



Municipalité du Village de
Municipality of the Village of
North Hatley

Economic Development Committee



Town Square Project

for the Village of North Hatley, Quebec

Formal Call for Participants
Charette, September 9 - 11, 2012



The lands and buildings directly affected by The Town Square Project are shown in the aerial view above:

- a municipal service building (Quonset) on Route 108 beside a parking area (top center; zoned commercial - shaded in red);
- a large tract of parkland beside the river, including a large parking area (center to top right; zoned public - shaded in green);
- an historic marina building and surrounding lands (lower center; zoned public - shaded in green);
- a small park and foot / bicycle path along the previous railway right-of-way (in line with the old railway trestle that extends from Main Street onto the lake; zoned public - shaded in green);
- lands acquired 2011 - 2012 by Mr. Laliberté (old hardware lot and others, zoned commercial - shaded in purple);
- The zone is bordered by Main St., Capelton Road / Rte 108 to the Quonset building, parking, and the River (yellow outline).

CHARETTE

The charette will be a 3-day exercise that will take place in the second week of September. It will involve between 12 and 16 students, working in teams of 3 to 4 people. Students will come from the School of Urban Planning at McGill University and from the Institut d'urbanisme at the Université de Montréal. A number of students from the schools of architecture and landscape architecture in both universities will also be allowed to participate. All will be graduate students or undergraduate students in their final year of study.

The Objective of the Town Square concept is to project an additional focus in an area other than the down town core. The EDC believes that this upgrade will allow North Hatley to offer more than what presently exists. Further, it is believed that the Town Square concept will be beneficial to existing down town businesses and vacant commercial buildings.

The proposed improvements, identified as the "Town Square" concept, are an attempt to revitalize the village of North Hatley. Objectives of the EDC include the attraction of new businesses, residential diversity demographically, tourism, recreation and the structural upgrade of present buildings (especially historical), as well as new construction (marina). Special attention will be given to municipal owned land, such as the present marina and Quonset hut. Please refer to the enclosed map to view Town Square concept location.

DESCRIPTION

The Village of North Hatley is situated at the North end of Lake Massawippi in Quebec's Eastern Townships, just outside the city of Sherbrooke.

The Village of North Hatley enjoys an international reputation, thanks to its well-preserved architectural heritage but mostly because of all its pioneers in the hotel business (inns, B&Bs), gastronomy and the arts, which have made it one of the jewels of Quebec, and because of the quality of the services offered and the well-known professionalism that have earned them many awards over the years.

The Economic Development Committee, a committee appointed by the town council of the municipality of North Hatley, has been given a mandate to propose improvements to our village.

The proposed improvements, identified as the "Town Square" concept, are an attempt to revitalize the village of North Hatley. Objectives of the EDC include the attraction of new businesses, residential diversity demographically, tourism, recreation and the structural upgrade of present buildings (especially historical), as well as new construction (marina). Special attention will be given to municipal owned land, such as the present marina and Quonset hut. Please refer to the enclosed map to view Town Square concept location.

This project incorporates aspects of a Master Plan, currently under development.

Vehicular access to the Town Square concept study area is via Mill Street, which runs perpendicular to Main Street, adjacent to the lake. Another access is from Capelton Road (Route 108), through the existing adjacent parking lot. Further, there is a small park and foot / bicycle path along the former railway line that runs through the middle of the proposed study area.

