



Council Information Package

Date: November 15, 2024

Contact: clerks@burlington.ca

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To: Members of City Council

From: Karen Roche, Fire Chief

Cc: Jacqueline Johnson, Commissioner, Community Services
Lita Barrie, Chief Executive Officer, Burlington Public Library

Date: November 11, 2024

Re: Town Bell – Relocation Project

This memo serves to inform Burlington City Council that the Burlington Fire Department has been collaborating closely with the Burlington Public Library (BPL) and its Board regarding the relocation of the town bell, currently located at the Central Library.

Background:

One of the constants in the lives of village residents in Burlington was the 1,000-pound town bell, which was purchased in 1894 and hung in the old town hall on Elizabeth St.

In those days not many people had clocks or watches, so the bell would ring at 7am when workers would start work, noon and 1pm to signal the start and end of the lunch and then again at 6pm when it was time to go home. When the bell was rung quickly, it meant that there was a “fire”, and this alerted the town’s fire department.



When the Town offices moved to Brant Street in 1952, the Elizabeth Street building was sold to the Boy Scouts. Service to the bell was cut and the bell went into storage. This bell actively served the Town for over 50 years. Eventually, it was relocated to the Central library where it has remained since.



In January of this year, the Burlington Fire Department initiated discussions with the BPL regarding the possibility of relocating the town bell to Fire Headquarters. Given the bell’s historical significance to the Fire Department, we hope to “bring it back to life” as part of a planned firefighter memorial, honoring department members who sacrificed their lives in the line of duty. Our goal is to restore the bell and prominently place it in front of our departmental flags at Fire Headquarters.

The Burlington Public Library is also planning a new “sensory walk project” that will seamlessly complement the library’s design and educational mission. This project is intended for the location where the bell currently resides.

The estimated cost of relocating the bell is \$5,000, with the Fire Department managing all aspects of the relocation which is aimed to take place in the coming months.

Respectfully,

Karen Roche
Fire Chief



. . . Memo

To: Mayor Meed Ward and Members of Council

From: Kaylan Edgcumbe, Manager of Integrated Mobility

Cc: Craig Kummer, Director of Transportation Services
Scott Hamilton, Commissioner of Public Works
Hassaan Basit, Chief Administrative Officer

Date: November 13, 2024

Re: City of Burlington Comments on Bill 212
Reducing Gridlock, Saving You Time Act, 2024
ERO Posting No.: 019-9266

Further to the correspondence contained in the CIP dated November 1, 2024, Transportation Planning staff have collaborated with internal departments and advisory committees of council to prepare comment on Bill 212 – Reducing Gridlock, Saving You Time Act, 2024 – Framework for bike lanes that require removal of a traffic lane ([ERO Notice 019-9266](#)).

The consolidated comment package is attached for review. Should Council have any comments in advance of the November 20, 2024 submission deadline, please contact the undersigned.

Regards,

A handwritten signature in black ink, appearing to read "Kaylan Edgcumbe", with a large, stylized loop at the end.

Kaylan Edgcumbe, C.E.T.
Manager, Integrated Mobility
Transportation Services
905-335-7600 ext. 7497
Kaylan.Edgcumbe@burlington.ca

November 20, 2024

Electronic Submission Only

ATTENTION:

Katerina Downard
Environmental Policy Office
438 University Avenue
12th Floor
Toronto, ON M7A 1N3

**Re: City of Burlington comments on Bill 212 – Reducing Gridlock, Saving You Time Act, 2024
Framework for bike lanes that require removal of a traffic lane
ERO Posting No.: 019-9266**

Background:

On October 21, 2024, the Province posted a proposal to Bill 212, the *Reducing Gridlock, Saving You Time Act, 2024* that proposed a framework that impacts bike lanes, enabling provincial approval authority for the installation of bike lanes on municipal roads, where the removal of a vehicle lane is required. Approval will be based on a set of specified criteria, to be set out in guidance and/or regulation. The proposed framework would also provide the province with the authority to request municipalities to submit information about existing bike lanes on municipal roads where an existing vehicle lane was removed.

Context:

Burlington City Council recently approved an Integrated Mobility Plan (2023) creating a long-range multi-modal mobility strategy that will guide the development and operation of the city's future transportation network. The approved mobility strategy is rooted in a vision that mobility will be safe, accessible, sustainable, balanced, and livable. It aligns with provincial and municipal growth strategies to accommodate future travel demand without relying on expanding roadways. The plan aims to manage vehicular congestion for people who drive by encouraging more people to use alternative forms of transportation. It also supports improvements to safety, such as the expansion of a protected cycling network, that positively impacts the safety of all users, particularly vulnerable road users; those who walk, cycle and use transit.

Furthermore, Burlington City Council declared a climate emergency in 2019 and approved the Climate Action Plan in 2020 which provides a low carbon energy pathway for Burlington to become a net carbon neutral community by 2050. The Climate Action Plan recognizes that the transportation sector accounts for nearly half of the City's carbon footprint. One of the key program areas identified in the Climate Action Plan promotes sustainable mobility options to reduce reliance on the private automobile, highlighting the importance of walking, cycling and transit.

Bill 212, if enacted, may significantly impact planned cycling infrastructure projects over the next 10-years. Burlington's plan includes expanding the cycling network to connect people to key destinations and serves riders of all ages and abilities through the introduction of physically separated and protected cycling facilities. Dedicated cycling infrastructure also accommodates new and emerging modes of micromobility devices such as e-bikes and e-scooters, which will continue to be important modes of mobility as the Ministry of Transportation has recently extended the Electric Kick-Scooter (E-Scooter) Pilot Project O. Reg. 389/19 for an additional five years, reflecting the province's ongoing commitment to exploring sustainable transportation options while ensuring public safety. Burlington remains committed to expanding its network of high-quality protected cycling infrastructure, providing equitable mobility options for all residents, not just those who drive.

Comments:

At present, municipalities have the authority to design and construct bike lanes on roads under their jurisdiction based on local priorities and mobility needs. Bill 212 proposes to amend the Highway Traffic Act to require that municipalities obtain provincial approval before constructing bike lanes that would "reduce the number of marked lanes available for travel by motor vehicle traffic". The city offers the following comments:

- The proposal states that prescribed municipalities would be required to seek provincial approval to remove an existing vehicle lane in order to construct bike lanes, but there is no list of "prescribed municipalities" included within the proposal, nor is there a definition as to what would make a municipality eligible for provincial approval. A list of prescribed municipalities is required.
- The proposal states that provincial approval would be required for implementation of new bike lanes that require the removal of an existing lane of traffic. It is requested that the province define "existing lane of traffic" and confirm if parking lanes, two-way left-turn lanes and exclusive turn lanes fall within the definition. Furthermore, the context of an "existing lane of traffic" is vague. The proposal does not appear to consider the role and function of the "existing lane of traffic" in the overall mobility network, the amount of automobile traffic it serves per day (average annual daily traffic), daily volume of cyclist, pedestrian and transit activity, adjacent land use or built form.
- The proposal states that approval of future cycling projects will be based on a set of "specified criteria," to be set out in guidance and/or regulation. In essence, the province will have the authority to decide if a bike lane would unduly diminish the orderly movement of motor vehicle traffic, but the criteria to make this decision has not yet been defined or made available for comment.
- It is noted that municipalities in an urbanized context have significantly greater tolerance for vehicular delay & capacitated conditions when compared to the province. In fact, the Ministry of Transportation's General Guidelines for the Preparation of Traffic Impact Studies defines a volume/capacity (v/c) ratio greater than 0.85 to be deemed "critical" in terms of operations and evaluated for operational improvements (i.e. widening to accommodate additional vehicle lanes and increase auto carrying capacity), compared to the approach of many urban municipalities, including Burlington, that tolerates increased congestion and focuses on rebalancing the transportation network to add people-carrying capacity through increasing accessibility to sustainable modes (i.e. safe cycling infrastructure).

The proposal is unclear as to how impacts of bike lanes will be assessed and under what v/c threshold will a project be rejected. It is important to note that local municipal mobility objectives differ from those of the province and the role of the local municipal street network is significantly different than the provincial highway & freeway system. It is the opinion of the City of Burlington that the viability of municipal projects introducing cycling infrastructure should not be assessed under the same criteria and capacity thresholds used to assess impacts to the provincial highway system.

- The proposal notes that implications to the environment will be considered as the ministry identifies and develops criteria for evaluating new cycling lanes. It is prudent that the province considers the impact fewer cycling facilities will have on GHG emissions and how this move will impact the city's ability to deliver on the program areas outlined in the Climate Action Plan.
- The proposal indicates that the province will consult with targeted stakeholders, including large municipalities, on the proposal and seek feedback to develop criteria on the installation of new cycling infrastructure. Burlington respectfully requests to be identified as an impacted and interested party and would welcome the opportunity to participate in future consultation activities.

The City of Burlington urges the reversal of Bill 212, recognizing that local governments are best positioned to make decisions about cycling infrastructure in a way that reflects the needs of the community.

Please accept this letter as the City of Burlington's submission on ERO Posting No.: 019-9266. This letter and its attachments were shared with City Council on November 15, 2024. Should Council determine that any additional comments or refinements to the attached are required, the province will be advised at the earliest opportunity.

Sincerely,



Kaylan Edgcumbe, C.E.T.
Manager, Integrated Mobility
Transportation Services Department
Public Works Division

Attachment A – Comments Submitted by Burlington's Integrated Transportation Advisory Committee (ITAC)
Attachment B – Comments Submitted by Burlington's Cycling Advisory Committee (BCC)



Integrated Transportation Advisory Committee

burlington.ca/ITAC



Katerina Downard
Environmental Policy Office
438 University Avenue, 12th Floor
Toronto, ON M7A 1N3

Re: Province's Bill 212 (Reducing Gridlock, Saving You Time Act)

This letter is sent on behalf of the City of Burlington's Integrated Transportation Advisory Committee members (ITAC) who are Council-appointed citizen volunteers and collectively play a key role in providing advice and feedback to Council and Staff on a variety of transportation issues in the city. ITAC advises the City and Staff on policies, initiatives and strategies affecting all forms of transportation, including cycling, pedestrian travel, transit, and driving.

