parry Sound and Muskoka are new areas transferred from the Simcoe – Muskoka Chapter in the East Central Region, with the associated postal codes of P0A, P0G, P0H, P0A, and P2B, and possibly 116 members being added to the North Bay Chapter.

It is proposed to define the chapter boundaries as follows:

- South: The northern boundary of Algonquin Park starting from the eastern boundary of County Papineau – Cameron westwards; continuing south along the western border of Algonquin Park to the northern boundary of the Simcoe-Muskoka Chapter (this boundary would commence at the common corner of Finlayson, McCraney, Lake of Bays and Kearney Townships. From this point, the boundary would proceed westward along the border between the two Districts, which border also forms the southern border of Kearney, then Perry, then McMurrich-Monteith, then Seguin, then Foley and then The Archipelago Townships, and would terminate at the eastern shore of Georgian Bay)
- West: Georgian Bay; southern (French River) and eastern (municipality of French River) boundaries of the Sudbury District
- North: Timiskaming District boundary
- East: Ontario - Quebec border to Ottawa River; eastern boundary of County Papineau – Cameron from Ottawa River to northern boundary of Algonquin Park

Major cities and towns along the Trans - Canada Highways 11 and 17 corridors include: Marten River, Sturgeon Falls, North Bay, Mattawa, Powassen, Trout Creek, South River, Sundridge, Burk's Falls, and Novar.

The communities in the Districts of Parry Sound and Muskoka added to the North Bay Chapter include: P0A: Dorset, Dunchurch, Dwight, Katrine, Kearney, Magnetawan, South River, and Sprucedale (33 members); P0G: Britt, Byng Inlet, McKellar, Nobel,

Pickerel, and Pointe au Barile (5 members); P0H: Port Loring and Trout Creek (74 members); P2A & P2B: Parry Sound (23 members).

The *North Bay* Chapter would consist of members with the following postal codes: P0A, P0G, P0H, P1A, P1B, P2A and P2B.

### 2.5.5 Porcupine - Kapuskasing Chapter

The *Porcupine - Kapuskasing* Chapter covers the Cochrane District and the eastern part of the Kenora District, with Timmins to the south, Hearst to the west and Moosonee to the north near James Bay. It is geographically the second largest chapter in Ontario next to the Lake of the Woods Chapter.

It is proposed to define the chapter boundaries as follows:

- South: Northern borders of the Algoma, Nickel Belt, and Timiskaming districts from Longitude 85°W east to Ontario - Quebec border
- West: Longitude 87°W from Hudson Bay to Albany River; Longitude 85°W from Albany River to the northern border of the Algoma district
- North – Hudson Bay and James Bay coastlines from Longitude 87°W to Ontario - Quebec border
- East: Ontario - Quebec border

Major cities and towns along the Trans - Canada Highway 11 corridor include: Hearst, Kapuskasing, Smooth Rock Falls, Driftwood, Cochrane, Iroquois Falls, and Matheson.

Towns off the Trans - Canada Highway 11 accessible by secondary highways include: Timmins and Porcupine.

The *Porcupine - Kapuskasing* Chapter would consist of members with the following postal codes: P0K \*\*\*, P0L, P0M \*\*\*, P0N, P4N, P4P, P4R, and P5N.

### 2.5.6 Sudbury Chapter

The Sudbury Chapter primarily covers the greater Sudbury District and its surrounding communities and includes the southern part of the Nickel Belt, extending westward to Espanola and Manitoulin Island, and southward to French River.

Major cities and towns along the Trans - Canada Highway 17 corridor include: Espanola, Lively, Sudbury, Warren, and Hagar.

Towns off the Trans - Canada Highway 17 accessible by secondary highways include: Dowling, Capreol, Estaire, St. Charles, and Bigwood.

The *Sudbury* Chapter would consist of members with the following postal codes: P0M<sup>\*\*\*</sup>, P0P (Manitoulin Island), P3A, P3B, P3C, P3E, P3G, P3L, P3N, P3P, P3Y, and P5E.

### 2.5.7 Temiskaming Chapter

The Timiskaming District defines the *Temiskaming* Chapter boundaries. The *Temiskaming* Chapter serves the Kirkland Lake area generally known as the tri - town area, and the communities along the Trans - Canada Highway 11 corridor.

Major cities and towns served by the chapter include: Kirkland Lake, Englehart, Charlton, Thornloe, New Liskeard, Haileybury, Temiskaming Shores, Cobalt, Latchford, Elk Lake, Gowganda, and Metachewan.

The *Temiskaming* Chapter would consist of members with the following postal codes: P0J and P0K<sup>\*\*\*</sup>.

## 3. Chapter and Regional Boundary Maps

The descriptions defining the chapter boundaries proposed in this report are best illustrated graphically on a set of chapter boundary maps for the five regions. The chapter maps laid out in the Appendix are sketches drawn from the boundary descriptions. Professional quality maps will be produced by staff in the Graphics Department of Professional Engineers Ontario. Members taking up residence in Ontario could easily find from the maps which chapter they belong to, for voting privileges in PEO election and referendum. For those who live near the operation center of another chapter, they may wish to take part in the activities of the neighbouring chapter, or run for an executive position in the chapter.



**Appendix**  
**(Chapter & Regional Boundary Maps – Sketches)**