THE TOWN SQUARE GOALS

- Re-do the existing marina building to incorporate an art gallery, cultural centre, museum, gift store (not to be in competition with the merchants' area), tourist office, office and archive of the Lake Massawippi Historical Society, a trade school or periodical course such as canoe-building;
- Use the new marina building to house different services including watercraft rentals, bike rentals and repairs, a cross country skiing facility and perhaps add skate sharpening for those who use the rink and skating path in the winter;
- Re-define entrance to River Park making it more attractive to tourist inviting them into the Park which could be incorporated with the beauty of the river, be it a repaving Mill Street with cobblestone or coming to an agreement with Mr. Laliberté on using part of his land;
- Integrate the river through an opening to the river and a mini-wharf off the park;
- Protect and conserve historic buildings such as the Grist Mill and part of the Woodard boat shop (part of actual marina);
- Affordable housing for autonomous seniors (or co-housing with common spaces) within walking distance of the centre of the Village;
- Construct a focal point in the village to be a landmark, such as a tower or old Woodard boat;
- Have a bike rental outlet near the park, perhaps as a part of the re-vamped Marina;
- Integrate the bicycle path (Route Verte);
- Electrify the Farmer's Market and the outskirts of the park so the path can be used in the evening;
- Add permanent structures to the Farmer's Market for winter use;
- Integrate the permanent Farmer's market and a festival area;
- Possibility of an all season movie theatre and/or an open bandstand for movies, concerts and theatrical plays in the park;
- Move the motorcycle parking from River St. to the parking area on Chemin Capelton / Rte. 108;
- The Quonset hut on Route 108 / Chemin Capelton could be moved behind the community centre and the space utilized for something else, possibly a pharmacy and/or bank;
- Have an area where electrical cars can charge up and permit the use of electrical golf carts in the village;
- Move the Quonset hut on Capelton behind the community centre;
- Possibly re-use the Quonset hut space for a bank and pharmacy to serve a co-housing facility;
- Maximize the use of the community centre in connecting it to the activities of this new town square area;
- Attract new cyberspace, high-tech research companies

Aerial view to the North-West

Historic marina building and surrounding lands



Aerial view to the South

Municipal Quonset building on Capelton Road / Route 108 beside a parking area



View from Main Street along Mill Street

Suggestion:
An intriguing pedestrian entrance to the Town Square with restricted or no vehicular access.
Cobblestones, signage and historic plaques.



View to West of Town Square lands



View to North-West of Town Square lands



Historic Mill building



Marina

Suggestion:

The marina could be a year-round centre accommodating all watercraft rentals and repairs, bike rentals and repairs, a cross-country skiing facility, skate sharpening.

Implemented as part of present municipality owned marina lot; incorporated in conjunction with Mr. Steve Piercy in his building.



Quonset building from parking on Rte 108

Suggestion:

The municipal garage (Quonset) could be relocated to a location to be determined at a later date.

The land would be ideal for a pharmacy/bank, which would service a seniors' residence, as well as residents and visitors to North Hatley. Parking would be in the adjacent municipal parking lot by the Capelton Road (foreground).



SCHEDULE

Sunday, 9 Sept 2012

11:30 – Meet with members of the EDC; first tour of site

12:30 – Lunch

13:30 – Continued tour of site

14:30 – Start of work

Monday - 10 Sept, 2012

All day work in groups at North Hatley Community Centre

Tuesday, 11 Sept 2012

14h:00 - end of work, all teams submit proposals; plans are sent out to printing;

17h:00 – return of plans - presentation of proposals to judges, professors, the municipal council and the members of the EDC committee;

19h:00 – presentation of awards followed by a ‘ cocktail dinatoire’;

PRIZES

WINNER - \$1250.00 *

SECOND - \$750.00

THIRD - \$500.00

FOURTH - \$250.00

* Winners also receive a night free at Manoir Hovey, a Relais Château hotel in North Hatley and a sponsor of the charette.