We are writing to express our concerns regarding the Province's Bill 212 (Reducing Gridlock, Saving You Time Act) and its implications for municipal autonomy in delivering safe and effective cycling infrastructure.

Our City is strong and capable:

The City of Burlington, along with other Ontario municipalities, has demonstrated a strong capability to develop cycling infrastructure that responds to the unique needs of our local communities. We believe that the Province's new bill represents an unnecessary and improper overreach into municipal affairs that will only serve to delay the delivery of crucial projects and force people to choose personal vehicles as a mode of travel due to a lack of safe and comfortable cycling conditions.

Providing safe cycling infrastructure is vital for supporting choice and equity in travel modes, including supporting vulnerable road users such as children, those who cannot afford a car, and those who are unable to drive. Our city has consistently prioritized the safety and well-being of all our residents, regardless of the mode of transportation they choose. This includes developing a long-term plan for the implementation of a complete cycling network, which includes both on and off-road facilities that are properly located to ensure the effective and efficient movement of people and goods across the entire transportation network. Burlington has always considered both localized and broader impacts on travel patterns and community feedback during the planning and implementation of these cycling facilities, undoubtably promoting a safer and more equitable transportation network.



Integrated Transportation Advisory Committee

burlington.ca/ITAC



Bike lanes will support a growing population:

Furthermore, the provision of active transportation infrastructure, particularly cycling lanes, is essential for supporting a long-term modal shift away from personal vehicles. As our population continues to grow, it is imperative that we offer safe and accessible transportation options that do not require the purchase of a vehicle or can support households in moving away from owning multiple vehicles. Cycling is an environmentally responsible and easily accessible mode of transportation for people of different ages and abilities that currently plays, and will continue to play, a key role in getting Ontarians moving. We know that each bike on the street equals one less car on the road, which will ultimately help to reduce congestion and resolve gridlock long term.

With Ontario's population projected to grow significantly in the coming years, it is crucial to address the impending challenges of increased congestion. Without substantial investment in cycling lanes and other active transportation infrastructure, municipalities across Ontario will face worsening traffic congestion, far beyond the levels we currently experience. By prioritizing cycling infrastructure, we can mitigate these issues and ensure that our transportation networks remain efficient and effective for all modes of travel.

The Province's focus on expanding space for personal vehicles is an antiquated approach to transportation planning that only serves to facilitate induced demand and is an inequitable approach that will limit equity-deserving groups to choose how they move throughout the city and the broader region. Instead, we urge the provincial legislature to (1) limit their involvement in municipal affairs, and (2) invest in cycling lanes and transit infrastructure. These investments will have lasting impacts by promoting a mode shift away from personal vehicles, ultimately helping to manage congestion in the future.

Bike lanes have many benefits:

Beyond these benefits, we would also like to note that investing in cycling infrastructure also brings significant economic benefits. Local Business Improvement Areas and academic studies have shown support and evidence that cycling infrastructure can boost local economies by increasing retail sales, attracting tourism, and reducing healthcare costs associated with sedentary lifestyles. Additionally, cycling infrastructure projects often create jobs and stimulate economic activity during their construction and maintenance phases. By promoting cycling, we can foster healthier, more vibrant communities that are more equitable and economically resilient.



Integrated Transportation Advisory Committee

burlington.ca/ITAC



Finally, the Provincial Legislature should also be aware of some key statistics to understand when considering the impacts of Bill 212.

- Protected cycling lanes can substantially improve safety for all road users, with a [2014 study in New York City](#) showing up to 25% decreases in all forms of crash injuries (driver, pedestrian, or cyclist).
- That [same study](#) also highlighted a reduction in vehicle volumes, which directly improved travel time by up to 35%. Fewer people using cars can have a far greater impact on improving congestion than maintaining or adding lanes for general purpose vehicles.
- Cycling infrastructure may be controversial in the short-term, but there is [academic evidence](#) from Canada to show that there is long term acceptance and support for this infrastructure.
- While vehicles idling along congested roadways may have greenhouse gas (GHG) emissions that are higher than free-flowing vehicles, removing a vehicle entirely from the network (and replacing it with a cyclist) would represent a 100% reduction in GHG emissions for that user.

In conclusion, we strongly believe that Ontario municipalities, including Burlington, are better positioned to understand and address the holistic transportation needs of our communities, without the oversight of the Province. We strongly urge the provincial government to reconsider Bill 212 and to respect local decision-making in creating a sustainable and equitable transportation network.

Thank you for your attention to this important matter.

Sincerely,

The City of Burlington's Integrated Transportation Advisory Committee

Cc:

Hon. Doug Ford, Premier; Hon. Prabmeet Singh Sarkaria, Minister for Transportation; Hon. Andrea Khanjin, Minister for the Environment; Natalie Pierre, Burlington MPP; Marit Stiles, NDP Leader; Joel Harden, NDP; Karina Gould, Burlington MP.

October 31, 2024

We, the members of Burlington's Cycling Advisory Committee, are writing to express our opposition to the proposal in Bill 212 that would limit the autonomy of municipalities in determining how they can implement cycling infrastructure to best serve the needs of their constituents.

As an advisory committee to Burlington's city council, our mandate includes providing input on cycling infrastructure and encouraging cycling for residents of all ages. We support Burlington's Cycling Master Plan (2021) and Integrated Mobility Plan (2023), both of which call for expanded cycling infrastructure. Our community needs more bike lanes for:

1. **Safety.** The evidence is unequivocal – bike lanes save lives, and limiting their placement puts cyclists, who pay equally for city roads through their property taxes, unnecessarily at risk. They give people the opportunity to navigate the city without being forced to compete with motor vehicle traffic for space. But cyclists aren't the only ones who benefit: evidence shows that bike lanes add a level of safety for pedestrians and drivers too.¹ Traffic can move faster, safer and more confidently knowing there is protected sharing of the road.
2. **Liveability.** Burlington's population is expected to expand to approximately 265,160 by 2051. With this growth, modal shifts to alternative forms of active and public transportation will be necessary to avoid traffic congestion. Bike lanes can accommodate a larger number of commuters in a smaller space, making them more efficient than cars. Moreover, because cycling is an effective transportation option for anyone who is unable to or chooses not to drive, it contributes to the health and accessibility of our community.
3. **Climate action.** Cycling is a zero-emission mode of transportation with lower embedded carbon than automobiles. Burlington, like municipalities across Ontario and around the world, is working toward becoming a net carbon zero community. Growing our cycling modal share is an important part of that effort.

While we continue to advocate for further improvements to the cycling infrastructure in Burlington, we are proud of the progress our city has made in planning a safer, more liveable, more environmentally responsible and ultimately more equitable community for the future.

¹ <https://www.cazbike.org/bike-lanes-make-roads-safer-for-all-road-users/>

Does Bill 212 make any sense?

Bill 212 would require municipalities to provide data and get Ministry of Transportation approval to install bike lanes if traffic lanes will be impacted. This approach ignores the simple fact that car traffic congestion is caused by one thing – more cars. Stifling a municipality's ability to manage its own transportation systems and making streets less welcoming for cyclists by limiting the installation of bike lanes will ultimately do nothing to relieve the gridlock you reference. As local populations expand it will likely result in slower traffic as cyclists must occupy the vehicle lanes they are entitled to use.

Your government has suggested that bike lanes should be located on secondary roads. That's not possible in Burlington, where the only North/South corridors connecting the city over the Queen Elizabeth Way are major arterials. Here, cars and bikes must share the road.

Bill 212 appears to be a politically motivated overreach that is not supported by scientific evidence or analysis. It ignores the knowledge and expertise our local transportation departments have in designing and managing public space. It wastes resources that communities have dedicated to cycling infrastructure planning and implementation, adding an unnecessary layer of bureaucracy to the process. And it exacerbates the hostility between drivers and cyclists.

We don't need short-sighted and divisive policies. We need an approach that embodies open mindedness, cooperation and compromise, and keeps Ontario communities moving.

Sincerely,

Burlington Cycling Committee.



Mayor Marianne Meed Ward
City of Burlington
via electronic delivery: mayor@burlington.ca

October 30, 2024

Dear Mayor Meed Ward,

Your community has a \$21,156,285 Housing Accelerator Fund deal with the federal government.

Yesterday, the leader of the Official Opposition announced that if the Conservative Party were to form government, he would cut this program.

These funds went to your community based on your ambitious commitments that will make it easier and faster to build homes. Across Canada, some of those commitments include: zoning reform, development cost waivers for affordable housing, backyard suite programs, adopting e-permitting, and expediting housing approvals. Home builders have told us that the faster they can obtain approvals, the faster they can build homes.

By your analysis, you have told us that this funding will lead to an additional 5,335 permits issued for new homes in your community over a 10-year period.

I am interested in learning more about the impact of the Official Opposition's plan to cut \$21,156,285 from Burlington.

I would also encourage you to take this opportunity to inform members of your community about the impact this cut would have to your plans to build more homes.

Please respond to me in writing with your feedback on this proposal by November 8, 2024.

Sincerely,

A handwritten signature in black ink, appearing to read "S. Fraser".

The Honourable Sean Fraser, P.C., M.P.
Minister of Housing, Infrastructure and Communities



*The Office of Mayor Marianne Meed Ward
City of Burlington*

The Honourable Sean Fraser
Minister of Housing, Infrastructure and Communities
House of Commons
Ottawa, Canada

November 8, 2024

Dear Minister Fraser,

Thank you for reaching out on the potential implications of cancelling Burlington's \$21,156,285 Housing Accelerator Fund (HAF) allocation. As Mayor of Burlington, I am concerned about the consequences this loss of funding would impose on our city's ambitious yet critical [approved Action Plan](#) and our collective efforts to address the ongoing housing crisis.

The City of Burlington continues to work collaboratively with other levels of government to action our vision to reach the City's long-term strategic plan. Burlington's population is expected to grow by over 40 per cent in the next 25 years. The Assessment Growth in the City's 2025 Budget, estimated to be 0.75 per cent, will come from new construction and is anticipated to reduce the tax burden on residents and support important services across the City. By prioritizing housing solutions, municipalities like ours can enhance overall economic vitality, community health, and sustainability. We must balance today's needs to help us prepare for our city's future.