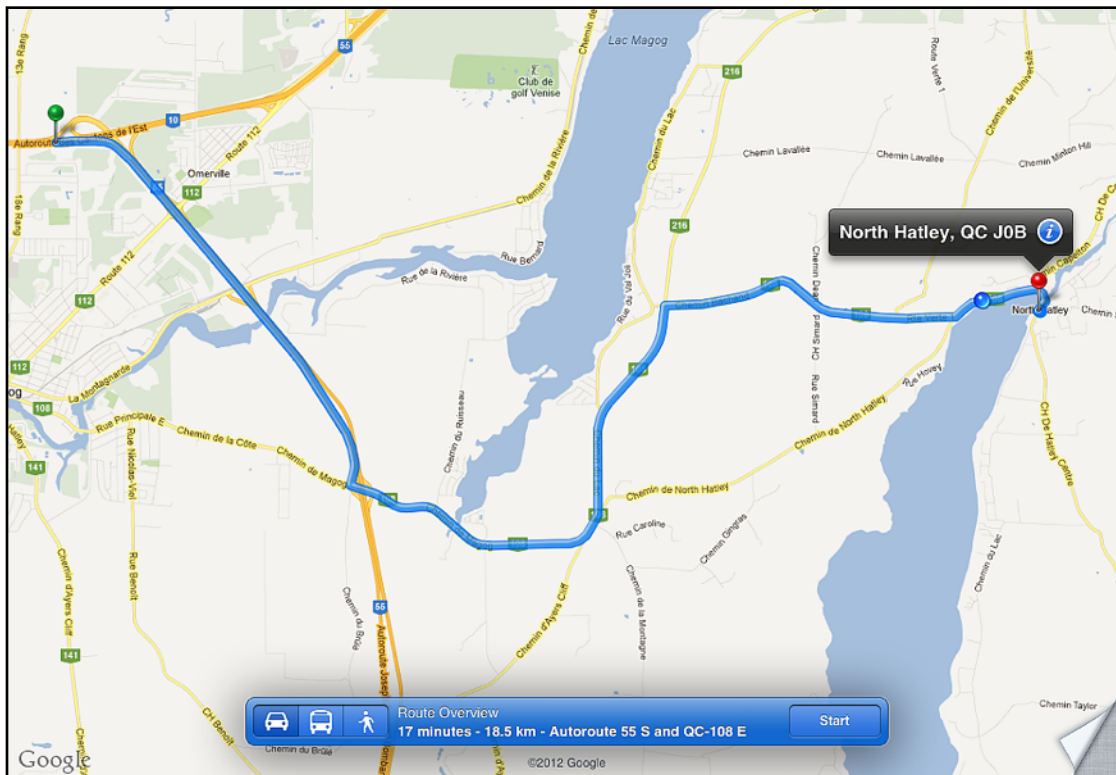
JUDGES

Three judges to be announced.

ACCOMMODATION

All accommodations and meals for the students during their stay in North Hatley will be covered by the EDC; all other expenses for the charette, including transportations, will be reimbursed upon presentation of receipts.

DIRECTIONS



Montréal > Pont Champlain > Autoroute 10E > Sortie 121 > Route 55S > Sortie 29 > Route 108E > North Hatley

CLIENT

Village de North Hatley / Village of North Hatley
3125, chemin Capelton, North Hatley, QC J0B 2C0

Michael Page, maire / Mayor

Gérald Ostiguy, président / Chairman,
Comité du développement économique / Economic Development Committee
ostiguy.gro@sympatico.ca

LINKS

site web du village / Village Website
<http://www.northhatley.org/Accueil.php?lg=1> (français)
<http://www.northhatley.org/Accueil.php?lg=2> (English)

HISTORICAL CONTEXT : MARINA and GRIST MILL

MARINA

From 1874 to 1920, 4 boats serviced the residents of the lake:

PRIDE OF THE VALLEY – 1879-1885

MAYFLOWER – 1890 -1894

MASSAWIPPI – 1895-1900

POCAHONTAS – 1904- 1920

LAUNCHES – RUNABOUTS & SPEEDBOATS – 1920 & onward

People began to get their own little motorboats. Frank Woodard and son Clint; began building inboard motor boats in the old red three-storey building that T.V. Reed had built near where North Hatley Marina is now. Later, joined by other residents, they built the Woodard Boatshop on the Massawippi River. They specialized in building 20 to 30-foot V-bottom launches and runabouts using Hacker designs mostly, oak for framing; covered with B.C. cedar, or mahogany planks.

At the same time, Cliff Woodard, Frank Woodard's second son, took over the building previously used by Captain Joseph Sampson near the present municipal concrete dock and where the Abenaki Park now stands, and rented various boats. This is where the Pocahontas used to board passengers.

When they began building speedboats in the late 1920s, Jim McCrea joined them, forming the Woodard McCrea Boatworks. Later, Mr. McCrea took over and renamed the commerce Hatleycraft.

WAR YEARS – 1939 - 1946

During World War II, Hatleycraft built lifeboats and life rafts for the Merchant Marine (ex. M-190, M-193, M-236), and the first hydrofoil craft (which planed on top of the water) for the Navy.

POST WAR YEARS – 1950 - 1960

The hydrofoil, named the Massawippi, was built in North Hatley by Hatleycraft, under James McCrea, in 1949-1950, and upon completion was shipped to Halifax for tests. At Dartmouth, in 1950, the Massawippi was tested satisfactorily at speeds up to 64 knots and its success led to an extensive experimental program aimed at designing hydrofoil craft for naval use. This hydrofoil beat the speed record of the time and was on the 1st page of Life magazine in 1954. Further development of the Massawippi was later shelved when the Canadian Defense Research Board decided to look elsewhere for expertise. The Massawippi was retired in 1959.

After the war, they built plywood runabouts and racing boats powered by outboard motors, and sailboats. Ned McCrea's designs became popular with racing enthusiasts throughout the boating world. Hatleycraft closed its door in the early 1960s and the two building were then used for boat storage.

Finally the building on the lake was in such disrepair that it was torn down in the 1990s leaving only the concrete municipal dock which is used only for emergencies when the level of the lake water is too high to pass under the old railroad bridge which became a boardwalk in the year 1993. Funds were raised to support the acquisition of the property for the Lake Massawippi Water Protection Association which turned it into a park named Lobanaki in memory of the first inhabitants of the region, the Abenaki native Indians.

OLD GRIST MILL

With the coming of electricity, J.B. Reed moved his grist business from Reedville up on the Massawippi river to the village of North Hatley in 1904. He built a new mill near the railroad track. He and son Ronald operated it for thirty-five years; then, Ronald took over and carried on the business from 1942 to 1968. Simon Kezar and Goldie McLellan were faithful workers there for many years. The building still stands on Mill Street, housing Picallili restaurant, which produces delicious food.

Architecture: American Vernacular Gable road side (pignons sur rue) – Db

ACTION PLAN 2012-2017

1. Generational Balance of Population

The population of North Hatley is aging. Should we try to keep an intergenerational balance?
How can this be achieved?

1.1. Keep the current services AND increase services for young families.

Attract young families by supporting ecological type projects.

- Date of implementation: 2014
- A promoter, together with the Urban Planning Committee and the committee for economic development (Gestion Nouvelle Conscience has shown some interest) will be responsible for the development of the project.
- The municipal council will have to be innovative and create financial incentives to attract promoters and new families hence generating new revenues for the municipality;
- Three construction zones are considered, according to their individual potential:
 - 1. Virgin sector (high end);
 - 2. Rublee sector (young families);
 - 3. Sampson sector (to be determined).
- The success factor: number of building permits issued / number of lots developed.

1.2. Offer a choice of living accommodations that meets the needs of senior citizens.

Assess the financial feasibility of the project and involve private enterprise in the process.

- Date of implementation: 2014
- The firm Rittenhouse was given the mandate to determine whether or not a residential project (5 stories / 65,000 sq. ft.) for senior citizens in North Hatley is feasible. No promoters have shown any interest at this time.
- A project could be possible in association with l'Office municipal d'habitation, but the municipality would have to pay 10% of the operating expenses of the project and, until now, this option has always been rejected by the municipal council.

Assess the spaces available, according to zoning and the topography of the land (flood zone).

- Date of implementation: 2010 - 2011;
- Management plan of the flood zone ± \$40,000

1.3. Support the implementation of public transit

- Date of implementation: (0 - 5 years);
- Estimated cost of each action;
- The MRC has done a market survey and is responsible for the implementation of the action which could start as early as this summer;

- The number of patrons is the performance indicator that will determine the viability of this service;
- A study into the need for public transit is required. Utilisation can be increased with a good publicity campaign.

2. Architectural Style

Our municipality has an architectural cachet of its own. Should we continue to limit ourselves to this architectural type?

The general consensus is that it is necessary to keep the current zoning regulation which protects the village's cachet. A few however warn against excess which could make the village a place with an artificial architecture, disconnected from the modern realities.