We have seen positive outcomes to date with the HAF agreement. Canada Mortgage and Housing Corporation (CMHC) data for Burlington indicates the highest total number of housing starts in the past decade since entering the HAF agreement with CMHC. Burlington had 857 new construction housing starts in the first nine months of 2024 based on our Pipeline to Permit dashboard. Most of these housing starts, 617 of 857, were mid-rise and high-rise developments. This significant increase in Burlington's new housing starts stands in contrast to other municipalities and is a testament to the City's renewed focus and leadership on housing. The flexibility of the HAF allowed the City to develop a diversified and inclusive approach to what our community needs: more purpose-built rental housing and prioritizing funding for missing-middle and affordable units. Housing options for everyone is welcome in Burlington.

The City of Burlington has an inclusive HAF Action Plan. This plan targets three key areas addressing the housing crisis with tangible solutions supported by HAF monies:

1. Supporting existing homeowners

By partnering with existing homeowners, Burlington's new Additional Residential Unit (ARU) program, with a proposed **\$9.5 million funded by HAF, will create immediate new affordable and missing middle housing units**. This is supported by making existing residential lots more efficient by leveraging the current capacity within the tiny home, partnering with modular and panelized manufacturers and streamlining our permitting process. New units can be in place and tenants housed in 2025.

2. Working with non-profits and community agencies

The Region's [2023 Housing Waitlist](#) indicates the largest percentage of the applicants in Halton Region are Burlington residents. Burlington has taken a leadership position and initiated engagement with Halton Region, community agencies (including Indwell) and local foundations for a plan to create 120 new supportive housing units through a capital build project. Our proposed HAF implementation budget targets **\$9 million towards creating these new affordable rentals and missing middle housing units** and would assist in leveraging the additional Halton Region funding and CMHC financing.

Per Halton Region's latest dashboard, approximately 75% of applicants have incomes under \$30k. Single non-senior applicants wait an average of eight years. On average these applicants require rents of \$600/month or less. The Q4 2023 CMHC average market rent for a 1-bedroom in Burlington is \$1,621 and the top 20 per cent of units are \$1,975. Market rents in new private sector buildings have been noted as high as \$3,000/mth for a 1-bed unit.

3. Leveraging Private Sector partnerships

Burlington has developed an innovative Artificial Intelligence (AI) tool to enhance the development approval process. Approving development efficiently is crucial to enabling more homes and managing growth. The City's AI tool assesses architectural drawings against the Ontario Building Code and is award winning. Building on Burlington's AI innovation, the **HAF funding of \$1.5 million has been allocated for planning and building services streamlining process improvements** including implementation of the Major Transit Station Areas and Community Planning Permit System, Official Plan and Zoning Bylaw.

Additionally, a proposed **\$1 million funded by HAF, is earmarked for further new missing middle Community Improvement Plan incentives for private sector developers**.

The HAF is crucial to enabling Burlington to pursue transformative measures aimed at expediting housing construction and expanding the diversity of housing options available to our residents. Its cancellation would limit these measures, exacerbate housing challenges, and prevent the City from meeting essential housing targets.

Below, I outline the anticipated impacts in greater detail. We appreciate your consideration of these impacts in the government's important decision-making as we collectively continue to do our part to tackle the housing crisis.

1. Disruption to Housing Supply and Growth Targets

- The HAF sets an aggressive target of 2,724 new housing units, including affordable and missing middle homes, by the end of 2026. Without this funding, there would be a significant gap in our housing market that would be a challenge for the Community to bridge.

2. Loss of Critical Financial Incentives for Developers and Homeowners

- A substantial portion of the HAF (\$9.5 million), is dedicated to incentivizing the development of Additional Residential Units (ARUs). These incentives include cost recovery for municipal fees, streamlined approval processes, and direct incentives to homeowners through a new pending housing-focused Community Improvement Plan. All of these are instrumental in making housing projects financially viable and encouraging homeowners to invest in ARUs.
- Another \$9 million has been allocated to affordable housing initiatives, including up to \$6.5 million for new supportive rental housing projects. The absence of these financial incentives would lead to abandoned projects. The result would be a significant setback for housing development, resulting in the loss of needed affordable rental units and the ability to mitigate local homelessness.

3. Implications for Zoning Reforms and Streamlined Approvals

- The HAF funding has been critical in advancing key policy reforms, including zoning updates and the implementation of Burlington's Community Planning Permit System. These reforms are designed to cut red tape and accelerate housing approvals, making it easier to build diverse housing types, including missing-middle, high-density, and affordable options.
- If the funding is cut, our ability to continue to modernize and streamline these processes will be restricted, leading to longer timelines for housing approvals and increased costs. Supports like HAF bolster our efforts to make Burlington a more housing-friendly and investment-attractive city.

4. Worsening Housing Affordability and Economic Impact

- Housing affordability and economic stability are interconnected. The HAF funding not only supports the construction of new homes but also has ripple effects on our local economy by creating jobs and stimulating investment. Its cancellation could negatively impact economic growth, worsen affordability, and limit opportunities for our residents to find suitable housing.
- Burlington's housing crisis is not unique. The need for such funding exists in communities nationwide.

5. Loss of Public Trust and Setback to Community Engagement

- Burlington's Housing Strategy has been developed through extensive public consultation, reflecting the voices and needs of our community. Residents have been hopeful about the city's proactive approach, and the progress enabled by HAF funding for implementation of this strategy.
- Losing this funding would not only set back housing development but also erode public confidence in the city's ability to deliver on its commitments. It would undermine the optimism generated through our transparent and collaborative efforts to tackle the housing crisis.
- Burlington has been leveraging HAF resources to foster strategic partnerships with Halton Region, non-profit organizations (including Indwell), and community agencies. These collaborations are essential for supportive housing projects to serve the most vulnerable populations. The loss of \$6.5 million allocated for these partnerships would cancel these initiatives and discourage future collaboration.
- Our efforts to explore innovative land-use strategies, such as redeveloping underutilized properties and incentivizing mixed-use projects, would be stalled, leaving our community without critical housing options that have been carefully planned.
- Additionally, it would undermine the collaborative efforts between all levels of government, non-profits, and the private sector that are essential for addressing the housing crisis effectively.

For consideration, the cancellation of Burlington's HAF allocation would compromise our shared goal of increasing housing supply. It would derail critical housing projects, prolong approval processes, and exacerbate the housing crisis that impacts the most vulnerable members of our community. It is important that we continue to build on the strategic planning and community engagement that has been initiated to create a more inclusive and sustainable Burlington where everyone is welcome. Burlington stands ready to continue working towards our ambitious housing targets with our federal partners to support our community.

Municipalities are not troublesome gatekeepers but essential partners in the delivery of housing. We are the closest level of government to the people, know our communities best and remain willing as we always have — to work with all levels of government, the private and the non-profit sectors to deliver for our residents.

Sincerely,



Mayor Marianne Meed Ward
City of Burlington



Councillor Shawna Stolte
Deputy Mayor for Housing

To: Members of Council

From: Scott Hamilton, Commissioner of Public Works

C.C.: Hassaan Basit, Samantha Yew, Debbie Hordyk

Date: Nov 12, 2024

Re: Follow Up, Staff Directions Audit (CL-25-24) (CCS)

On November 4, 2024 Committee of the Whole meeting, Council discussed report CL-25-24. As part of the meeting, Council requested a memo outlining the financial implications of the Flood Hazard Impacts and Mitigation Assessment report that is forthcoming to Committee of the Whole on December 2, 2024 for Council consideration.

The report is currently being finalized in cooperation with Conservation Halton and there have been no 2025 Budget implications identified at this time that would impact or delay the discussion or approval of the Draft 2025 Capital Budget currently before Council.

Regards,

Scott Hamilton
Commissioner of Public Works

To: Mayor and Members of Council

From: Jamie Tellier, Director, Community Planning

Cc: Samantha Yew, City Clerk

Date: November 15, 2024

Re: Active Ontario Land Tribunal Hearings for Community Planning

Purpose:

This memo will serve to provide members of Council with a list, attached as Appendix A, of active Ontario Land Tribunal (OLT) hearings related to appeals for Development and Policy Planning matters.

The attached list contains the following updates to active OLT hearings since the previous list from the October 4 2024 CIP package:

Ward One

- 1120 Cooke Blvd has been removed as the appeal has been withdrawn.

Ward Two

- 524 and 620 Brant Street have been added to the list. A hearing date has been set for May 15-16, 2025.
- 2093-2101 Old Lakeshore Rd; 2096-2100 Lakeshore Rd has been added to the list. A hearing date has not been set.

Ward Three

- No Changes

Ward Four

- No Changes

Ward Five

- No Changes

Ward Six

- No Changes

Policy Planning

- No Changes

If you have any questions, please contact me.