As the village must preserve its architectural character, we must limit the strictest regulation to the most frequented sectors in order for the village core to be preserved, in accordance with current PIIA.

- Date of implementation: currently under way
- The CCUP is responsible for the implementation of the action.

3. Quality of the Environment

To enhance and maintain the quality of our environment, we cannot act alone. Should we give tasks of this nature to regional authorities in the matter, i.e. Parc Massawippi and MRC Memphrémagog?

- 3.1. The municipal council must recognize the Parc régional Massawippi as being the best organization to further the protection of the environment around the lake.

- Have a symposium twice a year to discuss environmental issues.
- Date of implementation: 2013
- The CCUP is responsible for the implementation of the action.

- 3.2. That the members of the municipal council discuss with the Parc régional Massawippi and be responsible for communicating the results of their discussions on environmental issues to the citizens.

That the municipal council be responsible to determine the certification programmes to which the village should adhere and take steps to obtain environmental certifications.

Registration of the municipality in the LEED programme.

Increase communications with the citizens with respect to environmental actions.

- Date of implementation: 2012 (action in process)
- The mayor is responsible for communications and the CCE for the registration of the municipality in the LEED programme.

- 3.3. That the municipality adopt more restrictive by-laws with respect to environmental issues so that North Hatley stand out from other municipalities with its proactive approach to environmental issues and sustainable development.

- Date of implementation: 2012 (action in progress);

- The CCE is responsible for making recommendations;
- The municipal council is responsible for the adoption of by-laws and should recommend to the CCE that it be proactive in order to improve the quality of the environment in North Hatley.

4. Regional Leadership and Pooling of Services

In many ways, North Hatley exercises a regional leadership. Should we pursue this? What initiative could we take to advance this cause, all around the lake?

The pooling of certain municipal services throughout the region could also result in significant savings.

That the municipal council examine all the possibilities with respect to pooling services with the lakeshore municipalities of Lake Massawippi in order to achieve demonstrable savings while taking into account the proximity of the services and keeping an eye on a local option for the village.

4.1 Shared garbage collection / Creation of a shared fire department

- Date of implementation: 2015;
- The municipality is responsible for the requests to bid for implementation;
- The best prices obtained are performance indicators.

5. Tourism

The Village of North Hatley enjoys an international reputation thanks to its well preserved architectural heritage, but mostly because of all its pioneers in the hotel business (inns/B&Bs), gastronomy and arts which have made it one of the jewels of Quebec, both for the quality of the services offered and for the well-known professionalism that have earned them many awards over the years

5.1. Tranquility of the village and economic development

Develop high-end tourism

Make of North Hatley a destination of choice, with its own signature.

- Date of implementation: (0 - 5 years);
- Estimated cost of each action;
- The committee for the economic development would be responsible to carry out the action;

5.2. Should North Hatley create a tourism policy, what would be its main elements?

Expand on events already in place (Dreamland Park concerts, Antique Show, Craft Show, public market, etc.) and develop other events aimed at attracting tourists, therefore generating income for the local merchants and, consequently, for the municipality.

- Date of implementation: 2014
- Each of the current organizers is responsible for developing the events currently in place;

- The committee for economic development is responsible, in cooperation with the Merchants' Association (ACNH), for the development of new events.

5.3. Move the Farmer's Market to River Park, so it can expand

- Date of implementation: 2012
- Estimated cost of the move: \$15,000
- The municipal administration will be responsible for the market.

5.4. Acquisition of a space for tourism and the historical society

- Date of implementation: 2013
- The municipal administration will be responsible for the real estate portion and the ACNH for operations.
- At the village core

6. Financial Aspects

If the Village is to remain viable and autonomous, we must create new sources of revenues so we can provide for roads, water and other services to make sure that all aforementioned ideas have a strong basis on which to grow.

6.1. The tax base must be changed to reduce the financial burden on the citizens.

Two possibilities are being considered:

- Review of the municipal boundaries in collaboration with the Canton de Hatley;
- Preclude tax increases when analyzing services to be offered to the population.

6.2. The municipality must adopt an entrepreneurial approach with respect to management by :

- Developing the territory;
- Creating new and paying tourist attractions on the municipal grounds;
- Creating a committee for the economic development in order to attract new businesses to North Hatley (with the cooperation of the ACNH). These businesses will occupy vacant buildings or erect new buildings, employ people who are potential citizens to our village and potential clients for our existing service enterprises.
- Encourage tourist attraction initiatives, such as: bicycle path, ferry for bikes, etc.

Finally, the Committee for Strategic Planning should meet, one year from the date of presentation of this plan of action in order to assess the status of the actions set forth in this document.

WALKABOUT REPORT

Sunday, March 4th, 2012
North Hatley

Preamble:

In discussion at the working dinner, hosted by the Pilsen Restaurant to facilitate concerns from the community, Mrs. Margot Heyerhoff offered the availability of her brother, an urban planner from Toronto, to comment on some of the many planning issues of North Hatley. Mr. Ian Graham would be available for a "walkabout" to offer his perspective on some of the ongoing issues in our village. Mrs. Heyerhoff suggested a small group for the excursion. The mayor, Mr. Michael Page, was asked, who in turn invited council members, as well as some interested parties from the village. The walkabout took place Sunday morning, March 4th at 9:30 am.

Attending:

An indeed, small number of interested residents, were on hand to participate. They included the following.

Mr. Ian Graham (Urban Planner – City of Toronto)
Friend of Mr. Ian Graham (Calgary)
Mrs. Margot Heyerhoff
Mrs. Pat Webster
Mr. Morgan Quinn

Issues Discussed:

We agreed to meet in the municipal parking lot beside River Park. Our discussion began with issues in that immediate vicinity. An overview of concerns were provided by Mr. M. Quinn, as a background, that included many items first identified at the public meeting, some four (4) years ago to address where North Hatley was going in the next 25 years. The "walkabout" did not actually move us very far, as we only made it from the parking lot to where Mill St. meets Main. The following list exemplifies what was discussed.

1. An established vision, determined by the village, as to how the village core should be developed. It was suggested that an urban planning consultant be retained to help realize the vision through design. A big picture should be established, then from that, work down to the details. Mr. Graham provided a list of urban planners available in our area.
2. The focus, once a master plan has been established, should be in one project at a time. When more than one idea is on the table, rising costs are the result. Clearly this vision must be approved through council, residents and the commercial owners before proceeding.
3. A "town square" idea was suggested because of the obvious advantages surrounding the municipal parking lot area. This is taking into account that the main street availability for development does not exist to accommodate such an idea. North Hatley would be able to offer a theme area around a "town square" that would accommodate special events, our farmers' market and tourism. A significant point was that the municipality owned the marina and an autonomous residence for seniors is being considered in the area. It was suggested that these factors would be advantageous as a focal point in improving the image of North Hatley.

4. Look into the exploitation of methane gas that might be gathered under the parking lot and park area, as a result of it being once a dumping location. It was suggested that harvesting any such resource might bring in revenue for the municipality.
5. The water treatment plant development is an important project to complete, as residents must be assured of safe, potable water.
6. If the "town square" area is to be considered, a suitable entry would be needed. The access on either side of Earl's is not an ideal entry point. We discussed the value of the property between the Baptist Church and the parking lot and thought how suitable that would be to gain entry to the "town square." However we have since learned that it is sold. However, a lot of discussion ensued pertaining to how the location of the "town square" would be visible and properly accessible from the main street. This is a topic for further discussion.
7. Demographics became an interesting topic of discussion, as the site for a "seniors" residence was mulled over. The former hardware land was identified as a suitable location but it was pointed out that environmental concerns existed and would ultimately determine the feasibility. In addition to the above, this is a huge issue because of the implications of what the potential new owner would want to do? Perhaps the municipality should keep close tabs on this and begin a dialogue with the new owner as soon as possible.
8. The Farmers' Market dilemma surfaced and it was confirmed that River Park is the most logical location, despite those who believe it should remain on the School Street municipal lot. It would certainly add to the focused theme of a "town square" idea, where a more accommodating venue would be more beneficial to all patrons, as well as vendors. It was again suggested that implementation should be through the services of an urban planner consultant.
9. It was suggested that a search for funding at both the provincial and federal levels be seriously pursued. However this would only occur after a master plan or village vision is established.
10. The marina, owned by the municipality, was discussed as a possible location for a welcoming venue for visitors to North Hatley. An original thought with this idea was to also incorporate a museum, gift shop and house the Historical Society office and archives in the same building. This would provide an additional focal point in reinforcing the "town square" idea. It was agreed that the location on the river was an ideal setting, where both residents and visitors would thoroughly enjoy. Again a concern was voiced about an appropriate access to this "town square" idea, in that we presently do not have a suitable entry.