Sincerely,

Jamie Tellier, MCIP, RPP
Director of Community Planning
Community Planning Department

Appendix A
Development Planning OLT Appeals

File No.	Address	Application Type	Proposal	Appellant	Hearing Commencement Date
WARD ONE					
505-12/04; 505-13/04; 520-23/04; 520-24/04; 510-06/04; 510-07/04	1663 Waterdown Rd, 66 Horning Rd, 48 Flatt Rd. (Eagle Heights)	OPA, ZBA, SD	914 unit plan of subdivision	Paletta International Corporation	TBD
510-01/14	1200 King Rd	SD	27 industrial / commercial lots	Penta Properties Inc	TBD
505-09/21; 520-10/21	1029-1033 Waterdown Rd	OPA, ZBA	29 storey apartment building	Infinity Development Group Inc.	Monday, February 3, 2025
WARD TWO					
Heritage Designation By-law 32-2023	488 Locust St	HG	Heritage designation	Michael and Gita Sobhi	CMC: Wednesday, December 4, 2024 Hearing Wednesday, March 5-7, 2025 (pending mediation).
505-01/24; 520-04/24	1393 Graham's Lane	OPA, ZBA	722 Residential Units	North Stone	TBD
Heritage Designation By-law 26-2024	524, 620 Brant St	HG	Heritage Designation	Greg Eade	Thursday, May 15 -16, 2025.
540-02-A-025/2024	2093-2101 Old Lakeshore Rd; 2096-2100 Lakeshore Rd.	MV	28 storey mixed-use building	Core FSC Lakeshore	TBD
WARD THREE					
505-04/20	5235 Cedar Springs Rd, and 2226, 2232, 2244, 2280, 2292, 2300, 2316, 2330, 2416, 2430, 2433, 2473 and 2479 No. 2 Side Rd	OPA	Proposed quarry expansion	Nelson Aggregates Co.	March 4, 2025 - May 30, 2025 (60-day hearing)
505-03/22; 520-04/22	1396 Guelph Line	OPA, ZBA	11 storey residential building	Infinity Development Group	Monday, June 2, 2025
WARD FOUR					
B-004-2023	4196 and 4201 Morris Dr	CN	Appeal to correct an error on previously approved plans	Morris Drive Holdings Limited	TBD
WARD FIVE					
WARD SIX					

Policy Planning OLT Appeals

File No.	Address	Application Type	Proposal	Status	Hearing Commencement Date
502-02-71	Lands north of Fairview, South of railway, near Burlington GO Station	ICBL	Study the role and function of Burlington GO Station and John Street bus terminal with related policy framework and zoning regulations	31 appeals Consolidated with hearing process for new OP. See status update for File No. 505-08.	TBD
505-08	City Wide	New Official Plan	City wide planning policy and growth framework	42 appeals [6 have since withdrawn from the original 48] OLT Decision: April 10, 2024. Granted City's Dec. 2023 motion for Partial Approval of certain policies. Remaining appeals approved for mediation on April 2, 2024; Settlement discussions underway with some appellants.	TBD

Legend	
OPA	Official Plan Amendment
ZBA	Zoning By-law Amendment
SD	Plan of Subdivision
CN	Consent
LD	Land Division
MV	Minor Variance
SP	Site Plan
HG	Heritage Designation
CMC	Case Management Conference
TBD	To Be Determined

Statutory Public Meeting for a Proposed Official Plan Amendment

Neyagawa Urban Core

Town initiated

42.15.60, Ward 7

Monday, November 25, 2024, at 6:30 p.m.
In-person and by videoconference broadcast
from the Council Chamber
Town Hall, 1225 Trafalgar Road
[youtube.com/TownofOakvilleTV](https://www.youtube.com/TownofOakvilleTV)

You are invited to attend either in-person or virtually and provide input at this meeting hosted by Planning and Development Council.

Instructions on how to view the meeting or participate in-person, by written submission, videoconference or telephone are provided below.

The purpose of the two proposed official plan amendments (OPAs) is to identify, and establish policies for, the Neyagawa Urban Core strategic growth area at the intersection of Neyagawa Boulevard and Burnhamthorpe Road West. The proposed OPAs include complimentary policy changes to the North Oakville East Secondary Plan to facilitate the implementation of the Neyagawa Urban Core Area.

The effect of the proposed OPA 326 to the 1984 Oakville Official Plan's North Oakville East Secondary Plan will be to:

- update schedules (maps) to identify the Neyagawa Urban Core strategic growth area and designate the lands as "Neyagawa Urban Core Area"
- provide land use policies to support the creation of a transit-supportive, complete community that includes a mix of high density residential, commercial and institutional uses with maximum building heights between 12 and 18 storeys
- provide functional and implementation policies to enable and guide redevelopment consistent with the above, which address matters including urban design, transportation, stormwater management, parkland dedication and public realm enhancements

The effect of the proposed OPA 45 to the Livable Oakville Official Plan will be to identify the Neyagawa Urban Core Area as "Nodes and Corridors" on Schedule A1 – Urban Structure, which is referenced in the North Oakville East Secondary Plan.

The subject lands are located at the intersection of Neyagawa Boulevard and Burnhamthorpe Road West.

Town of Oakville | 1225 Trafalgar Road, Oakville L6H 0H3 | 905-845-6601 | oakville.ca

These lands are also subject to a proposed Zoning By-law Amendment and Draft Plan of Subdivision Application (File No. Z.1319.10, 24T-21008/1319), a proposed Official Plan, Zoning By-law and Draft plan of Subdivision Application (File No. OPA1317.07, Z.1317.07 and 24T-21007/1317), and Official Plan, Zoning By-law and Draft plan of Subdivision Application (File No. OPA.1220.02, Z.1220.02 and 24T-24001/1220)

If a person or public body would otherwise have an ability to appeal the decision of the Town of Oakville to the Ontario Land Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to Council c/o the Town Clerk at the Town of Oakville, Clerk's department, 1225 Trafalgar Road, Oakville, ON L6H 0H3 (Dropbox is located in front of Town Hall) or at TownClerk@oakville.ca before the official plan amendment is adopted, the person or public body is not entitled to appeal the decision.

If a person or public body does not make oral submissions at a public meeting, or make written submissions to Council c/o the Town Clerk at the Town of Oakville, Clerk's department, before the proposed official plan amendment is adopted, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

If you wish to be notified of the decision of the Town of Oakville on this matter, you must make a written request to the Town Clerk at the Town of Oakville, Clerk's department, 1225 Trafalgar Road, Oakville, ON L6H 0H3 or at TownClerk@oakville.ca

This meeting will be live streamed on <https://www.oakville.ca/live.html> and also on YouTube at <https://www.youtube.com/user/TownofOakvilleTV>.

Any submission to the Planning and Development Council, either in hard copy or in electronic format, must be forwarded to the Clerk's department for receipt no later than noon on Monday, November 25, 2024, to ensure its availability to the Members of Council at the meeting. Individuals wishing to make an oral submission at the meeting are encouraged register online at <https://www.oakville.ca/delegation-request-form/> or contact the Clerk's Department at 905-815-6015 before noon on Friday, November 22, 2024 to register as a delegation and to obtain instructions on how to participate. Requests to delegate will not be processed during the meeting.

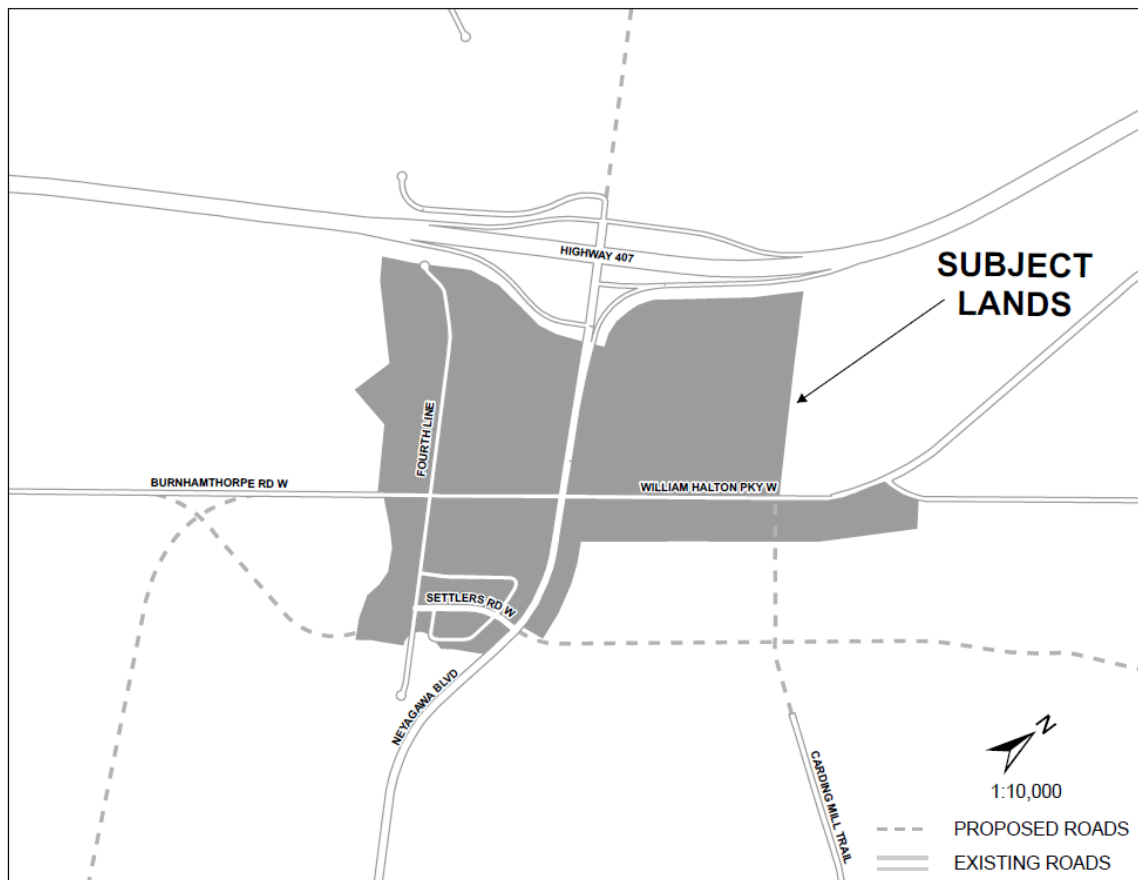
All submissions should include the full name and address of the presenter.

A copy of the proposed official plan amendment and information and material will be available to the public for inspection on or after Monday, November 25, 2024 along with more information about this matter, including preserving your appeal rights by visiting www.oakville.ca and search "Neyagawa Urban Core Review", or contact Catherine Buckerfield, Senior Planner, Planning and Development department at 905-845-6601, ext. 2084 (TTY 905-338-4200) or at catherine.buckerfield@oakville.ca.

If you have any accessibility needs, please advise Catherine Buckerfield one week before the meeting.

The personal information accompanying your submission is being collected under the authority of the Planning Act, R.S.O. 1990, c. P.13, as amended, and may form part of the public record which may be released to the public.

Dated at the Town of Oakville November 5, 2024





Hon. Paul Calandra
Minister of Environment,
Conversation and Parks
VIA EMAIL:
Paul.Calandra@pc.ola.org

Hon. Doug Ford
Premier of Ontario
VIA EMAIL:
premier@ontario.ca

Township of Puslinch
7404 Wellington Road 34
Puslinch, ON N0B 2J0
www.puslinch.ca

November 7, 2024

Hon. Rob Flack
Minister of Agriculture,
Food, and Agribusiness
VIA EMAIL:
minister.omafra@ontario.ca

Hon. Matthew Rae, MPP
VIA EMAIL:
Matthew.Rae@pc.ola.org

Hon. Ted Arnott, MPP
VIA EMAIL:
ted.arnottco@pc.ola.org

Barclay Nap
Wellington Federation of
Agriculture
VIA EMAIL:
napbarclay@gmail.com

RE: Motion for the Protection of Agricultural Lands and Sustainable Development in Relation to Provincial Projects and Excess Soil Management Practices

Please be advised that Township of Puslinch Council, at its meeting held on October 23, 2024 considered the aforementioned topic and subsequent to discussion, the following was resolved:

Resolution No. 2024-378: Moved by Councillor Hurst and
Seconded by Councillor Sepulis

Whereas the provincial government is undertaking:

- a) significant road and underground projects over the next ten years which will generate significant excess soil to be managed and disposed; and
- b) studies of underground projects that if implemented will also generate significant excess soil: and



Whereas landfill sites across Ontario are already near capacity, necessitating amendments to legislation to allow certain quality soil to be disposed at excess soil reuse sites instead of being disposed of in landfills effective January 1, 2025; and

Whereas the Ministry of the Environment, Conservation and Parks (MECP) is currently under resourced and lacks the capacity to effectively manage the additional enforcement and oversight required for the relocation of excess soil; and

Whereas the responsibility to enforce and oversee excess soil regulations is being downloaded onto municipalities, which have limited enforcement capabilities and face the risk of significant costs being passed on to local taxpayers; and

Whereas contamination of existing soil and groundwater is a significant concern, particularly in rural municipalities with valuable agricultural lands and reliance on groundwater for its residents; and

Whereas agricultural lands must be prioritized equally with housing needs, roads and underground infrastructure; failure to adequately protect these lands could exacerbate the ongoing food crisis in Ontario; and

Whereas Ontario is not alone in navigating the challenges of sustainable development, and the United Nations provides guidance through its Sustainable Development Report, which includes goals focused on economic growth, infrastructure, sustainable communities, hunger, clean water and sanitation, climate action, and life on land; and

Whereas it is critical that governments consider the comprehensive impacts on all of these areas when conducting feasibility studies and implementing projects which generate excess soil; and

Whereas neglecting to account for the broader implications of projects may lead to negative outcomes;

Therefore Be It Resolved that the Council of the Township of Puslinch calls on the provincial government to:



1. Prioritize the protection of agricultural lands in the management of excess soil from roads and underground projects and in the planning and feasibility studies related to such projects.
2. Ensure that adequate resources are allocated to the MECP to support effective enforcement and oversight of excess soil regulations.
3. Collaborate with municipalities to provide necessary support and funding for enforcement activities related to excess soil management, minimizing financial burdens on local taxpayers.
4. Conduct a comprehensive impact assessment that considers all aspects of sustainable development, in alignment with the United Nations Sustainable Development Report, before proceeding with the traffic tunnel project and any further amendments to excess soil legislation; and

That the Township of Puslinch Council direct staff to send a copy of this resolution to the Minister of the Environment, Conservation and Parks; the Premier of Ontario; all Ontario municipalities; MPP Arnott; MPP Rae; the Wellington Federation of Agriculture; and OMAFRA requesting support for the protection of agricultural lands and sustainable development practices in Ontario.

CARRIED

As per the above resolution, please accept a copy of this correspondence for your information and consideration.

Sincerely,

Justine Brotherston
Municipal Clerk

CC: All Ontario Municipalities

**CORPORATION OF THE
TOWNSHIP OF NORTH GLENGARRY**

Council Meeting

Resolution # 3

Date: October 28, 2024

MOVED BY: Jamie MacDonald

SECONDED BY: Carma Williams

WHEREAS elections rules need to be clear, supporting candidates and voters in their electoral participation and election administrators in running elections;

AND WHEREAS legislation needs to strike the right balance between providing clear rules and frameworks to ensure the integrity of the electoral process;

AND WHEREAS the legislation must also reduce administrative and operational burden for municipal staff ensuring that local election administrators can run elections in a way that responds to the unique circumstances of their local communities;

AND WHEREAS the Municipal Elections Act, 1996 (MEA) will be 30 years old by the next municipal and school board elections in 2026;

AND WHEREAS the MEA sets out the rules for local elections, the Assessment Act, 1990 and the Education Act, 1990 also contain provisions impacting local elections adding more places for voters, candidates, and administrators to look for the rules that bind the local democratic process in Ontario;

AND WHEREAS with rules across three pieces of legislation, and the MEA containing a patchwork of clauses, there are interpretation challenges, inconsistencies, and gaps to fill;

AND WHEREAS the Act can pose difficulties for voters, candidates, contributors and third-party advertisers to read, to interpret, to comply with and for election administrators to enforce;

AND WHEREAS while local elections are run as efficiently and effectively as can be within the current legislative framework, modernization and continuous improvement is needed to ensure the Act is responsive to today's needs and tomorrow's challenges;

AND WHEREAS to keep public trust and improve safeguards the Act should be reviewed considering the ever-changing landscape which impacts elections administration including privacy, the threats of foreign interference, increased spread of mis/disinformation and the increased use of technologies like artificial intelligence and use of digital identities;

AND WHEREAS the Association of Municipal Managers, Clerks, and Treasurers of Ontario (AMCTO) reviewed the Act and has provided several recommendations including modernizing the legislation, harmonizing rules, and streamlining and simplifying administration;

AND WHEREAS AMCTO put forward recommendations for amendments ahead of the 2026 elections and longer-term recommendations for amendments ahead of the 2030 elections;

NOW THEREFORE BE IT RESOLVED THAT the Council of the Township of North Glengarry calls for the Province to update the MEA with priority amendments as outlined by AMCTO before Summer 2025 and commence work to review and re-write the MEA with longer-term recommendations ahead of the 2030 elections.

AND FURTHER THAT that this resolution will be forwarded to all municipalities in Ontario for support and that each endorsement be then forwarded to the Minister of Municipal Affairs and Housing; the Minister of Education; the Minister of Public and Business Service Delivery; Minister of Finance; the Premier of Ontario; the Local Member of Provincial Parliament; AMCTO; the Association of Municipalities of Ontario (AMO); and all Ontario Municipalities.”

CARRIED

DEFEATED

DEFERRED



MAYOR / DEPUTY MAYOR

- Deputy Mayor:** Carma Williams
- Councillor:** Jacques Massie
- Councillor:** Brian Caddell
- Councillor:** Jeff Manley
- Councillor:** Michael Madden
- Councillor:** Gary Martin
- Mayor:** Jamie MacDonald

YEA	NEA
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

THE CORPORATION OF THE
TOWN OF MIDLAND



575 Dominion Avenue
Midland, ON L4R 1R2
Phone: 705-526-4275
Fax: 705-526-9971
info@midland.ca

November 7, 2024

Premier Ford
Legislative Building
Queen's Park
Toronto ON M7A 1A1

Via email: premier@ontario.ca

Dear Premier Ford:

Re: Sustainable Funding for Small Urban Municipalities

At its November 6, 2024 Regular Council Meeting the Council for the Town of Midland passed the following Resolution:

WHEREAS it is apparent that the Ontario Government has overlooked the needs of Ontario's small urban municipalities; and

WHEREAS Ontario's small urban municipalities face insurmountable challenges to fund both upfront investments and ongoing maintenance of their capital assets including roads, water/ wastewater and municipally owned buildings including recreational facilities, libraries and other tangible capital assets; and

WHEREAS an increase of 26% one year, which is a million dollars (roughly 4% tax increase) for Midland and is something never projected;

NOW THEREFORE IT IS RESOLVED THAT The Town of Midland call on the Ontario Government to immediately implement sustainable funding for small urban municipalities by reabsorbing the cost of the Ontario Provincial Police Force back into the provincial budget with no cost recovery to municipalities; and

FURTHER THAT the OPP Billing Model be referred to the Auditor General for review; and

FURTHER THAT Council direct Staff to circulate this resolution to Premier Doug Ford (premier@ontario.ca), Minister of Solicitor General, Minister of Finance, and to the Association of Municipalities of Ontario (amo@amo.on.ca) and all Municipalities in Ontario.

Thank you.

Yours very truly,

THE CORPORATION OF THE TOWN OF MIDLAND

Sherri Edgar

Sherri Edgar, AMCT
Municipal Clerk
Ext. 2210

cc.

MPP, Simcoe North, Jill Dunlop jill.dunlopco@pc.ola.org
Minister of the Solicitor General, Sylvia Jones sylvia.jones@pc.ola.org
Minister of Finance, Peter Bethlenfalvy peter.bethlenfalvyco@pc.ola.org
Association of Municipalities of Ontario (AMO) resolutions@amo.on.ca
All Municipalities in Ontario



November 12, 2024

Resolution No. 333/2024

**THE CORPORATION OF THE TOWNSHIP OF MCGARRY
P.O. BOX 99,
VIRGINIATOWN, ON. P0K 1X0**

MOVED BY *Marie Fr*

SECONDED BY *Francine Plante*

Whereas municipalities face growing infrastructure needs, including roads, bridges, public transit, water systems, and other critical services, which are essential to community well-being and economic development; and

Whereas the current sources of municipal revenue, including property taxes and user fees, are insufficient to meet these increasing demands for infrastructure investment; and

Whereas the Province of Ontario currently collects the Land Transfer Tax (LTT) on property transactions in municipalities across the province, generating significant revenue that is not directly shared with municipalities; and;

Whereas the Federal Government collects the Goods and Services Tax (GST) on property transactions, a portion of which could be directed to municipalities to address local infrastructure needs; and

Whereas redistributing a portion of the Provincial Land Transfer Tax and GST to municipalities would provide a predictable and sustainable source of funding for local infrastructure projects without creating a new tax burden on residents or homebuyers; and

Whereas a redistribution of a portion of the existing Land Transfer Tax and GST would allow municipalities to better plan and invest in long-term infrastructure initiatives, supporting local economic growth and improving the quality of life for residents;

1. **Now Therefore Be It Hereby Resolved That** The Council of the Corporation of the Township of McGarry formally requests the Provincial Government to consider redistributing a portion of the Land Transfer Tax collected on property transactions to municipalities; and
2. **Be It Further Resolved That** The Council of the Corporation of the Township of McGarry calls on the Federal Government to allocate a percentage of the GST collected on property sales to municipalities; and
3. **Be It Further Resolved That** this redistribution of the Land Transfer Tax and GST should be structured to provide predictable and sustainable funding to municipalities, allowing for better long-term planning and investment in infrastructure projects that benefit local communities, thus ensuring that local governments receive fair share of the revenue to address critical infrastructure needs; and

4. **Be It Further Resolved That** copies of this resolution be forwarded to Prime Minister Justin Trudeau, Premier Doug Ford, the Ontario Minister of Finance, the Minister of Municipal Affairs and Housing, local Members of Parliament (MPs) and Members of Provincial Parliament (MPPs); and
5. **Be It Further Resolved That** copies of this resolution be forwarded to all 444 Municipalities in Ontario, the Federation of Canadian Municipalities (FCM), and the Association of Municipalities of Ontario (AMO) for their endorsement and advocacy.