The marina was also considered as a location for what it was originally designed for, a marina. Perhaps the municipality would put out tenders to establish a reputable business that would accommodate sales, repairs and rentals. This would be an additional focal point that would reinforce the "town square" idea. Certainly renovations would have to be considered, as the building is in dire need of repair.

11. The Baptist Church was discussed as once a suitable location for the above items in # 10, however it was dismissed because it had been sold. However we have since learned that it is back on the market. Perhaps the municipality would consider the purchase of this building? The original idea of a most suitable location is first and foremost here, not to mention the historical value of the building and what it represents in the history of North Hatley. It was agreed that the significance of this building should dictate a priority by the municipality. Consequently it was suggested that ownership by the municipality, as opposed to a private enterprise would be desirable. Therefore this item should be a priority for the upcoming new Economic Development Committee and the Municipal Council.

12. The present Rose des Vent Auberge was looked at and discussed as an ideal location for a Time Share accommodation. Another consideration for this building was a seniors' residence, in the event the hardware location was not available. Because of the location of this building, a utilized prominent usage was encouraged. The municipality should investigate the options through the EDC.
13. Traffic Flow: This topic continues to be an extremely difficult issue. If the "town square" idea were accepted and we had to "make do" with the Mill St. entry, a change of appearance would indeed have to occur. Perhaps the actual pavement crossing the road from the lake- side would have to be in cobblestone indicating to new comers that something significant is at the end of Mill St. The flow of traffic here is problematic with a number of already existing crosswalks established. Clearly much more discussion and review of the village vision is the priority.
14. Traffic Flow: The dilemma of Main and Sherbrooke was discussed. It was suggested that a small roundabout be implemented to better control traffic. Although many proposals have been considered, to date there has been absolutely no change at this vital municipal intersection. A roundabout solution would remedy the many safety problems that presently exist. The flow of traffic would be manageable and would definitely slow down speed, as well as control traffic violators! There would no longer be vehicles ignoring stop signs or being confused with right of way. Again, an urban planning consultant may be the way to go with this ongoing safety concern.

This concludes our walkabout-discussed items. However a point that should be voiced is that all of the above be coordinated by a village vision. This vision should be what the majority of the community desires, as opposed to part time residents. Clearly in a democracy, the majority should rule.

One other factor that was mentioned was to keep the new Economic Development Committee relatively small, in order to accomplish objectives. Too many members delay the process.

In closing, I would like to express what a pleasure it was to meet Mr. Ian Graham and gain his expertise with urban planning. His credentials are impressive. He currently is the project manager with the city of Toronto. He is principal of Ian A. R. Graham Planning Consultant and has been since 2004. He has been the publisher at NRU Publishing Inc. since 1997, which publishes a weekly newsletter reporting on planning issues in both Toronto and Vancouver.
(website – www.nrupublishing.com)

On a personal note, it was very refreshing to hear the perspective of a qualified urban planning consultant, who is an occasional visitor to our area. Mr. Graham demonstrated genuine interest and clearly was able to immediately grasp the significance of issues, as they were identified. I do believe that the municipality of North Hatley has gained from his viewpoints and trust we consider his expertise with all seriousness. Perhaps a review of the above could be included on the agenda of the new Economic Development Committee. Allow me to suggest that the municipality offer an official thank you to both Mr. Ian Graham and Mrs. Margot Heyerhoff for their interest in contributing to the future of North Hatley.

Respectively Submitted
Morgan W. Quinn