Defeated _____

Mayor

/ Carried

Bonita Culhane

Mayor

Recorded Vote

Requested by _____

YES

NO

Mayor Bonita Culhane

Councillor Louanne Caza

Councillor Elaine Fic

Councillor Annie Keft

Councillor Francine Plante



November 12, 2024

Resolution No. 329/2024

**THE CORPORATION OF THE TOWNSHIP OF MCGARRY
P.O. BOX 99,
VIRGINIATOWN, ON. P0K 1X0**

MOVED BY Blaine Frie

SECONDED BY Francine Blente

WHEREAS official statistics from the Government of Ontario confirm that rural roads are inherently more dangerous than other roads;

AND WHEREAS, despite only having 17% of the population, 55% of the road fatalities occur on rural roads;

AND WHEREAS, rural, northern, and remote municipalities are fiscally strained by maintaining extensive road networks on a smaller tax base;

AND WHEREAS, preventing crashes reduces the burden on Ontario's already strained rural strained health care system;

AND WHEREAS, roadway collisions and associated lawsuits are significant factors in runaway municipal insurance premiums. Preventing crashes can have a significant impact in improving municipal risk profiles;

THEREFORE, BE IT RESOLVED THAT the Township of McGarry requests that the Government of Ontario take action to implement the rural road safety program that Good Roads has committed to lead. It will allow Ontario's rural municipalities to make the critical investments needed to reduce the high number of people being killed and seriously injured on Ontario's rural roads; and

FURTHER THAT a copy of this resolution be forwarded to Premier Doug Ford, Hon. Prabmeet Sarkaria, Minister of Transportation, Hon. King Surma, Minister of Infrastructure, Hon. Rob Flack, Minister of Agriculture, Hon. Lisa Thompson, Minister of Rural Affairs, Hon. Trevor Jones, Associate Minister of Emergency Preparedness and Response, and Hon. Sylvia Jones, Minister of Health, and Good Roads; and

FURTHER THAT this resolution be circulated to all municipalities in Ontario requesting their support.

Defeated _____ / Carried Bonita Culhane
Mayor Mayor

Recorded Vote	Requested by _____	
	YES	NO
Mayor Bonita Culhane	_____	_____
Councillor Louanne Caza	_____	_____
Councillor Elaine Fic	_____	_____
Councillor Annie Keft	_____	_____
Councillor Francine Plante	_____	_____

From: [Salisko, Holly](#)
Subject: Peterborough County Council Resolution Re: Ontario Rural Road Safety Program
Date: Wednesday, November 13, 2024 9:26:21 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

Please note at their meeting on November 6, 2024, Peterborough County Council passed the following resolution:

Resolution No. 238-2024

Moved by Councillor Lambshead
Seconded by Councillor Nelson

Whereas official statistics from the Government of Ontario confirm that rural roads are inherently more dangerous than other roads; and

Whereas despite only having 17% of the population, 55% of the road fatalities occur on rural roads; and

Whereas rural, northern, and remote municipalities are fiscally strained by maintaining extensive road networks on a smaller tax base; and

Whereas preventing crashes reduces the burden on Ontario's already strained rural strained health care system; and

Whereas roadway collisions and associated lawsuits are significant factors in runaway municipal insurance premiums. Preventing crashes can have a significant impact in improving municipal risk profiles;

Now Therefore Be It Resolved That the County of Peterborough requests the Government of Ontario take action to implement the rural road safety program that Good Roads has committed to lead which will allow Ontario's rural municipalities to make the critical investments needed to reduce the high number of people being killed and seriously injured on Ontario's rural roads; and

That a copy of this resolution be forwarded to Premier Doug Ford, Hon. Prabmeet Sarkaria, Minister of Transportation, Hon. King Surma, Minister of Infrastructure, Hon. Rob Flack, Minister of Agriculture, Hon. Lisa Thompson, Minister of Rural Affairs, Hon. Trevor Jones, Associate Minister of Emergency Preparedness and Response, and Hon. Sylvia Jones, Minister of Health, and Good Roads; and

That this resolution be circulated to all municipalities in Ontario requesting their support;

Carried

Should you have any questions or concerns please contact Kari Stevenson, Director of Legislative Services/Clerk at kstevenson@ptbocounty.ca.

Thanks,

Holly Salisko

Administrative Services Assistant | Clerk's Division/Planning
Peterborough County
(705) 743-0380 Ext. 2105

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Should you/the sender submit letters and/or other communications or material that contain personal information to the Council, such personal information may become part of a public record and may be made available to the public through the Council Agenda process.

THE CORPORATION OF THE TOWNSHIP OF LARDER LAKE

69 Fourth Avenue, Larder Lake, ON

Phone: 705-643-2158 Fax: 705-643-2311



MOVED BY:

- ☒ Thomas Armstrong
☐ Patricia Hull
☐ Paul Kelly
☐ Lynne Paquette

SECONDED BY:

- ☐ Thomas Armstrong
☐ Patricia Hull
☒ Paul Kelly
☐ Lynne Paquette

Motion #: 7

Resolution #: 7

Date: November 12, 2024

Whereas municipalities face growing infrastructure needs, including roads, bridges, public transit, water systems, and other critical services, which are essential to community well-being and economic development; and

Whereas the current sources of municipal revenue, including property taxes and user fees, are insufficient to meet these increasing demands for infrastructure investment; and

Whereas the Province of Ontario currently collects the Land Transfer Tax (LTT) on property transactions in municipalities across the province, generating significant revenue that is not directly shared with municipalities; and

Whereas the Federal Government collects the Goods and Services Tax (GST) on property transactions, a portion of which could be directed to municipalities to address local infrastructure needs; and

Whereas redistributing a portion of the Provincial Land Transfer Tax and GST to municipalities would provide a predictable and sustainable source of funding for local infrastructure projects without creating a new tax burden on residents or homebuyers; and

Whereas a redistribution of a portion of the existing Land Transfer Tax and GST would allow municipalities to better plan and invest in long-term infrastructure initiatives, supporting local economic growth and improving the quality of life for residents;

Recorded vote requested: ☐

	For	Against
Tom Armstrong		
Patricia Hull		
Paul Kelly		
Lynne Paquette		
Patty Quinn		

I declare this motion

☐ Carried
☐ Lost / Defeated
☐ Deferred to: _____ (enter date) Because:
☐ Referred to: _____ (enter body) Expected response: _____ (enter date)

Disclosure of Pecuniary Interest*

Chair: _____

*Disclosed his/her (their) interest(s), abstained from discussion and did not vote on this question.

THE CORPORATION OF THE TOWNSHIP OF LARDER LAKE

69 Fourth Avenue, Larder Lake, ON

Phone: 705-643-2158 Fax: 705-643-2311



MOVED BY:

☒ Thomas Armstrong
☐ Patricia Hull
☐ Paul Kelly
☐ Lynne Paquette

SECONDED BY:

☐ Thomas Armstrong
☐ Patricia Hull
☒ Paul Kelly
☐ Lynne Paquette

Motion #: 8

Resolution #: 7

Date: November 12, 2024

1. Now Therefore Be It Hereby Resolved That the Township of Larder Lake Council formally requests the Provincial Government to consider redistributing a portion of the Land Transfer Tax collected on property transactions to municipalities; and

2. Be It Further Resolved That the Township of Larder Lake Council calls on the Federal Government to allocate a percentage of the GST collected on property sales to municipalities; and

3. Be It Further Resolved That this redistribution of the Land Transfer Tax and GST should be structured to provide predictable and sustainable funding to municipalities, allowing for better long-term planning and investment in infrastructure projects that benefit local communities, thus ensuring that local governments receive a fair share of the revenue to address critical infrastructure needs; and

4. Be It Further Resolved That copies of this resolution be forwarded to Prime Minister Justin Trudeau, Premier Doug Ford, the Ontario Minister of Finance, the Minister of Municipal Affairs and Housing, local Members of Parliament (MPs) and Members of Provincial Parliament (MPPs); and

5. Be It Further Resolved That copies of this resolution be forwarded to all 444 Municipalities in Ontario, the Federation of Canadian Municipalities (FCM), and the Association of Municipalities of Ontario (AMO) for their endorsement and advocacy.

Recorded vote requested: ☐

	For	Against
Tom Armstrong	✓	
Patricia Hull	✓	
Paul Kelly	✓	
Lynne Paquette		
Patty Quinn	✓	

I declare this motion

☒ Carried
☐ Lost / Defeated
☐ Deferred to: _____ (enter date) Because:
☐ Referred to: _____ (enter body) Expected response: _____ (enter date)

Disclosure of Pecuniary Interest*

Chair:

Patricia Hull

*Disclosed his/her (their) interest(s), abstained from discussion and did not vote on this question.

THE CORPORATION OF THE TOWNSHIP OF LARDER LAKE

69 Fourth Avenue, Larder Lake, ON

Phone: 705-643-2158 Fax: 705-643-2311



MOVED BY:

- ☒ Thomas Armstrong
☐ Patricia Hull
☐ Paul Kelly
☐ Lynne Paquette

SECONDED BY:

- ☐ Thomas Armstrong
☐ Patricia Hull
☒ Paul Kelly
☐ Lynne Paquette

Motion #: 11

Resolution #: 9

Date: November 12, 2024

BE IT RESOLVED THAT the Council of the Township of Larder Lake hereby supports the resolution of from the Municipality of Callander urging the Government to promptly resume the assessment cycle; and

FURTHER THAT a copy of this resolution be sent to the Premier, the relevant provincial authorities, the Association of Municipalities in Ontario, the Rural Ontario Municipalities Association, the Federation of Northern Ontario Municipalities, the Municipal Property Assessment Corporation, and all municipalities in Ontario for their consideration, to make proper changes as quickly and efficiently as possible.

Recorded vote requested: ☐

	For	Against
Tom Armstrong	☒	
Patricia Hull	☒	
Paul Kelly	☒	
Lynne Paquette		
Patty Quinn	☒	

I declare this motion

☒ Carried
☐ Lost / Defeated
☐ Deferred to: _____ (enter date)
Because:
☐ Referred to: _____ (enter body)
Expected response: _____ (enter date)

Disclosure of Pecuniary Interest*

Chair:

Patricia Hull

*Disclosed his/her (their) interest(s), abstained from discussion and did not vote on this question.

November 13, 2024

Town of Oakville Notice of Public Information Centre #3 – November 27, 2024 Transportation Master Plan

The Town of Oakville is undertaking a Transportation Master Plan (TMP) study to create a sustainable transportation system within the town. This master plan will use town policy documents including the town Official Plan and the Urban Mobility and Transportation Study (UMTS) as input to develop a new plan to accommodate growth to 2051.

The TMP will focus on building walkable, cycle/transit friendly neighbourhoods integrated with accessible transportation choices for all residents. The TMP will recommend a comprehensive, updated set of guidelines to enhance the town's transportation system to address the needs of all stakeholders and establish a path forward for all modes of transportation to support Oakville's vision to be a vibrant and livable community for all.

Get involved and have your say!

November 27, 6 – 8 p.m.
Town Hall – Trafalgar Room
1225 Trafalgar Road

Residents can drop by anytime between 6 to 8 p.m. to review display materials. There will be a presentation at 6:15 p.m and will be live streamed on the [Town of Oakville YouTube channel](#). The PIC will present the evaluation of alternative solutions and the preliminary preferred strategy. We encourage you to attend and provide your input as the preferred alternative solution will set the priorities for transportation investments until 2051.

Additional engagement opportunities will take place over the next few months, including outreach events being planned for the fall across various venues and town events. The fourth PIC is scheduled to take place in Winter 2024/2025.

Please visit the [Transportation Master Plan](#) page on oakville.ca for more information about the project.

Town of Oakville | 1225 Trafalgar Road, Oakville L6H 0H3 | 905-845-6601 | [oakville.ca](#)

If you would like to be added to the project contact list to receive project notices, please contact either of the following project team members:

Eric Chan, P. Eng., PMP

Manager – Transportation Planning
Town of Oakville
1225 Trafalgar Road
Oakville, Ontario L6H 0H3
Tel: 289-952-2768

Ray Bacquie, P.Eng., MBA

Consultant Project Manager
R.J. Burnside and Associates
6990 Creditview Road, Unit 2
Mississauga, ON L5N 8R9
Tel: 905-821-5891

Email: tmp@oakville.ca

Project notices will be provided by email unless otherwise requested. If you would like to receive project notices by mail, please provide your mailing address when contacting us.

The Study is being carried out in accordance with Master Plan Approach 1 as outlined in the Municipal Class Environmental Assessment (2023), which is approved under the *Ontario Environmental Assessment Act*.

Information will be collected in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. Except for personal information (e.g., name, address, phone number), all comments will become part of the public record that is available to the general public.

Project and notice information will be made available in an alternate format upon request in accordance with the Accessibility Standard for Information and Communication under the *Accessibility for Ontarians with Disabilities Act, 2005*.

This Notice was first issued on November 13, 2024.



November 14, 2024

Hon. Doug Ford
Premier of Ontario
Legislative Building, Queen's Park
Toronto, ON M7A 1A1
Email: premier@ontario.ca

Dear Honourable Doug Ford,

RE: OPP Detachment Billing Increases

Please be advised that the Council of the Corporation of the Municipality of Leamington, at its meeting held Tuesday, November 12, 2024 enacted the following resolution:

WHEREAS current police services within the Municipality of Leamington (hereinafter referred to as the 'Municipality') are provided by the Ontario Provincial Police (hereinafter referred to as the 'OPP');

AND WHEREAS the Municipality and the local OPP detachment have worked in a positive, collaborative and effective manner for decades;

AND WHEREAS historical increases in OPP Annual Billing Statements have trended around 5.67%;

AND WHEREAS the OPP submitted their 2025 Annual Billing Statement to the Municipality on October 4, 2024, that identifies an approximate \$833,000 (14.45%) increase from 2024 to 2025 that will translate to an approximate 2.48% tax rate increase, in addition to what the Municipality was contemplating for the residents of Leamington;

AND WHEREAS the Municipality was not consulted nor provided any advanced notice from the Commissioner regarding the significant cost increase received for OPP services;

AND WHEREAS the Municipality cannot afford to absorb this unexpected and entirely preventable increase without causing undo financial strain to our taxpayers;

THEREFORE BE IT RESOLVED THAT the Municipality of Leamington wishes to dispute the 2025 OPP Annual Billing Statement;

AND FURTHER THAT the Town requests that the 2025 OPP Annual Billing Statement be reduced to an approximate 5% increase that is more manageable for the Municipality and in line with historical trends;

AND FURTHER THAT any increase above 5% be absorbed by the province as the additional costs are directly the result of collective bargaining that was within the control of the OPP and should have been known to be financially unsustainable for the municipalities that now need to pay the bill;

AND FURTHER THAT the Municipality request that the County of Essex undertake a feasibility study for a County Police Force;

AND FURTHER THAT a copy of this Resolution be sent to the Honourable Doug Ford, Premier of Ontario, the Honourable Michael Kerzner, Solicitor General, MPP Trevor Jones, the County of Essex, and all 329 municipalities serviced by OPP.

Yours Truly,

Abbie Marchildon

Abbie Marchildon, Council and Committee Coordinator

cc: The Hon. Michael Kerzner, Solicitor General
Trevor Jones, MPP
County of Essex
All 329 municipalities serviced by the OPP



Township of Horton
2253 Johnston Rd. Renfrew, ON K7V 3Z8
(o) 613-432-6272
(f) 613-432-7298
reception@hortontownship.ca

CERTIFIED TRUE COPY

Moved by: Councillor Webster

Resolution No.: 2024-160

Seconded by: Councillor Webs

November 5th, 2024

WHEREAS it is apparent that the Ontario Government has overlooked the needs of small rural Ontario;

AND WHEREAS Ontario's small rural municipalities face insurmountable challenges to fund both upfront investments and ongoing maintenance of their capital assets including roads, bridges, water/wastewater and municipally owned buildings including recreational facilities, libraries and other tangible capital assets:

AND WHEREAS small rural Ontario's operating needs consume the majority of property tax revenue sources;

AND WHEREAS small rural municipalities (of 10,000 people or less) are facing monumental infrastructure deficits that cannot be adequately addressed through property tax revenue alone;

AND WHEREAS in 2015 the provincial government moved to standardized billing for all non-contract D.P.P. (5.1) locations;

AND WHEREAS the Ontario Government has committed \$9.1 billion to Toronto alone to assist with operating deficits and the repatriation of the Don Valley and Gardner Expressway; and \$534 million to Ottawa for the repatriation of Hwy 174;

AND WHEREAS the annual cost of the Ontario Provincial Police, Municipal Policing Bureau for small rural non-contract (5.1) municipalities is approximately \$428 million;



Township of Horton

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AND WHEREAS this annual cost is significantly less than the repatriation costs of the Gardiner Express Way, the Don Valley Parkway and Highway 174 (Ottawa Region) but provides a greater impact to the residents of the Province overall;

AND WHEREAS this will afford relief to small rural municipalities for both infrastructure and operating needs while having a minimal impact on the provincial budget;

NOW THEREFORE BE IT RESOLVED THAT The Township of Horton call on the Ontario Government to immediately implement sustainable funding for small rural municipalities by reabsorbing the cost of the Ontario Provincial Police Force back into the provincial budget with no cost recovery to municipalities:

AND FURTHER THAT Council direct staff to circulate this resolution to Premier Doug Ford, Minister of Solicitor General, Minister of Finance, and to the Association of Municipalities of Ontario, MPP John Yakabuski, and all Municipalities in Ontario.

X CARRIED



Hope Dillabough, CAO/Clerk



Howick Township
44816 Harriston Road
Gorrie, ON N0G 1X0

Phone: 519-335-3208 ext. 2
Fax: 519-335-6208
Email: clerk@howick.ca
Website: www.howick.ca

November 6, 2024

Premier Doug Ford
Legislative Building
Queen's Park
Toronto, ON M7A 1A1
Via email: premier@ontario.ca

Dear Honourable Premier Ford,

Re. Resolution – Ontario Provincial Police Costs for 2025

Please be advised that the Council of the Corporation of the Township of Howick, at its meeting held November 5, 2024 enacted the following resolution:

MOVED BY: Councillor Rognvaldson
SECONDED BY: Councillor Grimes

WHEREAS the Township of Howick's 2025 OPP Annual Billing Costs represents a 21.15% increase over the 2024 OPP Annual Billing Costs, with many small, rural municipalities across Ontario facing even larger increases for 2025;

AND WHEREAS this 21.15% increase in OPP costs equates to more than a 2.8 per cent tax increase before Howick Township even begins its 2025 budget process in terms of levels of services;

AND WHEREAS the downloading of costs such as these from the province and the subsequent significant cost increases are not feasible or sustainable for small, rural municipalities in Ontario who are bound to raising their revenue solely through property taxes and user fees;

NOW THEREFORE BE IT RESOLVED THAT the Council of the Township of Howick adopt and endorse Resolution No. 229 of the Municipality of Tweed and further calls on the Ontario Government to immediately implement sustainable funding for small, rural municipalities by reabsorbing the cost of the Ontario Provincial Police Force back into the provincial budget with no cost recovery to municipalities.

CARRIED.

The Township of Howick appreciates the province's attention to the financial challenges faced by small, rural municipalities and looks forward to a collaborative solution.

Sincerely,

Caitlin Gillis

Caitlin Gillis, Clerk-Administrator

Cc: The Honourable Michael Kerzner, Solicitor General
The Honourable Peter Bethlenfalvy, Minister of Finance
The Association of Municipalities of Ontario, All Municipalities of Ontario
Huron-Bruce MPP Lisa Thompson
County of Huron

**Municipality of Tweed Council Meeting
Council Meeting**



Resolution No. 229
Title: Councillor P. Valiquette
Date: Tuesday, April 23, 2024

Moved by P. Valiquette
Seconded by J. Palmateer

WHEREAS it is apparent that the Ontario Government has overlooked the needs of small rural Ontario;
AND WHEREAS Ontario's small rural municipalities face insurmountable challenges to fund both upfront investments and ongoing maintenance of their capital assets including roads, bridges, water/wastewater and municipally owned buildings including recreational facilities, libraries and other tangible capital assets;

AND WHEREAS small rural Ontario's operating needs consume the majority of property tax revenue sources;

AND WHEREAS small rural municipalities (of 10,000 people or less) are facing monumental infrastructure deficits that cannot be adequately addressed through property tax revenue alone;

AND WHEREAS in 2015 the provincial government moved to standardized billing for all non-contract J.P.P. (5.1) locations;

AND WHEREAS the Ontario Government has committed \$9.1 billion to Toronto alone to assist with operating deficits and the repatriation of the Don Valley and Gardner Expressway; and \$534 million to Ottawa for the repatriation of Hwy 174;

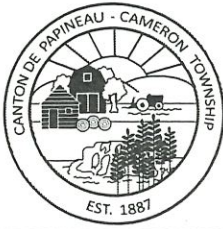
AND WHEREAS the annual cost of the Ontario Provincial Police, Municipal Policing Bureau for small rural non-contract (5.1) municipalities is approximately \$428 million;

AND WHEREAS this annual cost is significantly less than the repatriation costs of the Gardiner Express Way, the Don Valley Parkway and Highway 174 (Ottawa Region) but provides a greater impact to the residents of the Province overall;

AND WHEREAS this will afford relief to small rural municipalities for both infrastructure and operating needs while having a minimal impact on the provincial budget;

NOW THEREFORE BE IT RESOLVED THAT The Municipality of Tweed call on the Ontario Government to immediately implement sustainable funding for small rural municipalities by reabsorbing the cost of the Ontario Provincial Police Force back into the provincial budget with no cost recovery to municipalities;

AND FURTHER, that Council direct staff to circulate this resolution to Premier Doug Ford (premier@ontario.ca), Minister of Solicitor General, Minister of Finance, and to the Association of Municipalities of Ontario (amo@amo.on.ca) and all Municipalities in Ontario.



THE CORPORATION OF THE TOWNSHIP OF PAPINEAU-CAMERON

4861 Highway 17, P.O. Box 630, Mattawa ON P0H 1V0

Office: (705) 744-5610 • Fax: (705) 744-0434 • Garage: (705) 744-5072

E-mail: clerk@papineaucameron.ca Website: www.papineaucameron.ca

November 13, 2024

The Honourable Doug Ford
Premier of Ontario
Premier's Office
Room 281
Legislative Building, Queen's Park
Toronto, ON M7A 1A1

RE: Ontario Building Code

The Council of Papineau-Cameron met at their regular Council meeting on November 12, 2024 and passed the attached resolution 2024-328.

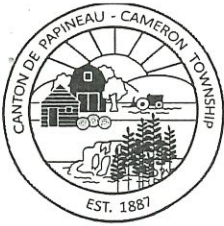
Feel free to contact us if you have any questions.

Sincerely,

Jason McMartin, BA, ADA
CAO/Clerk-Treasurer

Encl. Council Resolution 2024-328

c.c. Hon. Paul Calandra MPP, Minister of Municipal Affairs and Housing
Hon. Michael Parsa MPP, Minister of Children, Community and Social Services
Hon. Victor Fedeli MPP, Chair of Cabinet, Minister of Economic Development, Job Creation and Trade
Association of Municipalities of Ontario
Ontario Building Officials Association
Municipalities of Ontario



THE CORPORATION OF THE TOWNSHIP OF PAPINEAU-CAMERON

4861 Highway 17, P.O. Box 630, Mattawa ON P0H 1V0
Office: (705) 744-5610 • Fax: (705) 744-0434 • Garage: (705) 744-5072
Website: www.papineaucameron.ca

DATE: **November 12, 2024** RESOLUTION NUMBER: **2024- 328**

MOVED BY:

Shelley Belanger

SECONDED BY:

M. Chenier

WHEREAS Ontario is facing a significant affordable housing crisis, with many residents struggling to secure safe and affordable living accommodations;

AND WHEREAS the crisis of homelessness in Ontario continues to affect thousands of individuals and families, necessitating urgent and effective housing solutions;

AND WHEREAS the current Ontario Building Code contains regulations that may inadvertently hinder the development of affordable housing by imposing excessive costs and barriers on individuals and developers;

AND WHEREAS current building code regulations may restrict the development of innovative housing solutions designed to address the needs of homeless individuals and families;

AND WHEREAS an increase in affordable housing units is essential to promote economic stability, community well-being, and social equity within Ontario;

AND WHEREAS providing pre-approved affordable housing plans can streamline the construction process, reduce costs, and facilitate quicker access to housing for those in need;

THAT the Council of Papineau-Cameron Township hereby calls on the Ontario government to amend the Ontario Building Code to include provisions for pre-approved affordable housing plans specifically aimed at supporting low income and homeless individuals, including:

1. Standardized Designs: Creating a set of pre-approved housing designs that meet safety and quality standards while being cost-effective and quick to construct.
2. Flexible Design Standards: Allowing for innovative building designs and materials that meet affordability criteria while ensuring safety and livability.
3. Community Integration: Ensuring that these housing designs can be integrated into existing neighborhoods in a way that respects community character and promotes acceptance.
4. Support for Diverse Models: Including options for various types of housing, such as tiny homes, modular units, and converted shipping containers, to cater to different needs and preferences.

AND FURTHER THAT the Council of Papineau-Cameron Township encourages the Ontario government to engage with stakeholders, including architects, housing advocates, and service providers, to develop these pre-approved plans that effectively address the needs of low income and homeless individuals;

AND FURTHER THAT this resolution be provided to the Hon. Doug Ford, Premier of Ontario, Hon. Paul Calandra, Minister of Municipal Affairs and Housing, Hon. Michael Parsa, Minister of Children, Community and Social Services, Hon. Victor Fedeli, Chair of Cabinet, Minister of Economic Development, Job Creation and Trade, Association Municipalities of Ontario, Ontario Building Officials Association, Municipalities of Ontario.

CARRIED:

Robert Corriveau
(Mayor)

NOT CARRIED:

COPY
(Mayor)

Recorded Vote (Upon Request of Councillor _____) Section 246 (1) Municipal Act

RECORDED DIVISION VOTE	YES Signature	NO Signature	ABSTAIN Signature
Mayor Robert Corriveau			
Deputy Mayor Shelley Belanger			
Councillor Keith Dillabough			
Councillor Jason Bélanger			
Councillor Mélanie Chenier			



374028 6TH LINE • AMARANTH ON • L9W 0M6

November 14, 2024

The Honourable Doug Ford
Premier of Ontario

Sent by email to premier@ontario.ca

Re: Resolution on Establishing an Ontario Rural Roads Safety Program

At its regular meeting of Council held on October 16, 2024, the Township of Amaranth Council passed the following motion:

Resolution #: 4

Moved by: A. Stirk

Seconded by: G. Little

BE IT RESOLVED THAT:

WHEREAS official statistics from the Government of Ontario confirm that rural roads are inherently more dangerous than other roads;

AND WHEREAS, despite only having 17% of the population, 55% of the road fatalities occur on rural roads;

AND WHEREAS, rural, northern, and remote municipalities are fiscally strained by maintaining extensive road networks on a smaller tax base;

AND WHEREAS, preventing crashes reduces the burden on Ontario's already strained rural strained health care system;

AND WHEREAS, roadway collisions and associated lawsuits are significant factors in runaway municipal insurance premiums. Preventing crashes can have a significant impact in improving municipal risk profiles;

THEREFORE, BE IT RESOLVED THAT the Township of Amaranth requests that the Government of Ontario take action to implement the rural road safety program that Good Roads has committed to lead. It will allow Ontario's rural municipalities to make

the critical investments needed to reduce the high number of people being killed and seriously injured on Ontario's rural roads; and

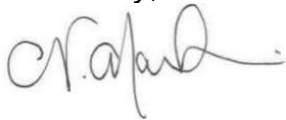
FURTHER THAT a copy of this resolution be forwarded to Premier Doug Ford, Hon. Prabmeet Sarkaria, Minister of Transportation, Hon. Kinga Surma, Minister of Infrastructure, Hon. Rob Flack, Minister of Agriculture, Hon. Lisa Thompson, Minister of Rural Affairs, Hon. Trevor Jones, Associate Minister of Emergency Preparedness and Response, and Hon. Sylvia Jones, Minister of Health, and Good Roads; and

FURTHER THAT this resolution be circulated to all municipalities in Ontario requesting their support.

CARRIED

Please do not hesitate to contact the office if you require any further information.

Yours truly,

A handwritten signature in dark ink, appearing to read 'Nicole Martin', with a stylized flourish at the end.

Nicole Martin, Dipl. M.A.
CAO/Clerk